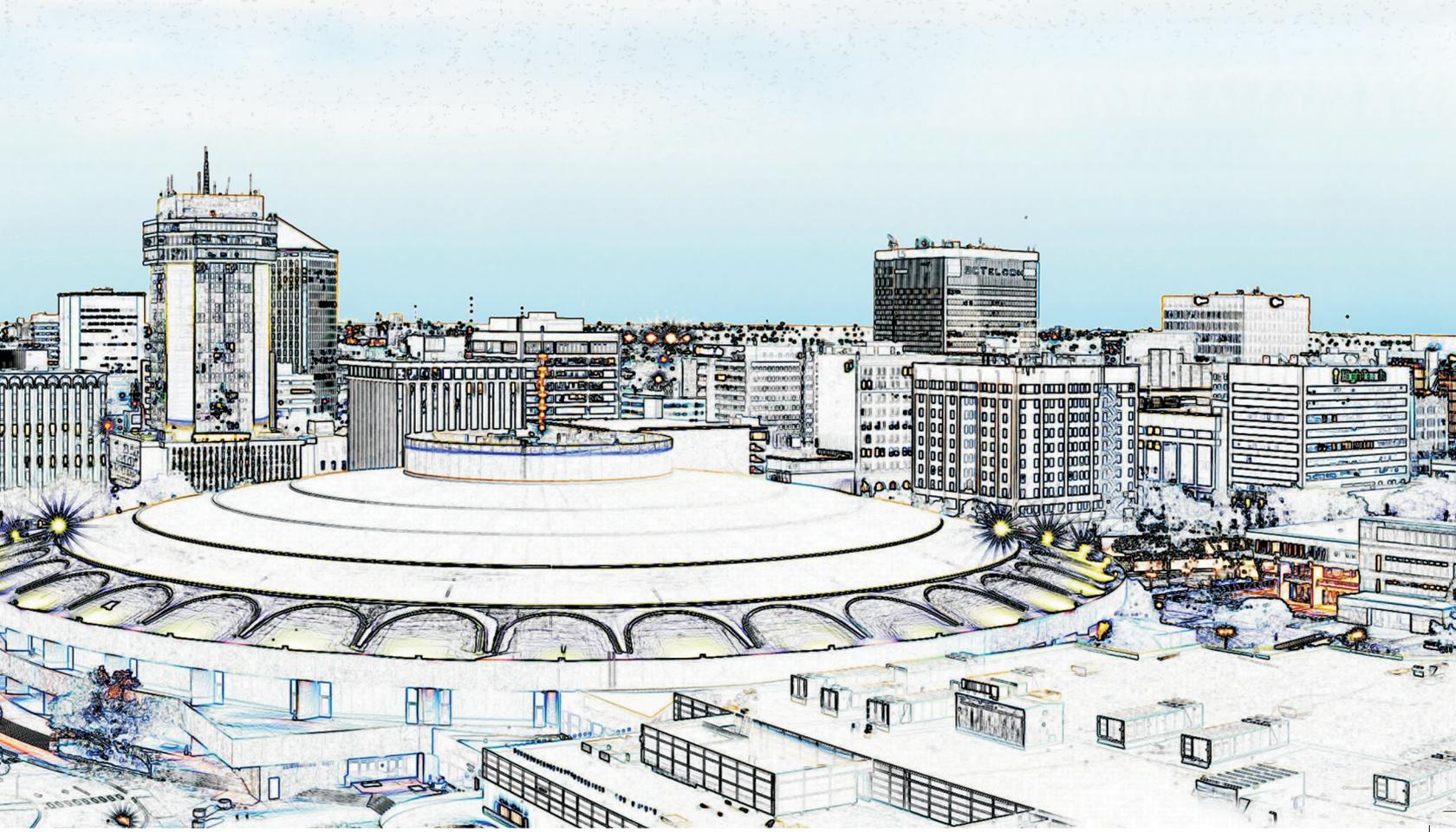


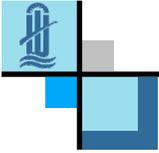
City of Wichita, Kansas



2011-2020

Capital Improvement Program

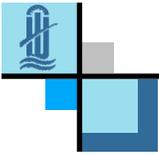




CITY OF WICHITA, KANSAS
PROPOSED
CAPITAL IMPROVEMENT PROGRAM
2011-2020

MISSION STATEMENT

The mission of the City of Wichita is to provide an environment to protect the health, safety and well being of all who live and work in the community. In directing policies and programs toward that end, the City assumes a stewardship role to preserve the assets and natural resources entrusted to its growth, to assure equality of opportunity and to contribute to the quality of life for all citizens.

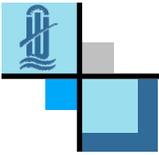


The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award and Special Performance Measure Recognition to the **City of Wichita, Kansas** for its annual budget for the fiscal year beginning **January 1, 2011**.

In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

The award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

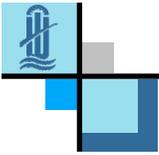
**THE CITY OF WICHITA DEPARTMENT OF FINANCE HAS EARNED THE
DISTINGUISHED BUDGET AWARD CONSISTENTLY FOR 23 YEARS.**



City of Wichita, Kansas
**2011-2020 PROPOSED
CAPITAL IMPROVEMENT PROGRAM**

CIP HIGHLIGHTS

- ◆ **The Proposed CIP is funded with a projected 7.5 mills in 2011 and 2012, 1 mill lower than the 2010 Debt Service Fund levy.** For 2011 and 2012 the City will shift 1 mill from the Debt Service Fund to the General Fund. This levy will be restored to the Debt Service Fund with .5 mill shifts in 2013 and 2014.
- ◆ **To improve infrastructure connecting neighborhoods divided by the Floodway, a new crossing near 13th Street is included in the CIP.** A Floodway bridge crossing, funded by local sales tax dollars, will connect 13th Street to I-235, promoting greater access to and from west Wichita.
- ◆ **To improve street maintenance and protect infrastructure, a total of \$33 million is budgeted for enhanced street improvements.** The CIP will provide \$4 million annually (phased in) to supplement the \$6 million budgeted in the operating budget. This will provide a total of \$10 million annually to increase focus on street improvements, particularly in residential areas.
- ◆ **To further reduce commute times, funding is included for additional US 400 / Kellogg improvements.** The City will commit \$71 million to complete East Kellogg through the connection with highway K-96. This funding will leverage \$144 million in State funding for this segment. In addition, the Proposed CIP includes \$21 million for continued design, right of way and frontage roads on West Kellogg past 119th Street.
- ◆ **To enhance the cultural and learning environment in Wichita, the CIP includes a new downtown public library.** The City will commit \$30 million to construct a new central library, part of a larger investment in the community's downtown neighborhood.
- ◆ **To enhance the livability and redevelopment of downtown, the CIP includes \$68 million.** Major new projects will continue the work of the downtown master plan, including downtown parking improvements, renovations to Century II, and a variety of street improvements in the core area.
- ◆ **To ensure the protection of property and life in the community, the CIP includes investments to support public safety.** The City is investing \$4.4 million for two new police substations and \$31 million for replacement fire apparatus. In addition, the Heartland Preparedness Center is included at a cost of \$90 million, including \$71 million in federal grant funds. Additional funding is included for radios and breathing apparatus for emergency responders.
- ◆ **To enhance parks, open spaces and pathways, which is an important part of creating a livable community, a total of 35 projects are funded, including \$2 million for pathways, \$7 million for bike paths and \$250,000 for the renovation of paths at Chisholm Creek Park.** An additional \$8.4 million is included to renovate Linwood, Boston and Planeview parks, as well as develop several others.
- ◆ **To continue improving City neighborhoods, the CIP funds various projects based on neighborhood plans developed by the Planning Department.** Improvements are included for the Arena Neighborhood, Delano, Historic Mid-town, South Central and others.



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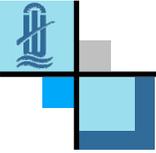
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Chris Carrier, the former Public Works Director for the City of Wichita, died on September 25, 2010. Carrier began working for the City in 1997 as the stormwater utility engineer and was appointed Public Works Director in January 2005. He oversaw major projects that reduced flooding across Wichita, facilitated suburban growth, and improved traffic in a city recognized for having one of the nation's shortest commute times.

Projects led by Carrier included the award-winning Central Rail Corridor, improvements to the Keeper of the Plains, prevention and recovery related to the 1998 Cowskin Creek Halloween flood and continued expansion of the Kellogg Expressway. The \$105 million Central Rail project raised two miles of track above the roadway in the city's core area, providing five new bridges that carry trains over five arterial streets. The improvements allowed traffic to pass freely below the tracks, improved motorist and pedestrian safety, and reduced vehicle emissions.

"We all lost a friend and dedicated public servant in Chris Carrier," City Manager Robert Layton said. "Simply put, Chris made a difference - to his community, colleagues and friends. His positive approach to life and constant smile will never be forgotten by any of us who knew him. Chris loved Wichita and tried every day to make it a better place for all of us to live. "

A Newton native, Chris worked in Dodge City, Ford County, and organizations in Iowa and Louisiana. He earned a Bachelor of Science in Civil Engineering from the University of Kansas. Chris was survived by his wife and two adult children.

The City of Wichita honors the memory of Chris Carrier, who made a substantial contribution to the community and the lives of his coworkers.



CAREER HIGHLIGHTS

- ◆ Storm Water design standards - created the City's first storm water pollution prevention ordinance
- ◆ Central Rail Corridor - elevated rail lines through the heart of the city to eliminate traffic congestion and improve safety
- ◆ Flood Prevention and Recovery - including the Halloween flood of 1998 and flood event of September 2008
- ◆ Kellogg Freeway - construction of the Kellogg and Rock Road flyover, and planning for future phases of both east and west Kellogg
- ◆ Combining Public Works and Water Utilities into the new Department of Public Works & Utilities
- ◆ Keeper of the Plains Plaza area improvements
- ◆ Drainage improvements for Cowskin Creek from Kellogg to Maple to reduce Westside flooding

LOCATION AND HISTORY

Wichita, the largest city in Kansas, population 372,186, is the county seat of Sedgwick County¹. Major highways, including the Kansas Turnpike and Interstate I-135, link the City with a large trade area that encompasses a population of more than one million people within a 100-mile radius.² The nearest large cities are Denver to the west, Kansas City to the northeast and Oklahoma City and Tulsa to the south and southeast.

HISTORICAL BACKGROUND

Wichita has served as a trading center and meeting place for many years. The first permanent settlement in Wichita was a collection of grass houses inhabited by the Wichita Indians in 1863. J.R. Mead became the first white settler in 1864 when he opened a trading post. Jesse Chisholm pioneered the Chisholm Trail in 1865.

Wichita was incorporated in 1870. Wichita became a destination for cattle drives from Texas, which explains its nickname, "Cowtown." The original stimulus to the City's economic development was the extension of the Santa Fe Railway into Wichita in 1872. Wichita boomed as a cow town until the late 1870's when settlers fenced off the prairie and the Chisholm Trail with barbed wire, and many cattle drives shifted west to Dodge City. In 1886 Wichita was incorporated as a city of the first class, and was established as the region's principal city.

During the 1890's, the grain produced from farms in the region more than equaled the wealth formerly generated by the cattle trade, and Wichita became a trade and milling center. The Mentholatum Company was founded in 1894 by A. A. Hyde to produce medicines. In 1914, the discovery of oil broadened the economic base, drawing numerous services, distributive enterprises and metal-working industries. Wichita was the headquarters of the former Derby Oil Company, which was purchased by Coastal Corporation in 1988.

In the 20th century, aircraft pioneers such as Clyde Cessna, Walter Beech and Bill Lear began projects that would lead to Wichita's establishment as the "Air Capital of the World." In 1917 the Cessna Comet was the first airplane that was manufactured in Wichita. Cessna and Hawker Beechcraft remain based in Wichita today, along with Learjet and Spirit AeroSystems, and both Airbus and Boeing maintain a workforce in Wichita. Since the growth of the aircraft industry began during the inter-war years, Wichita has been a leading producer of general aviation and commercial aircraft. McConnell Air Force Base was activated in 1951 and has remained an important factor in the community.

Wichita has evolved into a cultural and entertainment center. The downtown district offers nightclubs, restaurants, retail shops, museums and parks. Intrust Bank Arena features 22 suites, 2 party suites, 40 lodge boxes and over 300 premium seats with a total potential capacity of over 15,000.³ This arena is located in the middle of Wichita and opened in January 2010.⁴

Several universities are located in Wichita, the largest being Wichita State University. Wichita State University was founded as Fairmount College, a municipal university, in 1895. Friends University and Newman University are also located in Wichita. In July 2006, CNN/Money and *Money Magazine* ranked Wichita 9th on its list of the 10 best U.S. big cities in which to live.⁵ In 2008, Wichita, Kansas topped the MSN Real Estate list of livable bargain markets.⁶ Wichita has also been named the most "Uniquely American" city by Newsmax Magazine.⁷

CLIMATE

Wichita, located on the plains far from any large moderating influences, such as mountains, oceans, or lakes. There is a wide range of temperatures, which fall between a humid subtropical climate and a humid continental climate with hot, humid summers and somewhat cold, dry winters. Despite these extremes, Wichita is known to have more sunny days throughout the year than Miami. Over the course of a year, temperatures range from an average low of about 20 °F (-7 °C) in January to an average high of nearly 93 °F (34 °C) in July. The maximum temperature reaches 90 °F (32 °C) an average of 64 days per year and reaches 100 °F (38 °C) an average of 14 days per year; conversely, the minimum temperature falls below 0 °F (-17.8 °C) an average of 3.6 nights per year. The first fall freeze typically occurs between the second week of October and mid-November, and the last spring freeze occurs between the end of March and the final week of April.⁸

THE GOVERNMENT

In 1918, Wichita became one of the first municipalities in the United States to adopt the Commission-Manager form of government. Effective April 14, 1987, the title "City Commission" was changed to "City Council" and elections were altered so that the five council members were nominated by district and elected at-large. In November 1988, Wichita voters approved a referendum to elect a five-member City Council by pure district elections and a full-time Mayor was elected at-large. On February 10, 1989, Charter Ordinance 115 was adopted and provided for the five council member seats to be increased to six by subdividing the City into six districts based on the 1990 Census. The six Council members and the Mayor serve four-year terms with the Council members' terms overlapping. The City Council and Mayor conduct all legislative functions for the City of Wichita and establish general policies, which are executed by the City Manager.

CRIME

The crime index rate in Wichita is lower than national averages, and generally lower than other peer communities. For instance, the national average of robbery crimes reported per 100,000 people was 145.3, whereas the average in Wichita was only 86.0⁹. Over the years, the Wichita Police Department has been the recipient of many awards and is the only department to win the Webber Seavey award, an international award for quality law enforcement, multiple times.¹⁰

THE PEOPLE

GEOGRAPHY AND GROWTH

The Metropolitan Statistical Area (MSA) includes Butter, Harvey, Sedgwick and Sumner counties, which has a 2010 estimated population of 623,061.¹ Sedgwick County represents the largest portion of the area's population with an estimated 498,365 residents, with Wichita having a 2009 population of 382,368.¹ According to projections from Buffalo Business First, Wichita's 2010 population is 377,822, which makes it the country's 50th largest city.

Wichita's population growth has been steady for the past two decades. The majority of recent growth has occurred along the far west/northwest and east/northeast peripheries of the City, and into the unincorporated portions of the county. As of December 2010, the City's total land area was approximately 163.7 square miles.² The majority of annexation in recent years has been in response to a need for improved utility service in the annexed areas, especially water service.

In 2010, Wichita's population was 71.9% White, 11.5% Black/African American, 1.2% American Indian, 4.8% Asian, and 10.6% Other. Approximately 86.6% of the population were non Hispanic and about 13.4% were of Hispanic origin.¹ The median age was 33.9. Approximately 73.4% of the population was 18 years old and over, and 11.5% were over 65 years of age. The population is comprised of 49.3% male and 50.7% female.¹¹

EDUCATION

Wichitans place great importance on education. In 2009, 87.6 percent of Wichita's citizens aged 25 years and older had at least a high school diploma, compared to 85.3 percent in the nation overall. Wichita is served by eight public school districts. The Wichita Public School District (USD 259) is the largest in the City. More than 50,000 students were enrolled in fall 2010.¹²

In addition to the public school districts, there are dozens of private and parochial schools serving preschool through high school students, as well as those needing special education. Fifteen colleges and universities in the local area serve Wichita, including Wichita State University, University of Kansas-School of Medicine, Friends University, Newman University, and the Wichita Area Technical College.

THE LOCAL ECONOMY

INDUSTRY

The Wichita metropolitan area is home to nearly 750 manufacturers, which produce a wide variety of products from computers to aircraft. The City is a growing manufacturing city with a diverse economic base. About 80 percent of all manufacturing establishments are small firms employing less than

50 workers. Local aircraft companies are important to the economic mix in Wichita and combine to produce a significant number of the world's general aviation and commercial aircraft. Service-related firms, particularly regional health care firms, are also an important sector for Wichita's long-term growth. These strengths, combined with a skilled labor force and the City's central location, provide for Wichita's prominence as a regional market.

UNEMPLOYMENT RATES

The unemployment rate for the Wichita MSA was 7.6 percent in May 2011, which was lower than the national unemployment rate of 9.1 percent on a seasonally adjusted basis.¹³ Professional and business services saw the most job growth from a year ago when the unemployment rate was 8.5 percent in May 2010. Other sectors adding jobs were manufacturing, oil and gas, and retail and wholesale trade. Some sectors losing jobs from a year ago were: information financial services, health care and government.

MAJOR EMPLOYERS

Wichita is known as the "air capital of the world" due to the concentration of aircraft manufacturers. However, Wichita actually has a diverse economy. Located in the "breadbasket of the world," agriculture is an important industry. Oil and gas production is prevalent, and the entrepreneurial spirit in Wichita has spawned companies such as Pizza Hut, Rent-a-Center, and the Coleman Company. The top ten employers, in order from one to ten, are Spirit AeroSystems Inc., Cessna Aircraft Co., Via Christi Health, Hawker Beechcraft Corp., Boeing Defense, Space & Security, Koch Industries Inc., Bombardier Learjet, Wesley Medical Center, Cargill Meat Solutions, and Wichita Clinic.¹⁴

SOURCES:

- 1 U.S. Department of Commerce, Bureau of the Census, 2010 Decennial Census.
- 2 Nielson 2010 population estimates and mapping. Population represents only the Kansas portion of the 100-mile radius, not the Oklahoma portion.
- 3 www.intrustbankarena.com/general.asp?id=178.
- 4 <http://www.intrustbankarena.com/news.asp?id=10&pid=194&task=display&pcatid=>
- 5 <http://money.cnn.com/magazines/money/mag/bplive/2006/top100/bigcities.html>.
- 6 <http://realestate.msn.com/article.aspx?cp-documentid=13107795>.
- 7 <http://www.newsmax.com/Slideshows/Newsmax-Magazine-Rates-the-Top-25-Most-Uniquely-Am/98006/1--Wichita,-Kan-/2>.
- 8 Climate in Wichita, Kansas. Rssweather.com 2007-11-02.
- 9 2008 Federal Bureau of Investigation Crime Report, National average for cities with populations between 250,000 and 499,999.
- 10 <http://www.wichita.gov/CityOffices/Police/PublicInformation>.
- 11 U.S. Bureau of the Census, 2010 American Fact Finder - Demographic Profile.
- 12 USD 259 enrollment figures furnished by the Wichita Public Schools (USD259.org).
- 13 Kansas Department of Labor.
- 14 Greater Wichita Economic Development Coalition, www.gwdec.org.



At Large: Mayor Carl Brewer

Mayor Brewer has been Mayor of the City of Wichita since April 2007. Previously he was elected to two terms as a Council Member from April 2001 to April 2007. He also worked for Boeing as an Operations Manager and retired at the rank of Captain in the Kansas Army National Guard. He is married and has four children. Mayor Brewer is a graduate of Wichita North High School and is working toward a human resource degree from Friends University.



District 1: Vice Mayor Lavonta Williams

Vice Mayor Lavonta Williams was appointed to the Wichita City Council on June 19, 2007 and was elected in April 2009. She has a Bachelor of Science in Education and is a former middle school teacher for 35 years. Council Member Williams is a community advocate, and has been actively involved in Visioneering Wichita's Racial Diversity and the Opportunity and Harmony Strategic Alliance. She also has served as the secretary for the local and state NAACP. She is married and has two children and four grandchildren.



District 2: Pete Meitzner

Council Member Pete Meitzner has been a Council Member since April 2011 and is currently serving in his first term. He is a lifelong Wichitan and is a graduate of Wichita State University. Council Member Meitzner worked in the banking industry prior to founding and operating a telecom company. He is active in the community, currently serving as the President of the Lord's Diner Advisory Board. He and his wife have two children.



District 3: James Clendenin

Council Member James Clendenin has been a Council Member since April of 2011. He is a graduate of Halstead High School and currently works in composite manufacturing at PCI Composites in west Wichita and has worked in the aircraft composites business for over 10 years. Council Member Clendenin is actively involved in the community serving as an Assistant Scoutmaster in Boy Scouts of America. He is married and has three children.



District 4: Michael O'Donnell

Council Member Michael O'Donnell has been a Council Member since April 2011 and is currently serving in his first term. He is a graduate of Friends University and currently works at B98 with the Brett & Tracy Morning Show. He is actively involved with the community as a board member at the South YMCA, Grace Baptist Church, and The American Cancer Society Cattleman's Ball. Council Member O'Donnell is a 4th generation resident of Wichita's south side.



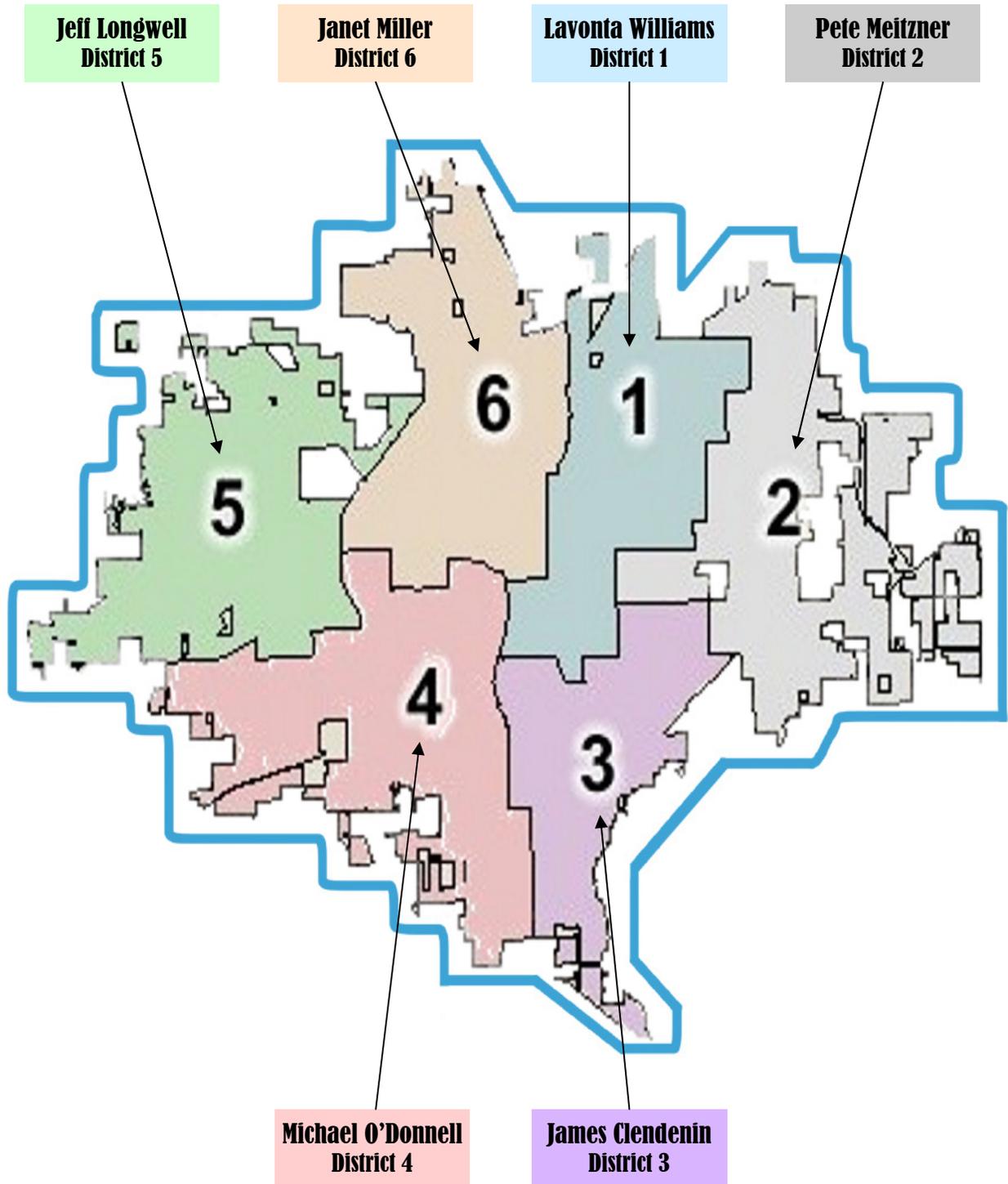
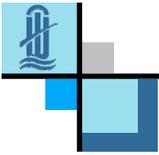
District 5: Jeff Longwell

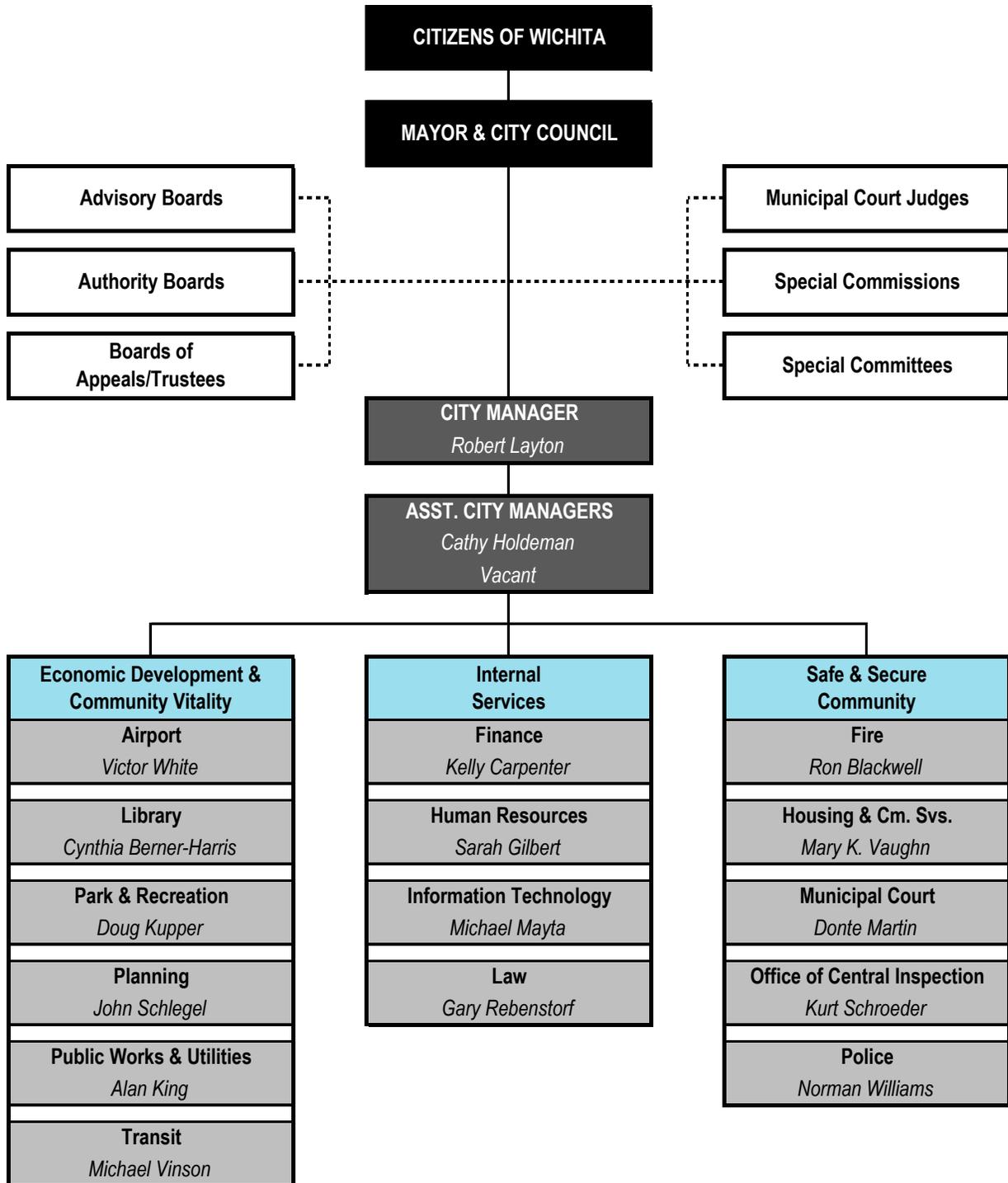
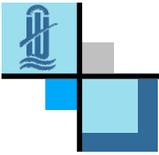
Council Member Jeff Longwell has been a Council Member since April 2007. He is actively involved in St. Francis of Assisi Parish, the Knights of Columbus, YMCA and served 12 years on the Maize Board of Education. He received his education from Wichita West High School and Wichita State University. Council Member Longwell is currently working at AdAstra Print Communications and has worked in the graphics business for more than 27 years. He is married and has three children and one grand-

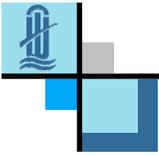


District 6: Janet Miller

Council Member Janet Miller has been a Council Member since April 2009. Prior to joining the Wichita City Council, she served as a member of the District VI Advisory Board and the President of the Park Board. She is an alumna of Kansas State University and is a graduate of the Wichita Citizens Academy program. She has been married for 18 years and is the proud "Aunt Jan" to six nieces and a nephew.







CITY COUNCIL MEMBERS

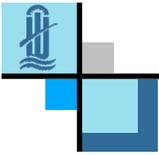
<i>Carl Brewer</i>	Mayor	268-4331	455 N. Main, 67202
<i>Lavonta Williams</i>	Vice Mayor (I)	303-8017	*2755 E. 19th, 67214
<i>Pete Meitzner</i>	Council Member (II)	268-4331	455 N. Main, 67202
<i>James Clendenin</i>	Council Member (III)	303-8029	*2820 S. Roosevelt, 67210
<i>Michael O'Donnell</i>	Council Member (IV)	303-8008	*1749 S. Martinson, 67213
<i>Jeff Longwell</i>	Council Member (V)	268-4331	455 N. Main, 67202
<i>Janet Miller</i>	Council Member (VI)	303-8042	*2700 N. Woodland, 67207

Note: *Council Members can be reached at the Neighborhood City Halls as well as City Hall at 455 N. Main, 268-4331.

CITY DEPARTMENTS & DIRECTORS

City Manager's Office	268-4351	<i>Robert Layton</i> , City Manager <i>Cathy Holdeman</i> , Assistant City Manager
Airport	946-4700	<i>Victor White</i> , Director
Finance	268-4300	<i>Kelly Carpenter</i> , Director
Fire	268-4451	<i>Ron Blackwell</i> , Fire Chief
Housing & Community Services	462-3700	<i>Mary K. Vaughn</i> , Director
Human Resources	268-4531	<i>Sarah Gilbert</i> , Director
Information Technology	268-4318	<i>Michael Mayta</i> , Chief Information Officer
Law	268-4681	<i>Gary Rebenstorf</i> , Director of Law & City Attorney
Library	261-8500	<i>Cynthia Berner-Harris</i> , Director
Municipal Court	268-4611	<i>Donte Martin</i> , Court Administrator
Office of Central Inspection	268-4460	<i>Kurt Schroeder</i> , Superintendent
Park & Recreation	268-4628	<i>Doug Kupper</i> , Director
Planning	268-4421	<i>John Schlegel</i> , Director
Police	268-4158	<i>Norman Williams</i> , Chief of Police
Public Works	268-4497	<i>Alan King</i> , Director
Transit	265-1450	<i>Michael Vinson</i> , Director

Note: All phone numbers are within the 316 area code.



OVERVIEW

The Capital Improvement Program (CIP) budget document provides an overall 10 year plan for capital assets as well as a 10 year plan to finance those projects. Summary information regarding estimated expenditures, revenues, debt service and total debt are provided. In addition, policy issues are identified and discussed. A detailed financial summary for the funds relevant to the CIP are also included in the document. Sections included in the CIP are outlined below.

The **City Manager's Policy Message**, near the front of the CIP, focuses on policy issues and the CIP development environment. It succinctly communicates the City Council's policies and priorities that drive the CIP process and the major changes incorporated in this CIP. This section also includes a detailed discussion of the major policy issues and a summary of highlights from each section of the CIP.

The **CIP Process** includes a discussion of how the CIP is developed. The relevant state statutes are outlined as well as key policies of the City including the CIP policy and the City's Debt policy. This section also includes a calendar showing the major steps in the process.

The **Financial Summaries** section includes a summary of revenues derived from all funds and expenditures by fund. Continuing in this section, focus shifts to financial planning for the Debt Service Fund as well as seven other funds used primarily to finance CIP projects.

The **Project Listing** pages for each category summarize project spending for the next three years, which are the most important in the immediate planning period. The summaries categorize expenditures by funding sources and show the amount planned for new projects and those approved in the previous CIP.

The **Proposed 2011-2020 Capital Improvement Program** sections include detailed worksheets showing all projects categorized by functional area. The project name, the type of funding and the year the funding is expected to be initiated are all included. An example of pages in the CIP begins on the next page, along with notations including the most relevant information.

The final section of the CIP document is the **Appendix**. The appendix provides historical data regarding the City's mill levy, lists information on City debt levels and debt service schedules, and includes the relevant policies, regulations, code sections and statutes that guide the CIP.

CITY FUND STRUCTURE

The City of Wichita has several funds that finance CIP activities. All General Obligation (GO) debt is financed through the Debt Service Fund. Several Special Revenue Funds have debt service

obligations. These obligations are made from the Debt Service Fund, but funds are transferred from the applicable Special Revenue Fund as appropriate. Debt Service for bonds issued on behalf of Enterprise Funds is expensed directly to those funds.

The City utilizes five project accounts to initially record project costs. These costs are eventually bonded, with the bond proceeds generally used to clear negative (temporary note financed) balances in the project accounts. These project accounts are not appropriated and do not appear in financial statements.

GOVERNMENTAL FUNDS

Governmental funds are used to account for operations that rely primarily on current assets and current liabilities.

The **Debt Service Fund** accounts for the amount spent on capital projects, including the payment of interest and principal on long-term GO debt and pay as you go amounts. Sources of revenue include property taxes, special assessments, sales tax, bond proceeds, interest earnings and miscellaneous sources.

SPECIAL REVENUE FUNDS

Special revenue funds finance specified activities from a dedicated revenue source.

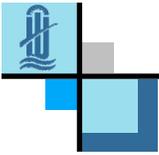
The **Tourism and Convention Fund** supports convention and tourism promotion with transient guest tax collections.

The **Sales Tax Construction Pledge Fund** receives one-half of the City's local sales tax distribution, which is pledged to support the City's transportation infrastructure. Resources are used to support debt obligations in the Debt Service Fund for selected freeway, arterial, and bridge projects, and thereafter to cash finance other qualifying and designated transportation projects.

The **Tax Increment Financing Fund (TIF) Districts** receive support from the property tax increment in defined districts to fund remediation and clean-up of groundwater contamination, and fund redevelopment projects to prevent or alleviate blighted areas. Districts established to eliminate groundwater contamination also receive funding from potentially responsible parties to assist with the clean-up efforts.

ENTERPRISE FUNDS

Enterprise funds are used for government functions that are self supporting. They belong to the group of funds called "proprietary," and are operated much like a business, with a balance sheet for all long-term debt obligations, assets and liabilities. These funds provide services to the community at large, in contrast with internal service funds (another kind of proprietary fund that provides services within the City organization). Each enterprise operation receives revenues from the sale of services or user fees.



The **Airport Fund** provides facilities for air transportation services for the public, business and industry.

The **Golf Course System Fund** provides five public golf facilities that are supported by user fees.

The **Sewer Utility** operates and maintains the sewer component of the Public Works and Water Utilities Department, including wastewater treatment plants.

The **Water Utility** operates and maintains the water component of the Public Works and Water Utilities Department, treating and distributing a safe, reliable supply of water from the Equus Beds (aquifer) and Cheney Reservoir (surface water).

The **Storm Water Utility** is responsible for the construction and maintenance of the City's storm water system.

The CIP Section Summaries include a two-page spreadsheet that lists every CIP project in that section. The projects are listed by title, and show the total project budget. The summary sheets illustrate ten years budgeted allocation for each project between 2011 and 2020. Funding sources are listed by the City Council districts where the project will occur. The summary sheets for each section is totaled by year and by project and also include a listing of projects that are "below the line," or not funded.

- 1 Each project is listed, numbered and described for one specific type of improvement (Bridges is shown in the picture as the example)
- 2 A description of any funding sources listed as "other" is provided here. Common "other" funding sources include federal grants, state grants, TIF funds, and Water Utilities funds.
- 3 The Council district in which a project is located is listed.
- 4 The amount budgeted to be initiated is shown each year for the ten-year period of the CIP.
- 5 The total amount budgeted for each project is summarized in this column.
- 6 Projects marked with an N and highlighted in yellow are new to the Capital Improvements Program.
- 7 The total amount budgeted by "Funding Category" for this type of improvement is noted.
- 8 The total amount budgeted by "Previously Approved Projects" and "Proposed New Projects" are listed separately.
- 9 "Projects Not Included" are shown in this section, which were requested, but not funded.



DETAILED PROJECT LISTING

DETAILED PROJECT LISTING 2011 — 2020

	"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
BRIDGES												
1		2										40,000
2		1					400,000					
3	F	6			75,000		400,000	600,000				
4		All	80,000				80,000					80,000
5		All	80,000		500,000		500,000		500,000			500,000
6	F	3		1,091,000	8,160,000	1,971,000	1,670,000	1,162,000				
7		3										
8		1										
9		5										
10	F	2			75,000		400,000	600,000				
10		2							40,000			600,000
11	LST	5, 6		15,000,000		20,000,000		15,000,000				
12		3	150,000		1,500,000							
13	F	6							50,000			250,000
14		3			1,000,000							
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding				1,091,000		1,971,000		2,362,000				360,000
General Obligation Funding			310,000		11,310,000		3,450,000		590,000			1,470,000
Local Sales Tax Funding				15,000,000		20,000,000		15,000,000				
TOTAL			310,000	16,091,000	11,310,000	21,971,000	3,450,000	17,362,000	590,000			1,470,000
Previously Approved Projects			310,000	16,091,000	11,160,000	21,971,000	2,650,000	16,162,000	540,000			1,220,000
Proposed New Projects					150,000		800,000	1,200,000	50,000			360,000
TOTAL PROJECTS			310,000	16,091,000	11,310,000	21,971,000	3,450,000	17,362,000	590,000			1,470,000
PROJECTS NOT INCLUDED												
1		6					720,000					
2		6	150,000				1,500,000					
3		5										300,000
4		2			60,000		750,000					
5		5,6										
TOTAL			150,000		60,000		2,970,000					300,000

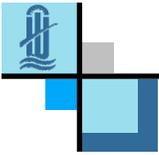


BRIDGES

DETAILED PROJECT LISTING

DETAILED PROJECT LISTING 2011 — 2020

	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
1 BRIDGES		4									5
1 2nd St. N. at Brookside	600,000										640,000
2 15th @ Drainage Canal											400,000
6 3 N 21st St N at Derby Refinery											1,075,000
4 Bridge Inspections			80,000				80,000				400,000
5 Bridge Rehabilitation/Repair	500,000		500,000		500,000		750,000		750,000		5,080,000
6 Broadway @ 34th St. S											14,054,000
7 Broadway @ Big Slough			50,000		1,000,000						1,050,000
8 Broadway @ E. Fork Chisolm							60,000		1,200,000		1,260,000
9 Delano @ Westlink			40,000		600,000						640,000
10 Douglas @ Linden											1,075,000
10 Douglas @ Brookside											640,000
11 Floodway Bridge - 13th St Overpass											50,000,000
12 Pawnee St. Bridge at Arkansas River											1,650,000
13 Old Lawrence Road Bridge											660,000
14 SE Blvd. at Drainage Canal											1,000,000
7 FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Federal Funding											5,784,000
General Obligation Funding	1,100,000		670,000		2,100,000		890,000		1,950,000		23,840,000
Local Sales Tax Funding											50,000,000
TOTAL	1,100,000		670,000		2,100,000		890,000		1,950,000		79,624,000
8											
Previously Approved Projects	1,100,000		670,000		2,100,000		890,000		1,950,000		76,814,000
Proposed New Projects											2,810,000
TOTAL PROJECTS	1,100,000		670,000		2,100,000		890,000		1,950,000		79,624,000
9 PROJECTS NOT INCLUDED											
1 29th St. @ Ohio Bridge											720,000
2 Amidon at Arkansas River (18th St N)											1,650,000
3 Central @ Big Ditch			3,000,000		3,000,000						6,300,000
4 Yale at Sleepy Hollow											810,000
5 Floodway bridge 25th/29th							30,000,000		30,000,000		60,000,000
TOTAL			3,000,000		3,000,000		4,450,000	30,000,000	30,000,000		69,480,000

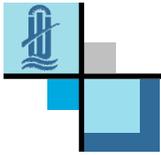


BRIDGES



MINISA BRIDGE

On December 20, 2005, City Council declared 13th Street Bridge at the Little Arkansas River, commonly referred to as the Minisa Bridge, a main trafficway and authorized any necessary improvements in line with the new designation. Built in 1932, the 40-foot wide, 251-foot long Minisa Bridge was rehabilitated in 2008 and 2009. The rehabilitation helped preserve a landmark listed on the Wichita Register of Historic Places and made the bridge capable of meeting the ongoing demands of a corridor traveled by approximately 18,000 vehicles per day. Investment in the Minisa Bridge is an investment in protecting public infrastructure.



October 21, 2011

Honorable Mayor Carl Brewer
Members of Wichita City Council,

Dear Mayor Brewer and Members of the City Council:

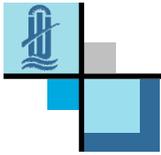
The 2011-2020 Capital Improvement Program (CIP) includes a 10-year capital budget for infrastructure, parks, and facility improvements crucial to the region's livability. This plan is the result of an inclusive process that incorporated input from the public, elected officials, and various staff. It is structured to support the City Council's core strategic priorities—CIP funds are being used mainly to support public safety operations, protect the community's investment in its infrastructure networks, and assist in creating an environment that fosters economic development opportunities.

The process began in 2010 with a strategic review of current and future needs. The review and development of the CIP was done in accordance with Administrative Regulation 2.8, which defines the responsibilities of the City staff committee involved in the process. Additionally, the financing of public improvements is guided by City Council Policy 2. The overall policy direction provided by the governing body, as well as staff proposed policy changes, guided the development of the Proposed CIP.

Major Policy Issues: The 10-year capital improvement program is a balance between developing and maintaining appropriate infrastructure assets to achieve City goals, while at the same time maintaining fiscal responsibility. The Proposed CIP includes a number of projects which will enhance the community for decades to come. The program is accomplished in a financially viable manner. However, the plan does rely on increased financial leverage.

The CIP, in conjunction with the State of Kansas's TWORKS program, would complete the Kellogg freeway in east Wichita, and continue planning and purchase of right of way for the future expansion of west Kellogg. However, this plan will increase local sales tax funded debt in the next four years. A new Airport terminal and garage will be constructed, but with an increase in debt. Although funded by Airport revenues, the debt will be GO, which will increase the City's debt limit usage. Payment of bonded ASR debt, as well as implementation of additional water and sewer utilities infrastructure work is planned. Higher utility rates will be needed to support increased debt levels. A significant number of GO-at large projects are included, particularly in the next four years. These include \$30 million for a new central library and \$19 million for a new

POLICY ISSUES AFFECTING CIP PROJECTS
<ul style="list-style-type: none"> ◆ The amount of property taxes devoted to CIP projects will be reduced by one mill to 7.5 mills in 2011 in order to pursue economic development opportunities. The mill will be restored to the Debt Service Fund in equal installments in 2013 and 2014. ◆ User fees and rates will play a key role in the capacity to complete improvements. Both the Golf system and the storm water drainage system have no capacity for new projects without rate adjustments or other structural modifications. Continuing to improve water and sewer assets will require rate adjustments. ◆ Progress on major projects will continue with this CIP, which funds the expansion of Kellogg, payment of debt for the aquifer storage recharge (ASR) project, a new airport terminal and garage, a new Floodway crossing, and increases in maintenance for City streets.



Heartland Readiness Training Center, as well as several large arterial and bridge projects. These will result in considerably more GO-at large debt over the next five years, although the debt is projected to rapidly amortize.

Debt Load: Most of the planned spending included in the CIP is based on debt issuances. In order to measure debt levels, three metrics have been developed. Benchmarks were identified in a 2001 study by Standard & Poor's of the 41 municipalities with a AAA bond rating, meaning that they represent the average debt levels for cities with the highest bond ratings and populations of more than 250,000. The metrics do not indicate the appropriate level of debt; however, they do provide a view of whether debt is increasing or decreasing, and how that debt level compares to the nation's most financially sound cities.

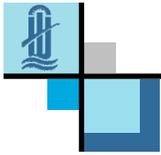
Total at-large debt as a percentage of assessed valuation is expected to climb, and exceed the benchmark in years 2015-2018. This is reflective primarily of the GO debt that will be issued to fund the new library, the readiness center and a host of arterial and bridge projects in 2012-2014. Likewise, total debt per capita is expected to climb and peak in 2016, but not exceed the benchmark. The amount of the annual GO at-large debt service as a ratio of the Debt Service Fund's GO capacity is expected to steadily climb from the historically low levels of 2009. In the last five years of the CIP period, this measure will exceed the benchmark, largely a result of servicing the debt that is anticipated to be accumulated from 2015 through 2018. In addition, the annual GO at-large debt service as a ratio of total property taxes collected is expected to climb from historically very low levels to a peak of 27% in 2019. This is not problematic, but it does reflect a potential reduction in future financial flexibility.

MEASURES OF DEBT CAPACITY				
Year	GO at large Debt / Assessed Valuation	Total GO Debt Per Capita	GO at large Debt Service / GO Debt Service Capacity	GO at large Debt Service / Total Property Taxes
Benchmark	3.7%	\$1,773	66.6%	
2009	1.8%	1,252	24.7%	8.3%
2010	2.6%	1,357	31.2%	10.1%
2011	2.2%	1,245	51.1%	13.2%
2012	2.3%	1,337	55.0%	14.5%
2013	2.8%	1,479	56.9%	15.9%
2014	3.6%	1,573	62.5%	18.3%
2015	4.3%	1,599	75.8%	21.8%
2016	4.5%	1,600	84.9%	24.6%
2017	4.3%	1,576	87.7%	25.9%
2018	3.7%	1,471	88.6%	26.2%
2019	3.3%	1,384	91.4%	27.0%
2020	2.8%	1,293	82.6%	24.4%

FINANCIAL & POLICY ISSUES

The CIP will be affected by numerous factors over the course of its 10 year plan. This is the first year in which the CIP will be renewed annually—the annual revision process will allow for the City's capital plan to be revised with updated data, assumptions, and program needs. An annual revision process will allow for more flexibility to change course in order to meet the public's needs and respond to the economic issues that can change project dynamics. The following issues will impact projects and may lead to revisions in next year's CIP.

- ◆ **Property Tax Collections** - The major financing source for arterials, bridges, public facilities, and park projects is the funding derived from property tax receipts. The deteriorated housing market, coupled with the stagnant local economy, has resulted in flat assessed valuation from 2010 through 2012. The valuation changes affect the City's capacity to fund new projects, and it is



important that the City resumes reasonable valuation growth in the future. The financial plan assumes reasonable valuation growth in 2013, and the CIP would need to be revised next year if the assumption of future growth is not realized.

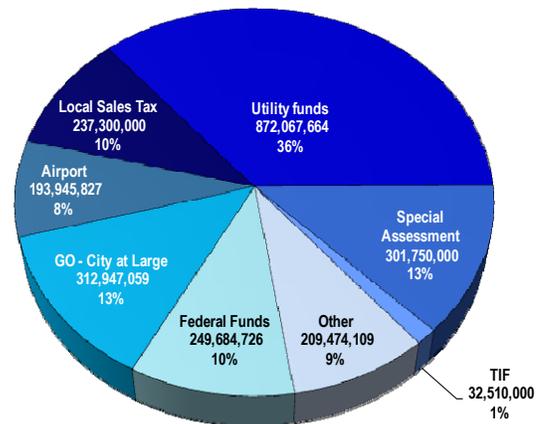
- ◆ **Sales Tax Revenues** - The Local Sales Tax (LST) Fund will finance the floodway bridge, arterial improvements, and continued expansion of Kellogg. Almost all revenue in the LST Fund is generated through the countywide 1% sales tax, a portion of which is provided to the City of Wichita. Sales tax collections experience a high degree of volatility due to economic conditions. There have been multiple factors pulling down sales tax revenue. Median household income for the area dropped by 2.5% between 2009 and 2010, according to the U.S. Department of Commerce. Also, the number of unemployed Wichitans stabilized at a rate in line with the peak of the prior recession. These conditions could prolong the stagnant performance of sales tax collections.
- ◆ **Interest Rates & Construction Costs** - The interest rates on issued debt and the cost for construction can change substantially due to economic variables and both have a major effect on the costs associated with the CIP projects. This CIP assumes moderate cost increases for construction materials and contractors. The current economic environment has resulted in attractive construction prices, though it is likely to change when the economy resumes healthy growth. Also, any notable increase in the interest rates would lower the capacity to take out new debt. Interest rates can change due to financial market conditions or changes to the City's bond rating. If either construction costs or interest rates change materially over the next year, the next CIP would need to account for the shift in debt capacity to fund new projects.
- ◆ **Water & Sewer Improvements** - Both the Water and Sewer Funds have been under review since structural financing deficiencies were discovered in early 2010. That review is ongoing, with a detailed cost of service analysis (COSA) recently completed. The COSA provides recommendations for changes to the rate structure that will allow the utilities to adequately maintain infrastructure and expand capacity. This CIP includes a set of projects based on the COSA recommended rate adjustments.
- ◆ **Other Rate & User Fee Changes** - Neither the Storm Water and Golf funds have financial capacity for new projects. The Equivalent Residential Unit (ERU) rate that generates revenue for the Storm Water Fund can adequately fund operating expenditures and currently planned CIP projects, but no new projects can be initiated unless either an ERU increase is approved, or projects are shifted to GO-at large debt (serviced from the Debt Service Fund). Golf projects are in a similar situation, with current rates (most recently increased in 2009) unable to support the new projects identified (but not funded) in the CIP.

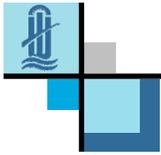
FINANCING THE 2011 – 2020 CAPITAL PROGRAM

The CIP contains 345 capital projects that total \$2.4 billion between 2011 and 2020. A variety of funding sources would be used to finance these projects. Property taxes account for 13% of the total CIP financial resources, and it is one source used as leverage to secure state and federal grants (comprising 16% of the CIP). User fees and usage rates combine to form the most substantial revenue source of the CIP, with the utility funds constituting 36% of total revenue sources. These rates are generated through such municipal enterprise activities as the water and sewer operations, storm water functions, and the golf courses. Additionally, half of the City's share of the 1% countywide sales tax is devoted to the CIP, comprising over \$237 million of CIP funding over the 10-year planning period. Airport Fund revenues are derived from Passenger Facility Charges, tenant leases, and other passenger-based income—these combine to provide 8% of the overall CIP funding, which will be used to finance the new terminal and garage. Tax Increment Financing (TIF) districts and other funds round out the \$2.4 billion CIP.

Improvements to arterials, bridges, parks, and public facilities are primarily reliant on property tax revenue to support payback of GO bonds, while other projects are backed by a variety of revenue sources. The City uses GO bonds and notes, revenue bonds, sales tax-backed GO bonds, grants from the federal and state governments, and funding from other entities. The most notable funding source are the GO bonds that are backed by the full faith and credit of the City. General Obligation bonds provide debt financing not only for property tax-funded projects but also for capital improvement projects where debt service payments are paid

WHERE CITY OF WICHITA CIP DOLLARS COME FROM
All Funds 2011 - 2020 Proposed CIP (\$2,409,679,385)





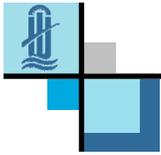
by City enterprises (such as Airport, Golf and Storm Water), and special assessments. Based on Generally Accepted Accounting Principles (GAAP), the debt service payments for General Obligation debt are spread to either the Debt Service Fund or the various enterprise and internal service funds, as appropriate.

CIP EXPENDITURES BY AREA AND BY SOURCE						
Area	GO Bonds	LST Funds	Utility Revenues	Other	Fed / State	Total
Airport				193,945,827	110,945,646	304,891,473
Arterials	111,970,000	94,000,000		329,050,000	49,275,000	584,295,000
Bridges	23,840,000	50,000,000			5,784,000	79,624,000
Freeways	798,650	93,300,000		10,000,000	142,637,000	246,735,650
Parks	23,125,000			2,400,000		25,525,000
Public Facilities	145,653,139			35,218,239	56,000,000	236,871,378
Water Utilities			581,160,354			581,160,354
Sewer			290,907,310			290,907,310
Storm Water	2,950,000			14,200,000	14,950,000	32,100,000
Transit	4,610,270			3,250,000	19,708,950	27,569,220
Total	312,947,059	237,300,000	872,067,664	588,064,066	399,300,596	2,409,679,385

CORE STRATEGIC PRIORITIES

CIP projects were considered in accordance with the four core strategic priorities established by the City Council. The following are the notable projects and improvements related to the City Council's four priority areas. It is important to note that the majority of public safety expenses are for personnel and contractual costs, so there is a larger piece of the operating budget dedicated to public safety.

- ◆ **Ensuring the Physical Safety of Citizens:** Numerous CIP projects enable better crime prevention and help create a safer community. The \$90 million Heartland Preparedness Center is a joint venture with Sedgwick County, the National Guard, and the Marine Corps. The Preparedness Center will house consolidated training facilities for national agencies and local law enforcement. Two police substation relocations are also planned, which will bring police locations in line with Wichita's eastern and western growth areas. A mobile radio program is funded to bring public safety and other personnel onto the federally mandated digital system.
- ◆ **Protecting Property:** Property protection is emphasized in this CIP, with nearly \$31 million slated for new fire apparatus over the next 10 years. Additionally, about \$3 million is planned for aging fire station maintenance and to finish the fire regional training facility. These improvements will ensure the best possible response when residents and business owners call with a property emergency. To help preserve property in flood prone areas, there is \$34 million designated for storm water planning and flood mitigation projects.
- ◆ **Protecting the Investment in Public Infrastructure:** Infrastructure is the major focus of the CIP, with \$1.48 billion allocated for arterials, bridges, storm water, freeways, water, and sewer improvements. The CIP focuses funding on maintenance of existing assets while also incorporating growth forecasts for when and where new infrastructure will need to be constructed. Investments made in our infrastructure networks by previous generations are maintained by this CIP while also providing prudent new funding for areas key to Wichita's continued expansion.
- ◆ **Promoting a Sustainable, Growing Community:** A wide range of projects will help Wichita to be a growing community. Transit improvements totaling \$27.6 million will result in a system with better equipment for passengers, while the \$200 million for the new airport terminal and garage will create a vital point of entry for the next several decades. Arts and cultural facilities will be enhanced—the new central library is planned at \$30 million, while Century II is slated for \$17 million in improvements.



CHANGES FROM THE PREVIOUS CIP & UNFUNDED PROJECTS

While this CIP is aligned with the direction of the 2009-2018 Adopted CIP, there are some notable differences between the two plans. Additionally, 189 projects were identified but not funded. If the unfunded projects are priorities, then alternatives can be identified for their inclusion in the CIP. Notable policy items regarding these issues are explained in the following bullet points.

- ◆ **Downtown Parking & Street Improvements:** Downtown improvements are heavily represented in the CIP, but there is \$59.5 million in unfunded projects to improve parking and street access. Even without these projects, the core area will undergo notable streetscape and transportation improvements that will enhance downtown accessibility, which is an important component of the City's economic development plans.
- ◆ **Railroad Master Plan Implementation:** The City intends to complete projects that will mitigate the issues surrounding at-grade rail crossings; however, the sales tax funding to pay for the improvements has already been dedicated to the Kellogg expansion project.
- ◆ **Water & Sewer Projects:** The current cost of service analysis recommends a rate structure that will fund critical water and sewer utility projects to ensure infrastructure maintenance and regulatory compliance, thus creating a viable utility both now and in the future. Two water and sewer projects—ASR Phase II and the federally mandated Biological Nutrient Removal (BNR) - will be financed by GO bonds and paid back by utility revenue. Doing so will improve the debt coverage ratio required by the utilities' bond covenants, while ensuring that the projects are paid through user fees. However, the GO debt will decrease the City's legal debt margin.

CONCLUSION

The CIP is based on the policy direction provided by the City Council's four core strategic priorities of protecting life, property, and infrastructure investment, while promoting a sustainable and growing community. This \$2.4 billion, 10-year plan is an effort to be consistent with Council policy guidance, to be fiscally responsible, and to provide a vision for what the community can become by the end of the decade. This vision includes:

- ◆ Building a new airport terminal and parking garage
- ◆ Expanding east Kellogg past K-96 while providing funding for continued work on the west side and remaining sections of the freeway
- ◆ Improving streets and bridges, with a focus on improving Wichita's existing transportation network
- ◆ Emphasizing public safety through the construction of new east and west side police stations, the construction of the new Heartland Preparedness Center, continued maintenance of aging fire stations, and the replacement of fire apparatus
- ◆ Expanding water capacity through Water Master Plan projects, and enhancing water infrastructure
- ◆ Constructing a new bridge over the floodway to better serve Wichita's west side
- ◆ Enhancing downtown through the renovation of Century II and other core area projects

This proposed CIP has been formulated with input from stakeholders and has been shaped by the engineering needs identified by City staff. Limited resources are used to provide for sensible development opportunities and reliable infrastructure. The improvements will benefit Wichita for decades, preparing the community for future growth.

Respectfully submitted,

Robert Layton
City Manager

ACKNOWLEDGEMENTS

I would like to recognize the team of City staff that developed the CIP. Finance staff led by Director Kelly Carpenter and Mark L. Manning worked tirelessly to facilitate the financial models incorporated in the CIP and to coordinate the production of the CIP budget document. In addition, the CIP Committee chaired by Cathy Holdeman and consisting of various department directors devoted hours of their time and energy in putting this plan together. Finally, a variety of departmental staff were involved in developing project requests, reviewing materials and identifying priority projects.

ISSUE - The Proposed CIP would increase GO debt levels. Scenarios to reduce the level of debt would require the deferral or elimination of proposed projects.

The level of City debt would increase as a result of the projects recommended in the Proposed CIP. This is largely due to three factors. In the last 3-5 years, City debt levels have been low (particularly for GO-at large debt) in historical terms. In addition, the Proposed CIP includes an aggressive GO at-large financed improvement program in the next 3-5 years, including a new Central Library (\$30 million), a significant GO funded investment in downtown infrastructure, and a large (\$60 million) investment in arterial projects from 2011-2013. Finally, the 2011-2020 Proposed CIP includes a number of recommendations based on unique opportunities to participate with State and Federal resources. These include:

- ♦ Airport Terminal - This will require an increase in GO debt (although paid by Airport revenues exclusively). However, this project represents an opportunity to replace the obsolete, fifty year old terminal, and to leverage federal funds.
- ♦ Kellogg Freeway Improvements - These projects will increase GO debt financed by the Local Sales Tax. However, this increased debt will allow the City to participate in the State TWORKS highway program, which will provide over \$140 million in State highway funding to complete the Kellogg freeway connection to the K-96 expressway in east Wichita.
- ♦ Heartland Readiness Center - This project has been planned for several years. It will combine federal, state and local offices on one centralized campus. The project will require City GO funding, but also includes over \$56 million in federal funding, as well as participation by Sedgwick County (\$14 million).

IMPACT OF INCREASING DEBT LEVELS

The impact of the proposed increase in debt levels is presented and discussed in the financial summaries section. The levels of debt proposed in this CIP can be funded within projected resources. In addition, interest rates are at historically low levels, which will ultimately reduce borrowing costs for increased debt incurred, in the short term. Finally, the construction industry is in a very competitive period, making increased project activity attractive to the City.

However, increasing debt levels will reduce the City's flexibility in funding additional GO projects in the future. For example, \$222 million in GO projects are proposed from 2011-2015, but only \$94 million from 2016—2020. The increased debt that will be incurred is sustainable; however, it will preclude the City, without additional resources devoted to the CIP, from aggressively pursuing GO projects in the latter years of the CIP.

OPTIONS TO REDUCE GO AT-LARGE DEBT LEVELS

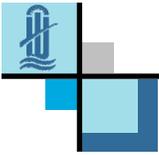
Policy options are available to reduce the GO at-large debt levels. Projects can be eliminated from the CIP to reduce GO borrowing costs. Projects are prioritized largely based on City Council priorities and engineering considerations, with consideration given to coordination with funding partners and the integration of projects into the total CIP. Debt levels could be reduced simply by re-prioritizing projects and eliminating lower priority projects, particularly in the first five years of the CIP.

Secondly, projects could be deferred or delayed. Projects are usually timed in the CIP based on the capacity of staff to complete them, on the lead time necessary for purchase of right of way and design work, and their coordination with other CIP projects. Debt levels could be reduced or smoothed simply by deferring projects particularly those in the first five years of the CIP. This would be complicated somewhat since many projects scheduled or in the first few years are already under way in some cases.

TARGETING GO AT-LARGE DEBT LEVELS AT BENCHMARK LEVELS

In an attempt to measure and compare the City's debt level, several measures were introduced in the 2009-2018 CIP (these are updated, and included in the City Manager's letter in this Proposed CIP). These measures use Standard & Poors AAA rated cities as the benchmark. For the GO at-large debt service as a percentage of GO Debt Service Fund capacity, the benchmark is around 67%. Keeping City debt levels below 67% of the Debt Service Fund GO capacity would require the elimination or deferral of approximately \$56 million in GO funded projects that are currently included in the Proposed CIP in the years 2013-2015 (this would also reduce the other measures to within the benchmark levels).

In effect, there is a "bubble" of approximately \$56 million in GO projects which will increase debt levels over the benchmark levels in 2015—2020. To maintain debt within benchmark levels, this bubble of projects either needs to be eliminated, or needs to be more evenly smoothed into years 2018 - 2023.



ISSUE - The 2011 - 2020 Proposed CIP increases the allocation of funds to arterial and bridge construction, while reducing funding for freeway construction.

Since the passage of ordinance 39-196 in 1985, the expansion of US 400 (Kellogg) to a six lane freeway has been the policy priority for local sales tax (LST) funds. Over 85% of all sales tax collected has been invested in Kellogg improvements. The original scope of improvements (from the Airport to Woodlawn) have long since been completed. In addition to Kellogg, smaller amounts (between \$2 and \$6 million annually) have been used in the past to supplement the arterial project budget. LST funds have also been used to fund the central railroad corridor and the K-96 by-pass.

The 2007-2016 CIP included \$173.5 million in LST funded expenditures, including \$114.5 million for freeway construction, \$25 million for bridge construction, \$24 million for arterial projects and \$10 million for railroad overpasses. The 2009-2018 Adopted CIP included several significant variations in the usage of LST funds. Although the total for freeway construction was greater than the previous CIP, the percentage of all LST funds used for freeway construction dropped from 65% in the 2007—2016 CIP to 60% in the Adopted 2009—2018 CIP. This Proposed 2011-2020 CIP continues that trend, using approximately 40% of LST funds for freeway construction, with the remainder used primarily for bridge and arterial projects.

Freeways: Previously, \$179 million was budgeted, including right of way purchase for East and West Kellogg, design work for West Kellogg, and the construction of the Webb interchange on East Kellogg.

The Proposed CIP reduces the freeway component of LST funds to \$91.3 million to fund opportunity purchases, frontage roads and design on West Kellogg. An estimated \$140.4 million in State funding will be leveraged by City contributions to complete East Kellogg through K-96.

Floodway Bridge: The 2009-2018 Adopted CIP included \$50 million of LST funding for the Floodway bridge. This funding is also included in the Proposed CIP with a projected completion date of 2013.

LOCAL SALES TAX (LST) USAGE 2009—2018 CIP COMPARED TO THE 2011—2020 CIP (AMOUNTS IN MILLIONS OF DOLLARS)		
	2009-2018 ADOPTED CIP	2011-2020 PROPOSED CIP
Freeways:		
East Kellogg	152.85	69.95
West Kellogg	25.8	21.3
Floodway bridge	50.0	50.0
Arterials		
Street Rehabilitation/Maint	0.0	33.0
Railroad overpasses	5.0	0.0
Other	.55	2.05
TOTAL LST BUDGET	\$294.2	\$237.3

Arterials: The Proposed 2011-2020 CIP includes \$6 million annually to fund arterial projects. In addition, the Proposed CIP includes \$4 million annually (phased in from 2012-2014) for increased maintenance and rehabilitation of streets. This money has not been included in previous CIPs. The additional funds for street improvements will be used to supplement operating budget street maintenance. These additional funds will also allow improvement efforts to be focused more on residential streets. The proposed \$4 million, coupled with \$6 million in contracted street maintenance in the General Fund, will provide a total of \$10 million annually for street improvements by 2014.



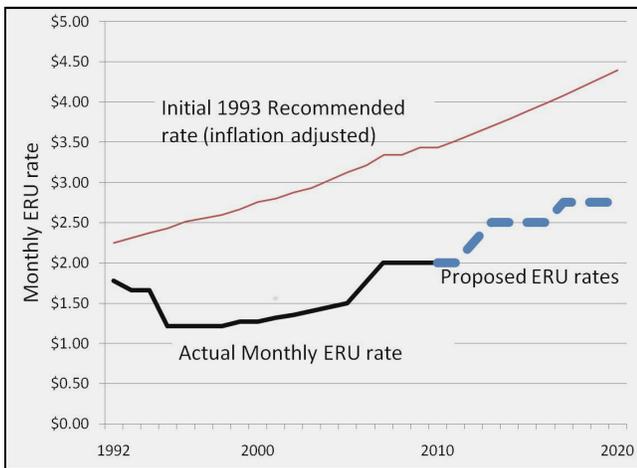
KELLOGG & ROCK INTERCHANGE



FLOODWAY BRIDGE

ISSUE - To fund additional drainage improvements, an ERU rate increase is required. Without rate adjustments, no new projects will be completed, unless other (GO) funding can be identified.

The Storm Water Utility was formed in 1993 to maintain storm drainage systems, to make improvements to drainage and to comply with federal storm water regulations. To fund these costs, the utility collects an ERU fee, charged monthly to property owners. When the utility was established in 1993, an ERU rate of \$2.25 was recommended, based on needs projected at the time. Adjusted by inflation, the 2010 rate equates to \$3.43, and in 2020 is inflated to \$4.40. The actual rate approved in 1993 was \$1.78 per ERU; this decreased to \$1.21 in 1995, before increasing to the current \$2 rate in 2007.



Staff is required by City Code 16.30.040 to review the fee structure annually and to advise the City Council on storm water issues. Based on the current ERU rate of \$2 per month, the fund can continue its mandate to maintain and operate the utility. Current and in-progress work, as outlined in the table below, can be financed through the current ERU fee. However, after 2011 no new Storm Water Utility financed projects would be initiated

FUNDED STORM WATER PROJECTS 2011-2020		
Project	Other funds	SWU Funds
Flood Buyout Program	5,950,000	1,050,000
Aerial Imagery		650,000
Inventory System		500,000
Gypsum Creek		500,000
Flood Control	3,000,000	
Dry Creek Overflow	7,500,000	7,750,000
Dell Drainage	850,000	
KTA Project	2,350,000	
Meridian drainage outfall		2,000,000
STORM WATER PROJECTS	19,650,000	12,450,000

beyond what is funded by the current \$2.00 ERU fee, since the utility has virtually no capacity to fund new projects.

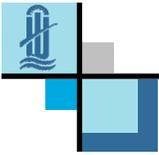
The 2011-2020 CIP includes \$12.5 million in ERU financed projects (as shown in the table). These projects generally all leverage federal or state dollars, or were approved in the prior CIP. The total drainage project budget in the Proposed CIP is \$32.0 million.

The Storm Water Utility could fund an estimated \$35.6 million in additional projects with a cumulative ERU rate increase of 75 cents per month. A 25 cent ERU increase for 2012 would fund \$11 million for two projects: an additional \$5 million for the Meridian drainage Outfall, and \$6 million for the 9th Street N.W. Outfall—Phase I project. The Meridian project is currently budgeted to be absorbed by mostly by GO at large funding; and ERU increase would allow the Storm Water Utility to fund this project, relieving the Debt Service Fund.

Beginning in 2013, \$18.55 million for three more projects could be initiated with an additional 25 cent ERU increase. These projects are \$9.6 million for Dry Creek between Kellogg and Douglas, \$6.45 million for Dry Creek, between Douglas and 13th and \$2.5 million for 17th Street, between Broadway and I-135.

The remaining 25 cent ERU proposed increase would fund \$6 million in projects, beginning in 2017. This would include \$5 million for additional drainage improvements at Wheatridge; and \$1 million for improvements to the East Branch of Gypsum Creek.

PROPOSED INCREASED ERU FINANCED PROJECTS	
Project	Amount
Funded with 25 cent ERU increase in 2012	
Meridian drainage Outfall	5,000,000
9th Street North outfall—phase I	6,000,000
Subtotal	\$11,000,000
Funded with 25 cent ERU increase in 2013	
W Branch of Dry Creek - Kellogg—Douglas	9,600,000
W Branch of Dry Creek - Douglas-13th	6,450,000
17th, Broadway to I-135	2,500,000
Subtotal	\$18,550,000
Funded with 25 cent ERU increase in 2017	
Wheatridge Drainage Improvements	5,000,000
East Branch, Gypsum Creek	1,000,000
Subtotal	\$6,000,000
TOTAL PROPOSED ERU FINANCED PROJECTS	\$35,550,000



ISSUE - Based on the current operating model, the Golf Fund does not have capacity to fund improvements. Reducing golf capacity (closing a course) or increasing fees are options to fund improvements.

For the Proposed CIP, the Park Department identified \$6.3 million in projects at the five City of Wichita golf courses. These courses have traditionally been financed entirely by user fees. Currently, the Golf Fund is covering operating costs and most interest costs. However, the fund has no capacity to fund new CIP improvements. In addition, the fund is struggling to make principal payments on the debt outstanding, which totals around \$7 million.

In 2008, the Golf Advisory Committee studied the financial capacity of the Golf Fund and concluded that rate increases would be needed if additional improvements were to be funded. The situation of the fund has not materially changed since then. The fund simply does not have capacity currently for additional debt service.

This issue was identified in the 2012-2013 City Operating Budget, and the closure of one course was recommended. This issue has subsequently under consideration by the Park Board.

The \$6.3 million in identified projects would rebuild and renovate much of the Golf infrastructure, including clubhouses and parking lots. To solidify the fund financially and fund these additional projects would require four increases in green fees of approximately \$1 each over the next seven years. Alternatively, closing one course could generate additional cash flow of approximately \$390,000 annually to fund improvements.

GOLF CIP PROJECTS REQUESTS		
PROJECT	YEAR	AMOUNT
LW Clapp Pump Station	2012	100,000
Consolver—Clubhouse renovations	2012	360,000
Consolver—parking lot renovations	2012	400,000
All courses—parking lot rehab	2012	150,000
LW Clapp Parking lot	2013	80,000
Sim— Clubhouse renovations	2014	130,000
LWC Clubhouse re-construction	2015	900,000
Consolver bunker renovation	2016	500,000
MacDonald—Driving range	2017	450,000
MacDonald—Clubhouse	2018	1,500,000
Sim—Maintenance Building	2018	80,000
Cart Bridges	2020	1,500,000
Auburn Hills—clubhouse renovation	2020	130,000
TOTAL		\$6,280,000

5. CONSIDER TRANSIENT GUEST TAX RATES

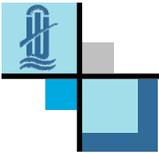
ISSUE - The Transient Guest tax is assumed to decrease from the current rate of 6% to 5% in 2015. This could affect the ability of the Transient Guest Tax fund to adequately finance budgeted projects.

Based on Charter Ordinance 124, the City of Wichita levies a 6% Transient Guest Tax on lodging. This tax is credited to the Transient Guest Tax Fund. Expenditures include support of GO Wichita, the offset of cultural attraction operating losses, and the financing of capital improvements.

The tax was increased to the current 6% level in February 1990 in order to finance improvements at Lawrence-Dumont Stadium, and to provide additional support for cultural attractions. The tax was scheduled to sunset in 2000. On November 10, 1998, the City Council approved the continuation of the 6% tax level through December 2, 2015. At the time, the additional 1% tax was used as part of the plan to finance the Old Town Parking Garage as well as the Century II and Expo Hall renovation projects, including the Century II conference center and the East Bank Parking Garage.

The Proposed CIP includes \$17 million in projects financed from the Transient Guest Tax Fund. These projects are a continuation of Century II renovations. Projects are financed with \$13.6 million from the Transient Guest Tax Fund and \$3.4 million from the Debt Service Fund.

Based on the current pro forma, the fund will be structurally imbalanced beginning in 2016, as the debt service from the budgeted renovation program is incurred at the same time as the tax rate is assumed to decrease. At this point, the fund is projected to have a sizable balance that can be eroded when this imbalance occurs in 2016. Prior to initiating the Century II renovation projects (budgeted in 2014), staff will review the financial status of the Transient Guest Tax Fund. Depending on the fund status at that time, as well as any policy direction regarding the appropriate transient guest tax rate, adjustments to the timing, amount, or plan of finance for these projects may be necessary.



6. ALIGN WATER & SEWER PROJECTS WITH AVAILABLE REVENUE

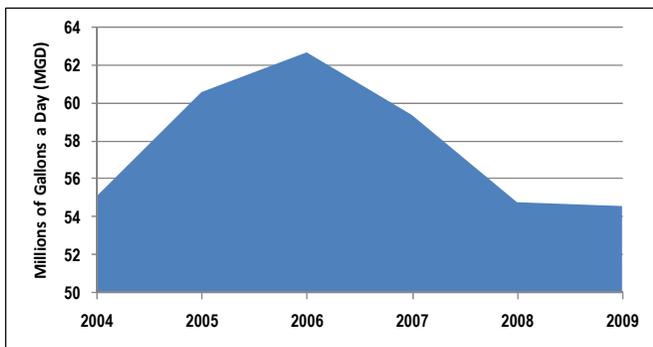
POLICY ISSUES

ISSUE - The Water and Sewer Utilities have significant upcoming capital investment needs. The Proposed CIP is driven largely by an engineering review of project needs in 2010, and a financial cost of service analysis conducted in 2011.

There are a number of significant projects for the water and sewer systems that will assure the future availability of a clean, abundant supply of water, increase the capacity and ensure compliance of treatment facilities, and reduce operating costs and increase system reliability by replacing aging infrastructure. These needs have challenged the financial capacity of the Water Utilities, and led to a comprehensive review of system needs and financing options.

The Utilities' financial capacity has been stressed in recent years, due to decreases in consumption. From a peak average of 62.7 million gallons per day (MGD) of consumption in 2006, the average demand dropped 13% over the next three years to 54.6 MGD. The decline in usage is attributable to the reduced economic activity and historic levels of precipitation experienced in the region between 2007 and 2009.

DECLINE IN WATER CONSUMPTION



An exhaustive review was conducted by HDR Engineering in the spring of 2010 to decide the direction of the Aquifer Storage & Recovery (ASR) project, which will recharge the Equus Beds using excess rain water. The review was conducted by an independent third-party in conjunction with the community-based Water Utilities Advisory Committee. The advisory committee recommended that the City Council proceed with the ASR project to secure a satisfactory water supply. In addition, the ASR project serves to reduce the intrusion of salt water plumes into the aquifer.

The projects in the Proposed CIP were shaped by the HDR analysis, as well as the desire to decrease maintenance costs and improve system reliability for water and sewer customers. The Proposed CIP is reflective of some of the major projects that are needed to ensure a viable water supply and sewage treatment capacity for the next several decades. Most notably, ASR Phase II has been completed and will receive permanent GO financing that will be paid back by water revenues, easing the utilities' burden in

meeting the debt service coverage ratio required by the bond covenants. The Water Supply Plan has several projects that will increase treatment capacity, ensuring that the new supply can be treated and distributed. Projects included in the Water and Sewer CIP also emphasize the repair and maintenance of the City's current infrastructure. This will decrease main breaks and sewer backups. Finally, a biological nutrient removal project is slated for sewage treatment plant #2 in accordance with a forthcoming mandate by the Environmental Protection Agency.

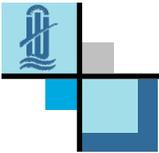
Most recently, the City Council adopted rate increases of 5% for both water and sewer billing at the beginning of 2010. Emergency rate increases of 7.5% for water and 10% for sewer were approved on June 15, 2010 to be effective in July 2010. These emergency increases have been followed by additional 8% increases on water and sewer rates effective January 1, 2011.

The most recent increases were adopted following the independent review of ASR by HDR Engineering and with the input of the Water Utilities Advisory Committee. The independent review also recommended that a more thorough rate study be conducted to assist in determining the long-term rate direction for the utilities.

In lieu of the recommendation to conduct a thorough rate study, the City initiated a cost of service analysis (COSA). It was completed in summer 2011, and will help plan for how to pay for capital projects and the day-to-day operations of the utilities. It builds off of the review conducted in 2010 of the viability of the ASR project, and it provides a professional financial model that staff can use to factor economic and climatic data into projections.

A set of recommended rate changes have been presented to the City Council and the Water Utilities Advisory Committee in workshop format. City staff members are in the process of collecting feedback from Wichita residents through neighborhood presentations at District Advisory Board meetings. The rate recommendations will provide long-term stability through improved system maintenance, regulatory compliance, and necessary expansion of the water supply and treatment capacity.





ISSUE - The City Council has approved a new terminal for the Airport. This project and other related improvements are included in the Proposed 2011-2020 CIP.

The CIP includes a new terminal and parking system improvements including a parking garage as part of the Air Capital Terminal 3 (ACT 3) program. The combined \$200 million in projects will address the ADA, security, plumbing, electrical, HVAC, customer service and overcrowding issues present in the current facility. The need for a new terminal was defined in the 2004 Terminal Area Plan, which concluded that the cost to renovate the current facility would be equal to constructing a new terminal.

Airport Authority action on the ACT 3 projects dates back to August 2002, when Council members approved the first study of the current terminal. The Program Management contract was approved in June, 2005 and the Design contract in July 2006. Results of the parking study—justifying the garage—were presented to the City Council in February 2008. Phases I and II of apron construction were approved later in 2008, and road and utilities relocations were approved in July 2009.

The City Council held a workshop on October 5, 2010 to consider approving construction of the projects. Council members decided to monitor key indicators to gauge the health of the economy and the air travel market. On June 7, 2011, at a Council workshop, staff presented updated financial and economic data. Based on this presentation, on June 21, 2011, the City Council approved a budget of \$200 million for the terminal and parking program, as well as other airfield and landside improvements.

Schematic design of the new terminal was completed in 2006, and it has been designed to address the issues identified in the Terminal Area Plan. The energy efficient facility will comply with ADA and TSA regulations and will include updated communications and electronics equipment. The new terminal will eliminate the congestion that now regularly occurs at the baggage claim, security screening, and ticketing areas.

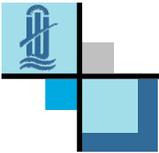


AIR CAPITAL TERMINAL (ACT) 3 PROJECT SUMMARY		
	TERMINAL	PARKING
PROJECT COST	\$160.0	\$40.0
AIP grants	\$62.8	\$0.0
PFC pay as you go	\$13.7	\$0.0
CFC pay as you go	\$0.0	\$5.0
Airport Fund cash	\$3.5	\$0.0
TSA grants	\$6.9	\$0.0
TOTAL PAY AS YOU GO	\$86.9	\$5.0
BOND PROCEEDS	\$73.1	\$35.0

Enhanced customer amenities will be provided in the new facility. Wireless internet will be offered, and passengers will have access to workstations at each gate. A business center and children’s play area have been incorporated into the design. Concessions and restroom facilities will also be improved. The terminal building will be served by a roadway network featuring three private vehicle lanes and two commercial vehicle lanes.

Although the parking structure is not yet designed, 1200 to 1600 garage spaces are estimated to be available. Rental car facilities will also be constructed within the parking garage. A Park and Ride lot is in place with a shuttle available to ferry passengers to and from the terminal building.

The terminal will be financed by a combination of GO bonds (backed by Airport revenue), federal funds, Passenger Facility Charges (PFC), and cash. The garage will be financed by GO bonds backed entirely by charges assessed to garage users. The financial model that supports development of ACT 3 is dependent on specific levels of enplanement growth.



8. FOCUS ON NEW PROJECTS IN DOWNTOWN AREA

POLICY ISSUES

ISSUE - The Proposed CIP includes a focus on downtown projects. Projects are financed with GO-at large funds, proposed TIF funds and funding from private partners.

Revitalizing Wichita's core has become a major community priority, with both public and private resources being devoted to downtown improvements. The overall CIP includes a limited number of new projects; however, many of the new projects are located in downtown. These new projects will comprehensively address major downtown issues, including transit, transportation, tourism, aesthetics, and recreation. Twenty-six capital projects related to downtown, totaling nearly \$68 million, are included in the CIP. In the first three years of the CIP, more than \$51 million in new downtown capital investment is planned.

DOWNTOWN PROJECTS IN THE PROPOSED CIP	
Number Downtown Projects	26
YEAR	AMOUNT
2011 - 2013	50,588,500
2014 - 2020	16,997,000
TOTAL - NEW PROJECTS	\$67,585,500

The investment in Downtown projects is financed using a combination of GO bonds, TIF dollars, and county, state and federal funds. Downtown projects are initiated following or in concert with private investments. A total of \$20,907,000 in GO bond funds are proposed. CORE area TIF funds will finance \$11 million in improvements in the area north of Central between St. Francis and Topeka streets. A combination of Central City TIF funds, and county, state and federal funds are used to finance many of the improvements near the Arena.

CORE area - The Proposed CIP includes a variety of projects in the proposed CORE TIF area. These projects will be financed with the CORE TIF, when created and authorized by the City Council. Projects include land acquisition and site demolition, as well as streetscape and intersection improvements.

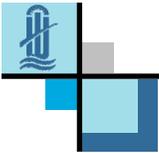
DOWNTOWN PROJECTS— 2011 - 2020		
PROJECT	YEAR	COST
Century II Renovations	2011-2014	17,048,500
Downtown Parking	2011-2014	18,500,000
Keeper of the Plains Restroom	2011	550,000
Lawrence Dumont Stadium	2011-2014	1,352,000
Wayfinding System	2011-2012	1,500,000
Topeka—Waterman to Douglas	2011-2012	1,980,000
Commerce—Kellogg to Waterman	2014-2015	2,110,000
St. Francis- Kellogg to Waterman	2011-2013	2,110,000
Other Projects	Various	21,535,000
TOTAL		\$67,585,500

Cultural and Recreation - A number of downtown projects will enhance the cultural and recreational opportunities downtown. Approximately \$17 million of improvements to Century II are planned. Lawrence Dumont stadium would be renovated (\$1.4 million) and equipment replaced at Ice Sports (\$316,000). Botanica has been expanded, with a new entrance and a new children's garden. The Proposed CIP includes \$1.15 million in GO money matched with \$1.5 million in private funds to pay for improvements at Botanica.

Street Improvements - Numerous street and intersection improvements are planned, mostly centered near the arena. Many of these projects are financed with Central City TIF funds. The projects include improvements to Emporia, Topeka, St. Francis, English, Lewis, William and Market streets.

Other Projects - The Proposed CIP includes \$18.5 million in parking improvements, financed with \$10 million in TIF funds and \$8.5 million in GO funds. A total of \$1.5 million is included for way finding street sign improvements. To enhance the visitor experience at the Keeper of the Plains area, a new restroom facility will be constructed for \$550,000.





ISSUE - The Proposed CIP includes \$30 million to fund a new downtown Central Library. Background on the development and progress of the efforts to construct the library are reviewed.

In 2004, the Library Board of Directors initiated an update of the 1999 Wichita Public Library System Master Plan. Library Boards have utilized Master Plans to guide development, relocation, and realignment of library facilities since at least 1965. After two years, on August 15, 2006, the Library Board adopted a new Master Plan. The City Council endorsed the Plan on September 12, 2006.

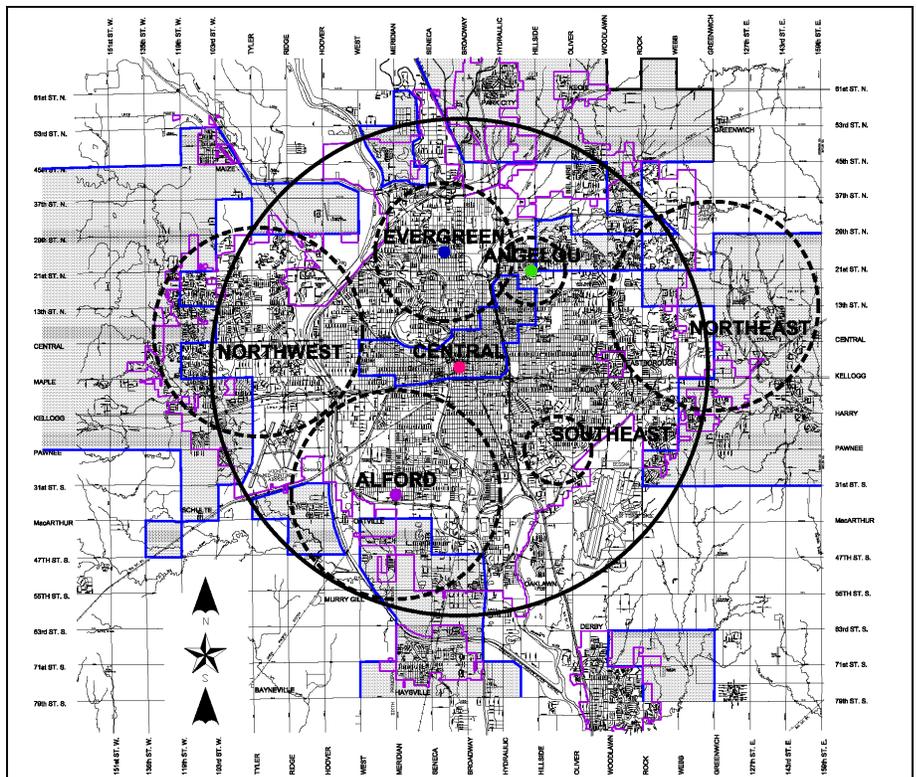
Key components of the 2006 Master Plan include: a new 135,000 square foot Central Library; replacing the current Westlink branch with a 25,000 square foot regional library; creation of a new 7,500 square foot neighborhood branch library in southeast Wichita; creation of a 25,000 square foot regional library in east or northeast Wichita; and evaluation of the need for expansion or remodeling of all existing facilities in the library system by the end of the fifteen year planning period. Additionally, the Plan affirmed three principles for facility development: no current facilities should close without replacement services in place; selection of sites should occur in coordination with public transit routes; and facilities should be sited along commonly recognized arterial or collector streets in order to enhance their visibility and access. By implementing the plan, library facilities will provide the capacity and flexibility for changing demands and types of service delivery.

Most recently, LawKingdon Architecture released a feasibility study on July 25, 2011 evaluating the potential of expanding and remodeling Wichita's existing Central Library as an alternative to constructing a new Central Library on another site. LawKingdon concluded that existing capital needs, utility relocation considerations, limited opportunities to expand parking, possible expansion and remodeling of the Expo Hall, and other factors likely make expansion and remodeling of the existing Central Library more costly than construction of a new Central Library on a separate site. Additionally, Central Library collections and operations would need to be relocated for upwards of two years to allow time for expansion and remodeling to occur. The LawKingdon study estimated the cost of constructing a new library at \$43 million, while renovating the current building was estimated at \$45 million.

The 2011-2020 Proposed CIP contains \$30 million to construct a new Central Library. Funding has been shifted to 2013-2014. The Library Board and staff remain at work considering options to bridge the CIP budget and anticipated construction costs and are reviewing how new technologies may provide options to finance the projected operating costs of a new facility. The map below reflects the 2006 Master Plan.

In 2007, the former Watkins Steel plant site at the southwest corner of West Second Street and McLean Boulevard was unanimously selected by the Library Board as the preferred location for the new Central Library. In preparation for construction, the City Council initiated the Central Library project and bonding resolution in November 2007. The Second and McLean site was subsequently purchased in 2008.

Since the land purchase, progress on a new library has been methodical. The library was included in the 2007-2016 Adopted CIP. A total of \$30 million was budgeted, with construction anticipated in 2011 and 2012. This funding was also included in the 2009-2018 CIP, with a similar time frame. Since that time, efforts to appropriately scope the project have continued. A building program for the new library was completed in late 2009, adopted by the Library Board on February 16, 2010 and presented to the City Council on February 23, 2010. This program describes a building of 137,600 to 156,400 square feet and notes that project costs could be as high as \$48 million, depending on the design.



ISSUE - Public safety is emphasized in the Proposed CIP.

Public safety is at the forefront of the City's core principles, including protecting life and property. Because of the emphasis on public safety, many of the past and future capital projects are aimed at improving outcomes related to public safety.

A major training and preparedness facility is planned by 2014. The Heartland Preparedness Center—a major reserve center and field maintenance shop—will be constructed as part of a partnership between the Kansas Army National Guard, the United States Marine Corps Reserve, Sedgwick County, and the City of Wichita. This facility will be on land donated by the City.

MAJOR PUBLIC SAFETY CAPITAL PROJECTS	
PROJECT	COST
Facility Maintenance	\$2,800,000
Emergency Prevention Security	\$977,600
Fire Apparatus Replacement	\$30,987,000
Heartland Preparedness Center	\$89,959,478
Patrol East Substation Relocation	\$2,523,000
Patrol West Substation Relocation	\$2,523,000
Radios	\$4,000,000
Fire SCBA Equipment	\$2,000,000
TOTAL - MAJOR PROJECTS	\$135,770,078

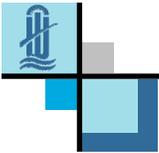
General obligation funding will be the primary financing mechanism for many of these major public safety projects. The Heartland Preparedness Center is financed with \$19.3 million in GO funds, \$56 million in federal funds, and \$14.7 million from Sedgwick County.

MAJOR PUBLIC SAFETY CAPITAL PROJECT SPENDING (MILLIONS OF DOLLARS)			
YEAR	GO FUNDS	OTHER FUNDS	TOTAL
2011	\$3.0	\$0	\$3.0
2012	\$8.8	\$28.0	\$36.8
2013	\$11.3	\$28.0	\$40.3
2014	\$18.6	\$13.7	\$32.3
2015	\$4.5	\$0	\$4.5
2016	\$4.1	\$0	\$4.1
2017	\$2.6	\$0	\$2.6
2018	\$5.2	\$0	\$5.2
2019	\$4.0	\$0	\$4.0
2020	\$3.0	\$0	\$3.0
TOTAL	\$65.0	\$70.8	\$135.8

The City has aggressively upgraded its fire equipment fleet by replacing 92% of its heavy apparatus over the last five years. Further replacements to the fire equipment fleet are scheduled in the Proposed CIP. A total of \$31 million is budgeted during the next ten years.

The relocation and expansion of two police substations is budgeted. Continued growth of Wichita through annexation and new construction has increased the size and population of the east and west patrol bureaus. The current east and west patrol substations will be relocated and additional space will be added to respond to the City's growth trends. These will enhance response times for Police and improve citizen access.





11. IDENTIFY OPERATING COSTS PRIOR TO INITIATING PROJECTS

ISSUE - Expenses associated with operating and maintaining capital assets are a part of this CIP process, resulting in the full cost of each project being considered prior to its initiation.

On February 2, 2010, the City Council approved a revision to Policy 2, governing the financing of public improvements. This City Council policy now requires that the operating cost of each project be identified in agenda reports prior to initiation. This increased emphasis on understanding the total cost of capital projects has been a focus of this CIP.

While many projects will create new costs through operations and maintenance expenses, some CIP projects carry substantial new costs. New airport, water, public safety, and library facilities stand to add notable increases in City spending, which should be weighed before initiating projects.

PUBLIC SAFETY FACILITIES

The CIP includes a new east side and a new west side police substation. Along with the Heartland Preparedness Center, there will be substantial costs for constructing these new facilities. This training facility will be considerably larger than the one it replaces. Additional costs will be incurred for utilities, insurance, maintenance and possibly staffing. These costs are expected to exceed \$200,000 annually. The two new police stations will be larger than current facilities; in addition, it is likely that the current facilities will be maintained as well. Sub-station operating costs would likely total at least \$30,000 each, annually. Two of the City Council's four core strategic priorities center on protecting life and property—the emphasis on public safety is a major influence in determining the willingness to fund the operational costs associated with these facilities. However, the operating costs for these facilities will impact the City budget.

NEW CENTRAL LIBRARY

A new downtown library is slated to be constructed in 2012. Library staff have identified the need for a total of nine FTE to staff the facility, adding \$336,480 to the Library Department's operating budget. Other non-personnel expenses will total around \$369,000 annually. The new library will generate approximately \$30,000 in revenue to defray some of the costs. However, book fines and other library income cannot offset all of the new costs. In total, the net cost of the new Central Library will be about \$680,000 per year.

NEW AIRPORT & GARAGE

The new airport terminal and parking garage will require an estimated increase of \$350,000 in annual operating costs. New positions for security screeners, totaling about \$200,000 per year, would be added to staff the new security area. Another \$150,000 in other operations and maintenance expenses would be added each year.

All of the additional costs for operating and maintaining the new airport and parking garage have been factored into the Airport Fund's financial model. That model is based on a level of passenger growth that can support the debt service and operations costs of the new facilities.

ASR PHASE II

The second phase of the ASR project will create new operational costs beginning in 2011, with additional costs in 2012. This ASR component will add approximately \$1.8 million annually to the operating budget of the Water Fund.

Three Plant Operator positions will need to be created to run the facilities, while the electricity and chemical costs incurred during the treatment process will add about \$900,000 in annual costs. An additional contingency of \$300,000 would be necessary in case weather conditions cause the need for additional treatment capacity. Capital costs—including a \$200,000 crane in 2012—will periodically be incurred to run the ASR Phase II facilities. The \$1.8 million in new annual expenditures is based on the full treatment capacity (30 MGD) of the project.

ASR PHASE II OPERATIONAL COSTS		
EXPENSE	2011	2012
3 Additional Operators		\$135,000
Electricity	\$500,000	\$600,000
Chemicals	\$300,000	\$300,000
Other O&M Costs		\$300,000
Other Contractuals	\$20,000	\$20,000
Other Commodities	\$171,350	\$171,350
Annual Accounting Report		\$70,000
Crane		\$200,000
TOTAL NEW COSTS	\$991,350	\$1,796,350



ISSUE - Staff have recommended CIP projects that correspond to the core strategic priorities of the City Council, as well as those that are linked with other community plans.

Available resources allow only a portion of the identified capital improvements to be included in the CIP. In order to bring the CIP in line with funding levels, staff reviewed each project in light of the core strategic priorities of the City Council as well as the direction laid out in other adopted plans.

CORE STRATEGIC PRIORITIES

In 2009, the City Council identified its core strategic priorities and determined which municipal services represent the highest priorities to citizens. This framework has previously been incorporated into the operating budget, but the CIP has now been tied to it as well. With the cost of all identified projects higher than the available resources, emphasis was shifted to those improvements that most directly impact the City's core services.

Protect Life & Property: The CIP contains nearly \$136 million for public safety projects, including the \$90 million Heartland Preparedness Center.



That new facility will jointly house Wichita public safety staff, Sedgwick County, the Marine Corps, and the National Guard. It will provide improved training facilities that will augment the tactical response of

Wichita public safety personnel. Other projects include the \$30.1 million for replacement of fire apparatus and \$5 million for new east side and west side police stations.

Maintain Infrastructure Networks: As a plan for infrastructure improvements, the CIP is replete with projects that will maintain and expand the road, bridge, freeway, storm water, water, and sewer systems. Work on the expansion of Kellogg—one of Wichita's most ambitious capital projects—will continue. Both the east side and west side will benefit, with \$70 million (leveraging \$140.4 million in state funding) budgeted to finish east Kellogg through K-96 and another \$21.3 million scheduled for right of way and design work on west Kellogg past 119th Street.

West Wichita will also benefit from a new bridge over the Big Ditch. Scheduled for completion in 2013, the new Floodway Bridge will provide a route to west Wichita on 13th Street. Other notable infrastructure projects include a new water treatment plant and biological nutrient removal processed at Sewer Plant #2, in accordance with EPA requirements.

Develop Economy & Community: The CIP has dozens of projects that enhance the Wichita area for residents, visitors, and business. While the multitude of infrastructure projects also contribute to the economic vitality of the region, other projects will lead to a more vibrant community that attracts and retains talent. Improvements to the core area have received special attention from the community in recent years, and the CIP funds \$168 million in projects for downtown, including parking improvements street projects and renovations to Century II. These improvements will assist in the transformational change of Wichita's core area.



TIES TO OTHER PLANNING DOCUMENTS & COMMITTEES

CIP projects were also prioritized based on their alignment with other adopted plans. The following were the plans and committee work used in prioritizing CIP projects.

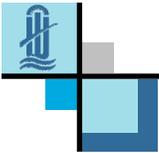
- ◆ Comprehensive Plan & Neighborhood Plans
- ◆ Downtown Master Plan
- ◆ Metropolitan Transportation Plan 2035
- ◆ PROS Plan
- ◆ Library Master Plan
- ◆ Golf Advisory Committee
- ◆ Water Utilities Advisory Committee
- ◆ Water & Sewer Master Plans

STRATEGIC REDUCTIONS

There were two notable areas that were reduced by using the core strategic priorities and the plans and committee work previously completed to guide resource allocation decisions.

Improvements to the park system and recreational facilities were trimmed to accommodate resource constraints. They are important projects, and it was worthwhile that they were identified. However, the improvements that were not included in the CIP did not qualify for the same level of support as critical infrastructure, public safety, and economic development projects.

Several gateways were also identified at the beginning of the process but were not included in the final CIP. Like the park and recreation projects, gateways are valuable improvements but not at the same level as other core strategic priority projects.



13. REDUCE DEBT SERVICE FUND LEVY TO 7.5 MILLS IN 2011-2012

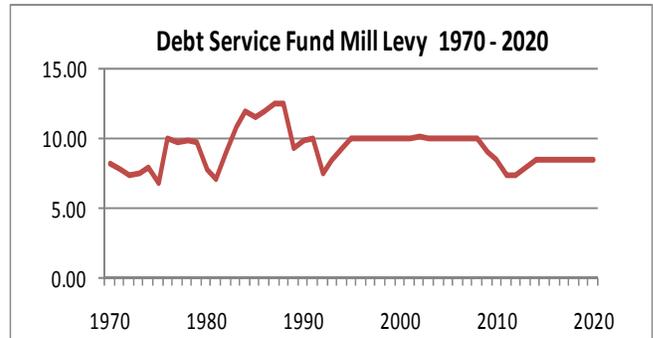
POLICY ISSUES

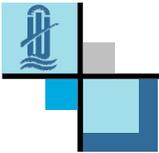
ISSUE - Concurrent with the Operating Budget, the Debt Service Fund mill levy will be reduced to 7.5 mills in 2011 and 2012. It will return to 8.5 mills by 2014.

The City of Wichita has levied between 7 and 12 mills for the Debt Service Fund for over 50 years. From 1976 to 2007, the levy was around 10 mills. At various other times, the debt service levy has been reduced for varying durations. In 1980—1981, the levy was reduced to around 8 mills. Likewise, in 1992—1994, the levy was reduced to around 8 mills. More recently, in 2008 the levy was reduced to 9 mills, than to 8.5 mills in 2009 and down to 7.5 mills in 2010 through 2012. The appendix includes data documenting the City mill levy.

The Debt Service Fund levy is used for two purposes: to fund pay-as-you-go financing of CIP projects, and to fund the debt service payments on bonds used as long term financing for CIP projects. Changing the levy for the Debt Service Fund will change the capacity for future borrowing, which affects the size and number of any future GO financed projects.

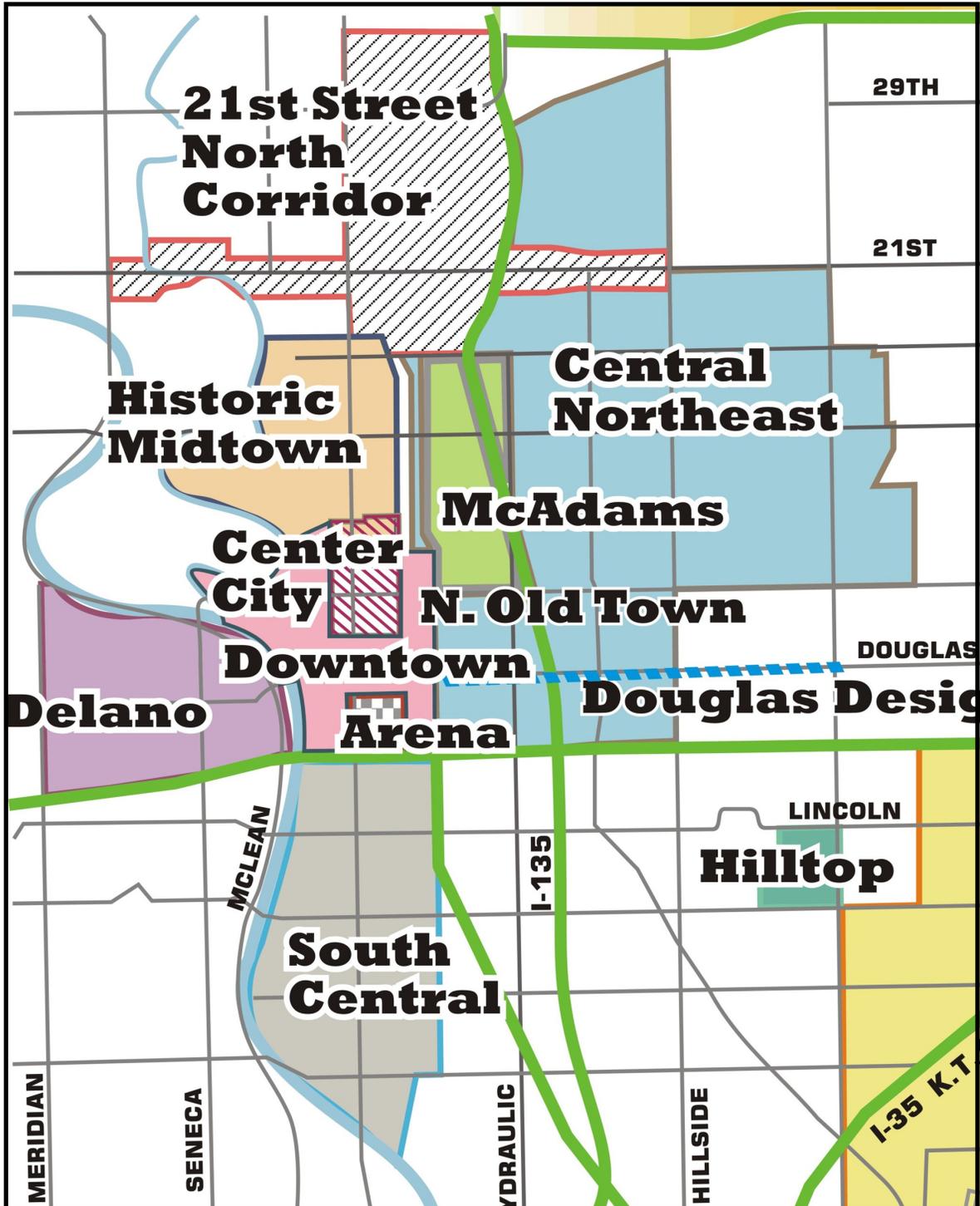
The 2012 operating budget adopted in August 2011 projects the mill levy increasing to 8 mills in 2013 and returning to 8.5 mills in 2014. This proposed CIP is consistent with that increase. After reaching 8.5 mills, the Debt Service Fund mill levy is projected to remain at that level during the remainder of the CIP planning period.

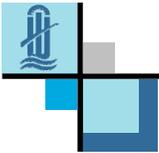




The Metropolitan Area Planning Department is responsible for completing neighborhood plans for the Wichita area. These plans include a comprehensive study of neighborhoods, and detailed recommendations to enhance the vibrancy and sustainability of these neighborhoods. Often, the plans form the basis for CIP projects that are included in the Adopted CIP. The map below shows the neighborhood plans completed. These plans are also available on the internet at <http://www.wichita.gov/CityOffices/Planning/AP/NR/>.

The following discussion outlines the 2011-2020 CIP projects related to improvements in neighborhood plans.





21ST STREET NORTH CORRIDOR REVITALIZATION - The City Council adopted the 21st Street Corridor Revitalization Plan on January 4, 2005. The plan covers an area of 2.5 square miles located in North Wichita, focusing on 21st Street north, from Amidon to Hillside. The plan includes a focus on the cultural diversity of the area, with the establishment of an International Marketplace (NOMAR). Projects in the 2011-2020 Proposed CIP related to this neighborhood plan total nearly \$1.8 million. Planned improvements are financed with GO bonds. In addition, several other significant projects have been initiated and completed in prior years, including the improvement of 21st street from Waco to Broadway (\$4.7 million); NOMAR Gateway Tower (\$255,000); and NOMAR public art (\$260,000).

21ST ST. N CORRIDOR		
PROJECTS - IN 2011-2020 CIP	YEAR	AMOUNT
29th & Broadway Intersection	2016	\$1,775,000
PROJECTS IN CURRENT CIP		\$1,775,000

DOWNTOWN MASTER PLAN - In December 2010, the City adopted Project Downtown as the master plan for downtown revitalization. The Plan is focused on supporting private-sector investments in revitalization projects with City investment in concurrent public infrastructure projects such as streets and downtown parking. Strategic public infrastructure projects funded through the CIP will connect major areas of activity in downtown such as Old Town, Intrust Bank Arena, WaterWalk, Century II, and Museums on the River. The Plan also incorporates the Arena Neighborhood Redevelopment Plan that was adopted in 2007 for the southeastern portion of downtown.

ARENA/DOWNTOWN AREA - This neighborhood plan focuses on the southern half of downtown. Opened in 2010, the new Intrust Bank Arena is expected to be a catalyst for continued development and growth in this area, and the City is a partner in the development. The Plan focuses on four districts: the Douglas Street corridor; the English/William Street District; the Broadway Neighborhood District; and the Commerce Street Arts District. Finally, this plan dovetails with the Downtown Master Plan. Many of the planned improvements in this area focus on improving infrastructure to support the events held at the Intrust Bank Arena and enhance mobility in the area. The 2011—2020 Proposed CIP includes \$36.9 million for projects in the arena area. A mixture of intergovernmental support, GO bonds, and TIF revenues will be used to pay for parking and other improvements.

CORE (CENTRAL CITY) - The Central City Organized Revitalization Effort (CORE) dates back to 1996, as faith groups, Via Christi Hospital, neighborhood groups, the City of Wichita and others began focusing on enhancing this 40 block area on the north edge of downtown. The CIP includes several projects in this area. A TIF District has been established, however a project plan has yet to be approved by the City Council. This limits the ability to finance improvements in the area.

ARENA NEIGHBORHOOD PLAN		
PROJECTS - IN PROGRESS	YEAR	AMOUNT
Comprehensive Wayfind. Improvements	2010	\$1,000,000
PREVIOUSLY INITIATED PROJECTS		\$1,000,000
PROJECTS - IN 2011-2020 CIP	YEAR	AMOUNT
Commerce, Kellogg to Waterman	2014	\$2,110,000
Downtown Parking	2011	\$18,500,000
Emporia, Lewis to Waterman	2011	\$570,000
Emporia, William to Douglas	2011	\$410,000
English, Main to Emporia	2012	\$1,860,000
Lewis, Main to St. Francis	2012	\$2,440,000
Market, Dewey to Douglas	2012	\$2,420,000
St. Francis, Douglas to 2nd	2011	\$2,400,000
St. Francis, Kellogg to Waterman	2011	\$2,110,000
Topeka, Waterman to Douglas	2011	\$1,980,000
William, Emporia to Commerce	2012	\$740,000
William, Main to Emporia	2012	\$1,390,000
PROJECTS IN CURRENT CIP		\$36,930,000

C.O.R.E.		
PROJECTS - IN 2011-2020 CIP	YEAR	AMOUNT
C.O.R.E. Intersection Improvements	2013	\$900,000
C.O.R.E. On-Street Prkg Improvements	2013	\$600,000
C.O.R.E. Street/Utility Improvements	2013	\$1,200,000
C.O.R.E Land Acquisition and Demolition	2011	\$6,800,000
C.O.R.E. Streetscape Improvements	2013	\$600,000
C.O.R.E. Park in Village Square	2013	\$900,000
PROJECTS IN CURRENT CIP		\$11,000,000

DELANO - The Delano neighborhood, located just west and across the Arkansas River from downtown, is one of Wichita's oldest neighborhoods. The initial neighborhood plan was conducted nearly a decade ago. It focuses on creating gateways and streetscape improvements, and enhancing Seneca Street, while maintaining the historical significance of the area. Since 1999, both Seneca and Douglas have been improved through the area. The Proposed CIP includes \$39.9 million in projects in this area.

Delano		
PROJECTS - IN 2011-2020 CIP	YEAR	AMOUNT
Ice Center	2011	\$315,000
Central Library	2012	\$30,000,000
Maple, McLean to Exposition	2013	\$2,000,000
Maple, Sheridan to Seneca	2017	\$7,600,000
PROJECTS IN CURRENT CIP		\$39,915,000



Historic Midtown

HISTORIC MIDTOWN - The Midtown Neighborhood Plan was adopted by the City Council on May 18, 2004. The Midtown area is located just north of downtown, and is considered to be Wichita's first neighborhood. The area is mainly residential, and is approximately two square miles in size. The neighborhood plan focuses on preserving the historic neighborhood feel with affordable, well maintained homes, while building a sense of community responsibility. In addition, storm water drainage is a significant concern in the area. The 2011-2020 Proposed CIP includes \$250,000 for projects in this area.

HISTORIC MIDTOWN		
PROJECTS - IN PROGRESS	YEAR	AMOUNT
Midtown Landsc. & Streetsc. Design Plan	2010	\$100,000
PREVIOUSLY INITIATED PROJECTS		\$100,000
PROJECTS - IN 2011-2020 CIP		
Ark. River Improvements & Amenities	2014	\$250,000
PROJECTS IN CURRENT CIP		\$250,000

MCADAMS - The McAdams neighborhood is located in the near northeast area of Wichita. The area is largely residential, has a large amount of vacant property, and has a lower than average household income. The neighborhood plan focuses on enhancing linkages to other areas (past natural barriers that exist), preserving historic resources, and improving gateways and neighborhood edges. The Proposed 2011-2020 CIP includes \$79,000 dollars for projects in this area.



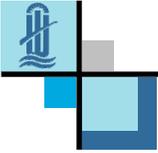
MCADAMS

PROJECTS - IN PROGRESS	YEAR	AMOUNT
13th & Mosley Intersection	2009	\$1,580,000
Dunbar Theater Redevelopment	2009	\$1,850,000
McAdams Neighborhood Lighting Improvements	2009	\$20,000
PREVIOUSLY INITIATED PROJECTS		\$3,450,000
PROJECTS - IN 2011-2020 CIP		
Alleyway Screening	2011	\$50,000
McAdams Nbrhd Lighting Improvements	2011	\$29,000
PROJECTS IN CURRENT CIP		\$79,000

SOUTH CENTRAL - This plan was adopted by the City Council on May 16, 2006. The plan identified storm water drainage issues, and the need to improve the capacity, safety and appearance of arterials in the area. Neighborhood concerns are addressed through street and other improvements. The table below lists arterial projects included in the Proposed CIP in this neighborhood.

SOUTH CENTRAL		
PROJECTS - IN 2011-2020 CIP	YEAR	AMOUNT
Harry & Broadway Intersection	2011	\$1,500,000
Mt. Vernon, Broadway to SE Blvd	2015	\$3,600,000
Pawnee & Broadway Intersection	2011	\$2,625,000
PROJECTS IN CURRENT CIP		\$7,725,000





The 2011-2020 Proposed CIP includes \$587 million for arterial projects. Some of the major projects expected to begin in the next three years are listed below.

STREET IMPROVEMENTS - The CIP includes \$33 million to enhance the maintenance and fund improvements to City streets. This funding, coupled with a planned \$6 million annually in the operating budget, will provide \$93 million over the ten year period to improve the condition of existing streets. This effort will include a focus on residential streets.

13TH - HYDRAULIC TO OLIVER - This includes two separate projects budgeted at a total of \$11.5 million, financed with GO bonds. Construction, expected to begin in the summer of 2012, will improve over two miles of this major arterial street. The street will be improved to a 5 lane roadway, with sidewalks and signalization improvements. The project also includes improvements to the 13th and Hillside and 13th and Grove intersections.

REDBUD BIKE PATH - I-135 TO OLIVER - This \$2.6 million project is scheduled to begin in 2012. Financing will come from \$950,000 in GO bonds and \$1.65 million in other funds. This will improve a bike path area adding to the quality of life in Wichita.

HARRY AND WOODLAWN INTERSECTION - This \$2.0 million project scheduled to begin in 2012 will allow for the creation of left turn lanes on the north and southbound roads. Left turn lanes currently exist for the east and west approaches. This project will be funded with \$1.1 million in GO funds and \$900,000 in other funds.

PAWNEE – WEBB TO GREENWICH - This \$4.9 million project is scheduled to begin in 2014. This project will improve the driving condition of this well traveled stretch of road. GO bonds will finance the improvements that will expand the current roadway to 3-5 lanes, including drainage and sidewalk improvements.

HARRY AND BROADWAY INTERSECTION - This \$1.5 million project is scheduled for 2012. The intersection of Harry and Broadway streets will be completely rebuilt. Center left turn lanes will be added to all four approaches.



PAWNEE AND BROADWAY INTERSECTION - The \$2,625,000 project is scheduled for 2012 and financed with \$1,325,000 in GO bonds and \$1,300,000 in other funds. The intersection will see improvements that will enhance safety and traffic flow for area travelers.

119TH, PAWNEE TO KELLOGG - This project will improve the current road by enhancing the safety and traffic flow for roadway users. Construction is scheduled for 2011 and will be financed with \$4 million in GO bonds. The current roadway will be expanded to include 5 lanes; improvements will also include drainage and sidewalk improvements.

MAIZE, 31ST TO PAWNEE - Scheduled to begin in 2017, this project is expected to enhance the area's travel experience. Expansion to a 3-5 lane roadway, including drainage and sidewalk improvements, will allow the road to better accommodate current and future users. The project is financed with \$4.4 million in GO bonds.

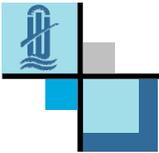
CENTRAL - 119TH TO 135TH - This \$10.9 million project will improve Central from a two lane road to a four/five lane road, and will straighten the alignment of Central to 135th Street. The project is financed with \$3.7 million in GO bond financing and \$7.2 million in other funds. Construction is expected to begin in 2013.

21ST & MAIZE TURN LANES - This project will allow for dual left turn lanes to be created at all approaches at the intersection of 21st and Maize Road. The project is currently under design and is planned for construction in 2012.

29TH & BROADWAY INTERSECTION - Improvements to this intersection are scheduled to begin in 2018. The \$1.8 million project will support area improvements to redevelop and revitalize the portion of the community. GO bond financing will be used for this project.

AMIDON - 21ST TO 29TH - This project is budgeted at \$7.3 million, financed with GO bonds. The project will improve Amidon to a five lane roadway. Improvements will also be made to the intersection at 25th Street. Drainage, signalization and sidewalks will also be improved. The project is expected to begin in 2014.





BUILDINGS AND OTHER IMPROVEMENTS

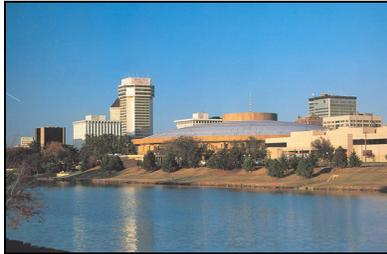
HIGHLIGHTS BY AREA

The 2011-2020 Proposed CIP includes \$236,871,378 for public facility projects. Of this, \$146 million is proposed from GO bond financing. In the next three years, the following projects are anticipated to begin.

ADA IMPROVEMENTS - The 2011-2020 Proposed CIP includes \$3 million in GO funds over 10 years to implement the ADA Transition Plan. This includes retrofitting City facilities to comply with provisions of the Americans with Disabilities Act (ADA).

CENTURY II RENOVATIONS

The Century II / Expo Hall Convention Center was constructed over forty years ago, opening in 1969. Continued renovation is required to maintain a modern, competitive facility. The 2011-2020 Proposed CIP includes \$17 million for improvements to the facility.



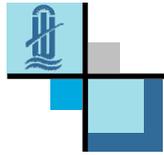
HEARTLAND PREPAREDNESS CENTER - This project is a partnership between the City of Wichita, Sedgwick County, the US Marine Corp, the US Army Reserve and the Kansas National Guard. With an investment of \$19 million in GO funds, the City will leverage a \$71 million commitment of other funds. When completed, the project will consolidate into one campus Operational Maintenance Shops (OMS) and an armory for the National Guard, headquarters and a training facility for the US Marine Corp, and a new training facility for law enforcement purposes.

CENTRAL LIBRARY - The current downtown library was constructed and opened in 1966. As part of the City's efforts to revitalize the downtown area, the Proposed CIP includes \$30 million for a new Central Library. In 2006, the Library Board adopted a master plan calling for a new 135,000 square foot Central Library. Later that year, the City Council adopted the Library Master Plan. The project is budgeted in 2013-2014. Ongoing planning activities will facilitate provision of the best possible services for library patrons.

AIRPORT TERMINAL - The Proposed CIP includes \$160,000,000 for the construction of a new terminal building and \$40,000,000 for a new parking structure. The current terminal building dates to 1954 and Airport master plans since the early 2000s have considered the need for a new terminal. Design work for the new terminal was approved in 2007; construction is anticipated to begin in 2012. The new terminal will include the latest in security enhancements. Concession and passenger services will be expanded and baggage claim and ticketing areas will be significantly larger. A new four story parking garage is also planned, connected to the terminal by a covered walkway.

CENTRAL MAINTENANCE FACILITY EXPANSION - The Central Maintenance Facility houses and maintains the City's fleet. This important function has grown with the continued growth of the City limits. The 2011-2020 Proposed CIP includes \$3.5 million in GO bond financing for expansion of the facility.





The 2011-2020 Proposed CIP focuses on major maintenance at existing public facilities. GO bond financing will be mostly relied upon for CIP maintenance projects. Park and general facilities will receive scheduled repairs through these projects. These repairs will be coordinated by Public Works' Building Services Division.

PUBLIC FACILITIES BUDGETED AMOUNTS

FIRE STATION MAINTENANCE IMPROVEMENTS - The 2011-2020 Proposed CIP includes \$2.8 million in GO funds over 10 years to maintain fire stations. In the last ten years, 6 fire stations have been replaced. However, the City also has seven stations that are over 34 years old, with the oldest station 57 years old. These stations are well located and functional, but require an increased amount of maintenance.



GENERAL REPAIRS—CITY FACILITIES - The City maintains over 260 buildings. Continued major maintenance is necessary to preserve the functionality of these facilities. The 2011-2020 CIP includes \$9.8 million in GO bond funding for general repairs to City facilities. These repairs will be scheduled annually based on surveys by Facilities Management staff. Specific projects targeted with these funds include replacing outdated and inefficient air handling units, repairing concrete drives at multiple locations, and replacing significantly used doors at multiple City Facilities.

ROOF REPLACEMENT - Several City facilities are in critical need of roof repairs and replacement. The CIP includes \$1.3 million to fund these projects. Public safety and arts and cultural facilities are among the multiple facilities targeted for roof replacement.

PARKS BUDGETED AMOUNTS

SWIMMING POOL REFURBISHMENTS - The CIP includes \$820,000 in GO bond funds for repairs to City operated swimming pools. Projects include replacing wrought fencing, deck supports, pumps and filters, and other necessary improvements. Scheduled maintenance activities will be prioritized and scheduled in accordance with available funding.



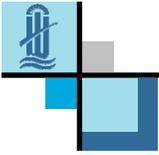
PLAYGROUND REHABILITATION / DEVELOPMENT - The 2011-2020 Proposed CIP includes \$600,000 in GO funds over 10 years to maintain park assets. This funding is in addition to the funding allocated for other Park and PROS Plan improvements. Projects will be evaluated by Public Works & Utilities staff and the Park Department based on need, and to reduce operating costs and future maintenance needs.

PARKING LOTS AND ENTRY DRIVES - Many Park facilities have lots and entry drives that are in sub-standard condition. The CIP includes \$2.1 million in GO bond funds for major maintenance to these lots and drives.

ATHLETIC COURTS - The CIP includes \$1 million in GO bond funds for repairs to City athletic courts. Projects will include resurfacing and repairs to maximize the quality of the courts. The quality of the courts will be regularly reviewed to prioritize the project list and to make improvements in accordance with the greatest need.



ATHLETIC COURTS AT SCHWEITER PARK, LINCOLN & HILLSIDE



Staff is responsible for implementing the Capital Improvement Program (CIP) budget as adopted by the City Council. The actions taken by staff to implement the budget are outlined in this section.

PROJECT INITIATION PROCESS

The first step in beginning a project is the “initiation” of that project. This involves presenting the project to the City Council for specific approval. This presentation outlines the project and the proposed funding sources. A bonding ordinance is also presented for approval along with the project.

PROJECT ESTABLISHED IN ACCOUNTING SYSTEM

Once a project is approved by the City Council, a project budget is entered into the accounting system. This budgeted amount is based on the amount approved by the City Council.

INCREASING THE PROJECT BUDGET

The project budget can only be increased with a revised bonding ordinance (if applicable) and City Council approval.

BUDGET CONTROL LEVELS

The control level established for each project is based on City Council approval. Project expenditures are controlled at the project level. The only exception to the budget control levels is temporary note interest that accrues to projects before they are closed out. This cost of financing is not included in the project budget control level.

PRELIMINARY ESTIMATES

A statement is prepared to detail the costs associated with each capital project. This statement of costs is the basis for the combinations of bonds, cash financing, and special assessments that are used to fund capital improvements.

BONDING ORDINANCE

An ordinance providing estimated costs and the requisite bond amount to finance the capital project is presented for approval by the City Council. The bonding ordinance includes an amount not to be exceeded in the issuance of bonds as well as a description of the project and an explanation of the need to make the improvement.

STATEMENT OF COSTS

The final statement of costs is prepared by the initiating department just prior to closing the project. This statement differs from the first statement of costs in that it provides the final costs associated with the improvement project. This cost statement is finalized just after the last payment is made to the contractor.

PROJECT CLOSEOUT

Upon completion of a project, a closeout procedure is implemented to ensure that future operating costs or other unrelated expenses are not charged to the project account. This includes closing the project budget in the accounting system, as well as properly handling any project savings.

BONDING

All bonding is issued in accordance with Kansas State Statutes (K.S.A.), specifically K.S.A. Chapters 10 and 12 and the General Bond Law (K.S.A. 10-101, et seq). The statutes detail the requirements of all types of bond issuances, including public improvement specification, the limitation of indebtedness, bond registration, the cash-basis law, and other legal requirements.

The limit on the amount of bonds that the City can issue is set forth in K.S.A. 10-305, et seq.

CHANGE ORDERS

During construction of capital projects, change orders are often necessary to account for items unforeseen during the planning process. These changes are first identified by the contractor and submitted to City staff.

All change orders in excess of \$10,000 must be approved by the City Council, while change orders up to \$10,000 can be approved by the City Manager.

TIMELINE FOR PROJECT INITIATIONS

The timeline for initiating a project—from presenting the project and the bonding ordinance to the City Council to the issuance of bonds and the beginning of construction—ranges up to an average maximum of six months for water and sewer projects and twelve months for street improvements.

USE OF PROJECT SAVINGS

At the conclusion of a capital project, any unused budgeted funds count as project savings. Those funds are funneled into the Debt Service Fund to pay down the debt created by the earlier issuances of bonds.

For projects reliant on cash financing, any project savings is appropriated to its original funding source.



CIP BUDGET PROCESS

The CIP budget process is a comprehensive process that attempts to incorporate the long term strategic planning process with the short term City strategic goals. Examples of some of the longer term planning processes that are integrated into the CIP process are the Park and Recreation Open Space (PROS) Plan, the Library Master Plan, the Police Department's Safe and Secure Initiative Plan, and the Water Supply Plan. In addition, the development of the Capital Improvement Plan is integrated with the operating budget (by considering its implications on the operating budget) and the longer range financial planning (by adjusting budgeted amounts and performance targets) based on the long term financial conditions of funds. The CIP budget process is impacted by Kansas Statutes and organizational policies.

CIP Process: The Capital Improvement Program (CIP) guides new construction and improvements to the City's infrastructure and facilities, ranging from road expansion to repairs on publicly owned buildings to acquisition of new water sources.

The CIP requires a sound operating budget and a solid financial base to allow for debt or cash financing of capital projects. A well prepared operating budget can also assist in raising or maintaining the bond rating of the City. A higher bond rating means that the City pays a lower interest rate for the bonds sold to finance capital projects.

Revenue Projections: The amount of funding the governing body chooses to spend on outcomes drives the CIP budget process. Like revenue projections for the operating budget, trends are studied, and performance assumptions are generated. From these assumptions, expenditure estimates are developed. Since the CIP is a ten-year plan, revenue projections must be made further into the future than those required for the operating budget. Since future revenues cannot be known for certain, the framework for the whole budget development process, in effect, is built upon assumptions about the City's economic and financial future.

For the CIP, most revenue estimating is centered on the Debt Service Fund. The main sources of funds for the Debt Service Fund include:

1. The Debt Service Fund, which is a taxing fund, with a mill levy generating revenue. The amount of revenue generated is based on assessed valuation assumptions, as well as a presumed mill levy rate.
2. Special assessments are made against properties to fund portions of the CIP. The repayment of these assessments is a revenue source to the Debt Service Fund.

3. Motor vehicle taxes collected by Sedgwick County are allocated to taxing funds of the City of Wichita proportionally to the amount of taxing effort.
4. Interest earnings on the fund balance and current revenues contribute to Debt Service Fund revenue.
5. Transfers from other funds, such as the Tourism and Convention Fund for Expo Hall, Lawrence-Dumont Stadium and parking facilities, and from Tax Increment Financing Funds for economic development projects are considered in estimating Debt Service Fund revenues. These transfers are made for previous or projected debt issuances.

Determining Annual Project Capacity: In addition to the Debt Service Fund, long term forecasts for the City's Sales Tax Fund, as well as enterprise funds, including the Golf Fund, Water and Sewer Utility funds, Airport Fund and the Storm Water Utility Fund, are necessary. These ten year forecasts, along with debt capacity projections based on the Debt Policy and Reserve Policy, will determine the funding available for projects included in the Proposed and then Adopted CIP Budget.

Project Requests: The second phase of developing the CIP involves the project requests. Each City department requests projects related to the respective department's goals and responsibilities. In addition, any interested party may submit a project for consideration by City engineers and the CIP Administrative Committee. Each project request is sent to major corporations, community organizations, District Advisory Boards, and other groups that would be impacted.

CIP Administrative Committee: The CIP Committee, as outlined in AR 2.8, meets and develops the project plan for the term of the program. Projects are studied and prioritized according to criteria, including the following:

1. Capital improvement projects must meet the established useful life criteria to be financed: (a) public buildings, 40 year general life, 10 year financing; (b) new road construction, 40 year general life, 10 year financing; (c) major road and bridge rehabilitation, 15 year general life, 10 year financing; (d) water, sanitary sewers, and drainage, 40 year general life, 20 year financing; (e) miscellaneous items, based on asset life, 10 year financing; and (f) local sales tax projects, 10 and 15 year financing with double barreled bonds.
2. Utility Revenue Bonds are utilized when necessary and feasible to finance Public Improvements using a 20-year amortization to minimize the impact of annual revenue requirements.



3. Maintenance of the highway and street system to provide safe and effective vehicular access and efficient urban traffic flow emphasizing the following: (a) Expedite the plans (in cooperation with Sedgwick County) for constructing and financing US-400, maximizing state and federal funds supplemented by local sales tax; (b) Concentrate efforts on selected cross-town arterials and intersections to improve traffic movement, safety and reduce congestion; (c) Include features in new projects which will reduce future maintenance requirements (i.e., delineation of crosswalks, low-maintenance medial treatment, etc.); (d) Complete railroad crossing improvements on arterials; and (e) Provide good streets and roadways to serve City facilities (i.e., Art Museum, Cowtown, Expo Hall, Airport, etc.).
4. Provide improvements in the downtown area.
5. Continuation of Neighborhood Improvement Program in conjunction with code enforcement.
6. Develop a balanced capital maintenance program for all types of City assets.
7. Include beautification and landscape improvements in projects, especially on arterials and highways, public facilities, etc.
8. Insure an adequate water supply for existing neighborhoods and for the planned growth and development of the City.
9. Prioritize projects that leverage outside funding.
10. Maintain a Capital Improvement Program within the debt limitations established by state law, and that is balanced over the 10 year period, as well as the first three year period.

Design Council (Art and Design Board): As the CIP Administrative Committee reviews and prioritizes projects, the Design Council reviews project lists. Specific attention is provided to projects for which the incorporation of aesthetic improvements would be appropriate. In these cases, the projects are slated for “special consideration” and the design council begins the process, as outlined in City Code section 2-12.1120 et seq., of making recommendations on aesthetic design that could be incorporated into projects.

Financing the CIP: Once a draft project prioritization is developed, staff begin exploring financing options and review capacity calculations. This financing of CIP projects is based on City Council Policy 2. This provides guidance on the types of financing that may be used for certain projects. In addition, staff review proposed debt levels for compliance with State debt limit statutes. Projects proposed for funding from local sales tax dollars are screened to ensure conformance with Ordinance 39-196, which outlines the appropriate uses of sales tax funds.

Review of Operating Cost Impact - As part of the CIP review process, the CIP Administrative Committee identifies projects that will have a significant impact on the City’s operating budget. Departments provide estimated ongoing costs associated with CIP projects so all costs can be considered in the evaluation process. When a project is completed, the operating costs are included in the department’s operating budget.

Draft CIP Discussion: Upon completion of the Administrative Committee’s plan, the Committee’s recommendations are forwarded to the City Manager and then to the City Council. Hearings are held before the Metropolitan Area Planning Commission and the District Advisory Boards. Like the operating budget, the City Council hears public comments on the CIP prior to adoption. The City Council may shift, add, or delete projects in the before finalizing an Adopted CIP.

Hearings and Adoption of the CIP: After the draft CIP has been reviewed, staff may reallocate projects based on feedback. Eventually, a public hearing will be held, and the City Council will formally adopt the CIP budget. This adoption provides long term strategic guidance and allows resources to be allocated in conformance with this long term plan.

Implementation: After the CIP is adopted by the City Council, departments use the CIP as a guide for implementing capital improvements. Departments are responsible for “initiating” projects based on the schedule included in the Adopted CIP. This initiation process allows every project to be authorized individually by the City Council through the adoption of an ordinance or resolution. When initiated, a project budget will be established based on the approved resolution or ordinance. Upon project completion, a final statement of costs will be completed by the initiating department and the project closed out.

KANSAS STATUTES

Statutes of the State of Kansas govern the CIP budget process. The most relevant statute is the Debt Limit Law. The Debt Limit Law is contained in KSA 10-308 et seq. These statutes limit the total debt of a city to no more than 30 percent of the assessed valuation of the city. Several forms of debt are exempt from the debt limit, including utility debt and revenue bond debt. This statute is included in the Appendix.

CITY CODE SECTIONS AND ORDINANCES

There are two code sections that are highly relevant for the CIP. Code Section 2.12.1120 et seq. creates the Arts Council, which oversees the aesthetic components of certain projects. The code outlines the membership of the Arts Council and its duties, which include making recommendations to develop and define criteria for public improvements. The other code section (Code Section 2.05.10 et seq.) outlines the disclosure that the City provides during bond sales.



Ordinance 39-196, approved by the City Council in June 1985, outlines uses for the one cent local sales tax. The ordinance pledges one half of any revenues to the General Fund, to reduce property taxes charged to residents. The other half of the sales tax proceeds is pledged towards road, highway and bridge projects.

As part of the operating budget, the policy of the reserve level of the Debt Service Fund is established. The targeted year-end balance level is equivalent to 3 percent of annual revenues of the debt service fund. Any amount in excess of this reserve may be used to reduce capital project fund general purpose expenditures. The policy is reviewed annually and approved as a component of the annual operating budget.

CITY POLICIES AND REGULATIONS

Financing guidelines for the CIP are found in City Council Policy 2. This policy provides that maintenance and repairs of arterials will be financed by GO bonds, while the reconstruction or replacement of residential streets will be assessed. In addition, the financing of storm water and sewer improvements is addressed.

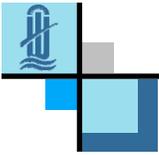
Administrative Regulation 2.8 outlines the CIP Administrative Committee and its members. The duties of the CIP committee are established as: reviewing CIP requests, assigning a priority to these requests, scheduling the requests based on funding constraints, and making a CIP recommendation to the City Manager.

CIP CALENDAR

The CIP process takes approximately 7—14 months from initial planning to Council adoption. There is more flexibility in the CIP calendar compared to the operating budget, since CIP process dates are not statutorily set. The planning for the 2011—2020 CIP began in September 2010. Council adoption is anticipated by year end in 2011. The CIP calendar is shown below.

2011-2020 CIP CALENDAR

September 2010	Initial planning process for the 2011—2020 CIP
November 2010	Departments submit proposed CIP projects to the Department of Finance
March 2010	Preliminary draft CIP is prepared by Finance staff
April 2010	CIP projects are reviewed by the CIP Advisory Committee
May 2011	Finance staff review the draft CIP with the City Manager
November 2011	Draft CIP budget is reviewed in a workshop
November 2011	Draft CIP budget is presented to the Advance Plans sub-committee, MAPC
November 2011	Draft CIP budget is presented to the Metropolitan Area Planning Commission
December 2011	Draft CIP budget is reviewed with District Advisory Boards
December 2011	CIP is adopted by City Council

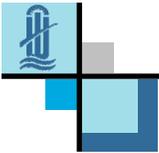


AIRPORT

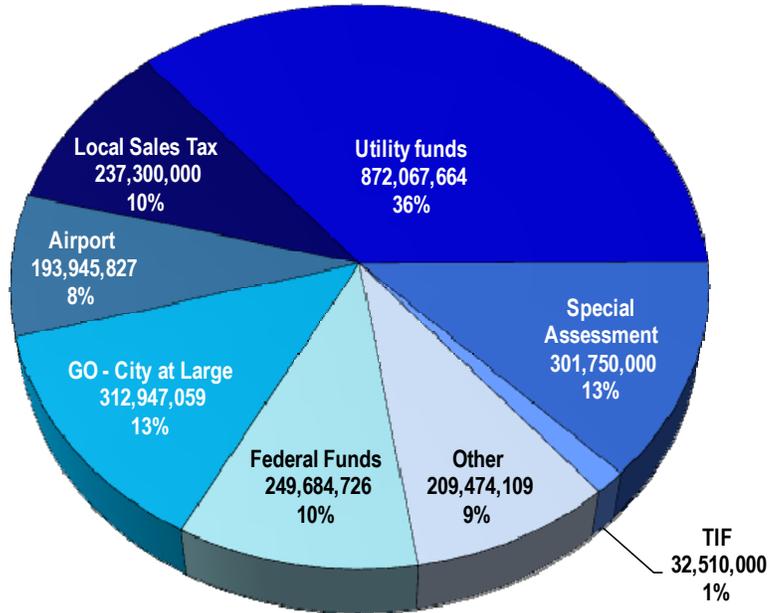


EXTERIOR VIEW OF THE NEW TERMINAL IN CONCEPT

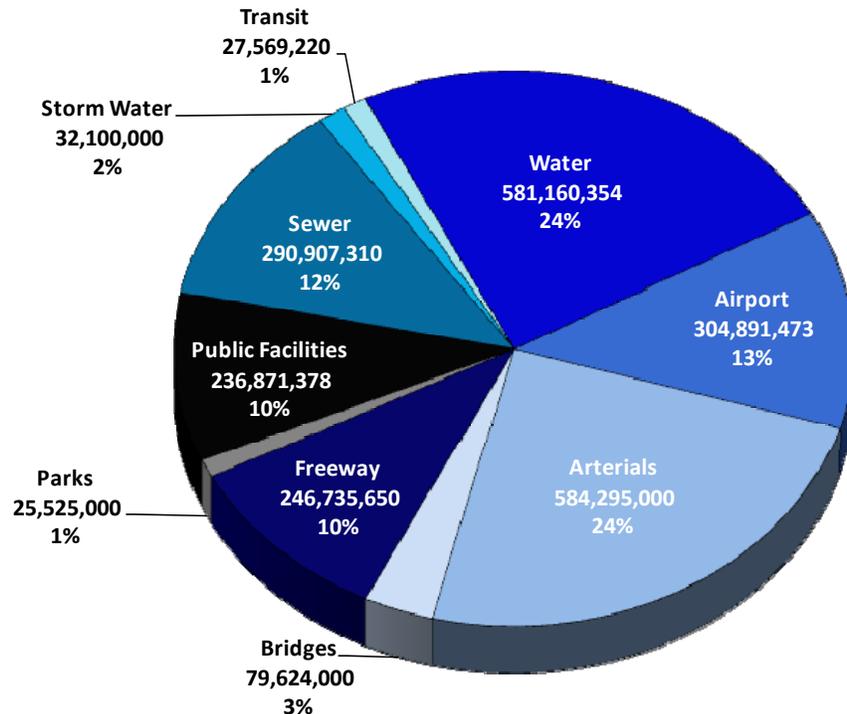
On June 21, 2011, the City Council approved the \$200 million Airport terminal and parking system project. The new terminal will replace the existing building, which was built in 1953. The project will be financed through user fees, passenger facility charges, customer facility charges and AIP grants and will use no local tax dollars. The entire facility will be Leadership in Energy and Environmental Design (LEED) certified for meeting energy efficiency guidelines.

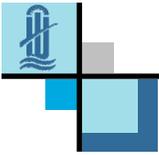


WHERE CITY OF WICHITA CIP DOLLARS COME FROM
All Funds 2011 - 2020 Proposed CIP (\$2,409,679,385)



WHERE CITY OF WICHITA CIP DOLLARS GO
All Funds 2011 - 2020 Proposed CIP (\$2,409,679,385)





REVENUE AND EXPENDITURE SUMMARIES

FINANCIAL PLAN SUMMARIES

EXPENDITURES BY FUNCTION	2011	2012	2013	2014	2015
Airport	217,426,000	22,333,250	17,012,000	3,212,000	3,164,000
Arterials	62,188,000	77,390,000	85,007,000	50,185,000	64,075,000
Bridges	16,401,000	33,331,000	20,812,000	540,000	1,830,000
Freeways	32,035,650	25,400,000	32,300,000	29,000,000	31,500,000
Parks	1,105,000	3,710,000	4,630,000	1,085,000	1,785,000
Public Facilities	16,308,800	44,360,000	64,810,368	58,924,010	8,354,600
Sewer	20,501,220	17,859,400	19,750,080	13,118,830	25,521,020
Stormwater	3,850,000	2,250,000	3,500,000	2,925,000	2,000,000
Transit	3,855,350	425,000	807,750	4,021,250	2,739,250
Water	26,151,223	36,317,706	36,170,068	34,146,320	231,019,307
GRAND TOTAL EXPENDITURES	399,822,243	263,376,356	284,799,266	197,157,410	371,988,177

EXPENDITURES BY TYPE

CIP expenditures are categorized in ten areas. Specific projects within each category are listed beginning on page 45.

Airport (\$304,891,473) - These improvements are at either Jabara (\$8.4 million) or Mid-Continent Airport (\$296.4 million). Improvements are financed with airport revenues, federal funds, PFC's, and operating fund cash.

Arterials (\$584,295,000) - These projects improve major streets and intersections. Most are financed by special assessments (\$300 million) and with GO bonds — at large (\$112 million). Sales tax funds (\$94 million), TIF funds (\$25 million) and federal funds (\$49 million) are also significant financing sources.

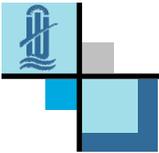
ARTERIALS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO Bonds	111,790,000
Federal Funds	49,275,000
Special Assessments	300,000,000
TIF Funds	24,810,000
Local Sales Tax	94,000,000
Other sources	4,240,000
TOTAL	584,295,000

Bridges (\$79,624,000) - The largest funding source for these projects is local sales tax funds (\$50 million) to fund the floodway bridge. The remaining projects are funded with GO bonds (\$24 million) and federal funds (\$6 million).

BRIDGES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO Bonds	23,840,000
Local Sales Tax	50,000,000
Federal Funds	5,784,000
TOTAL	\$79,624,000

Freeways (\$246,735,650) - The largest funding source for these projects is state TWORKS funding (\$140.4 million). Local sales tax funding (\$93.3 million), GO bonds (\$0.8 million), federal funds

FREEWAYS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO Bonds	798,650
Local Sales Tax	93,300,000
State Funds	140,400,000
Other sources	12,237,000
TOTAL	\$246,735,650



REVENUE AND EXPENDITURE SUMMARIES

FINANCIAL PLAN SUMMARIES

EXPENDITURES	2016	2017	2018	2019	2020	TOTAL
Airport	17,444,000	10,935,257	4,724,167	4,298,405	4,342,394	304,891,473
Arterials	44,650,000	59,575,000	52,225,000	44,825,000	44,175,000	584,295,000
Bridges	1,100,000	670,000	2,100,000	890,000	1,950,000	79,624,000
Freeways	8,500,000	43,000,000	43,000,000	1,000,000	1,000,000	246,735,650
Parks	1,630,000	4,380,000	1,200,000	2,400,000	3,600,000	25,525,000
Public Facilities	7,401,600	6,190,800	8,413,600	13,977,600	8,130,000	236,871,378
Sewer	17,581,210	28,465,460	33,876,260	57,865,270	56,368,560	290,907,310
Stormwater	1,000,000	1,500,000	0	0	15,075,000	32,100,000
Transit	3,760,900	3,862,650	4,072,370	1,325,000	2,699,700	27,569,220
Water	31,051,895	20,016,951	113,013,748	25,856,247	27,416,890	581,160,354
TOTAL	134,119,605	178,596,118	262,625,145	152,437,522	164,757,544	2,409,679,385

(\$2.2 million) and other funds (\$10 million) make up the other funding sources. Other funds are mostly private contributions and special assessments on an interchange project.

Parks (\$25,525,000) - The largest funding source for these projects is GO bonds (\$23 million). A total of \$1.5 million in private funds is budgeted to match local funds for Botanica improvements. TIF funds make up \$1 million of the financing sources for a project in the proposed C.O.R.E. TIF.

PARKS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO Bonds	23,125,000
TIF Funds	900,000
Other sources	1,500,000
TOTAL	\$25,525,000

Public Facilities (\$236,871,378) - The largest funding source for these projects is GO bonds (\$146 million). Federal funds total \$56 million, primarily for the Heartland Preparedness Center. Guest tax revenues (\$14 million) are utilized to fund convention center improvements. TIF funds (\$7 million) and private funds (\$3 million), and Sedgwick County contributions (\$14 million) fund various improvements.

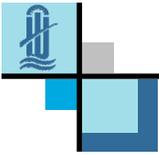
PUBLIC FACILITIES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO Bonds	145,653,139
Federal Funds	56,000,000
Transient Guest Tax	13,648,500
TIF Funds	6,800,000
Other sources	14,769,739
TOTAL	\$236,871,378

Sewer (\$290,907,310) - These projects are funded exclusively from revenues generated by the Sewer Utility.

Stormwater (\$32,100,000) - The largest funding source (\$13 million) for these projects is revenue from the Stormwater Utility. Another \$9 million is financed by Sedgwick County and Special Assessments fund \$1 million of the Stormwater CIP. Federal funds account for \$6 million and GO bonds account for \$3 million of the Stormwater CIP.

Transit (\$27,569,220) - Transit projects are financed mostly by federal funds (\$19 million), matched with GO bond funds (\$5 million).

Water (\$581,160,354) - The projects are entirely financed by revenues generated by the Water Utility.



SOURCES BY TYPE	2011	2012	2013	2014	2015
GO—City at Large	24,423,700	51,581,000	68,394,584	46,477,555	28,317,450
Local Sales Tax	50,400,000	45,000,000	33,700,000	17,400,000	19,900,000
Transient Guest Tax	1,800,000	2,609,000	1,914,500	7,325,000	0
UTILITY FUNDS:					
Airport	58,630,487	12,430,725	9,827,650	3,212,000	2,499,000
Stormwater Utility	650,000	150,000	2,650,000	475,000	150,000
Sewer Utility	20,501,220	17,859,400	19,750,080	13,118,830	25,521,020
Water Utility	26,151,223	36,317,706	36,170,068	34,146,320	231,019,307
Special Assessments	30,400,000	30,250,000	30,000,000	30,600,000	30,000,000
TIF Funds	12,090,000	8,520,000	9,700,000	1,100,000	1,100,000
Federal	87,971,139	42,455,625	41,584,000	6,807,000	10,706,400
OTHER FUNDS:					
Passenger Facility Charges	85,855,204	4,971,900	7,184,350	0	0
Sedgwick County	0	1,240,000	1,049,034	14,220,705	500,000
State	374,270	216,000	21,800,000	21,800,000	21,800,000
Other	2,075,000	9,775,000	1,075,000	475,000	475,000
GRAND TOTAL SOURCES	399,822,243	263,376,356	284,799,266	197,157,410	371,988,177

REVENUE SOURCES BY TYPE

Revenues used to finance the CIP fall into eight categories. Each of these categories is reviewed below.

GO—City at Large (\$312,947,059) - GO bonds financed by the City at large are used primarily for arterials, public facilities, parks and bridges. The debt service for these bonds is financed through the Debt Service Fund, primarily through the property tax levy. The Proposed CIP includes \$112 million in arterial projects financed with GO—at large funding, with \$24 million for bridges, \$23 million for parks, and \$146 million for public facilities.

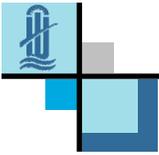
Local Sales Tax (\$237,300,000) - A large portion of these funds support improvements to US 400; however, \$50 million is included for the Floodway bridge and \$94 million for arterial and residential street projects.

Airport (\$97,934,373) - Airport revenues will be used to fund \$98 million in improvements at the Airport, including a new terminal building.

Stormwater (\$12,450,000) - GO bonds are used to finance Stormwater Utility projects, with debt service funded with ERU revenues.

Sewer (\$290,907,310) - Sewer Utility projects are financed by revenues generated by the Utility. These revenues finance the debt service on revenue bonds. The aggressive amount of bonds issued to fund the CIP will require annual rate adjustments for the Utility.

Water (\$581,160,354) - Water Utility projects are financed by revenues generated by the Utility. These revenues finance the debt service on revenue bonds. The aggressive amount of bonds issued to fund the CIP will require annual rate adjustments for the Utility.



REVENUE AND EXPENDITURE SUMMARIES

FINANCIAL PLAN SUMMARIES

SOURCES BY TYPE	2016	2017	2018	2019	2020	TOTAL
GO—City at Large	12,118,800	27,273,350	21,338,070	18,042,600	14,979,950	312,947,059
Local Sales Tax	18,500,000	15,200,000	15,200,000	11,000,000	11,000,000	237,300,000
Transient Guest Tax*	0	0	0	0	0	13,648,500
UTILITY FUNDS:						
Airport	2,434,000	7,128,363	855,608	452,420	464,120	97,934,373
Stormwater Utility	150,000	650,000	0	0	7,575,000	12,450,000
Sewer Utility	17,581,210	28,465,460	33,876,260	57,865,270	56,368,560	290,907,310
Water Utility	31,051,895	20,016,951	113,013,748	25,856,247	27,416,890	581,160,354
Special Assessments	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	301,750,000
TIF Funds	0	0	0	0	0	32,510,000
Federal	21,601,500	11,379,794	9,855,259	8,545,985	8,778,024	249,684,726
OTHER FUNDS:						
Passenger Facility Charges	0	0	0	0	0	96,011,454
Sedgwick County	0	0	0	0	7,500,000	24,509,739
State	207,200	38,007,200	38,011,200	200,000	200,000	142,615,870
Other	475,000	475,000	475,000	475,000	475,000	16,250,000
GRAND TOTAL SOURCES	134,119,605	178,596,118	262,625,145	152,437,522	164,757,544	2,409,679,385

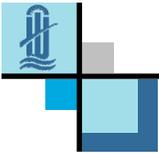
Special Assessment Bonds (\$301,750,000) - These proceeds are used to fund neighborhood improvements, usually in fringe areas. These improvements are proposed to be financed through special assessments on property owners. Those special assessments will be used to service bonds sold to finance the improvements.

TIF (\$32,510,000) - The CIP includes projects financed from three TIF's. The proposed C.O.R.E. TIF is budgeted to fund \$6.9 million in improvements. The bulk of the TIF financed projects are in the Arena Area TIF.

Other (\$279,387,063) - These funds are used for a variety of projects. Passenger Facility Charge (PFC) revenue from the Airport is projected for \$96.0 million in projects. Sedgwick County is expected to provide \$24.5 million for projects, the majority of which is for the Heartland Readiness Center.

Federal Funds (\$249,684,726) - Federal funds are used for three significant projects: the Heartland Preparedness Center (\$89.9 million), Airport terminal project (\$25 million), and Transit equipment (\$20 million). Federal funds are also used on a variety of arterial projects and other, smaller projects.

MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Property Taxes	28,141,525	26,226,958	22,991,996	23,110,674	25,068,361
Motor Vehicle Taxes	3,739,019	3,466,693	3,101,712	3,182,036	3,516,361
Special Assessments	33,349,104	33,723,359	34,025,161	35,320,047	36,659,632
Interest Earnings	285,197	2,329,551	200,000	750,000	750,000
Transfers In	20,675,485	22,168,377	22,399,370	24,544,717	27,507,911
Other Revenue	3,558,597	2,086,946	765,922	765,922	765,922
Operating Margin	89,748,927	90,001,884	83,484,161	87,673,395	94,268,187
Capital Project Financing:					
Debt Service on Existing Bonds:	62,244,943	68,318,329	69,222,782	66,894,334	62,407,144
Pay-as-you-Go Financing	11,513,990	14,318,135	21,980,876	30,000,000	12,000,000
Projected Debt Service on New Transfers:				3,651,326	7,661,716
Projected Debt Service on New Special Assesments:				2,793,414	5,586,828
Projected Debt Service on New GO Bonds:				1,764,470	5,633,340
Series 2012				1,764,470	1,764,470
Series 2013					3,868,870
Series 2014					
Series 2015					
Series 2016					
Series 2017					
Series 2018					
Series 2019					
Series 2020					
Total CIP Financing Costs	73,758,933	82,636,464	91,203,658	105,103,544	93,289,028
Fund Balance - January 1	6,231,049	22,221,043	29,586,463	21,866,966	4,436,817
Fund Balance - December 31	22,221,043	29,586,463	21,866,966	4,436,817	5,415,976
Budgeted Project Expenditures:					
Prior CIP Projects			63,499,805		
Arterials	111,970,000		12,585,000	23,140,000	27,885,000
Bridges	23,840,000		310,000	11,360,000	3,450,000
Freeways	798,650		798,650	0	0
Parks	23,125,000		1,105,000	2,810,000	3,130,000
Public Facilities	145,653,139		7,708,800	13,751,000	33,846,834
Storm Water	2,950,000		1,450,000	500,000	0
Transit	4,610,270		466,250	20,000	82,750
TOTAL NEW CIP PROJECT EXPENDITURES	312,947,059		24,423,700	51,581,000	68,394,584



2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
27,334,931	28,392,328	29,492,021	30,635,702	31,973,808	33,372,129	34,833,375
3,870,635	4,009,978	4,154,337	4,303,893	4,458,833	4,619,351	4,785,648
37,414,052	38,147,920	38,524,813	40,006,605	41,634,426	42,226,977	42,741,834
750,000	750,000	750,000	750,000	750,000	750,000	750,000
27,076,599	27,434,376	27,614,105	30,686,553	26,770,648	22,826,173	19,947,597
765,922	765,922	765,922	765,922	765,922	765,922	765,922
97,212,139	99,500,524	101,301,198	107,148,674	106,353,637	104,560,552	103,824,376
55,101,400	51,479,845	48,984,152	47,728,295	42,631,994	35,935,788	26,837,226
12,000,000	10,000,000	7,000,000	5,000,000	5,000,000	5,000,000	6,000,000
10,294,058	10,756,920	10,756,920	14,015,904	14,015,904	14,015,904	14,015,904
8,380,243	11,173,657	13,967,071	16,760,485	19,553,900	22,347,314	25,140,728
11,485,492	17,757,392	21,828,497	23,956,463	25,622,214	28,137,056	29,908,872
1,764,470	1,764,470	1,764,470	1,764,470	1,764,470	1,764,470	1,764,470
3,868,870	3,868,870	3,868,870	3,868,870	3,868,870	3,868,870	3,868,870
5,852,153	5,852,153	5,852,153	5,852,153	5,852,153	5,852,153	5,852,153
	6,271,899	6,271,899	6,271,899	6,271,899	6,271,899	6,271,899
		4,071,106	4,071,106	4,071,106	4,071,106	4,071,106
			2,127,965	2,127,965	2,127,965	2,127,965
				1,665,751	1,665,751	1,665,751
					2,514,842	2,514,842
						1,771,816
97,261,193	101,167,814	102,536,641	107,461,147	106,824,012	105,436,062	101,902,731
5,415,976	5,366,922	3,699,632	2,464,190	2,151,717	1,681,342	805,833
5,366,922	3,699,632	2,464,190	2,151,717	1,681,342	805,833	2,727,478
5,735,000	15,725,000	1,300,000	15,325,000	8,875,000	575,000	825,000
540,000	1,470,000	1,100,000	670,000	2,100,000	890,000	1,950,000
0	0	0	0	0	0	0
1,085,000	1,785,000	1,630,000	4,380,000	1,200,000	2,400,000	3,600,000
37,878,305	8,354,600	7,401,600	6,190,800	8,413,600	13,977,600	8,130,000
500,000	500,000	0	0	0	0	0
739,250	482,850	687,200	707,550	749,470	200,000	474,950
46,477,555	28,317,450	12,118,800	27,273,350	21,338,070	18,042,600	14,979,950

DEBT SERVICE FUND

The Debt Service Fund is the principal fund of the City that accounts for all debt service on City issued bonds. The Debt Service Fund is one of two “taxing” funds (the other is the General Fund); property tax revenue accounts for approximately 37% of revenues.

REVENUE ESTIMATING PROCESS

A variety of both qualitative and quantitative methods are used to estimate revenues for the General Fund. Wichita State University’s Center for Economic Development and Business Research provides data that is used for several revenue streams, primarily sales tax. In addition, a consensus approach is used in revenue streams that are specific to a department. In those cases, Finance staff will typically consult with departmental staff to develop a reasonable estimate of future revenues.

For many other revenue items, qualitative professional judgment is often combined with quantitative methods such as trend analysis and time-series forecasting. For many revenues, time-series analysis will provide a reasonable range, with judgment applied to develop the most appropriate estimate. For many of the major revenue sources noted below, time-series data is provided, as well as additional details impacting the estimate.

DEBT SERVICE FUND REVENUE ESTIMATES

The current estimates from each of the major Debt Service Fund revenue sources is outlined below. Since property taxes and motor vehicles taxes are also collected in the General Fund, the revenue estimates and discussion parallels the discussion in the City’s General Fund Financial Plan.

PROPERTY TAXES

Property tax revenues are based on the assessed valuation of taxable property within the city limits. The appraised valuation is determined by the County Appraiser. The assessment percentage, as prescribed by the State Constitution, is applied to derive the assessed valuation. The assessed value is then multiplied by the tax rate (expressed in terms of “mills” per \$1) to derive property tax revenue. Property taxes account for over one-fourth of the revenues to the Debt Service Fund.

Receipts are directly impacted by growth in assessed valuation. The base assessed valuation of property within the City of Wichita is projected to grow by .3% in 2012, 1.7% in 2013 and 4% in 2014. Annual increases in assessed valuation are affected by several factors, including reappraisal of property by the County Appraiser, annexation of new property by the City of Wichita, and new construction or changing classification of property.

Forecasting assessed valuation growth, particularly over a 10 year period, is difficult. Growth from 1999—2009 averaged 6%. During the planning period (2011 - 2020), average annual growth of 4.3% is forecasted. The forecast assumed no material annexation activity. In addition, based on the exemption of machinery and equipment, as approved by the 2006 Legislature, valuation of personal property is expected to continue to decline, reaching an estimated taxable valuation of \$0 in 2015. Reappraisal growth is forecasted at 2% - 2.5% annually, beginning in 2014. Over the last decade (1999—2009), reappraisal growth averaged 3.2%. New construction growth has averaged around 2.2% over the last decade. Growth averaging 2.5% is projected during the planning period. Total assessed valuation is shown in the table, in millions.

YEAR	TOTAL VALUATION	PERSONAL PROPERTY	ANNEXATION	IMPROVEMENTS	REAPPRAISAL
(DOLLAR IN MILLIONS)					
2020	4,247	0	0	102	81
2019	4,064	0	0	97	78
2018	3,889	0	0	93	74
2017	3,722	0	0	72	72
2016	3,578	0	0	68	69
2015	3,441	(21)	0	87	66
2014	3,309	(51)	0	82	64
2013	3,214	(59)	0	63	51
2012	3,161	(15)	0	32	17
2011	3,150	(31)	0	45	(15)
2010	3,151	(31)	1	72	(32)
2009	3,146	(31)	13	85	87
2008	2,992	(31)	0	85	105
2007	2,833	(1)	8	87	71
2006	2,668	10	2	56	55

Based on the assumed assessed valuation growth, the estimated property taxes generated can be calculated based on an assumed mill levy and a delinquency assumption. From 1990 through 2008, the mill levy for the debt service fund was set at approximately 10 mills. For 2009, the Council approved a shift of 1 mill from the Debt Service Fund to the General Fund (reducing the Debt Service Fund mill levy for 2009 to approximately 9 mills). The mill levy was reduced by .5 mill in 2010, and another 1 mill in 2011. The mill levy is budgeted to increase to 8 mills in 2013 and to return to 8.5 mills in 2014.

Based on historic trends, a delinquency of 6% is budgeted. The table on the following page outlines the projected net property tax collection each year. These estimates are based on the assessed valuation growth noted above, as well as a levy of 8.5 mills and a delinquency rate of 6%.

YEAR	TOTAL VALUATION	MILL LEVY	NET PROPERTY TAXES	PERCENT INCREASE
2020	4,333	8.50	33,933,375	4.5%
2019	4,166	8.50	32,472,129	4.5%
2018	4,006	8.50	31,073,808	4.5%
2017	3,852	8.50	29,735,702	4.0%
2016	3,704	8.50	28,592,021	4.0%
2015	3,561	8.50	27,492,328	4.0%
2014	3,424	8.50	26,434,931	9.4%
2013	3,309	8.00	24,168,361	8.8%
2012	3,201	7.50	22,210,674	0.5%
2011	3,121	7.50	22,903,980	-12.9%
2010	3,151	8.50	26,149,943	-6.6%

MOTOR VEHICLE TAXES

This tax is based on KSA 79-5101 et seq., which provides for 20 classes in which all vehicles are valued. The taxable value of the vehicles is defined as 20% of the class value. Revenues are driven primarily from valuation, which in turn is based on the level and type of new vehicle sales, as well as the change in the total number of vehicles. The tax rate on vehicles is the average county-wide mill levy (not including the 20 mill state component of school district property taxes), with the City receiving a share proportionate to the city's taxing effort as a ratio of the taxing effort of all other jurisdictions within the county.

Industry-wide in 2007 and 2008, there was a reduction in sales of larger, more expensive SUV's due to higher gasoline prices. In addition, to the extent that higher gasoline prices and the economic downturn diminish spending on durables such as vehicles, motor vehicle tax receipts are expected to be impacted.

Motor vehicle tax receipts have historically grown at 3.6% annually (1992 to 2010). Growth in 2008 slowed to 2%, and revenues in 2009 were flat. Revenues actually declined 1.6% in 2010. The forecast assumes growth of 1.7% in 2011 and 3% in 2012. By 2013, revenues are expected to return to the more normative level of 3.6%. The forecast assumes no material change in the ratio of the City's taxing effort to the taxing effort of all jurisdictions within the corporate limits of Wichita.

Concurrent with the shift of .5 mill from the General Fund to the Debt Service Fund levy in both 2013 and 2014, Motor Vehicle Tax revenues in the Debt Service Fund are projected to increase at 10.5% and 10.1%, respectively in 2013 and 2014. This increase is offset by decreased receipts in the General Fund. Based on State statute, motor vehicle tax revenues are allocated based on the ratio of the taxes levied effort in each taxing fund. The impact of the adjustments in taxes levied and that relationship to the projected motor vehicle tax revenues is shown in the graphic.

PERCENT OF TAXING EFFORT				
	2011	2012	2013	2014
Debt Service Fund	23.3%	23.3%	24.8%	26.5%
General Fund	76.7%	76.7%	75.2%	73.5%
TOTAL	100%	100%	100%	100%

ALLOCATION OF MVT (MILLIONS) TO EACH TAXING FUND				
MVT revenues	13.293	13.692	14.185	14.696
MVT growth	1.7%	3.0%	3.6%	3.6%
DSF allocation	3.102	3.182	3.516	3.870
DSF MVT growth	-10.5%	2.6%	10.5%	10.1%
GF allocation	10.192	10.510	10.669	10.825
GF MVT growth	6.1%	3.1%	1.5%	1.5%

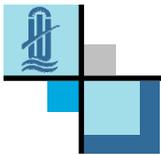
SPECIAL ASSESSMENTS

These assessments fund capital improvement projects approved by the City Council. When a project is approved, the cost of that project is assessed based on the project plan. Those assessments are then collected annually from property owners. Typically, assessments last for 15 years, matching the term of the bonds used to finance the improvements. Although the collection rate on special assessments is nearly 100%, some amounts are not collected in the year they are assessed. These amounts are reflected in the special assessment delinquencies timeline.

New special assessment revenue growth is based on projected activity, which can vary annually. Since any new bonding costs are offset by increased Special Assessment revenues, the impact of the accuracy of the Special Assessment revenue estimate nets out with decreased projected debt service.

TRANSFERS IN

Transfers to the Debt Service Fund are typically made to offset the cost of debt service for projects related to a specific funding source. These transfers are primarily from TIF funds, to service debt on TIF related projects; from the Tourism and Convention



Fund, to pay off bonds issued for convention center projects; or from the Local Sales Tax Fund, to finance GO bonds issued for CIP projects (primarily US 400/Kellogg) paid from the City's share of the one cent countywide sales tax. In some cases, particularly with TIF's, the annual transfers may not correspond directly to annual debt service obligations, depending on the life cycle phase of the TIF. The specific transfers are itemized below:

- * T&C Fund - Conference Center Parking Garage: Transient Guest Tax Fund revenues are used to offset costs associated with GO bonds issued for the Conference Center Parking Garage. These bonds will be retired in 2013.
- * T&C Fund - Conference Center: Transient Guest Tax Fund revenues are used to offset costs associated with GO bonds issued for the Conference Center. These bonds will be retired in 2013.
- * East Bank TIF: This transfer funds the debt service on bonds issued in 1998 for Century II improvements, street projects and riverbank improvements. These bonds will retire in 2013. Bonds were also issued subsequently in 2007 for WaterWalk improvements with an expiration in 2022.
- * 21st/Grove TIF: This debt service funds a 1997 bond issued for the site acquisition and site improvements of the Cessna Training and Day Care Center in the amount of \$1.3 million.
- * Gilbert and Mosley TIF: This transfer funds the debt service for costs associated with the investigation and remediation of groundwater contamination located within the Gilbert and Mosley Site Redevelopment District.
- * Old Town Cinema TIF: This transfer funds the debt service on the Old Town Cinema Parking Garage.
- * Local Sales Tax Fund: GO/LST bonds are issued mainly to finance the construction of the US 400 / Kellogg freeway. These bonds are serviced by funds collected pursuant to Sedgwick County resolution 167-1985, which authorized a one cent countywide sales tax. Sales tax receipts are initially accounted for in the Local Sales Tax Fund, with the amount necessary to service bonds issued transferred to the Debt Service Fund annually.
- * CDBG Section 108 Loan: This loan revenue is received from Cessna for the issuance of a Section 108 loan through HUD to fund the construction of the sub-assembly facility and the learning/day care facility in the 21st and Grove TIF project. Transfers are scheduled through 2013.
- * Economic Development Fund—Jabara Hangar: These transfers retire bonds issued for a hangar at Jabara Airport. The transfers from the Economic Development Fund are offset by lease payments for the facility.

INTEREST EARNINGS

This revenue stream is largely dependent upon market rates for investments permitted under the City's Investment Policy, as well as the size of the pool of investment funds. Revenues have decreased since 2006, as interest rates have decreased. Given that the revenue forecast is dependent on factors outside the City's control, such as the federal monetary policy, interest earnings are forecasted relatively conservatively during the planning period. However, some uptick in interest rates is expected eventually, perhaps by 2013, which should improve revenues in this area.

OTHER REVENUE

This revenue is relatively unpredictable, and generally consists of premiums received on bond issuances.

DEBT SERVICE FUND EXPENDITURES

Expenditures from the Debt Service Fund are either for the retirement of debt (debt service payments), or are pay as you go (cash payments) amounts. These debt service payments are generally made for one of three areas, and offset by the revenue generated in that area.

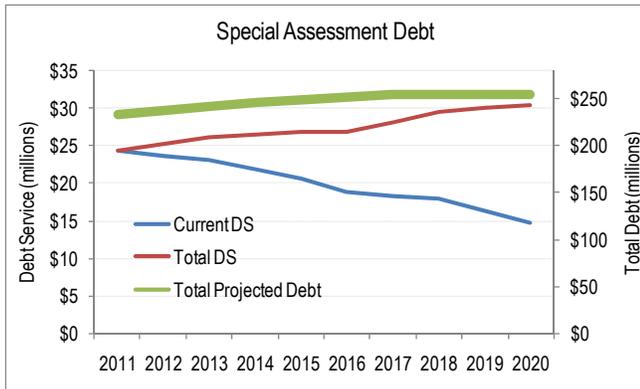
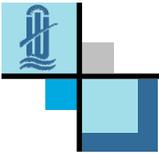
SPECIAL ASSESSMENT DEBT SERVICE

Special assessment debt service payments are generally offset by special assessment revenue. For the purposes of the CIP, special assessment debt is budgeted to increase by \$30 million annually, based on the \$30 million budgeted annually in Special Assessment projects. Actual special assessment debt will be dependent on the number of valid petitions and special assessment projects completed annually. Special assessment revenues typically have a low delinquency factor. However, the collection of prior year delinquencies generally offsets any loss in current year delinquencies, causing revenues and expenditures to mostly offset on a yearly basis.

Special assessment debt is expected to increase from \$228 million in 2010 to \$255 million by 2020. Most special assessment debt matures in 15 or 20 years. Of the \$228 million outstanding at year end 2010, \$200 million will be retired by 2020. The graphic below summarizes the projected Special Assessment Debt level (in millions of dollars on the left axis), as well as total annual debt service and projected debt service for new debt (right axis).

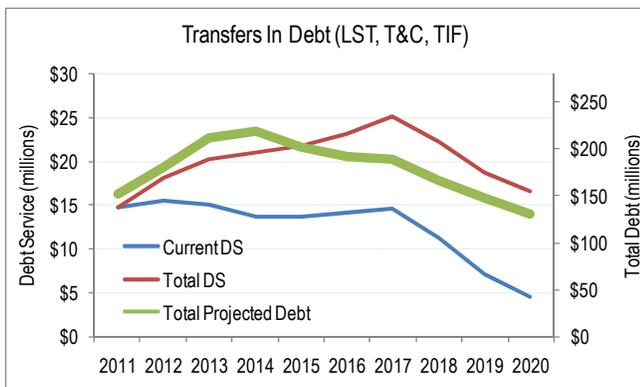
TRANSFERS IN

SPECIAL ASSESSMENT DEBT ANALYSIS 2011-2020	
Current Debt Outstanding (beg. 2011)	\$227,550,000
Current Debt Retirement (2011-2020)	(\$199,585,000)
New Debt Issuances (2011-2020)	\$300,000,000
New Debt Retirement (2011-2020)	(\$73,396,311)
Projected Ending Debt (end 2020)	\$254,568,689



A variety of debt service payments for GO debt are made from the Debt Service Fund, but reimbursed to the fund by transfers from other funds. The predominant transfer is from the Local Sales Tax Fund to finance GO bonds issued for freeway construction. These annual transfers offset annual debt service payments. In addition, TIF debt is serviced through the Debt Service Fund, with amounts transferred from the TIF funds to offset this debt service. However, often transfers from TIF funds will not match annual debt service on a yearly basis. Typically, TIF funds will under contribute in the early years of a TIF (as assessed valuation grows) and over contribute in the latter years of a TIF. Finally, debt issued and serviced by the Transient Guest Tax fund is serviced through the Debt Service Fund and funded with transfers in from the Transient Guest Tax fund.

LST, TIF AND T&C DEBT 2011-2020	
Current Debt Outstanding (beg. 2011)	\$153,787,006
Current Debt Retirement (2011-2020)	(\$124,597,005)
New Debt Issuances (2011-2020)	\$178,158,500
New Debt Retirement (2011-2020)	(\$76,670,092)
Projected Ending Debt (end 2020)	\$130,678,409



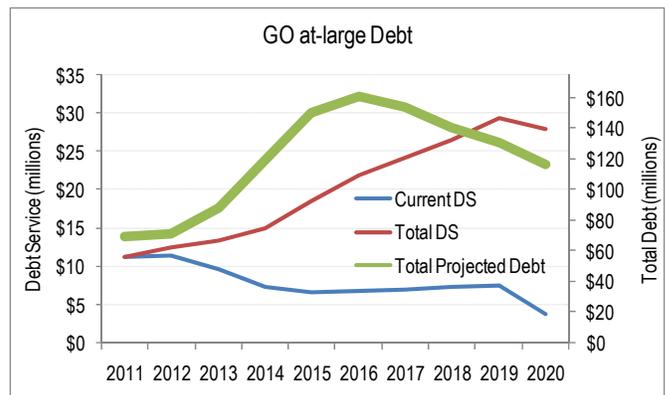
Debt is decreased during the CIP period from \$154 million to \$130 million. The rapid amortization of current debt will be offset somewhat by new issuances for freeway construction, Convention Center Improvements, and new TIF improvements. An additional \$132 million in sales tax debt is expected to be issued to finance freeway improvements, with another \$13 million in transient guest tax supported debt and \$33 million in TIF debt.

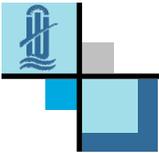
GO AT LARGE

Property tax revenues support the debt service for GO at large bonds. In addition, motor vehicle tax, interest earnings and other revenues support this debt service. In addition to servicing GO debt, these revenues also support pay-as-you-go financing.

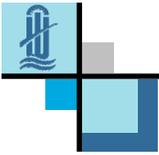
The current GO at large debt outstanding is \$81 million; this is expected to be almost completely retired during the CIP period. However, issuance of an additional \$237 million in GO at large debt is forecasted. Debt levels are expected to peak in 2016 at \$161 million, with debt issuances being driven primarily by the front loaded CIP projects, including downtown improvements, a new central library, and the aggressive completion of arterial and bridge projects.

GO AT LARGE DEBT 2011-2020	
Current Debt Outstanding (beg. 2011)	\$80,844,343
Current Debt Retirement (2011-2020)	(\$78,405,048)
New Debt Issuances (2011-2020)	\$236,660,478
New Debt Retirement (2011-2020)	(\$166,093,796)
Projected Ending Debt (end 2020)	\$119,247,006





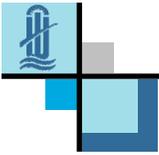
MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX FUND					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Local Sales Taxes	24,722,106	24,241,837	24,748,717	25,412,487	26,174,864
Other	0	12,850	3,000,000	2,000,000	0
Interest Earnings	23,727	(17,332)	50,000	150,000	250,000
Operating Margin	24,745,833	24,237,355	27,798,717	27,562,487	26,424,864
Capital Project Financing:					
Debt Service on Existing Bonds:	14,552,666	15,556,591	15,390,035	14,053,091	15,370,779
Series 2002	3,603,663				
Series 2003B	4,011,000	4,006,250	4,030,500	3,181,000	3,186,750
Series 2004	3,299,281	3,301,250	3,290,625		
Series 2007	3,638,722	3,652,323	3,662,123	3,673,123	3,661,873
Series 2009A		4,596,769	4,103,638	4,077,163	4,063,213
Series 2010A			303,150	3,121,806	3,084,856
Series 2011A				679,688	690,988
Series 2011B				683,100	683,100
Projected Debt Service on New Bonds:				3,258,983	6,052,398
Series 2012				3,258,983	3,258,983
Series 2013					2,793,414
Series 2014					
Series 2016					
Series 2018					
Cash Transfers to CIP Projects	6,080,000	8,024,000	7,000,000	8,000,000	8,000,000
Total CIP Financing Costs	20,632,666	23,580,591	22,390,035	25,312,074	29,423,176
Fund Balance - January 1	6,040,487	10,153,653	10,810,417	16,219,099	18,469,512
Fund Balance - December 31	10,153,653	10,810,417	16,219,099	18,469,512	15,471,200
Budgeted Project Expenditures:					
Prior CIP Projects			7,355,000		
Street Rehabilitation / Arterials	94,000,000		7,000,000	8,000,000	9,000,000
Freeways: K96 & Greenwich	1,000,000		1,000,000		
Bridges: Floodway Bridge	50,000,000		15,000,000	20,000,000	15,000,000
Freeways: Woodlawn interchange	750,000		750,000		
Freeways: East Kellogg	500,000		500,000		
Freeways: East Kellogg, 159th Intersect.	100,000		100,000		
Freeways: Hoover K96	50,000		50,000		
Freeways: Railroad master plan	1,000,000		1,000,000		
Freeways: East Kellogg Webb	32,200,000		10,000,000	15,000,000	2,400,000
Freeways: East Kellogg Greenwich	33,400,000				5,000,000
Freeways: East Kellogg K96 - 159th	3,000,000		3,000,000		
Freeways: West Kellogg 111th - 143rd	16,300,000		12,000,000	2,000,000	2,300,000
Freeways: West Kellogg 143rd - 167th	5,000,000				
TOTAL CIP PROJECT EXPENDITURES	237,300,000		50,400,000	45,000,000	33,700,000



FINANCIAL PLAN - LOCAL SALES TAX FUND

FINANCIAL PLAN SUMMARIES

2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
26,960,110	27,768,913	28,601,981	29,460,040	30,343,841	31,254,156	32,191,781
0	0	0	0	0	0	0
250,000	250,000	250,000	250,000	250,000	250,000	250,000
27,210,110	28,018,913	28,851,981	29,710,040	30,593,841	31,504,156	32,441,781
15,248,754	15,157,429	15,071,897	14,783,666	10,853,691	7,357,216	4,485,390
3,674,673	3,683,073	3,697,073	3,711,273	3,725,473	3,739,473	3,746,753
4,022,388	3,980,163	3,940,256	3,907,200			
3,001,706	2,963,706	2,939,506	2,920,606	2,899,181	2,881,856	
696,888	707,488	721,463	728,588	732,538	735,888	738,638
3,853,100	3,823,000	3,773,600	3,516,000	3,496,500		
8,380,243	8,380,243	8,380,243	10,242,519	10,242,519	11,173,657	11,173,657
3,258,983	3,258,983	3,258,983	3,258,983	3,258,983	3,258,983	3,258,983
2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	2,793,414
2,327,845	2,327,845	2,327,845	2,327,845	2,327,845	2,327,845	2,327,845
			1,862,276	1,862,276	1,862,276	1,862,276
					931,138	931,138
8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	10,000,000	10,000,000
31,628,996	31,537,671	31,452,140	33,026,185	29,096,210	28,530,873	25,659,047
15,471,200	11,052,313	7,533,555	4,933,396	1,617,251	3,114,882	3,114,882
11,052,313	7,533,555	4,933,396	1,617,251	3,114,882	6,088,166	9,897,617
10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
2,400,000	2,400,000					
5,000,000	7,500,000	7,500,000	4,200,000	4,200,000		
		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
17,400,000	19,900,000	18,500,000	15,200,000	15,200,000	11,000,000	11,000,000



LOCAL SALES TAX FUND

The Local Sales Tax Fund is used to account for one half of the proceeds of the City's distributions from the countywide one cent sales tax. The other half of the sales tax is credited to the General Fund for property tax reduction. In 1985, Sedgwick County voters approved a one percent sales tax. Based on state distribution formulas, the City of Wichita receives around 58% of the revenue generated. Ordinance 39-196, adopted by the City Council on June 11, 1985, pledges one half of the city's share of sales tax revenue for "road, highway and bridge projects." This fund is used to show receipts and expenditures consistent with this pledge.

PROJECTED REVENUES

The predominant revenue source for this fund is the city's share of the countywide one percent sales tax. Sales tax revenues tend to be one of the more economically sensitive revenues in the City's portfolio (as evidenced by the decrease in collections in 2003 and again in 2008 and 2009). In 2011, growth of 1% is expected, increasing to a more normative 3% by 2013.

In 2010, \$83.1 million was distributed to Sedgwick County, of which the City received \$48.2 million. Of the sales tax received by the City, one half is credited to the General Fund and one half to the Sales Tax Construction Pledge Fund, consistent with pledges made in 1985.

Despite growing 3.9% in 2008, the momentum in sales tax collections slowed considerably beginning in August 2008. This predictably coincided with the national economic downturn. The slowdown in collections continued throughout 2009 (revenues down 3.4% from 2008) and 2010 (revenues down 2.4% from 2009). The momentum in sales tax revenues appears to have begun in the 3rd quarter of 2010. Very modest growth of 1% is budgeted for 2011, with a return to more normative growth of 3% expected through 2013.

Projected sales tax collections could be impacted by any legislative changes made to the statutory exemptions from sales taxes. In addition, unanticipated changes in economic activity could negatively impact sales tax collections. Any future increases in gasoline prices, back to pricing levels of 2007, could impact consumer spending on sales of taxable items, reducing sales tax. Finally, the distribution ratio is based on the taxing efforts of the 19 cities within Sedgwick County, as well as the County itself. Any significant changes in taxing efforts in these jurisdictions could impact City sales tax collections.

PROJECTED EXPENSES

Expenses from the Local Sales Tax Fund are generally either transferred to cash fund capital projects, or to fund debt service for bonds issued for capital projects. Project financing from the sales tax is dictated by Ordinance 39-196, adopted in 1985. The

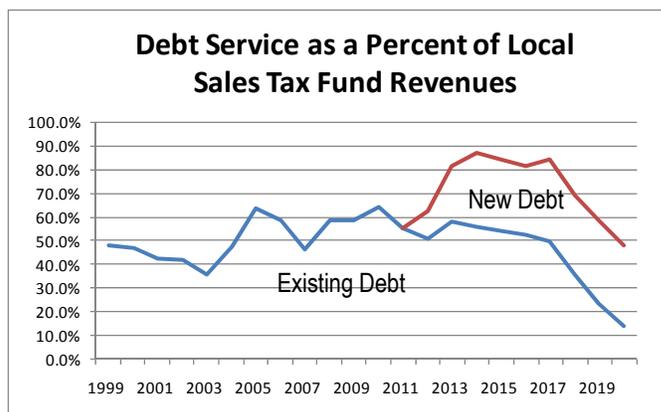
Ordinance 39-196

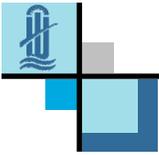
Section I. The Governing Body of the City of Wichita, Kansas, pledges one half of any revenue received from the City of Wichita's portion of a one percent sales tax to relieve the tax levies of the City of Wichita upon the taxable tangible property within the City of Wichita with continued compliance with the provisions of the "State Tax Lid Law" (K.S.A. 79-5001 et seq.), and pledges the remaining one half of the one percent of any revenues received to Wichita road, highway and bridge projects including right-of-way acquisitions. Each year the City of Wichita budget will be amended to reduce the property tax requirement by one half of the projected sales tax receipts. The remaining one half of the projected sales tax receipts will be added to funds for road, highway and bridge projects including right-of-way acquisitions.

Section II. It is the specific intent of the Governing Body of the City of Wichita that the City of Wichita continue to use the tax revenues as outlined in this Ordinance and that this pledge be continued as a matter of faith and trust between the people and the present and future Governing Bodies of the City of Wichita.

percentage of fund receipts dedicated to debt service has varied since 1999. Generally, as additional improvements were completed over the last ten years, the percentage has increased.

As shown by the graphic, debt service as a percentage of receipts has been around 60% in recent years. With the current debt load, this percentage would increase through 2013, then gradually decline to approximately 10% by 2020. However, the proposed CIP would increase the percentage significantly in 2013-2017. This strategy will be pursued to maximize the leverage of State funding to complete east Kellogg through K-96 and to complete the Floodway bridge. Even with the debt percentage increasing through 2017, the percentage is expected to decline during the planning period, as debt incurred in 2003 and 2004 (and refinanced in 2009 and 2011) begins to mature.



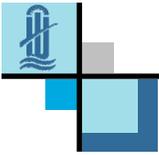


BRIDGES



SOUTH BROADWAY OVER RAILROAD TRACKS

The City of Wichita continues efforts to separate rail and street traffic through construction of grade separation structures. These structures serve to reduce traffic congestion and the potential for accidents. Minimizing commuter and shipping risk while improving travel times supports the protection of life and property as well as promotes a sustainable, growing community. Working with rail partners, such as Union Pacific and BNSF, will allow for future projects to be completed as funds become available.



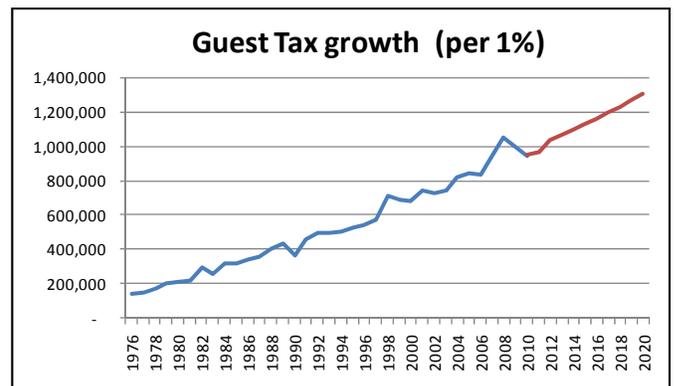
MULTI-YEAR FUND OVERVIEW - TRANSIENT GUEST TAX					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Charges for Services	6,014,975	5,689,330	5,774,670	6,178,897	6,333,369
Interest Earnings	12,814	(5,391)	15,510	25,000	50,000
Other revenues	2,500	44,848	25,000	25,000	25,000
Total Operating Revenue	6,030,289	5,728,787	5,815,180	6,228,897	6,408,369
Operating Expenditures:					
Expenditures	2,447,729	2,403,636	2,489,270	2,589,270	2,641,055
Transfers	2,589,469	1,702,125	1,682,375	1,691,280	1,725,106
Total Operating Expenditures	5,037,198	4,105,761	4,171,645	4,280,550	4,366,161
Operating Margin	993,091	1,623,026	1,643,535	1,948,347	2,042,208
Capital Project Financing:					
Debt Service on Existing Debt:	1,544,190	1,546,447	1,554,568	1,557,597	1,559,259
Series 951	324,190	326,447	334,568	337,597	339,259
Series 953	1,220,000	1,220,000	1,220,000	1,220,000	1,220,000
Projected Debt Service on New Bonds:				392,343	678,180
Series 2012				392,343	392,343
Series 2013					285,837
Series 2014					
Series 2015					
Total CIP Financing Costs	1,544,190	1,546,447	1,554,568	1,949,940	2,237,439
Fund Balance - January 1	2,639,635	2,088,535	2,165,114	2,254,081	2,252,488
Fund Balance - December 31	2,088,535	2,165,114	2,254,081	2,252,488	2,057,257
Budgeted Project Expenditures:					
Kennedy Plaza Renovations	5,000,000				
Century II Renovations	8,648,500		1,800,000	2,609,000	1,914,500
TOTAL NEW CIP PROJECT EXP	13,648,500	0	1,800,000	2,609,000	1,914,500

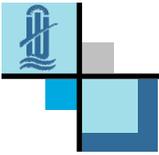
TOURISM AND CONVENTION FUND

The Tourism and Convention Fund is based on Charter Ordinance 83. Revenues are received primarily from the Transient Guest Tax, currently set at 6% of gross receipts.

PROJECTED REVENUE

Fund revenues are somewhat cyclical and are driven by the economic environment. The projected long term growth rate is 3%. Revenues decreased 3.7% in 2010. This is consistent with past economic downturns, since the demand for lodging tends to have a degree of economic sensitivity. In the past, after a depressed period, revenues tend to grow rapidly back to the trend





FINANCIAL PLAN - TOURISM AND CONVENTION FUND

FINANCIAL PLAN SUMMARIES

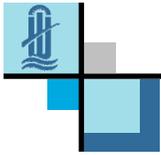
2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
6,491,703	6,561,579	5,683,622	5,825,712	5,971,355	6,120,639	6,273,655
50,000	50,000	50,000	50,000	50,000	50,000	50,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000
6,566,703	6,636,579	5,758,622	5,900,712	6,046,355	6,195,639	6,348,655
2,693,877	2,747,754	2,802,709	2,858,763	2,915,939	2,974,257	3,033,742
1,759,608	1,794,800	1,830,696	1,867,310	1,904,656	1,942,749	1,981,604
4,453,484	4,542,554	4,633,405	4,726,073	4,820,595	4,917,006	5,015,347
2,113,219	2,094,026	1,125,217	1,174,639	1,225,760	1,278,632	1,333,308
175,795	0	0	0	0	0	0
175,795	0	0	0	0	0	0
0	0	0	0	0	0	0
1,262,019	1,724,881	1,724,881	1,724,881	1,724,881	1,724,881	1,724,881
392,343	392,343	392,343	392,343	392,343	392,343	392,343
285,837	285,837	285,837	285,837	285,837	285,837	285,837
583,839	583,839	583,839	583,839	583,839	583,839	583,839
	462,862	462,862	462,862	462,862	462,862	462,862
1,437,814	1,724,881	1,724,881	1,724,881	1,724,881	1,724,881	1,724,881
2,057,257	2,732,662	3,101,806	2,502,142	1,951,899	1,452,778	1,006,530
2,732,662	3,101,806	2,502,142	1,951,899	1,452,778	1,006,530	614,956
5,000,000						
2,325,000						
7,325,000	0	0	0	0	0	0

line as the economy recovers. This is reflected in the forecast, with 1.5% growth budgeted in 2011, and 7% in 2012, before reverting to a more normal 3% level of growth in 2013. In addition, revenues are projected to decrease by around 13% in 2016, assuming the tax rate decreases from the current 6% to 5% in December 2015.

In addition, the revenue estimates do *not* include revenue from the new Water Walk Hotel, which opened in July 2011. The transient guest tax revenues from this hotel have been pledged to fund costs up to \$2.5 million incurred by the City. These revenues and the corresponding debt service are forecasted to be a wash, so at this point neither the revenues or debt service are included in the forecast.

PROJECTED EXPENSES

Fund expenditures include around \$2.5 million annually for GO Wichita! An additional \$1.6 million annually funds convention center operating losses. The remainder of funding expenditures are mostly to support CIP projects. Currently, debt service of around \$1.6 million annually is based on projects to improve the Convention Center and construct the Convention Center parking garage. These bonds will retire in 2013 and 2014. Additional debt service is projected, based on the \$13.6 million in planned Century II convention center renovations



MULTI-YEAR FUND OVERVIEW - AIRPORT					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Signatory Airlines revenue	4,547,408	4,487,111	4,619,975	4,789,549	4,873,139
Parking revenue	3,675,405	3,714,970	3,905,961	4,025,811	4,359,160
Non-airline revenue	8,069,068	8,803,838	9,032,476	9,188,471	9,443,186
Other Revenues	1,137,444	1,152,527	1,124,505	1,159,810	1,179,411
Total Operating Revenue	17,429,325	18,158,445	18,682,917	19,163,641	19,854,895
Operating Expenditures:	12,373,792	13,334,895	14,411,651	14,436,063	14,946,595
Operating Margin	5,055,533	4,823,550	4,271,266	4,727,578	4,908,300
Capital Project Financing:					
Debt Service on Existing Bonds:	733,305	544,563	84,240		
Projected Debt Service on New Bonds:			464,424	1,286,951	1,298,346
Debt Service Offset by PFC & CFC's					
Total CIP Financing Costs	733,305	544,563	548,664	1,286,951	1,298,346
Fund Balance - January 1	28,891,074	16,877,545	25,471,928	19,178,454	15,450,981
(decrease in assets and liabilities)	(12,013,529)	4,315,396			
(cash funding of CIP related costs)			(10,016,075)	(7,168,100)	(5,991,806)
Fund Balance - December 31	16,877,545	25,471,928	19,178,454	15,450,981	13,069,129

Note: Fund Balance is exclusive of proceeds from capital financing.

AIRPORT FUND

The City of Wichita operates two airports: Wichita Mid-Continent Airport in southwest Wichita, and Colonel James Jabara Airport in northeast Wichita. Revenues and expenditures for airport operations are included in the Airport Fund, pursuant to KSA 3-147. All airport operations are financed by user fees. The Airport Fund has been accumulating cash and reducing debt for several years, in anticipation of a new terminal project.

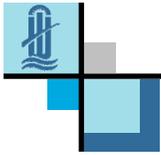
PROJECTED REVENUE

The Airport Fund generates operating revenues from a variety of sources. All revenues are based on activities located on Airport property. Concession fees are charges to vendors providing services to Airport customers, including rental car providers. Parking lot revenues are also a significant source of revenue for the Airport Fund. The Airport charges rental fees for tenants in the Airport terminal and in other Airport owned buildings and land.

Airfield costs are recovered through landing fees charged to scheduled airlines, based on negotiated rates.

Revenue is also generated through programs authorized by the Federal Aviation Administration (FAA). The Airport assesses a Passenger Facility Charge (PFC) of \$4.50 on each eligible enplaned passenger buying a ticket to fly out of Wichita. The FAA also provides grant funding through its Airport Improvement Program (AIP). The Airport receives AIP funds through an entitlement allocation as well as discretionary grants. Funds provided through the entitlement program are based on the number of enplaned passengers from two years prior to the current year.

The Transportation Security Administration (TSA) also provides grants for security projects. The operating, PFC, and grant revenue sources will be used to pay for the entire Airport CIP, including the new terminal and garage. Because most of the



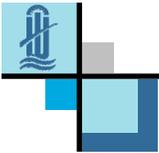
2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
4,985,823	8,329,468	8,504,860	8,677,828	9,560,275	10,003,427	10,199,348
4,457,787	5,651,637	5,790,830	5,877,766	5,966,008	6,055,567	6,146,463
9,765,784	10,032,012	10,309,975	10,600,358	10,892,335	11,175,087	11,426,128
1,200,491	1,077,503	1,096,654	1,115,795	1,135,674	1,155,799	1,176,096
20,409,885	25,090,620	25,702,319	26,271,748	27,554,293	28,389,879	28,948,034
15,569,000	17,279,468	17,733,360	18,186,328	19,165,313	19,850,216	20,290,981
4,840,885	7,811,152	7,968,960	8,085,420	8,388,980	8,539,664	8,657,053
1,299,722	11,289,674	11,294,512	11,209,262	11,209,537	11,213,080	11,208,924
	(6,220,322)	(6,233,099)	(6,246,195)	(5,412,811)	(5,135,399)	(5,149,502)
1,299,722	5,069,352	5,061,413	4,963,067	5,796,725	6,077,682	6,059,422
13,069,129	15,510,292	10,453,091	10,726,638	6,520,628	8,057,274	10,288,710
(1,100,000)	(7,799,000)	(2,634,000)	(7,328,363)	(1,055,608)	(230,546)	(262,254)
15,510,292	10,453,091	10,726,638	6,520,628	8,057,274	10,288,710	12,624,087

revenue sources are dependent on the number of passengers flying to destinations from Wichita, it is important to continually monitor the region's economic condition and the financial position of the Airport Fund. Doing so will ensure that all capital projects, most notably the terminal and garage, can be paid fully by user fees.

With the additional project cost, revenues are projected to increase. This is primarily due to anticipated increases in signatory airline revenues, in part due to increased lease payments. Additional CFC and PFC revenues will be generated from increases in those areas.

PROJECTED EXPENSES

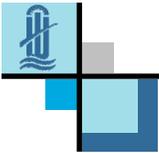
Airport Fund expenditures are projected to be slightly above \$14 million in 2011. With the projects included in the 2011—2020 Proposed CIP, specifically the terminal project and the parking structure, operating costs are expected to increase, especially beginning in 2015. In addition, to service the bonds expected to be issued for the terminal and garage projects, significant increases in debt service are expected in 2015. However, overall the fund is expected to be well positioned to support both the operating and debt service costs associated with the 2011-2020 Proposed CIP.



FINANCIAL PLAN - STORMWATER UTILITY FUND

FINANCIAL PLAN SUMMARIES

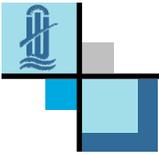
MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Charges for Services	8,611,367	8,514,656	8,533,817	8,555,943	8,579,452
Interest Earnings	27,611	(14,215)	0	1,500	6,600
Other Revenues	1,121,349	975,943	0	0	0
Total Operating Revenue	9,760,327	9,476,384	8,533,817	8,557,443	8,586,052
Operating Expenditures:					
Expenditures	3,634,202	4,868,641	4,743,870	4,735,361	4,827,708
Transfers / Other expenditures	1,304,431	905,150	613,821	776,371	641,810
Total Operating Expenditures	4,938,633	5,773,791	5,357,691	5,511,732	5,469,519
Operating Margin	4,821,694	3,702,593	3,176,126	3,045,711	3,116,533
Capital Project Financing:					
Debt Service on Existing Bonds:	1,143,941	2,376,263	3,021,380	2,926,772	2,933,220
Series 773	329,181	319,650	309,555	299,037	288,024
Series 785	814,760	814,660	813,460	813,185	813,597
Series 787		878,616	654,087	654,637	659,962
Series 797		363,337	227,099	230,145	233,066
Series 801			1,017,179	929,768	938,571
Projected Debt Service on New Bonds:				541,689	1,083,378
Series 2010	0	0	0	0	0
Series 2012				541,689	541,689
Series 2013					541,689
Series 2014					
Series 2015					
Series 2020					
Total CIP Financing Costs	1,143,941	2,376,263	3,021,380	3,468,461	4,016,598
Fund Balance - January 1	6,424,974	7,533,939	8,371,427	8,526,173	8,103,423
(decrease in assets and liabilities)	(2,568,788)	(488,842)			
Fund Balance - December 31	7,533,939	8,371,427	8,526,173	8,103,423	7,203,359
Budgeted Project Expenditures:					
Prior CIP Projects	10,984,986		10,984,986		
1 Flood Buyout	1,050,000		150,000	150,000	150,000
2 Aerial Imaging	650,000				
3 Storm Drainage Inventory	500,000				250,000
4 Gypsum Creek Armour to Eastern	500,000		500,000		
6 Dry Creek Overflow	7,750,000				250,000
7 VC Flood Control Improvements	0				
8 Meridian drainage outfall	2,000,000				2,000,000
TOTAL NEW CIP PROJECT EXPENDITURES	12,450,000	0	650,000	150,000	2,650,000



FINANCIAL PLAN - STORMWATER UTILITY FUND

FINANCIAL PLAN SUMMARIES

2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
8,605,190	8,691,242	8,778,155	8,865,936	8,954,596	9,044,142	9,134,583
25,000	50,000	140,000	140,000	140,000	140,000	140,000
0	0	0	0	0	0	0
8,630,190	8,741,242	8,918,155	9,005,936	9,094,596	9,184,142	9,274,583
4,922,437	5,019,613	5,119,306	5,221,586	5,326,527	5,434,204	5,544,695
1,132,713	824,092	840,963	1,358,340	726,238	744,673	763,662
6,055,149	5,843,705	5,960,269	6,579,926	6,052,766	6,178,878	6,308,356
2,575,041	2,897,537	2,957,886	2,426,010	3,041,830	3,005,264	2,966,227
2,659,035	2,670,476	2,680,956	1,864,899	1,866,219	1,863,014	1,720,879
0	0	0	0	0	0	0
817,675	819,927	820,295	0	0	0	0
659,950	663,575	665,650	662,312	661,225	658,375	655,000
236,759	236,651	237,156	237,336	237,314	236,723	100,867
944,651	950,323	957,855	965,251	967,680	967,916	965,012
1,206,754	1,330,129	1,330,129	1,330,129	1,330,129	1,330,129	1,682,798
0	0	0	0	0	0	0
541,689	541,689	541,689	541,689	541,689	541,689	541,689
541,689	541,689	541,689	541,689	541,689	541,689	541,689
123,376	123,376	123,376	123,376	123,376	123,376	123,376
	123,376	123,376	123,376	123,376	123,376	123,376
						352,669
3,865,789	4,000,605	4,011,085	3,195,028	3,196,348	3,193,143	3,403,677
7,203,359	5,912,611	4,809,543	3,756,343	2,987,325	2,832,807	2,644,927
5,912,611	4,809,543	3,756,343	2,987,325	2,832,807	2,644,927	2,207,477
150,000	150,000	150,000	150,000			
75,000			500,000			75,000
250,000						
						7,500,000
475,000	150,000	150,000	650,000	0	0	7,575,000



STORMWATER UTILITY FUND

The City of Wichita created the Stormwater Utility in 1993, based on City Code Section 16.30 et seq. The Utility is funded primarily by drainage fees, collected based on an Equivalent Residential Unit (ERU). Every single-family residence in Wichita pays 1 ERU. The ERU factor of non-residential developed property is the total square footage of impervious area divided by the square footage of 1 ERU (2,139 square feet).

When the fund was created, the recommended ERU rate was \$2.25, based on projects needed at that time. The initial 1993 ERU rate was actually established at \$1. The rate has been increased to the current \$2 per ERU over the last 17 years. Those increases are shown below.

ERU RATE HISTORY		
YEAR	CHANGE	TOTAL ERU
1992	Utility Formed	1.78
1993	Fee reduction	1.66
1995	Added GF contribution to SWU	1.21
1999	Fee increased	1.27
2001	Fee increased	1.32
2002	Fee increased	1.35
2003	Reduced GF contribution to SWU	1.40
2004	Eliminated GF contribution to SWU	1.45
2005	Fee increased	1.50
2006	Fee increased	1.75
2007	Fee increased	2.00

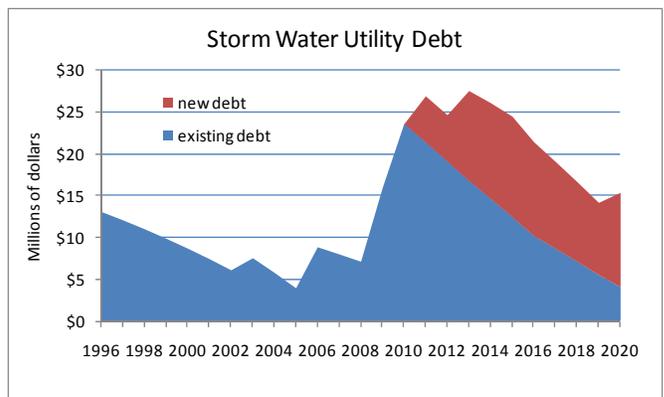
PROJECTED REVENUE

Residential ERU collections comprise approximately 46% of total collections; non-residential developed property comprise the remaining 54%. There are approximately 370,000 ERUs in Wichita. The median number of ERU's for a water customer in Wichita is 20. The ERU fee is billed to Water customers through the water billing system. The total number of ERU's has typically grown by less than 1% annually. Typically, ERU revenue is relatively steady, with very slow growth and relatively little volatility. The long term financial plan assumes a growth rate of .3% in the annual number of billable ERU's, increasing to 1% growth in 2015.

PROJECTED EXPENSES

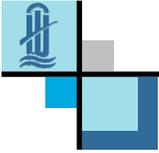
Approximately 60% of current ERU collections fund operating costs, including the costs of 38 staff. The remaining 40% of collections is allocated to improvements annually. The personal services component of operating costs are assumed to grow annually at 3%. All other operating costs are forecasted to growth by 2% annually.

Based on the current level of projects, the CIP as proposed would decrease total Stormwater Utility debt from \$23.5 million in 2010 to an estimated \$15 million in 2020. The projected debt levels are shown below.

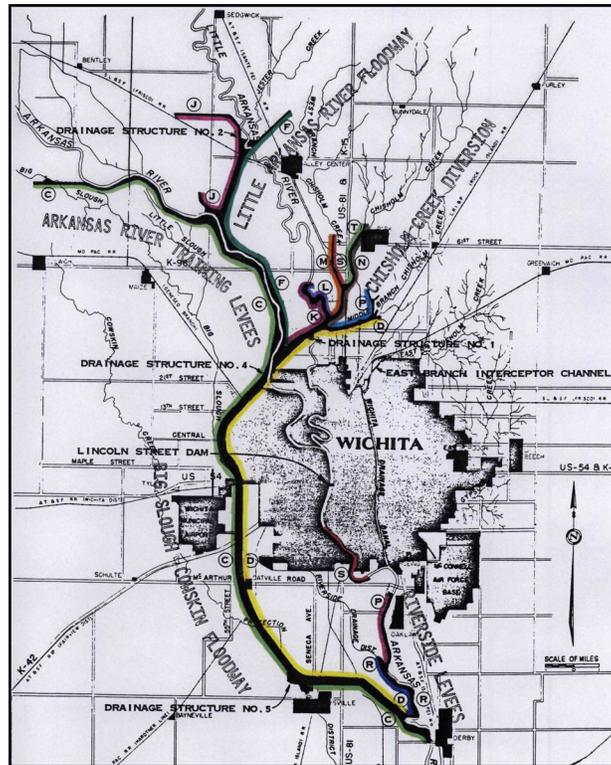


In 2007, the Utility began several significant projects, including a new north Wichita pump station, the Douglas outfall, the Cadillac Lake project and Gypsum Creek improvements. These projects were debt-financed, leading to the planned escalation of debt from \$8 million in 2007 to an estimated \$26 million in 2013. Although the cash balance is projected to erode, servicing this increased debt is feasible for the Utility during the CIP planning period. Also, based on the projected CIP, the fund would have available capacity for increased operating budget expenditures, including non-capitalized hot spots maintenance and small drainage improvements.

Based on current projections and the current rate structure, there is no remaining debt capacity for new projects (other than those currently identified and funded) through 2020. The Utility has identified \$76 million in unfunded projects. Seven of the highest priority projects, totaling \$36 million, could be completed with cumulative rate increases totaling 75 cents per ERU. This is discussed in Issue #4.



STORMWATER



WICHITA - VALLEY CENTER FLOOD CONTROL PROJECT

Flood Control is jointly funded between the City of Wichita and Sedgwick County and is responsible for maintaining the Wichita – Valley Center Flood Control Project, which is better known as the “Big Ditch.” The Federal Emergency Management Agency issued a Provisional Accredited Levee agreement in February 2007 requiring area communities to certify that the Wichita – Valley Center Flood Control project levees provide the necessary protection under FEMA’s regulations to avoid issuance of new flood maps requiring more structures to purchase flood insurance.

MULTI-YEAR FUND OVERVIEW - SEWER UTILITY					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Charges for Services	36,672,122	37,090,429	39,902,900	40,027,700	40,152,000
Fee increase				3,602,500	7,114,900
Other revenues			4,089,592	3,343,500	3,349,100
Total Operating Revenues	36,672,122	37,090,429	43,992,492	46,973,700	50,616,000
Operating Expenditures	22,401,061	23,445,845	26,272,000	27,586,000	27,792,100
Operating Margin	14,271,061	13,644,584	17,720,492	19,387,700	22,823,900
Capital Project Financing:					
Debt Service on Existing Bonds:	13,276,772	16,724,281	18,590,200	19,094,400	18,173,300
Projected Debt Service on New Revenue Bonds:			585,000	2,375,100	4,141,800
Projected Debt Service on General Obligation Bonds					
Transfers for CIP projects					
Total CIP Financing Costs	13,276,772	16,724,281	19,175,200	21,469,500	22,315,100
Fund Balance - January 1	18,366,080	19,955,556	16,875,859	15,421,151	13,339,351
(decrease in assets and liabilities)	595,187				
Fund Balance - December 31	19,955,556	16,875,859	15,421,151	13,339,351	13,848,151

SEWER UTILITY FUND

KSA 12-825d requires that any revenue derived from the sale and consumption of water shall be disbursed only for the operation of the plant or distribution system. The Sewer Utility Fund was established to maintain the sewer component of the Wichita Water Utilities which includes the piping, four Wastewater Treatment Facilities and fifty-seven Sanitary Sewer Lift stations.

Earlier in 2011, the City engaged Raftelus Financial Consultants to conduct a Cost of Service Analysis (COSA). This review has led to the pro forma and the financial assumptions that are included in the Proposed CIP. The CIP is based on rate adjustments recommended by the consultant; these rate adjustment will be presented to the City Council for consideration.

PROJECTED REVENUE

Revenues are generated mostly from charges to customers. The customer base is projected to grow at very conservative 0.3%

annually. Most revenue growth is projected to be generated by increases in rates. On June 15, 2010, the City Council approved a rate increase of 8% effective at the beginning of 2011. In addition, the revenues included in the COSA pro forma assume annual rate adjustments recommended by the City's consultant. These proposed increases, as presented to the City Council during a workshop on August 23, 2011, are: 9% in 2012; 8% in 2013; 7% in 2014; 6% in 2015; and 5% in 2016 through 2020.

PROJECTED EXPENDITURES

Operating and maintenance expenses for the utilities are projected to increase slightly over 3% annually during the planning period. Debt Service amounts are estimated based on project costs and bonding schedules included in the COSA. Those assumptions also very conservative; in fact, the project listing included in the Proposed CIP includes similar projects as itemized in the COSA, but with updated costs estimates and project scheduling.



2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
40,276,300	40,402,800	40,530,700	40,658,900	40,785,200	40,913,000	41,040,500
10,455,900	13,542,200	16,290,900	19,192,500	22,254,000	25,485,500	28,895,200
3,354,700	3,360,300	3,365,900	3,371,600	3,377,300	3,382,900	3,388,600
54,086,900	57,305,300	60,187,500	63,223,000	66,416,500	69,781,400	73,324,300
28,821,400	29,872,200	30,941,100	32,025,100	33,153,400	34,327,900	35,551,100
25,265,500	27,433,100	29,246,400	31,197,900	33,263,100	35,453,500	37,773,200
18,165,000	18,219,600	18,290,700	15,890,300	15,924,200	14,800,900	14,430,300
5,341,700	6,170,000	6,923,200	7,548,500	8,322,400	9,055,000	9,258,000
	229,500	826,700	1,580,400	2,577,000	4,397,600	7,559,100
		2,700,000	6,000,000	6,200,000	7,000,000	6,400,000
23,506,700	24,619,100	28,740,600	31,019,200	33,023,600	35,253,500	37,647,400
13,848,151	15,606,951	18,420,951	18,926,751	19,105,451	19,105,451	19,344,951
15,606,951	18,420,951	18,926,751	19,105,451	19,344,951	19,305,451	19,470,751

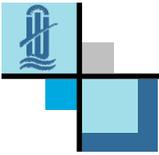
The updated projects listing would generally require a somewhat slower issuance of debt, which may have a marginal (and positive) impact on projected rates. However, these updated project listings would not affect the projected overall cumulative increases for the utility or total dollar amount of projected projects. In addition, the COSA assumes and the pro forma reflects the issuance of GO debt (as opposed to the traditional use of revenue bonds) to fund the nutrient removal improvements projected in 2015-2020. Comparison of debt levels for the utility going forward will include both the Utility and GO components.

The utilities combined must maintain a debt service coverage ratio of at least 1.20, based on bond covenants. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.24 to 1.62. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates.

SEWER RATES

Revenues are based on the rates charged to sewer users, which are assessed charges derived from their average winter consumption (AWC) of water. The AWC discounts the water usage during warmer months that does not end up in the sewer system, which limits sewer bills only to the effluent that ends up in the treatment cycle.

Rates charged to Wichita Sewer customers are lower than the industry average. The American Water Works Association (AWWA) measures rates as a percentage of median household income. According to a 2008 AWWA study, Wichita rates as a percentage of median income are 33% lower than the national average. The increases of the past few years have certainly increased the burden borne by Sewer customers, but the charges are still lower than the rates paid by many other sewer customers around the country.



MULTI-YEAR FUND OVERVIEW - WATER UTILITY					
	2009 ACTUAL	2010 ACTUAL	2011 PROJECTED	2012 PROJECTED	2013 PROJECTED
Operating Revenue:					
Charges for Services	55,197,330	66,080,717	66,164,463	66,556,202	66,947,361
Fee increase				2,662,248	6,159,157
Other revenues			4,076,539	4,111,244	4,116,508
Total Operating Revenues	55,197,330	66,080,717	70,241,002	73,329,695	77,223,026
Operating Expenditures	28,208,027	28,013,854	35,899,645	38,217,322	39,311,873
Operating Margin	26,989,303	38,066,863	34,341,357	35,112,373	37,911,153
Capital Project Financing:					
Debt Service on Existing Bonds:	17,593,768	23,836,698	25,389,473	25,372,978	24,194,459
Projected Debt Service on New Revenue Bonds:				975,000	3,898,498
Projected Debt Service on General Obligation Bonds			990,000	1,340,500	1,340,500
Transfers for CIP projects			7,500,000	7,423,895	8,477,696
Total CIP Financing Costs	17,593,768	23,836,698	26,379,473	35,112,373	37,911,153
Fund Balance - January 1	28,696,143	45,665,281	60,597,461	68,559,345	68,559,345
(decrease in assets and liabilities)	7,573,603	702,015			
Fund Balance - December 31	45,665,281	60,597,461	68,559,345	68,559,345	68,559,345

WATER UTILITY FUND

KSA 12-825d requires that any revenue derived from the sale and consumption of water shall be disbursed only for the operation of the plant or distribution system. The Water Utility Fund is established for this purpose. Earlier in 2011, the City engaged Raftelus Financial Consultants to conduct a Cost of Service Analysis (COSA). This review has led to the pro forma and the financial assumptions that are included in the Proposed CIP. Rate adjustments are shown as recommended by the consultant; these rate adjustments will be presented to the City Council for consideration.

PROJECTED REVENUE

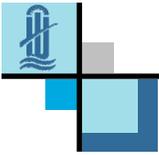
Revenues are generated mostly from charges to customers. The customer base is projected to grow at very conservative 0.3% annually. Most revenue growth is projected to be generated by

increases in rates. The projected volume of water sold is also conservative. Volume totaled 18.2 billion gallons in 2010, and averaged 18.7 billion from 2006-2010. The pro forma is based on 17.8 billion gallons in 2011, growing to 18.9 billion by 2020.

A rate increase of 8%, effective at the beginning of 2011, was authorized by the City Council on June 15, 2010. In addition, the revenues included in the COSA pro forma assume annual rate adjustments recommended by the City's consultant. These proposed increases, as presented to the City Council during a workshop on August 23, 2011, are 4% in 2012; 5% in 2013; 8% in 2014; 8% in 2015; 6% in 2016; 5% in 2017 and 2018; 4% in 2019 and 3% in 2020.

PROJECTED EXPENDITURES

Operating and maintenance expenses for the utilities are projected to increase by an average of 3.7% annually during the planning



2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED	2019 PROJECTED	2020 PROJECTED
67,338,244	67,730,329	68,125,435	68,519,623	68,915,868	69,312,065	69,708,188
12,077,787	18,538,387	25,588,288	31,391,706	36,597,698	42,114,106	46,837,310
4,121,788	4,127,087	4,132,402	4,137,736	4,143,087	4,148,455	4,153,842
83,537,820	90,395,802	97,846,126	104,049,065	109,656,652	115,574,626	120,699,340
40,650,890	42,166,396	43,753,928	45,418,017	47,093,972	48,747,728	50,468,410
42,886,930	48,229,406	54,092,198	58,631,048	62,562,679	66,826,898	70,230,929
24,196,920	24,286,622	24,364,292	21,561,686	21,223,236	18,490,210	18,243,305
6,858,550	9,171,271	11,010,593	13,904,576	19,222,881	25,025,268	26,621,775
1,340,500	5,125,000	16,449,730	16,449,730	16,449,730	16,449,730	16,449,730
10,490,960	9,646,513	2,267,582	6,715,055	5,666,832	6,861,689	8,916,119
42,886,930	48,229,406	54,092,198	58,631,048	62,562,679	66,826,898	70,230,929
68,559,345	68,559,345	68,559,345	68,559,345	68,559,345	68,559,345	68,559,345
68,559,345	68,559,345	68,559,345	68,559,345	68,559,345	68,559,345	68,559,345

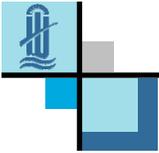
period. Debt Service amounts are estimated based on project costs and bonding schedules included in the COSA. Those assumptions also very conservative; in fact, the project listing included in the Proposed CIP includes similar projects as itemized in the COSA, but with updated costs estimates and project scheduling.

The updated projects listing would generally require a somewhat slower issuance of debt, which may have a marginal (and positive) impact on projected rates. However, these updated project listings would not affect the projected overall cumulative increases for the utility or total dollar amount of projected projects. In addition, the COSA assumes and the pro forma reflects the issuance of GO debt (as opposed to the traditional use of revenue bonds) to permanently fund temporary notes issued for ASR Phase II expenditures. Comparison of debt levels for the utility going forward will included both the Utility and GO components.

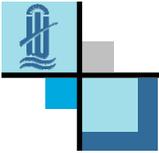
The Utilities combined must maintain a debt service coverage ratio of at least 1.20, based on bond covenants. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.24 to 1.62. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates.

WATER RATES

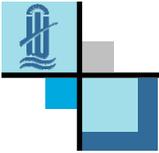
Revenues to the Water Fund are based on a block rate structure that assesses higher charges for the biggest consumers of water, ensuring that those who conserve water receive lower bills. Rate are driven in part to funding needs for the Aquifer Storage and Recovery (ASR) project. ASR refills the Equus Beds aquifer by injecting excess rain flows from the Little Arkansas River. This will ensure a stable water supply for the next 40 years, but there are significant costs associated with it.



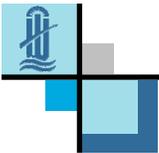
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
AIRPORT: Mid-Continent												
1	Air Capital Terminal III (ACT 3)	F, PFC, OR, C	All	160,000,000								
2	Airfield Equipment	OR, PFC	All	1,600,000	175,000							125,000
3	Airfield Pavement	F, OR, C	All	2,000,000								500,000
4	Airport Development	OR	All				200,000					175,000
5	Facility Improvements	OR, C	All	1,790,000	695,000				115,000			
6	Fuel Farm Upgrade	OR	All	2,980,000								
7	HVAC Improvements	C	All						100,000			
8	Land Acquisition	OR	All		130,000	130,000						
9	Maintenance Yard	OR	All	100,000	900,000							
10	Parking Garage	OR	All	40,000,000								
11	Passenger Boarding Bridges	OR	All				6,049,000					
12	Roof Replacements	OR, C	All	791,000					209,000			
13	Security System Upgrade	F, PFC, OR, C	All	975,000	6,656,000				720,000			
14	Street Side Pavement	OR, C	All	2,200,000	5,415,000	981,000		1,023,000				1,879,000
15	Studies	F, OR, C	All	450,000	25,000							155,000
16	Terminal Building Support		All			3,366,000		870,000				100,000
17	Utility Improvements	OR, C	All	1,430,000	6,905,250	3,510,000		65,000				60,000
Subtotal Mid-Continent				214,316,000	20,901,250	14,236,000	3,102,000	2,994,000				
AIRPORT: Jabara												
18	Airfield Pavement	F, OR	All	3,000,000								
19	Airport Development	OR, C	All		200,000	150,000						125,000
20	Detention Basins Rehab	OR	All			850,000						
21	Facility Improvements	OR	All	100,000	100,000			100,000				
22	Maintenance	OR	All		125,000							
23	Roof Replacements	OR	All			35,000						
24	Security Gate for Vehicles	OR	All			100,000						
25	Street Side Pavement	OR	All			1,641,000						
26	Studies	F, OR	All		7,000							45,000
22	T-Hangar Construction	OR	All		1,000,000							
23	Utility Improvements	C	All	10,000				10,000				
Subtotal Jabara				3,110,000	1,432,000	2,776,000	110,000	170,000				
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding				74,940,309	4,930,625							665,000
Airport Revenues - GO Bonds				52,072,772	3,562,625	3,990,000	912,000					
Operating Revenue Funding				6,557,715	8,868,100	5,837,650	2,300,000					2,499,000
Passenger Facility Charges				83,855,204	4,971,900	7,184,350						
TOTAL				217,426,000	22,333,250	17,012,000	3,212,000	3,164,000				
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects				217,426,000	22,333,250	16,912,000	3,212,000	3,164,000				
Proposed New Projects						100,000						
TOTAL PROJECTS				217,426,000	22,333,250	17,012,000	3,212,000	3,164,000				



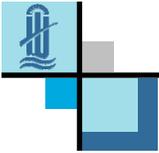
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
AIRPORT: Mid-Continent											
1											160,000,000
2											1,900,000
3		15,000,000		4,007,257		3,872,167		4,048,405		4,082,394	33,510,223
4				175,000				125,000			675,000
5		1,120,000		5,468,000		100,000				100,000	9,388,000
6											2,980,000
7											100,000
8											260,000
9											1,000,000
10											40,000,000
11											6,049,000
12		409,000				420,000					1,829,000
13											8,351,000
14		15,000									11,513,000
15		600,000				180,000					1,410,000
16											4,336,000
17				1,150,000						50,000	13,170,250
Subtotal Mid-Continent		17,144,000		10,800,257		4,572,167		4,173,405		4,232,394	296,471,473
AIRPORT: Jabara											
18											3,000,000
19				125,000				125,000			725,000
20											850,000
21		100,000				100,000				100,000	600,000
22											125,000
23											35,000
24 N											100,000
25											1,641,000
26		200,000				52,000					304,000
22											1,000,000
23				10,000						10,000	40,000
Subtotal Jabara		300,000		135,000		152,000		125,000		110,000	8,420,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Federal Funding		15,010,000		3,806,894		3,868,559		3,845,985		3,878,274	110,945,646
Airport Revenues - GO Bonds											60,537,397
Operating Revenue Funding		2,434,000		7,128,363		855,608		452,420		464,120	37,396,976
Passenger Facility Charges											96,011,454
TOTAL		17,444,000		10,935,257		4,724,167		4,298,405		4,342,394	304,891,473
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW											
Previously Approved Projects		17,444,000		10,935,257		4,724,167		4,298,405		4,342,394	304,791,473
Proposed New Projects											100,000
TOTAL PROJECTS		17,444,000		10,935,257		4,724,167		4,298,405		4,342,394	304,891,473



DETAILED PROJECT LISTING 2011 — 2020													
	"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015		
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
ARTERIALS													
1		1					250,000		100,000			3,500,000	
2		1	750,000		3,000,000		2,000,000						
3		1	750,000		3,000,000		2,000,000						
4		5			1,500,000								
5		5	150,000		2,500,000								
6		6											
7		5	225,000		250,000		3,000,000						
8	F	6	250,000				2,980,000	2,132,000					
9		1										250,000	
10		5					200,000		100,000			3,500,000	
11		4	4,000,000										
12		2					250,000					100,000	
13		2										250,000	
14		5	2,250,000		3,850,000								
15		5					250,000		100,000			3,500,000	
16		5			100,000				3,500,000				
17	F	5	250,000				740,000	1,040,000					
18		2			250,000				100,000				
19		5					250,000		150,000				
20		5	80,000		500,000								
21		6					300,000		7,000,000				
22		All	450,000		450,000		450,000		450,000			450,000	
23	F	All					500,000	900,000				500,000	900,000
24	F	5	500,000	800,000	2,200,000	2,300,000	1,000,000	4,100,000					
25		2	1,000,000										
26		All							210,000			1,900,000	
27	TIF	6						300,000		300,000		300,000	
28	TIF	6						200,000		200,000		200,000	
29	TIF	6						400,000		400,000		400,000	
30	TIF	6						200,000		200,000		200,000	
31	TIF	1, 4, 6	100,000	100,000	650,000	650,000							
32		1,2	650,000										
33	TIF	All		5,000,000	4,650,000	5,000,000	3,850,000						
34	TIF	All		50,000		520,000							
35	TIF	All		40,000		370,000							
36	TIF	All				190,000		1,670,000					



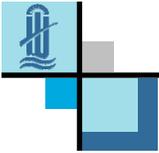
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
ARTERIALS											
1 9th, I-135 to Hillside											3,850,000
2 13th, Hillside to Oliver											5,750,000
3 13th, Hydraulic to Hillside											5,750,000
4 13th & Ridge intersection											1,500,000
5 21st & Maize Turn Lanes											2,650,000
6 29th & Broadway Intersection	175,000		400,000		1,200,000						1,775,000
7 29th, Ridge to Hoover											3,475,000
8 37th, Broadway to Hydraulic											5,362,000
9 37th, Hydraulic to Hillside	150,000				4,000,000						4,400,000
10 119th, 21st to 29th											3,800,000
11 119th, Pawnee to Kellogg											4,000,000
12 127th, 13th to 21st			3,500,000								3,850,000
13 127th, 21st to 29th	100,000				4,000,000						4,350,000
14 135th, 13th to 21st											6,100,000
15 135th, Central to 13th											3,850,000
16 135th, Maple to Central											3,600,000
17 135th, Kellogg to Auburn Hills											2,030,000
18 143rd, Kellogg to Central			3,500,000								3,850,000
19 151st, Kellogg to Maple	3,500,000										3,900,000
20 167th, Kellogg to Maple											580,000
21 Amidon, 21st to 29th											7,300,000
22 Arterial SW/WCR Ramps	450,000		450,000		450,000		450,000		450,000		4,500,000
23 Bike Enhancement Projects			500,000	900,000			500,000	900,000			5,600,000
24 Central, 119th to 135th											10,900,000
25 Central, Rock to Webb											1,000,000
26 Commerce, Kellogg to Waterman											2,110,000
27 CORE - Intersection Improvements											900,000
28 CORE - On-Street Parking Improvmnts											600,000
29 CORE - Street/Utility Improvmnts											1,200,000
30 CORE - Streetscape Improvmnts											600,000
31 Comprehensive Way Finding Imp.											1,500,000
32 Douglas Streetscape - Final Plan											650,000
33 Downtown Parking*											18,500,000
34 Emporia, Lewis to Waterman *											570,000
35 Emporia, William to Douglas *											410,000
36 English, Main to Emporia *											1,860,000



DETAILED PROJECT LISTING 2011 — 2020												
	"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER								
ARTERIALS (continued)												
37		2			150,000		4,650,000					
38	F	1,3	500,000	1,300,000								
39	F	2,3			1,075,000	900,000						
40		2							250,000		150,000	
41		All	400,000		400,000							
42	TIF	All				200,000	390,000	1,850,000				
43		4					250,000		150,000			
44		4										
45		5					200,000					
46		5										
47		4										
48		4					2,000,000					
49	F	4					5,000,000		1,000,000			
50	F	4					350,000				1,000,000	6,000,000
51	TIF	All				240,000		2,180,000				
52	F	1,3			150,000		250,000	800,000				
53		3									100,000	
54	SA	All	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000
55	F	3	1,325,000	1,300,000								
56		3			100,000						1,500,000	2,800,000
57		2							250,000		150,000	
58	O	All	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
59	F	1	250,000		700,000	1,650,000						
60		All			2,000,000		3,000,000		4,000,000		4,000,000	
61	F	4	1,300,000	2,903,000	190,000	1,140,000						
62		All	300,000		2,100,000							
63	TIF	All	130,000			80,000	1,150,000	750,000				
64	S	All	500,000	200,000	500,000	200,000	500,000	200,000	500,000	200,000	500,000	200,000
65	F	All		560,000								
66	TIF	All		200,000		1,780,000						
67		All	525,000		525,000		525,000		525,000		525,000	
68		5	2,600,000									
69		5					250,000				3,500,000	
70		5										
71	SG	All				740,000						
72	TIF	All				140,000		1,250,000				

*Street construction is contingent upon redevelopment of Arena neighborhood.

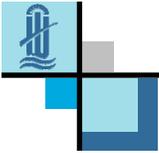
** Project has a component from by the Storm Water Utility



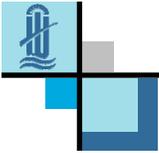
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER									
ARTERIALS (continued)											
37 Greenwich, Pawnee to Harry											4,800,000
38 Harry & Broadway Intersection											1,800,000
39 Harry & Woodlawn Intersection											1,975,000
40 Harry, 127th to 143rd			4,000,000								4,400,000
41 ITS Projects											800,000
42 Lewis, Main to St. Francis *											2,440,000
43 Maize, 31st to Pawnee			4,000,000								4,400,000
44 Maize, 31st to MacArthur	250,000		150,000		4,000,000						4,400,000
45 Maple, 135th to 151st	4,300,000										4,500,000
46 Maple, 151st to 167th					250,000		250,000		4,500,000		5,000,000
47 Maple, Sheridan to Seneca			500,000		100,000		3,500,000		3,500,000		7,600,000
48 Maple, McLean to Exposition *											2,000,000
49 Meridian drainage outfall											6,000,000
50 Meridian, Pawnee to McCormick **											7,350,000
51 Market, Dewey to Douglas *											2,420,000
52 Mt. Vernon & Oliver Intersection											1,200,000
53 Mt. Vernon, Broadway to S.E. Blvd.			3,500,000								3,600,000
54 Neighborhood Improvements	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000	200,000	30,000,000	302,000,000
55 Pawnee & Broadway Intersection											2,625,000
56 Pawnee, Hydraulic - Grove											4,400,000
57 Pawnee, Webb to Greenwich			2,250,000		2,250,000						4,900,000
58 Rail Crossing Improvements	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	3,000,000
59 Redbud Bike Path - I-135 to Oliver											2,600,000
60 Residential Street Improvements	4,000,000		4,000,000		4,000,000		4,000,000		4,000,000		33,000,000
61 Seneca, 1-235 to 31st St.											5,533,000
62 St. Francis, Douglas to 2nd											2,400,000
63 St. Francis, Kellogg to Waterman *											2,110,000
64 Street Rehabilitation	500,000	200,000	500,000	200,000	500,000	200,000	500,000	200,000	500,000	200,000	7,000,000
65 Traffic Synchronization											560,000
66 Topeka, Waterman to Douglas *											1,980,000
67 Traffic Signalization	525,000		525,000		525,000		525,000		525,000		5,250,000
68 Tyler, 21st to 29th											2,600,000
69 Tyler, 29th to 37th											3,750,000
70 Tyler, Maple to Central			200,000		250,000		3,500,000				3,950,000
71 William, Emporia to Commerce											740,000
72 William, Main to Emporia *											1,390,000

*Street construction is contingent upon redevelopment of Arena neighborhood.

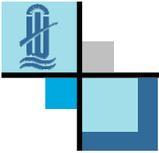
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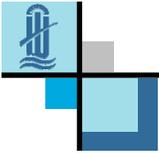
DETAILED PROJECT LISTING 2011 — 2020												
"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015		
		GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
ARTERIALS (continued)												
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding			6,963,000		6,640,000		8,972,000		3,000,000		6,900,000	
General Obligation Funding		12,585,000		23,140,000		27,885,000		5,735,000		15,725,000		
Local Sales Tax			7,000,000		8,000,000		9,000,000		10,000,000		10,000,000	
Other Funding			150,000		150,000		150,000		150,000		150,000	
Special Assessment Funding			30,000,000		30,000,000		30,000,000		30,000,000		30,000,000	
Sedgwick County Funding			0		740,000		0		0		0	
State Funding			200,000		200,000		200,000		200,000		200,000	
Tax Increment Financing Funding			5,290,000		8,520,000		8,800,000		1,100,000		1,100,000	
TOTAL		12,585,000	49,603,000	23,140,000	54,250,000	27,885,000	57,122,000	5,735,000	44,450,000	15,725,000	48,350,000	
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects		11,935,000	49,603,000	23,140,000	54,250,000	27,885,000	57,122,000	5,735,000	44,450,000	15,725,000	48,350,000	
Proposed New Projects		650,000	0	0	0	0	0	0	0	0	0	
TOTAL PROJECTS		12,585,000	49,603,000	23,140,000	54,250,000	27,885,000	57,122,000	5,735,000	44,450,000	15,725,000	48,350,000	
PROJECTS NOT INCLUDED												
1	17th, Broadway to I-135 *	1, 6						1,500,000				
2	127th, Harry to Kellogg	2										
3	13th & Edgemoor (Intersection)	1		100,000		750,000						
4	13th, 119th to 135th	5				100,000		4,500,000				
5	13th, 135th to 151st	5										
6	13th, McLean to Zoo Blvd.	6		300,000		150,000				5,000,000		
7	13th, Oliver to Woodlawn	1						250,000		300,000		
8	13th, Wabash to Cleveland	1	60,000			500,000						
9	143rd, 13th to 21st	2								200,000		
10	143rd, 21st to 29th	2										
11	151st, Maple to Central	5										
12	21st & Grove Development Site	1						2,000,000				
13	21st St. N Corridor Way Finding	6		50,000								
14	21st, Broadway Local St. Network	SA 6				250,000	250,000	250,000	250,000	250,000	250,000	
15	21st, Broadway to I-135	6						150,000				
16	21st, West to Hoover	5								200,000		
17	25th, I-135 to Broadway	6										
18	29th & Arkansas	6								200,000		
19	29th, Hoover to West	5		250,000		100,000				3,500,000		
20	31st, Tyler to Maize	4										
21	37th, Amidon to Seneca	6										
22	37th, Arkansas to Broadway	6								200,000		
23	3rd St. Streetscaping	6	730,000									
24	47th, Hoover to Floodway	4										
25	47th, Meridian to West	4				250,000		100,000				
26	55th, Seneca to Broadway	4								250,000		
27	Arkansas to Haysville Bike Path	4						800,000		7,100,000		
28	Arkansas, 21st to 37th	6				300,000		200,000		4,000,000		
29	Commerce Street Arts District Plan	Fed 1	150,000									
30	Delano Bike Path - Seneca - McLean	4		100,000		890,000						



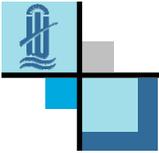
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
ARTERIALS (continued)											
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Federal Funding		3,000,000		3,900,000		3,000,000		3,900,000		3,000,000	49,275,000
General Obligation Funding	1,300,000		15,325,000		8,875,000		575,000		825,000		111,970,000
Local Sales Tax		10,000,000		10,000,000		10,000,000		10,000,000		10,000,000	94,000,000
Other Funding		150,000		150,000		150,000		150,000		150,000	1,500,000
Special Assessment Funding		30,000,000		30,000,000		30,000,000		30,000,000		30,000,000	300,000,000
Sedgwick County Funding		0		0		0		0		0	740,000
State Funding		200,000		200,000		200,000		200,000		200,000	2,000,000
Tax Increment Financing Funding		0		0		0		0		0	24,810,000
TOTAL	1,300,000	43,350,000	15,325,000	44,250,000	8,875,000	43,350,000	575,000	44,250,000	825,000	43,350,000	584,295,000
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW											
Previously Approved Projects	1,300,000	43,350,000	15,325,000	44,250,000	8,875,000	43,350,000	575,000	44,250,000	825,000	43,350,000	583,645,000
Proposed New Projects	0	0	0	0	0	0	0	0	0	0	650,000
TOTAL PROJECTS	1,300,000	43,350,000	15,325,000	44,250,000	8,875,000	43,350,000	575,000	44,250,000	825,000	43,350,000	584,295,000
PROJECTS NOT INCLUDED											
1	17th, Broadway to I-135 *										1,500,000
2	127th, Harry to Kellogg				200,000		150,000		3,500,000		3,850,000
3	13th & Edgemoor (Intersection)										850,000
4	13th, 119th to 135th										4,600,000
5	13th, 135th to 151st	250,000		150,000			4,000,000				4,400,000
6	13th, McLean to Zoo Blvd.										5,450,000
7	13th, Oliver to Woodlawn	5,000,000									5,550,000
8	13th, Wabash to Cleveland										560,000
9	143rd, 13th to 21st	150,000				3,500,000					3,850,000
10	143rd, 21st to 29th	250,000		150,000			4,000,000				4,400,000
11	151st, Maple to Central			250,000		150,000	4,000,000				4,400,000
12	21st & Grove Development Site										2,000,000
13	21st St. N Corridor Way Finding										50,000
14	21st, Broadway Local St. Network	250,000	250,000								2,000,000
15	21st, Broadway to I-135	2,750,000									2,900,000
16	21st, West to Hoover	100,000		3,000,000							3,300,000
17	25th, I-135 to Broadway			100,000		400,000	1,000,000		1,000,000		2,500,000
18	29th & Arkansas	100,000		1,400,000							1,700,000
19	29th, Hoover to West										3,850,000
20	31st, Tyler to Maize			200,000		100,000	3,000,000				3,300,000
21	37th, Amidon to Seneca	250,000		150,000		3,500,000					3,900,000
22	37th, Arkansas to Broadway	100,000		3,000,000							3,300,000
23	3rd St. Streetscaping										730,000
24	47th, Hoover to Floodway			200,000		1,500,000		3,000,000			4,700,000
25	47th, Meridian to West	4,500,000									4,850,000
26	55th, Seneca to Broadway	100,000				4,000,000					4,350,000
27	Arkansas to Haysville Bike Path										7,900,000
28	Arkansas, 21st to 37th										4,500,000
29	Commerce Street Arts District Plan										150,000
30	Delano Bike Path - Seneca - McLean										990,000



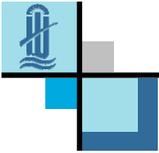
DETAILED PROJECT LISTING 2011 — 2020													
	"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015		
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<u>ARTERIALS (continued)</u>													
PROJECTS NOT INCLUDED (continued)													
31		Douglas Streetscape, Seneca to Vine	4						230,000		2,070,000		
32		Douglas Streetscape, Vine to Mer.	4, 6						250,000				
33	N	Douglas Streetscape, Wash. - Hillside	SA	1,2					3,751,791	2,524,764			
34	N	Douglas Streetscape, Hillside - Oliver	SA	1,2									
35	N	Douglas Signage, Wash. Oliver	SA	1,2									
36	N	Downtown Parking/Street Impr.	All	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000
37		Downtown Street Improvements	All						3,840,000		3,450,000		
38		Hoover, 21st to 29th	5								250,000		
39		Hoover, 29th to 37th	5										
40		Hoover, Harry to Pueblo	4		200,000		1,000,000						
41		Hoover, MacArthur to 31st	4	200,000		100,000			4,000,000				
42		Hoover, MacArthur to 47th	4										
43		K-96 to Harry Bike Path	2				400,000		3,600,000				
44		MacArthur, Hoover to Ridge	4										
45		MacArthur, Meridian to West	4						250,000		150,000		
46		MacArthur, West to Hoover	4				250,000		150,000				
47		Maize, 29th to 37th	5										
48		Mosley Streetscaping	6	50,000		530,000							
49		Oliver, Kellogg to Central	2										
50		Pawnee & K 42 Intersection	4				150,000		100,000		1,500,000		
51		Pawnee, 119th to 135th	4						250,000		150,000		
52		Pedestrian Crossings	1						140,000		110,000		
53		Rock Island Streetscaping	6			30,000	220,000						
54		South Central Bike Path	1, 3								470,000		
55		Themed Pedestrian Walks	1, 6										
56		Two-Way Street Conversions	1										
57		West, 21st to 29th	5										
58		West, 29th to 37th	5										
59		West, 47th to MacArthur	4						250,000		150,000		
60		West, I-235 to MacArthur	4			1,000,000							
61		West, Kellogg to Pawnee	4			300,000	500,000		6,000,000				
62		Woodlawn, Lincoln to Kellogg	2, 3			1,500,000	2,500,000						
<u>Unfunded TIGER Grant application projects:</u>													
63	N	Main, Douglas to Murdock				220,000	2,220,000		2,220,000				
64	N	Market, Douglas to Murdock					150,000		3,555,000				
65	N	Topeka, Waterman to Murdock							105,000		1,065,000		
66	N	Douglas, Sycamore to Washington				200,000	1,954,000						
67	N	McLean, 2nd to Maple				50,000	473,000						
68	N	Sycamore, McLean to Maple				100,000	900,000						
68	N	1st, Wichita to Washington					175,000				1,730,000		
69	N	2nd, Wichita to Washington					225,000		2,330,000				
TOTAL				3,540,000	1,150,000	7,530,000	1,000,000	16,907,000	1,250,000	43,271,791	3,774,764	34,795,000	1,250,000



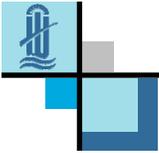
DETAILED PROJECT LISTING 2011 — 2020												
		2016		2017		2018		2019		2020		TOTAL
		GO	OTHER									
<u>ARTERIALS (continued)</u>												
<u>PROJECTS NOT INCLUDED (continued)</u>												
31	Douglas Streetscape, Seneca to Vine											2,300,000
32	Douglas Streetscape, Vine to Mer.	2,270,000										2,520,000
33	Douglas Streetscape, Wash. - Hillside											6,276,555
34	Douglas Streetscape, Hillside - Oliver					1,767,150	788,726					2,555,876
35	Douglas Signage, Wash. Oliver		233,436									233,436
36	Downtown Parking/Street Impr.	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000	2,500,000	1,000,000	35,000,000
37	Downtown Street Improvements	3,450,000		3,450,000		3,450,000		3,450,000		3,450,000		24,540,000
38	Hoover, 21st to 29th	150,000				3,500,000						3,900,000
39	Hoover, 29th to 37th	250,000		150,000				3,500,000				3,900,000
40	Hoover, Harry to Pueblo											1,200,000
41	Hoover, MacArthur to 31st											4,300,000
42	Hoover, MacArthur to 47th			250,000		150,000				3,500,000		3,900,000
43	K-96 to Harry Bike Path											4,000,000
44	MacArthur, Hoover to Ridge			250,000		150,000				4,000,000		4,400,000
45	MacArthur, Meridian to West			4,000,000								4,400,000
46	MacArthur, West to Hoover	4,000,000										4,400,000
47	Maize, 29th to 37th			200,000		100,000				3,500,000		3,800,000
48	Mosley Streetscaping											580,000
49	Oliver, Kellogg to Central			250,000		150,000				4,200,000		4,600,000
50	Pawnee & K 42 Intersection											1,750,000
51	Pawnee, 119th to 135th			4,000,000								4,400,000
52	Pedestrian Crossings	110,000										360,000
53	Rock Island Streetscaping											250,000
54	South Central Bike Path	4,190,000										4,660,000
55	Themed Pedestrian Walks			1,500,000		1,500,000		1,500,000				4,500,000
56	Two-Way Street Conversions			375,000		375,000						750,000
57	West, 21st to 29th	200,000		100,000				3,500,000				3,800,000
58	West, 29th to 37th			200,000		100,000				3,500,000		3,800,000
59	West, 47th to MacArthur			4,000,000								4,400,000
60	West, I-235 to MacArthur											1,000,000
61	West, Kellogg to Pawnee											6,800,000
62	Woodlawn, Lincoln to Kellogg											4,000,000
<u>Unfunded TIGER Grant application projects:</u>												
63	Main, Douglas to Murdock											4,660,000
64	Market, Douglas to Murdock											3,705,000
65	Topeka, Waterman to Murdock											1,170,000
66	Douglas, Sycamore to Washington											2,154,000
67	McLean, 2nd to Maple											523,000
68	Sycamore, McLean to Maple											1,000,000
68	1st, Wichita to Washington											1,905,000
69	2nd, Wichita to Washington											2,555,000
TOTAL		30,920,000	1,483,436	29,825,000	1,000,000	27,092,150	1,788,726	30,600,000	1,000,000	32,150,000	1,000,000	271,327,867



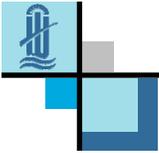
DETAILED PROJECT LISTING 2011 — 2020												
	"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
BRIDGES												
1	N 2nd St. N. at Brookside	2										40,000
2	15th @ Drainage Canal	1						400,000				
3	N 21st St N at Derby Refinery	F 6			75,000		400,000	600,000				
4	Bridge Inspections	All	80,000				80,000					80,000
5	Bridge Rehabilitation/Repair	All	80,000		500,000		500,000		500,000			500,000
6	Broadway @ 34th St. S	F 3		1,091,000	8,160,000	1,971,000	1,670,000	1,162,000				
7	Broadway @ Big Slough	3										
8	Broadway @ E. Fork Chisolm	1										
9	Delano @ Westlink	5										
10	N Douglas @ Linden	F 2			75,000		400,000	600,000				
10	Douglas @ Brookside	2							40,000			600,000
11	Floodway Bridge - 13th St Overpass	LST 5, 6		15,000,000		20,000,000		15,000,000				
12	Pawnee St. Bridge at Arkansas River	3	150,000		1,500,000							
13	N Old Lawrence Road Bridge	F 6			50,000							250,000 360,000
14	SE Blvd. at Drainage Canal	3			1,000,000							
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding				1,091,000		1,971,000		2,362,000				360,000
General Obligation Funding			310,000		11,360,000		3,450,000		540,000			1,470,000
Local Sales Tax Funding				15,000,000		20,000,000		15,000,000				
TOTAL			310,000	16,091,000	11,360,000	21,971,000	3,450,000	17,362,000	540,000			1,470,000 360,000
Previously Approved Projects			310,000	16,091,000	11,160,000	21,971,000	2,650,000	16,162,000	540,000			1,220,000
Proposed New Projects					200,000		800,000	1,200,000				250,000 360,000
TOTAL PROJECTS			310,000	16,091,000	11,360,000	21,971,000	3,450,000	17,362,000	540,000			1,470,000 360,000
PROJECTS NOT INCLUDED												
1	29th St. @ Ohio Bridge	6					720,000					
2	Amidon at Arkansas River (18th St N)	6	150,000				1,500,000					
3	Central @ Big Ditch	5										300,000
4	Yale at Sleepy Hollow	2			60,000		750,000					
5	Floodway Bridge 25th/29th	5,6										
TOTAL			150,000		60,000		2,970,000					300,000



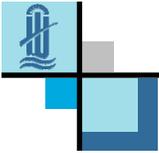
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
BRIDGES											
1	2nd St. N. at Brookside	600,000									640,000
2	15th @ Drainage Canal										400,000
3	N 21st St N at Derby Refinery										1,075,000
4	Bridge Inspections			80,000			80,000				400,000
5	Bridge Rehabilitation/Repair	500,000		500,000		500,000	750,000		750,000		5,080,000
6	Broadway @ 34th St. S										14,054,000
7	Broadway @ Big Slough			50,000		1,000,000					1,050,000
8	Broadway @ E. Fork Chisolm						60,000		1,200,000		1,260,000
9	Delano @ Westlink			40,000		600,000					640,000
10	Douglas @ Linden										1,075,000
10	Douglas @ Brookside										640,000
11	Floodway Bridge - 13th St Overpass										50,000,000
12	Pawnee St. Bridge at Arkansas River										1,650,000
13	Old Lawrence Road Bridge										660,000
14	SE Blvd. at Drainage Canal										1,000,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
	Federal Funding										5,784,000
	General Obligation Funding	1,100,000		670,000		2,100,000	890,000		1,950,000		23,840,000
	Local Sales Tax Funding										50,000,000
	TOTAL	1,100,000		670,000		2,100,000	890,000		1,950,000		79,624,000
	Previously Approved Projects	1,100,000		670,000		2,100,000	890,000		1,950,000		76,814,000
	Proposed New Projects										2,810,000
	TOTAL PROJECTS	1,100,000		670,000		2,100,000	890,000		1,950,000		79,624,000
PROJECTS NOT INCLUDED											
1	29th St. @ Ohio Bridge										720,000
2	Amidon at Arkansas River (18th St N)										1,650,000
3	Central @ Big Ditch			3,000,000		3,000,000					6,300,000
4	Yale at Sleepy Hollow										810,000
5	Floodway bridge 25th/29th							30,000,000		30,000,000	60,000,000
	TOTAL			3,000,000		3,000,000		4,450,000	30,000,000	30,000,000	69,480,000



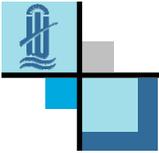
DETAILED PROJECT LISTING 2011 — 2020													
		"OTHER" FUNDING	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
				GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
FREEWAYS													
1	East Kellogg at Rock	LST	All		500,000								
2	East Kellogg at Webb/KTA	LST/S	All		10,000,000		15,000,000		24,000,000		24,000,000		24,000,000
3	East Kellogg at Greenwich	LST/S	All						5,000,000		5,000,000		7,500,000
4	East Kellogg, Woodlawn Interchange	LST	All		750,000								
5	East Kellogg, K96 - 159th	LST	All		3,000,000								
6	N East Kellogg, 159th intersection	LST/O	All		200,000								
7	I-235 & Kellogg, Interchange Improvements	F	All		1,000,000				1,000,000				
8	K-96 and Greenwich	LST/O	All		2,500,000		8,400,000						
9	K-96 and Hoover, Phase I	LST	All		50,000								
10	Noise Abatement K-96, I-235, Meridian	F	All		237,000								
11	Rail Road Master Plan		All	798,650									
12	West Kellogg, 111th - 143rd	LST	All		12,000,000		2,000,000		2,300,000				
13	West Kellogg, 143rd - 167th	LST	All										
14	Wichita Central Rail Corridor	LST	All		1,000,000								
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY													
	Federal Funding				1,237,000				1,000,000				
	General Obligation Funding			798,650									
	Local Sales Tax Funding				28,400,000		17,000,000		9,700,000		7,400,000		9,900,000
	State Funding								21,600,000		21,600,000		21,600,000
	Other Funding				1,600,000		8,400,000						
	TOTAL			798,650	31,237,000		25,400,000		32,300,000		29,000,000		31,500,000
	Previously Approved Projects			798,650	31,037,000		25,400,000		32,300,000		29,000,000		31,500,000
	Proposed New Projects				200,000								
	TOTAL PROJECTS			798,650	31,237,000		25,400,000		32,300,000		29,000,000		31,500,000
PROJECTS NOT INCLUDED													
1	N K-96 and Hoover Interchange	LST	All										
2	Rail Road Master Plan Implementation	LST	All					4,500,000	5,210,000	6,200,000	5,000,000		9,000,000
	TOTAL							4,500,000	5,210,000	6,200,000	5,000,000		9,000,000



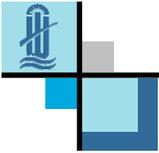
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
FREEWAYS											
1 East Kellogg at Rock											500,000
2 East Kellogg at Webb/KTA											97,000,000
3 East Kellogg at Greenwich		7,500,000		42,000,000		42,000,000					109,000,000
4 East Kellogg, Woodlawn Interchange											750,000
5 East Kellogg, K96 - 159th											3,000,000
6 N East Kellogg, 159th intersection											200,000
7 I-235 & Kellogg, Interchange Improvements											2,000,000
8 K-96 and Greenwich											10,900,000
9 K-96 and Hoover, Phase I											50,000
10 Noise Abatement K-96, I-235, Meridian											237,000
11 Rail Road Master Plan											798,650
12 West Kellogg, 111th - 143rd											16,300,000
13 West Kellogg, 143rd - 167th		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	5,000,000
14 Wichita Central Rail Corridor											1,000,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Federal Funding											2,237,000
General Obligation Funding											798,650
Local Sales Tax Funding		8,500,000		5,200,000		5,200,000		1,000,000		1,000,000	93,300,000
State Funding				37,800,000		37,800,000					140,400,000
Other Funding											10,000,000
TOTAL		8,500,000		43,000,000		43,000,000		1,000,000		1,000,000	246,735,650
Previously Approved Projects		8,500,000		43,000,000		43,000,000		1,000,000		1,000,000	246,535,650
Proposed New Projects											200,000
TOTAL PROJECTS		8,500,000		43,000,000		43,000,000		1,000,000		1,000,000	246,735,650
PROJECTS NOT INCLUDED											
1 N K-96 and Hoover interchange										8,000,000	8,000,000
2 Rail Road Master Plan Implementation	750,000		2,250,000	12,000,000		12,000,000		12,000,000			68,910,000
TOTAL	750,000		2,250,000	12,000,000		12,000,000		12,000,000			68,910,000



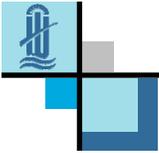
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" Funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
PARK												
1		6										
2		All					250,000					250,000
3		2										
4	Private	6			600,000	900,000	550,000	600,000				
5		6			300,000		370,000					
6		5	100,000		500,000		500,000					
7		3					300,000		500,000			
8		1	250,000									
9	TIF	6						900,000				
10		4	315,000									
11		All	60,000		100,000		100,000		100,000			
12		1			250,000							
12		4	180,000									
13		All			230,000		230,000		230,000			230,000
14		All			100,000		100,000		100,000			100,000
15		2										100,000
16		5							75,000			775,000
17		1										
18		2										
19		3										
20		All	200,000		150,000		150,000					250,000
21		All			500,000		500,000					
22		All										
23		1-2,4-6			80,000		80,000		80,000			80,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
General Obligation Funding			1,105,000		2,810,000		3,130,000		1,085,000			1,785,000
TIF Funding								900,000				
Private Funding					900,000		600,000					
TOTAL			1,105,000		2,810,000	900,000	3,130,000	1,500,000	1,085,000			1,785,000
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects			855,000		2,810,000	900,000	3,130,000	1,500,000	1,085,000			1,685,000
Proposed New Projects			250,000									100,000
TOTAL PROJECTS			1,105,000		2,810,000	900,000	3,130,000	1,500,000	1,085,000			1,785,000



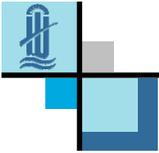
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER									
1					50,000		750,000		750,000		1,550,000
2			250,000				250,000				1,000,000
3					500,000						500,000
4											2,650,000
5											670,000
6											1,100,000
7											800,000
8											250,000
9											900,000
10											315,000
11											360,000
12											250,000
12											180,000
13	230,000		230,000		250,000		250,000		250,000		2,130,000
14	100,000		100,000								600,000
15	600,000		600,000								1,300,000
16											850,000
17	100,000		500,000		50,000		600,000				1,250,000
18							100,000		1,100,000		1,200,000
19	250,000		2,350,000								2,600,000
20	250,000		250,000		250,000		250,000				1,750,000
21											1,000,000
22							100,000		1,400,000		1,500,000
23	100,000		100,000		100,000		100,000		100,000		820,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
General Obligation Funding	1,630,000		4,380,000		1,200,000		2,400,000		3,600,000		23,125,000
TIF Funding											900,000
Private Funding											1,500,000
TOTAL	1,630,000		4,380,000		1,200,000		2,400,000		3,600,000		25,525,000
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW											
Previously Approved Projects	1,030,000		3,780,000		1,200,000		2,400,000		3,600,000		23,975,000
Proposed New Projects	600,000		600,000								1,550,000
TOTAL PROJECTS	1,630,000		4,380,000		1,200,000		2,400,000		3,600,000		25,525,000



DETAILED PROJECT LISTING 2011 — 2020												
	"Other"	COUNCIL	2011		2012		2013		2014		2015	
	Funding	DISTRICT	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
PROJECTS NOT INCLUDED												
1			50,000									
2		3									300,000	
3		6					150,000		750,000		750,000	
4		2									250,000	
5	N	All	1,500,000		1,500,000		1,500,000		1,500,000		1,500,000	
5		1, 2	100,000		425,000		575,000				2,000,000	
6	N	Golf Fund										
7		Golf Fund										900,000
8		Golf Fund					80,000					
9	N	Golf Fund			100,000							
10		Golf Fund										
11		Golf Fund				360,000						
12		Golf Fund				400,000						
13		Golf Fund										
14		Golf Fund										
15	N	Golf Fund							130,000			
16	N	Golf Fund										
17	N	Golf Fund										
18	N	Golf Fund			150,000							
19	N										500,000	
20		All									260,000	
21		6	250,000									
22		1			100,000							
23		6			100,000		1,250,000					
24		All			100,000		100,000		100,000		100,000	
25		4										
26		All	80,000									
27		6			150,000		700,000		650,000			
28		4					150,000		700,000		650,000	
29		3	190,000									
30		All			150,000							
TOTAL			2,170,000		2,525,000	1,010,000	4,425,000	80,000	3,700,000	130,000	6,310,000	900,000

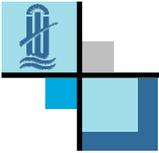


DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
PROJECTS NOT INCLUDED											
1											50,000
2											300,000
3											1,650,000
4											250,000
5	1,500,000		1,500,000		1,500,000		1,500,000		1,500,000		15,000,000
5 #											3,100,000
6 N										130,000	130,000
7											900,000
8											80,000
9 N											100,000
10		500,000									500,000
11											360,000
12											400,000
13						1,500,000					1,500,000
14				450,000							450,000
15 N											130,000
16 N							80,000				80,000
17 N									1,500,000		1,500,000
18 N											150,000
19 N	4,500,000										5,000,000
20	290,000		290,000		290,000		310,000		310,000		1,750,000
21											250,000
22											100,000
23											1,350,000
24	100,000		100,000		100,000		100,000		100,000		900,000
25	250,000		2,500,000								2,750,000
26											80,000
27											1,500,000
28											1,500,000
29	1,000,000										1,190,000
30											150,000
TOTAL	7,640,000	500,000	4,390,000	450,000	1,890,000	1,500,000	1,910,000	80,000	1,910,000	1,630,000	43,150,000

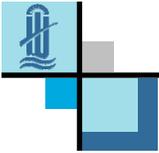


DETAILED PROJECT LISTING 2011 — 2020

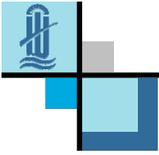
	"Other" Funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
PUBLIC FACILITIES												
1		All	400,000		400,000		400,000		400,000			
2		1	5,000		45,000							
3		6							25,000		225,000	
4	Guest Tax	All								5,000,000		
5	Guest Tax	All	1,800,000		2,609,000		1,914,500		3,400,000	2,325,000		
6		All										
7		All					18,000,000		12,000,000			
8		All	300,000		300,000		300,000		300,000		300,000	
9		All	300,000		300,000				300,000			
10	TIF	6		6,800,000								
11		All					250,000					
12		All	156,000		582,400		239,200					
13		All	2,470,000		2,827,000		2,860,000		2,690,000		4,490,000	
14		All	250,000									
15		All										
16		All	1,433,200		1,266,600		1,399,600		1,055,600		639,600	
17	F/SG	All			2,210,000	28,000,000	3,259,034	29,049,034	13,720,705	13,720,705		
18		All			2,000,000		2,000,000		2,000,000		2,000,000	
19		6	550,000									
20		All	1,140,000						212,000			
21		1	29,000									
22		6	200,000									
23		All			2,000,000		2,000,000					
24		All	200,000				200,000				200,000	
25		2					748,000		1,775,000			
26		5			748,000		1,775,000					
27		All	275,600		572,000		416,000					
28		All									500,000	
28		5			500,000							
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding					28,000,000		28,000,000					
General Obligation Funding			7,708,800		13,751,000		33,846,834		37,878,305		8,354,600	
Guest Tax				1,800,000		2,609,000		1,914,500		7,325,000		
Other Funding							1,049,034		13,720,705			
Tax Increment Financing (TIF) Funding				6,800,000								
TOTAL			7,708,800	8,600,000	13,751,000	30,609,000	33,846,834	30,963,534	37,878,305	21,045,705	8,354,600	
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects			6,018,800	8,600,000	13,751,000	30,609,000	33,596,834	30,963,534	37,666,305	21,045,705	7,854,600	
Proposed New Projects			1,690,000				250,000		212,000		500,000	
TOTAL PROJECTS			7,708,800	8,600,000	13,751,000	30,609,000	33,846,834	30,963,534	37,878,305	21,045,705	8,354,600	



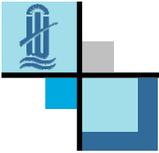
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
PUBLIC FACILITIES											
1 Aged Fire Station Maintenance	400,000				400,000				400,000		2,800,000
2 Alleyway Screening											50,000
3 Ark. River Improvements & Amenities											250,000
4 CII Kennedy Plaza Renovations											5,000,000
5 CII Renovations											12,048,500
6 Central Maintenance Facility Expan.			419,200		210,000		2,820,000				3,449,200
7 Central Library											30,000,000
8 City Facilities ADA Compliance	300,000		300,000		300,000		300,000		300,000		3,000,000
9 City Facilities Utilization	300,000						300,000		300,000		1,800,000
10 CORE Land Acquisition and Demolition											6,800,000
11 Cultural Attractions											250,000
2 Emergency Prevention Security											977,600
13 Fire Apparatus Replacement	3,710,000		2,580,000		2,760,000		3,970,000		2,630,000		30,987,000
14 Fire Regional Training Facility											250,000
15 N Fire - SCBA					2,000,000						2,000,000
16 General Repair - City Facilities	691,600		691,600		743,600		1,887,600				9,809,000
17 Heartland Preparedness Center											89,959,478
18 Heavy Equipment Replacement	2,000,000		2,000,000		2,000,000		4,500,000		4,500,000		23,000,000
19 Keeper of the Plains - Restroom											550,000
20 N Lawrence Dumont Stadium											1,352,000
21 McAdams Neighborhood Lighting Impr.											29,000
22 Midtown Neighborhood Study											200,000
23 Mobile Radios											4,000,000
24 Park Lighting			200,000				200,000				1,000,000
25 Patrol East Substation Relocation											2,523,000
26 Patrol West Substation Relocation											2,523,000
27 Replace Roof on City Facilities											1,263,600
28 Software System Replacement											500,000
28 Westlink Library											500,000
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Federal Funding											56,000,000
General Obligation Funding	7,401,600		6,190,800		8,413,600		13,977,600		8,130,000		145,653,139
Guest Tax											13,648,500
Other Funding											14,769,739
Tax Increment Financing (TIF) Funding											6,800,000
TOTAL	7,401,600		6,190,800		8,413,600		13,977,600		8,130,000		236,871,378
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW											
Previously Approved Projects	7,401,600		6,190,800		6,413,600		13,977,600		8,130,000		233,519,378
Proposed New Projects					2,000,000						3,352,000
TOTAL PROJECTS	7,401,600		6,190,800		8,413,600		13,977,600		8,130,000		236,871,378



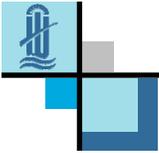
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" Funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
PROJECTS NOT INCLUDED												
1								10,000		90,000		
2												
3		All						750,000		7,050,000		
4		All									250,000	
5	Private	4									600,000	600,000
6		All							300,000		4,500,000	
7	Federal	All				495,000						
8		All						1,300,000		1,700,000		
9		All										
10	Unknown	All										
11		All						50,000				
12		4, 6						60,000		300,000		
13		4								250,000		
14		All	1,800,000					1,800,000		2,000,000		
15		All			600,000			600,000		1,600,000		
16	Federal	All				300,000						
17		3										
18		All										
19		4										
20		6			150,000							
21		6						25,000		225,000		
22		6						60,000		400,000		
23		6								400,000		
24		5						610,000		270,000		4,000,000
25	Federal	1							465,000			
26		All			550,000			650,000				
27		All						695,000		805,000		
28		All			1,500,000			1,500,000		1,500,000		
29		All										
30	Unknown	All		2,500,000								
31		All							130,000			
32		1, 6										500,000
33	Federal	1, 3		25,000		225,000						
34	Federal	1, 3		750,000								
35	Other	3						390,000	390,000	3,800,000	3,800,000	
36		All										
TOTAL			1,800,000	3,275,000	2,800,000	1,020,000	8,500,000	855,000	20,820,000	3,800,000	9,850,000	600,000



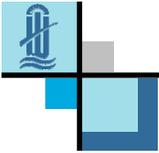
DETAILED PROJECT LISTING 2011 — 2020												
	2016		2017		2018		2019		2020		TOTAL	
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER		
PROJECTS NOT INCLUDED												
1												100,000
2		200,000										200,000
3												7,800,000
4		2,250,000										2,500,000
5		5,400,000	5,400,000									12,000,000
6												4,800,000
7												495,000
8												3,000,000
9				200,000								200,000
10										173,000,000		173,000,000
11												50,000
12												360,000
13												250,000
14												5,600,000
15						2,800,000						5,600,000
16												300,000
17		400,000		400,000								800,000
18		3,120,000		26,000,000		20,800,000						49,920,000
19		70,000		640,000								710,000
20												150,000
21												250,000
22												460,000
23												400,000
24		4,840,000										9,720,000
25												465,000
26												1,200,000
27												1,500,000
28												4,500,000
29						60,000						60,000
30												2,500,000
31												130,000
32												500,000
33												250,000
34												750,000
35												8,380,000
36						72,800		1,040,000				1,112,800
TOTAL		16,280,000	5,400,000	27,240,000		23,732,800		1,040,000		173,000,000		300,012,800



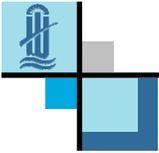
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
SEWER												
1	20" Parallel Force Main in 135th	Utility	All	2,500,000								
2	N Amidon, 21st N to 33rd N	Utility	All						100,000			300,000
3	Cowskin Creek Reclamation Facility	Utility	All									
4	Emporia & St. Francis, 10th to Douglas	Utility	All			1,080,000		540,000		820,000		
5	N Facility Project - CMF	Utility	All					405,500		756,000		5,184,000
6	Four Mile Creek Plant Imp. Phase 2	Utility	All	1,500,000		8,100,000		6,480,000				
7	Four Mile Creek TP Relief Sewer	Utility	All			540,000						
8	I-135 English to Pawnee Relocation	Utility	All	11,900,000								
9	Kellogg & Webb Relocation	Utility	All			500,000		864,000				
10	N Kellogg, 127th to 159th	Utility	All									540,000
11	N Kellogg, 151th West	Utility	All			100,000						
12	N Kellogg, Cypress to 127th	Utility	All			648,000						
13	Lift Station Rehab/Replace	Utility	All			270,000		810,000		810,000		270,000
14	N Main Repl.-13th St, Hydraulic to Oliver	Utility	All			900,000						
15	N Main Repl.-9th St SWS	Utility	All			200,000						
16	N Main Repl.-Meridian Outfall	Utility	All			100,000						
17	N Main Repl.-College Hill	Utility	All			150,000		150,000				
18	N Main Repl.-Crestview Parallel Relief	Utility	All							1,000,000		2,160,000
19	N Main Repl.-Planeview Area	Utility	All	200,000		216,000		540,000				
20	N Main Repl.-Riverside Area	Utility	All	150,000		300,000		300,000		500,000		
21	N Main Repl.-Sewer Manholes - Sheridan	Utility	All			150,000		150,000				
22	N Main Repl.-Stonebridge Main 19 SS	Utility	All	250,000								
23	N Main Repl.-Westlink Area Rehab	Utility	All	100,000		108,000		108,000				
24	Mains for Future Development	Utility	All	1,551,220		1,604,200		1,658,980		1,715,630		1,774,220
25	Maize Rd, Central to 1/2 Mile South	Utility	All			43,200		432,000				
26	Maize Road, Maple to Kellogg	Utility	All			108,000		561,600		669,600		
27	Maple (1/2m North), E of Maize Road	Utility	All			50,000		540,000				
28	Mid Continent Interceptor, Phase 1	Utility	All									
29	Nutrient Removal at Plant #2	Utility - GO	All									9,180,000
30	N Pawnee at UP E of Broadway	Utility	All									
31	Reconstruction of Old Sanitary Sewers	Utility	All	2,100,000		2,376,000		4,320,000		5,400,000		5,400,000
32	Riverside Siphon, River S of Murdock	Utility	All			100,000		1,890,000				
33	Screwlift Pump Station Improvements	Utility	All	250,000								
34	Sewage Treatment Plant #2 Improv.	Utility	All			216,000						
35	Sewer Master Plan	Utility	All							624,000		
36	Upgrade Lift Station 4750-LS40, NMS	Utility	All									
37	Walnut Basin Sewer Mains	Utility	All									
38	Walnut Pump Station	Utility	All									
39	Wawona Lift Station Removal	Utility	All							723,600		712,800
FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY												
Sewer Revenue - Bond Financing				20,501,220		17,859,400		19,750,080		13,118,830		16,341,020
Sewer - GO Bond Financing												9,180,000
TOTAL				20,501,220		17,859,400		19,750,080		13,118,830		25,521,020
FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW												
Previously Approved Projects				8,251,220		14,375,400		16,396,080		10,808,830		13,911,020
Proposed New Projects				12,250,000		3,484,000		3,354,000		2,310,000		2,430,000
TOTAL PROJECTS				20,501,220		17,859,400		19,750,080		13,118,830		16,341,020



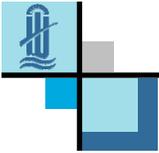
DETAILED PROJECT LISTING 2011 — 2020												
	2016		2017		2018		2019		2020		TOTAL	
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER		
SEWER												
1	20" Parallel Force Main in 135th										2,500,000	
2	N Amidon, 21st N to 33rd N										400,000	
3	Cowskin Creek Reclamation Facility		540,000		2,916,000		2,916,000				6,372,000	
4	Emporia & St. Francis, 10th to Douglas										2,440,000	
5	N Facility Project - CMF										6,345,500	
6	Four Mile Creek Plant Imp. Phase 2										16,080,000	
7	Four Mile Creek TP Relief Sewer										540,000	
8	I-135 English to Pawnee Relocation										11,900,000	
9	Kellogg & Webb Relocation										1,364,000	
10	N Kellogg, 127th to 159th										540,000	
11	N Kellogg, 151th West										100,000	
12	N Kellogg, Cypress to 127th										648,000	
13	Lift Station Rehab/Replace		270,000		270,000		270,000		270,000		270,000	3,510,000
14	N Main Repl.-13th St, Hydraulic to Oliver										900,000	
15	N Main Repl.-9th St SWS										200,000	
16	N Main Repl.-Meridian Outfall										100,000	
17	N Main Repl.-College Hill										300,000	
18	N Main Repl.-Crestview Parallel Relief										3,160,000	
19	N Main Repl.-Planeview Area										956,000	
20	N Main Repl.-Riverside Area										1,250,000	
21	N Main Repl.-Sewer Manholes - Sheridan										300,000	
22	N Main Repl.-Stonebridge Main 19 SS										250,000	
23	N Main Repl.-Westlink Area Rehab										316,000	
24	Mains for Future Development		1,834,810		1,897,460		1,962,260		2,029,270		2,098,560	18,126,610
25	Maize Rd, Central to 1/2 Mile South											475,200
26	Maize Road, Maple to Kellogg											1,339,200
27	Maple (1/2m North), E of Maize Road											590,000
28	Mid Continent Interceptor, Phase 1				1,620,000		4,860,000					6,480,000
29	Nutrient Removal at Plant #2		9,180,000		15,444,000		15,120,000		48,600,000		48,600,000	146,124,000
30	N Pawnee at UP E of Broadway						540,000					540,000
31	Reconstruction of Old Sanitary Sewers		5,400,000		5,400,000		5,400,000		5,400,000		5,400,000	46,596,000
32	Riverside Siphon, River S of Murdock											1,990,000
33	Screwlift Pump Station Improvements											250,000
34	Sewage Treatment Plant #2 Improv.											216,000
35	Sewer Master Plan								648,000			1,272,000
36	Upgrade Lift Station 4750-LS40, NMS		356,400									356,400
37	# Walnut Basin Sewer Mains				648,000		648,000		648,000			1,944,000
38	Walnut Pump Station				270,000		2,160,000		270,000			2,700,000
39	Wawona Lift Station Removal											1,436,400
FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY												
	Revenue Bond Financing		8,401,210		13,021,460		18,756,260		9,265,270		7,768,560	144,783,310
	Sewer - GO Bond Financing		9,180,000		15,444,000		15,120,000		48,600,000		48,600,000	146,124,000
	TOTAL		17,581,210		28,465,460		33,876,260		57,865,270		56,368,560	290,907,310
FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW												
	Previously Approved Projects		8,131,210		12,751,460		18,486,260		8,995,270		7,498,560	265,089,310
	Proposed New Projects		270,000		270,000		270,000		270,000		270,000	25,818,000
	Total Projects		8,401,210		13,021,460		18,756,260		9,265,270		7,768,560	290,907,310



DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
STORM WATER												
1	Flood Buyout Program	F, SWU All		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000
2	N Aerial Imagery	SWU All								75,000		
3	Storm Drainage System Inventory	SWU All						250,000		250,000		
4	Gypsum Creek, Armour to Eastern	SWU 2		500,000								
5	Wichita - VC Flood Control Project	SG/GO 1,3,4,5,6			500,000	500,000			500,000	500,000	500,000	500,000
6	Dry Creek (Calfskin) Overflow Protection	F, SWU 5						250,000				
7	Dell Drainage Improvement	SA 5				250,000				600,000		
8	N Meridian drainage outfall*	SWU 4						2,000,000				
9	Riverside Drainage District Project @ KTA	SA 3	1,450,000	900,000								
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
	Federal Funding			850,000		850,000		850,000		850,000		850,000
	General Obligation Funding		1,450,000		500,000				500,000		500,000	
	Storm Water Revenue Bond Funding			650,000		150,000		2,650,000		475,000		150,000
	Sedgwick County Funding					500,000				500,000		500,000
	Special Assessment Funding			900,000		250,000				600,000		
	TOTAL		1,450,000	2,400,000	500,000	1,750,000		3,500,000	500,000	2,425,000	500,000	1,500,000
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
	Previously Approved Projects		1,450,000	2,400,000	500,000	1,750,000		1,500,000	500,000	2,350,000	500,000	1,500,000
	Proposed New Projects			-				2,000,000		75,000		-
	TOTAL PROJECTS		1,450,000	2,400,000	500,000	1,750,000		3,500,000	500,000	2,425,000	500,000	1,500,000
PROJECTS NOT INCLUDED												
25 cent ERU increase												
1	Meridian drainage outfall	SWU 4						5,000,000				
2	9th St N. W Outfall Ph. 1	SWU 6				3,000,000		3,000,000				
25 cent ERU increase												
3	W Branch of Dry Creek, Kellogg to Douglas	SWU 2						600,000		4,500,000		4,500,000
4	W Branch of Dry Creek, Douglas to 13th N	SWU 1,2						250,000		200,000		3,000,000
5	17th, Broadway to I-135 (SWS Improvements)*	SWU 1,6								2,500,000		
25 cent ERU increase												
6	Wheatridge Addition Drainage Improvements	SWU 5										
7	E Branch of Gypsum Creek	SWU 2										
	SUB-TOTAL					3,000,000		8,850,000		7,200,000		7,500,000

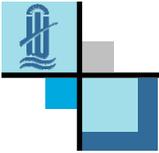


DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
STORM WATER											
1 Flood Buyout Program		1,000,000		1,000,000							7,000,000
2 Aerial Imagery				500,000					75,000		650,000
3 Storm Drainage System Inventory											500,000
4 Gypsum Creek, Armour to Eastern											500,000
5 Wichita - VC Flood Control Project											3,000,000
6 Dry Creek (Calfskin) Overflow Protection									15,000,000		15,250,000
7 Dell Drainage Improvement											850,000
8 Meridian drainage outfall*											2,000,000
9 Riverside Drainage District Project @ KTA											2,350,000
FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY											
1 Federal Funding		850,000		850,000							5,950,000
2 General Obligation Revenue Bonds Funding											2,950,000
3 Revenue Bond Funding		150,000		650,000					7,575,000		12,450,000
4 Sedgwick County Funding									7,500,000		9,000,000
5 Special Assessment Funding											1,750,000
TOTAL		1,000,000		1,500,000						15,075,000	32,100,000
FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW											
1 Previously Approved Projects		1,000,000		1,000,000					15,000,000		29,450,000
2 Proposed New Projects				500,000					75,000		2,650,000
Total Projects		1,000,000		1,500,000					15,075,000		32,100,000
DETAILED PROJECT LISTING 2011 — 2020 (Continued)											
1 Meridian drainage outfall											5,000,000
2 9th St N. W Outfall Ph. 1											6,000,000
3 W Branch of Dry Creek, Kellogg to Douglas											9,600,000
4 W Branch of Dry Creek, Douglas to 13th N		3,000,000									6,450,000
5 17th, Broadway to I-135 (SWS Improvements)*											2,500,000
6 Wheatridge Addition Drainage Improvements				2,500,000		2,500,000					5,000,000
7 E Branch of Gypsum Creek				1,000,000							1,000,000
SUB-TOTAL		3,000,000		3,500,000		2,500,000					35,550,000

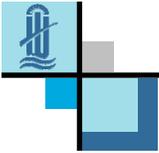


DETAILED PROJECT LISTING 2011 — 2020													
		"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
				GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<u>Other Unfunded Projects</u>													
1	1st N./2nd N. West Outfall Expansion	SWU	4							280,000			200,000
2	9th St N. W Outfall Ph. 2	SWU	6										250,000
3	13th St. @ Cowskin Creek Overflow Structure	SWU	5										50,000
4	13th to 17th/Oliver to Old Manor	SWU	1										
5	Bluff & 27th St. N Storm Water Improv.	SWU	2		70,000		710,000						
6	N Cowskin Creek Master Plan	SWU	5					600,000					
7	E Branch of Dry Creek, Edgemoor to Central	SWU	1										
8	N East Branch Chishom Creek Master Plan	SWU	1					500,000					
9	N Frisco Drain Channel Improv.	SWU	1										
10	Kellogg, Custer Ave. to Knight St.	SWU	4										
11	Maple, McLean to Exposition*	SWU	4				2,000,000						
12	Murdock @ Wabash (SWS Improvements)	SWU	1					2,200,000					
13	Pump Station #1 Collection System	SWU	4										
14	Pump Station Rehabilitation 2	SWU	5		1,600,000								
15	Pump Station Rehabilitation 3, 5 & 6	SWU	4				1,200,000	200,000					
16	Rock Road Tributary of Gypsum Creek	SWU	2										
17	Storm Water BMP Demo Project - R&P	SWU	6		1,300,000								
18	Wichita Drainage Canal	SWU	1,3				150,000	150,000		150,000			
19	W Drain of Chisholm Creek Channel Imp.	SWU	6					2,700,000					
TOTAL					2,970,000		7,060,000		15,200,000		7,630,000		8,000,000

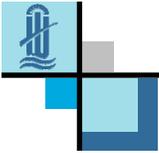
* This project is associated with a GO funded arterial project.



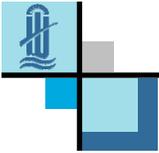
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER									
1 1st N./2nd N. West Outfall Expansion		5,400,000									5,880,000
2 9th St N. W Outfall Ph. 2				4,000,000							4,250,000
3 N 13th St. @ Cowskin Creek Overflow Structure		100,000		300,000							450,000
4 N 13th to 17th/Oliver to Old Manor				250,000		1,350,000					1,600,000
5 N Bluff & 27th St. N Storm Water Improv.											780,000
6 Cowskin Creek Master Plan											600,000
7 E Branch of Dry Creek, Edgemoor to Central				250,000		200,000		1,800,000			2,250,000
8 East Branch Chishom Creek Master Plan											500,000
9 Frisco Drain Channel Improv.						300,000		500,000		2,500,000	3,300,000
10 Kellogg, Custer Ave. to Knight St.						250,000		200,000		1,500,000	1,950,000
11 Maple, McLean to Exposition*											2,000,000
12 Murdock @ Wabash (SWS Improvements)											2,200,000
13 Pump Station #1 Collection System				325,000		200,000		5,000,000			5,525,000
14 N Pump Station Rehabilitation 2											1,600,000
15 N Pump Station Rehabilitation 3, 5 & 6											1,400,000
16 N Rock Road Tributary of Gypsum Creek						200,000				1,000,000	1,200,000
17 N Storm Water BMP Demo Project - R&P											1,300,000
18 Wichita Drainage Canal											450,000
19 N W Drain of Chisholm Creek Channel Imp.											2,700,000
TOTAL		8,500,000		8,625,000		5,000,000		7,500,000		5,000,000	75,485,000



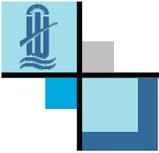
DETAILED PROJECT LISTING 2011 — 2020													
		"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
				GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
TRANSIT													
1	Bus Wash System Replacement	Fed/State	All		200,000								
2	Bus/Van Replacement Contingency	Other	All		325,000		325,000		325,000		325,000		325,000
3	Intelligent Transportation System	Fed/State	All	20,000	671,350								
4	Security Camera Upgrade	Fed	All			20,000	80,000						
5	Transit Vehicle Fleet Replacement	Fed	All	446,250	2,192,750			82,750	400,000	639,250	2,557,000	482,850	1,931,400
6	N Facility Rehabilitation - Ops Center	Fed	All										
7	N Facility Rehabilitation - DT Transfer Ctr	Fed	All							100,000	400,000		
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY													
Federal Funding					2,889,830		64,000		400,000		2,957,000		1,931,400
General Obligation Funding					466,250		20,000		82,750		739,250		482,850
Other Funding					325,000		325,000		325,000		325,000		325,000
State Funding					174,270		16,000						
TOTAL				466,250	3,389,100	20,000	405,000	82,750	725,000	739,250	3,282,000	482,850	2,256,400
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW													
Previously Approved Projects				466,250	3,389,100	20,000	405,000	82,750	725,000	639,250	2,882,000	482,850	2,256,400
Proposed New Projects										100,000	400,000		
TOTAL PROJECTS				466,250	3,389,100	20,000	405,000	82,750	725,000	739,250	3,282,000	482,850	2,256,400
PROJECTS NOT INCLUDED													
1	N Downtown Route Expansion	Fed	All	82,500	192,500	967,500	2,257,500						
TOTAL				82,500	192,500	967,500	2,257,500						



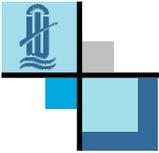
DETAILED PROJECT LISTING 2011 — 2020												
	2016		2017		2018		2019		2020		TOTAL	
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER		
TRANSIT												
1	Bus Wash System Replacement										200,000	
2	Bus/Van Replacement Contingency		325,000	325,000	325,000	325,000	325,000	325,000	325,000	325,000	3,250,000	
3	Intelligent Transportation System										691,350	
4	Security Camera Upgrade		9,000	36,000	9,000	36,000	14,000	56,000			260,000	
5	Transit Vehicle Fleet Replacement		687,200	2,712,700	698,550	2,794,100	735,470	2,941,900	474,950	1,899,750	21,667,870	
6	Facility Rehabilitation - Ops Center						200,000	800,000			1,000,000	
7	Facility Rehabilitation - DT Transfer Ctr										500,000	
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Federal Funding		2,741,500	2,822,900	2,986,700	800,000	1,899,750	19,493,080					
General Obligation Funding		687,200	707,550	749,470	200,000	474,950	4,610,270					
Other Funding		325,000	325,000	325,000	325,000	325,000	3,250,000					
State Funding		7,200	7,200	11,200			215,870					
TOTAL		687,200	3,073,700	707,550	3,155,100	749,470	3,322,900	200,000	1,125,000	474,950	2,224,750	27,569,220
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects		687,200	3,073,700	707,550	3,155,100	749,470	3,322,900	200,000	1,125,000	474,950	2,224,750	27,069,220
Proposed New Projects												500,000
TOTAL PROJECTS		687,200	3,073,700	707,550	3,155,100	749,470	3,322,900	200,000	1,125,000	474,950	2,224,750	27,569,220
PROJECTS NOT INCLUDED												
1	Downtown Route Expansion										3,500,000	
TOTAL											3,500,000	



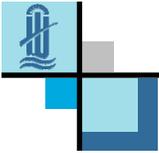
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
WATER												
1		127th E, 29th to 37th N (16")	Utility	All								453,600
2		127th E, Mt Vernon to Pawnee (16")	Utility	All		432,000						
3		135th W & Maple BPS Upgrade	Utility	All								
4		135th W, Central to 1/2 mile N (20")	Utility	All			432,000					
5		135th W, Central to 1/3 mile S (20")	Utility	All		1,404,000						
6		135th W, Kellogg to Maple (30")	Utility	All			700,000					
7		135th W, Pawnee to 31st (16")	Utility	All								
8		135th, Onewood to Kellogg (16")	Utility	All			378,000					
9		13th N across K-96 (16")	Utility	All								
10		143rd E, 21st to 17th (16")	Utility	All								
11		143rd E, 29th to 37th N (16")	Utility	All								
12		159th E, 13th N to 1/2 mile N (24")	Utility	All								
13		159th E, 3/4 mile S of 13th N (20")	Utility	All					842,400			
14		159th E, Lincoln to Harry (20")	Utility	All								
15		21st N, Ridge to Maize (30")	Utility	All		842,400						
16		21st, Maize to 1/2 mile W of 119th (24")	Utility	All								
17		29th N & Ohio to 25th & New York (16")	Utility	All								
18		31st S, 135th to 119th W (16")	Utility	All								
19 N		37th N & 135th W to NW Elevated Storage -	Utility	All			1,620,000					
20		37th N, 127th to 143rd E (16")	Utility	All								
21		37th N, 135th W to W of Maize (16")	Utility	All								
22		37th N, BPS Expansion	Utility	All								1,890,000
23		37th N, Greenwich to 127th E (16")	Utility	All								
24		37th N, Oliver to Woodlawn	Utility	All								885,600
25		37th N, Ridge to Hoover (16")	Utility	All								
26		37th N, Woodlawn to 37th BPS (30")	Utility	All								918,000
27		42nd/Webb to 37th/Greenwich (20")	Utility	All								
28		45th N, Ridge to Hoover (16")	Utility	All								
29		63rd S, Hydraulic to Southern	Utility	All								
30		Aerial Photography	Utility	All	150,000					162,000		
31		Arkansas, 29th to 37th N	Utility	All			790,000					
32		Automated Meter Reading	Utility	All	11,000,000	5,400,000	2,025,490		2,025,490		2,025,490	
33		Boeing Supply Replacement	Utility	All								
34		Central at Big Ditch Pressure Relief Valve	Utility	All	50,000							



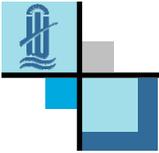
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
WATER											
1 127th E, 29th to 37th N (16")											453,600
2 127th E, Mt Vernon to Pawnee (16")											432,000
3 135th W & Maple BPS Upgrade					2,700,000						2,700,000
4 135th W, Central to 1/2 mile N (20")											432,000
5 135th W, Central to 1/3 mile S (20")											1,404,000
6 135th W, Kellogg to Maple (30")											700,000
7 135th W, Pawnee to 31st (16")				507,600							507,600
8 135th, Onewood to Kellogg (16")											378,000
9 13th N across K-96 (16")						540,000					540,000
10 143rd E, 21st to 17th (16")		853,200									853,200
11 143rd E, 29th to 37th N (16")				496,800							496,800
12 159th E, 13th N to 1/2 mile N (24")				540,000							540,000
13 159th E, 3/4 mile S of 13th N (20")											842,400
14 159th E, Lincoln to Harry (20")				216,000		1,026,000					1,242,000
15 21st N, Ridge to Maize (30")		2,484,000									3,326,400
16 21st, Maize to 1/2 mile W of 119th (24")		2,797,200									2,797,200
17 29th N & Ohio to 25th & New York (16")						194,400					194,400
17 31st S, 135th to 119th W (16")				507,600							507,600
19 N 37th N & 135th W to NW Elevated Storage - 24"											1,620,000
20 37th N, 127th to 143rd E (16")				496,800							496,800
21 37th N, 135th W to W of Maize (16")				1,512,000							1,512,000
22 37th N, BPS Expansion											1,890,000
23 37th N, Greenwich to 127th E (16")									658,000		658,000
24 37th N, Oliver to Woodlawn											885,600
25 37th N, Ridge to Hoover (16")									756,000		756,000
26 37th N, Woodlawn to 37th BPS (30")											918,000
27 42nd/Webb to 37th/Greenwich (20")									1,188,000		1,188,000
28 45th N, Ridge to Hoover (16")						756,000					756,000
29 63rd S, Hydraulic to Southern		1,620,000									1,620,000
30 Aerial Photography											312,000
31 Arkansas, 29th to 37th N											790,000
32 Automated Meter Reading		2,025,490		2,025,490		2,025,490		2,025,490		2,025,490	32,603,920
33 Boeing Supply Replacement						766,800		874,800		982,800	2,624,400
34 Central at Big Ditch Pressure Relief Valve											50,000



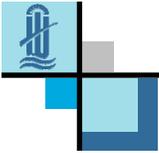
DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
WATER (continued)												
35	Central at Big Ditch to Julia and Taft (16")	Utility	All									
36	Cheney Air Release Valves Upgrade	Utility	All									108,000
37	Cheney Dam - Concrete Cap	Utility	All						270,000			
38	Cheney Enclosure and HVAC	Utility	All				378,000					
39	Cheney Outlet Gate Repairs	Utility	All									
40	Cheney Ozone Air Relief Replacement	Utility	All				108,000					
41	Cheney Ozone Plant Pump VFD	Utility	All			32,400						
42	Cheney Surge Tank Replacement/Recoat	Utility	All									1,080,000
43	Clearwell Piping Connections	Utility	All									
44	Distribution Mains Replacement (W 67)	Utility	All	2,105,000		2,856,110		594,000		2,808,000		1,500,000
45	Douglas and Hoover	Utility	All							500,000		2,268,000
46	Fabrique to Lincoln (20")	Utility	All									766,800
47	Fabrique, Lincoln to Harry (16")	Utility	All									507,600
48 N	Future Water Master Plan Projects	Utility	All									
49	Gold, 31st S to 35th St S (20")	Utility	All									
50	Harry, Rock to Webb (30")	Utility	All							1,501,200		
51	Harry, SEBPS to Woodlawn (36")	Utility	All									853,200
52	Harry, Seneca to Orient (12")	Utility	All									
53	Harry, Webb to Greenwich (24")	Utility	All									1,252,800
54	Hoover, 47th S to 1/2 mile N (16")	Utility	All									
55	Ida, Central to Waterman (30")	Utility	All									
56	ILWSP - 66" Line Extension along Hoover	Utility	All					324,000		324,000		324,000
57	ILWSP - ASR Phase I Plant Modification	Utility	All									216,000
58	ILWSP - ASR Phase I Residual Line Return	Utility	All							108,000		2,160,000
59	ILWSP ASR Phase II	Utility - GO	All									200,000,000
60	Kellogg, 119th to 135th W (16")	Utility	All			658,800						
61	Kellogg, 135th to 151 St W (16")	Utility	All			610,000						
62	Kellogg, 119th to 135th W (30")	Utility	All			1,500,000						
63	Kellogg, 151st W to 167th W (20")	Utility	All									
64	Local S&E Wells Repairs	Utility	All							9,720,000		
65	MacArthur, K-15 to Oliver (24")	Utility	All									
66 N	Main Repl. 3rd Street	Utility	All					1,620,000				
67 N	Main Repl.-13th, Hydraulic to Oliver	Utility	All			1,250,000						
68 N	Main Repl.-Country Acres	Utility	All					216,000				1,620,000



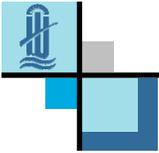
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
WATER (continued)											
35 Central at Big Ditch to Julia and Taft (16")		290,000									290,000
36 Cheney Air Release Valves Upgrade		2,160,000									2,268,000
37 Cheney Dam - Concrete Cap											270,000
38 Cheney Enclosure and HVAC											378,000
39 Cheney Outlet Gate Repairs		540,000									540,000
40 Cheney Ozone Air Relief Replacement											108,000
41 Cheney Ozone Plant Pump VFD											32,400
42 Cheney Surge Tank Replacement/Recoat											1,080,000
43 Clearwell Piping Connections				540,000							540,000
44 Distribution Mains Replacement (W 67)		2,160,000		5,400,000		5,400,000		5,400,000		5,400,000	33,623,110
45 Douglas and Hoover											2,768,000
46 Fabrique to Lincoln (20")											766,800
47 Fabrique, Lincoln to Harry (16")											507,600
48 N Future Water Master Plan Projects								14,618,290		14,308,036	28,926,326
49 Gold, 31st S to 35th St S (20")						507,600					507,600
50 Harry, Rock to Webb (30")											1,501,200
51 Harry, SEBPS to Woodlawn (36")											853,200
52 Harry, Seneca to Orient (12")								248,400			248,400
53 Harry, Webb to Greenwich (24")											1,252,800
54 Hoover, 47th S to 1/2 mile N (16")		330,000									330,000
55 Ida, Central to Waterman (30")						1,144,800					1,144,800
56 ILWSP - 66" Line Extension along Hoover		324,000		540,000		27,000,000					28,836,000
57 ILWSP - ASR Phase I Plant Modification		3,240,000									3,456,000
58 ILWSP - ASR Phase I Residual Line Return											2,268,000
59 ILWSP ASR Phase II											200,000,000
60 Kellogg, 119th to 135th W (16")											658,800
61 Kellogg, 135th to 151 St W (16")											610,000
62 Kellogg, 119th to 135th W (30")											1,500,000
63 Kellogg, 151st W to 167th W (20")						810,000					810,000
64 Local S&E Wells Repairs											9,720,000
65 MacArthur, K-15 to Oliver (24")						864,000					864,000
66 N Main Repl. 3rd Street											1,620,000
67 N Main Repl.-13th, Hydraulic to Oliver											1,250,000
68 N Main Repl.-Country Acres											1,836,000



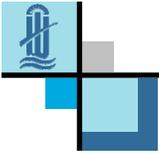
DETAILED PROJECT LISTING 2011 — 2020													
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015		
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
WATER (continued)													
69 N Main Repl.-Eastborough N.	Utility	All							216,000			1,620,000	
70 N Main Repl.-Eastborough S.	Utility	All		1,745,000									
71 N Main Repl.-Ethel	Utility	All							216,000			1,620,000	
72 N Main Repl.-K-15	Utility	All										216,000	
73 N Main Repl.-Kellogg & Greenwich Interchang	Utility	All											
74 N Main Repl.-Kellogg & Webb Interchange	Utility	All				216,000		1,404,000					
75 N Main Repl.-Kellogg, 127th to 159th	Utility	All						216,000		1,404,000			
76 N Main Repl.-McCormick	Utility	All				1,165,000							
77 N Main Repl.-Mt. Vernon, Broadway to SE Blvc	Utility	All											
78 N Main Repl.-Oaklawn S.	Utility	All		150,000		1,000,000		1,500,000					
79 N Main Repl.-Plaza	Utility	All						216,000		1,620,000			
80 N Main Repl.-Schrader	Utility	All						2,160,000					
81 Mains for Future Development (W 65)	Utility	All		1,551,223		1,604,196		1,658,978		1,715,630		1,774,217	
82 Maple and Exposition to SE BPS (48")	Utility	All		8,000,000		7,560,000		7,560,000					
83 Maple BPS to Taft & Woodchuck (36")	Utility	All						3,780,000					
84 Maple St. Booster Pump Station	Utility	All				3,294,000							
85 Maple St. Booster Pump Station (Site)	Utility	All		250,000									
86 Maple, 135th W to Far W BPS (30")	Utility	All										928,000	
87 Meridian, Newell to 1st (24")	Utility	All											
88 M-Well Repairs	Utility	All						600,000					
89 N New Lime Slakers	Utility	All		400,000									
90 Northwest Elevated Storage Facility	Utility	All				594,000		3,240,000					
91 Northwest Water Treatment Plant	Utility	All						540,000		1,080,000		4,320,000	
92 Oliver, 37th N to 1/2 mile N (16")	Utility	All		50,000		388,800							
93 N Repair Pipe Across Big Ditch	Utility	All		500,000									
94 Ridge, MacArthur to 36th S (16")	Utility	All						864,000					
95 Ridge, Taft to Central (16")	Utility	All						100,000					
96 Rock Rd, Harry to Pawnee (24")	Utility	All						100,000		1,188,000			
97 Rock Rd., 29th to 22nd N (12")	Utility	All										200,000	
98 SE Booster Pump Station Expansion	Utility	All										1,404,000	
99 Standby Power Facilities	Utility	All				3,780,000		2,505,600		3,909,600			
100 Taft/Woodchuck-Kellogg/135th (30")	Utility	All						216,000		4,428,000			
101 Tyler, Harry to Pawnee	Utility	All											
102 Tyler, Yosemite to 1/2 mile N (12")	Utility	All											
103 Valve Replacement (54"), Stations 138 & 15	Utility	All						216,000					
104 Water Master Plan	Utility	All				650,000							
105 Westridge, Zoo Blvd to Central (24")	Utility	All											
106 Woodlawn Water Tower	Utility	All				1,080,000							
107 WTP Repair Basins & Aerator Racks	Utility	All		200,000				108,000		108,000		108,000	



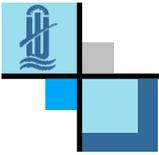
DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
WATER (continued)											
69 N Main Repl.-Eastborough N.											1,836,000
70 N Main Repl.-Eastborough S.											1,745,000
71 N Main Repl.-Ethel											1,836,000
72 N Main Repl.-K-15		1,620,000									1,836,000
73 N Main Repl.-Kellogg & Greenwich Interchange				216,000		1,404,000					1,620,000
74 N Main Repl.-Kellogg & Webb Interchange											1,620,000
75 N Main Repl.-Kellogg, 127th to 159th											1,620,000
76 N Main Repl.-McCormick											1,165,000
77 N Main Repl.-Mt. Vernon, Broadway to SE Blvd		540,000									540,000
78 N Main Repl.-Oaklawn S.											2,650,000
79 N Main Repl.-Plaza											1,836,000
80 N Main Repl.-Schrader											2,160,000
81 Mains for Future Development (W 65)		1,834,805		1,897,461		1,962,258		2,029,267		2,098,564	18,126,598
82 Maple and Exposition to SE BPS (48")											23,120,000
83 Maple BPS to Taft & Woodchuck (36")											3,780,000
84 Maple St. Booster Pump Station											3,294,000
85 Maple St. Booster Pump Station (Site)											250,000
86 Maple, 135th W to Far W BPS (30")											928,000
87 Meridian, Newell to 1st (24")						658,800					658,800
88 M-Well Repairs		630,000						660,000			1,890,000
89 N New Lime Slakers											400,000
90 Northwest Elevated Storage Facility											3,834,000
91 Northwest Water Treatment Plant		4,320,000		3,240,000		64,800,000					78,300,000
92 Oliver, 37th N to 1/2 mile N (16")											438,800
93 N Repaint Pipe Across Big Ditch											500,000
94 Ridge, MacArthur to 36th S (16")											864,000
95 Ridge, Taft to Central (16")				1,101,600							1,201,600
96 Rock Rd, Harry to Pawnee (24")											1,288,000
97 Rock Rd., 29th to 22nd N (12")		2,052,000									2,252,000
98 SE Booster Pump Station Expansion											1,404,000
99 Standby Power Facilities											10,195,200
100 Taft/Woodchuck-Kellogg/135th (30")											4,644,000
101 Tyler, Harry to Pawnee		885,600									885,600
102 Tyler, Yosemite to 1/2 mile N (12")		237,600		129,600							367,200
103 Valve Replacement (54"), Stations 138 & 154											216,000
104 Water Master Plan				650,000							1,300,000
105 Westridge, Zoo Blvd to Central (24")						453,600					453,600
106 Woodlawn Water Tower											1,080,000
107 WTP Repair Basins & Aerator Racks		108,000									632,000



DETAILED PROJECT LISTING 2011 — 2020												
	"Other" funding	COUNCIL DISTRICT	2011		2012		2013		2014		2015	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY												
Water Revenue Bond Financing			26,151,223		36,317,706		36,170,068		34,146,320		231,019,307	
Water GO Bond Financing												
TOTAL			26,151,223		36,317,706		36,170,068		34,146,320		231,019,307	
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW												
Previously Approved Projects			24,006,223		32,686,706		27,434,068		22,590,320		225,943,307	
Proposed New Projects			2,145,000		3,631,000		8,736,000		11,556,000		5,076,000	
TOTAL PROJECTS			26,151,223		36,317,706		36,170,068		34,146,320		231,019,307	
PROJECTS NOT INCLUDED												
1	135th W, 29th to 37th N (24")	Utility All			2,030,400							
2	127th E, 13th S to Existing 16"	Utility All										
3	135th W, 13th N to 21st N (24")	Utility All			1,296,000							
4	N 17th St. Broadway to I-135	Utility All					540,000					
5	47th S, Hoover to West (16")	Utility All		1,200,000								
6	47th S, West to 1/3 Mile E (16")	Utility All		110,000								
7	55th S, W from Seneca (16")	Utility All		350,000								
8	N Facility Project - CMF	Utility All					405,490		756,000		5,184,000	
9	ILWSP - Expansion of Local Wellfield	Utility All			1,963,630							
10	Pawnee, 127th E to 1/4 mile W (16")	Utility All			410,400							
11	Pawnee, 127th E to 143rd E (16")	Utility All										
12	Yosemite, Tyler to 1/2 mile NW (12")	Utility All										
13	Pawnee, 143rd to 159th (16")	Utility All										
TOTAL			1,660,000		5,700,430		945,490		756,000		5,184,000	



DETAILED PROJECT LISTING 2011 — 2020											
	2016		2017		2018		2019		2020		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
FINANCIAL SUMMARY 2011-2020 BY FUNDING CATEGORY											
Revenue Bond Financing		31,051,895		20,016,951		113,013,748		25,856,247		27,416,890	581,160,354
TOTAL		31,051,895		20,016,951		113,013,748		25,856,247		27,416,890	581,160,354
FINANCIAL SUMMARY 2011-2020 BY APPROVED VS. NEW											
Previously Approved Projects		28,891,895		19,800,951		110,745,748		25,856,247		27,416,890	545,372,354
		2,160,000		216,000		2,268,000					35,788,000
Total Projects		31,051,895		20,016,951		113,013,748		25,856,247		27,416,890	581,160,354
PROJECTS NOT INCLUDED											
1 135th W, 29th to 37th N (24")											2,030,400
2 127th E, 13th S to Existing 16"				540,000							540,000
4 135th W, 13th N to 21st N (24")											1,296,000
4 N 17th St. Broadway to I-135											540,000
5 47th S, Hoover to West (16")											1,200,000
6 47th S, West to 1/3 Mile E (16")											110,000
7 55th S, W from Seneca (16")											350,000
8 N Facility Project - CMF											6,345,490
9 ILWSP – Expansion of Local Wellfield		8,070,550		17,280,000							27,314,180
10 Pawnee, 127th E to 1/4 mile W (16")											410,400
11 Pawnee, 127th E to 143rd E (16")		702,000									702,000
12 Yosemite, Tyler to 1/2 mile NW (12")		205,200		162,000							367,200
13 Pawnee, 143rd to 159th (16")		702,000									702,000
TOTAL		9,679,750		17,982,000							41,907,670



PUBLIC FACILITIES



THE EDUCATION BUILDING AT BOTANICA IN CONCEPT

In February 2008, Barry and Paul Downing provided Botanica a \$1.5 million matching grant for a children's garden. By August 2009, the remaining funds were raised through donations from such business leaders as Jean Garvey, the Slawson family, and Cargill Inc. Botanica is working to raise \$1.2 million more to add an education center in addition to the other improvements. Through this partnership, the City of Wichita and Botanica are improving upon the quality of life and developing a sense of cultural vibrancy for Wichitans.