Strategic Plan Issues

May 13, 2014

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Introduction

- Discussion is guided by the Council's Strategic Planning Process.
- Citizen engagement has included both the Community Investment Plan and the ACT / ICT process.

White Papers

- Passenger Rail
- Affordable Housing
- Pavement Preservation
- Water Supply Planning

Materials are available at www.wichita.gov.

Passenger Rail

- Passenger Rail in Wichita ended in 1979, eliminating the Wichita – Fort Worth link.
- In 1999, service was restored from Oklahoma City to Fort Worth.
- KDOT, with assistance from TxDOT, ODOT, and the Federal Railroad Administration (FRA) completed a Service Development Plan in 2011 studying the Wichita – Oklahoma City link.

Passenger Rail

- Passenger rail would have local, state and regional economic development benefits.
- Train travel is more conducive to business productivity, beneficial to an aging population, and valued by the college-age population.
- Rail transportation also has safety and pavement preservation benefits.

Passenger Rail

- Infrastructure costs are estimated at $87.5 million; total costs (project design, administration, contingency) could be $136.5 million.
- Depending on ridership, an operating subsidy may be required, possibly $4.4 million annually.
- A $3 million TIGER planning grant is being prepared; local participation will enhance the probability of federal funding.

Affordable Housing

- Data indicates over 19,000 households with less than 30% of area median family income; most of these households (83%) face housing stress – defined as spending more than 30% of income on housing.
- Many others face HUD defined "housing problems" including: incomplete kitchen facilities; incomplete plumbing; more than one person per room; and cost burden of greater than 30% of income.

Affordable Housing

- Public Housing and Section 8 strategies offer assistance; both programs have waiting lists.
- Federal funding reductions have reduced administrative staff; an estimated $400,000 annually would restore staff capacity to effectively manage these programs.
- Section 8 could be expanded easily, with no capital costs – additional funding could provide vouchers immediately (2,675 families waiting would add $15.3 million in expenditures).

Affordable Housing

- A new rental registration program could reduce housing problems by ensuring compliance with minimum residential housing codes.
- A program could be self-supporting, with registration fees used to support inspectors; ensuring rental units are safe and sanitary.

Affordable Housing

- Expanding the current Home Repair program could provide an alternative to condemnation. Adding funds to repair an additional 1,100 housing units would cost $1.8 million.
- Longer term strategies could include a Housing Trust Fund – to redevelop distressed properties. An estimated $500,000 annually would be required for administration. Additional funds would be required for capital.

Affordable Housing

- A community development corporation has been used in other communities to leverage private funding. Additional funding would depend on the scope of City involvement.

Pavement Preservation

- The City has over 5,000 lane miles of paved streets; 169 lane miles of unpaved streets.
- Street conditions have slowly deteriorated in the last decade.
- Staff have developed better modeling techniques, and improved strategies for maximizing the effectiveness of maintenance.

Pavement Preservation

- The street network is measured by the remaining service life (RSL); a higher number means better streets with more years of life remaining.
- Better evaluating the timing and type of maintenance applications will preserve streets longer, stretching the remaining service life.
- The degree to which improved maintenance can be applied is still dependent on the dollars spent.

Pavement Preservation

- The new model measures the ROI of treatments, based on the costs of treatment options and the estimated increase in RSL of streets (which also increases the value of streets).
- With the ROI measure, funding can be used effectively, obtaining the most street life improvement for the lowest cost.

Pavement Preservation

- New strategies will stabilize streets.
- Additional funding will improve streets.

Impact of Maintenance Strategies Over the Next 40 Years			
Maintenance Strategy	Network Service Value	Network RSL (Lane Mile Yrs)	Lane Miles at RSL = 0
	Current Street Network Measurements		
	$444,910,494	42,213	927
	Projected Street Network Measurements in 40 Years		
Past Strategies	$79,570,930	5,524	4,113
New Strategies	$458,300,618	42,898	2,729
$2 Million Increase in Annual Funding	$505,314,888	46,772	2,424
Additional $8.3 Million Increase in Funding for 5 Years	$530,590,519	50,580	2,384

Water Supply Planning

- Ensuring a water supply has been identified as a community priority.
- Conservation efforts, drought planning and new water supplies are linked.
- Reliable water supply coupled with conservation efforts can mitigate the impact of droughts.

Water Supply Planning

- Conservation efforts will continue. The program will include rebates for purchases of higher water efficiency items, and the study of landscape incentives and re-use options.
- Nine supply options were presented on April 8, and have been narrowed to two options.
- Criteria for selecting two supply options included: meeting long term needs; minimizing costs; and including reasonable conservation goals.

Water Supply Planning

- Two supply options were selected, costing $250 million: improving the ASR system or using treated El Dorado water.
- The ASR option would have higher capital and operating costs, but would not require funds for water purchases.
- There are three variations of the El Dorado option: all have slightly lower capital costs and operating costs, but require water purchases.

Water Supply Planning

El Dorado 30 MGD Option: Construct 30 MGD capacity and fully use capacity.

- Capital costs of $226.4 million.
- Operating costs (to treat and store water) are estimated at $0.6 million annually.
- Annual water purchases $16 million.
- Total costs to 2060 are estimated at $1.358 billion.

Water Supply Planning

El Dorado 30 MGD Hybrid Option: Construct 30 MGD capacity, but purchase less than capacity when possible.

- Capital costs of $226.4 million.
- Operating costs (to treat and store water) are estimated at $0.6 million annually.
- Annual water purchases $5 million.
- Total costs to 2060 are estimated at $755.6 million.

Water Supply Planning

El Dorado 10 MGD Option: Construct 10 MGD capacity and fully use capacity.

- Capital costs of $184.6 million.
- Operating costs (to treat and store water) are estimated at $0.6 million annually.
- Annual water purchases $5 million.
- Total costs to 2060 are estimated at $632.9 million.

Water Supply Planning

- Aquifer Storage and Recovery (ASR)
  - Would require $250 million in capital costs.
  - Operating Costs (to operate wells and treat water) are estimated at $1.6 million annually; however, there is no cost to purchase water.
  - Total costs to 2060 are estimated at $376.4 million.

Water Supply Planning

- Options are compared based on total costs (through 2060), the project rate impact, and the impact on drought protection and conservation.

Comparison of Water Supply Options

Option	Total Cost through 2060	Impact to Water Rates	Final Year of Pre-Payment	Year 1% Drought Protection Ends	Required Annual Conservation
1: El Dorado 30 MGD	$1,357,937,133	11.6%	2019	2034	0.29%
2: El Dorado 10 MGD	$632,868,950	4.0%	2029	2030	0.35%
3: El Dorado Hybrid	$755,643,575	5.3%	2022	2033	0.30%
4: ASR Improvements	$376,417,612	1.3%	Not Applicable	2030	0.35%

Option 3 includes the full 30 MGD treatment plant, but only having a take-or-pay provision based on a 10 MGD minimum.

Summary

- Passenger Rail - Capital costs of $87.5 million - $136.5 million and possible operating subsidies of $4.4 million annually would link Wichita to Fort Worth, generating economic development benefits.

Summary

- Affordable Housing - Many families face affordable housing issues. There are various potential strategies. Costs could vary considerably based on the strategy – from $400,000 to $15.3 million annually.

Summary

- Pavement Preservation - New strategies will improve outcomes with current funding levels – increasing the remaining service life and value of City streets.
- Additional funding (annual expenditures of $2 million, with an additional $8.3 million for the next five years) would provide even greater outcomes.

Summary

- Water Supply Planning - There are two supply options costing $250 million: improving ASR or purchasing treated water from El Dorado.
- El Dorado options would have a total cost through 2060 from $632.8 million to $1.357 billion. ASR would have a total cost through 2060 of $376.4 million.

Discussion