



CITY OF WICHITA, KANSAS

**ADOPTED**

**CAPITAL IMPROVEMENT PROGRAM**

2009-2018

**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.*



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished  
Budget Presentation  
Award*

PRESENTED TO

**City of Wichita  
Kansas**

For the Fiscal Year Beginning

**January 1, 2009**

Handwritten signature of the President of the GFOA.

President

Handwritten signature of the Executive Director of the GFOA.

Executive Director

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the City of Wichita, Kansas for its annual budget for the fiscal year beginning January 1, 2009.

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.

**THE CITY OF WICHITA DEPARTMENT OF FINANCE HAS EARNED THE  
DISTINGUISHED BUDGET AWARD CONSISTENTLY FOR 21 YEARS.**



## City of Wichita, Kansas

### 2009-2018 ADOPTED CAPITAL IMPROVEMENT PROGRAM

#### CIP HIGHLIGHTS

- ◆ The Adopted CIP is funded with a projected 8.5 mills, 1 mill lower than the 2009 Debt Service Fund levy. For 2010 the City will shift 1 mill from the Debt Service Fund to the General Fund to enhance street maintenance and other operating maintenance areas.
- ◆ The Air Capital Terminal (ACT) 3 program is planned to ensure the long-term viability and to enhance operational efficiencies of the Mid-Continent Airport. This will provide a \$160 million state of the art facility and improvements that will better serve airlines and passengers for years to come.
- ◆ The City's commitment to redevelopment based on neighborhood plans is demonstrated by the NOMAR International Marketplace improvements along the 21st Street Corridor. The City will provide a total of \$14.1 million for street and marketplace improvements to improve the quality of life by creating an exciting destination full of authentic food, shopping and fun in an ethnically rich, neighborhood environment.
- ◆ The redevelopment of the Arena area is funded to coordinate with the opening of the new Intrust Bank Arena. A total of \$42.8 million is planned for the redevelopment of streets in the Arena Neighborhood Plan, in conjunction with agreements with Sedgwick County.
- ◆ A new crossing over the Floodway near 13th Street is included, with construction in 2011. A Floodway bridge crossing, funded by local sales tax dollars, will connect 13th Street to I-235, promoting greater access to the I-235 corridor.
- ◆ To improve the infrastructure of US 400 / Kellogg, funding is included to begin improvements at Webb and Greenwich road, as well as additional right of way purchases through 151st West. The City will commit \$179 million in improvements from 2009-2018.
- ◆ To improve upon the quality of life, the City will invest in the expansion of Botanica. The City funds in conjunction with private donations will finance improvements, including a children's garden area.
- ◆ To enhance the cultural and learning environment in Wichita, the Adopted CIP includes a new downtown public library. The City will commit approximately \$30 million to construct a new downtown library.
- ◆ The Adopted CIP includes a commitment to public safety. The City is investing \$5.2 million for a Regional Fire Training Center, \$4.4 for new police substations and \$34 million for replacement fire apparatus. In addition, the Heartland Preparedness Center is included at a cost of \$92 million, including \$86 million in federal grant funds.
- ◆ In order to comply with federal regulations, the City will commit \$63 million to nutrient removal from waste water effluent.
- ◆ In order that citizens will not have to obtain flood insurance, the City will seek to recertify the Wichita/Valley Center Flood Control Levee and will invest \$5 million, in partnership with Sedgwick County.
- ◆ To secure the long term viability of Wichita Water Utilities the City will invest \$431 million in the 2050 Water Supply Plan.



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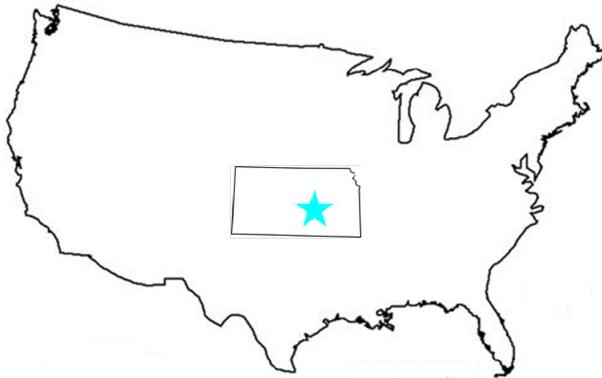
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## WICHITA, KANSAS



### LOCATION

Latitude 37.67 North; Longitude 97.36 West

Wichita, Kansas is located in the Midwest, approximately 200 miles south of the geographical center of the continental United States. Major interstates 70 and 35 intersect in Kansas.

### POPULATION <sup>1</sup>

Wichita: 366,046 (2008 estimated)  
 Metro Statistical Area: 603,716 (2008 estimated)

Wichita, Kansas is the largest city in the State of Kansas, and serves as an economic hub for 1.2 million people.

### AREA IN SQUARE MILES

162.89 Square Miles in 2008

### EDUCATION

Enrollment (2008/2009 school year)

USD 259 = 49,146  
 Parochial <sup>2</sup> = 10,832  
 Universities <sup>3</sup> = 19,848

Wichita State University is the largest university in Wichita, with an enrollment of 14,612. Famous alumni include Pizza Hut co-founders Frank and Dan Carney, Super Bowl coach Bill Parcells, renowned AIDS researcher Donna Sweet, and former Cessna Aircraft chairman Dwane Wallace.

### MEDIAN AGE <sup>4</sup>

35.0 median age in 2007

### CRIME <sup>5</sup>

Type	Wichita	National
Homicides	11.4	11.4
Rape	75.1	44.9
Robbery	155.5	337.0
Aggravated Assault	703.1	503.2
Burglary	1,216.0	1,068.2
Auto Theft	596.2	773.0

The crime index rate in Wichita (crimes per 100,000 population per year) is generally lower than other regional peer cities and Robbery and Auto Theft rates are lower than national average.

### UNEMPLOYMENT RATE <sup>6</sup>

Metro Statistical Area: 7.6% in December 2009

### MAJOR EMPLOYERS <sup>7</sup>

1. Spirit AeroSystems Inc.
2. Cessna Aircraft Co.
3. USD 259 Wichita Public Schools
4. Hawker Beechcraft Corp.
5. Via Christi Health Systems
6. State of Kansas
7. City of Wichita
8. Sedgwick County
9. United States Government
10. Boeing Integrated Defense Systems Wichita

Wichita is known worldwide as the "aircraft 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.

### SOURCES:

- <sup>1</sup> U.S. Department of Commerce, Bureau of the Census, 2008 population estimates. The Wichita MSA is comprised of Butler, Harvey, Sedgwick and Sumner counties.
- <sup>2</sup> Parochial enrollment figures furnished by the Catholic School Office (for all of Sedgwick County) and Wichita Collegiate School.
- <sup>3</sup> University enrollment figures furnished by each school's registrar - figures are for fall enrollment.
- <sup>4</sup> U.S. Bureau of the Census, 2007 American Community Survey.
- <sup>5</sup> 2007 Federal Bureau of Investigation Crime Report, National average for cities with populations between 250,000 and 499,999.
- <sup>6</sup> Kansas Department of Labor.
- <sup>7</sup> Wichita Business Journal, Jan 15, 2010. Wichitabusinessjournal.com, Feb 2, 2010.



### 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: **Lavonta Williams**

Council Member Lavonta Williams was appointed to the Wichita City Council on June 19, 2007. She was elected in April 2009. She is a former middle school teacher, a community advocate and she is married. Council Member Williams has been actively involved in Visioneering Wichita's Racial Diversity, the Opportunity and Harmony Strategic Alliance and has served as the secretary for the local and state NAACP.



### District 2: **Sue Schlapp**

Council Member Sue Schlapp has been a Council Member since April 2003 and is currently serving in her second term. She has a Bachelor of Arts in mathematics from Marymount College, Tarrytown, NY. Council Member Schlapp is a businesswoman and a strong advocate for community involvement. She is an active member of St. Thomas Aquinas Parish, and serves as a member of the MCB Tennis Foundation and on the Salvation Army Board. She is the mother of 4 children and has 14 grandchildren.



### District 3: **Vice Mayor Jim Skelton**

Vice Mayor Jim Skelton has been a Council Member since April of 2005. Prior to his election to the Council, he served on the District III Advisory Board, Board of Zoning Appeals, the City Manager Selection Committee, the Fireworks Task Force and served as a member of the United States Army. He holds a bachelors degree in International Business.



### District 4: **Paul Gray**

Council Member Paul Gray has been a Council Member since April 2003 and is currently serving in his second term. He is a graduate of Wichita Northwest High School and is currently pursuing degrees at Wichita State University in Political Science and Finance. He is actively involved in the community serving as a board member of the Convention and Visitors Bureau.



### 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 twenty-seven years. He is married and has three children and one grandchild.

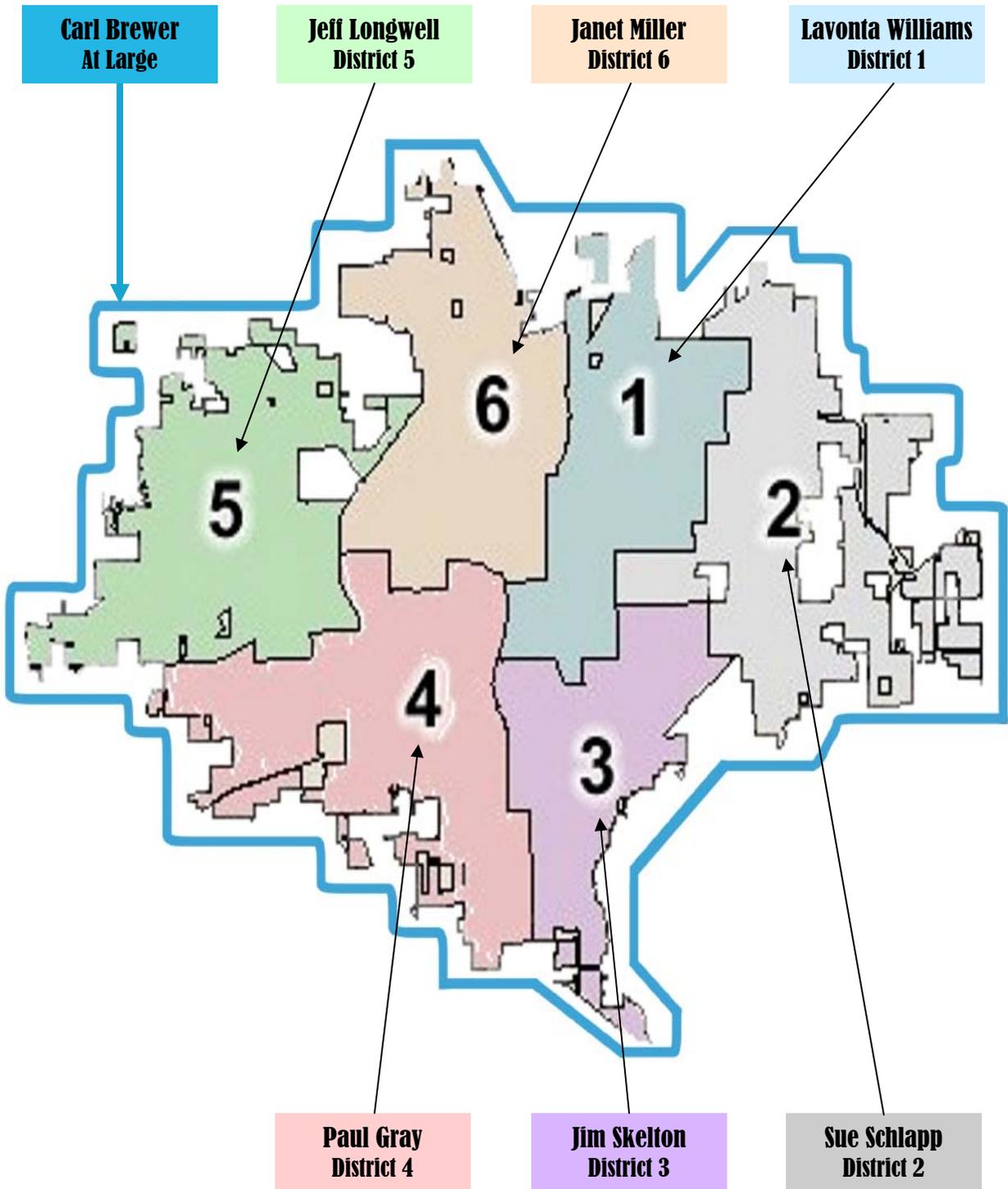


### District 6: **Janet Miller**

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 was recently the President of the Park Board. She is an alumni 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.

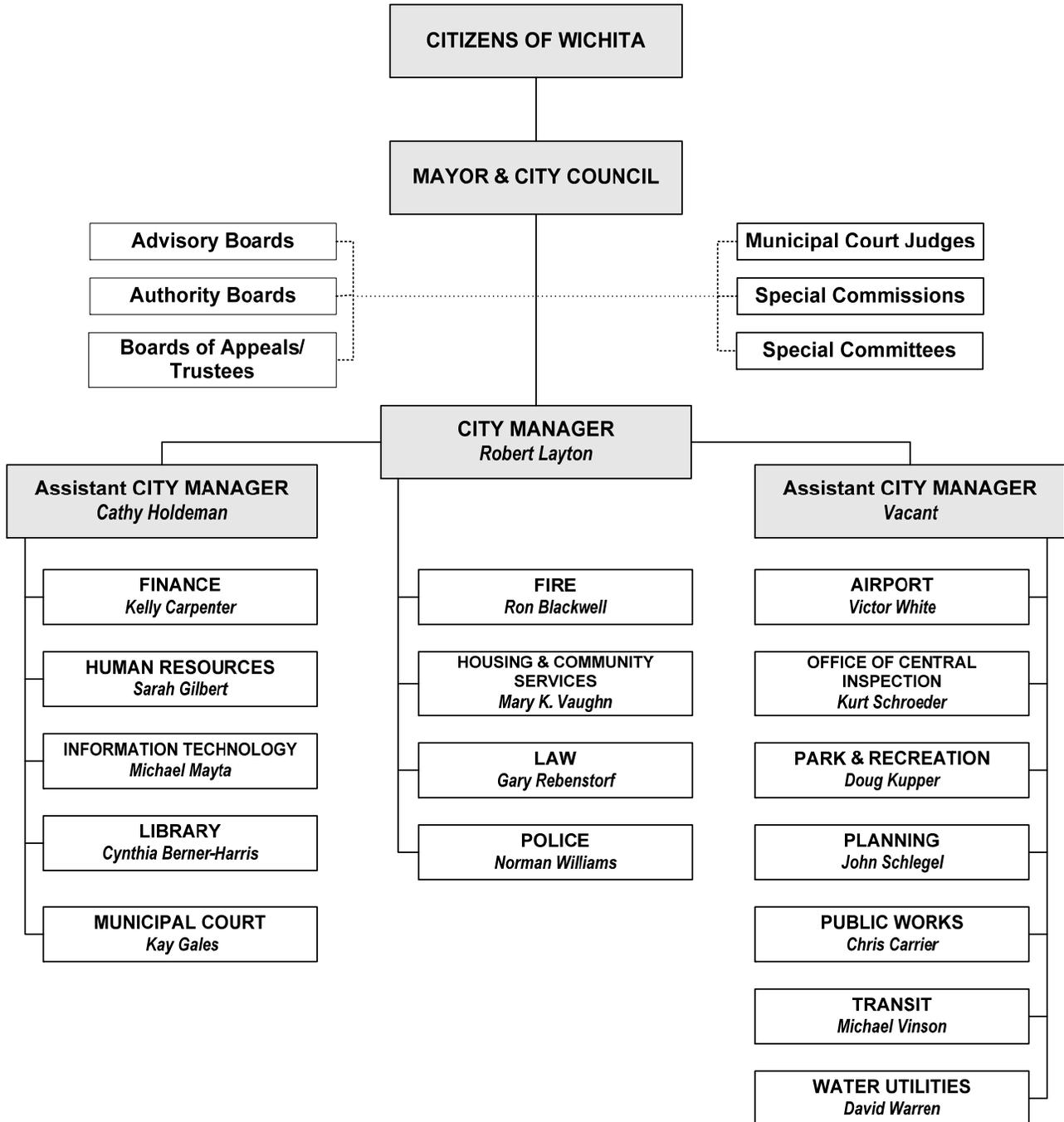


# WICHITA CITY COUNCIL DISTRICT MAP





# ORGANIZATIONAL CHART





**CITY COUNCIL MEMBERS**

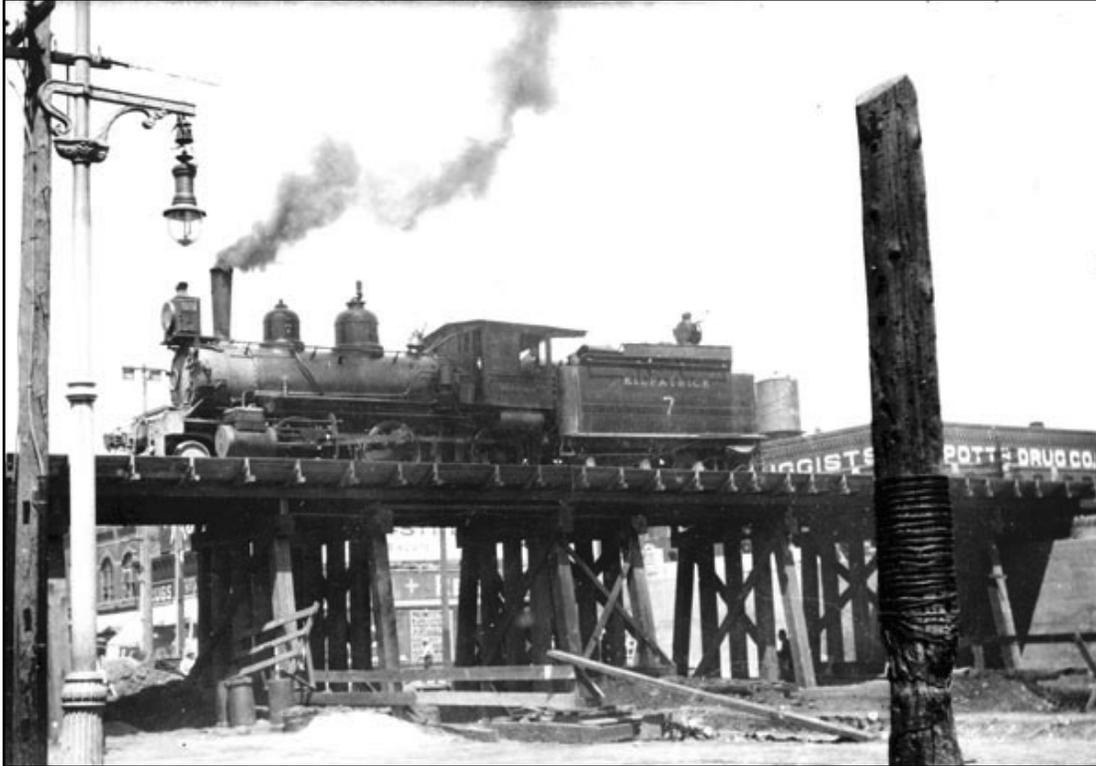
<i>Carl Brewer</i>	Mayor	268-4331	455 N. Main, 67202
<i>Jim Skelton</i>	Vice Mayor (III)	303-8029	*2820 S. Roosevelt, 67210
<i>Lavonta Williams</i>	Council Member (I)	303-8017	*2755 E. 19th, 67214
<i>Sue Schlapp</i>	Council Member (II)	268-4331	455 N. Main, 67202
<i>Paul Gray</i>	Council Member (IV)	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 Hall 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>Kay Gales</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>Chris Carrier</i> , Director
Transit	265-1450	<i>Michael Vinson</i> , Director
Water Utilities	268-4504	<i>David Warren</i> , Director

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



Courtesy of the Wichita Public Library Photograph Collection

## CENTRAL RAIL CORRIDOR PROJECT

*The above picture shows the new central railroad overpass located on East Douglas circa 1913. The recently completed Central Rail Corridor Project serves to maximize traffic flow, diminish travel times, and enhance public safety response times.*



## 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 [Adopted 2009-2018 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 section are on the next page, along with notations including the most relevant information.

The final section of the Budget 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 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 general obligation (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 monies collected through the transient guest tax.

The [Economic Development Fund](#) coordinates the financing of City economic incentives and development programs.

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 \(TIF Districts\)](#) receives 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. Enterprise funds 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



# GUIDE TO THE CAPITAL IMPROVEMENT PROGRAM

organization). Each enterprise operation receives revenues from the sale of services or user fees. The operations generally do not receive tax support, except for the Transit Fund, which receives a subsidy from the General Fund.

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 Water Utilities Department, including wastewater treatment plants.

The *Water Utility* operates and maintains the water component of the 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 pages list the projects by title, and show the year in which the project is expected to be initiated, as well as the funding source and the Council district where the project will occur. The summary sheet for each section is totaled by year and by project. The summary sheet also includes a listing of projects that are "below the line," or not funded.

1	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013		
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>FREEWAYS</b>													
1		LST	All	16,000,000	800,000								
2		LST	All	13,000,000	23,000,000	11,300,000							
3		LST	All		750,000								
4		LST	All	2,000,000									
5		F	All	950,000									
6		O	All	500,000					8,400,000				
7		LST	All	500,000	50,000								
8		F	All	237,000									
9			All	1,000,000									
10		LST	All	4,500,000	10,000,000	5,000,000						3,300,000	
11		LST	All										
12		LST	All	5,000,000									
<b>FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY</b>													
Federal Funding				1,187,000									
General Obligation Funding				1,000,000									
Local Sales Tax Funding				41,000,000	34,600,000	16,300,000						3,300,000	
Other Funding				500,000					8,400,000				
<b>Total</b>				<b>1,000,000</b>	<b>42,687,000</b>	<b>-</b>	<b>34,600,000</b>	<b>-</b>	<b>16,300,000</b>	<b>-</b>	<b>8,400,000</b>	<b>-</b>	<b>3,300,000</b>
Previously Approved Projects				1,000,000	41,500,000	-	33,850,000	-	16,300,000	-	8,400,000	-	3,300,000
Proposed New Projects				-	1,187,000	-	750,000	-	-	-	-	-	-
<b>Total Projects</b>				<b>1,000,000</b>	<b>42,687,000</b>	<b>-</b>	<b>34,600,000</b>	<b>-</b>	<b>16,300,000</b>	<b>-</b>	<b>8,400,000</b>	<b>-</b>	<b>3,300,000</b>
<b>PROJECTS NOT INCLUDED</b>													
1		LST	All										
2		LST	All			4,500,000	5,210,000	6,200,000	5,000,000	9,000,000			
<b>TOTAL</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,500,000</b>	<b>5,210,000</b>	<b>6,200,000</b>	<b>5,000,000</b>	<b>9,000,000</b>	<b>-</b>



# GUIDE TO THE CAPITAL IMPROVEMENT PROGRAM

- 1 Each project is listed, numbered and described.
- 2 The amount budgeted to be initiated is shown by year. Funding is shown as either "GO" (General Obligation bonds), or "other." funding.
- 3 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.
- 4 The Council district in which a project is located is listed.
- 5 The total amount budgeted for each project is summarized in this column.
- 6 The total amount budgeted for this type of improvements for each year is noted.
- 7 Projects that were requested, but not funded, are shown in this section.
- 8 Projects marked with an N and highlighted in yellow are new to the Capital Improvements Program.

5

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>FREEWAYS</b>											
1 East Kellogg at Rock											16,800,000
2 East Kellogg, Cypress - 127th		1,000,000		25,000,000		30,000,000		25,000,000		5,000,000	133,300,000
3 N East Kellogg, Woodlawn Interchange											750,000
4 East Kellogg, 127th - 159th											2,000,000
5 N I-235 & Kellogg, Interchange Improvements											950,000
6 K-96 and Greenwich											8,900,000
7 K-96 and Hoover, Phase I											550,000
8 N Noise Abatement K-96, I-235, Meridian											237,000
9 Rail Road Master Plan											1,000,000
10 West Kellogg, 111th - 143rd											22,800,000
11 West Kellogg, 143rd - 167th						1,000,000		1,000,000		1,000,000	3,000,000
12 Wichita Central Rail Corridor											5,000,000
<b>FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY</b>											
Federal Funding											1,187,000
General Obligation Funding											1,000,000
Local Sales Tax Funding		1,000,000		25,000,000		31,000,000		26,000,000		6,000,000	184,200,000
Other Funding											8,900,000
Total	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	195,287,000
Previously Approved Projects	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	193,350,000
Proposed New Projects	-	-	-	-	-	-	-	-	-	-	1,937,000
Total Projects	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	195,287,000
<b>PROJECTS NOT INCLUDED</b>											
1 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



Courtesy of the Wichita Public Library Photograph Collection

## STORM WATER DRAINAGE PROJECTS

*Flooding and storm water drainage issues have historically been a major concern that endanger life and property in Wichita. The above picture shows the scene of the flooded intersection at Douglas and Pattie in April 1944. Flooding concerns related to storm water drainage are addressed in the Capital Improvement Plan. This includes projects that maintain a Federal Emergency Management Agency certified levee system and mitigation projects that reduce the risk of flood damage to properties. Storm Water Management is responsible for the oversight of the Storm Water Utility and the Wichita/Sedgwick County Flood Control Project.*



February 9, 2010

Honorable Mayor Carl Brewer,  
and Members of the Wichita City Council

**Dear Mayor Brewer and Members of Council:**

I am pleased to present the City Council's Adopted Capital Improvement Program (CIP) and ten-year capital budget for the City of Wichita for 2009 – 2018. This Adopted CIP resulted from an inclusive process in which a variety of staff, elected officials and community members provided input. The CIP supports the City Council's strategic vision and is based largely on the organization's core principles as outlined by the City Council during last year.

**Major Policy Issues:** This CIP is driven by a variety of policy issues. The CIP Process (Administrative Regulation 2.8) outlines the review and development of the CIP, while 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 Adopted CIP. Specific policy issues related to the financial aspects affecting the Adopted 2009-2018 CIP include:

- **A reduction in the estimated mill levy for capital projects, from 9.5 to 8.5 mills, allowing additional millage in the operating budget to fund increased infrastructure contracted maintenance.**
- **The CIP is based on a steady level of debt tied to three measures: debt per capita, debt service as a percentage of receipts and debt as a percent of assessed valuation.**
- **Sales tax receipts continue to be dedicated primarily for the continuation of the US 400 (Kellogg) Freeway. However, an increased share is allocated to arterial construction, pending coordination of additional Kellogg projects with State and Federal highway programs.**
- **Water and Sewer rate increases are proposed to support the forecasted Utility capital plan.**
- **ERU fee increases will be necessary to fund needed drainage projects. An increase of 75 cents over the 10 year period is proposed.**

These financial capacity policy issues affect specific measurements. The CIP will maintain the overall City mill levy at a projected 32 mills, which has essentially been static for 14 years. This provides the City of Wichita with the lowest mill levy of any first class city in the State of Kansas that does not also impose a City sales tax.

The amount of General Obligation (GO) debt associated with this CIP is projected to increase from current levels. However, as measured by debt per capita, or by percentage of assessed valuation, this debt level is conservative and financially viable. The debt service as a percentage of property taxes levied remains below the benchmark of 66%.



	Benchmark	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Debt / Assessed. Valuation</b>	<b>3.70%</b>	2.30%	3.09%	3.72%	4.10%	4.33%	4.12%	3.79%	3.43%	3.11%	2.84%
<b>Debt per capita</b>	<b>\$1,773</b>	\$1,204	\$1,389	\$1,464	\$1,608	\$1,639	\$1,612	\$1,656	\$1,585	\$1,577	\$1,473
<b>Debt Service / Property taxes levied</b>	<b>66.0%</b>	30%	34%	42%	53%	56%	57%	56%	57%	58%	59%

These 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. Using these benchmarks as Wichita's guide will demonstrate fiscal responsibility, which is important for a number of reasons. It results in lower interest rates because of the competition it creates. More potential investors are drawn to bonds issued by fiscally responsible communities because those bonds represent the safest investments. Ultimately, maintaining the City's high bond rating is a priority because it allows the City to spend less on its capital projects.

The proposed water utilities adjustments would still leave City of Wichita water rates very affordable, compared to every other large city in the United States. The most recent (2007) Black and Veatch water rate survey of the 50 largest US cities found that Wichita water rates were the 6th lowest in the US. The increased revenue would allow the utility to maintain adequate debt coverage ratios, which demonstrate an ability to pay back debt. A minimum ratio of 1.2 is required by bond covenants. The ratio would rise to an estimated 1.6 by 2018. These increasing debt coverage ratios also ensure low cost access to capital markets needed by the Water Utility.

### **OTHER ISSUES AFFECTING CIP FINANCING**

Since the CIP is a 10 year plan, it is affected by a number of variables. It is for this exact reason that a new CIP is reviewed periodically; it can be revised with updated information and the assumptions and premises upon which the plan is based can be reviewed and adjusted as needed. The Adopted 2009—2018 CIP may be affected by the following issues:

Airport Revenues - The Airport CIP is aggressive; it includes a new terminal and parking garage. Whether these improvements can be financed within projected resources is continuously reviewed. With the current economic downturn, the aviation industry has weakened, which has decreased Airport revenues. The Airport has engaged consultants that are modeling various scenarios. From these models, an updated cash flow analysis and pro forma will emerge, which will identify the scope and phasing of the terminal project as well as the level of support for the entire Airport CIP.

Local Sales Tax Fund Revenues - The Local Sales Tax (LST) Fund is slated to finance the proposed floodway bridge, arterial improvements, and continued improvements to US 400. Nearly all revenue for this fund is derived from the City of Wichita's share of the 1% county-wide sales tax. Those collections are somewhat economically sensitive. The pro forma includes relatively conservative growth estimates. However, any prolonged downturn could impact both personal income and retail sales, either or both of which would diminish sales tax revenues and LST Fund financing capacity.

Property Tax Valuation - Much of the CIP is based on the issuance of GO debt; that GO debt is serviced from the Debt Service Fund. The primary revenue into the Debt Service Fund is property tax revenues. These revenues, assuming a stable projected mill levy, are driven by the annual increases in assessed valuation. The fund pro forma assumes a relatively steady growth in valuation over the 10 year period. If this growth does not materialize, Debt Service Fund revenues would decrease, and the capacity of the Debt Service Fund to issue and service new debt would be limited, reducing the scope of the CIP.

Construction Prices - The CIP cost estimates are based on relatively moderate project costs. In the on-going economic environment, construction prices are attractive. However, a period of prolonged inflation in construction costs would impact the number of CIP projects that could be initiated.

Interest Rates - Bond Rating - The capacity of the CIP is based on the projected amount of bonds that can be issued and serviced over the 10 year period. These projected issuances are based in part on the projected interest rate. This can be affected both by financial market conditions and by the creditworthiness of the City (as reflected in the City's bond rating). Any material change in interest rates or the bond rating would impact the amount of debt that can be issued, impacting the scope of the CIP.



## PRIORITIZING CIP PROJECTS

Developing projects for inclusion within the financial capacity of the CIP is largely a process of prioritization. This prioritization has been guided globally by priorities established by the City Council. With assistance from Wichita State University, the City Council has established *four core service areas, or principles*; protecting life, protecting property, protecting infrastructure investment, and promoting a sustainable, growing community. In addition, projects are prioritized based on whether the project supports existing levels of service within the City, or whether the project is an enhancement to the existing level of service or existing level of infrastructure. The matrix below shows the categorization of projects for determining prioritization and inclusion in the CIP.

	Protect Life	Protect Property	Protect Infrastructure Investment	Promote a Sustainable, Growing Community
Supports current foundation of service levels	HIGHEST PRIORITY			
Enhancement to service levels				

In addition to this general model, there are many other criteria that affect the prioritization of projects. From a financial standpoint, project inclusion is affected by the ability to leverage outside funds and the identification of funding sources other than GO bonds or pay as you go Debt Service Fund financing. In addition, the capacity of the operating budget to finance projected operating expenses associated with a project has a bearing on project inclusion. Some projects reduce maintenance costs by rebuilding deficient roadways; others enhance buildings, with the inclusion of more energy efficient technology. Conversely, some projects expand building capacity or create new buildings, often with increased staffing requirements or utility considerations.

In addition to policy concerns and overall strategic direction of the City, there are many engineering considerations that drive project prioritization. For example, the condition of pavement, the structural rating of bridges, the deterioration of buildings, and the inability of infrastructure to handle changing and more modern demands can affect the prioritization of projects. Some projects achieve multiple goals. Arterial projects can improve the safety of intersections, helping to protect life. The drainage component of street projects often protects property. Finally, the reconstruction of arterials can help protect City infrastructure from further degradation.

The prioritization process involves reviewing projects strategically, in light of these core strategic objectives, as well as viewing projects from an engineering standpoint and a financial capacity standpoint. Generally, those projects that support current service levels are ranked higher than those that enhance service levels. From a policy standpoint, that infers, for example, that rebuilding core streets is a higher priority than establishing capacity for growth in fringe areas. Based on the prioritization guide, the four core principles are examined below.

### *Protecting Life and Protecting Property*

The Adopted CIP includes a number of projects that protect life in the community. The Heartland Preparedness Center would provide a consolidated military and para-military facility with offices for the Marine Corps and National Guard and training facilities for those agencies and local law enforcement. Funding is also included for the relocation of the east and west police substations. The new substations would be located to reduce the drive times from the station to emergency calls, increasing the amount of time police officers are available to provide public safety services.

Improvements continue to be budgeted at the Fire Training Grounds. Repairs to the concrete driving area have been completed, the training tower has been replaced, and new pump test pits and additional fire hydrants have been added to aid in pump certifications and to enhance training. Additional funding is included to develop the facility into a Regional Training Center. Tentative plans call for a new building for classroom and training facilities, additional specialty training facilities (such as haz-mat and rescue), and a vehicle and equipment storage facility.



Replacing police and fire equipment is also emphasized in the Capital Improvement Program. The fire heavy apparatus fleet is comprised of 40 vehicles. The Adopted CIP is set to replace 30 apparatus over the 10-year period. A replacement Police helicopter is included, although a funding source is not identified. The Police Department continues to pursue federal grants for its replacement. The final phase of improvements to the new bomb range is planned, including a storage facility and additional fencing to enhance security.

To protect property, the Storm Water program funds development infrastructure to reduce or eliminate flooding in homes and businesses. Drainage improvements are proposed for sections of Gypsum Creek, from Armour Street to Eastern. Likewise, Dry Creek improvements from Kellogg to 13th Street will reduce flooding in residential areas. The 9th Street west Drainage Outfall project will construct a drainage main to relieve areas of near west Wichita, north of the area served by the recently completed 1st/2nd Street West Drainage Outfall. The CIP also includes additional GO bond funded Storm Water projects, due to the limited capacity of the Storm Water Utility.

Several arterial projects are directly related to safety issues. The Kellogg and Rock Road interchange, the 47th Street and I-135 project, Tyler from 21st to 29th, Central from Rock Rock to Webb and Meridian from Harry to Kellogg are all projects that address high accident areas. Through improved design and increased capacity, these projects should reduce accidents and enhance the protection of life and property.

Several projects that could enhance the protection of life and property are not funded in this CIP. This includes several smaller projects for equipment for the Police Department, including \$200,000 for a command van, \$146,000 for crime scene equipment, \$535,000 for bomb range equipment, and \$360,000 for TASERs and rifles. Grant funds will be pursued for many of these equipment items, and most do not meet the life span threshold for CIP inclusion. Several building projects, including \$300,000 for a new rifle range, \$2.2 million for a new downtown substation, and \$3 million for remodeling Police Department offices in City Hall were not funded.

#### ***Protecting the City's Investment in Infrastructure***

Great attention is directed to maintenance and rehabilitation of existing infrastructure in the adopted capital program. Virtually every project category includes major investments in replacing and upgrading infrastructure elements in older areas of Wichita.

The CIP invests significant funds in arterials in mature areas of Wichita. Specific corridors emphasized in the CIP include 13th Street from I-135 to Woodlawn; 17th between Hillside and Grove; 37th Street from Hillside to Broadway; Amidon from 21st to 29th; Meridian from McCormick to 47th; Mt. Vernon from K-15 to Broadway; Seneca from 31st to I-235; Pawnee from K-15 to Hillside; and West from Maple to Central.

The Main Replacement and Reconstruction of Old Sanitary Sewer projects continue to receive large funding allocations in the Water Utilities program. Continuous repair and replacement of aging infrastructure helps prevent water line breaks and sewer backups, and allows the utilities to continue to support new growth. The Utility CIP funds projects in support of other City redevelopment efforts, including the 21st Corridor Revitalization Plan. Other recommendations include plant improvements at the Four Mile Creek plant. Water line replacements are included to improve service and water pressure in mature neighborhoods.

The Freeway program reflects an infrastructure investment to expand the capacity of the transportation system, but also to replace substandard infrastructure, and to enhance safety. In the fall of 2009, Kellogg was completed from Maize Road in west Wichita to Rock Road in east Wichita, exceeding what was envisioned when voters approved the 1 cent sales tax in 1985. Continued freeway construction is budgeted to expand capacity. An interchange at Webb is included, as are design and right-of-way funds for interchanges at Greenwich, and 119th, 135th and 151st Streets West.

Another enhancement to the transportation system includes a Floodway Bridge over the Big Ditch. Construction is expected as early as 2011. The bridge would connect to I-235 on the east and 13th Street on the west side of the ditch. The bridge is expected to increase access to the Interstate highway and relieve traffic volumes on Zoo Boulevard. The bridge is financed from the Local Sales Tax.



Arterial projects that are not included in the Adopted CIP are generally enhancements in fringe areas. These include projects on Hoover Road from 47th Street south to MacArthur (\$7.9 million), 151st Street from Maple to Central (\$4.4 million), and 143rd Street East from 13th to 29th Street (\$8.2 million).

### *Promote a Sustainable, Growing Community*

The Adopted CIP includes many projects based on neighborhood plans approved by the City Council. A section of this document outlines those projects specifically linked to each neighborhood plan. The 21st Street North Corridor Revitalization Plan is the basis for several projects. The predominant project includes \$4.7 million to rebuild 21st Street. In addition, funding is included for the development of the International Marketplace and Mercado. Improvements will also include the 21st and Broadway intersection. Plans for Delano, Historic Midtown, Arena/Downtown and McAdams are included for implementation. Implementation of the Center City Organized Revitalization Effort (CORE) Plan is included, contingent upon creation of a Tax Increment Financing District. Other neighborhood improvements are accomplished through the \$8 million annually budgeted in the Water Utilities for Mains for New Development. All of these projects are designed to enhance sustainable neighborhoods.

The Water Supply Plan may be the most critical single project in the CIP. Without an assured long term water supply there will be very little growth in Wichita or the metro area. The plan is expensive to implement, but when completed will assure water availability until at least 2050. Other Utility improvements to support growth include extending water lines and constructing booster stations. The booster stations will increase water pressure and service in some mature areas, and will provide adequate pressure to serve rapidly developing areas in and around Wichita.

In order to create a sustainable community, the established projects include a new Airport terminal and associated parking structure. This is an expansion of services, but is required due to the inability of the current structure to function into the future and due to age of the current facility, and due to increased security protocols. This project will enhance Mid-Continent Airport as the leading regional airport. Other plans for Mid-Continent and Jabara airports include continued investment in tenant space and other construction to facilitate growth for local businesses seeking an airport location.

The Botanica improvements reflect not only a commitment to cultural vibrancy, but also a partnering with the private sector. The Adopted CIP includes \$2.7 million in GO bond financing, to match private contributions of \$2.7 million. Together with private resources, a project to expand and enhance Botanica will be possible. A number of other projects will support and enhance cultural arts, an important component of a growing city. These include \$2.9 million to make improvements to Lawrence Dumont Stadium, \$40,000 for TIF funded sculpture walkabouts in Old Town, and \$20 million in improvements to the Century II Convention Center. The proposed \$30 million in GO bond financing to support a new Central Library will significantly enhance the vibrancy of downtown. Finally, \$37 million in park projects is included, including \$9.7 million to implement recommendations in the PROS plan.

Not all projects that enhance the sustainably or the growing nature of the City of Wichita could be funded. One example is \$10.3 million to fund a new community resource center in southeast Wichita. This would represent a significant expansion of services, and would also increase operating costs. In addition, funding is not included to fully implement the Park Recreation and Open Space (PROS) plan. The cost of that is estimated at over \$550 million.

### **CIP EXPENDITURES BY FUNCTIONAL AREA**

Another view of Adopted CIP projects is by functional area. As shown on the next page, Water Utilities projects are by far the largest functional area of expenditures, accounting for over 36% of the CIP. Road construction projects, including the functional areas of arterials, freeways and bridges, total around \$953 million over the 10 year period, or around 37% of the CIP. Other significant functional areas include airport improvements (\$242 million) and public facilities (\$275 million). The graphic on the next page illustrates how functional areas are financed. Utility revenues support Airport, Storm Water and Water Utilities projects. Local sales tax funds are for road construction projects, including arterials, freeways and bridges.



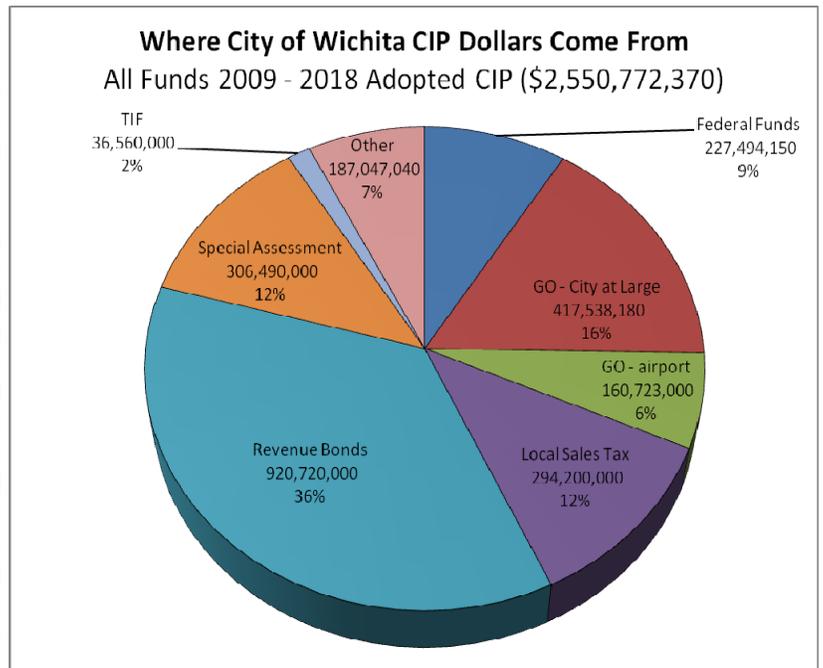
## CIP Expenditures by Area and by Source

Area	GO bonds	LST Funds	Utility Revenues	Other	Fed / State	Total
Airport	0	0	160,723,000	36,662,040	44,434,000	<b>\$241,819,040</b>
Arterials	183,375,000	60,000,000	2,382,000	345,118,000	74,335,000	<b>\$665,210,000</b>
Bridges	33,620,000	50,000,000	0	0	9,770,000	<b>\$93,390,000</b>
Freeways	1,000,000	184,200,000	0	8,900,000	1,187,000	<b>\$195,287,000</b>
Parks	28,929,000	0	4,415,000	3,650,000	0	<b>\$36,994,000</b>
Public Facilities	151,555,000	0	0	37,163,000	86,510,000	<b>\$275,228,000</b>
Water Utilities	0	0	920,720,000	0	0	<b>\$920,720,000</b>
Storm Water	10,750,000	0	50,450,000	6,300,000	20,950,000	<b>\$88,450,000</b>
Transit	8,309,180	0	0	607,000	24,758,150	<b>\$33,674,330</b>
<b>Total</b>	<b>\$417,538,180</b>	<b>\$294,200,000</b>	<b>\$1,138,690,000</b>	<b>\$438,400,040</b>	<b>\$261,994,150</b>	<b>\$2,550,772,370</b>

### FINANCING THE ADOPTED 2009 – 2018 CAPITAL PROGRAM

The 410 capital projects in the 2009–2018 Adopted CIP total \$2.6 billion over a ten-year period. The CIP is funded from a variety of sources. The property tax provides 22% of CIP financial resources, and is partially used to leverage state and federal grants (9% of the CIP). New residential development costs are paid from special assessments (12% of CIP). City enterprise activities such as Water and Sewer fund capital projects through fees for services and constitute 36% of the program. Half of the local sales tax is directed to the CIP and accounts for 12% of total CIP funding. All other revenue sources are 9% of the program.

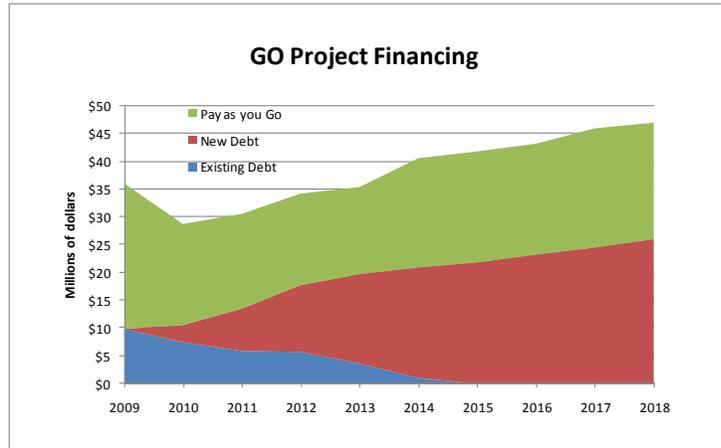
The project types that rely primarily upon property taxes for G.O. bond repayment are arterials, bridges, parks, and public facilities. The chart to the right reflects how projects in functional areas are financed. The City finances capital projects in a variety of ways: general obligation bonds/notes, revenue bonds, GO bonds financed with sales tax funds, federal and state grants and funds from a variety of other sources. Most significant of these are General Obligation bonds based on 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 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.



The Debt Service Fund pays expenditures related to most of the City's General Obligation debt. The first obligation of the Debt Service Fund is to make all debt service payments on existing City bonded indebtedness. Based on revenue estimates and assuming



a constant property tax levy of 8.5 mills, the remaining resources of the fund are used to assume debt obligations for future capital projects. Funds not required for long-term debt repayment are used to pay for capital project expenses in the form of temporary notes that are retired in the same year (known as “pay as you go” financing). The CIP maintains a balance between short term funding (pay as you go) for projects, and long term funding (GO bonding). The graphic shows the amount from the Debt Service Fund spent annually on existing debt (blue area), pay as you go financing (red area) and new debt (green area). The Debt Service Fund is positioned to support both existing debt and to finance future capital projects. The City maintains a high-grade (AA2/AA+) bond rating. Further, the City debt is well below the legal debt margin at no more than 36% of the actual legal margin during the CIP period.



One of the fundamental policies of the CIP is to prioritize the use of GO financing on projects that have federal or state financing. The Adopted CIP includes \$54.6 million in GO bond financing and \$116 million in other City funds to leverage \$227 million in federal funds. This includes \$500,000 in GO bond financing leveraging \$25 million in state funding for 47th Street improvements. In addition, a \$6 million GO commitment is leveraging \$86 million in federal funds for the Heartland Preparedness Center. Transit projects offer the opportunity to leverage a grant match to obtain grant funds for fleet replacement and other capital needs. The Airport utilizes \$44 million in federal funds, matched with \$108 million in Airport funds. In addition, partnerships with other entities is an important way to share financing and achieve common goals. The Floodway improvements are a partnership with Sedgwick County, with each jurisdiction contributing \$5 million for levee improvements.

### PROJECTED DEBT LEVELS

The Adopted 2009—2018 CIP will require an increase in debt levels for the City. This is primarily due to the budgeted Airport terminal expansion project; increased debt associated with the US 400 Freeway project; increased water utilities projects, as the utility

Total Debt in Millions

Type of Debt	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Special Assessment	228	206	214	222	230	235	238	242	244	245	245
Local Sales Tax	129	120	149	137	164	149	133	166	147	166	147
Storm Water	7	6	19	17	21	18	31	28	37	33	30
Golf	4	7	7	7	8	8	8	8	8	8	7
Airport	1	0	0	0	0	0	0	0	0	0	0
Transient Guest Tax	5	4	3	2	11	15	13	12	10	9	7
TIFs	28	25	22	37	32	43	39	35	30	25	20
At large	31	73	99	124	142	158	158	153	146	138	133
<b>Total GO Debt</b>	<b>432</b>	<b>441</b>	<b>513</b>	<b>547</b>	<b>607</b>	<b>624</b>	<b>620</b>	<b>643</b>	<b>622</b>	<b>625</b>	<b>589</b>
Water Utilities	315	378	504	559	599	622	679	695	727	749	703
Airport	75	63	63	62	231	218	206	194	182	170	158
Public Bldg Comm	19	17	14	11	8	5	4	2	1	1	1
<b>TOTAL DEBT</b>	<b>844</b>	<b>901</b>	<b>1,097</b>	<b>1,182</b>	<b>1,447</b>	<b>1,474</b>	<b>1,511</b>	<b>1,537</b>	<b>1,534</b>	<b>1,545</b>	<b>1,451</b>



progresses into phase II of the ASR project; and increases in GO at large debt from the current historically low level. The City maintains a high-grade bond rating, and the increased levels of projected debt are within the capacity of funds available, based on current projections. The table on the preceding page shows estimated total City debt based on the Adopted 2009—2018 CIP.

The total applicable debt of the City is limited by State statute to no more than 30 percent of the assessed valuation of the City. Debt issued for storm water or sewer improvements, any bonds issued for municipal utilities, and any revenue bonds are excluded from the debt limit. The City has traditionally been significantly below the State debt limit. During the ten years of the 2009—2018 Adopted CIP, the City is anticipated to be in compliance with the State debt limit statutes by a significant margin.

GO Debt is projected to increase by \$157 million over the next ten years. This is due to several factors. Special Assessment GO debt is projected to increase by \$17 million, as this tool continues to be used to finance infrastructure improvements in new developments. LST debt, primarily for construction of the US 400 / Kellogg freeway, is expected to increase by \$18 million and component unit GO debt, primarily from the Storm Water Utility, is projected to increase by \$30 million. In addition, at-large GO debt is projected to increase by \$101 million over the next ten years. This increased level of debt is within the projected capacity of the Debt Service Fund. Even with the increases in at-large GO debt, less than 60% of Debt Service Fund tax revenues will be required to fund debt service obligations.

### **POLICY DISCUSSION**

The \$2.6 billion Adopted CIP is a complex, 10 year plan. It involves 416 projects financed from a variety of sources. The development of this plan is driven largely by the CIP Policy and the Debt Policy of the City. In addition, other policy issues are involved, and the CIP reflects staff recommendations on these policy issues. Ultimately the City Council must provide policy guidance. To facilitate that process, the significant policy issues included in the CIP are outlined below and discussed in more detail in the succeeding section.

- **A reduction to an 8.5 mill levy for capital projects** - The Adopted CIP is funded with an estimated levy of 8.5 mills for the Debt Service Fund. This finances the debt service on GO bond financed projects, as well as the pay-as-you-go portion of the CIP. The proposed levy is 1 mill less than included in the previous CIP. The Adopted CIP envisions shifting this millage to the General Fund, to finance enhanced infrastructure maintenance, primarily for streets.
- **Sales tax receipts split equally between the operating and capital budgets** - Since 1985, the City has received nearly \$820 million in distributions from the 1 cent County-wide sales tax. One half of these funds (\$410 million) have financed capital improvements; this Adopted CIP continues that policy.
- **Sales tax receipts used for the US 400 Freeway, and for arterials and the floodway bridge** - Since 1985, sales tax receipts dedicated to the CIP have been used mostly for the US 400 / Kellogg Freeway, with smaller amounts used on the K-96 Expressway, the central railroad corridor and arterial improvements. With Kellogg construction now exceeding the vision of 1985 (by extending past the Airport west and past Woodlawn to the east), and due to the interest of coordinating future freeway construction with highway funding from the State and Federal governments, the Adopted CIP allocates an increased share of LST funds for arterial reconstruction, and includes LST funding for a new floodway bridge. Budgeted freeway construction projects include the completion of a Webb Road interchange as well as design and right of way purchases.
- **Water and Sewer rate increases to support the Water Supply Plan (ASR) and other utility projects** - The Water and Sewer capital plans are built around four priorities: regulatory compliance; adequate water supply and sewage treatment capacity; reliability and security; and infrastructure to support growth and development. In this CIP, ensuring an adequate water supply, through the implementation of the Water Supply Plan, is the most critical priority. After testing since 1995, Phase I of the Aquifer Storage Recovery (ASR) project was launched at a cost of \$27 million. The larger, Phase II began in 2006, and is projected to cost \$229 million. Phases III and IV will follow, for a total ASR project cost of \$431 million through 2018.

When completed, the ASR project will help ensure a safe, reliable water supply for Wichita for generations to come. By recharging the aquifer, water will essentially be stored under ground in a growing, not shrinking aquifer. Also important, the ASR project will protect our water supply by decreasing the risk of salt water contamination. A depleted aquifer invites underground salt water to leech in, which would contaminate the aquifer for drinking and irrigation purposes.



To complete the ASR project, as well as the other water utilities projects, rate increases will be required. The current forecast includes rate adjustments of 5% through 2013, then smaller adjustments after that. A gradual increase in rates will avoid the “rate shock” that could occur if a measured course is not taken, and will also allow the utility to maintain a debt coverage ratio of over 1.2, which demonstrates financial stability to creditors. Staff continue to monitor utility cash flows and capital needs, in an effort to reduce potential rate adjustments to the lowest amount possible.

- **Golf green fee increases to support the Golf capital program** - The City's system of five municipal courses has traditionally been supported entirely by user fees. A total of \$4.4 million in improvements are included for the system in this CIP; however, to fund these improvements, increases in golf fees are projected. These proposed increases will be returned for Council approval prior to the initiation of any Golf projects.
- **Increases in the Storm Water Utility ERU rate** - The Adopted CIP includes \$88 million in Storm Water projects, including \$50 million to be financed by Storm Water Utility fees. These projects address directly a City Council core principle: Protecting property and to a lesser extent protecting life. Residential flooding would be mitigated by leveraging \$15 million in federal funds to create a Dry Creek Overflow Protection area in West Wichita. A buyout program is also proposed, leveraging \$5.9 million in federal funds. The Glen Sherwood neighborhood would be protected with a new pump station at 37th North and Woodrow. Two significant street flooding issues would be resolved with the proposed 9th Street West Outfall project (reducing flooding on West Street) and the Meridian - Pawnee to Orient project (proposed in conjunction with repaving Meridian Street). Planned improvements to the West Branch of Dry Creek in east Wichita would improve chronic and dangerous drainage issues in the Douglas and Oliver area. When the Storm Water Utility was formed in 1993, an ERU rate of \$2.25 was proposed (approximately \$3.40 in 2009 dollars). The current ERU fee is set at \$2 per month. To finance the additional drainage projects included in the Adopted CIP, an increase of \$.75 in the ERU is recommended from 2012 through 2015. Without the increase, the Utility will have virtually no capacity for new additional projects, leaving GO bonds as the only funding source for Storm Water projects.
- **Use of General Obligation bond funding to finance storm water drainage projects** - Due to the constrained capacity of the Storm Water Utility fund, \$10.8 million in drainage projects associated with arterial street projects are included from G.O. bond funds. This has the effect of reducing G.O. capacity to be used for other projects. An ERU increase of 25 cents would fund these projects and allow GO bond financing to be used for other projects.
- **Minimal changes to previously approved projects** - The Adopted CIP includes most, but not all, projects that were approved in the previous (2007—2016) CIP. In addition, the timing of previously approved projects may be adjusted, based on coordination with other projects, or funding considerations. Finally, the budgeted amount for projects is refined and adjusted as necessary based on revised cost estimates.
- **New projects include a Floodway crossing, improvements to downtown Wichita, and public safety infrastructure** - The Adopted CIP has limited capacity for new construction projects, focusing instead on maintaining existing assets. New construction projects that were included are focused on efforts to improve the sustainability of the community by creating a vibrant downtown and to enhance freeway linkages to west Wichita, and to enhance the protection of property and life through public safety enhancements.

Another policy issue is what is **not** funded in the Adopted CIP. As noted earlier, the prioritization of projects is based on the **core principles** established by the City Council. A total of 148 projects were not funded. Whether or not these areas are funded, either by eliminating other projects or by increasing resources, is a policy question. Some of the unfunded issues include:

- ♦ **US 400/Kellogg** - Local Sales Tax funds will not be sufficient to construct interchanges on US 400 in both East and West Wichita during the next 10 years. The CIP proposes east side expansion, through Webb Road, during the planning period. Utilizing sales tax funds to construct a new Floodway Bridge (\$50 million) and improvement of arterials (\$60 million) limits the ability of freeway construction on Kellogg. However, staff believes that it is prudent to time freeway construction with State and Federal highway funding plans, which are being developed but are not yet finalized.



- ◆ Railroad Crossing Mitigation - There are at least four corridors where additional crossing mitigation has been requested. All are very expensive, and if included would significantly alter the number and scope of projects included in the CIP. Pending the completion of the Wichita Rail Grade Separation and Consolidation Study, staff believes it is premature to identify specific projects.
- ◆ PROS Plan - The Park, Recreation and Open Space (PROS Plan) was received by the City Council on December 16, 2008. That plan called for \$551 million in CIP projects over the next 20 years. This is not all included in the Adopted CIP. A total of \$37 million in Park projects is funded.
- ◆ Century II Convention Center - The Adopted CIP does include \$20 million for renovations of Century II. However, a project to expand the facility, for \$277 million, are not funded.
- ◆ Southeast Wichita Recreation Center - The Adopted CIP does not fund a new recreation center in the Planeview area. A total of \$9.8 million was requested by the Park Department. A study was approved by the City Council on December 16, 2008.

### CONCLUSION

The CIP represents a plan of what can be accomplished in Wichita through 2018. This plan is centered around policy direction provided by the City Council. This direction includes core principles of protecting life, protecting property, protecting infrastructure investment and promoting a sustainable and growing community. This \$2.6 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 2018. This vision includes:

- ◆ Construction of a new Airport Terminal and parking facility
- ◆ Completion of freeway interchanges on Kellogg at Rock Road and Webb Road, as well as right of way purchases and design work for the remaining sections of Kellogg
- ◆ Improvement to streets and bridges, focusing on rebuilding existing arterials
- ◆ Protection of public safety through the construction of new Police sub-stations, continued maintenance of Fire stations, the replacement of fire heavy apparatus, and the new Heartland Preparedness Center
- ◆ Safe-guarding and development of a clean, reliable water supply until the year 2050, through the Aquifer Storage Recovery (ASR) project
- ◆ Mitigation of flooding and drainage issues in many areas of the City
- ◆ Construction of a new bridge over the floodway
- ◆ Modernization and enhancement of water production and sewage treatment capabilities

The 2009-2018 CIP has been adopted by the governing body to serve as a plan for future capital investment in our community.

Respectfully submitted,

Robert Layton  
City Manager

### ACKNOWLEDGEMENTS

I would like to recognize the team of City staff that developed the CIP. Finance staff, including Mark L. Manning, Brandon Kauffman, Trinh Bui and Kelly Carpenter, 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.



**1. REDUCE DEBT SERVICE FUND LEVY TO 8.5 MILLS**

**ISSUE** - Increase operating budget street maintenance funding by reducing the debt service mill levy to 8.5 mills.

The City of Wichita has levied between 7 and 12 mills for the Debt Service Fund for over 50 years. Since 1976, the levy has been around 10 mills. At various 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. The appendix includes data documenting the City mill levy.

The Debt Service Fund levy is used for two purposes. It funds pay-as-you-go financing of CIP projects. Secondly, the levy funds 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.

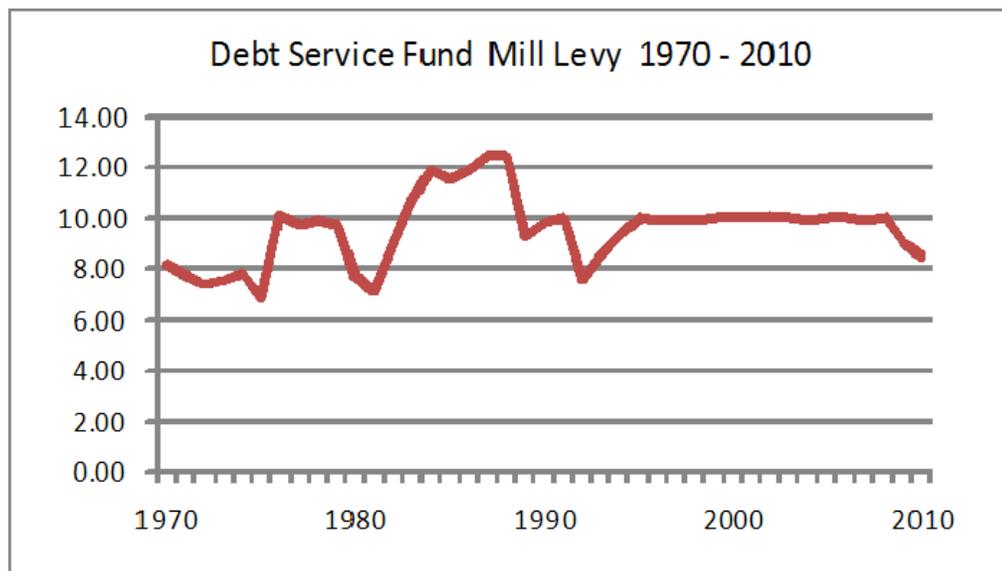
For the 2010 Adopted Budget, the Council approved decreasing the Debt Service Fund mill levy from a planned 9.5 mills in 2010, to an estimated 8.5 mills. The funding transferred to the General Fund funds additional street maintenance. This should increase street maintenance to nearly \$10 million, to allow a level and potentially increased Pavement Condition Index (PCI) score. This increased level of maintenance should also reduce the need for future, comprehensive reconstruction projects.

The Adopted CIP continues an 8.5 mill levy for the Debt Service Fund, consistent with the 2010 Adopted operating budget. This would reduce both the property tax and motor vehicle tax revenues to the Debt Service Fund, compared to the 10 mill levy that was included in the last Adopted 2007—2016 CIP as shown below:

Operating Budget Street Maintenance Funding (millions) (including millage shift from the Debt Service Fund)				
	2008	2009	2010	2011
Street Maintenance Funding	\$6.0	\$6.0	\$9.0	\$10.0

The impact of this revenue loss to the Debt Service Fund would be a reduction in pay-as-you-go financing over the life of the CIP of approximately \$50.4 million. Alternatively, this revenue stream could finance (on a one-time basis) bond issuances of approximately \$55 million.

2010 and 2011 Estimated Revenue Loss to the Debt Service Fund Reducing the levy from 10 mills to 8.5 mills		
	2010	2011
Property Tax loss	\$4,984,578	\$5,202,053
Motor Vehicle Tax Loss	634,332	656,963
<b>Total Revenue Reduction</b>	<b>\$5,618,910</b>	<b>\$5,859,016</b>





**2. USE SALES TAX FOR US 400 (KELLOGG) AND FOR ARTERIALS AND BRIDGES**

**ISSUE - The 2009 - 2018 Adopted CIP allocates an increased portion of funds to arterial and bridge 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 taxes collected have 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 most previous 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 projections and \$10 million for railroad overpasses. The current CIP includes several significant variations in the usage of LST funds. Although the total for freeway construction is greater than the previous CIP, the percentage of all LST funds used for freeway construction will drop from 65% in the 2007—2016 CIP to around 60% in the Adopted 2009—2018 CIP.

<b>Changes in Local Sales Tax (LST) Usage 2007—2016 CIP compared to the 2009—2018 CIP (amounts in millions of dollars)</b>		
	<b>Previous CIP</b>	<b>Adopted CIP</b>
Freeways:		
East Kellogg	86.0	152.85
West Kellogg	28.5	25.8
Floodway bridge	25.0	50.0
Arterials	24.0	60.0
Railroad overpasses	10.0	5.0
Other	0.0	.55
<b>Total LST Budget</b>	<b>\$173.5</b>	<b>\$294.2</b>

Freeways: Previously, \$114.5 million was budgeted. This included right of way and design work in West Kellogg. For East Kellogg, the construction of the Webb interchange by 2011 was budgeted, as well as additional right-of-way purchases. The Adopted CIP increases the freeway component of LST funds to \$178.65 million. This funds similar improvements to West Kellogg. For East Kellogg, improvements should include construction of the Webb interchange, although completion will be later than envisioned in the previous CIP.

Floodway Bridge: The previous, proposed, and Adopted CIP all include LST funding for the Floodway bridge. However, the Adopted CIP includes \$50 million, an increase of \$25 million over the previously adopted amount. This amount is based on a revised concept of the bridge and more refined construction estimates. The projected completion date in both versions of the CIP is 2011.

Arterials: The previous CIP included \$6 million annually for arterial construction for 4 years only. The 2009-2018 Adopted CIP increases this amount by a total of \$36 million, to provide \$6 million in funding for *each* of the 10 year CIP. This will significantly enhance arterial projects. Additional work that is possible due to this increased funding is listed below:

<b>Additional LST funding for Arterial Projects (amounts in millions of dollars)</b>		
	<b>Year</b>	<b>Amount</b>
37th, Broadway to Hydraulic	2013	\$2.5
29th, Ridge to Hoover	2013	3.5
Maize, 31st to Pawnee	2014	4.0
Pawnee, Webb to Greenwich	2014	2.0
9th, I-135 to Hillside	2015	2.5
127th, 13th to 21st	2015	3.5
Maize, K42 to 31st	2016	1.0
13th, Oliver to Woodlawn	2016	5.0
Maple, Sheridan to Seneca	2017	2.5
Tyler, Maple to Central	2017	3.5
Maple, Sheridan to Seneca	2018	2.5
Tyler, 29th to 37th	2018	3.5
<b>Total Additional Arterial Projects</b>		<b>\$36.0</b>

Railroad Overpasses: The previous CIP included \$10 million to fund railroad overpasses. This has been removed in the Adopted CIP, pending the completion of the railroad master plan study that is currently underway. The Adopted CIP does include \$5 million in LST funds for the final costs associated with the Central Railroad Corridor Project.

Other: The Adopted CIP includes \$550,000 in LST funds for design work on an interchange at K-96 and Hoover.



**3. ADJUST WATER RATES TO FUND THE ASR PROJECT AND OTHER CIP NEEDS**

**ISSUE** - The 2009 – 2018 Adopted CIP will require annual increases in Water Utility rates. This will finance the Aquifer Storage Recovery project, as well as other CIP projects and protect and ensure a clean, reliable water supply through the year 2050.

The Wichita Water Utilities (WWU) are funded entirely by user fees collected from water and wastewater customers. In addition to the operating budget, customer fees fund the capital budget, which provides the utility infrastructure to distribute water and to treat wastewater, ensures compliance with federal and state regulations, and helps secure a long-term water supply for the City of Wichita. Wichita Water Utilities rates compare very favorably with other large cities. Based on the 2007 Black and Veatch survey (the most recent available), Wichita Water Utilities rank among the lowest in the nation, as the following table shows:

City	Water	Wastewater	Combined
Omaha, NE	13.46	13.76	27.22
Wichita, KS	13.70	16.57	30.26
Oklahoma City, OK	19.78	21.23	41.01
Tulsa, OK	20.28	25.57	45.84
Kansas City, KS	26.12	22.95	49.07
Colorado Springs, CO	21.81	30.70	52.51

*Note: Based on a Black and Veatch rate survey of 2007 rates*

The Adopted CIP includes a number of major expansion projects, including \$63 million for nutrient removal at Sewage Treatment Plant #2, \$24 million for the Mid-continent Treatment Plant, and \$94 million for main and sanitary sewer reconstruction. However, the largest and most critical project is the Aquifer Storage Recovery (ASR) project.

The ASR project is budgeted to cost \$432 million through 2018. This project actually began in 1995, with a successful five year project to test the water injection process. In March 2006, the \$27 million Phase I construction began. This project has provided the ability to recover, treat and inject up to 10 million gallons a day into the aquifer.

The more critical Phase II of the ASR project began in July 2008, with the initial design contracts. This \$229 million phase is expected to be completed by 2012, and will provide the capability to recover up to 30 million gallons daily. Finally, Phase III and IV will complete the project and provide a total capacity of 100 million gallons annually.

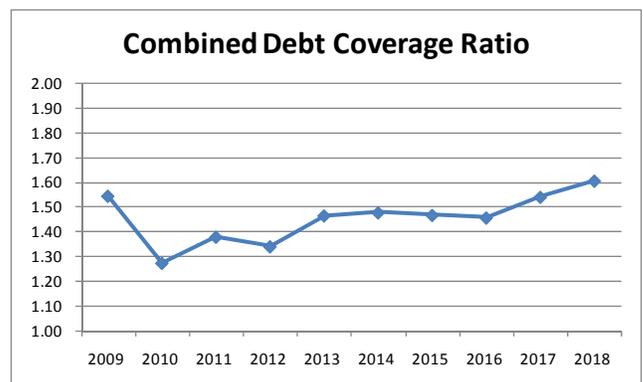
The ASR project is critical for two reasons. By re-charging the aquifer, the Utility will ensure a clean source of water for years to come, estimated to be sufficient to serve 600,000 customers in the year 2050. Clean, affordable, abundant water supply is essential to remain a growing and sustainable community.

Equally important to providing for future growth, the ASR will protect the aquifer. The aquifer has been depleted in recent years as usage has exceeded the natural replenishment rate. Without the ASR recharge, a depleted aquifer is increasingly at risk for salt water contamination. If this contamination occurs, the groundwater will be unsuitable for drinking or irrigation.

To continue the ASR project, significant amounts of additional capital will be required in the next eight years. To repay these funds, additional revenue for the utilities will be needed; revenue from rate increases. The utility has proposed a five year plan of rate increases. Annual rate increases of 5% through 2013 are proposed to fund anticipated debt associated with the CIP. More moderate 3% rate adjustments are proposed in 2014 and 2015.

Year	Water	Wastewater
2010 - 2013	5% annually	5% annually
2014 - 2015	3% annually	3% annually
2016	2%	2%

To maintain the utilities ability to borrow funds in the debt markets, a debt service coverage ratio of at least 1.2 must be maintained. This ratio is used as a measure to show prospective lenders that the utility has the ability to repay loaned funds. With the proposed rate increases, the debt service ratio will be above 1.2, which should provide low costs access to capital funds.



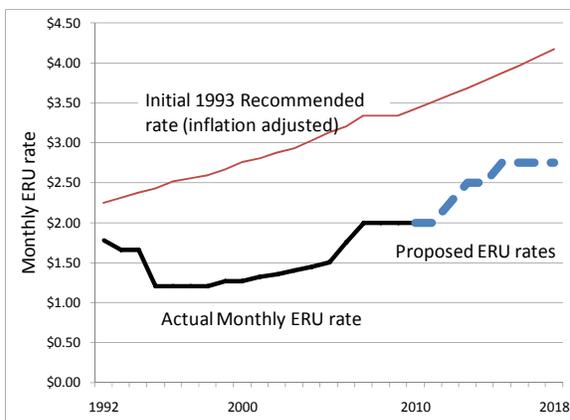
Rate increases are typically presented to Council annually, often in conjunction with the operating budget process. Rate increases are re-evaluated annually, and adjustments are proposed based on the condition of the utility, the cash flow needs of projects under construction and the financing terms used on completed projects.



**4. ADJUST STORM WATER UTILITY RATE**

**ISSUE - The Stormwater CIP is based on a \$.75 ERU increase, beginning in 2012. 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. That equates to an inflation adjusted rate of \$3.34 in 2009, and a projected inflation adjusted rate of \$4.17 in 2018. 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 are 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 can be financed through the current ERU fee. However, after 2009 no new Storm Water Utility financed projects would be initiated, since the utility has virtually no capacity to fund new projects.

The 2009-2018 CIP includes \$50.5 million in new ERU financed projects (another \$8 million in projects are in-progress). Of these, \$11.85 million have either recently been initiated, or are leveraging federal funds. These projects can be completed with out a rate increase. The remaining \$38.65 million in ERU financed projects are contingent upon an increase of 75 cents in the ERU rate.

Proposed ERU Adjustments		
Year	Cost	ERU
2012	.25	2.25
2013	.25	2.50
2015	.25	2.75

The proposed 25 cent ERU increase for 2012 would fund \$16.6 million for two projects: \$9.6 million for the West Branch of Dry Creek, between Kellogg and Douglas, and \$7 million (including \$1 million GO) for the Meridian, Pawnee to Orient project. Neither project could begin without additional revenues.

Beginning in 2013, \$12.45 million for two more projects could be initiated with an additional 25 cent ERU increase. These two projects are \$6 million for the 9th Street Outfall (Phase I) and \$6.45 million for Dry Creek, between Douglas and 13th.

Proposed ERU Financed Projects	
Project	Amount
Current in-progress projects	\$11,850,000
<b>Funded with 25 cent ERU increase in 2012</b>	
W.Branch—Dry Creek to Douglas	9,600,000
Meridian, Pawnee to Orient	7,000,000
	<b>\$16,600,000</b>
<b>Funded with 25 cent ERU increase in 2013</b>	
9th Street North outfall	6,000,000
West Branch - Dry Creek to 13th	6,450,000
	<b>\$12,450,000</b>
<b>Funded with 25 cent ERU increase in 2015</b>	
17th, Broadway to I-135	2,500,000
Wheatridge Drainage Improvements	5,000,000
East Branch, Gypsum Creek	1,000,000
Gypsum Creek, Armour to Eastern	2,050,000
	<b>\$10,550,000</b>
<b>TOTAL STORM WATER ERU FINANCED PROJECTS</b>	<b>\$51,450,000</b>

The remaining 25 cent ERU proposed increase would fund \$10.55 million in projects, beginning in 2015. These projects include \$2.5 million of 17th, between Broadway and I-135; \$1 million for improvements to the east branch of Gypsum Creek; \$5 million for Wheatridge additional drainage improvements; and \$2.05 million for improvements to Gypsum Creek, between Armour and Eastern.

Even with the proposed rate adjustments, another \$35.2 million in projects are un-funded. Without the rate increase, the projects included in this CIP will either be eliminated, shifted to GO bond financing, or deferred. GO bond funding is already supporting \$10.8 million in drainage projects. Funding even more drainage projects from GO bonds would require some GO projects to be eliminated or deferred.

The Meriden, Pawnee to Orient project (scheduled for 2010) is scheduled concurrently with an arterial project; with the rate increase, it would either be shifted to GO bonds, or the arterial project would be eliminated or deferred. The other projects would most likely not be brought forward, unless other lower priority GO funded projects could be identified.



**5. ADJUST GOLF RATES TO FUND CIP PROJECTS**

**ISSUE** - The projects included in the CIP for Golf Courses are forecasted to require four fee increases over the ten year planning period.

The Adopted CIP includes \$4.7 million for improvements to the five City of Wichita golf courses. These courses have traditionally been financed entirely by user fees. Currently, the Golf Fund status is uncertain. Declining rounds due to over supply of golf courses, along with the economic recession have reduced Golf Fund receipts in recent years. Fee increases in the near future may be necessary to solidify the fund.

The Golf Fund is in arrears on principal payments on existing debt by \$3 million. This is due to a debt payment restructuring implemented in 2003 to maintain Golf Fund solvency. This \$3 million is anticipated to be re-amortized and paid off as soon as possible; most likely beginning in 2013.

To finance the projects included in this CIP, rate increases will most likely be necessary. Each rate increase would likely be the equivalent to \$1 per round, with additional adjustments to other fees and cart rentals. The timing of projects would ultimately affect bonding costs, but the inclusion of \$4.7 million in projects will likely require rate increases in 2011, 2012, 2016 and 2017. Reducing the scope of the Golf CIP would also reduce the necessity for rate increases. Prior to initiating any new Golf CIP projects, proposed rate adjustments would be presented to the City Council for approval.

Programmed Golf CIP Projects		
Project	Year	Amount
LW Clapp Clubhouse	2015	\$900,000
LW Clapp Parking Lot Renovation	2013	80,000
Consolver—Bunker Renovation	2016	500,000
Consolver—Clubhouse Renovation	2011	360,000
Consolver—Parking Lot Renovation	2011	400,000
Consolver—Pump Station	2009	40,000
MacDonald—Clubhouse Construction	2018	1,500,000
MacDonald—Clubhouse Roof	2009	45,000
MacDonald—perimeter fencing	2012	270,000
MacDonald—Driving Range	2017	450,000
System wide—Fuel tank replacement	2014	140,000
<b>TOTAL</b>		<b>\$4,685,000</b>

Potential Golf Fee Increases to Fund CIP Projects				
	2011	2012	2016	2017
Rate Increase 1	\$250,000			
Rate Increase 2		\$255,000		
Rate Increase 3			\$276,020	
Rate Increase 4				\$281,541

**6. INCORPORATE PERFORMANCE BENCHMARKS TO MEASURE CITY DEBT**

**ISSUE** - Performance benchmarks for the City's debt ratios are included in the Adopted CIP. These will assist in maintaining the City's high bond rating, which lowers project costs.

The Adopted CIP incorporates national benchmarks to measure the City of Wichita's debt levels. The table below lists the benchmarks for large cities with AAA rated debt, based on data from Standard and Poor's. These benchmarks demonstrate fiscally responsible borrowing practices by maintaining debt levels that are within the benchmarks throughout most of the planning period. The performance measures for the debt required to support the 2009—2018 Adopted CIP are generally within these benchmark standards.

used to pay interest, and more funds are available to fund project costs.

When cities issue bonds, investors use bond ratings to estimate the credit risk of those bonds. Higher bond ratings typically result in lower credit risk assumptions by lenders, which leads to lower interest rates. When the City receives attractive interest rates for its bonds, less of the Debt Service Fund mill levy is

Benchmarks for Debt Ratios			
Category	Debt Per Capita	Percent of Valuation	Percent of Budget
Large (More than 250,000)	\$1,773	3.7%	66%
City of Wichita average 09 –18	\$1,472	3.5%	50%

Source: *Standard & Poor's Public Finance*. Based on practices in cities with the highest bond rating (AAA).



**7. USE OF FEDERAL ARRA STIMULUS FUNDS IN THE CIP**

**ISSUE** - The CIP includes projects using ARRA stimulus funds, primarily for arterial re-construction and public facility improvements.

Federal Funds from the American Recovery and Reinvestment Act (ARRA) of 2009 are used to finance several projects in the Adopted CIP. A total of \$33.8 million in ARRA funds are included, to finance 5 projects.

ARRA Funded Projects		
Project	ARRA	City GO
47th—I-135 to Broadway	\$25,000,000	\$500,000
Hydraulic—Kellogg to Harry	2,970,000	1,200,000
Maize—Pawnee to Kellogg	3,600,000	1,400,000
McAdams Bikepath—I-135 to K-96	1,625,000	775,000
Traffic Synchronization	560,000	0
<b>TOTAL ARRA Funds</b>	<b>\$33,755,000</b>	<b>\$3,875,000</b>

47th Street: I-135 to Broadway - This project will completely rebuild the deficient interchange at I-135 and 47th Street. In addition, the intersection of 47th and Broadway will be improved. Between Broadway and I-135, 47th Street will be rebuilt and widened. This project will be administered by the State of Kansas, and includes \$500,000 in local GO financing, \$500,000 from Sedgwick County, and \$25,000,000 in federal funds.

Hydraulic - Kellogg to Harry - A total of \$3.0 million in federal funds, matched with \$1.2 million in GO funds, will finance this project. The current roadway will be rebuilt to three lanes, including a center turn lane. Intersection improvements will be made at Harry and Lincoln.

Maize - Kellogg to Pawnee - The project will improve the two lane Maize Road into four lanes. Local GO funding of \$1.4 million will be used, in addition to \$3,600,000 in ARRA funds. The street will be improved from the Kellogg interchange to one mile south, at Pawnee Road.

McAdams Bike Path - I-135 to K96 - This project will link two bike paths: the K-96 trail that extends 7 miles east, and the Canal Route trail that extends approximately 7 miles south. The \$1.625 million in ARRA funds will be supplemented with \$775,000 in GO bond funds.

Traffic Synchronization - This project is funded with \$560,000 in federal funds. Funds would be used to synchronize 227 arterial intersections, to enhance smooth movement of traffic and minimize stops.

**8. FUNDING FOR RAILROAD CROSSING MITIGATIONS IS NOT INCLUDED**

**ISSUE** - Funding Railroad mitigation is an important issue. The Adopted CIP has unfunded projects, pending the completion of the Wichita Rail Grade Separation and Consolidation Study.

In 1997, the City began the process of mitigating at grade railroad crossings in Wichita. The primary project was the central railroad corridor, and improvements costing more than \$100 million. As a result of the project, the central core is no longer bisected by railroad tracks. Travelers can now pass through central Wichita unhindered by passing freight trains. However, rail crossings bisect other parts of the city as well. Elevating the tracks through downtown was only one part of mitigating and eliminating at-grade rail crossings throughout Wichita.

On April 21, 2009, the City Council approved a resolution to develop the Wichita Rail Grade Separation and Consolidation Study. This will serve as a master plan to guide future capital spending on railroad mitigation projects. The study will identify additional grade separation opportunities as well as possible rail consolidation.

Railroad mitigation is an important issue, and once the master plan is completed, the City will have a guide for capital spending. Additionally, the new master plan will allow the City to compete for federal grants to fund mitigation projects.

Potential Railroad Projects	
1)	Area south of Kellogg along the Burlington Northern Santa Fe (BNSF) tracks
2)	Area near Pawnee and the Union Pacific Railroad tracks (UPRR)
3)	Area between North 21st Street and North 37th Street along the BNSF, UPPR, and WTA tracks
4)	Area from downtown to the northwest along the K&O Rail Corridor



**9. FOCUS ON NEW PROJECTS IN DOWNTOWN AREA**

**ISSUE** - The Adopted CIP includes a limited number of new projects; many of these new projects are in the downtown area.

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. Fifty-one capital projects related to downtown, totaling more than \$136 million, are included in the CIP. In the first three years of the CIP, more than \$81 million in new downtown capital investment is planned.

Downtown Projects in the Adopted CIP	
Number of New Downtown Projects	53
Year	Amount
2009—2011	\$81,723,000
2012—2015	54,470,000
<b>TOTAL—NEW PROJECTS</b>	<b>\$136,193,000</b>

The investment in Downtown projects is financed using a combination of GO bonds, TIF dollars, STAR bond dollars and county, state and federal funds. A total of \$52,850,000 in GO bond funds are proposed, the largest share (\$30 million) to fund the new Central Library. 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 Adopted 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. The projects include land acquisition and site demolition, as well as streetscape and intersection improvements.

Old Town - The Adopted CIP includes \$3 million in Old Town TIF funds for various improvements in the Old Town area. This includes landscaping and irrigation improvements, additional lighting, electrical and security improvements, and new historic plaques, sculpture stands and boardwalks.

Downtown Projects— 2009—2018		
Project	Year	Cost
<i>Arena Parking</i>	2009	\$5,000,000
<i>Century II Renovations*</i>	Various	20,900,000
Downtown Parking	2010-2011	10,000,000
New Central Library	2009-2012	30,000,000
<i>Emporia-Lewis to Douglas*</i>	2009-2010	2,520,000
<i>Topeka—Kellogg to Douglas*</i>	2009-2011	3,330,000
<i>Lewis—Main to St. Francis*</i>	2009-2010	2,660,000
<i>Lawrence Dumont Stadium*</i>	2011-2013	2,930,000
<i>Old Town Improvements*</i>	2009-2010	3,013,000
<i>Washington &amp; Waterman*</i>	2009	6,690,000
<i>East Bank –Broadview Block*</i>	2009	2,500,000
Other Projects	Various	86,543,000
<b>Total</b>		<b>\$136,193,000</b>
<i>* Italics denote new CIP projects</i>		

Cultural and Recreation - A number of downtown projects will enhance the cultural, recreational, and literary opportunities downtown. The cornerstone of this effort is the new Central Library. In addition, over \$20 million of improvements to Century II are planned. Lawrence Dumont stadium would be renovated (\$2.9 million) and equipment replaced at Ice Sports (\$400,000). Botanica would be expanded, with a new entrance and a new children’s garden. The Adopted CIP includes \$2.7 million (matched with \$2,750,000 in private funds).

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 Adopted CIP includes \$15 million in parking improvements, financed with \$5 million in County funds as well as \$10 million in TIF funds. A total of \$1.4 million is included for wayfinding street sign improvements. For the Waterwalk area, \$4 million in STAR bond projects are planned. Also, improvements to the East Bank north of Douglas street (near the Broadview area) are planned, financed with \$2.5 million in STAR bonds.



**10. FOCUS PROJECTS ON PUBLIC SAFETY**

**ISSUE** - Public safety is emphasized in the Adopted CIP.

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

Major Public Safety Capital Projects	
Project	Cost
Facility Maintenance	\$2,550,000
Emergency Prevention Security	\$680,000
Fire Apparatus Replacement	\$33,750,000
Heartland Preparedness Center	\$92,310,000
Patrol East Substation Relocation	\$2,200,000
Patrol West Substation Relocation	\$2,200,000
Police Helicopter	\$2,500,000
Regional Training Facility	\$5,200,000
<b>TOTAL—MAJOR PROJECTS</b>	<b>\$141,390,000</b>

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 Adopted CIP. A total of \$33.8 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.

The police helicopter is aging and will be replaced in the early years of the CIP. At this point funding is not secure, although federal grants are the presumed funding source.

Two major training and preparedness facilities are planned between 2009 and 2012. Regional training services for area fire personnel are being centralized at the current Wichita Fire Department location. 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.

General obligation funding will be the primary financing mechanism for many of these major public safety projects, while federal funding is forecasted for the police helicopter and the Heartland Preparedness Center. Although other funds will be used to finance almost twice as much as GO bonds, 95% of the other funds amount is due to the Heartland Preparedness Center.

Major Public Safety Capital Project Spending		
Year	GO Funds	Other Funds
2009	\$5,300,000	\$450,000
2010	\$9,600,000	\$1,750,000
2011	\$6,720,000	\$30,250,000
2012	\$7,140,000	\$28,000,000
2013	\$3,360,000	\$28,000,000
2014	\$4,730,000	0
2015	\$4,170,000	0
2016	\$2,840,000	0
2017	\$3,030,000	0
2018	\$6,050,000	0
<b>TOTAL</b>	<b>\$52,940,000</b>	<b>\$88,450,000</b>



## HIGHLIGHTS BY AREA

### NEIGHBORHOOD PLAN BASED IMPROVEMENTS

The Metropolitan 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 2009-2018 CIP projects related to improvements in neighborhood plans.





# HIGHLIGHTS BY AREA

## NEIGHBORHOOD PLAN BASED IMPROVEMENTS

**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. Projects in the 2009-2018 Adopted CIP related to this neighborhood plan total nearly \$8.4 million. Most planned improvements are financed with GO bonds. The largest share of other funds includes a \$260,000 federal contribution for the NOMAR market.

21st North Corridor Projects		
Project	Year	Amount
21st N Corridor Wayfinding Signage	2010	\$50,000
21st St Bus Stop Improvements	2009	100,000
21st, Broadway to Waco	2009	4,690,000
29th & Broadway Intersection	2013	1,675,000
East 21st St Neighborhood Gateways	2013	100,000
International Marketplace (NOMAR)	2009	260,000
NOMAR Gateway Tower	2009	255,000
NOMAR Public Market Streetscaping	2009	200,000
Park Place/Market Two-Way Conversion	2009	500,000
Regional Gateways - I-135 @ 21st-29th	2016	500,000
Transit Hub (NOMAR Public Market)	2009	60,000
<b>TOTAL</b>		<b>\$8,390,000</b>

**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 has been established in this area, however a project plan has yet to be approved by the City Council, which limits the ability to finance improvement in the area. Special Assessment financing is proposed for the other CORE improvements.

CORE Area		
Project	Year	Amount
C.O.R.E. Intersection Improvements	2010	\$900,000
C.O.R.E Land Acquisition & Site Demolition	2009	6,800,000
C.O.R.E. On-Street Parking Improvements	2010	600,000
C.O.R.E. Street/Utility Improvements	2010	1,200,000
C.O.R.E. Streetscape Improvements	2010	600,000
C.O.R.E. Park in Village Square	2010	900,000
<b>TOTAL</b>		<b>\$11,000,000</b>

**Arena/Downtown Area** - This neighborhood plan focuses on the southern half of downtown. The new Intrust Bank Arena, scheduled to open in early 2010, 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. Many of the planned improvements in this area focus on improving infrastructure to support the opening of the Intrust Bank Arena and enhance mobility in the area.



The 2009—2018 Adopted CIP includes nearly \$43 million for projects in the arena area. An estimated \$4,751,000 will be financed from GO bonds. Other funding sources include \$5 million from the County for parking improvements, and TIF funds from the Center City South TIF.

Arena / Downtown Area		
Project	Year	Amount
Arena Parking	2009	\$5,000,000
Arena Streetscaping & Wayfinding	2009	150,000
Arena Transit Center Street Adjustments	2015	60,000
Arena Wayfinding Improvements	2009	250,000
Commerce, Kellogg to Waterman	2014	2,110,000
Downtown Parking	2010	10,000,000
Emporia, Lewis to Waterman	2009	570,000
Emporia, Waterman to William	2009	1,540,000
Emporia, William to Douglas	2009	410,000
English, Main to Emporia	2010	1,860,000
Lewis, Main to St. Francis	2009	2,660,000
Market, Dewey to Douglas	2009	3,220,000
Naftzger Park	2012	100,000
St. Francis, Arena Site to Douglas	2009	650,000
St. Francis, Kellogg to Waterman	2009	2,090,000
Topeka, Kellogg to Waterman	2009	1,350,000
Topeka, Waterman to Douglas	2010	1,980,000
Washington & Waterman Intersection	2009	6,690,000
William, Emporia to Commerce	2009	740,000
William, Main to Emporia	2010	1,390,000
<b>TOTAL</b>		<b>\$42,820,000</b>



# HIGHLIGHTS BY AREA

## NEIGHBORHOOD PLAN BASED IMPROVEMENTS

**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 Adopted CIP includes \$12.7 million in projects in this area.

Delano Neighborhood		
Project	Year	Amount
Ice Center	2009	\$400,000
Lighting, University-Hiram to Seneca	2015	710,000
Maple, McLean to Exposition	2010	4,000,000
Urban Village Redevelopment Design	2015	250,000
Maple, Sheridan to Seneca	2015	7,400,000
<b>TOTAL</b>		<b>\$12,760,000</b>



Delano Neighborhood

**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 2009-2018 Adopted CIP includes \$4.9 million for projects in this area.

Historic Midtown		
Project	Year	Amount
Community Plaza Feasibility Study	2011	\$150,000
17th, Broadway to I-135	2013	4,000,000
Ark River Improvements @ Midtown	2014	250,000
Historic Midtown Storm Drainage Study	2010	300,000
Midtown Landscape & Streetscape Design Plan	2010	100,000
Midtown Transportation/Parking/Pedestrian	2010	100,000
<b>TOTAL</b>		<b>\$4,900,000</b>



Historic Mid-Town

**North Old Town** - The north Old Town area is generally north of Second Street and south of Central. A project to pave Mead Street is included in the CIP. This project will be financed with \$340,000 in GO bond funding, with the remainder funded through special assessments.

North Old Town		
Project	Year	Amount
Mead, 3rd to Central	2009	\$580,000





## HIGHLIGHTS BY AREA

### NEIGHBORHOOD PLAN BASED IMPROVEMENTS

**McAdams** - The McAdams neighborhood area is located in the near northeast area of Wichita. The area is largely residential, has a high amount of vacant property, and has a lower than average personal income. The neighborhood plan focuses on enhancing linkages to other areas (past natural barriers that exist), preserving historic resources (including the Dunbar Theater), and improving gateways and neighborhood edges.

McAdams Neighborhood		
Project	Year	Amount
13th & Mosley Intersection	2009	\$1,580,000
Alleyway Screening	2011	60,000
Dunbar Theater Redevelopment	2009	1,850,000
McAdams Neighborhood Lighting Improvements	2009	20,000
<b>TOTAL</b>		<b>\$3,510,000</b>



**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. Some drainage concerns are addressed in conjunction with street improvements. The table below lists projects included in the Adopted CIP in this neighborhood.

South Central Neighborhood		
Project	Year	Amount
Broadway Streetscaping	2009	\$290,000
Harry & Broadway Intersection	2011	1,625,000
Mt. Vernon—Broadway to K15	2014	3,600,000
Pawnee & Broadway Intersection	2009	2,125,000
<b>TOTAL</b>		<b>\$7,640,000</b>



**Old Town** - Improvements to the area of Old Town south of second street are funded from the Old Town TIF. This fund produces adequate cash flow to cash fund the projects listed below.

Old Town Projects		
Project	Year	Amount
Old Town Boardwalk/Handrails	2009	\$50,000
Old Town Electrical Upgrades	2009	100,000
Old Town Garbage Enclosures	2010	100,000
Old Town Historic Plaques	2009	40,000
Old Town Landscape/Irrigation	2009	390,000
Old Town Pavement Rehab	2010	1,658,000
Old Town Light Pole/Fixture Replacement	2009	635,000
Old Town Sculpture Walkabout	2009	40,000
<b>TOTAL</b>		<b>\$3,013,000</b>



## HIGHLIGHTS BY AREA

### ROAD CONSTRUCTION PROJECTS

The 2009-2018 Adopted CIP includes \$665 million for arterial projects. Some of the major projects expected to begin in the next three years are listed below.

**13th - I-135 to Oliver** - This includes two separate projects budgeted at a total of \$11.5 million, financed with GO bonds. Construction is expected to begin in 2011. This 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.

**17th - Hillside to Grove** - The project is budgeted at \$4 million, including \$2 million in GO bond financing and \$2 million in federal funds. The project will reconstruct this street to a four lane road, with significantly improved drainage. Intersections at 17th and Grove and 17th and Hillside will also be improved.

**Greenwich - Pawnee to Kellogg** - This \$10.05 million improvement is divided into two separate projects. The projects are financed with \$4.4 million in federal funds and \$5.65 million in GO bond financing. The project will improve nearly 2 miles of the current two lane asphalt road into a 5 lane road.

**Harry - KTA to Rock Road** - This \$5.2 million project includes \$2.2 million in federal funds and \$3.8 million in GO bond financing. The project is scheduled to begin in 2010. Additional left turn lanes will be added to Harry Street east of Rock Road, while Harry will be widened west of Rock Road. Approximately one mile of Harry Street will be improved.

**Harry and Broadway Intersection** - This \$1.6 million project is scheduled for 2011. The intersection of Harry and Broadway streets will be completely rebuilt. Center left turn lanes will be added to all four approaches.

**47th - Broadway to I-135** - This project will be administered by the State of Kansas, and includes \$500,000 in local GO financing, \$500,000 from Sedgwick County, and \$25,000,000 in federal funds. This project will completely rebuild the deficient interchange at I-135 and 47th Street. This interchange dates to the 1960's. In addition, the intersection of 47th and Broadway will be improved. Between Broadway and I-135, 47th Street will be rebuilt and widened. Construction is expected to begin in 2009.

**47th - Meridian to Seneca** - This \$6,250,000 project is expected to begin in 2010. It is financed with \$3.75 million in federal funds and \$2.5 million in GO bonds. The project will widen the two-lane asphalt roadway into a four lane street.

**Maize - Pawnee to Kellogg** - The project will improve the two lane Maize Road into four lanes. Local GO funding of \$1,400,000 will be used, in addition to \$3,600,000 in ARRA funds. The street will be improved from the Kellogg interchange to one mile south, at Pawnee Road.

**119th - Kellogg to Maple** - This project is budgeted at \$5.1 million, including \$2 million in federal funds and \$3.1 million in GO bond financing. Construction is expected to begin in 2010. The project will improve 119th Street from a two lane road to a four lane street.

**Central - 119th to 135th** - This \$9.3 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 \$5.6 million in federal funds and \$3.7 million in GO bond financing. Construction is expected to begin in 2011.

**21st - Broadway to Waco** - This \$4.7 million project is expected to begin in 2010. The project is entirely GO bond financed. Improvements will be made to 21st from Broadway to Waco. A new three lane street will be constructed, with significant improvements to sidewalks and landscaping. In addition, the intersection of Broadway and 21st will be rebuilt, to include turn lanes in all four directions.

**Amidon - 21st to 29th** - This project is budgeted at \$5.45 million, financed with GO bonds. The project will improve Amidon to a five lane roadway. Improvements will be made to the intersection at 25th Street. Drainage, signalization and sidewalks will also be improved. The project is expected to begin in early 2012.



## HIGHLIGHTS BY AREA

### BUILDINGS AND OTHER IMPROVEMENTS

The 2009-2018 Adopted CIP includes \$275,228,000 for public facility improvements projects. Of this, \$151 million is proposed from GO bond financing. In the next three years, the following projects are anticipated to begin.

**ADA Improvements** - The 2009-2018 Adopted CIP includes \$3.6 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).

#### **Botanica Expansion**

Botanica, the Wichita Gardens, was opened in 1987 to generate enthusiasm for horticulture and enlighten people through educational, artistic and cultural experiences. Today, Botanica consists of over 20 themed gardens, over nine acres, with over 3,600 species of plants. The Adopted CIP includes \$5.5 million to create a new Children's Garden. Private donations of \$3 million will be used on the project. Also, additional space for the expansion of themed gardens will be created. Finally, the project will include infrastructure improvements, including a new more convenient entrance drive connecting Botanica to Museum Boulevard.



**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 2009—2018 Adopted CIP includes \$20.9 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 \$6,360,000 in GO funds, the City will leverage a \$85,950,000 commitment of federal 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 downtown, the Adopted CIP includes \$30 million for a new, relocated 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. With the development of the Waterwalk area anticipated to limit access to the current building, and since the

current building is no longer large enough to accommodate the quality and quantity of library services required, a new facility is projected for construction and completion by 2012.

#### **Fire Regional Training Facility**

The Wichita Fire Department has conducted both recruit and in-service training at a facility in south Wichita since 1965. The facility is aging and deficient. Two years ago, the fire training tower and concrete driving pad was replaced. The 2009-2018 Adopted CIP includes \$5.2 million in GO bond funds to build a new 26,000 square foot in-service training facility, to enhance the driver training course, and to create a new fueling area. This renovated facility will significantly enhance firefighter training, create operational efficiencies and allow training partnerships with other departments.



**Airport Terminal** The Adopted CIP includes \$121,761,080 for the construction of a new terminal building and \$42,390,000 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 2010. 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.



**ParaTransit Van Maintenance Facility** - The 2009-2018 Adopted CIP includes \$2.5 million in federal funds to construct a new maintenance facility for paratransit vans. This facility will be located adjacent to the current Transit Operations Center. The new facility will relieve the crowded CMF facility from van maintenance functions. In addition, partnerships with other paratransit providers will be possible, creating potential operational efficiencies for both the City and private partners.



# HIGHLIGHTS BY AREA

## BUILDINGS MAINTENANCE PROJECTS

The 2009-2018 Adopted CIP focuses on major maintenance at existing public facilities. Of this, nearly \$14.3 million is proposed from GO bond financing. In addition, the Park section of the CIP includes another \$5.4 million for repairs to park facilities. These repairs will be coordinated by Public Works' Building Services Division.

### PUBLIC FACILITIES BUDGETED AMOUNTS

**Fire Station Maintenance Improvements** - The 2009-2018 Adopted CIP includes \$2.6 million in GO funds over 10 years to maintain fire stations. In the last nine years, 6 fire stations have been replaced. However, the City also has seven stations that are over 31 years old, with the oldest station 54 years old. These stations are well located and functional, but require increased amount of maintenance.



**Door Replacement** - This project focuses on maintaining doors at City facilities, primarily large overhead doors. A total of \$800,000 in GO funds are budgeted. Many of these doors experience significant usage, and are in critical functions (such as fire stations). Continued, ongoing maintenance is necessary.

**General Repairs—City Facilities** - The City maintains over 260 buildings. Continued major maintenance is necessary to preserve the functionality of these facilities. The 2009—2018 CIP includes \$4.7 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 78 outdated and inefficient air handling units and repairing concrete drives at 10 locations.

**Roof Replacement** - Several City facilities are in critical need of roof repairs and replacement. The CIP includes \$2.8 million to fund these projects. Targeted repairs include the lower roof at the Wichita Art Museum, Rounds and Porter, Westlink Library, Mid-American All Indian Center and Fire station #3.

**Swimming Pools and Fountains** - The CIP includes \$930,000 in GO bond funds for repairs to City operated fountains and swimming pools. Projects include replacing wrought iron fencing at fountains, replacing deck supports at A. Price Woodard Park, replacing WaterWall pumps and replacing pumps and filters at 11 City swimming pools and zero entry fountains.



### PARKS BUDGETED AMOUNTS

**Park Facilities Renovations** - The 2009-2018 Adopted CIP includes \$2.5 million in GO funds over 10 years to maintain park facilities. Facilities are evaluated by Public Works staff, and annual repairs will be made based on projects that are the highest priority. Those projects that reduce operating costs, or obviate future maintenance costs are generally highest priority.

**Parking lots and entry drives** - Many Park facilities have lots and entry drives that are in sub-standard condition. The CIP includes \$2 million in GO bond funds for major maintenance to these lots and drives.

**Swimming Pools Refurbishment** - The CIP includes \$900,000 in GO bond funds for repairs to City operated swimming pools. Projects include filtration systems, mechanical systems, decking, guard stands, shade structures, pool surface cleaning and painting, and equipment replacement.



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.

## **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.

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.

## **CIP CALENDAR**

The CIP process takes approximately 7 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 2009—2018 CIP began in November 2008. Council adoption occurred on February 2, 2010. The CIP calendar is shown on the next page.

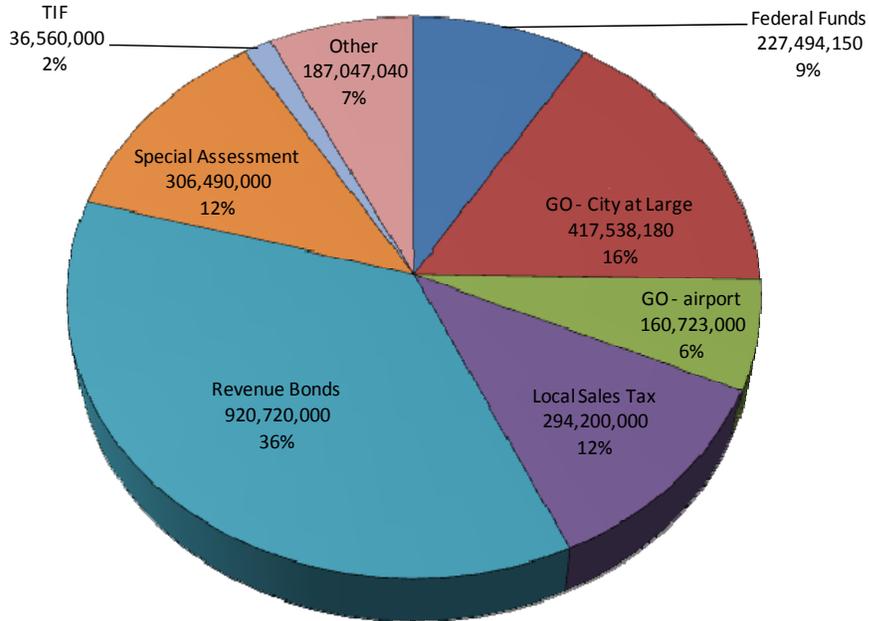


## 2009-2018 CIP CALENDAR

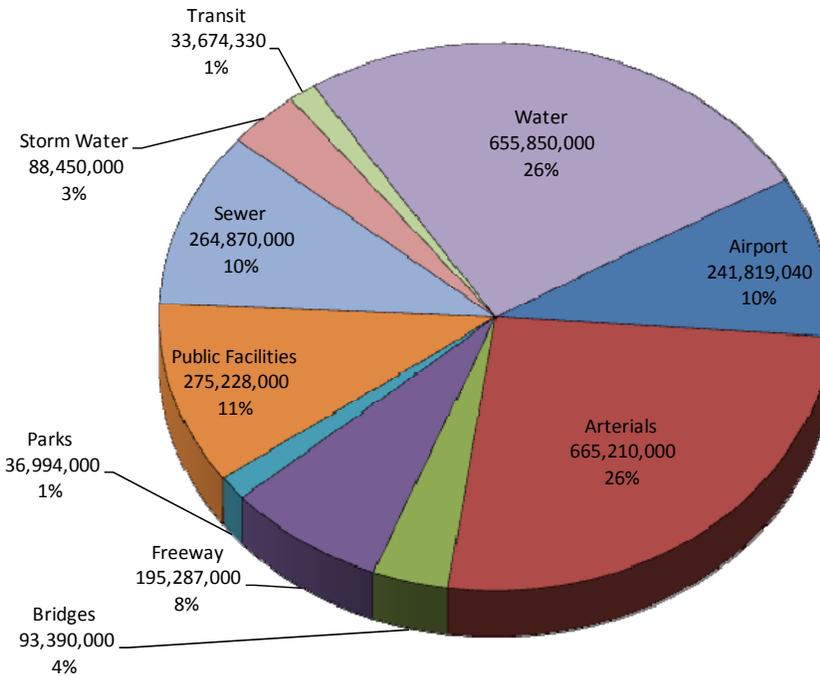
September 2008	Initial planning process for the 2009—2018 CIP
October 20, 2008	CIP Budget Instructions distributed to departments
January 2009	Departments submit proposed CIP projects to the Department of Finance
March 1, 2009	Preliminary draft CIP is prepared by Finance staff
April 2009	CIP projects are reviewed by the CIP Advisory Committee
July 2009	Finance staff review the draft CIP with the City Manager
August 2009	CIP is revised by staff
December 1, 2010	Draft CIP budget is reviewed in a workshop
December 15, 2010	Draft CIP budget is reviewed in a workshop
December 17, 2010	Draft CIP budget is presented to the Advance Plans sub-committee, MAPC
January 4-6, 2010	Draft CIP budget is reviewed with District Advisory Boards
January 7, 2010	Draft CIP budget is presented to the Metropolitan Area Planning Commission
February 2, 2010	CIP is adopted by City Council



**Where City of Wichita CIP Dollars Come From**  
 All Funds 2009 - 2018 Adopted CIP (\$2,550,772,370)



**Where City of Wichita CIP Dollars Go**  
 All Funds 2009 - 2018 Adopted CIP (\$2,550,722,370)





# REVENUE AND EXPENDITURE SUMMARIES

## FINANCIAL PLAN SUMMARIES

SOURCES BY TYPE	2009	2010	2011	2012	2013
GO—City at Large	43,586,400	46,311,000	63,065,000	62,325,000	36,530,100
GO— Airport	16,981,000	129,052,000	5,758,000	5,852,000	2,780,000
Golf Fund*	85,000	0	760,000	0	80,000
Local Sales Tax	48,000,000	48,600,000	43,300,000	26,000,000	9,300,000
Operating Revenues*	5,209,000	4,498,000	2,006,000	1,059,000	1,067,000
Passenger Facility Charges*	0	15,109,040	0	550,000	0
Federal Funds	24,196,600	39,240,700	50,083,750	48,305,000	42,873,400
Revenue Bonds	133,180,000	172,390,000	90,140,000	78,830,000	63,650,000
Sedgwick County*	15,351,000	2,000,000	0	0	0
Special Assessments	30,490,000	32,200,000	31,700,000	31,100,000	30,250,000
Transient Guest Tax*	0	0	1,700,000	9,590,000	5,710,000
STAR Bonds*	2,800,000	3,500,000	0	0	0
State Funds*	1,400,000	13,160,000	13,920,000	500,000	1,400,000
TIF Funds	11,882,000	8,240,000	10,118,000	1,560,000	4,760,000
GO - Storm Water	5,950,000	2,650,000	3,250,000	7,900,000	11,350,000
Other*	1,550,000	6,787,000	2,750,000	9,350,000	750,000
<b>Grand Total Sources</b>	<b>340,661,000</b>	<b>523,737,740</b>	<b>318,550,750</b>	<b>282,291,000</b>	<b>210,500,500</b>

\* Included in the discussion below of “other” revenues.

### REVENUE SOURCES BY TYPE

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

**Revenue Bonds (\$920,720,000)** - The largest portion of the CIP is financed with revenue bonds. These bonds are issued to fund Water and Sewer projects. The bonds will be retired from debt service paid by the Water and Sewer utility funds. The aggressive amount of bonds issued to fund the CIP will require annual rate adjustments for both utilities.

**Special Assessment Bonds (\$306,490,000)** - 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 (\$36,560,000)** - The CIP includes projects financed from three TIF's. The Old Town TIF will finance \$1.5 million in improvements. 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 (\$136,579,040)** - These funds are used for a variety of projects. The Golf Fund will finance \$4.4 million in projects. Passenger Facility Charge (PFC) revenue from the Airport is projected for \$15.7 million in projects. Operating revenue, mostly at the Airport, is used to cash fund approximately \$19 million in projects. Private funds of \$4 million are expected to fund Botanica and Dunbar theater projects. STAR bonds are expected to finance two downtown projects totaling \$6.3 million, while Sedgwick County (\$17.4 million) will finance Arena area improvements, as well as a portion of the Floodway project. State funds of \$35 million include funding for the 47th Street project.



# REVENUE AND EXPENDITURE SUMMARIES

## FINANCIAL PLAN SUMMARIES

2014	2015	2016	2017	2018	TOTAL
35,045,200	63,355,040	31,784,810	18,609,280	16,926,350	417,538,180
0	0	0	300,000	0	160,723,000
140,000	900,000	500,000	450,000	1,500,000	4,415,000
7,000,000	31,000,000	37,000,000	34,500,000	9,500,000	294,200,000
1,202,000	1,252,000	1,804,000	590,000	568,000	19,255,000
0	0	0	0	0	15,659,040
9,110,800	5,200,160	4,159,240	2,037,120	2,287,380	227,494,150
109,140,000	69,910,000	95,480,000	81,500,000	26,500,000	920,720,000
0	0	0	0	0	17,351,000
30,250,000	30,250,000	30,250,000	30,000,000	30,000,000	306,490,000
0	0	0	0	0	17,000,000
0	0	0	0	0	6,300,000
500,000	1,400,000	500,000	1,400,000	500,000	34,680,000
0	0	0	0	0	36,560,000
11,150,000	6,150,000	2,050,000	0	0	50,450,000
150,000	150,000	150,000	150,000	150,000	21,937,000
<b>203,688,000</b>	<b>209,567,200</b>	<b>203,678,050</b>	<b>169,536,400</b>	<b>87,931,730</b>	<b>2,550,772,370</b>

**Federal Funds (\$227,494,150)** - Federal funds are used for three significant projects: the Heartland Preparedness Center (\$86 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.

**GO—City at Large (\$417,538,180)** - 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 Adopted CIP includes \$185 million in arterial projects financed with GO—at large funding, with \$34 million for bridges, \$29 million for parks, and \$151 million for public facilities.

**GO—Airport (\$160,723,000)** - These GO bonds will be used to finance Airport projects. The debt service is financed by Airport utility revenues.

**Local Sales Tax (\$294,200,000)** - The majority of these funds support improvements to US 400; however, \$50 million is included for the Floodway bridge and \$60 million for arterial projects.

**GO - Storm Water (\$50,450,000)** - These GO bonds are used to finance Storm Water Utility projects. The debt service is financed with utility ERU revenues.



# REVENUE AND EXPENDITURE SUMMARIES

## FINANCIAL PLAN SUMMARIES

SOURCES BY TYPE	2009	2010	2011	2012	2013
<b>Airport</b>	31,051,000	162,586,040	9,288,000	18,646,000	9,660,000
<b>Arterials</b>	88,785,000	81,925,000	102,830,000	65,355,000	61,020,000
<b>Bridges</b>	2,630,000	15,900,000	27,230,000	26,560,000	5,080,000
<b>Freeways</b>	43,687,000	34,600,000	16,300,000	8,400,000	3,300,000
<b>Parks</b>	2,614,000	3,440,000	2,930,000	4,030,000	3,550,000
<b>Public Facilities</b>	23,445,000	27,515,000	56,858,000	72,020,000	48,710,000
<b>Sewer</b>	43,730,000	16,100,000	11,830,000	35,750,000	37,040,000
<b>Storm Water</b>	16,100,000	17,150,000	12,200,000	8,750,000	12,200,000
<b>Transit</b>	3,299,000	4,101,700	774,750	330,000	3,330,500
<b>Water</b>	89,450,000	156,290,000	78,310,000	43,080,000	26,610,000
<b>Grand Total Expenditures</b>	<b>\$344,791,000</b>	<b>\$519,607,740</b>	<b>\$318,550,750</b>	<b>\$282,921,000</b>	<b>\$210,500,500</b>

### EXPENDITURES BY TYPE

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

**Airport (\$241,819,040)** - These improvements are at either Jabara (\$8 million) or Mid-Continent Airport (\$233.8 million). Improvements are financed with airport revenues, federal funds, PFC's, and operating fund cash.

**Arterials (\$665,210,000)** - These projects improve major streets and intersections. Most are financed by special assessments (\$305 million) and with GO bonds — at large (\$184 million). Sales tax funds (\$60 million), state funds (\$35 million) and federal funds \$40 million are also significant financing sources.

**Bridges (\$93,390,000)** - 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 (\$34 million) and federal funds (\$10 million).

**Freeways (\$195,287,000)** - The largest funding source for these projects is local sales tax funds (\$184 million). GO bonds (\$1 million), federal funds (\$1 million) and other funds (\$9 million) make up the other funding sources. Other funds are mostly private contributions and special assessments on two interchange projects.

**Parks (\$36,994,000)** - The largest funding source for these projects is GO bonds (\$29 million). The Golf Fund finances \$4 million in projects at the five public golf courses. A total of \$3 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.

**Public Facilities (\$275,228,000)** - The largest funding source for these projects is GO bonds (\$151 million). Federal funds total \$87 million, primarily for the Heartland Preparedness Center. Guest tax revenues (\$17 million) are utilized to fund convention center improvements. STAR bonds (\$6 million), TIF funds (\$10 million) and private funds \$2 million fund various improvements.

**Sewer (\$264,870,000)** - These projects are funded exclusively from revenues generated by the Sewer Utility.

**Storm Water (\$88,450,000)** - The largest funding source for these projects is revenue from the Storm Water Utility (\$50 million). However, \$11 million in projects are financed by GO bonds - at large. Federal funds, primarily on the Dry Creek Overflow Protection project, total \$21 million. Another \$5 million is financed by Sedgwick County for the Floodway improvement. Special Assessments fund \$1 million of the Storm Water CIP.



# REVENUE AND EXPENDITURE SUMMARIES

## FINANCIAL PLAN SUMMARIES

2014	2015	2016	2017	2018	TOTAL
5,362,000	1,442,000	1,804,000	890,000	1,090,000	\$241,819,040
49,615,000	79,655,000	55,975,000	43,975,000	36,075,000	\$665,210,000
2,330,000	4,580,000	1,000,000	4,080,000	4,000,000	\$93,390,000
1,000,000	25,000,000	31,000,000	26,000,000	6,000,000	\$195,287,000
3,240,000	6,330,000	3,680,000	4,080,000	3,100,000	\$36,994,000
14,545,000	10,135,000	7,160,000	6,210,000	8,630,000	\$275,228,000
30,120,000	31,950,000	24,200,000	18,650,000	15,500,000	\$264,870,000
13,000,000	7,000,000	2,050,000	-	-	\$88,450,000
5,456,000	5,515,200	5,529,050	2,801,400	2,536,730	\$33,674,330
79,020,000	37,960,000	71,280,000	62,850,000	11,000,000	\$655,850,000
<b>\$203,688,000</b>	<b>\$209,567,200</b>	<b>\$203,678,050</b>	<b>\$169,536,400</b>	<b>\$87,931,730</b>	<b>\$2,550,772,370</b>

**Transit (\$33,674,330)** - Transit projects are financed mostly by federal funds (\$25 million), matched with GO bond funds (\$8 million).

**Water (\$655,850,000)** - The projects are entirely financed by revenues generated by the Water Utility.



# FINANCIAL PLAN - DEBT SERVICE FUND

## FINANCIAL PLAN SUMMARIES

### MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
Property Taxes	29,572,725	27,569,198	26,552,278	27,500,654
Motor Vehicle Taxes	4,165,653	3,776,812	3,593,874	3,725,523
Special Assessments	31,785,523	32,037,812	33,043,912	34,163,411
Interest Earnings	629,506	700,000	750,000	800,000
Transfers In	21,764,218	20,958,591	21,336,986	25,675,308
Other Revenue	903,829	980,920	980,920	980,920
<b>Total Budgeted Revenues</b>	<b>88,821,454</b>	<b>86,023,333</b>	<b>86,257,970</b>	<b>92,845,816</b>
<b>Expenditures:</b>				
Salaries and Benefits	0	0	0	0
Contractuals	0	0	0	0
Commodities	0	0	0	0
Capital Outlay	0	0	0	0
Other	98,697,288	89,127,691	86,151,211	93,158,294
<b>Total Budgeted Expenditures</b>	<b>98,697,288</b>	<b>89,127,691</b>	<b>86,151,211</b>	<b>93,158,294</b>
<b>Budgeted Income (Loss)</b>	<b>(9,875,834)</b>	<b>(3,104,358)</b>	<b>106,759</b>	<b>(312,479)</b>
Fund Balance - January 1	15,405,529	5,529,695	2,425,337	2,532,096
<b>Fund Balance - December 31</b>	<b>5,529,695</b>	<b>2,425,337</b>	<b>2,532,096</b>	<b>2,219,617</b>

#### Budgeted Other Expenditure Detail:

GO Debt Service (existing)	17,774,545	16,431,583	16,372,581	15,107,049
GO/SA Debt Service (existing)	29,701,014	31,447,019	32,444,986	30,574,107
GO/LST Debt Service (existing)	15,138,410	14,552,665	15,556,590	15,086,884
HUD - CDBG Section 108 Debt Service (existing)	371,632	376,424	374,780	371,910
Fiscal Agent/Other	5,500	120,000	120,000	120,000
<b>Subtotal - Existing Debt Service</b>	<b>62,991,101</b>	<b>62,927,691</b>	<b>64,868,937</b>	<b>61,259,950</b>
<b>Temporary Note Repayment</b>	<b>35,706,187</b>	<b>26,200,000</b>	<b>18,200,000</b>	<b>17,475,000</b>
GO Debt Service (new issuance)	0	0	3,082,274	7,581,360
GO/SA Debt Service (new issuance)	0	0	0	2,988,293
GO/LST Debt Service (new issuance)	0	0	0	3,853,692
<b>Subtotal - New Issuance Debt Service</b>	<b>0</b>	<b>0</b>	<b>3,082,274</b>	<b>14,423,344</b>
<b>TOTAL OTHER EXPENDITURES</b>	<b>98,697,288</b>	<b>89,127,691</b>	<b>86,151,211</b>	<b>93,158,294</b>

## 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.



# FINANCIAL PLAN - DEBT SERVICE FUND

## FINANCIAL PLAN SUMMARIES

FUND: 300						
2012 PROJECTED	2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
28,690,073	30,128,994	31,709,316	33,383,565	35,034,058	36,766,475	38,584,893
3,859,939	3,998,897	4,138,858	4,283,718	4,433,648	4,588,826	4,749,435
35,589,773	37,006,449	37,891,431	38,739,181	39,301,892	40,918,555	42,542,899
850,000	900,000	950,000	1,000,000	1,050,000	1,100,000	1,150,000
27,994,328	30,564,640	30,369,574	29,792,060	33,535,034	33,512,382	33,313,322
980,920	980,920	980,920	980,920	980,920	980,920	980,920
<b>97,965,033</b>	<b>103,579,900</b>	<b>106,040,099</b>	<b>108,179,445</b>	<b>114,335,552</b>	<b>117,867,159</b>	<b>121,321,469</b>
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
98,016,960	103,382,083	106,053,294	107,611,800	114,324,025	118,675,632	121,230,986
<b>98,016,960</b>	<b>103,382,083</b>	<b>106,053,294</b>	<b>107,611,800</b>	<b>114,324,025</b>	<b>118,675,632</b>	<b>121,230,986</b>
(51,927)	197,818	(13,195)	567,645	11,528	(808,473)	90,483
2,219,617	2,167,690	2,365,508	2,352,313	2,919,957	2,931,485	2,123,012
<b>2,167,690</b>	<b>2,365,508</b>	<b>2,352,313</b>	<b>2,919,957</b>	<b>2,931,485</b>	<b>2,123,012</b>	<b>2,213,495</b>
15,028,259	12,047,379	6,491,867	5,019,364	5,023,999	5,023,001	5,012,553
29,007,612	27,431,509	25,328,010	23,187,580	20,764,415	19,386,683	18,016,569
15,028,384	14,990,034	14,912,759	14,837,034	14,772,215	14,750,472	10,827,859
372,810	372,160	0	0	0	0	0
120,000	120,000	120,000	120,000	120,000	120,000	120,000
<b>59,557,065</b>	<b>54,961,082</b>	<b>46,852,636</b>	<b>43,163,978</b>	<b>40,680,629</b>	<b>39,280,156</b>	<b>33,976,981</b>
<b>16,625,000</b>	<b>15,700,000</b>	<b>19,700,000</b>	<b>20,000,000</b>	<b>20,000,000</b>	<b>21,500,000</b>	<b>21,000,000</b>
12,004,618	16,048,741	19,840,105	21,798,977	23,189,144	24,452,932	25,969,478
5,976,585	8,964,877	11,953,170	14,941,462	17,929,754	20,918,046	23,906,338
3,853,692	7,707,383	7,707,383	7,707,383	12,524,497	12,524,497	16,378,189
<b>21,834,895</b>	<b>32,721,001</b>	<b>39,500,658</b>	<b>44,447,822</b>	<b>53,643,396</b>	<b>57,895,476</b>	<b>66,254,005</b>
<b>98,016,960</b>	<b>103,382,083</b>	<b>106,053,294</b>	<b>107,611,800</b>	<b>114,324,025</b>	<b>118,675,632</b>	<b>121,230,986</b>

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.

### BASIC ASSUMPTIONS

The 2009-2018 CIP budget is based on a variety of assumptions. It is exceedingly difficult to accurately forecast revenues ten years into the future. Hence, longer term forecasts tend to be somewhat conservative. Some of the key assumptions included in the budget are:

**Assessed valuation growth** - The budget is based on the assumption of continued strength in the local real estate market,



as measured by the valuation assigned property by the County Appraiser. For the planning period, growth of between 2% and 5% is forecasted. This is in line with historical standards, and includes reductions due to the erosion of machinery and equipment from the tax base. The General Fund and Debt Service Fund could be affected adversely if valuation assumptions are not valid.

**Inflation** - The budget assumes relatively low (3%) inflation. Although inflation reached higher levels in 2007, this was largely due to the impact of high petroleum prices. The core inflation rates have been relatively steady.

### DEBT SERVICE FUND REVENUE ESTIMATES

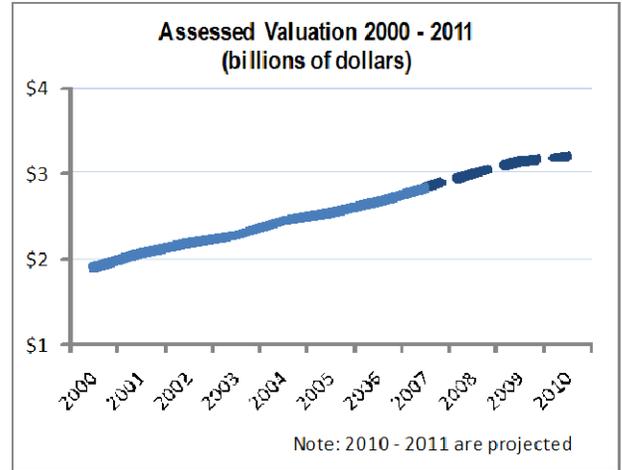
The current estimates from each of the major Debt Service Fund revenue sources is outlined below. Since property taxes and motor vehicles taxes are also collected in the General Fund, the revenue estimates and discussion parallels the discussion in the City's General Fund Financial Plan.

### 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.

Year	Total Valuation	Personal Property	Annexation	Improvements	Reappraisal
2018	4,680	0	0	89	134
2017	4,457	0	0	85	127
2016	4,245	0	0	81	121
2015	4,043	(25)	0	115	115
2014	3,838	(25)	0	109	109
2013	3,644	(32)	0	104	104
2012	3,468	(54)	0	100	100
2011	3,323	(45)	0	64	96
2010	3,208	(32)	0	63	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

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 2% in 2010, 3.6% in 2011 and 4.4% in 2012. 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 5.9%. During the planning period (2010—2018), annual growth of 4.5% 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 3% annually, beginning in

Year	Total Valuation	Mill Levy	Net Property Taxes	Percent Increase
2018	4,680	8.50	37,395,706	5.0%
2017	4,457	8.50	35,614,958	5.0%
2016	4,245	8.50	33,919,008	5.0%
2015	4,043	8.50	32,303,817	5.4%
2014	3,838	8.50	30,663,742	5.3%
2013	3,644	8.50	29,116,502	5.1%
2012	3,468	8.50	27,709,606	4.4%
2011	3,323	8.50	26,551,189	3.6%
2010	3,208	8.50	25,632,825	-3.9%
2009	3,146	9.02	26,678,798	-7.5%
2008	2,992	10.01	28,852,172	5.2%



2011. 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 2.4% is projected during the planning period. Total assessed valuation is shown in the table.

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 Adopted CIP is financed with a projected levy of 8.5 mills from the Debt Service Fund. This will allow an additional one half mill (added to the mill shifted in 2009) to be levied in the General Fund. Reducing this millage is a policy issue identified and discussed in that section.

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%.

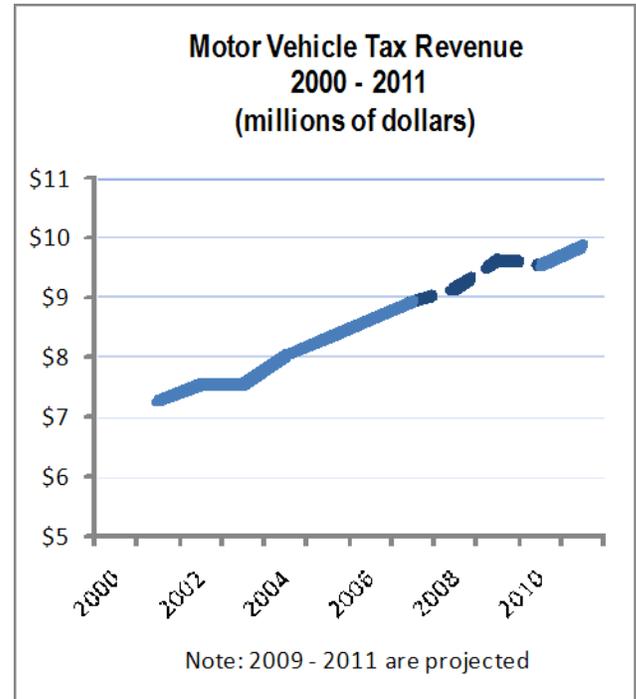
### MOTOR VEHICLE TAXES

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 (1997 to 2007). Growth in 2008 slowed to 2%, with distributions received near year end 2008 significantly tapering off. While the sales environment of new vehicles in Wichita doesn't seem as depressed as the nationwide situation, the growth in the valuation of vehicles is decreasing. The forecast assumes growth of 1% in 2010 and 2011. By 2012, 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 1 mill from the Debt Service Fund levy to the General Fund levy in 2009 and the proposed shift of .5 additional mill in 2010, Motor Vehicle Tax revenues in the Debt Service Fund are projected to decline for two years. This

Percent of Taxing Effort				
	2008	2009	2010	2011
Debt Service Fund	31.35%	28.14%	26.52%	26.52%
General Fund	68.65%	71.86%	73.48%	73.48%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Allocation of MVT (millions) to each Taxing Fund				
MVT revenues	13.286	13.419	13.553	14.041
MVT growth	1.9%	1.0%	1.0%	3.6%
GF allocation	9.120	9.642	9.959	10.318
GF MVT growth	2.0%	5.7%	3.3%	3.6%
DSF allocation	4.165	3.776	3.593	3.723
DSF MVT growth	1.7%	-9.3%	-10.4%	3.6%



decrease is offset by increased 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.

### 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 Assessments 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 specifically 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. 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 - Century II/Expo Hall Energy Complex: Transient Guest Tax Fund revenues are used to offset costs associated with GO bonds issued for the Energy Complex. These bonds were retired in 2008.
- \* 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.

- \* Old Town TIF: This transfer funds the debt service on bonds issued in 1988 for the Old Town Parking Garage. This transfer will terminate in 2013 with the closure of the Old Town TIF.
- \* 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 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.
- \* Economic Development Fund—Jabara Hanger: These transfers retire bonds issued for a hanger at Jabara Airport. The transfers from the Economic Development Fund are offset by lease payment for the facility.

### INTEREST EARNINGS

This revenue stream is largely dependent upon market rates for investments, which are permitted under the City's Investment Policy, as well as the size of the pool of investment funds. Revenues have decreased since 2006, and interest rates have been lowered. 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 in 2010 and 2011, which should improve revenues in this area.



### OTHER REVENUE

This revenue is relatively unpredictable, and generally consists of a premium received on bonds issues.

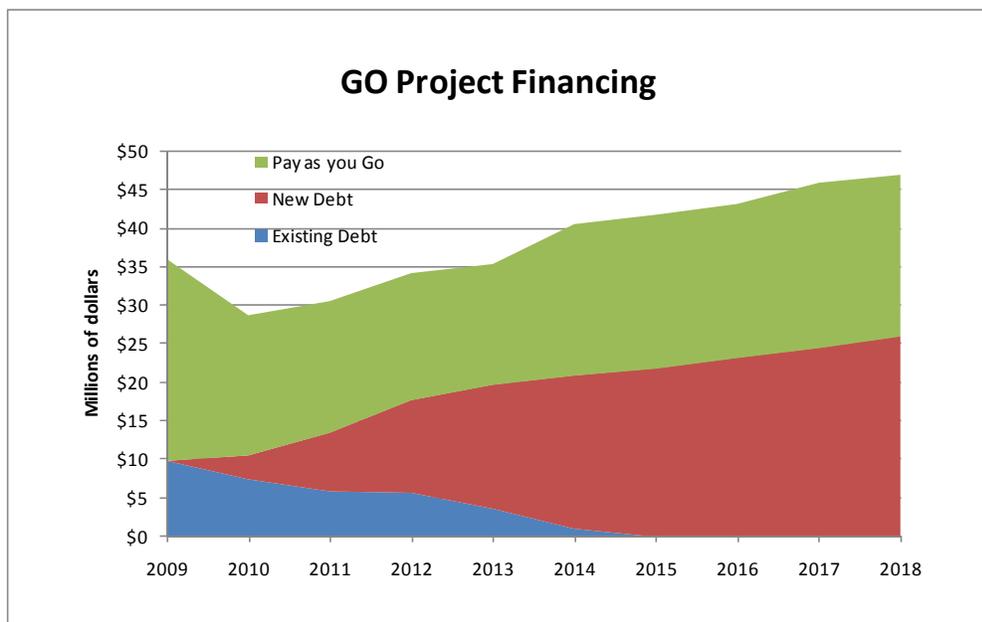
### DEBT SERVICE FUND EXPENDITURES

The Debt Service Fund is spent entirely on the retirement of City debt. This includes two primary types of debt: short term temporary notes and long term bonds. The percent of fund receipts spent for debt service on long term bonds has decreased over time, from over 90% throughout the 1980's and 1990's, to less than 75% in 2008. The Adopted CIP assumes a gradual increase in the ratio of receipts utilized for longer term bonds.

In addition, the amount and type of long term debt service has evolved over time. Beginning in 1992, the City began issuing GO debt financed by the local county-wide one cent sales tax. This debt, totaling \$129 million at year end 2008, is serviced through the Debt Service Fund, with annual transfers from the Local Sales Tax Fund received equal to the annual debt service. The amount of debt for Special Assessments has risen steadily since 1991, from a total of \$139 million in 1991, to \$228 million in 2008. This debt is serviced through special assessments on properties that are receipted into the Debt Service Fund. Component Unit debt totaling \$20 million in 2008 is financed by transfers from various component units, including the Golf Fund, TIF funds, the Storm Water Utility Fund and the Tourism and Convention Fund. The remaining GO Debt is generally financed with the property tax levy and with motor vehicle taxes collected. This portion of General Obligation debt fluctuates annually, depending on the number of projects completed, and the mixture of temporary note, or long term financing utilized.

Year	Total GO Debt	Special Assessment	LST	Other	GO
2018	589	245	147	70	128
2017	625	245	166	81	133
2016	622	244	147	90	141
2015	643	242	166	94	141
2014	620	238	133	103	146
2013	624	235	149	98	142
2012	607	230	164	88	125
2011	547	222	137	64	124
2010	513	214	149	53	97
2009	441	206	120	42	73
2008	435	228	129	20	59
2007	448	218	138	20	72
2006	381	218	105	23	35
2005	401	210	114	22	55
2004	438	207	122	26	83
2003	354	161	93	29	71

The Adopted CIP increases GO debt by \$160 million over the 10 year period. However, debt financed at-large increases \$74 million. This is due in part because at-large debt in 2008 was at historically low levels.



As shown on the left, even with the additional debt, the pay as you go component of GO project financing will still remain a significant portion of expenditures. This enhances flexibility, by not committing all future revenues to debt service.



# FINANCIAL PLAN - LOCAL SALES TAX FUND

## FINANCIAL PLAN SUMMARIES

### MULTI-YEAR FUND OVERVIEW - Local Sales Tax Project Account/Local Sales Tax Fund

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
Local Sales Taxes	25,648,730	25,648,730	25,905,217	26,682,374
Bond Sale	0	0	40,000,000	0
Interest Earnings	1,525,215	1,200,000	500,000	700,000
<b>Total Budgeted Revenues</b>	<b>27,173,945</b>	<b>26,848,730</b>	<b>66,405,217</b>	<b>27,382,374</b>
<b>Expenditures:</b>				
Salaries and Benefits	0	0	0	0
Contractuals	0	0	0	0
Commodities	0	0	0	0
Capital Outlay	0	0	0	0
Other	39,969,023	62,852,665	58,456,590	54,240,576
<b>Total Budgeted Expenditures</b>	<b>39,969,023</b>	<b>62,852,665</b>	<b>58,456,590</b>	<b>54,240,576</b>
<b>Budgeted Income (Loss)</b>	<b>(12,795,078)</b>	<b>(36,003,935)</b>	<b>7,948,627</b>	<b>(26,858,202)</b>
<b>Fund Balance - January 1</b>	<b>70,146,419</b>	<b>57,351,341</b>	<b>21,347,406</b>	<b>29,296,033</b>
<b>Fund Balance - December 31</b>	<b>57,351,341</b>	<b>21,347,406</b>	<b>29,296,033</b>	<b>2,437,832</b>
<b>Budgeted Other Expenditure Detail:</b>				
Transfer Out - Capital Projects Accounts	24,830,613	48,300,000	42,900,000	35,300,000
Transfer Out - Debt Service Fund Existing	15,138,410	14,552,665	15,556,590	15,086,884
Transfer Out - Debt Service Fund New	0	0	0	3,853,692
<b>Total Other</b>	<b>39,969,023</b>	<b>62,852,665</b>	<b>58,456,590</b>	<b>54,240,576</b>

### 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). No growth is forecasted in 2009. In 2010, growth of 1% is expected, increasing to a more normative 3% by 2011.

In 2008, \$88.8 million was distributed to Sedgwick County, of which the City received \$51.2 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. Sales tax receipts to the General Fund were up 3.9% in 2008 compared to 2007.

Despite growing 3.9% in 2008, the momentum in sales tax collections slowed considerably beginning in August 2008. This has predictably coincided with the national economic downturn. The slowdown in collections is expected to last through much of 2009, reducing overall growth to an estimated 0%. A return to more normative growth of 3% is not expected until 2011.

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.



# FINANCIAL PLAN - LOCAL SALES TAX FUND

## FINANCIAL PLAN SUMMARIES

2012 PROJECTED	2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
27,482,845	28,307,330	29,156,550	30,031,247	30,932,184	31,860,150	32,815,955
40,000,000	0	0	50,000,000	0	40,000,000	0
200,000	700,000	300,000	300,000	700,000	200,000	100,000
<b>67,682,845</b>	<b>29,007,330</b>	<b>29,456,550</b>	<b>80,331,247</b>	<b>31,632,184</b>	<b>72,060,150</b>	<b>32,915,955</b>
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
44,882,076	43,997,417	29,620,142	53,544,417	64,296,712	52,274,969	52,206,048
<b>44,882,076</b>	<b>43,997,417</b>	<b>29,620,142</b>	<b>53,544,417</b>	<b>64,296,712</b>	<b>52,274,969</b>	<b>52,206,048</b>
<b>22,800,769</b>	<b>(14,990,087)</b>	<b>(163,592)</b>	<b>26,786,830</b>	<b>(32,664,528)</b>	<b>19,785,181</b>	<b>(19,290,093)</b>
2,437,832	25,238,601	10,248,514	10,084,922	36,871,752	4,207,224	23,992,404
<b>25,238,601</b>	<b>10,248,514</b>	<b>10,084,922</b>	<b>36,871,752</b>	<b>4,207,224</b>	<b>23,992,404</b>	<b>4,702,312</b>
26,000,000	21,300,000	7,000,000	31,000,000	37,000,000	25,000,000	25,000,000
15,028,384	14,990,034	14,912,759	14,837,034	14,772,215	14,750,472	10,827,859
3,853,692	7,707,383	7,707,383	7,707,383	12,524,497	12,524,497	16,378,189
<b>44,882,076</b>	<b>43,997,417</b>	<b>29,620,142</b>	<b>53,544,417</b>	<b>64,296,712</b>	<b>52,274,969</b>	<b>52,206,048</b>

### 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. Projects financed from the sales tax is dictated by Ordinance 39-196, adopted in 1985.

Since 1985, most sales tax receipts have funded freeway projects, predominantly for US 400-Kellogg. However, the K-96 freeway in Northeast Wichita was also largely financed with sales tax funds. In addition, the Central Rail Corridor as well as the proposed Floodway bridge utilize sales tax receipts. Finally, arterial projects have typically been funded annually with sales tax funds. The Adopted CIP includes \$294.2 million in projects, including \$184.2 million for freeway construction, \$50 million for bridges and \$60 million for arterials.

#### **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.



### MULTI-YEAR FUND OVERVIEW - GOLF FUND

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
Charges for Services	4,159,356	4,403,750	4,603,190	4,695,254
Contingent Revenue				
Rate Increase 1	0	0	0	250,000
Rate Increase 2	0	0	0	0
Rate Increase 3	0	0	0	0
Rate Increase 4	0	0	0	0
Other Revenue	48,173	13,030	13,030	13,030
<b>Total Budgeted Revenues</b>	<b>4,207,529</b>	<b>4,416,780</b>	<b>4,616,220</b>	<b>4,958,284</b>
<b>Expenditures:</b>				
Salaries and Benefits	1,919,346	1,875,033	1,882,868	2,052,173
Contractuals	1,259,406	1,245,236	1,356,278	1,356,474
Commodities	484,614	563,463	677,537	739,587
Capital Outlay	21,214	183,000	183,000	183,000
Other	564,527	590,048	525,582	500,305
<b>Total Budgeted Expenditures</b>	<b>4,249,107</b>	<b>4,456,780</b>	<b>4,625,265</b>	<b>4,831,539</b>
Budgeted Income (Loss)	<b>(41,578)</b>	<b>(40,000)</b>	<b>(9,045)</b>	<b>126,745</b>
Fund Balance - January 1	281,042	239,464	199,464	190,419
<b>Fund Balance - December 31</b>	<b>239,464</b>	<b>199,464</b>	<b>190,419</b>	<b>317,164</b>
<b>Budgeted Other Expenditure Detail:</b>				
Cost of Goods Sold	264,069	270,000	270,000	270,000
Debt Service - current interest obligations	230,279	209,418	184,242	158,255
Debt Service - current principal obligations	0	0	0	0
Public Safety Fee	69,930	70,630	71,340	72,050
Other	250	0	0	0
Cash funding - new projects	0	40,000	0	0
Debt Service - new projects	0	0	0	0
<b>Total Other</b>	<b>564,527</b>	<b>590,048</b>	<b>525,582</b>	<b>500,305</b>

## GOLF FUND

The Golf Fund was established to isolate revenues and expenditures supporting the City's five public courses. Course expenditures are completely financed with user fees through this fund. Revenues to the fund have increased in recent years, due primarily to modest increases in rounds played and a fee increase in 2007. With a mature system, expenditures are projected to grow moderately. Based on a restructuring of Golf Debt, the amounts transferred to the Debt Service Fund for outstanding debt will be stretched to 30 years, solidifying the solvency of the fund.

### PROJECTED REVENUE

Golf revenues are derived solely from the user fees charged to golfers and the sale of concessions and golf items at course clubhouses. Green fees—charged to golfers for each round of played - are the largest source of revenue for the Golf Fund. Cart rentals and concessions account for nearly 30% of Golf's revenue, while season tickets constitute another significant

revenue source. A variety of other sources provide the Golf Fund with smaller amounts of revenue.

With the fee increase effective October 1, 2009, a base of around \$4.6 million in revenue is projected, increasing at 2% annually. To finance the projects included in the CIP, additional rate increases are projected to be necessary, including raise equivalent to \$1 per round in 2011, 2012, 2016 and 2017.

### PROJECTED EXPENSES

Most of the Golf Fund's capital expenses are planned for the out years, with the majority of expenditures occurring between 2015 and 2018. Both cash and debt will be used to finance the capital projects. The Golf Fund is projected to begin paying down over \$6 million in deferred principal obligations in 2013, with annual payments stretching to the end of the planning horizon. This debt was incurred while constructing the Auburn Hills Golf Course, and principal payments were deferred from 2004 through 2008. This deferral is projected to continue until 2014.



# FINANCIAL PLAN - GOLF FUND

## FINANCIAL PLAN SUMMARIES

2012 PROJECTED	2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
4,789,159	4,884,942	4,982,641	5,082,294	5,183,940	5,287,618	5,393,371
255,000	260,100	265,302	270,608	276,020	281,541	287,171
255,000	260,100	265,302	270,608	276,020	281,541	287,171
0	0	0	0	276,020	281,541	287,171
0	0	0	0	0	281,541	287,171
15,000	15,000	15,000	15,000	15,000	15,000	15,000
<b>5,314,159</b>	<b>5,420,142</b>	<b>5,528,245</b>	<b>5,638,510</b>	<b>6,027,000</b>	<b>6,428,781</b>	<b>6,557,056</b>
2,184,260	2,271,630	2,362,496	2,456,995	2,555,275	2,657,486	2,763,786
1,383,603	1,411,276	1,439,501	1,468,291	1,497,657	1,527,610	1,558,162
761,775	784,628	808,167	832,412	857,384	883,106	909,599
188,490	194,145	199,969	205,968	212,147	218,512	225,067
572,819	729,560	624,436	648,697	782,314	901,512	964,697
<b>5,090,947</b>	<b>5,391,238</b>	<b>5,434,569</b>	<b>5,612,363</b>	<b>5,904,777</b>	<b>6,188,225</b>	<b>6,421,310</b>
<b>223,212</b>	<b>28,904</b>	<b>93,676</b>	<b>26,147</b>	<b>122,223</b>	<b>240,556</b>	<b>135,746</b>
317,164	540,376	569,280	662,956	689,103	811,326	1,051,882
<b>540,376</b>	<b>569,280</b>	<b>662,956</b>	<b>689,103</b>	<b>811,326</b>	<b>1,051,882</b>	<b>1,187,628</b>
275,400	280,908	286,526	292,257	298,102	304,064	310,145
130,227	99,990	67,750	34,750	0	0	0
0	100,000	100,000	150,000	200,000	250,000	250,000
73,491	74,961	76,460	77,989	79,549	81,140	82,763
0	0	0	0	0	0	0
0	80,000	0	0	0	0	0
93,701	93,701	93,700	93,701	204,663	266,308	321,789
<b>572,819</b>	<b>729,560</b>	<b>624,436</b>	<b>648,697</b>	<b>782,314</b>	<b>901,512</b>	<b>964,697</b>

Based on the projections, the CIP projects can be financed; although rate increases are projected. In addition, with the aggressive CIP expenditures and increased new debt, the total level of system-wide debt is projected to remain at historically high levels (at over \$7 million throughout the term of the CIP). Prior to initiating projects, the financial outlook of this fund will be re-visited.

Year	Existing Debt	Refinanced Debt	New Debt	Total Debt
2008	4,149,947	2,989,314	0	7,139,261
2009	3,645,000	3,494,261	0	7,139,261
2010	3,120,000	4,019,261	0	7,139,261
2011	2,565,000	4,574,261	0	7,139,261
2012	1,975,000	5,164,261	760,000	7,835,960
2013	1,355,000	5,684,261	696,699	7,670,127
2014	695,000	6,244,261	630,866	7,501,661
2015	0	6,789,261	1,462,400	8,180,456
2016	0	6,589,261	1,891,195	8,331,441
2017	0	6,339,261	2,192,180	8,334,821
2018	0	6,089,261	1,995,560	7,842,854



# FINANCIAL PLAN - TOURISM AND CONVENTION FUND

## FINANCIAL PLAN SUMMARIES

### MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
Transient Guest Tax	6,324,575	6,134,840	6,196,190	6,258,150
Interest Earnings	83,871	58,710	60,470	62,280
Other revenues	301,016	25,000	25,000	25,000
	<u>6,709,462</u>	<u>6,218,550</u>	<u>6,281,660</u>	<u>6,345,430</u>
<b>Expenditures:</b>				
Salaries and Benefits	0	0	0	0
Contractuals	2,690,960	2,561,780	2,489,270	2,489,270
Commodities	0	0	0	0
Capital Outlay	0	0	0	0
Other	3,391,489	4,334,518	4,441,705	4,273,122
	<u>6,082,449</u>	<u>6,896,298</u>	<u>6,930,975</u>	<u>6,762,392</u>
Budgeted Income (Loss)	<b>627,013</b>	<b>(677,748)</b>	<b>(649,315)</b>	<b>(416,962)</b>
Fund Balance - January 1	2,012,623	2,639,636	1,961,888	1,312,573
<b>Fund Balance - December 31</b>	<b>2,639,636</b>	<b>1,961,888</b>	<b>1,312,573</b>	<b>895,611</b>
<b>Budgeted Other Expenditure Detail:</b>				
Existing Debt Service	1,778,730	1,679,605	1,686,887	1,703,477
Convention Center Stop Loss	1,317,760	1,694,913	1,404,818	1,169,645
Other transfers	35,000	210,000	210,000	210,000
Transfers to projects - pay as you go	260,000	750,000	1,140,000	1,190,000
New Debt Service	0	0	0	0
<b>Total Other</b>	<u>3,391,489</u>	<u>4,334,518</u>	<u>4,441,705</u>	<u>4,273,122</u>

### 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. The tax rate is set to revert back to 5% on December 2, 2015, based on Charter Ordinance 124.

#### PROJECTED REVENUE

Fund revenues are somewhat cyclical and are driven by on the economic environment. The projected long term growth rate is 2%. In addition, revenues are projected to decrease by around 15% in 2016, based on Charter Ordinance 124, which reduces the tax rate from the current 6% to 5% in December 2015.

### PROJECTED EXPENSES

Fund expenditures include around \$2.5 million annually for the Convention and Visitor's Bureau. An additional \$1.5 million annually funds convention center operating losses. The remainder of funding expenditures are mostly to support CIP projects. Currently, debt service of around \$1.7 million annually is based on projects to improve the Convention Center and construct the convention center parking garage. These bonds will retire in 2014. Additional amounts are used for pay as you go projects at the convention center.

The 2009—2018 Adopted CIP includes two projects affecting the T&C Fund. In 2011 and 2012, \$5.1 million is budgeted in for the renovation of Kennedy Plaza. In addition, \$10.7 million of a \$20.9 million project to fund convention center renovations is financed through T&C Fund revenues.



# FINANCIAL PLAN - TOURISM AND CONVENTION FUND

## FINANCIAL PLAN SUMMARIES

2012 PROJECTED	2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
6,383,313	6,510,979	6,641,199	6,774,023	5,757,919	5,873,078	5,990,539
60,000	60,000	60,000	60,000	60,000	60,000	60,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000
6,468,313	6,595,979	6,726,199	6,859,023	5,842,919	5,958,078	6,075,539
0	0	0	0	0	0	0
2,539,055	2,589,837	2,641,633	2,694,466	2,748,355	2,803,322	2,859,389
0	0	0	0	0	0	0
0	0	0	0	0	0	0
3,793,334	4,454,956	3,638,752	3,494,465	3,526,602	3,559,383	3,592,819
6,332,390	7,044,793	6,280,385	6,188,930	6,274,957	6,362,705	6,452,207
<b>135,923</b>	<b>(448,814)</b>	<b>445,814</b>	<b>670,092</b>	<b>(432,038)</b>	<b>(404,627)</b>	<b>(376,668)</b>
895,611	1,031,534	582,721	1,028,534	1,698,627	1,266,589	861,961
<b>1,031,534</b>	<b>582,721</b>	<b>1,028,534</b>	<b>1,698,627</b>	<b>1,266,589</b>	<b>861,961</b>	<b>485,294</b>
1,716,256	1,726,880	175,795	0	0	0	0
1,300,000	1,326,000	1,352,520	1,379,570	1,407,162	1,435,305	1,464,011
214,200	218,484	222,854	227,311	231,857	236,494	241,224
500,000	0	0	0	0	0	0
62,878	1,183,592	1,887,583	1,887,583	1,887,583	1,887,583	1,887,583
3,793,334	4,454,956	3,638,752	3,494,465	3,526,602	3,559,383	3,592,819

The fund, based on current commitments and projected revenues, has the capacity to support the proposed projects through the planning period. Fund balances will decline in the out years, assuming the tax rate is allowed to sunset back to 5% in December 2015. With the reduced tax rate, the fund will be structurally imbalanced beginning in 2016, which will eliminate the ability to fund additional CIP projects. As a policy question, the governing body may want to consider maintaining the tax rate at the current 6%, to provide capacity for additional CIP projects, and to ensure that operating commitments from the fund can be met from in 2016 onward.

Year	Existing Debt	New Debt	Total Debt	Debt Service
2008	4,638,453	0	4,638,453	1,778,730
2009	3,736,976	0	3,737,066	1,679,605
2010	2,847,155	0	2,847,155	1,686,887
2011	1,955,602	510,000	2,465,602	1,703,477
2012	1,064,537	9,557,323	10,621,860	1,779,134
2013	167,623	14,466,031	14,633,654	2,910,472
2014	0	13,157,295	13,157,295	2,063,378
2015	0	11,796,002	11,796,002	1,887,583
2016	0	10,380,258	10,380,258	1,887,583
2017	0	8,907,884	8,907,884	1,887,583
2018	0	7,376,615	7,376,615	1,887,583



### MULTI-YEAR FUND OVERVIEW - AIRPORT FUND

(figures in thousands of dollars)

	2009	2010	2011	2012
	PROJECTED	PROJECTED	PROJECTED	PROJECTED
<b>Revenues and sources of funds:</b>				
Operating Revenue	21,096	21,438	21,452	21,871
PFC Revenues	2,934	3,024	3,236	3,333
FAA Contributions	3,994	4,004	8,903	8,934
Obligation pending	0	0	0	0
CFC Revenues	0	0	1,680	1,680
Permanent Financing	0	0	0	168,795
Temporary Financing Proceeds	9,500	65,809	158,411	5,640
	<b>37,524</b>	<b>94,275</b>	<b>193,682</b>	<b>210,252</b>
<b>Expenditures and uses of funds:</b>				
Operating Expenses	16,089	16,405	16,733	16,900
Existing Long-Term Debt	739	550	90	0
New Long-Term Debt	0	0	0	0
Temporary Note Redemption	0	10,023	69,428	167,124
Construction Expense	29,277	63,323	100,195	28,782
	<b>46,105</b>	<b>90,301</b>	<b>186,446</b>	<b>212,806</b>
Budgeted Income (Loss)	<b>(8,581)</b>	<b>3,975</b>	<b>7,236</b>	<b>(2,554)</b>
Fund Balance - January 1	14,297	5,716	9,691	16,926
<b>Fund Balance - December 31</b>	<b>5,716</b>	<b>9,691</b>	<b>16,926</b>	<b>14,372</b>

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

### PROJECTED EXPENSES

Airport Fund expenditures are around \$17 million annually. The 2009—2018 Adopted CIP includes two significant projects: the Air Capital Terminal— 3 program, which would create a new modern terminal building; and a new parking garage. Both projects are funded from a variety of sources. However, both will significantly include Airport Fund debt service payments.

At this point, staff are reviewing financing options and the scope and phasing of the Airport terminal project. This pro forma, prepared by Airport staff, reflects estimates as of the date the CIP was prepared.



# FINANCIAL PLAN - AIRPORT FUND

## FINANCIAL PLAN SUMMARIES



2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
25,203	25,691	26,173	26,659	27,182	27,711
3,398	3,460	3,521	3,586	3,650	3,715
9,704	4,037	4,061	4,082	4,104	4,128
0	0	(4,061)	(4,082)	(4,104)	(4,128)
1,680	1,680	1,680	1,680	1,680	1,680
6,010	0	0	0	0	0
0	0	0	0	0	0
45,995	34,868	31,374	31,925	32,512	33,106
17,567	17,966	18,376	18,799	19,231	19,678
0	0	0	0	0	0
11,614	12,027	12,027	12,027	12,027	12,027
5,950	0	0	0	0	0
9,661	5,362	1,442	1,804	890	1,090
44,792	35,355	31,845	32,630	32,148	32,795
<b>1,203</b>	<b>(487)</b>	<b>(471)</b>	<b>(705)</b>	<b>364</b>	<b>311</b>
14,372	15,575	15,087	14,616	13,910	14,274
<b>15,575</b>	<b>15,087</b>	<b>14,616</b>	<b>13,910</b>	<b>14,274</b>	<b>14,584</b>



# FINANCIAL PLAN - STORM WATER UTILITY FUND

## FINANCIAL PLAN SUMMARIES

### MULTI-YEAR FUND OVERVIEW - STORM WATER UTILITY FUND

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
ERU base rate collections	8,428,092	8,482,560	8,567,386	8,653,059
ERU rate increase	0	0	0	0
Interest earnings	118,801	118,801	140,000	140,000
Other revenues	3,719,499	0	0	0
	<u>12,266,392</u>	<u>8,601,361</u>	<u>8,707,386</u>	<u>8,793,059</u>
<b>Expenditures:</b>				
Salaries and Benefits	1,779,392	1,965,956	2,054,844	2,086,245
Contractuals	1,109,434	1,254,110	1,254,110	1,279,192
Commodities	193,454	192,300	186,840	190,577
Capital Outlay	467,000	517,000	492,000	501,840
Other	2,599,359	2,678,871	3,541,956	7,639,446
	<u>6,148,639</u>	<u>6,608,237</u>	<u>7,529,750</u>	<u>11,697,300</u>
Budgeted Income (Loss)	<b>6,117,753</b>	<b>1,993,124</b>	<b>1,177,636</b>	<b>(2,904,241)</b>
Fund Balance - January 1	3,812,753	6,424,974	8,418,098	9,595,734
<i>Fund balance adjustment</i>	(3,505,532)			
<b>Fund Balance - December 31</b>	<b>6,424,974</b>	<b>8,418,098</b>	<b>9,595,734</b>	<b>6,691,493</b>
<b>Budgeted Other Expenditure Detail:</b>				
Operating Transfers	966,000	934,930	929,030	957,368
Hot Spot projects	481,839	600,000	600,000	600,000
Existing Debt Service	1,151,520	1,143,941	2,012,926	1,777,102
<b>CIP Financing</b>				
Pay as you go projects	0	0	0	3,010,000
New Debt Service	0	0	0	1,294,976
<b>Total Other</b>	<u>2,599,359</u>	<u>2,678,871</u>	<u>3,541,956</u>	<u>7,639,446</u>

### STORM WATER UTILITY FUND

The City of Wichita created the Storm Water 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 ERU rate was actually established at \$1.

### PROJECTED REVENUE

Residential ERU collections comprise approximately 46% of total collections; non-residential developed property comprise the remaining 54%. 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 1 - 2% annually. The long term financial plan assumes a growth rate of 1% in the annual number of billable ERU's.



# FINANCIAL PLAN - STORM WATER UTILITY FUND

## FINANCIAL PLAN SUMMARIES

2012	2013	2014	2015	2016	2017	2018
<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>	<b>PROJECTED</b>
8,739,590	8,826,986	8,915,256	9,004,408	9,094,452	9,185,397	9,277,251
1,092,449	2,206,746	2,228,814	3,376,653	3,410,420	3,444,524	3,478,969
140,000	140,000	140,000	140,000	140,000	140,000	140,000
0	0	0	0	0	0	0
9,972,039	11,173,732	11,284,070	12,521,062	12,644,872	12,769,921	12,896,220
2,169,695	2,256,483	2,346,742	2,440,612	2,538,236	2,639,765	2,745,356
1,304,776	1,330,872	1,357,489	1,384,639	1,412,332	1,440,578	1,469,390
194,388	198,276	202,242	206,286	210,412	214,620	218,913
511,877	522,114	532,557	543,208	554,072	565,153	576,456
4,648,542	8,903,741	8,001,233	9,012,452	7,998,611	7,841,221	7,876,283
8,829,278	13,211,485	12,440,262	13,587,196	12,713,662	12,701,339	12,886,398
<b>1,142,761</b>	<b>(2,037,753)</b>	<b>(1,156,192)</b>	<b>(1,066,135)</b>	<b>(68,790)</b>	<b>68,582</b>	<b>9,822</b>
6,691,493	7,834,254	5,796,501	4,640,309	3,574,175	3,505,384	3,573,966
<b>7,834,254</b>	<b>5,796,501</b>	<b>4,640,309</b>	<b>3,574,175</b>	<b>3,505,384</b>	<b>3,573,966</b>	<b>3,583,788</b>
986,707	1,017,083	1,048,532	1,081,095	1,114,812	1,149,722	1,185,871
600,000	600,000	600,000	600,000	600,000	600,000	600,000
1,766,859	1,761,583	1,477,625	1,483,502	1,485,945	662,312	661,225
0	3,650,000	3,000,000	2,550,000	1,500,000	1,000,000	1,000,000
1,294,976	1,875,075	1,875,075	3,297,854	3,297,854	4,429,187	4,429,187
4,648,542	8,903,741	8,001,233	9,012,452	7,998,611	7,841,221	7,876,283

As discussed in Policy Issue 4, the long term financial plan assumes increases in the ERU rate in 2012, 2013 and 2015. These increases would create an ERU rate of \$2.75 by 2015. These rate increases are projected to increase base revenues by as much as \$3.4 million by 2018.

### 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 4%. All other operating costs are forecasted to grow by 2% annually. Based on the current level of projects, the Adopted CIP as proposed would increase total debt service payments from the \$2 million estimated for 2010, to around \$5 million by 2018. This would be offset by increased revenue due to ERU adjustments of \$3.5 million. With the exception of 2011, through the planning period, the debt service coverage ratio would exceed 1.2. Without the rate adjustments, the debt service coverage ratio would remain above 1.2 by deferring projects.



# FINANCIAL PLAN - WATER AND SEWER UTILITY FUNDS

## FINANCIAL PLAN SUMMARIES

### MULTI-YEAR FUND OVERVIEW - WATER AND SEWER UTILITIES

(figures in thousands of dollars)

	2008 ACTUAL	2009 PROJECTED	2010 PROJECTED	2011 PROJECTED
<b>Revenues:</b>				
Sewer Charges for Services	36,828	33,360	34,030	34,710
Rate Adjustment Revenue	0	3,320	6,750	10,390
Sewer Plant Equity Fees and Captial Contributions	0	2,000	2,000	2,000
Sewer - other income	845	2,800	2,890	3,060
Water Charges for Services	37,343	36,140	47,424	47,900
Rate Adjustment Revenue	0	700	4,240	8,530
Water Plant Equity Fees and Captial Contributions	0	2,400	2,400	2,400
Water - other income	2,538	13,064.0	2,380	2,570
<b>Total Budgeted Revenues</b>	<b>77,554</b>	<b>93,784</b>	<b>102,114</b>	<b>111,560</b>
<b>Expenditures:</b>				
Sewer - Oper. And Maintenance Expenses	20,682	18,940	18,891	19,828
Sewer - New plant O&M Expenses	0	0	0	0
Sewer - PILOTs	1,643	1,615	2,000	2,080
Water - Oper. And Maintenance Expenses	27,985	23,735	24,536	24,281
Water - PILOTs	2,114	1,850	2,520	2,630
Other fees and transfers	0	9,616	11,803	11,656
Debt Service - Current obligations	29,888	30,871	40,560	40,423
Debt Service - New projects	0	0	2,038	5,133
<b>Total Budgeted Expenditures</b>	<b>82,312</b>	<b>86,627</b>	<b>102,348</b>	<b>106,031</b>
Budgeted Income (Loss)	<b>(4,758)</b>	<b>7,157</b>	<b>(234)</b>	<b>5,529</b>
Fund Balance - January 1	51,820	47,062	54,219	53,985
<b>Fund Balance - December 31</b>	<b>47,062</b>	<b>54,219</b>	<b>53,985</b>	<b>59,513</b>

### WATER UTILITY FUND (FUND 540) AND SEWER UTILITY FUND (FUND 530)

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. The Sewer Utility Fund was established to maintain the sewer component of the Wichita Water Utilities Department which includes the piping, four Wastewater Treatment Facilities and fifty-seven Sanitary Sewer Lift stations. The pro forma included represents the best estimates of Water Utilities staff at the time the CIP was prepared.

### PROJECTED REVENUE

Revenues are generated mostly from charges to customers. The customer base is projected to grow at 2% annually. Most revenue growth is projected to be generated by increases in rates. These rate increases are projected to be 5% annually from 2010 through 2013, moderating to 3% in 2014 and 2015 and 2% in 2016.

### PROJECTED EXPENDITURES

Operating and maintenance expenses for the utilities are projected to increase by 2.2% annually during the planning period. PILOT amounts are based on 5% of the previous year's revenue. Debt Service amounts are estimated based on the initiation of CIP projects as outlined in this document.



# FINANCIAL PLAN - WATER AND SEWER UTILITY FUNDS

## FINANCIAL PLAN SUMMARIES

2012 PROJECTED	2013 PROJECTED	2014 PROJECTED	2015 PROJECTED	2016 PROJECTED	2017 PROJECTED	2018 PROJECTED
		102%				
35,400	36,110	36,830	37,570	38,320	39,090	39,870
14,250	18,340	21,570	24,920	27,760	29,875	32,033
2,000	2,000	2,000	2,000	2,000	2,000	2,000
3,150	3,240	3,330	3,440	3,470	3,500	3,530
48,380	48,860	49,350	49,840	50,340	50,840	51,350
13,060	17,840	21,540	25,370	28,570	30,536	32,521
2,400	2,400	2,400	2,400	2,400	2,400	2,400
2,580	2,590	2,600	2,610	2,620	2,630	2,640
<b>121,220</b>	<b>131,380</b>	<b>139,620</b>	<b>148,150</b>	<b>155,480</b>	<b>160,871</b>	<b>166,344</b>
22,548	22,908	23,622	23,812	24,180	24,710	25,250
250	253	255	258	260	263	265
2,510	2,740	2,980	3,190	3,400	3,580	3,720
27,861	27,230	27,800	28,410	29,040	29,680	30,330
3,070	3,320	3,580	3,790	4,010	4,200	4,320
11,796	11,926	12,066	12,206	12,346	12,486	12,646
40,881	38,785	38,803	38,897	38,782	33,640	33,736
7,668	12,413	16,343	21,618	26,223	30,328	30,118
<b>116,584</b>	<b>119,575</b>	<b>125,449</b>	<b>132,181</b>	<b>138,241</b>	<b>138,887</b>	<b>140,385</b>
<b>4,636</b>	<b>11,805</b>	<b>14,171</b>	<b>15,969</b>	<b>17,239</b>	<b>21,984</b>	<b>25,959</b>
59,513	64,150	75,955	90,126	106,095	123,334	145,318
<b>64,150</b>	<b>75,955</b>	<b>90,126</b>	<b>106,095</b>	<b>123,334</b>	<b>145,318</b>	<b>171,276</b>

The utilities combined must maintain a debt service coverage ratio of at least 1.2, based on bond covenants. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.27 to 1.60. Generally speaking a higher coverage ratios helps to ensure access to capital markets at attractive rates.



Courtesy of the Wichita Airport Department

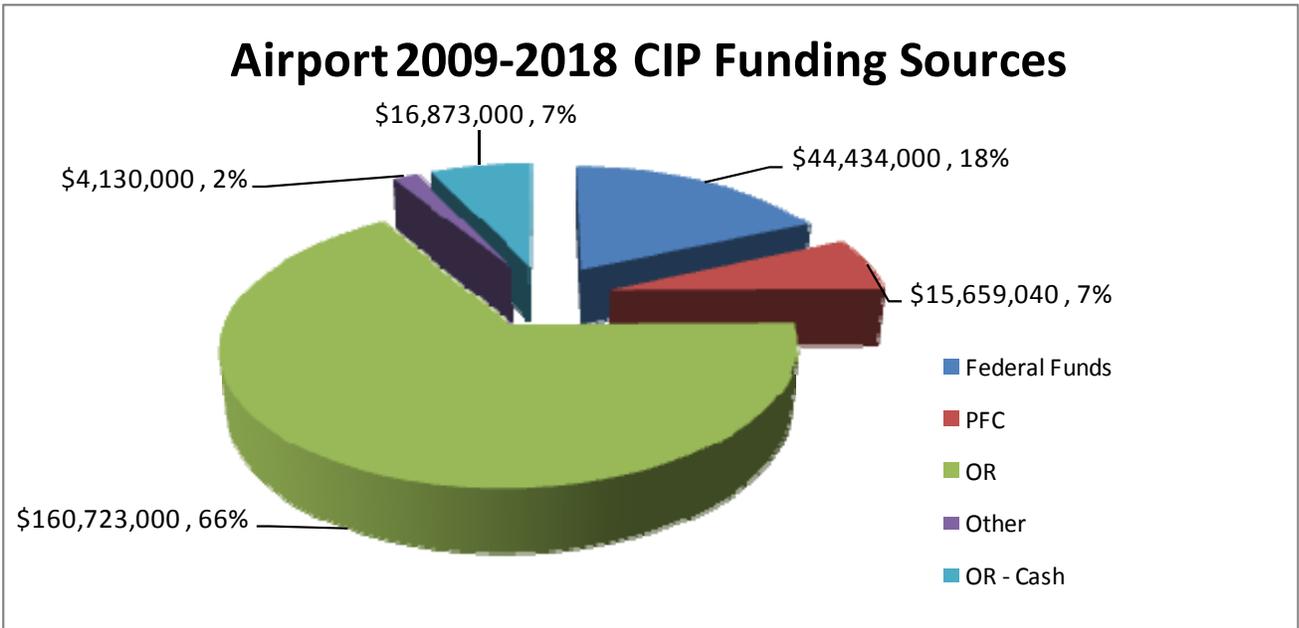
## WICHITA MID-CONTINENT AIRPORT

*The above picture was taken in the late 1959's, showing passengers boarding aircraft at Wichita's Mid-continent Airport. The airport has served the needs of air passengers since 1954. In an effort to maintain the City's investment in infrastructure, the Adopted CIP includes funding for a new terminal and parking garage as well as other pavement and maintenance improvements. This also serves to promote Wichita as a growing and sustainable community.*



**AIRPORT  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	Federal Funds	PFC	OR	Other	OR - Cash	Total
2009	\$ 7,113,000	\$ -	\$ 16,981,000	\$ 4,130,000	\$ 2,827,000	\$ 31,051,000
2010	\$ 13,927,000	\$ 15,109,040	\$ 129,052,000		\$ 4,498,000	\$ 162,586,040
2011	\$ 1,524,000		\$ 5,758,000		\$ 2,006,000	\$ 9,288,000
2012	\$ 11,185,000	\$ 550,000	\$ 5,852,000		\$ 1,059,000	\$ 18,646,000
2013	\$ 5,813,000		\$ 2,780,000		\$ 1,067,000	\$ 9,660,000
2014	\$ 4,160,000				\$ 1,202,000	\$ 5,362,000
2015	\$ 190,000				\$ 1,252,000	\$ 1,442,000
2016					\$ 1,804,000	\$ 1,804,000
2017			\$ 300,000		\$ 590,000	\$ 890,000
2018	\$ 522,000				\$ 568,000	\$ 1,090,000
<b>Total</b>	<b>\$ 44,434,000</b>	<b>\$ 15,659,040</b>	<b>\$ 160,723,000</b>	<b>\$ 4,130,000</b>	<b>\$ 16,873,000</b>	<b>\$ 241,819,040</b>



**Airport CIP Summary:** The Airport CIP funds a new terminal and parking garage (\$164 million), airfield pavements (\$21.6 million), and a variety of smaller projects (\$56.2 million). Most projects (\$202.9 million) are scheduled to be initiated by 2011. Most of the Airport CIP (\$160,723,000) is funded through debt issuances, with the debt service funded by operating revenue (OR) received into the Airport Fund. Airport Fund operating revenues are also used (\$16,873,000) to cash fund smaller projects. Anticipated federal funding (F) for the CIP totals \$44,434,000. Passenger Facility Charges (PFC) revenue is budgeted to fund \$15,659,040 of the Airport CIP, mainly for the terminal. Other funding (O) includes \$4,130,000 for the Parking structure that has not been identified.



# AIRPORT PROJECT LISTING

	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O
<b>AIRPORT: Mid-Continent</b>												
1		All	475,000									
2		All	750,000	175,000	1,200,000		400,000			385,000		
3		All					2,592,000	1,178,000	696,000	7,114,000	500,000	5,532,000
4		All		250,000		250,000		200,000		200,000		200,000
5		All	1,582,000									
6 N		All		30,000				100,000				100,000
7		All						100,000				
8		All	120,000			130,000		130,000		130,000		140,000
9 N		All			1,160,000		637,000	32,000				
10		All										350,000
11		All			38,260,000	4,130,000						
12		All					1,700,000					
13		All			4,000,000							
14		All		120,000						135,000		
15		All		255,000								
16		All							285,000	82,000		
17		All		1,953,000								
18		All							100,000			
19		All	612,000	1,130,000	580,000	336,000		937,000	1,155,000			58,000
20		All	4,202,000	620,000		100,000		100,000	2,370,000	125,000		100,000
21		All	2,923,000	4,977,000	78,247,000	29,628,040		407,040	1,246,000	4,333,000		
22 N		All			700,000							
23		All	5,377,000	50,000	3,285,000	2,028,000	25,000	65,000				750,000
Subtotal Mid-Continent			16,041,000	9,560,000	127,432,000	36,602,040	5,354,000	3,249,040	5,852,000	12,504,000	1,250,000	6,480,000
<b>AIRPORT: Jabara</b>												
24		All			225,000	525,000	343,000	36,000				
25		All		150,000		150,000		150,000		150,000		150,000
26 N		All	940,000									
27		All		50,000								
28 N		All		10,000				40,000				
29 N		All				185,000						
30		All										150,000
31		All		35,000						40,000		
32		All		35,000								
33		All										1,530,000
34		All			1,395,000							
35		All		100,000		100,000		100,000		100,000		100,000
36		All										
Subtotal Jabara			940,000	380,000	1,620,000	1,062,000	343,000	342,000		290,000	1,530,000	400,000
<b>FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY</b>												
Federal Funding				7,113,000		13,927,000		1,524,000		11,185,000		5,813,000
General Obligation Revenue Bonds Funding			16,981,000		129,052,000		5,758,000		5,852,000		2,780,000	
Operating Revenue Funding				2,827,000		4,498,000		2,006,000		1,059,000		1,067,000
Other Proposed Funding				-		4,130,000						
Passenger Facility Charge Funding						15,109,040				550,000		
TOTAL			16,981,000	9,940,000	129,052,000	37,664,040	5,758,000	3,530,000	5,852,000	12,794,000	2,780,000	6,880,000
Previously Approved Projects			16,041,000	9,900,000	127,192,000	37,479,040	5,121,000	3,358,000	5,852,000	12,794,000	2,780,000	6,780,000
Proposed New Projects			940,000	40,000	1,860,000	185,000	637,000	172,000	-	-	-	100,000
Total Projects			16,981,000	9,940,000	129,052,000	37,664,040	5,758,000	3,530,000	5,852,000	12,794,000	2,780,000	6,880,000

# AIRPORT

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O	RB	F/PFC/O	
<b>AIRPORT: Mid-Continent</b>											
1 Administration Building Remodel											475,000
2 Airfield Equipment				125,000							3,035,000
3 Airfield Pavement		4,000,000									21,612,000
4 Airport Development		200,000		175,000		175,000		175,000		175,000	2,000,000
5 Fuel Farm Upgrade											1,582,000
6 N GIS Implementation											230,000
7 HVAC Improvements											100,000
8 Land Acquisition		140,000		140,000		140,000		140,000		140,000	1,350,000
9 N Maintenance Yard											1,829,000
10 Master Plan Update										350,000	700,000
11 Parking Garage											42,390,000
12 Parking Lot Toll Plaza											1,700,000
13 Passenger Boarding Bridges											4,000,000
14 Pavement Condition Inventory				155,000						155,000	565,000
15 Radar Relocation Study (ASR-9)											255,000
16 Roof Replacements		214,000				409,000					990,000
17 Security System Upgrade (ACT 3 related)											1,953,000
18 Storage Area Replacement											100,000
19 Street Side Pavement		408,000		-		540,000					5,756,000
20 Tenant Facility Improvements		115,000		577,000		315,000					8,624,000
21 Airport Capital Terminal III (ACT 3)											121,761,080
22 N Terminal Basement Modifications											700,000
23 Utility Improvements		50,000					300,000	50,000			11,980,000
Subtotal Mid-Continent		5,127,000		1,172,000		1,579,000	300,000	365,000	155,000	665,000	233,687,080
<b>AIRPORT: Jabara</b>											
24 Airfield Pavement											1,129,000
25 Airport Development		125,000		125,000		125,000		125,000		125,000	1,375,000
26 N Detention Ponds											940,000
27 Fuel Farm Upgrade											50,000
28 N GIS Implementation											50,000
29 N Maintenance & Security											185,000
30 Master Plan Update											150,000
31 Pavement Condition Inventory				45,000						45,000	165,000
32 Roof Replacement											35,000
33 Street Side Pavement											1,648,000
34 T-Hangar Construction											1,395,000
35 Tenant Facility Improvements		100,000		100,000		100,000		100,000		100,000	1,000,000
36 Utilities		10,000									10,000
Subtotal Jabara		235,000		270,000		225,000		225,000		270,000	8,132,000
<b>FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY</b>											
Federal Funding		4,160,000		190,000						522,000	44,434,000
General Obligation Revenue Bonds Funding							300,000				160,723,000
Operating Revenue Funding		1,202,000		1,252,000		1,804,000		590,000		568,000	16,873,000
Other Proposed Funding											4,130,000
Passenger Facility Charge Funding											15,659,040
TOTAL	-	5,362,000	-	1,442,000	-	1,804,000	300,000	590,000	-	1,090,000	241,819,040
Previously Approved Projects	-	5,362,000	-	1,442,000	-	1,804,000	300,000	590,000	-	1,090,000	237,885,040
Proposed New Projects	-	-	-	-	-	-	-	-	-	-	3,934,000
Total Projects	-	5,362,000	-	1,442,000	-	1,804,000	300,000	590,000	-	1,090,000	241,819,040



## SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

### AIR CAPITAL TERMINAL - 3

<b>Council District</b>	All
<b>Type:</b>	Redevelopment
<b>Category:</b>	Airport
<b>Start &amp; Complete Date:</b>	2008 - 2012
<b>Cost (total):</b>	\$121,761,080
<b>Cost (2009):</b>	\$7,900,000
<b>Operational Costs (additional):</b>	Minimal
<b>Operational Staff (additional):</b>	Minimal



The new Airport Terminal is designed to provide more operational efficiencies for airlines and passengers. The 230,000 square-foot terminal will be west of the existing terminal. Major elements of the project include:

- ◆ New terminal roadway and covered curb with separate lanes for private and commercial vehicles
- ◆ A terminal building with enlarged ticketing and baggage claim on the main entry level
- ◆ An upper level concourse with departure lounges, concessions and expanded passenger security screening
- ◆ Ten boarding gates with a passenger boarding bridges
- ◆ Passenger baggage handling systems with in-line explosives detection security screening
- ◆ Enhanced pre-security and post-security concessions and passenger services
- ◆ Rental car service counters, close-in parking and car return
- ◆ Short-term and long-term public parking plus a new expanded shuttle parking lot
- ◆ Reconstruction and expansion of the terminal aircraft apron

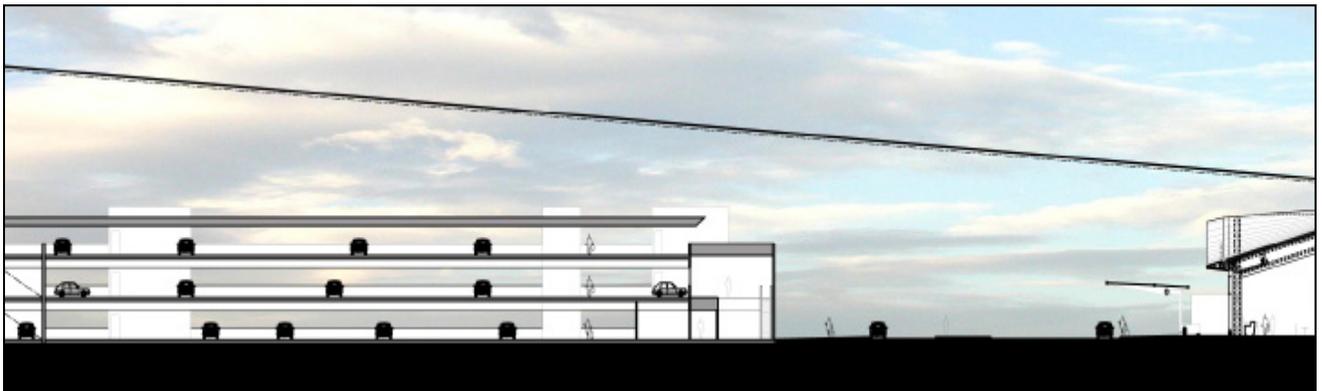


### PARKING GARAGE

<b>Council District</b>	All
<b>Type:</b>	New Construction
<b>Category:</b>	Airport
<b>Start &amp; Complete Date:</b>	Ongoing
<b>Cost (total):</b>	\$42,390,000
<b>Cost (2009):</b>	\$0
<b>Operational Costs (additional):</b>	\$18,000
<b>Operational Staff (additional):</b>	\$0

As part of the Air Capital Terminal 3 (ACT - 3), a new parking facility is programmed. The facility will be a multi-level garage for public and rental car use, plus it will contain the offices and counters for the rental car agencies.

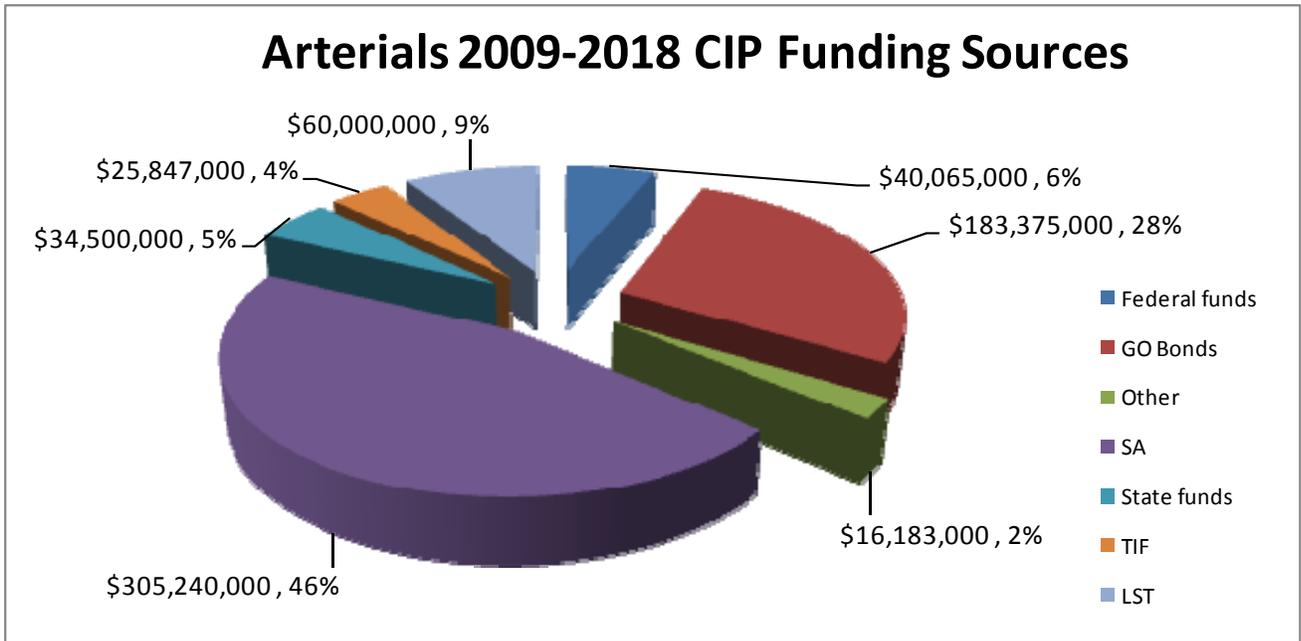
This facility will be financed partially by General Obligation bonds and also with a new Customer Facility Charge (CFC). This will also assist the airport in meeting parking needs, especially during peak demands, which creates parking shortages.





ARTERIALS  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR

Year	Federal funds	GO Bonds	Other	SA	State funds	TIF	LST	Total
2009	\$ 11,345,000	\$ 20,770,000	\$ 14,833,000	\$ 30,240,000	\$ 1,400,000	\$ 4,197,000	\$ 6,000,000	\$ 88,785,000
2010	\$ 9,245,000	\$ 15,060,000	\$ 150,000	\$ 31,800,000	\$ 13,000,000	\$ 6,670,000	\$ 6,000,000	\$ 81,925,000
2011	\$ 9,625,000	\$ 32,355,000	\$ 150,000	\$ 31,100,000	\$ 13,900,000	\$ 9,700,000	\$ 6,000,000	\$ 102,830,000
2012	\$ 7,430,000	\$ 19,655,000	\$ 150,000	\$ 31,100,000	\$ 500,000	\$ 520,000	\$ 6,000,000	\$ 65,355,000
2013	\$ 2,420,000	\$ 16,040,000	\$ 150,000	\$ 30,250,000	\$ 1,400,000	\$ 4,760,000	\$ 6,000,000	\$ 61,020,000
2014		\$ 12,715,000	\$ 150,000	\$ 30,250,000	\$ 500,000		\$ 6,000,000	\$ 49,615,000
2015		\$ 41,855,000	\$ 150,000	\$ 30,250,000	\$ 1,400,000		\$ 6,000,000	\$ 79,655,000
2016		\$ 19,075,000	\$ 150,000	\$ 30,250,000	\$ 500,000		\$ 6,000,000	\$ 55,975,000
2017		\$ 3,925,000	\$ 150,000	\$ 30,000,000	\$ 1,400,000		\$ 8,500,000	\$ 43,975,000
2018		\$ 1,925,000	\$ 150,000	\$ 30,000,000	\$ 500,000		\$ 3,500,000	\$ 36,075,000
<b>Total</b>	<b>\$ 40,065,000</b>	<b>\$ 183,375,000</b>	<b>\$ 16,183,000</b>	<b>\$ 305,240,000</b>	<b>\$ 34,500,000</b>	<b>\$ 25,847,000</b>	<b>\$ 60,000,000</b>	<b>\$ 665,210,000</b>



**Arterials CIP:** The Arterials CIP funds 104 projects spread relatively evenly through the CIP period. Nearly one half of the arterial funding is from Special Assessments (SA). The projects are initiated mostly in newly platted or developed areas. GO bonds fund the next largest share of projects, at \$183,375,000. A total of \$60 million over 10 years from Local Sales Tax (LST) funds support arterial projects. Other funding includes \$2.4 million in cash funding from the Water Utility on the 37th - Maize to Tyler project. Sedgwick County funding of \$12.3 million is projected, to partially finance projects downtown near the arena area. The State of Kansas is anticipated to provide \$34.5 million. Most of this (\$25 million) is for the 47th - Broadway to I-135 project. Another source for downtown projects near the area is TIF funds (\$25.8 million). Railroad crossing improvements are funded in part by an estimated \$1.5 million from Rail companies. Federal funds are expected to contribute \$40 million, as matching funds for a variety of projects. This also includes \$180,000 in federal CDBG funds for the Broadway streetscape project.



# ARTERIALS

## PROJECT LISTING

	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>ARTERIALS</b>												
1 9th, I-135 to Hillside		1										250,000
2 13th, Hillside to Oliver		1			750,000		5,000,000					
3 13th, I-135 to Hillside		1			750,000		5,000,000					
4 13th & Mosley Intersection	F	6	600,000	980,000								
5 13th, Oliver to Woodlawn		1										
6 17th, Broadway to I-135 *		1, 6										1,500,000
7 17th, Hillside to Grove	F	1	2,000,000	2,000,000								
8 21st, Broadway to Waco		6	4,690,000									
9 21st, Broadway Local Street Network	SA	6										250,000 250,000
10 N 21st & Maize turn lanes		5					150,000		1,850,000			
11 29th & Broadway Intersection		6										75,000
12 29th, Hoover to West		5							250,000			100,000
13 29th, Ridge to Hoover		5			150,000							4,000,000
14 37th, Arkansas to Broadway		6										
15 37th, Broadway to Hydraulic	F	6			250,000							2,980,000 2,420,000
16 37th, Hydraulic to Hillside		1										
17 37th, Maize to Tyler	WWU	5	1,750,000	1,750,000								
18 47th, Lulu to Hydraulic	F	3			250,000	650,000						
19 47th, Meridian to Seneca	F	4	150,000		1,200,000	350,000	1,150,000	3,400,000				
20 47th, I-135 to Broadway	F, S, SG	3, 4	500,000	500,000			12,500,000	12,500,000				
21 119th, 21st to 29th		5										200,000
22 119th, Kellogg to Maple	F	5	1,100,000		2,000,000	2,000,000						
23 119th, Pawnee to Kellogg		4	100,000				4,000,000					
24 127th, 13th to 21st		2							200,000			100,000
25 127th, 21st to 29th		2										
26 135th, 13th to 21st		5	250,000		100,000		2,000,000		2,000,000			
27 135th, Central to 13th		5										200,000
28 135th, Maple to Central		5							100,000			
29 135th, Kellogg to Auburn Hills	F	5			150,000		100,000		740,000	1,260,000		
30 143rd, Kellogg to Central		2							200,000			
31 151st, Kellogg to Maple		5							200,000			150,000
32 167th, Kellogg to Maple		5					80,000		500,000			150,000
33 Amidon, 21st to 29th		6			300,000		150,000		5,000,000			
34 N Arena Parking - new	SG	All		5,000,000								
35 N Arena Streetscaping & Way finding Design Manual	SG/TIF	All		150,000								
36 N Arena Way finding Improvements	SG	All		250,000								
37 Arterial SW/WCR Ramps		All	450,000		450,000		450,000		450,000			450,000
38 Bike Enhancement Projects		All	500,000	900,000			500,000	900,000				500,000 900,000
39 Bike Path, Ark River, Galena to GWB	F	3	700,000	1,000,000								
40 N Broadway Streetscaping	CDBG	1, 3	110,000	180,000								
41 Central, 119th to 135th	F	5	500,000				2,200,000	840,000	1,000,000	4,760,000		
42 Central, Rock to Webb		2	50,000		30,000		750,000					
43 N Commerce, Kellogg to Waterman		All										
44 N Comprehensive Way finding Improvements	TIF	1, 4, 6			250,000	250,000			500,000			
45 C.O.R.E Intersection Improvements	SA	6				300,000		300,000		300,000		
46 C.O.R.E On-Street Parking Improvements	SA	6				200,000		200,000		200,000		
47 C.O.R.E Street/Utility Improvements	SA	6				400,000		400,000		400,000		
48 N C.O.R.E. Streetscape Improvements	SA	6				900,000		200,000		200,000		
49 Downtown Parking**	TIF	All				5,000,000		5,000,000				
50 N Emporia, Lewis to Waterman **	TIF	All		50,000		520,000						
51 N Emporia, Waterman to William	SG/WWU/TIF	All		1,540,000								
52 N Emporia, William to Douglas **	TIF	All		40,000		370,000						
53 N English, Main to Emporia **	TIF	All				190,000		1,670,000				
54 Greenwich, Harry to Kellogg *	F	2	1,000,000	1,400,000		3,000,000						
55 Greenwich, Pawnee to Harry		2			150,000		4,500,000					
56 Harry & Broadway Intersection	F	1, 3	75,000		250,000		500,000	800,000				
57 N Harry & Woodlawn Intersection	F	2, 3			75,000		1,000,000	400,000				
58 Harry, 127th to 143rd		2										250,000
59 Harry, Greenwich to 127th		2	100,000			3,500,000						
60 Harry, Turnpike to E. of Rock	F	2	100,000		1,500,000	1,360,000	2,300,000					
61 N Hydraulic, Kellogg to Harry	F	1			600,000	1,485,000	600,000	1,485,000				
62 ITS Projects		All	400,000									

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>ARTERIALS</b>											
1 9th, I-135 to Hillside	100,000		3,500,000								3,850,000
2 13th, Hillside to Oliver											5,750,000
3 13th, I-135 to Hillside											5,750,000
4 13th & Mosley Intersection											1,580,000
5 13th, Oliver to Woodlawn	250,000		300,000		5,000,000						5,550,000
6 17th, Broadway to I-135 *											1,500,000
7 17th, Hillside to Grove											4,000,000
8 21st, Broadway to Waco											4,690,000
9 21st, Broadway Local Street Network	250,000	250,000	250,000	250,000	250,000	250,000					2,000,000
10 N 21st & Maize turn lanes											2,000,000
11 29th & Broadway Intersection	400,000				1,200,000						1,675,000
12 29th, Hoover to West			3,500,000								3,850,000
13 29th, Ridge to Hoover											4,150,000
14 37th, Arkansas to Broadway			200,000		100,000		3,000,000				3,300,000
15 37th, Broadway to Hydraulic											5,650,000
16 37th, Hydraulic to Hillside	250,000		150,000		4,000,000						4,400,000
17 37th, Maize to Tyler											3,500,000
18 47th, Lulu to Hydraulic											900,000
19 47th, Meridian to Seneca											6,250,000
20 47th, I-135 to Broadway											26,000,000
21 119th, 21st to 29th	100,000		3,500,000								3,800,000
22 119th, Kellogg to Maple											5,100,000
23 119th, Pawnee to Kellogg											4,100,000
24 127th, 13th to 21st			3,500,000								3,800,000
25 127th, 21st to 29th	250,000		100,000		4,000,000						4,350,000
26 135th, 13th to 21st											4,350,000
27 135th, Central to 13th	100,000		3,500,000								3,800,000
28 135th, Maple to Central	3,500,000										3,600,000
29 135th, Kellogg to Auburn Hills											2,250,000
30 143rd, Kellogg to Central	100,000		3,500,000								3,800,000
31 151st, Kellogg to Maple			3,500,000								3,850,000
32 167th, Kellogg to Maple			2,000,000								2,730,000
33 Amidon, 21st to 29th											5,450,000
34 N Arena Parking - new											5,000,000
35 N Arena Streetscaping & Way finding Design Manual											150,000
36 N Arena Way finding Improvements											250,000
37 Arterial SW/WCR Ramps	450,000		450,000		450,000		450,000		450,000		4,500,000
38 Bike Enhancement Projects			500,000	900,000			500,000	900,000			7,000,000
39 Bike Path, Ark River, Galena to GWB											1,700,000
40 N Broadway Streetscaping											290,000
41 Central, 119th to 135th											9,300,000
42 Central, Rock to Webb											830,000
43 N Commerce, Kellogg to Waterman	210,000		1,900,000								2,110,000
44 N Comprehensive Way finding Improvements											1,000,000
45 C.O.R.E Intersection Improvements											900,000
46 C.O.R.E On-Street Parking Improvements											600,000
47 C.O.R.E Street/Utility Improvements											1,200,000
48 N C.O.R.E. Streetscape Improvements											1,300,000
49 Downtown Parking**											10,000,000
50 N Emporia, Lewis to Waterman **											570,000
51 N Emporia, Waterman to William											1,540,000
52 N Emporia, William to Douglas **											410,000
53 N English, Main to Emporia **											1,860,000
54 Greenwich, Harry to Kellogg *											5,400,000
55 Greenwich, Pawnee to Harry											4,650,000
56 Harry & Broadway Intersection											1,625,000
57 N Harry & Woodlawn Intersection											1,475,000
58 Harry, 127th to 143rd	150,000		4,000,000								4,400,000
59 Harry, Greenwich to 127th											3,600,000
60 Harry, Turnpike to E. of Rock											5,260,000
61 N Hydraulic, Kellogg to Harry											4,170,000
62 ITS Projects											400,000



# ARTERIALS

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER									
63 N Lewis, Main to St. Francis **											2,660,000
64 Maize, 31st to Pawnee	4,000,000										4,350,000
65 Maize, K-42 to 31st	250,000		150,000		4,000,000						4,400,000
66 Maize, Pawnee to Kellogg											5,000,000
67 Maple, 135th to 151st											4,500,000
68 Maple, 151st to 167th	250,000		250,000		4,500,000						5,000,000
69 N Maple, McLean to Exposition *											2,000,000
70 Maple, Sheridan to Seneca			300,000		100,000		3,500,000		3,500,000		7,400,000
71 N Market, Dewey to Douglas **											3,220,000
72 McAdams Bike Path - I-135 to K-96											2,400,000
73 Mead, 3rd to Central											580,000
74 Meridian, 31st to 47th											7,300,000
75 Meridian, 47th to 55th											500,000
76 Meridian, Pawnee to Orient *											2,000,000
77 Meridian, Orient to McCormick											5,350,000
78 Mt. Vernon, Broadway to S.E. Blvd.	100,000		3,500,000								3,600,000
79 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
80 NOMAR International Public Market Streetscaping											200,000
81 Park Place/Market 2-way Conversion											500,000
82 N Pawnee & Broadway Intersection											2,125,000
83 Pawnee, K-15 to Hillside	150,000		2,000,000								4,150,000
84 Pawnee, Webb to Greenwich	2,250,000		2,250,000								4,900,000
85 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
86 N Railroad Bridge @ Waterman											170,000
87 N Redbud Bike Path - I-135 to Oliver	380,000		3,380,000								3,760,000
88 Seneca, 1-235 to 31st St.											5,600,000
89 N St. Francis, Arena Site to Douglas											650,000
90 N St. Francis, Douglas to 2nd											980,000
91 N St. Francis, Kellogg to Waterman **											2,090,000
92 Street Rehabilitation	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	10,000,000
93 Traffic Synchronization											560,000
94 N Topeka, Kellogg to Waterman											1,350,000
95 N Topeka, Waterman to Douglas **											1,980,000
96 Traffic Signalization	625,000		625,000		625,000		625,000		625,000		5,850,000
97 N Tyler, 21st to 29th											4,500,000
98 Tyler, 29th to 37th	3,500,000										4,000,000
99 Tyler, Maple to Central	250,000		200,000				3,500,000				3,950,000
100 N Washington & Waterman Intersection											6,690,000
101 N William, Emporia to Commerce											740,000
102 N William, Main to Emporia **											1,390,000
103 Woodlawn, Lincoln to Kellogg											4,000,000
104 Woodlawn/Farmview/17th Intersection											1,000,000

\* Indicates a portion of the budget for this project is located in the storm water section.

\*\*Street construction is contingent upon redevelopment of Arena neighborhood.

#### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

CDBG Funding											180,000
Federal Funding											39,885,000
General Obligation Funding	12,715,000		41,855,000		19,075,000		3,925,000		1,925,000		183,375,000
		6,000,000		6,000,000		6,000,000		8,500,000		3,500,000	60,000,000
Other Funding		150,000		150,000		150,000		150,000		150,000	1,500,000
Special Assessment Funding		30,250,000		30,250,000		30,250,000		30,000,000		30,000,000	305,240,000
Sedgwick County Funding											12,301,000
State Funding		500,000		1,400,000		500,000		1,400,000		500,000	34,500,000
Tax Increment Financing Funding											25,847,000
Wichita Water Utilities Funding											2,382,000
<b>TOTAL</b>	<b>12,715,000</b>	<b>36,900,000</b>	<b>41,855,000</b>	<b>37,800,000</b>	<b>19,075,000</b>	<b>36,900,000</b>	<b>3,925,000</b>	<b>40,050,000</b>	<b>1,925,000</b>	<b>34,150,000</b>	<b>665,210,000</b>

#### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Previously Approved Projects	12,125,000	36,900,000	36,575,000	37,800,000	19,075,000	36,900,000	3,925,000	40,050,000	1,925,000	34,150,000	608,780,000
Proposed New Projects	590,000	-	5,280,000	-	-	-	-	-	-	-	56,430,000
<b>Total Projects</b>	<b>12,715,000</b>	<b>36,900,000</b>	<b>41,855,000</b>	<b>37,800,000</b>	<b>19,075,000</b>	<b>36,900,000</b>	<b>3,925,000</b>	<b>40,050,000</b>	<b>1,925,000</b>	<b>34,150,000</b>	<b>665,210,000</b>



# ARTERIALS

## PROJECT LISTING

PROJECTS NOT INCLUDED	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013		
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
1 N 3rd St. Streetscaping		6	730,000										
2 N 13th & Edgemoor (Intersection)		1			100,000		750,000						
3 13th, Wabash to Cleveland Median/Turn Lanes		1	60,000				500,000						
4 N 13th, 135th to 151st		5											
5 13th, 119th to 135th		5					100,000		4,500,000				
6 N 13th, McLean to Zoo Blvd.		6			300,000		150,000				5,000,000		
7 21st, Broadway to I-135		6							150,000				
8 21st & Grove Development Site		1					2,000,000						
9 21st St. N Corridor Way finding Signage		6			50,000								
10 N 21st, West to Hoover		5										200,000	
11 25th, I-135 to Broadway		6											
12 29th & Arkansas		6										200,000	
13 N 31st, Tyler to Maize		4											
14 N 37th, Amidon to Seneca		6											
15 N 47th, Hoover to Floodway		4											
16 N 47th, Meridian to West		4					250,000		100,000				
17 N 55th, Seneca to Broadway		4										250,000	
18 N 127th, Harry to Kellogg		2											
19 N 143rd, 13th to 21st		2										200,000	
20 N 143rd, 21st to 29th		2											
21 N 151st, Maple to Central		5											
22 N Arkansas, 21st to 37th		6					300,000		200,000			4,000,000	
23 N Arkansas to Haysville Bike Path		4							800,000			7,100,000	
24 Delano Bike Path - Seneca to McLean		4			100,000		890,000						
25 N Douglas, Washington to Oliver - Streetscape		1,2					5,533,000	4,163,000					
26 Douglas Streetscape, Seneca to Vine		4							230,000			2,070,000	
27 Douglas, Vine to Meridian - Streetscape		4, 6							250,000				
28 Downtown Parking/Street Improvements		1							5,000,000			5,000,000	
29 Downtown Street Improvements									3,840,000			3,450,000	
30 N Hoover, 21st to 29th		5										250,000	
31 N Hoover, 29th to 37th		5											
32 N Hoover, Harry to Pueblo		4			200,000		1,000,000						
33 N Hoover, MacArthur to 31st		4	200,000		100,000				4,000,000				
34 N Hoover, MacArthur to 47th		4											
35 N K-96 to Harry Bike Path		2					400,000		3,600,000				
36 N MacArthur, Hoover to Ridge		4											
37 N MacArthur, Meridian to West		4							250,000			150,000	
38 N MacArthur, West to Hoover		4					250,000		150,000				
39 N Maize, 29th to 37th		5											
40 N Mosley Streetscaping		6	50,000		530,000								
41 Oliver, Kellogg to Central		2											
42 N Pawnee & K 42 Intersection		4					150,000		100,000			1,500,000	
43 N Pawnee, 119th to 135th		4							250,000			150,000	
44 Pedestrian Crossings		1							140,000			110,000	
45 N Rock Island Streetscaping		6			30,000		220,000						
46 South Central Bike Path - Kellogg to Broadway		1, 3										470,000	
47 Themed Pedestrian Walks		1, 6											
48 Two-Way Street Conversions		1											
49 N West, 21st to 29th		5											
50 N West, 29th to 37th		5											
51 N West, 47th to MacArthur		4							250,000			150,000	
52 N West, I-235 to MacArthur		4			1,000,000								
53 N West, Kellogg to Pawnee		4			300,000		500,000		6,000,000				
54 Zoo/Westdale/I-235 Improvements		5, 6											
<b>TOTAL</b>			1,040,000	-	2,710,000	-	12,993,000	4,163,000	29,810,000	-		30,250,000	-

# ARTERIALS

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>PROJECTS NOT INCLUDED</b>											
1 N 3rd St. Streetscaping											730,000
2 N 13th & Edgemoor (Intersection)											850,000
3 13th, Wabash to Cleveland Median/Turn Lanes											560,000
4 N 13th, 135th to 151st	250,000		150,000				4,000,000				4,400,000
5 13th, 119th to 135th											4,600,000
6 N 13th, McLean to Zoo Blvd.											5,450,000
7 21st, Broadway to I-135	2,750,000										2,900,000
8 21st & Grove Development Site											2,000,000
9 21st St. N Corridor Way finding Signage											50,000
10 N 21st, West to Hoover	100,000		3,000,000								3,300,000
11 25th, I-135 to Broadway			100,000		400,000		1,000,000		1,000,000		2,500,000
12 29th & Arkansas	100,000		1,400,000								1,700,000
13 N 31st, Tyler to Maize			200,000		100,000		3,000,000				3,300,000
14 N 37th, Amidon to Seneca	250,000		150,000		3,500,000						3,900,000
15 N 47th, Hoover to Floodway			200,000		1,500,000			3,000,000			4,700,000
16 N 47th, Meridian to West	4,500,000										4,850,000
17 N 55th, Seneca to Broadway	100,000				4,000,000						4,350,000
18 N 127th, Harry to Kellogg					200,000		150,000		3,500,000		3,850,000
19 N 143rd, 13th to 21st	150,000				3,500,000						3,850,000
20 N 143rd, 21st to 29th	250,000		150,000				4,000,000				4,400,000
21 N 151st, Maple to Central			250,000		150,000		4,000,000				4,400,000
22 N Arkansas, 21st to 37th											4,500,000
23 N Arkansas to Haysville Bike Path											7,900,000
24 Delano Bike Path - Seneca to McLean											990,000
25 N Douglas, Washington to Oliver - Streetscape											9,696,000
26 Douglas Streetscape, Seneca to Vine											2,300,000
27 Douglas, Vine to Meridian - Streetscape	2,270,000										2,520,000
28 Downtown Parking/Street Improvements	5,000,000		5,000,000		5,000,000		5,000,000		5,000,000		35,000,000
29 Downtown Street Improvements	3,450,000		3,450,000		3,450,000		3,450,000		3,450,000		24,540,000
30 N Hoover, 21st to 29th	150,000				3,500,000						3,900,000
31 N Hoover, 29th to 37th	250,000		150,000				3,500,000				3,900,000
32 N Hoover, Harry to Pueblo											1,200,000
33 N Hoover, MacArthur to 31st											4,300,000
34 N Hoover, MacArthur to 47th			250,000		150,000			3,500,000			3,900,000
35 N K-96 to Harry Bike Path											4,000,000
36 N MacArthur, Hoover to Ridge			250,000		150,000			4,000,000			4,400,000
37 N MacArthur, Meridian to West			4,000,000								4,400,000
38 N MacArthur, West to Hoover	4,000,000										4,400,000
39 N Maize, 29th to 37th			200,000		100,000			3,500,000			3,800,000
40 N Mosley Streetscaping											580,000
41 Oliver, Kellogg to Central			250,000		150,000			4,200,000			4,600,000
42 N Pawnee & K 42 Intersection											1,750,000
43 N Pawnee, 119th to 135th			4,000,000								4,400,000
44 Pedestrian Crossings	110,000										360,000
45 N Rock Island Streetscaping											250,000
46 South Central Bike Path - Kellogg to Broadway	4,190,000										4,660,000
47 Themed Pedestrian Walks			1,500,000		1,500,000		1,500,000				4,500,000
48 Two-Way Street Conversions			375,000		375,000						750,000
49 N West, 21st to 29th	200,000		100,000				3,500,000				3,800,000
50 N West, 29th to 37th			200,000		100,000			3,500,000			3,800,000
51 N West, 47th to MacArthur			4,000,000								4,400,000
52 N West, I-235 to MacArthur											1,000,000
53 N West, Kellogg to Pawnee											6,800,000
54 Zoo/Westdale/I-235 Improvements					50,000		500,000				550,000
<b>TOTAL</b>	<b>28,070,000</b>	<b>-</b>	<b>29,325,000</b>	<b>-</b>	<b>27,825,000</b>	<b>-</b>	<b>33,100,000</b>	<b>-</b>	<b>34,650,000</b>	<b>-</b>	<b>233,936,000</b>



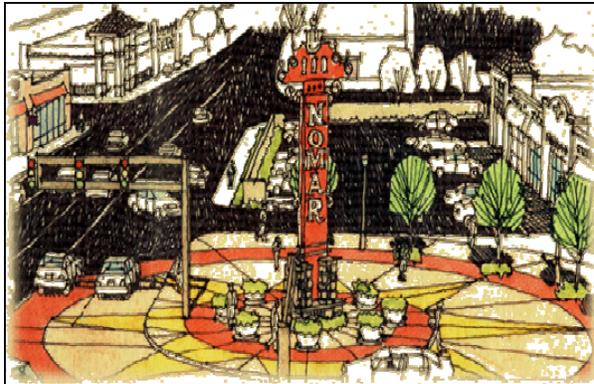
**SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES**

**21ST STREET NORTH CORRIDOR REVITALIZATION**

**Council District :** 1, 6  
**Type:** Redevelopment  
**Category:** Arterials, Public Facilities  
**Start & Complete Date:** 2009-2018  
**Cost (total):** \$9,065,000  
**Cost (2009):** \$5,390,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The 21st Street North Corridor Revitalization plan has four goals. These goals are designed to implement the vision of the City and the Steering Committee and include:

- ◆ Increase the long-term economic renewal, vitality, and sustainability of the 21st Street North Corridor Revitalization Plan area
- ◆ Make transportation system improvements within the 21st Street North Corridor Revitalization Plan area that will support the economic renewal of the area, improve traffic movements, and enhance the quality of life for the surrounding community
- ◆ Remediate environmental contamination within the 21st Street North Corridor Revitalization Plan area
- ◆ Create a more attractive 21st Street North Corridor Revitalization Plan area

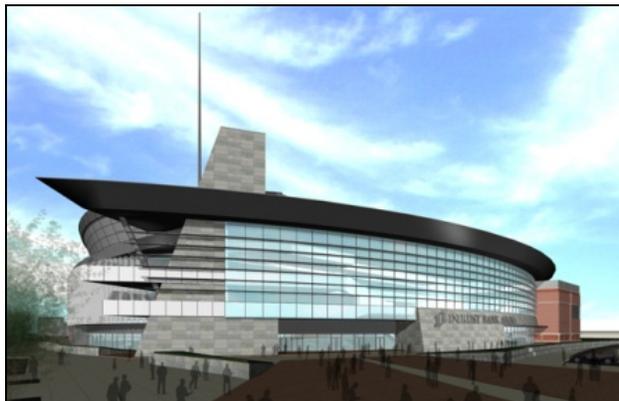


**ARENA NEIGHBORHOOD AREA**

**Council District :** All  
**Type:** Redevelopment  
**Category:** Arterials  
**Start & Complete Date:** Ongoing  
**Cost (total):** \$43,640,000  
**Cost (2009):** \$17,040,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The construction of the Intrust Bank Arena in downtown Wichita will serve as a catalyst for redevelopment. The Arena Neighborhood Development plan assisted in identifying important areas that needed to be redeveloped and addresses the following areas:

- ◆ Ensuring that new development (including the arena) is high quality and designed to complement existing architecture and public sector improvements in the area. The protection and rehabilitation of important existing structures is also addressed.
- ◆ Creating a visually appealing, comfortable and safe high quality physical place. This includes the development of urban design guidelines and construction standards to ensure visual continuity through similarities in building height, scale, massing, overall organization of the façade, use of materials, colors and roof shapes.
- ◆ Ensure that the following key elements of a successful area redevelopment are addressed: accessibility, diversity of uses, right mix of major market components, balance of activities, concentrations and intensity of use, positive identity, and supporting physical infrastructure and functional linkages.



These functions identified in the plan have guided the development of the capital improvements.



## SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

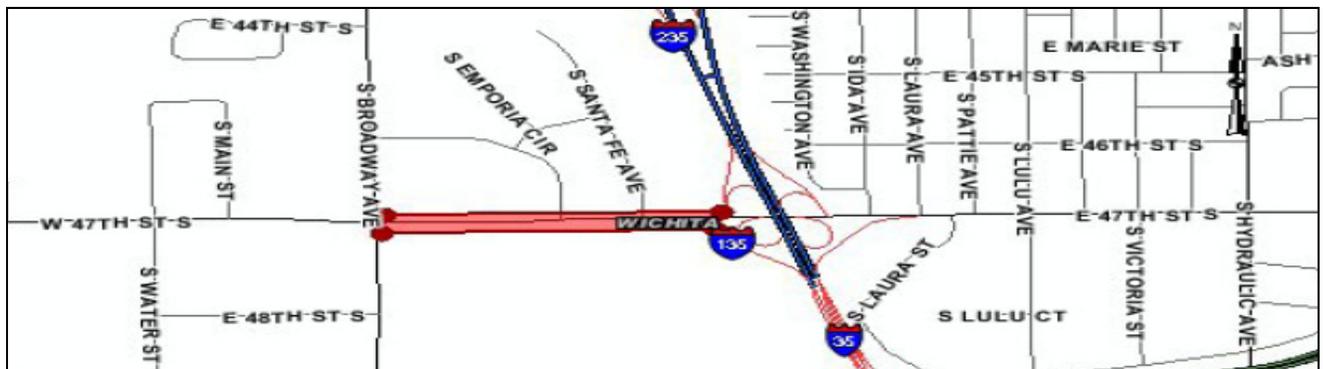
### 47TH, I-135 TO BROADWAY

**Council District:** 3, 4  
**Type:** Redevelopment  
**Category:** Arterials  
**Start & Complete Date:** 2009-2011  
**Cost (total):** \$26,000,000  
**Cost (2009):** \$1,000,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

This project will provide dual left turn lanes in all four directions. The City will also construct new bridges over I-135, as the existing bridges are in poor condition. In addition, the project will reconstruct and signalize the ramps at 47th and I-135 as well as the intersection at 47th and Emporia.

Construction began in the fall of 2009. The City will contribute \$500,000 for right-of-way acquisition and utility relocation, the rest of the funds are coming from Sedgwick County and the American Recovery and Reinvestment Act.

The 2009-2018 CIP includes funding to improve 47th St. South, between the I-135 Freeway and Broadway. The purpose of this project is to relieve traffic congestion along the corridor during peak rush hour periods.



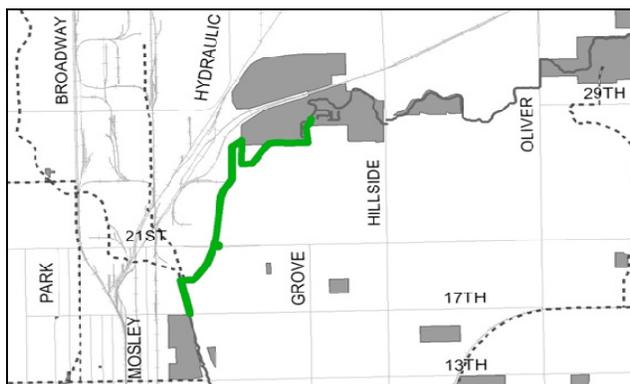
### MCADAMS BIKE PATH

**Council District:** 1,6  
**Type:** New Construction  
**Category:** Arterials  
**Start & Complete Date:** 2009  
**Cost (total):** \$2,400,000  
**Cost (2009):** \$2,400,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The McAdams Bike Path will construct a 10 foot wide pathway to connect the I-135 pathway where it terminates in McAdams Park, with the K-96 pathway, where it terminates at Grove Park. This project will include lighting, landscaping benches, and other improvements to make a safe pathway and an inviting environment.

This project is also recommended by the McAdams Neighborhood Revitalization Plan, the Park, Recreation and Open Space Plan, and the Regional Pathway System Plan. This is a significant project because it connects the downtown area with Northeast Wichita.

Of the total \$2.4 million, \$1.6 million will be funded with American Recovery and Reinvestment Act funds.





Courtesy of the Wichita Public Library Photograph Collection

## BRIDGE PROJECTS

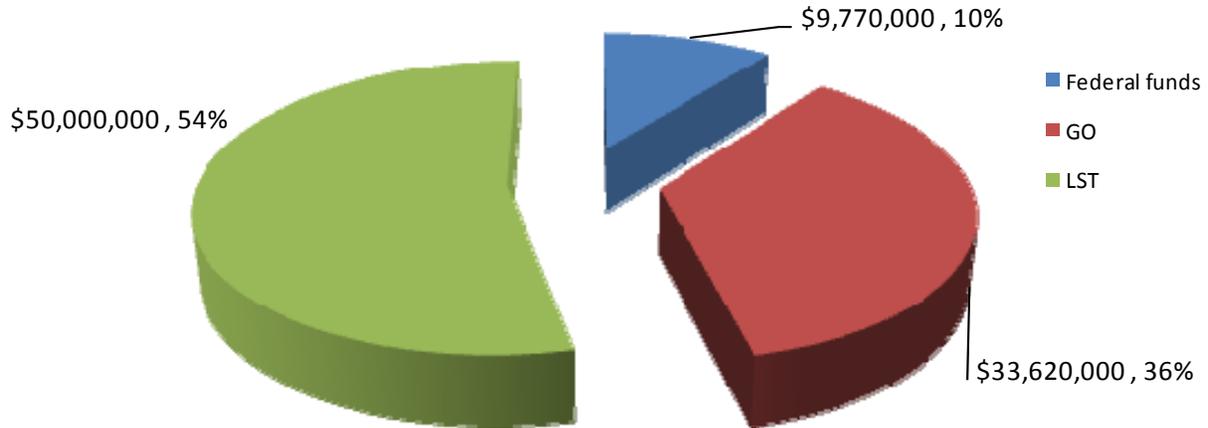
*Wichita continues to protect the City's infrastructure investments through proactive maintenance efforts and physical improvements. The above picture was taken in 1930 and shows construction of the John Mack Bridge, reportedly the longest remaining bridge of the "Rainbow Bridge" type patented by James B. Marsh. After being rehabilitated in the 1990's, the bridge is still in use today, carrying south Broadway over the Arkansas River. Bridges often hold aesthetic and historical significance, and are essential to promoting a sustainable and growing the community. The Adopted CIP includes \$93.4 million for bridge projects, including \$50 million for a new crossing over the Floodway.*



BRIDGES  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR

Year	Federal funds	GO	LST	Total
2009	\$ 560,000	\$ 1,070,000	\$ 1,000,000	\$ 2,630,000
2010	\$ 2,700,000	\$ 5,200,000	\$ 8,000,000	\$ 15,900,000
2011	\$ 2,160,000	\$ 4,070,000	\$ 21,000,000	\$ 27,230,000
2012	\$ 840,000	\$ 5,720,000	\$ 20,000,000	\$ 26,560,000
2013	\$ 3,390,000	\$ 1,690,000		\$ 5,080,000
2014		\$ 2,330,000		\$ 2,330,000
2015	\$ 60,000	\$ 4,520,000		\$ 4,580,000
2016	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
2017	\$ 60,000	\$ 4,020,000		\$ 4,080,000
2018		\$ 4,000,000		\$ 4,000,000
<b>Total</b>	<b>\$ 9,770,000</b>	<b>\$ 33,620,000</b>	<b>\$ 50,000,000</b>	<b>\$ 93,390,000</b>

**Bridges 2009-2018 CIP Funding Sources**



**Bridge Projects:** The CIP supports 17 bridge projects, including 4 new projects. These are financed with \$50 million in Local Sales Tax (LST) funds, \$33.6 million in GO bonds and \$9.8 million in federal funds. The largest project is the \$50 million Floodway bridge, funded from LST funds. This will provide another crossing over the Big Ditch. The estimated completion date is 2013. The Lincoln Street bridge and dam is funded with \$11.8 million, including \$4.8 million in federal funds. The largest new project is \$10.6 million for the Broadway bridge at 34th Street South. Federal funds of \$4.7 million are anticipated for this project. This bridge is deficient and has been restricted to two lanes of traffic.



# BRIDGES

## PROJECT LISTING

	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>BRIDGES</b>												
1		1					400,000					
2		1	300,000									
3		4			600,000							
4		All	20,000	60,000			20,000	60,000			20,000	60,000
5		All										
6	F	3	100,000	500,000					4,160,000	840,000	1,670,000	3,330,000
7		3										
8		1							60,000			
9		5										
10		5										
11		2										
12	LST	5, 6		1,000,000		8,000,000		21,000,000		20,000,000		
13		1										
14	F	1, 4	500,000		3,000,000	2,700,000	3,500,000	2,100,000				
15		2			600,000							
16		3					150,000		1,500,000			
17		3	150,000		1,000,000							

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Federal Funding		560,000		2,700,000		2,160,000		840,000		3,390,000	
General Obligation Funding		1,070,000		5,200,000		4,070,000		5,720,000		1,690,000	
Local Sales Tax Funding			1,000,000		8,000,000		21,000,000		20,000,000		
<b>Total</b>		<b>1,070,000</b>	<b>1,560,000</b>	<b>5,200,000</b>	<b>10,700,000</b>	<b>4,070,000</b>	<b>23,160,000</b>	<b>5,720,000</b>	<b>20,840,000</b>	<b>1,690,000</b>	<b>3,390,000</b>
Previously Approved Projects		520,000	1,060,000	4,200,000	10,700,000	3,920,000	23,160,000	60,000	20,000,000	20,000	60,000
Proposed New Projects		550,000	500,000	1,000,000	-	150,000	-	5,660,000	840,000	1,670,000	3,330,000
<b>Total Projects</b>		<b>1,070,000</b>	<b>1,560,000</b>	<b>5,200,000</b>	<b>10,700,000</b>	<b>4,070,000</b>	<b>23,160,000</b>	<b>5,720,000</b>	<b>20,840,000</b>	<b>1,690,000</b>	<b>3,390,000</b>

### PROJECTS NOT INCLUDED

1		2	40,000			600,000						
2		6						50,000			750,000	
3		6				720,000						
4		6	150,000					1,500,000				
5		2			60,000			750,000				
6		5, 6										
<b>TOTAL</b>			<b>190,000</b>	<b>-</b>	<b>60,000</b>	<b>-</b>	<b>3,570,000</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>750,000</b>	<b>-</b>

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>BRIDGES</b>											
1 15th @ Drainage Canal											400,000
2 N 29th & Oliver											300,000
3 31st St. Bridge @ Glenn											600,000
4 Bridge Inspections			20,000	60,000			20,000	60,000			400,000
5 Bridge Rehabilitation/Repair	1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		5,000,000
6 N Broadway @ 34th St. S											10,600,000
7 Broadway @ Big Slough	50,000		1,000,000								1,050,000
8 Broadway @ E. Fork Chisolm	1,200,000										1,260,000
9 Central @ Big Ditch			300,000				3,000,000		3,000,000		6,300,000
10 Delano @ Westlink	40,000		600,000								640,000
11 Douglas @ Brookside	40,000		600,000								640,000
12 Floodway Bridge - 13th St Overpass											50,000,000
13 Grove @ Frisco Ditch			1,000,000								1,000,000
14 Lincoln @ Arkansas River											11,800,000
15 Lincoln @ Armour											600,000
16 N Pawnee St. Bridge at Arkansas River											1,650,000
17 N SE Blvd. at Drainage Canal											1,150,000

**FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY**

Federal Funding			60,000				60,000				9,770,000
General Obligation Funding	2,330,000		4,520,000		1,000,000		4,020,000		4,000,000		33,620,000
Local Sales Tax Funding											50,000,000
Total	2,330,000	-	4,520,000	60,000	1,000,000	-	4,020,000	60,000	4,000,000	-	93,390,000
Previously Approved Projects	2,330,000	-	4,520,000	60,000	1,000,000	-	4,020,000	60,000	4,000,000	-	79,690,000
Proposed New Projects	-	-	-	-	-	-	-	-	-	-	13,700,000
Total Projects	2,330,000	-	4,520,000	60,000	1,000,000	-	4,020,000	60,000	4,000,000	-	93,390,000

**PROJECTS NOT INCLUDED**

1 N 2nd St. N. at Brookside											640,000	
2 N 21st St N at Derby Refinery											800,000	
3 29th St. @ Ohio Bridge											720,000	
4 N Amidon at Arkansas River (18th St N)											1,650,000	
5 N Yale at Sleepy Hollow											810,000	
6 N Floodway bridge 25th/29th							30,000,000		30,000,000		60,000,000	
<b>TOTAL</b>									30,000,000		30,000,000	64,620,000



**SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES**

**BROADWAY AT 34TH STREET SOUTH**

**Council District:** 3  
**Type:** Redevelopment  
**Category:** Bridges  
**Start & Complete Date:** 2009-2013  
**Cost (total):** \$10,600,000  
**Cost (2009):** \$600,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The project will address the reconstruction of the Broadway Bridge at 34th Street South. This bridge was closed in 2007 for major repairs after concerns that the bridge could fail. Work done in 2007 allowed the bridge to reopen, however it is in need of reconstruction.

The design for the bridge will start in 2009 and is funded by \$100,000 in City GO bonds and \$500,000 through a federal allocation.



**FLOODWAY BRIDGE**

**Council District:** All  
**Type:** New Construction  
**Category:** Bridges  
**Start & Complete Date:** Ongoing  
**Cost (total):** \$50,000,000  
**Cost (2009):** \$1,000,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

A new Floodway Bridge will be built over the Wichita-Valley Center Flood Control Project, also known as the "Big Ditch." The new bridge is proposed to be south of Zoo Blvd. and north of Central Avenue.

Currently there are only two crossings of the flood control project from rapidly growing areas of west Wichita to the rest of the city. At least one additional crossing is needed to accommodate current traffic demands, as well as to support additional growth and development.

The City will work with the Kansas Department of Transportation (KDOT) to determine if or how the new structure will connect to Interstate 235.





**SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES**

**LINCOLN AT ARKANSAS RIVER**

<b>Council District</b>	All
<b>Type:</b>	Redevelopment
<b>Category:</b>	Bridges
<b>Goal Alignment</b>	2
<b>Start &amp; Complete Date:</b>	2008 - 2011
<b>Cost (total):</b>	\$11,800,000
<b>Cost (2009):</b>	\$500,000
<b>Operational Costs (additional):</b>	Minimal
<b>Operational Staff (additional):</b>	Minimal

This project will replace the Lincoln bridge at the Arkansas River. This is an important project to the viability of downtown due to the reconstruction of the dam. The dam assists with keeping the river water at healthy levels in the downtown area and helps to promote a visually appealing river.

Reconstructing this dam slightly downstream from the existing location will also provide for recreational opportunities by allowing the dam to be passable so that rafts and canoes will have greater access to the river corridor.





Courtesy of the Wichita-Sedgwick County Historical Museum

## US-400 / US-54 / KELLOGG AVENUE

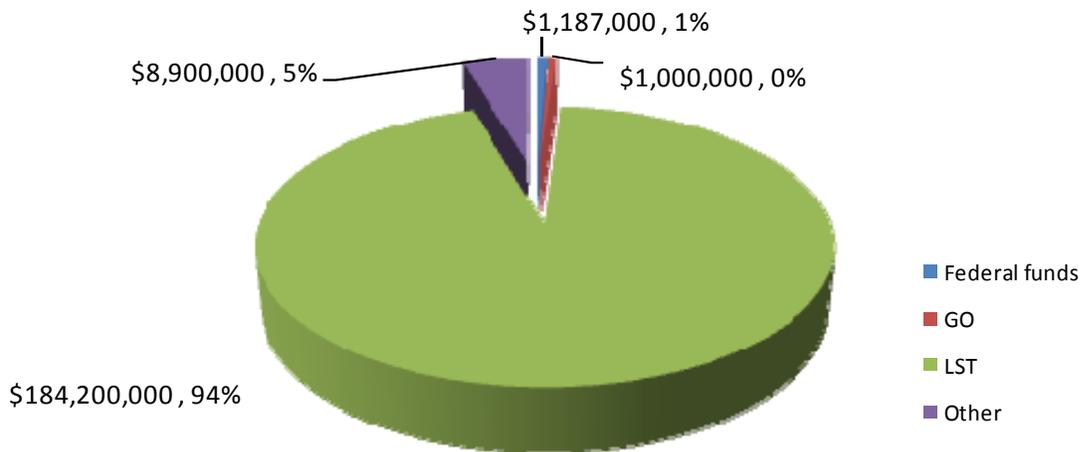
*Kellogg Avenue construction and improvements have significantly altered Wichita. The above picture shows Kellogg in downtown Wichita in the late 1980's, just prior to construction of the flyover. The City of Wichita has funded nearly all Improvements to Kellogg since 1986, and these improvements are mostly funded with the City's share of the one percent Countywide sales tax. The Kellogg freeway provide Wichita residents among the shortest commute times in the nation., and reduces fuel consumption and pollution. The Adopted CIP includes an interchange at Webb Road, as well as other right of way and design work.*



**FREEWAYS  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	Federal funds	GO	LST	Other	Total
2009	\$ 1,187,000	\$ 1,000,000	\$ 41,000,000	\$ 500,000	\$ 43,687,000
2010			\$ 34,600,000		\$ 34,600,000
2011			\$ 16,300,000		\$ 16,300,000
2012				\$ 8,400,000	\$ 8,400,000
2013			\$ 3,300,000		\$ 3,300,000
2014			\$ 1,000,000		\$ 1,000,000
2015			\$ 25,000,000		\$ 25,000,000
2016			\$ 31,000,000		\$ 31,000,000
2017			\$ 26,000,000		\$ 26,000,000
2018			\$ 6,000,000		\$ 6,000,000
<b>Total</b>	<b>\$ 1,187,000</b>	<b>\$ 1,000,000</b>	<b>\$ 184,200,000</b>	<b>\$ 8,900,000</b>	<b>\$ 195,287,000</b>

**Freeways 2009-2018 CIP Funding Sources**



**Freeway Projects:** The CIP includes \$195.3 million for freeway projects. The majority of this (\$179.6 million) funds continued expansion of the Kellogg freeway. The largest project (\$133.3 million) is the Webb Road interchange, and the continuation of the freeway through Greenwich Road. Right of way and design work is funded on West Kellogg. The CIP includes \$8.9 million in Other funding, included private contributions of \$8.4 million for an interchange at K-96 and Greenwich Road and \$500,000 in Other funds for design work on an interchange at K-96 and Hoover Road. A small portion (\$1 million) of GO bond funds are included to fund a Railroad Master Plan study. Federal funding of \$1.2 million is anticipated for two projects: noise abatement at Meridian and I-235, and design work for Kellogg and I-235.



# FREEWAYS

## PROJECT LISTING

	"OTHER" FUNDING	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>FREEWAYS</b>												
1 East Kellogg at Rock	LST	All		16,000,000		800,000						
2 East Kellogg, Cypress - 127th	LST	All		13,000,000		23,000,000		11,300,000				
3 N East Kellogg, Woodlawn Interchange	LST	All				750,000						
4 East Kellogg, 127th - 159th	LST	All		2,000,000								
5 N I-235 & Kellogg, Interchange Improvements	F	All		950,000								
6 K-96 and Greenwich	O	All		500,000					8,400,000			
7 K-96 and Hoover, Phase I	LST	All		500,000		50,000						
8 N Noise Abatement K-96, I-235, Meridian	F	All		237,000								
9 Rail Road Master Plan		All	1,000,000									
10 West Kellogg, 111th - 143rd	LST	All		4,500,000		10,000,000		5,000,000				3,300,000
11 West Kellogg, 143rd - 167th	LST	All										
12 Wichita Central Rail Corridor	LST	All		5,000,000								

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Funding Category	2009 GO	2009 OTHER	2010 GO	2010 OTHER	2011 GO	2011 OTHER	2012 GO	2012 OTHER	2013 GO	2013 OTHER
Federal Funding		1,187,000								
General Obligation Funding	1,000,000									
Local Sales Tax Funding	41,000,000		34,600,000		16,300,000					3,300,000
Other Funding		500,000					8,400,000			
<b>Total</b>	<b>1,000,000</b>	<b>42,687,000</b>	<b>-</b>	<b>34,600,000</b>	<b>-</b>	<b>16,300,000</b>	<b>-</b>	<b>8,400,000</b>	<b>-</b>	<b>3,300,000</b>

Project Status	2009 GO	2009 OTHER	2010 GO	2010 OTHER	2011 GO	2011 OTHER	2012 GO	2012 OTHER	2013 GO	2013 OTHER
Previously Approved Projects	1,000,000	41,500,000	-	33,850,000	-	16,300,000	-	8,400,000	-	3,300,000
Proposed New Projects	-	1,187,000	-	750,000	-	-	-	-	-	-
<b>Total Projects</b>	<b>1,000,000</b>	<b>42,687,000</b>	<b>-</b>	<b>34,600,000</b>	<b>-</b>	<b>16,300,000</b>	<b>-</b>	<b>8,400,000</b>	<b>-</b>	<b>3,300,000</b>

### PROJECTS NOT INCLUDED

Project	Funding	District	2009 GO	2009 OTHER	2010 GO	2010 OTHER	2011 GO	2011 OTHER	2012 GO	2012 OTHER	2013 GO	2013 OTHER
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	-
<b>TOTAL</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,500,000</b>	<b>5,210,000</b>	<b>6,200,000</b>	<b>5,000,000</b>	<b>9,000,000</b>	<b>-</b>

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b><u>FREEWAYS</u></b>											
1 East Kellogg at Rock											16,800,000
2 East Kellogg, Cypress - 127th		1,000,000		25,000,000		30,000,000		25,000,000		5,000,000	133,300,000
3 N East Kellogg, Woodlawn Interchange											750,000
4 East Kellogg, 127th - 159th											2,000,000
5 N I-235 & Kellogg, Interchange Improvements											950,000
6 K-96 and Greenwich											8,900,000
7 K-96 and Hoover, Phase I											550,000
8 N Noise Abatement K-96, I-235, Meridian											237,000
9 Rail Road Master Plan											1,000,000
10 West Kellogg, 111th - 143rd											22,800,000
11 West Kellogg, 143rd - 167th						1,000,000		1,000,000		1,000,000	3,000,000
12 Wichita Central Rail Corridor											5,000,000

**FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY**

Federal Funding											1,187,000
General Obligation Funding											1,000,000
Local Sales Tax Funding		1,000,000		25,000,000		31,000,000		26,000,000		6,000,000	184,200,000
Other Funding											8,900,000
Total	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	195,287,000
Previously Approved Projects	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	193,350,000
Proposed New Projects	-	-	-	-	-	-	-	-	-	-	1,937,000
Total Projects	-	1,000,000	-	25,000,000	-	31,000,000	-	26,000,000	-	6,000,000	195,287,000

**PROJECTS NOT INCLUDED**

1 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



**SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES**

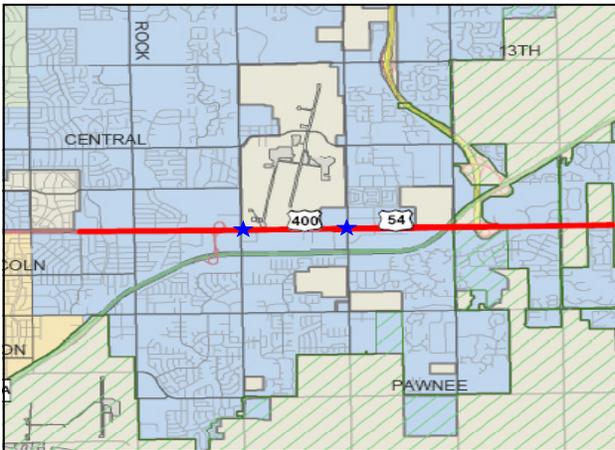
**EAST KELLOGG, CYPRESS—127TH**

**Council District :** All  
**Type:** New Construction  
**Category:** Freeways  
**Start & Complete Date:** 2009-2018  
**Cost (total):** \$133,300,000  
**Cost (2009):** \$13,000,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The East Kellogg project will continue from the Kansas Turnpike Authority (KTA) bridge west of Webb Road to Zelta Street east of Greenwich Road.

This section will continue the freeway program begun in 1985 with the passage of a local sales tax referendum. The first portion of the highway, the downtown flyover, was completed in the late 1980s. In the past ten years, Kellogg interchanges have been built at Oliver and Woodlawn on the east side of Wichita. The Rock Road interchange is currently under construction.

The Webb-Greenwich freeway section is currently under engineering design. It is anticipated that significant construction activities will begin in five years.

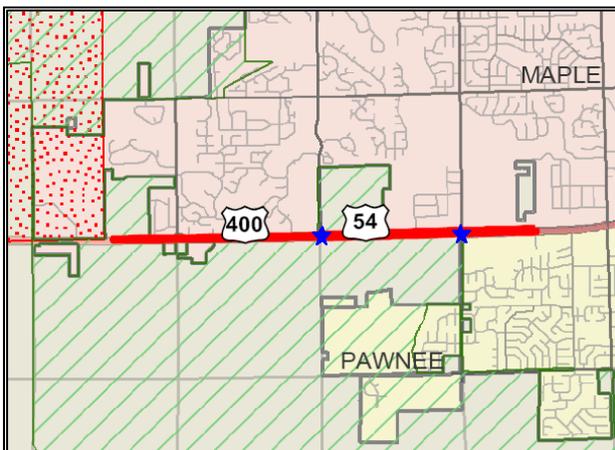


**WEST KELLOGG, 111TH –143RD**

**Council District :** All  
**Type:** New Construction  
**Category:** Freeways  
**Start & Complete Date:** 2009-2013  
**Cost (total):** \$22,800,000  
**Cost (2009):** \$4,500,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The West Kellogg project will continue from Maize Road to west of 135th Street West, a distance of approximately two miles. However, funding is available only for right of way purchases and design work. Construction is not expected to begin in the current CIP period.

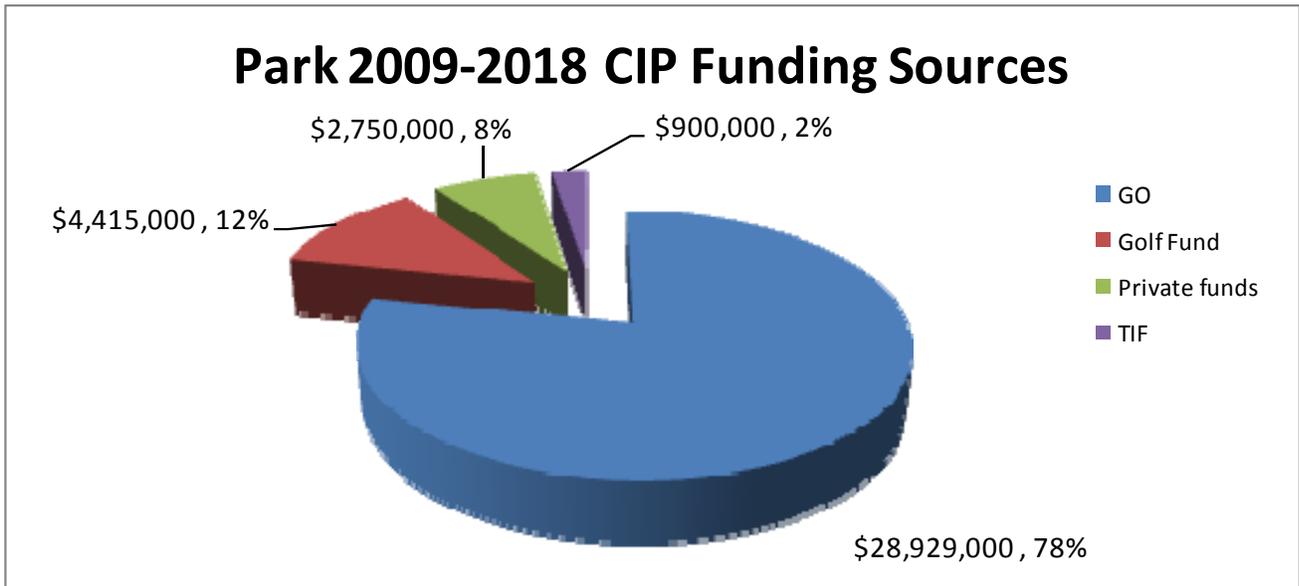
This section will continue the freeway program begun in 1985 with a local sales tax referendum. The first portion of the highway, the downtown flyover, was completed in the late 1980's. In the past ten years, Kellogg interchanges have been built at Tyler Road, and Maize Road on the west side of Wichita.





**PARK  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	GO	Golf Fund	Private funds	TIF	Total
2009	\$ 2,029,000	\$ 85,000	\$ 500,000		\$ 2,614,000
2010	\$ 2,040,000		\$ 500,000	\$ 900,000	\$ 3,440,000
2011	\$ 1,820,000	\$ 760,000	\$ 350,000		\$ 2,930,000
2012	\$ 3,230,000		\$ 800,000		\$ 4,030,000
2013	\$ 2,870,000	\$ 80,000	\$ 600,000		\$ 3,550,000
2014	\$ 3,100,000	\$ 140,000			\$ 3,240,000
2015	\$ 5,430,000	\$ 900,000			\$ 6,330,000
2016	\$ 3,180,000	\$ 500,000			\$ 3,680,000
2017	\$ 3,630,000	\$ 450,000			\$ 4,080,000
2018	\$ 1,600,000	\$ 1,500,000			\$ 3,100,000
<b>Total</b>	<b>\$ 28,929,000</b>	<b>\$ 4,415,000</b>	<b>\$ 2,750,000</b>	<b>\$ 900,000</b>	<b>\$ 36,994,000</b>



**Parks:** The CIP funds 35 Park projects. Most are funded from GO bonds. Revenues from the Golf Fund are budgeted to fund 10 Golf projects totaling \$4.4 million. TIF funding totaling \$900,000 is included for potential Park improvements in the CORE TIF area. Private funding of \$2.8 million is included to match GO bond funding of \$2.8 million to finance improvements at Botanica. Fifteen new projects are funded. These include \$500,000 for improvements at Boston Park, \$1.1 million for improvements at Buffalo Park, and \$170,000 for a new dog park. Also included is \$9.7 million for the implementation of the Park, Recreation and Open Space (PROS) Plan.



# PARK & RECREATION

## PROJECT LISTING

PARK	"Other" Funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER								
1 N 21st @ the Big Arkansas River Dam		6										
2 N 55th Street South and Hydraulic		3	50,000									
3 Athletic Courts		All	79,000		250,000				250,000		250,000	
4 N Boston Park		2										
5 Botanica Expansion	P	6		500,000	960,000	500,000	600,000	350,000	600,000	800,000	550,000	600,000
6 N Brooks-Kingsbury Park		6	250,000				300,000		370,000			
7 N Buffalo Park		5							500,000		600,000	
8 C.O.R.E. Park in Village Square	TIF	6				900,000						
9 N Central Street Recreational Dam		6									150,000	
10 Chapin Park		3	700,000								300,000	
11 N Claude Lambe Park		1							250,000			
12 N Golf - Fuel Tank Replacement	Golf Fund	1,3,4,6										
13 Golf-Clapp-Clubhouse Const.	Golf Fund	3										
14 Golf-Clapp-Parking Lot	Golf Fund	3										80,000
15 Golf-Consolver-Bunker Reno.	Golf Fund	4										
16 Golf-Consolver-Clubhouse Reno.	Golf Fund	4					360,000					
17 Golf-Consolver-Parking Lot	Golf Fund	4					400,000					
18 Golf-Consolver-Pump Station	Golf Fund	4		40,000								
19 Golf-MacDonald-Clubhouse Const.	Golf Fund	1										
20 Golf-MacDonald-Driving Range	Golf Fund	1										
21 Golf-MacDonald-Perimeter Fence	Golf Fund	1							270,000			
22 N Ice Center		4	100,000				100,000				100,000	
23 Irrigation Systems Replace/Upgrade		All	100,000		60,000		60,000		60,000		60,000	
24 N Linwood Park		1										
25 N MacDonald Clubhouse Roof	Golf Fund	1		45,000								
26 N Meridian Dog Park		6	170,000									
27 Naftzger Park		1							100,000			
28 Orchard Park		6	300,000									
29 N Osage Park Shelter		4					180,000					
30 Park Facilities Renovation		All			200,000		200,000		300,000		300,000	
31 N Park, Recreation & Open Space Plan		All							150,000		150,000	
32 Parking Lots & Entry Drives		All	200,000		200,000		200,000		200,000		230,000	
33 Playground Rehab/Development		All			100,000		100,000		100,000		100,000	
34 N Portable Stage		All			190,000							
35 Swimming Pool Refurbishments		1-2,4-6	80,000		80,000		80,000		80,000		80,000	

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Funding Category	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
General Obligation Funding	2,029,000	2,040,000	1,820,000	3,230,000	2,870,000					
Golf Funding	85,000		760,000		80,000					
Private Funding	500,000	500,000	350,000	800,000	600,000					
Tax Increment Financing Funding		900,000								
<b>TOTAL</b>	<b>2,029,000</b>	<b>585,000</b>	<b>2,040,000</b>	<b>1,400,000</b>	<b>1,820,000</b>	<b>1,110,000</b>	<b>3,230,000</b>	<b>800,000</b>	<b>2,870,000</b>	<b>680,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Category	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Previously Approved Projects	1,459,000	540,000	1,850,000	1,400,000	1,240,000	1,110,000	1,960,000	800,000	1,870,000	680,000
Proposed New Projects	570,000	45,000	190,000	-	580,000	-	1,270,000	-	1,000,000	-
<b>Total Projects</b>	<b>2,029,000</b>	<b>585,000</b>	<b>2,040,000</b>	<b>1,400,000</b>	<b>1,820,000</b>	<b>1,110,000</b>	<b>3,230,000</b>	<b>800,000</b>	<b>2,870,000</b>	<b>680,000</b>

### PROJECTS NOT INCLUDED

Project	Council District	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
1 N Canal Route - Fencing	1, 3					300,000					
2 Central and Greenwich	2					100,000					
3 Chisolm Creek Park	1			550,000							
4 College Hill Park	2					250,000					
5 N Downtown Skatepark	1	250,000									
6 N Edgemoor Recreation Center	2		250,000								
7 N Evergreen Park	6		150,000								
8 N Harrison Park	2										
9 N Harvest Park Pool	5				200,000						
10 Land Acq. & Development	All									260,000	
11 N McAdams Baseball Field	1										
12 Minisa Park	6	250,000									
13 N Oak Park	6		100,000	1,250,000							
14 N Park Restroom Facility Study	All	80,000									
15 N Planeview Recreation Center	3					500,000				2,800,000	
16 N Riverview Park	6		70,000	400,000		250,000					
17 N Park Signage in Various Parks	All									30,000	
18 N Pool Reconstruction	All										
19 N Riverside Tennis Center	6		150,000	700,000		650,000					
20 N Southlakes Championship Field	4			150,000		700,000				650,000	
21 N Watson Park	3	190,000									
22 N West Side Athletic Field	4					360,000				300,000	
23 N Wichita Off Road Park	All		150,000								
<b>TOTAL</b>		<b>770,000</b>	<b>-</b>	<b>720,000</b>	<b>-</b>	<b>3,250,000</b>	<b>-</b>	<b>3,160,000</b>	<b>-</b>	<b>5,190,000</b>	<b>-</b>

# PARK & RECREATION

## PROJECT LISTING

PARK	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
1 N 21st @ the Big Arkansas River Dam									50,000		50,000
2 N 55th Street South and Hydraulic											50,000
3 Athletic Courts	250,000		250,000								1,329,000
4 N Boston Park	500,000										500,000
5 Botanica Expansion											5,460,000
6 N Brooks-Kingsbury Park											920,000
7 N Buffalo Park											1,100,000
8 C.O.R.E. Park in Village Square											900,000
9 N Central Street Recreational Dam	750,000		750,000								1,650,000
10 Chapin Park	500,000										1,500,000
11 N Claude Lambe Park											250,000
12 N Golf - Fuel Tank Replacement		140,000									140,000
13 Golf-Clapp-Clubhouse Const.				900,000							900,000
14 Golf-Clapp-Parking Lot											80,000
15 Golf-Consolver-Bunker Reno.						500,000					500,000
16 Golf-Consolver-Clubhouse Reno.											360,000
17 Golf-Consolver-Parking Lot											400,000
18 Golf-Consolver-Pump Station											40,000
19 Golf-MacDonald-Clubhouse Const.									1,500,000		1,500,000
20 Golf-MacDonald-Driving Range								450,000			450,000
21 Golf-MacDonald-Perimeter Fence											270,000
22 N Ice Center			100,000								400,000
23 Irrigation Systems Replace/Upgrade											340,000
24 N Linwood Park			600,000		50,000		500,000				1,150,000
25 N MacDonald Clubhouse Roof											45,000
26 N Meridian Dog Park											170,000
27 Naftzger Park											100,000
28 Orchard Park											300,000
29 N Osage Park Shelter											180,000
30 Park Facilities Renovation	300,000		300,000		300,000		300,000		300,000		2,500,000
31 N Park, Recreation & Open Space Plan	600,000		3,000,000		2,400,000		2,500,000		900,000		9,700,000
32 Parking Lots & Entry Drives			230,000		230,000		230,000		250,000		1,970,000
33 Playground Rehab/Development	100,000		100,000		100,000						700,000
34 N Portable Stage											190,000
35 Swimming Pool Refurbishments	100,000		100,000		100,000		100,000		100,000		900,000

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

	2014	2015	2016	2017	2018	TOTAL
General Obligation Funding	3,100,000	5,430,000	3,180,000	3,630,000	1,600,000	28,929,000
Golf Funding	140,000	900,000	500,000	450,000	1,500,000	4,415,000
Private Funding						2,750,000
Tax Increment Financing Funding						900,000
<b>TOTAL</b>	<b>3,100,000</b>	<b>5,430,000</b>	<b>3,180,000</b>	<b>3,630,000</b>	<b>1,600,000</b>	<b>36,994,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

	2014	2015	2016	2017	2018	TOTAL
Previously Approved Projects	1,250,000	980,000	730,000	630,000	650,000	20,499,000
Proposed New Projects	1,850,000	4,450,000	2,450,000	3,000,000	950,000	16,495,000
<b>Total Projects</b>	<b>3,100,000</b>	<b>5,430,000</b>	<b>3,180,000</b>	<b>3,630,000</b>	<b>1,600,000</b>	<b>36,994,000</b>

### PROJECTS NOT INCLUDED

PARK	2014	2015	2016	2017	2018	TOTAL
1 N Canal Route - Fencing						300,000
2 Central and Greenwich	1,000,000	1,500,000	500,000			3,100,000
3 Chisolm Creek Park						550,000
4 College Hill Park						250,000
5 N Downtown Skatepark						500,000
6 N Edgemoor Recreation Center						550,000
7 N Evergreen Park						150,000
8 N Harrison Park						650,000
9 N Harvest Park Pool						200,000
10 Land Acq. & Development	290,000	290,000	290,000	310,000	310,000	1,750,000
11 N McAdams Baseball Field		300,000				300,000
12 Minisa Park						250,000
13 N Oak Park						1,350,000
14 N Park Restroom Facility Study						80,000
15 N Planeview Recreation Center	6,500,000					9,800,000
16 N Riverview Park						720,000
17 N Park Signage in Various Parks						30,000
18 N Pool Reconstruction		250,000	2,100,000	700,000	2,100,000	5,150,000
19 N Riverside Tennis Center						1,500,000
20 N Southlakes Championship Field						1,500,000
21 N Watson Park	1,000,000					1,190,000
22 N West Side Athletic Field	800,000					1,460,000
23 N Wichita Off Road Park						150,000
<b>TOTAL</b>	<b>9,590,000</b>	<b>2,340,000</b>	<b>2,890,000</b>	<b>1,010,000</b>	<b>2,410,000</b>	<b>31,330,000</b>



### BOTANICA EXPANSION

**Council District:** All  
**Type:** New Construction  
**Category:** Park  
**Start & Complete Date:** 2009-2013  
**Cost (total):** \$5,460,000  
**Cost (2009):** \$500,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

Botanica continues to provide a premium attraction on the river that supports the Core Area and Neighborhood goal. The development of a children's garden will strengthen the economic viability of the Botanica organization and support the City of Wichita in providing cultural arts programs for citizens and visitors.

The first phase of the Botanica Expansion Project will include the development of a children's garden comprised of approximately one acre located west of the current complex. The expansion will require new infrastructure for utilities and a road linking North Amidon to Sim Park Drive and Museum Boulevard.



### PARKS, RECREATION, & OPEN SPACE PLAN

**Council District:** All  
**Type:** New Construction  
**Category:** Park  
**Start & Complete Date:** Ongoing  
**Cost (total):** \$9,700,000  
**Cost (2009):** \$0  
**Operational Costs (additional):** Unknown  
**Operational Staff (additional):** Unknown

The Wichita Parks, Recreation, and Open Space (PROS) Plan was developed to help guide the development, provision, maintenance, and funding of park, recreation and open space resources for the City of Wichita. The Wichita-Sedgwick County Metropolitan Area Planning Department, Wichita Park and Recreation Department, and Wichita Board of Park Commissioners worked to create the plan, which resulted in the following items:

- ◆ Identified community PROS needs
- ◆ Created a future vision
- ◆ Developed strategies to implement the vision



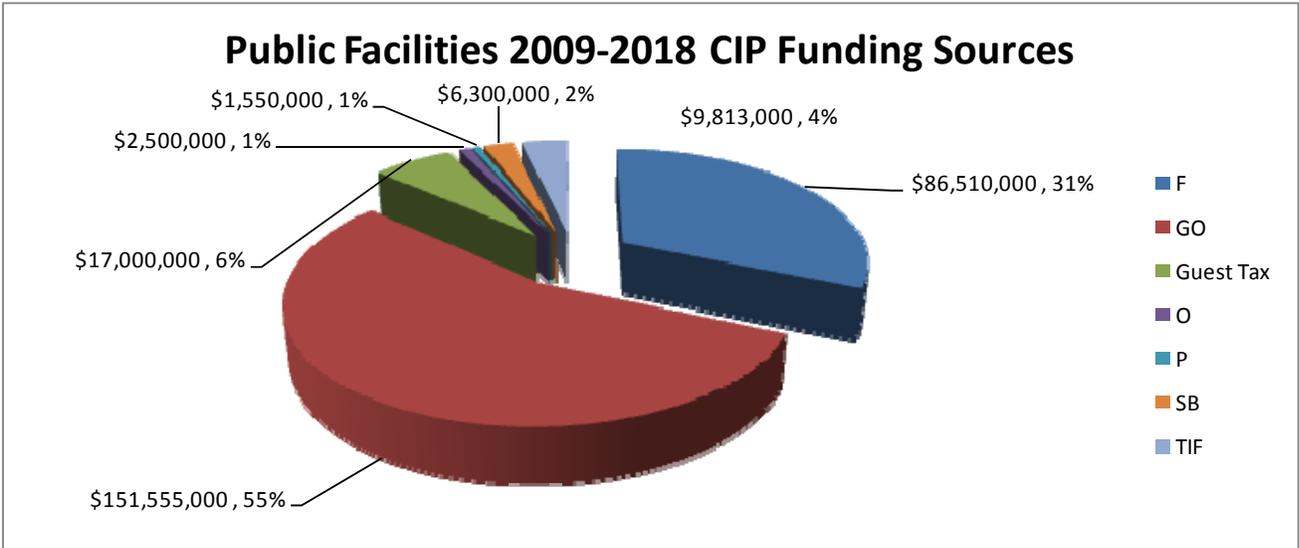


# PUBLIC FACILITIES

## EXPENDITURE SUMMARY

PUBLIC FACILITIES  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR

Year	F	GO	Guest Tax	O	P	SB	TIF	Total
2009	\$ 520,000	\$ 12,070,000		\$ 250,000	\$ 120,000	\$ 2,800,000	\$ 7,685,000	\$ 23,445,000
2010	\$ 1,990,000	\$ 19,925,000			\$ 1,430,000	\$ 3,500,000	\$ 670,000	\$ 27,515,000
2011	\$ 28,000,000	\$ 24,490,000	\$ 1,700,000	\$ 2,250,000			\$ 418,000	\$ 56,858,000
2012	\$ 28,000,000	\$ 33,390,000	\$ 9,590,000				\$ 1,040,000	\$ 72,020,000
2013	\$ 28,000,000	\$ 15,000,000	\$ 5,710,000					\$ 48,710,000
2014		\$ 14,545,000						\$ 14,545,000
2015		\$ 10,135,000						\$ 10,135,000
2016		\$ 7,160,000						\$ 7,160,000
2017		\$ 6,210,000						\$ 6,210,000
2018		\$ 8,630,000						\$ 8,630,000
<b>Total</b>	<b>\$ 86,510,000</b>	<b>\$ 151,555,000</b>	<b>\$ 17,000,000</b>	<b>\$ 2,500,000</b>	<b>\$ 1,550,000</b>	<b>\$ 6,300,000</b>	<b>\$ 9,813,000</b>	<b>\$ 275,228,000</b>





# PUBLIC FACILITIES

## PROJECT LISTING

	"Other" Funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>PUBLIC FACILITIES</b>												
1 N Aged Fire Station Maintenance		All			200,000		200,000		420,000		430,000	
2 Alleyway Screening		1					10,000		50,000			
3 Ark. River Improvements & Amenities		6										
4 N CII Custodial Equipment		All	80,000						50,000			
5 N CII Event Equipment		All					210,000					
6 N CII Kennedy Plaza Renovations	Guest Tax	All						510,000		4,590,000		
7 N CII Renovations	Guest Tax	All	230,000		250,000		150,000	1,190,000	850,000	5,000,000	3,400,000	5,710,000
8 Central Maintenance Facility Expan.		All	830,000		1,140,000				2,820,000		420,000	
9 Central Library		All	460,000		1,910,000		12,630,000		15,000,000			
10 City Facilities ADA Compliance		All	300,000		300,000		300,000		300,000		300,000	
11 City Facilities Utilization		All			300,000		300,000		300,000		300,000	
12 City Hall Garage Repairs		All							250,000			
13 City Hall/Campus/Security Modifications		All	1,820,000									
14 Community Plaza Feasibility Study		6					150,000					
15 N C.O.R.E. Land Acquisition & Site Demo	TIF	6		6,800,000								
16 Cultural Facilities Enhancements		All	520,000									
17 N Door Replacement		All	80,000		80,000		80,000		80,000		80,000	
18 Dunbar Theatre Redevelopment	F, P	1		180,000		1,670,000						
19 East 21st Street Neighborhood Gateway		1									100,000	
20 N East Bank - Broadview Block	Star Bonds	6		2,500,000								
21 N Emergency Prevention Security		All			30,000				200,000		240,000	
22 N Environmental Services Facility		All							530,000		160,000	
23 Fire Apparatus Replacement		All	2,500,000		4,270,000		2,120,000		2,860,000		2,690,000	
24 N Future Economic Development Projects		All			1,000,000		1,000,000		1,000,000		1,000,000	
25 N General Repair - City Facilities		All	70,000		510,000		630,000		540,000		850,000	
26 Heartland Preparedness Center	F	All	200,000	200,000	1,750,000	1,750,000	2,200,000	28,000,000	2,210,000	28,000,000		28,000,000
27 Heavy Equipment Replacement		All			2,000,000		2,000,000		2,000,000		2,000,000	
28 International Marketplace (NOMAR)	F	6		260,000								
29 N Lawrence Dumont Stadium		All	380,000		1,720,000		260,000				310,000	
30 Lighting, University, Hiram-Seneca		4										
31 McAdams Neighborhood Lighting Improvements		1	10,000		10,000							
32 Midtown Landscape & Streetscape Design Plan		6			20,000		80,000					
33 Midtown Transportation/Parking/Pedestrian Plan		6			100,000							
34 N Mobile Radios		All							1,000,000		1,000,000	
35 N New Communities Initiative Master Plan		All	250,000									
36 NOMAR Gateway Tower		6	30,000		225,000							
37 N Park Lighting		All	200,000		200,000		200,000		200,000		200,000	
38 N Park Maintenance Master Plan		All			500,000							
39 Patrol East Substation Relocation		2							750,000		1,450,000	
40 Patrol West Substation Relocation		4, 5					750,000		1,450,000			
41 Police Helicopter	Unknown	All		250,000				2,250,000				
42 Regional Gateways - I-135 & 21st/29th		1, 6										
43 Regional Training Facility		All	2,600,000		2,600,000							
44 N Replace Roof on City Facilities		All	1,450,000		630,000		310,000		370,000			
45 N S Old Town Boardwalk/Handrails	TIF	6		50,000								
46 N S Old Town Electrical Upgrades	TIF	6		100,000								
47 N S Old Town Garbage Enclosures	TIF	6				100,000						
48 N S Old Town Historic Plaques	TIF	6		40,000								
49 N S Old Town Landscape	TIF	6		20,000		370,000						
50 N S Old Town Light Replacement	TIF	6		635,000								
51 N S Old Town Pavement Rehabilitation	TIF	6			200,000		418,000		1,040,000			
52 N S Old Town Sculpture Walkabout	TIF	6		40,000								
53 N Swimming Pools and Fountains		All	60,000		160,000		200,000		160,000		40,000	
54 N Urban Village Redevelopment Design		4										
55 N Water/Walk Improvements	Star Bonds	All		300,000		3,500,000						
56 Westlink Library		5					500,000					
57 N Wichita Art Museum Repairs		All			20,000		210,000				30,000	

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Funding Category	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Federal Funding		520,000	1,990,000	28,000,000	28,000,000					28,000,000
General Obligation Funding	12,070,000		19,925,000	24,490,000	33,390,000					15,000,000
Guest Tax				1,700,000	9,590,000					5,710,000
Other Funding		250,000		2,250,000						
Private Funding		120,000	1,430,000							
Star Bond Funding		2,800,000	3,500,000							
Tax Increment Financing Funding		7,685,000	670,000	418,000	1,040,000					
<b>TOTAL</b>	<b>12,070,000</b>	<b>11,375,000</b>	<b>19,925,000</b>	<b>7,590,000</b>	<b>24,490,000</b>	<b>32,368,000</b>	<b>33,390,000</b>	<b>38,630,000</b>	<b>15,000,000</b>	<b>33,710,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Project Status	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Previously Approved Projects	9,270,000	890,000	14,625,000	3,420,000	21,040,000	30,250,000	27,990,000	28,000,000	7,260,000	28,000,000
Proposed New Projects	2,800,000	10,485,000	5,300,000	4,170,000	3,450,000	2,118,000	5,400,000	10,630,000	7,740,000	5,710,000
<b>Total Projects</b>	<b>12,070,000</b>	<b>11,375,000</b>	<b>19,925,000</b>	<b>7,590,000</b>	<b>24,490,000</b>	<b>32,368,000</b>	<b>33,390,000</b>	<b>38,630,000</b>	<b>15,000,000</b>	<b>33,710,000</b>

# PUBLIC FACILITIES

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER									
<b>PUBLIC FACILITIES</b>											
1 N Aged Fire Station Maintenance	240,000		250,000		260,000		270,000		280,000		2,550,000
2 Alleyway Screening											60,000
3 Ark. River Improvements & Amenities	25,000		225,000								250,000
4 N CII Custodial Equipment											130,000
5 N CII Event Equipment											210,000
6 N CII Kennedy Plaza Renovations											5,100,000
7 N CII Renovations	3,400,000		720,000								20,900,000
8 Central Maintenance Facility Expan.	210,000										5,420,000
9 Central Library											30,000,000
10 City Facilities ADA Compliance	300,000		600,000		600,000		600,000				3,600,000
11 City Facilities Utilization	300,000		300,000		300,000		300,000		300,000		2,700,000
12 City Hall Garage Repairs											250,000
13 City Hall/Campus/Security Modifications											1,820,000
14 Community Plaza Feasibility Study											150,000
15 N C.O.R.E. Land Acquisition & Site Demo											6,800,000
16 Cultural Facilities Enhancements											520,000
17 N Door Replacement	80,000		80,000		80,000		80,000		80,000		800,000
18 Dunbar Theatre Redevelopment											1,850,000
19 East 21st Street Neighborhood Gateway											100,000
20 N East Bank - Broadview Block											2,500,000
21 N Emergency Prevention Security			210,000								680,000
22 N Environmental Services Facility	160,000										850,000
23 Fire Apparatus Replacement	4,490,000		3,710,000		2,580,000		2,760,000		5,770,000		33,750,000
24 N Future Economic Development Projects	1,000,000										5,000,000
25 N General Repair - City Facilities	850,000		1,240,000								4,690,000
26 Heartland Preparedness Center											92,310,000
27 Heavy Equipment Replacement	2,000,000		2,000,000		2,000,000		2,000,000		2,000,000		18,000,000
28 International Marketplace (NOMAR)											260,000
29 N Lawrence Dumont Stadium	260,000										2,930,000
30 Lighting, University, Hiram-Seneca			70,000		640,000						710,000
31 McAdams Neighborhood Lighting Improvements											20,000
32 Midtown Landscape & Streetscape Design Plan											100,000
33 Midtown Transportation/Parking/Pedestrian Plan											100,000
34 N Mobile Radios	1,000,000										3,000,000
35 N New Communities Initiative Master Plan											250,000
36 NOMAR Gateway Tower											255,000
37 N Park Lighting	200,000		200,000		200,000		200,000		200,000		2,000,000
38 N Park Maintenance Master Plan											500,000
39 Patrol East Substation Relocation											2,200,000
40 Patrol West Substation Relocation											2,200,000
41 Police Helicopter											2,500,000
42 Regional Gateways - I-135 & 21st/29th					500,000						500,000
43 Regional Training Facility											5,200,000
44 N Replace Roof on City Facilities											2,760,000
45 N S Old Town Boardwalk/Handrails											50,000
46 N S Old Town Electrical Upgrades											100,000
47 N S Old Town Garbage Enclosures											100,000
48 N S Old Town Historic Plaques											40,000
49 N S Old Town Landscape											390,000
50 N S Old Town Light Replacement											635,000
51 N S Old Town Pavement Rehabilitation											1,658,000
52 N S Old Town Sculpture Walkabout											40,000
53 N Swimming Pools and Fountains	30,000		280,000								930,000
54 N Urban Village Redevelopment Design			250,000								250,000
55 N WaterWalk Improvements											3,800,000
56 Westlink Library											500,000
57 N Wichita Art Museum Repairs											260,000

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Federal Funding											86,510,000
General Obligation Funding	14,545,000		10,135,000		7,160,000		6,210,000		8,630,000		151,555,000
Guest Tax											17,000,000
Other Funding											2,500,000
Private Funding											1,550,000
Star Bond Funding											6,300,000
Tax Increment Financing Funding											9,813,000
<b>TOTAL</b>	<b>14,545,000</b>	<b>-</b>	<b>10,135,000</b>	<b>-</b>	<b>7,160,000</b>	<b>-</b>	<b>6,210,000</b>	<b>-</b>	<b>8,630,000</b>	<b>-</b>	<b>275,228,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Previously Approved Projects	7,325,000	-	6,905,000	-	6,620,000	-	5,660,000	-	8,070,000	-	205,325,000
Proposed New Projects	7,220,000	-	3,230,000	-	540,000	-	550,000	-	560,000	-	69,903,000
<b>Total Projects</b>	<b>14,545,000</b>	<b>-</b>	<b>10,135,000</b>	<b>-</b>	<b>7,160,000</b>	<b>-</b>	<b>6,210,000</b>	<b>-</b>	<b>8,630,000</b>	<b>-</b>	<b>275,228,000</b>



# PUBLIC FACILITIES

## PROJECT LISTING

	"Other" Funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>PROJECTS NOT INCLUDED</b>												
1 N Amphitheater	Private	4									600,000	600,000
2 N CII Grand Pianos		All	160,000								180,000	
3 N CII Kitchen Improvements		All	80,000									
4 N CII Parking Renovations		All			200,000							
5 N CII Restroom Renovation		All			450,000						270,000	
6 N CII Performing Arts Renovation	Unknown	All										
7 N Central NE Street Lighting		1	40,000									
8 N Central NE Dirt Street Paving		1	370,000		1,230,000		1,230,000		1,230,000			
9 N Central NE Sidewalks		1			600,000		600,000		600,000			
10 N City Hall Police Remodel		All			1,300,000		1,700,000					
11 N Command Van		All										
12 N Convention Center Expansion	Unknown	All										276,980,000
13 N Crime Scene Technology		All			50,000				46,000			
14 Delano Neighborhood Gateways		4, 6			60,000		300,000					
15 Downtown Police Stations	TIF	All				130,000	1,100,000		960,000			
16 N New Environmental Services Facility		All										
17 N EOD Equipment Replacement		All	84,000				60,000				190,000	
18 N Fire Fleet Maintenance Facility		All					1,800,000		2,000,000			
19 N Hilltop Center Expansion/Parking		3					400,000		400,000			
20 N Investigations Equipment		All									30,000	
21 N Lawrence Dumont Stadium		All									3,120,000	
22 N Midtown Enhanced Neighborhood Lighting		6					20,000					
23 N New Fire Station Facilities		All			1,500,000							
24 NOMAR Neighborhood Gateway Monuments		6									400,000	
25 N Northwest Regional Library		5			610,000		270,000		4,000,000		4,840,000	
26 N Patrol North Substation Remodel		All					550,000		650,000			
27 N Patrol South Substation Remodel		All							695,000		805,000	
28 N Phyllis Wheatley Reuse Feasibility Study		1					50,000					
29 N Property and Evidence Outside Storage		All			130,000							
30 N Regional Training Center Fuel Farm		All	200,000									
31 N Regional Training Facility Demo.		All					500,000					
32 N Rifle Range		All										
33 N River Corridor North Bank - West of Seneca		6										
34 N Rounds and Porter Remodel		All	600,000		600,000							
35 N Spider Console		All	35,000									
36 N South Central Drainage Improvements		1, 3			100,000		900,000					
37 N South Central Gateways & Monuments		1, 3	30,000		230,000							
38 N South Central Pedestrian Bridge		3										
39 N South Central Sidewalks		1, 3					750,000					
40 N Southeast Community Resource Center		3	100,000		1,000,000		10,000,000					
41 N Southeast Neighborhood Library		3									260,000	
42 N Tactical Rifles		All										
43 N Tasers		All			300,000							
44 N West Bank - Douglas to Kellogg	Star Bonds	4		200,000							750,000	
<b>TOTAL</b>			1,699,000	200,000	8,360,000	130,000	19,130,000	1,100,000	9,621,000	960,000	11,445,000	277,580,000

# PUBLIC FACILITIES

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>PROJECTS NOT INCLUDED</b>											
1 N Amphitheater	5,400,000	5,400,000									12,000,000
2 N CI Grand Pianos											340,000
3 N CI Kitchen Improvements											80,000
4 N CI Parking Renovations											200,000
5 N CI Restroom Renovation	180,000										900,000
6 N CI Performing Arts Renovation				173,000,000							173,000,000
7 N Central NE Street Lighting											40,000
8 N Central NE Dirt Street Paving											4,060,000
9 N Central NE Sidewalks											1,800,000
10 N City Hall Police Remodel											3,000,000
11 N Command Van					200,000						200,000
12 N Convention Center Expansion											276,980,000
13 N Crime Scene Technology			40,000				10,000				146,000
14 Delano Neighborhood Gateways											360,000
15 Downtown Police Stations											2,190,000
16 N New Environmental Services Facility	1,040,000		4,680,000		4,680,000						10,400,000
17 N EOD Equipment Replacement	141,000				60,000						535,000
18 N Fire Fleet Maintenance Facility											3,800,000
19 N Hilltop Center Expansion/Parking											800,000
20 N Investigations Equipment							70,000				100,000
21 N Lawrence Dumont Stadium	26,000,000		20,800,000								49,920,000
22 N Midtown Enhanced Neighborhood Lighting											20,000
23 New Fire Station Facilities	2,800,000										4,300,000
24 NOMAR Neighborhood Gateway Monuments											400,000
25 N Northwest Regional Library											9,720,000
26 N Patrol North Substation Remodel											1,200,000
27 N Patrol South Substation Remodel											1,500,000
28 N Phyllis Wheatley Reuse Feasibility Study											50,000
29 N Property and Evidence Outside Storage											130,000
30 N Regional Training Center Fuel Farm											200,000
31 N Regional Training Facility Demo.											500,000
32 N Rifle Range	325,000										325,000
33 N River Corridor North Bank - West of Seneca			250,000		2,250,000						2,500,000
34 N Rounds and Porter Remodel											1,200,000
35 N Spider Console											35,000
36 N South Central Drainage Improvements											1,000,000
37 N South Central Gateways & Monuments											260,000
38 N South Central Pedestrian Bridge			500,000		4,500,000						5,000,000
39 N South Central Sidewalks											750,000
40 N Southeast Community Resource Center											11,100,000
41 N Southeast Neighborhood Library	60,000		2,690,000								3,010,000
42 N Tactical Rifles			60,000								60,000
43 N Tasers											300,000
44 N West Bank - Douglas to Kellogg	7,050,000										8,000,000
<b>TOTAL</b>	<b>42,996,000</b>	<b>5,400,000</b>	<b>29,020,000</b>	<b>173,000,000</b>	<b>11,690,000</b>	<b>-</b>	<b>80,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>592,411,000</b>



## SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

### CENTURY II & PLAZA RENOVATIONS

**Council District:** All  
**Type:** Redevelopment  
**Category:** Public Facilities  
**Start & Complete Date:** 2009-2018  
**Cost (total):** \$26,000,000  
**Cost (2009):** \$230,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

This project will increase the capabilities of Century II to continue to attract high quality conventions, entertainment, and cultural events. Century II is coming upon its 40 year anniversary and is in need of major improvements and interior renovations to bring it to 21st century standards. The projects in the Capital Improvement Program will update the interior and exterior of the facilities.



### FIRE APPARATUS REPLACEMENT

**Council District:** All  
**Type:** New Equipment  
**Category:** Public Facilities  
**Start & Complete Date:** 2009-2018  
**Cost (total):** \$33,750,000  
**Cost (2009):** \$2,500,000  
**Operational Costs (additional):** \$0  
**Operational Staff (additional):** \$0

The Wichita Fire Department, seeking to improve the performance and reliability of their apparatuses, initiated an aggressive replacement program in 2002. In 2002 the average age of front-line heavy apparatus was 12 years. Today, that average is five years, and with the continuation of this project, the average will remain stable. Of significant importance is the age of the ladder trucks and specialty vehicles. Their average age has been reduced from 17 years in 2002 to eight years today.



Increased performance includes pumping capacity (GPM), reduction in maintenance costs and down time, enhanced electrical, mechanical, and communication systems, and increased starting, stopping, and handling capabilities.



### HEARTLAND PREPAREDNESS CENTER

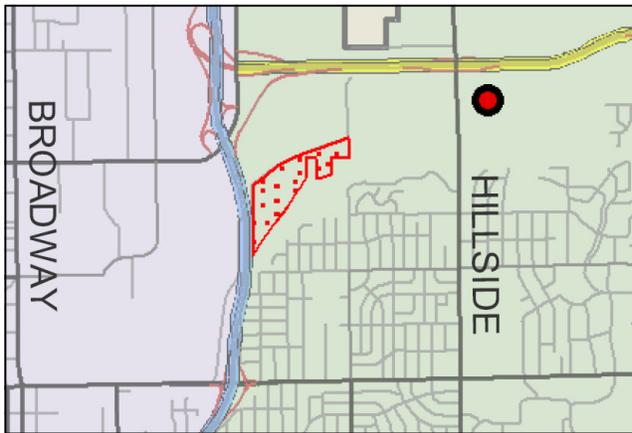
**Council District:** All  
**Type:** New Construction  
**Category:** Public Facilities  
**Start & Complete Date:** 2009-2013  
**Cost (total):** \$92,310,000  
**Cost (2009):** \$400,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The Heartland Preparedness Center is a joint project between the Kansas National Guard, the U.S. Marine Reserve Command, the City of Wichita and Sedgwick County. This Center will promote interagency communication and deployment in preparing for disasters in our community.

The Center's primary use will be a military/reserve training center. This portion will allow the consolidation of several Kansas National Guard Units and Marine Reserve Units in a modern facility. This will also provide an opportunity to bring resources together as a community first response center. In addition, this facility may contain space for fire and law enforcement training.

Currently, law enforcement training occurs in an old elementary school. The new shared space would allow for a realistic controlled environment, designed specifically for these emergency training purposes. In addition, the center will provide areas for public use, such as meeting rooms.

This facility is proposed to be built on a tract of undeveloped land donated by the City of Wichita in northeast Wichita north of Grove Park (east of I-135 and south of K-96).



### NEW CENTRAL LIBRARY

**Council District:** All  
**Type:** New Construction  
**Category:** Public Facilities  
**Start & Complete Date:** 2009-2012  
**Cost (total):** \$30,000,000  
**Cost (2009):** \$460,000  
**Operational Costs (additional):** \$600,000  
**Operational Staff (additional):** 12.5

The Wichita Public Library has used master plans to guide development, relocation and realignment of its library facilities dating back to at least 1965. In 2004, the Library Board of Directors began work updating the current plan, adopted in 1999. The updated Master Plan 2006-2021 includes the creation of a new 135,000 square foot Central Library in the core area by 2011 to replace the existing facility located on south Main Street. The Library Master Plan 2006-2021 was endorsed by the City Council in 2006 with the following principles:



- ◆ No closings of current facilities should occur until replacement service is in place.
- ◆ Selection of sites for any new facilities should be coordinated with Wichita Transit for best access for residents that rely on transit services.
- ◆ Library staff are encouraged to work with other City departments to find new ways to extend access to library services beyond library facilities.
- ◆ All new facilities should be located on or near commonly recognized arterial or collector streets in order to provide easier visibility and access for users.



Courtesy of the Archives of the Wichita Area Chamber of Commerce

## CENTURY II CONVENTION CENTER

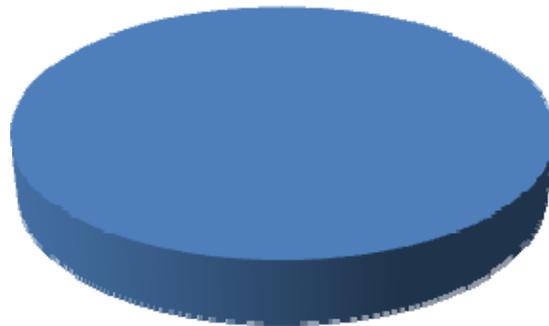
*A vibrant downtown with high quality infrastructure is key to promoting a sustainable, growing community in Wichita. The above picture provides an aerial view of the Century II Convention Center under construction in 1968. Century II continues to serve a variety of roles in promoting the quality of life for Wichita residents. The Adopted CIP includes projects related to building improvements and renovations, as well as improvements to Kennedy Plaza in front of Century II.*



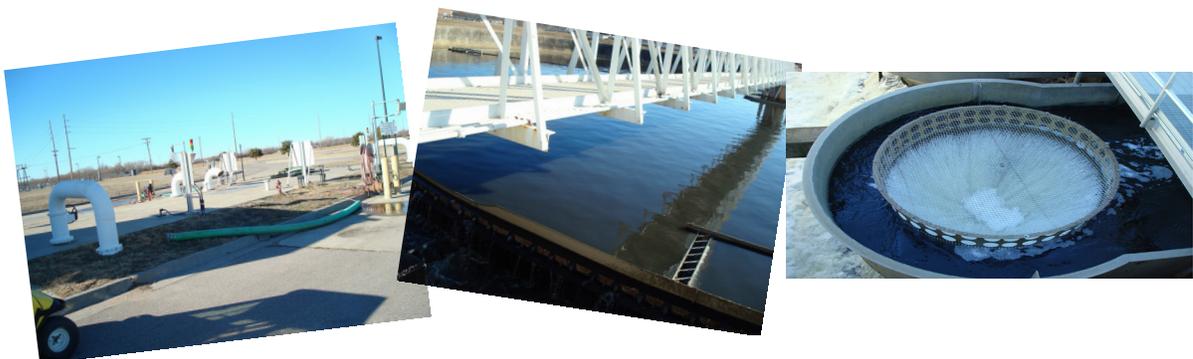
**SEWER  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	RB	Total
2009	\$ 43,730,000	\$ <b>43,730,000</b>
2010	\$ 16,100,000	\$ <b>16,100,000</b>
2011	\$ 11,830,000	\$ <b>11,830,000</b>
2012	\$ 35,750,000	\$ <b>35,750,000</b>
2013	\$ 37,040,000	\$ <b>37,040,000</b>
2014	\$ 30,120,000	\$ <b>30,120,000</b>
2015	\$ 31,950,000	\$ <b>31,950,000</b>
2016	\$ 24,200,000	\$ <b>24,200,000</b>
2017	\$ 18,650,000	\$ <b>18,650,000</b>
2018	\$ 15,500,000	\$ <b>15,500,000</b>
<b>Total</b>	<b>\$ 264,870,000</b>	<b>\$ 264,870,000</b>

**Sewer 2009-2018 CIP Funding Sources**



RB, \$264,870,000,  
100%





# SEWER

## PROJECT LISTING

	"Other" funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER
<b>SEWER</b>												
1		All			3,000,000							
2		All	3,500,000									
3		All										
4		All							1,000,000		1,500,000	
5		All	500,000		1,500,000		1,000,000		4,700,000		4,700,000	
6		All					500,000					
7		All	6,450,000		6,450,000		3,000,000					
8		All			800,000		500,000					
9		All	6,000,000		2,500,000		3,000,000		5,000,000		5,000,000	
10		All										
11		All									620,000	
12		All							550,000			
13		All							1,500,000		4,500,000	
14		All	24,000,000									
15		All	80,000						17,000,000		14,300,000	
16		All	3,000,000		1,500,000		1,500,000		5,000,000		5,000,000	
17		All									750,000	
18		All							750,000			
19		All			250,000							
20		All							250,000			
21		All			100,000		1,750,000					
22		All	200,000									
23		All					580,000					
24		All										
25		All										
26		All										
27		All									670,000	

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Revenue Bond Financing	43,730,000	16,100,000	11,830,000	35,750,000	37,040,000
<b>TOTAL</b>	<b>43,730,000</b>	<b>16,100,000</b>	<b>11,830,000</b>	<b>35,750,000</b>	<b>37,040,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Previously Approved Projects	43,730,000	12,050,000	11,330,000	31,700,000	29,000,000
Proposed New Projects	-	4,050,000	500,000	4,050,000	8,040,000
<b>Total Projects</b>	<b>43,730,000</b>	<b>-</b>	<b>16,100,000</b>	<b>-</b>	<b>37,040,000</b>

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	
<b>SEWER</b>											
1 N 20" Parallel FM PSS6 to RP3											3,000,000
2 Cowskin Creek Pump Station Expansion											3,500,000
3 Cowskin Creek Reclamation Facility	500,000		2,700,000		2,700,000		2,300,000				8,200,000
4 N Emporia & St. Francis, 10th to Douglas											2,500,000
5 Four Mile Creek Improvements Ph2											12,400,000
6 Four Mile Creek TP Relief Sewer - SW											500,000
7 I-135 English to Pawnee Relocation											15,900,000
8 N Kellogg & Webb Relocations											1,300,000
9 Mains for Future Development	7,000,000		7,000,000		7,000,000		7,000,000		7,000,000		56,500,000
10 N Maize Rd, Central to 1/2 Mile S			440,000								440,000
11 N Maize Road, Maple to Kellogg	620,000										1,240,000
12 N Maple, E of Maize Road											550,000
13 N Mid Continent Interceptor Ph1							1,500,000		1,500,000		9,000,000
14 Mid Continent Treatment Plant											24,000,000
15 Nutrient Removal at Plant #2	14,000,000		13,300,000		4,400,000						63,080,000
16 Reconstruction of Old Sanitary Sewers	7,000,000		7,000,000		7,000,000		7,000,000		7,000,000		51,000,000
17 N Replace Lift Station #5344 -LSO6											750,000
18 N Replace Lift Station #5350-LSO4											750,000
19 N Replace Lift Station #5443-LSO8											250,000
20 N Replace Lift Station #5451-LSO3											250,000
21 Riverside Siphon, Ark River S of Murdock											1,850,000
22 Sewage Treatment Plant #2 Improvements											200,000
23 Sewer Master Plan					500,000						1,080,000
24 N Upgrade Lift Station 4750-LS40, NMS	330,000										330,000
25 Walnut Basin Sewer Mains			600,000		600,000		600,000				1,800,000
26 Walnut Pump Station			250,000		2,000,000		250,000				2,500,000
27 N Wawona Lift Station Removal	670,000		660,000								2,000,000

## FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Revenue Bond Financing	30,120,000		31,950,000		24,200,000		18,650,000		15,500,000		264,870,000
TOTAL	30,120,000		31,950,000		24,200,000		18,650,000		15,500,000		264,870,000

## FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Previously Approved Projects	28,500,000		30,850,000		24,200,000		17,150,000		14,000,000		242,510,000
Proposed New Projects	1,620,000		1,100,000		-		1,500,000		1,500,000		22,360,000
Total Projects	30,120,000	-	31,950,000	-	24,200,000	-	18,650,000	-	15,500,000	-	264,870,000



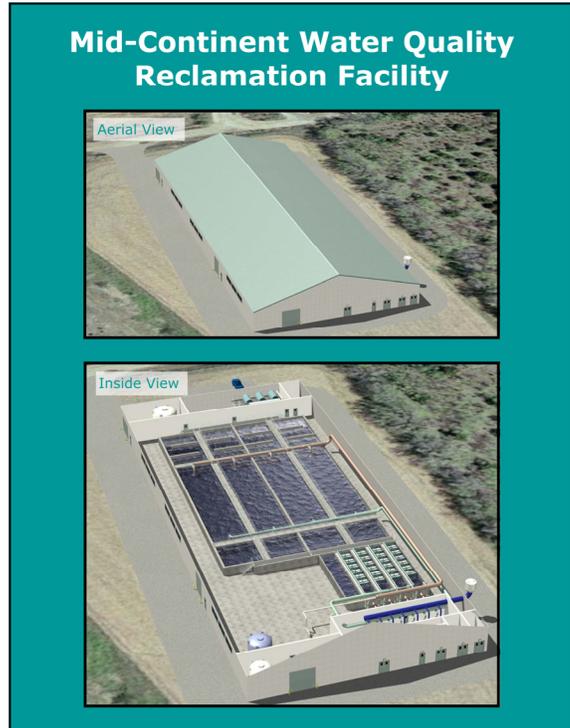
**MID-CONTINENT TREATMENT PLANT**

**Council District:** All  
**Type:** New Construction  
**Category:** Sewer  
**Start & Complete Date:** 2009 - 2010  
**Cost (total):** \$24,000,000  
**Cost (2009):** \$24,000,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

In 2000 the Wichita Water Utilities conducted a Master Plan which recommended the need for a new sewage treatment plant in southwest Wichita.

This plant will provide for continued options for area growth, take pressure off of aging infrastructure and allows the Department to provide wholesale sewage treatment options to other local communities. A siting study was conducted by the City in 2005 and on April 19, 2005 the City Council chose to place the treatment plant on the grounds of the Mid-Continent Airport.

The Mid-Continent Water Quality Reclamation Facility is expected to be completed by spring of 2010. The facility will be fully enclosed and odorless from the outside and will be about half the size of the City's three existing treatment plants because it uses a more compact process to clean wastewater.



**NUTRIENT REMOVAL AT PLANT #2**

**Council District:** All  
**Type:** New Construction  
**Category:** Sewer  
**Start & Complete Date:** 2009 - 2016  
**Cost (total):** \$63,080,000  
**Cost (2009):** \$80,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The Nutrient Removal project will fund the design and construction of modifications at Treatment Plant #2 to provide nutrient removal from wastewater. Nutrient removal includes the removal of nitrogen and phosphorus from wastewater effluent.

Federal regulators are currently addressing the issue and are expected to require the removal of nutrients. The current NDPS permit does not require nutrient removal, however to comply with expected regulations, a modification to Plant 2 will be required. Failure to do so could result in penalties and fines.



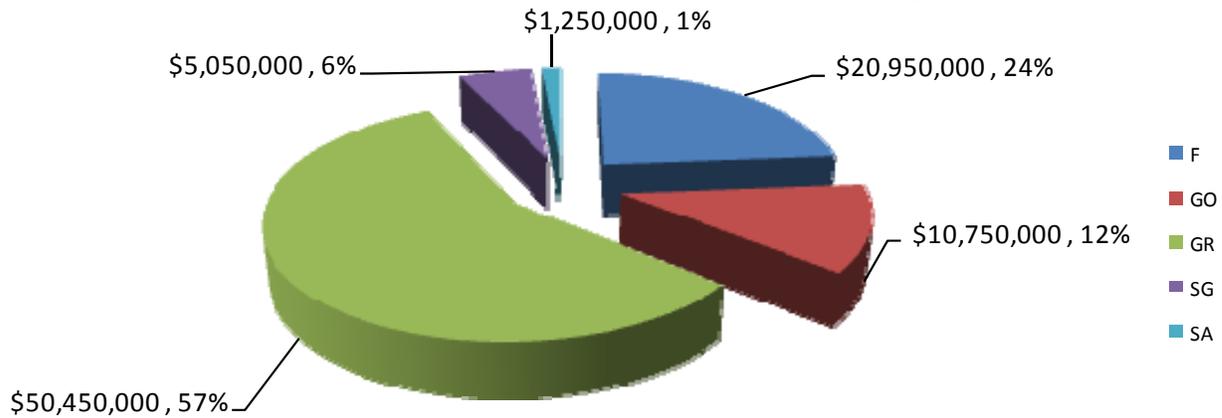


# STORM WATER EXPENDITURE SUMMARY

## STORM WATER EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR

Year	F	GO	GR	SG	SA	Total
2009	\$ 850,000	\$ 6,000,000	\$ 5,950,000	\$ 3,050,000	\$ 250,000	\$ 16,100,000
2010	\$ 8,350,000	\$ 3,750,000	\$ 2,650,000	\$ 2,000,000	\$ 400,000	\$ 17,150,000
2011	\$ 8,350,000		\$ 3,250,000		\$ 600,000	\$ 12,200,000
2012	\$ 850,000		\$ 7,900,000			\$ 8,750,000
2013	\$ 850,000		\$ 11,350,000			\$ 12,200,000
2014	\$ 850,000	\$ 1,000,000	\$ 11,150,000			\$ 13,000,000
2015	\$ 850,000		\$ 6,150,000			\$ 7,000,000
2016			\$ 2,050,000			\$ 2,050,000
2017			\$ -			\$ -
2018			\$ -			\$ -
<b>Total</b>	<b>\$ 20,950,000</b>	<b>\$ 10,750,000</b>	<b>\$ 50,450,000</b>	<b>\$ 5,050,000</b>	<b>\$ 1,250,000</b>	<b>\$ 88,450,000</b>

### Storm Water 2009-2018 CIP Funding Sources





# STORM WATER PROJECT LISTING

	"Other" funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	RB/O	GO	RB/O	GO	RB/O	GO	RB/O	GO	RB/O
<b>STORMWATER</b>												
1		17th, Broadway to I-135										-
2		37th/Woodrow Pump Station		5,800,000								
3		9th St N. W Outfall Ph. 1				-		-	3,000,000			3,000,000
4		Cadillac Lake Improvements	800,000									
5	N	Dell Drainage Improvements		250,000				600,000				
6	N	Dry Creek Overflow Protection				10,000,000		10,000,000				
7		E Branch of Gypsum Creek						-				1,000,000
8	N	Flood Buyout Program		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000
9		Greenwich, Harry to Kellogg	2,000,000									
10	N	Gypsum Creek, Armour to Eastern		-								
11		Historic Midtown Storm Drainage Infrastructure Study				300,000						
12		Meridian, Pawnee to Orient				-		-				
13	N	Riverside Drainage District Project @ KTA	150,000		1,450,000	400,000						
14		W Branch of Dry Creek, Douglas to 13th N						-	250,000			200,000
15		W Branch of Dry Creek, Kellogg to Douglas		-		-		600,000	4,500,000			4,500,000
16	N	Wheatridge Addition Draining Improvements						-				2,500,000
17	N	Wichita - VC Flood Control Project	3,050,000	3,050,000	2,000,000	2,000,000						

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

	2009	2010	2011	2012	2013
Federal Funding	850,000	8,350,000	8,350,000	850,000	850,000
General Obligation Revenue Bonds Funding	6,000,000	3,750,000	-	-	-
Revenue Bond Funding	5,950,000	2,650,000	3,250,000	7,900,000	11,350,000
Sedgwick County Funding	3,050,000	2,000,000			
Special Assessment Funding	250,000	400,000	600,000		
<b>TOTAL</b>	<b>6,000,000</b>	<b>10,100,000</b>	<b>3,750,000</b>	<b>12,200,000</b>	<b>12,200,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

	2009	2010	2011	2012	2013
Previously Approved Projects	2,800,000	5,800,000	300,000	-	11,200,000
Proposed New Projects	3,200,000	4,300,000	3,450,000	11,600,000	1,000,000
<b>Total Projects</b>	<b>6,000,000</b>	<b>10,100,000</b>	<b>3,750,000</b>	<b>12,200,000</b>	<b>12,200,000</b>

### PROJECTS NOT INCLUDED

	2009	2010	2011	2012	2013
1 1st N./2nd N. West Outfall Expansion				280,000	200,000
2 9th St N. W Outfall Ph. 2					250,000
3 N 13th St. @ Cowskin Creek Overflow Structure					50,000
4 N 13th to 17th/Oliver to Old Manor					
5 N Bluff & 27th St. N Storm Water Improv.		70,000	710,000		
6 E Branch of Dry Creek, Edgemoor to Central					
7 N Frisco Drain Channel Improv.					
8 Kellogg, Custer Ave. to Knight St.					
9 Maple, McLean to Exposition			2,000,000		
10 Murdock @ Wabash				2,200,000	
11 N N. Sheridan Ave. - Const.		500,000			
12 Pump Station #1 Collection System					
13 N Pump Station No. 1 & 2		400,000	3,000,000	3,000,000	
14 N Pump Station Rehab 3, 5 & 6			1,200,000	200,000	
15 N Rock Road Tributary of Gypsum Creek					
16 N Storm Water BMP Dem Project - Rounds & Porter		1,300,000			
17 Storm Drainage System Inventory				500,000	
18 Wichita Drainage Canal			150,000	150,000	150,000
19 N W Drain of Chisholm Creek Channel Imp.				2,700,000	
<b>TOTAL</b>	<b>-</b>	<b>2,270,000</b>	<b>7,060,000</b>	<b>8,750,000</b>	<b>300,000</b>

	2014		2015		2016		2017		2018		TOTAL
	GO	RB/O	GO	RB/O	GO	RB/O	GO	RB/O	GO	RB/O	
<b>STORMWATER</b>											
1		2,500,000									2,500,000
2											5,800,000
3											6,000,000
4											800,000
5											850,000
6											20,000,000
7											1,000,000
8		1,000,000		1,000,000							7,000,000
9											2,000,000
10						2,050,000					2,050,000
11											300,000
12	1,000,000	3,000,000	-	3,000,000							7,000,000
13											2,000,000
14		3,000,000		3,000,000							6,450,000
15											9,600,000
16		2,500,000									5,000,000
17											10,100,000

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

	2014	2015	2016	2017	2018	TOTAL
Federal Funding	850,000	850,000				20,950,000
General Obligation Revenue Bonds Funding	1,000,000	-	-	-	-	10,750,000
Revenue Bond Funding	11,150,000	6,150,000	2,050,000	-	-	50,450,000
Sedgwick County Funding						5,050,000
Special Assessment Funding						1,250,000
<b>TOTAL</b>	<b>1,000,000</b>	<b>12,000,000</b>	<b>-</b>	<b>7,000,000</b>	<b>-</b>	<b>88,450,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

	2014	2015	2016	2017	2018	TOTAL
Previously Approved Projects	1,000,000	11,000,000	-	6,000,000	-	46,450,000
Proposed New Projects	-	1,000,000	-	2,050,000	-	42,000,000
<b>Total Projects</b>	<b>1,000,000</b>	<b>12,000,000</b>	<b>-</b>	<b>7,000,000</b>	<b>-</b>	<b>88,450,000</b>

### PROJECTS NOT INCLUDED

	2014	2015	2016	2017	2018	TOTAL
1	5,400,000					5,880,000
2		4,000,000				4,250,000
3	100,000	300,000				450,000
4		250,000	1,350,000			1,600,000
5						780,000
6		250,000	200,000	1,800,000		2,250,000
7			300,000	500,000	2,500,000	3,300,000
8			250,000	200,000	1,500,000	1,950,000
9						2,000,000
10						2,200,000
11						500,000
12		325,000	200,000	5,000,000		5,525,000
13						6,400,000
14						1,400,000
15			200,000		1,000,000	1,200,000
16						1,300,000
17						500,000
18						450,000
19						2,700,000
<b>TOTAL</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>5,125,000</b>	<b>-</b>	<b>38,755,000</b>



## SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

### WEST BRANCH OF DRY CREEK—13TH N TO KELLOGG

**Council District:** 1, 2  
**Type:** New Construction  
**Category:** Storm Water  
**Start & Complete Date:** 2011-2015  
**Cost (total):** \$16,050,000  
**Cost (2009):** \$400,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The Storm Water Utility constructs, reconstructs, repairs and maintains the City's storm water drainage systems. The West Branch of Dry Creek improvements was listed as a priority in the Master Drainage Plan and this improvement was recommended in the Dry Creek Study completed in 1997.

This project will improve the storm water drainage system by constructing reinforced concrete box culverts. This will effectively remove the storm water from the street level, making it safer for drivers and residents in the Dry Creek area.



### WICHITA—VALLEY CENTER FLOOD CONTROL PROJECT

**Council District:** All  
**Type:** New Construction  
**Category:** Storm Water  
**Start & Complete Date:** 2009 - 2010  
**Cost (total):** \$10,100,000  
**Cost (2009):** \$6,100,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

Without addressing the improvements, FEMA and the Corp will fail the levee system. If this occurs, FEMA will reissue new flood maps for the community that will require structures formally protected by the levee system to purchase flood insurance.

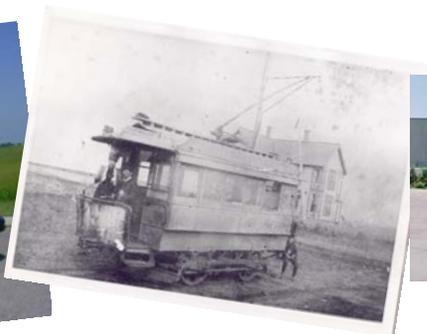
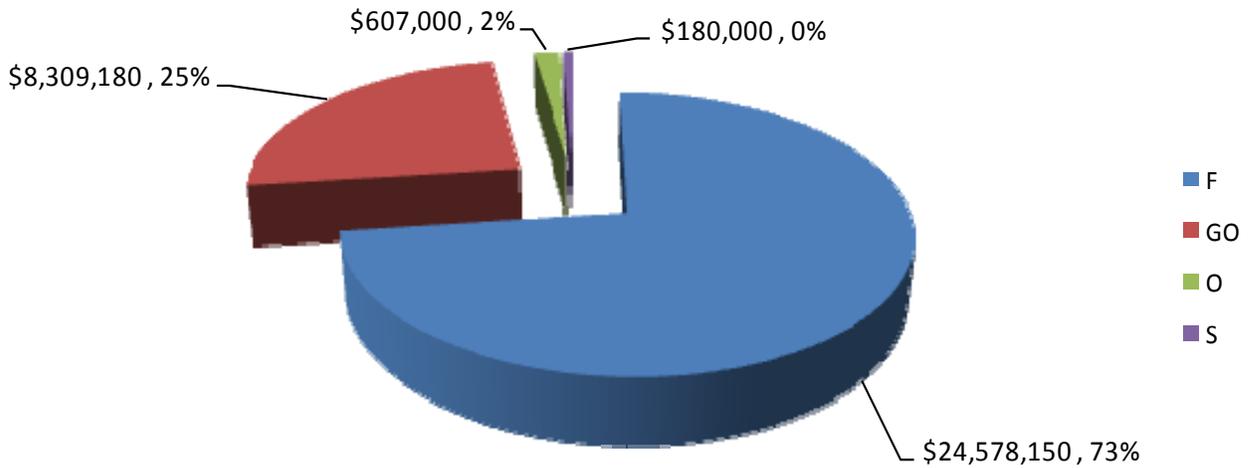
The Federal Emergency Management Agency (FEMA) issued the City of Wichita, Sedgwick County, Haysville, Valley Center and Park City a Provisional Accredited Levee agreement in February 2007 that required the communities to certify that the Wichita-Valley Center Flood Control project levees provide the necessary protection under FEMA's regulations by February 2009. Engineering consultants and the Corp of Engineers have identified areas that will require improvements to strengthen the levee system.



**TRANSIT  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	F	GO	O	S	Total
2009	\$ 2,621,600	\$ 647,400	\$ 30,000		\$ 3,299,000
2010	\$ 3,028,700	\$ 336,000	\$ 577,000	\$ 160,000	\$ 4,101,700
2011	\$ 424,750	\$ 330,000		\$ 20,000	\$ 774,750
2012		\$ 330,000			\$ 330,000
2013	\$ 2,400,400	\$ 930,100			\$ 3,330,500
2014	\$ 4,100,800	\$ 1,355,200			\$ 5,456,000
2015	\$ 4,100,160	\$ 1,415,040			\$ 5,515,200
2016	\$ 4,159,240	\$ 1,369,810			\$ 5,529,050
2017	\$ 1,977,120	\$ 824,280			\$ 2,801,400
2018	\$ 1,765,380	\$ 771,350			\$ 2,536,730
<b>Total</b>	<b>\$ 24,578,150</b>	<b>\$ 8,309,180</b>	<b>\$ 607,000</b>	<b>\$ 180,000</b>	<b>\$ 33,674,330</b>

**Transit 2009-2018 CIP Funding Sources**





# TRANSIT

## PROJECT LISTING

	"Other" funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER
<b>TRANSIT</b>												
1		Fed/State 6		10,000		90,000						
2		1										
3	N Bus Wash System Replacement	Fed/State All	20,000	80,000								
4	N Bus/Van Replacement Contingency	All	330,000		330,000		330,000		330,000		330,000	
5	Intelligent Transportation System	Fed/State All	162,400	1,416,600		800,000		100,000				
6	Paratransit Van Maintenance Facility	O/Fed/S All		100,000		2,435,000						
7	N Security Camera Upgrade	Fed/State All	29,000	116,000								
8	Transit Hub (NOMAR International Public Market)	Transit 6	6,000	9,000	6,000	39,000						
9	N Transit Passenger Amenities	Fed/State All	100,000	400,000								
10	N Transit Vehicle Fleet Replacement	Fed/State All		520,000		401,700		344,750			600,100	2,400,400

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

	2009	2010	2011	2012	2013
Federal Funding	2,621,600	3,028,700	424,750		2,400,400
General Obligation Funding	647,400	336,000	330,000	330,000	930,100
Other Funding	30,000	577,000			
State Funding		160,000	20,000		
<b>TOTAL</b>	<b>647,400</b>	<b>2,651,600</b>	<b>336,000</b>	<b>3,765,700</b>	<b>330,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

	2009	2010	2011	2012	2013
Previously Approved Projects	168,400	1,535,600	6,000	3,364,000	-
Proposed New Projects	479,000	1,116,000	330,000	401,700	330,000
<b>Total Projects</b>	<b>647,400</b>	<b>2,651,600</b>	<b>336,000</b>	<b>3,765,700</b>	<b>330,000</b>

# TRANSIT

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	GO	OTHER	
<b>TRANSIT</b>											
1 21st St. Bus Stop Improvements											100,000
2 Arena Transit Center Street Adjustments			60,000								60,000
3 N Bus Wash System Replacement											100,000
4 N Bus/Van Replacement Contingency	330,000		330,000		330,000		330,000		330,000		3,300,000
5 Intelligent Transportation System											2,479,000
6 Paratransit Van Maintenance Facility											2,535,000
7 N Security Camera Upgrade											145,000
8 Transit Hub (NOMAR International Public Market)											60,000
9 N Transit Passenger Amenities											500,000
10 N Transit Vehicle Fleet Replacement	1,025,200	4,100,800	1,025,040	4,100,160	1,039,810	4,159,240	494,280	1,977,120	441,350	1,765,380	24,395,330

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

Federal Funding		4,100,800		4,100,160		4,159,240		1,977,120		1,765,380	24,578,150
General Obligation Funding	1,355,200		1,415,040		1,369,810		824,280		771,350		8,309,180
Other Funding											607,000
State Funding											180,000
TOTAL	1,355,200	4,100,800	1,415,040	4,100,160	1,369,810	4,159,240	824,280	1,977,120	771,350	1,765,380	33,674,330

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

Previously Approved Projects	-	-	60,000	-	-	-	-	-	-	-	5,234,000
Proposed New Projects	1,355,200	4,100,800	1,355,040	4,100,160	1,369,810	4,159,240	824,280	1,977,120	771,350	1,765,380	28,440,330
	1,355,200	4,100,800	1,415,040	4,100,160	1,369,810	4,159,240	824,280	1,977,120	771,350	1,765,380	33,674,330



## SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

### PARATRANSIT VAN MAINTENANCE FACILITY

**Council District:** All  
**Type:** New Construction  
**Category:** Transit  
**Start & Complete Date:** 2009 - 2010  
**Cost (total):** \$2,535,000  
**Cost (2009):** \$100,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The Paratransit Van Maintenance Facility is an initiative to develop a regional maintenance and paratransit scheduling facility. Building this facility will result in savings on maintenance costs and contracting service fees and add user fee revenues.



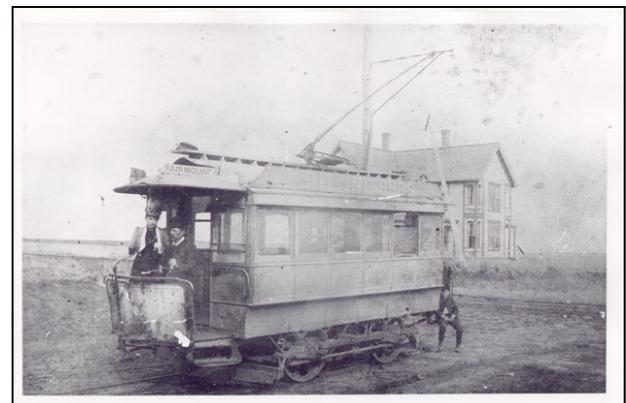
The current van maintenance is contracted out to the City Central Maintenance Facility and also to private dealerships. The van fleet for the paratransit vehicles continues to expand as the demand increases among transit riders. Benefits of the maintenance facility are the following:

- ◆ A regional maintenance and scheduling facility
- ◆ More effective maintenance of 135 vans
- ◆ Lower gas prices by bulk purchasing
- ◆ More efficient scheduling of paratransit and Medicaid passengers
- ◆ Additional user fee revenue to help defray escalating paratransit costs
- ◆ Increased regional coordination

### TRANSIT VEHICLE FLEET REPLACEMENT

**Council District:** All  
**Type:** New Equipment  
**Category:** Transit  
**Start & Complete Date:** Ongoing  
**Cost (total):** \$24,395,330  
**Cost (2009):** \$520,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

Wichita Transit has developed a vehicle replacement schedule based on the useful life guidelines set by the Federal Transit Administration. Current replacement criteria is 12 years/500,000 miles for fixed route buses and five year/150,000 for paratransit vans. Vehicles need to be replaced in a timely manner so that additional maintenance costs are minimized.

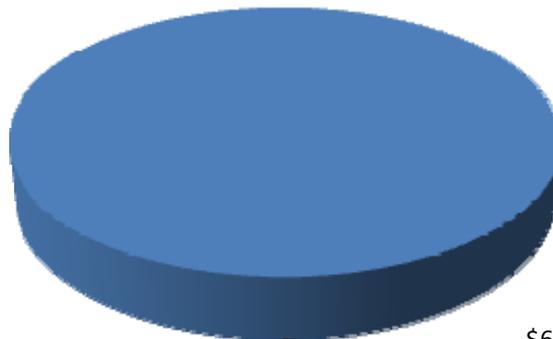




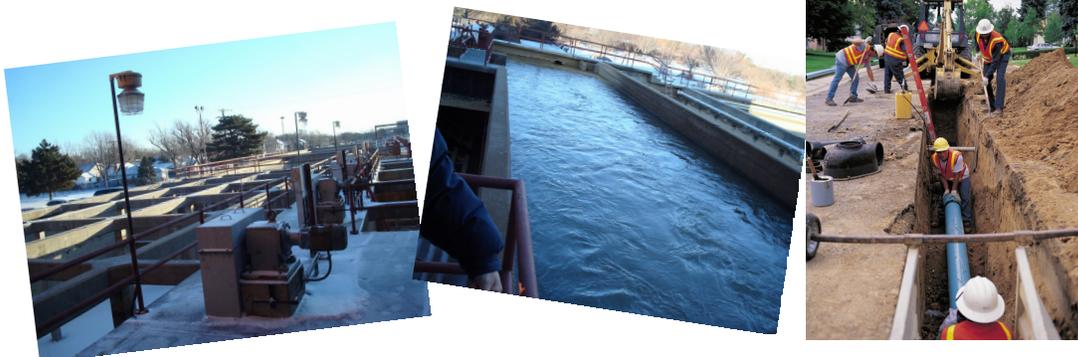
**WATER  
EXPENDITURE TOTALS  
BY FUNDING SOURCE AND YEAR**

Year	RB	Grand Total
2009	\$ 89,450,000	\$ <b>89,450,000</b>
2010	\$ 156,290,000	\$ <b>156,290,000</b>
2011	\$ 78,310,000	\$ <b>78,310,000</b>
2012	\$ 43,080,000	\$ <b>43,080,000</b>
2013	\$ 26,610,000	\$ <b>26,610,000</b>
2014	\$ 79,020,000	\$ <b>79,020,000</b>
2015	\$ 37,960,000	\$ <b>37,960,000</b>
2016	\$ 71,280,000	\$ <b>71,280,000</b>
2017	\$ 62,850,000	\$ <b>62,850,000</b>
2018	\$ 11,000,000	\$ <b>11,000,000</b>
<b>Grand Total</b>	<b>\$ 655,850,000</b>	<b>\$ 655,850,000</b>

**Water 2009-2018 CIP Funding Sources**



\$655,850,000 , 100%





# WATER

## PROJECT LISTING

	"Other" funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER
<b>WATER</b>												
1		All									500,000	
2		All										
3		All										
4		All										
5		All										
6		All										
7		All										
8		All							1,750,000			
9		All										
10		All										
11		All										
12		All										
13		All										
14		All										
15		All										
16		All						110,000				
17		All						350,000				
18		All										
19		All			480,000							
20		All										
21		All										
22		All										
23		All						1,200,000				
24		All	900,000									
25		All									1,880,000	
26		All										400,000
27		All										350,000
28		All										
29		All										
30		All										
31		All										
32		All										
33		All										
34		All										
35		All										
36		All							200,000		950,000	
37		All						150,000				
38		All									790,000	
39		All	1,700,000		1,700,000		1,700,000		1,700,000		1,700,000	
40		All							710,000		810,000	
41		All							60,000			
42		All							290,000			
43		All			280,000							
44		All									500,000	
45		All	2,500,000		2,500,000		2,500,000		5,000,000		5,000,000	
46		All							500,000		2,100,000	
47		All										
48		All							710,000			
49		All							470,000			
50		All	2,050,000									
51		All										
52		All										
53		All							230,000			
54		All										
55		All	1,450,000									
56		All										
57		All										
58		All									610,000	
59		All									610,000	
60		All										
61		All	510,000		430,000							
62		All										
63		All	1,500,000		1,500,000		1,500,000		3,000,000		3,000,000	
64		All	15,000,000		7,000,000							

# WATER

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	
<b>WATER</b>											
1											500,000
2								2,590,000			2,590,000
3				1,830,000							1,830,000
4				160,000							160,000
5								470,000			470,000
6								460,000			460,000
7						1,400,000					1,400,000
8											1,750,000
9				570,000							570,000
10				820,000							820,000
11				700,000							700,000
12				850,000							850,000
13								1,100,000			1,100,000
14				700,000							700,000
15	1,200,000										1,200,000
16											110,000
17											350,000
18						1,500,000					1,500,000
19											480,000
20								500,000			500,000
21				420,000							420,000
22	400,000										400,000
23											1,200,000
24 N											900,000
25											1,880,000
26	1,300,000										1,300,000
27											400,000
28											350,000
29						1,400,000					1,400,000
30 N									2,500,000		2,500,000
31								470,000			470,000
32						790,000					790,000
33								460,000			460,000
34	780,000										780,000
35	500,000										500,000
36 N											1,150,000
37	150,000										300,000
38											790,000
39	1,700,000		1,700,000		1,700,000						13,600,000
40	910,000										2,430,000
41											60,000
42 N											290,000
43											280,000
44											500,000
45	5,000,000		5,000,000		5,000,000		5,000,000		5,000,000		42,500,000
46 N											2,600,000
47				470,000							470,000
48											710,000
49											470,000
50 N											2,050,000
51				1,390,000							1,390,000
52				790,000							790,000
53											230,000
54						1,160,000					1,160,000
55 N											1,450,000
56	330,000										330,000
57						1,060,000					1,060,000
58											610,000
59											610,000
60						750,000					750,000
61											940,000
62								800,000			800,000
63	3,000,000		3,000,000		3,000,000		3,000,000		3,000,000		25,500,000
64											22,000,000



# WATER

## PROJECT LISTING

	"Other" funding	COUNCIL DISTRICT	2009		2010		2011		2012		2013	
			RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER
<b>WATER CONT.</b>												
65		All										
66		All	250,000									
67		All										
68		All									610,000	
69		All	500,000		500,000						500,000	
70		All							550,000		3,000,000	
71		All									500,000	
72		All										
73		All										
74		All										
75		All										
76		All										
77		All					800,000					
78		All										
79		All										
80		All										
81		All			1,000,000							
82		All	200,000		400,000							
83		All										
84		All	1,200,000									
85		All	4,690,000						3,500,000		2,320,000	
86		All										
87		All										
88		All							220,000		120,000	
89		All			500,000							
90		All	50,000,000		140,000,000		70,000,000		23,000,000		210,000	
91		All	5,000,000									
92		All										
93		All							1,000,000			
94		All							190,000		150,000	
95		All	2,000,000									

### FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY

	2009	2010	2011	2012	2013
Revenue Bond Financing	89,450,000	156,290,000	78,310,000	43,080,000	26,610,000
<b>TOTAL</b>	<b>89,450,000</b>	<b>156,290,000</b>	<b>78,310,000</b>	<b>43,080,000</b>	<b>26,610,000</b>

### FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW

	2009	2010	2011	2012	2013
Previously Approved Projects	76,850,000	156,290,000	77,510,000	41,090,000	23,560,000
Proposed New Projects	12,600,000	-	800,000	1,990,000	3,050,000
<b>Total Projects</b>	<b>89,450,000</b>	<b>-</b>	<b>78,310,000</b>	<b>43,080,000</b>	<b>26,610,000</b>

# WATER

## PROJECT LISTING

	2014		2015		2016		2017		2018		TOTAL
	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	RB	OTHER	
<b>WATER CONT.</b>											
65	Maple BPS to Taft and Woodchuck (36")	3,500,000									3,500,000
66	Maple St. Booster Pump Station	3,050,000									3,300,000
67	Maple, 135th W to Far W BPS (30")			260,000							260,000
68	Meridian, Newell to 1st (24")										610,000
69	M-Well Repairs					500,000					2,000,000
70	Northwest Elevated Storage Facility										3,550,000
71	Northwest Water Treatment Plant	1,000,000		4,000,000		4,000,000		3,000,000			12,500,000
72	Oliver, 37th N to 1/2 mile N (16")	360,000									360,000
73	Pawnee, 127th E to 1/4 mile W (16")	380,000									380,000
74	Pawnee, 127th E to 143rd E (16")					650,000					650,000
75	Pawnee, 143rd to 159th (16")					650,000					650,000
76	Pawnee @ UP Railroad								500,000		500,000
77	N Ridge, MacArthur to 36th S (16")										800,000
78	Ridge, Taft to Central (16")	1,020,000									1,020,000
79	Rock Rd, Harry to Pawnee (24")	1,100,000									1,100,000
80	Rock Rd., 29th to 22nd N (12")					1,900,000					1,900,000
81	Roosevelt Water Tower - WSU										1,000,000
82	RWD #1 Booster Pump Station										600,000
83	SE Booster Pump Station Expansion			1,300,000							1,300,000
84	N Security Enhancements										1,200,000
85	Standby Power Facilities	3,620,000									14,130,000
86	Taft & Woodchuck to Kellogg and 135th (30")	4,300,000									4,300,000
87	Tyler, Harry to Pawnee					820,000					820,000
88	Tyler, Yosemite to 1/2 mile N (12")										340,000
89	Water Master Plan			500,000							1,000,000
90	Water Supply Plan Ph 2, 3 & 4	45,000,000		13,500,000		45,000,000		45,000,000			431,710,000
91	N Water Treatment Plant Residuals Imp.										5,000,000
92	Westridge, Zoo Blvd to Central (24")	420,000									420,000
93	N Woodlawn Water Tower										1,000,000
94	Yosemite, Tyler to 1/2 mile NW (12")										340,000
95	N Zebra Mussel Control										2,000,000

**FINANCIAL SUMMARY 2009-2018 BY FUNDING CATEGORY**

Revenue Bond Financing	79,020,000		37,960,000		71,280,000		62,850,000		11,000,000		655,850,000
<b>TOTAL</b>	<b>79,020,000</b>		<b>37,960,000</b>		<b>71,280,000</b>		<b>62,850,000</b>		<b>11,000,000</b>		<b>655,850,000</b>

**FINANCIAL SUMMARY 2009-2018 BY APPROVED VS. NEW**

Previously Approved Projects	79,020,000		37,960,000		71,280,000		62,850,000		8,500,000		634,910,000
Proposed New Projects	-		-		-		-		2,500,000		20,940,000
<b>Total Projects</b>	<b>79,020,000</b>		<b>37,960,000</b>		<b>71,280,000</b>		<b>62,850,000</b>		<b>11,000,000</b>		<b>655,850,000</b>



**SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES**

**WATER SUPPLY PLAN PHASE 2, 3 & 4**

**Council District:** All  
**Type:** New Construction  
**Category:** Water  
**Start & Complete Date:** 2009 - 2017  
**Cost (total):** \$431,710,000  
**Cost (2009):** \$50,000,000  
**Operational Costs (additional):** \$18,000  
**Operational Staff (additional):** \$0

The water used for recharge is extracted from the river using two different methods. Using above-base water flow, an intake in the river is set to operate at a pre-determined water height above the base river flow. When the water level rises above the base level, the excess water is pumped to an infiltration site. Secondly, the pilot project is using induced riverbank infiltration. When the river is high, water infiltrates into the river bank. A well is placed next to the river bank to pump this excess water.

The Water Supply Plan includes an innovative program located northwest of Wichita that will provide a safe, long-term water supply to Wichita for years to come.

The recovered water is then recharged into the Equus Beds aquifer using two different methods. The water is pumped to recharge basins or a recharge trench and then allowed to infiltrate through the soil. And secondly, the water is pumped directly back into the aquifer through a recharge well. The surface water is treated after the water is taken from the river, but before it is pumped to the recharge site (a distance of several miles) with chlorine to keep biological growths from accumulating in the pipelines. Also, the water taken directly from the river is treated to remove suspended solids before being pumped to the recharge basins. A trace amount of triazine herbicides from agricultural runoff is also removed from river water using powdered activated carbon.

The plan is to use water from the Little Arkansas River to recharge the Equus Beds aquifer - a major groundwater resource that has been used by the City of Wichita, several area cities, and local irrigators for more than 50 years. The water will only be taken from the river after it rains and the river has risen to a certain predetermined level.

The main goal of the project is to recharge the Equus Beds aquifer to fill a 322,000 acre-foot void so the aquifer will be a consistent source of water for Wichita for many years. In addition, the recharged aquifer will create a barrier preventing below surface saltwater and oil field pollution from contaminating the aquifer.

**MAPLE AND EXPOSITION TO SOUTHEAST BOOSTER PUMP STATION**

**Council District:** All  
**Type:** Redevelopment  
**Category:** Water  
**Start & Complete Date:** 2009 - 2010  
**Cost (total):** \$22,000,000  
**Cost (2009):** \$15,000,000  
**Operational Costs (additional):** Minimal  
**Operational Staff (additional):** Minimal

The Maple and Exposition project will extend the existing 48 inch water main near Maple and Exposition Street to the Southeast Booster Pump Station near Harry and Woodlawn. This supply main line will serve a large portion of southeast and far east Wichita. This will ensure these portions of the City are provided with an adequate water supply and water pressure to growth areas and to the East Pressure Zone in support of the Water Master Plan.





Courtesy of the Wichita-Sedgwick County Historical Museum

## PUBLIC SAFETY INVESTMENT: WICHITA FIRE DEPARTMENT

*The above picture displays a horse-drawn fire wagon in front of the Central Fire Station at 109 East William circa 1911. To protect life and property, the City invests in public safety improvements. The Adopted CIP includes over \$33 million for replacement fire apparatus. Additional funds are provided to maintain fire stations.*



# PROJECTED CASH FLOW FOR PREVIOUSLY APPROVED GO PROJECTS

DISTRICT	GO	OTHER	TOTAL	EXPENDED	
<b>ARTERIALS</b>					
13th, I-135 - Woodlawn 472-84320	01	2,210,000	-	2,210,000	472,403
13th-Mosley Inter. Imp. -D 47283995	01	40,000	-	40,000	23,230
17th-Hillside Inter. Imp -D 47284015	01	180,000	-	180,000	128,415
21St Landscape I-135- Hillside 472-84728	01	200,000	-	200,000	20,200
Grove Park Trailhead 472-84272	01	65,000	160,000	225,000	206,465
Hillside, Kellogg-Central 472-83862	01	2,350,000	3,190,000	5,540,000	4,726,428
Hydraulic, Harry-Kellogg 472-84310	01	277,500	-	277,500	128,067
I135 Bike Path, McAdams-Grove 472-84740	01	100,000	-	100,000	88,837
Woodlawn @ 17 and Farmview 472-84701	01	75,000	-	75,000	25,396
07-08 SIDEWALK&WHEELCHAIR RAMP 472-84604	02	900,000	-	900,000	432,656
21ST; K96 - 159TH ST E IMPR 472-84636	02	2,800,000	8,383,723	11,183,723	4,297,013
Central, Oliver-Woodlawn 472-83873	02	2,125,000	2,761,300	4,886,300	4,193,723
DOUGLAS - OLIVER INTERSECTION 472-84609	02	2,000,000	-	2,000,000	1,380,283
Greenwich, 26th-29th 472-84415	02	450,000	1,200,000	1,650,000	1,134,223
Greenwich, Harry-Kellogg 472-84301	02	355,000	-	355,000	205,439
Greenwich, Pawnee-Harry 472-84695	02	207,000	-	207,000	122,316
Greenwich; Central to 13th 472-84435	02	2,560,000	-	2,560,000	2,233,716
Harry, Greenwich-127th 472-84696	02	215,000	-	215,000	101,770
HARRY, TURNPIKE - ROCK 472-84577	02	200,000	-	200,000	131,840
Rock, 21st-29th 472-83889	02	950,000	1,620,000	2,570,000	1,901,111
Woodlawn, Lincoln-Kellogg 472-84304	02	105,000	-	105,000	67,076
55th ST S/BROADWAY INTERSECTN 472-84581	03	325,000	600,000	925,000	309,177
Ark River bike Path, Galena-GWB 47284319	03	155,000	-	155,000	102,481
Gyp Creek Bike Path 472-84194	03	560,000	891,000	1,451,000	1,033,679
Hydraulic, 63rd S-57th S 472-84118	03	2,500,000	-	2,500,000	2,367,611
Mt Vernon, Broadway-Ark River 472-84289	03	4,250,000	-	4,250,000	3,308,433
Mt.Vernon, Broadway-S Blvd 472-84699	03	198,000	-	198,000	31,850
Oliver; Harry - Kellogg 472-84749	03	2,145,000	4,200,000	6,345,000	901,007
Pawnee, K-15 - Hillside 472-84303	03	145,000	-	145,000	64,929
119th W, Pawnee-Kellogg 472-84694	04	177,000	-	177,000	23,356
47th St S, Meridian-Seneca 472-84296	04	375,000	-	375,000	124,967
MACARTHUR, MERIDIAN-SENECA 472-84580	04	1,800,000	3,520,000	5,320,000	3,647,314
Meridian, 47th St S-31st St S 472-84302	04	1,400,000	-	1,400,000	682,832
Meridian, Pawnee-Orient 472-84309	04	960,000	-	960,000	379,611
Pawnee; Maize-119th ST W 47284357	04	2,900,000	4,200,000	7,100,000	5,675,965
Pawnee; Meridian - Seneca 472-84356	04	1,300,000	3,600,000	4,900,000	3,338,528
Seneca: I-235-31st S -D 472-84006	04	210,000	-	210,000	114,286
119th St W, Kellogg-Maple 472-84306	05	160,000	-	160,000	100,956
135th St W, Maple-Central 472-84308	05	145,000	-	145,000	74,458
13th, 135th W-119th W -D 472-84010	05	135,000	-	135,000	112,758
29th St N, 119th W-Maize47284185 D204367	05	2,200,000	3,150,000	5,350,000	4,322,112
29th, Maize-Tyler 472-83863	05	1,180,000	2,370,000	3,550,000	2,809,548
29th, Ridge - Hoover 472-84691	05	30,000	-	30,000	19,739
37th St N, Tyler-Ridge 472-84186	05	2,100,000	4,000,000	6,100,000	5,258,853
CENTRAL/TYLER INT IMPR 472-84655	05	2,200,000	800,000	3,000,000	2,160,647
Central: 135th W-119th W Imp -D 47284017	05	1,387,000	-	1,387,000	374,159
Maple, 135th - 151st 472-84698	05	185,000	-	185,000	37,316
Ridge/Maple Intrst Imp 472-84258	05	650,000	2,080,000	2,730,000	2,495,957
Tyler, 29th - 37th 472-84700	05	162,000	-	162,000	61,025
13th/Broadway Intrst Imp. 47284178	06	1,310,000	975,000	2,285,000	1,784,539
13th/Mosley Intrst Imp 472-84269	06	800,000	900,000	1,700,000	187,139
17th St N; Broadway- I-135 47284392	06	1,600,000	-	1,600,000	1,071,955
17th: Broadway-I-135 Imp -D 47284014	06	225,000	-	225,000	139,497
21st/Broadway Intrst Imp 472-84295	06	2,000,000	-	2,000,000	1,966,401
37th St N, Broadway-Hydraulic 472-84692	06	263,000	-	263,000	40,144
BIKE PATH, CENTRAL-13TH 472-84405	06	250,000	669,000	919,000	597,500
EBankRiver Corridor, N Douglas 472-84767	06	2,000,000	-	2,000,000	53,369
Lte Arkansas River, 13-Bitting 472-84738	06	100,000	-	100,000	86,656
MIDTOWN BIKE PATH 472-84562	06	715,000	1,200,000	1,915,000	1,368,450
West St, Maple - Central 472-84761	06	9,000,000	600,000	9,600,000	184,513
West St: Maple-Central 472-83979	06	2,230,000	6,109	2,236,109	2,231,157
07-08 RAILROAD CROSSING IMPR 472-84629	All	300,000	-	300,000	188,077
08 Street Rehab Program 472-84725	All	400,000	92,500	492,500	274,857
08 Traffic Signal Program 472-84720	All	350,000	-	350,000	49,030
2005 Arterial Sidewlk/WCR prg 472-84142	All	567,325	-	567,325	389,012
2006/07 Traffic Signalization 472-84424	All	700,000	350,000	1,050,000	907,004
2007 STREET REHAB PROGRAM 472-84578	All	400,000	-	400,000	399,224
Int Trans Syst Traffic Signals 472-84446	All	1,120,000	2,659,493	3,779,493	388,536
ITS Traffic Study -'05 472-84119	All	105,000	420,000	525,000	498,272
River Corridor - Ark river imp PH I GO	All	19,368,574	58,687	19,427,262	18,737,969

# PROJECTED CASH FLOW FOR PREVIOUSLY APPROVED GO PROJECTS

	Through 2009		Through 2010		Through 2011	
	GO	OTHER	GO	OTHER	GO	OTHER
<b>ARTERIALS</b>						
13th, I-135 - Woodlawn 472-84320	369,017		470,000		470,000	
13th-Mosley Inter. Imp. -D 47283995	8,000					
17th-Hillside Inter. Imp -D 47284015	23,022					
21St Landscape I-135- Hillside 472-84728	-		170,000			
Grove Park Trailhead 472-84272	0					
Hillside, Kellogg-Central 472-83862	3,220					
Hydraulic, Harry-Kellogg 472-84310	82,610					
I135 Bike Path, McAdams-Grove 472-84740	6,164					
Woodlawn @ 17 and Farmview 472-84701	39,665					
07-08 SIDEWALK&WHEELCHAIR RAMP 472-84604			400,000			
21ST; K96 - 159TH ST E IMPR 472-84636	1,000,000	3,000,000	1,000,000	1,000,000	300,000	
Central, Oliver-Woodlawn 472-83873	3,220				10,000	
DOUGLAS - OLIVER INTERSECTION 472-84609	16,295		600,000			
Greenwich, 26th-29th 472-84415	25					
Greenwich, Harry-Kellogg 472-84301	31,901					
Greenwich, Pawnee-Harry 472-84695	74,876					
Greenwich; Central to 13th 472-84435	-		250,000			
Harry, Greenwich-127th 472-84696	102,288					
HARRY, TURNPIKE - ROCK 472-84577	50,975					
Rock, 21st-29th 472-83889	270,000		200,000			
Woodlawn, Lincoln-Kellogg 472-84304	14,008					
55th ST S/BROADWAY INTERSECTN 472-84581	-	300,000				
Ark River bike Path, Galena-GWB 47284319	43,900					
Gyp Creek Bike Path 472-84194	177,174		200,000			
Hydraulic, 63rd S-57th S 472-84118	10,000					
Mt Vernon, Broadway-Ark River 472-84289			806,825			
Mt.Vernon, Broadway-S Blvd 472-84699	155,210					
Oliver; Harry - Kellogg 472-84749	1,500,000	2,600,000	300,000	1,000,000		
Pawnee, K-15 - Hillside 472-84303	78,700					
119th W, Pawnee-Kellogg 472-84694	141,700					
47th ST S, Meridian-Seneca 472-84296	65,225					
MACARTHUR, MERIDIAN-SENECA 472-84580	511,466		240,000			
Meridian, 47th St S-31st St S 472-84302	37,700		600,000			
Meridian, Pawnee-Orient 472-84309	243,150		300,000			
Pawnee: Maize-119th ST W 47284357	66,382		1,000,000			
Pawnee; Meridian - Seneca 472-84356	3,217					
Seneca: I-235-31st S -D 472-84006	50,526		45,000			
119th St W, Kellogg-Maple 472-84306	53,445					
135th St W, Maple-Central 472-84308	61,149					
13th, 135th W-119th W -D 472-84010	7,220					
29th St N, 119th W-Maize47284185 D204367	180,232		800,000			
29th, Maize-Tyler 472-83863	5,186					
29th, Ridge - Hoover 472-84691	4,920					
37th St N, Tyler-Ridge 472-84186	29,732		600,000			
CENTRAL/TYLER INT IMPR 472-84655	589,932		240,000			
Central: 135th W-119th W Imp -D 47284017	234,454		700,000			
Maple, 135th - 151st 472-84698	134,043					
Ridge/Maple Intrst Imp.472-84258	130,426		50,000		50,000	
Tyler, 29th - 37th 472-84700	91,080					
13th/Broadway Intrst Imp. 47284178	-		500,000			
13th/Mosley Intrst Imp 472-84269	-		400,000		400,000	
17th St N; Broadway- I-135 47284392	100,000		240,000			
17th: Broadway-I-135 Imp -D 47284014	62,820					
21st/Broadway Intrst Imp 472-84295	32,325					
37th St N, Broadway-Hydraulic 472-84692	209,160					
BIKE PATH, CENTRAL-13TH 472-84405	46,491					
EBankRiver Corridor, N Douglas 472-84767	30,276					
Lte Arkansas River, 13-Bitting 472-84738	11,174					
MIDTOWN BIKE PATH 472-84562	137,276					
West St, Maple - Central 472-84761	3,000,000	600,000	4,800,000			
West St: Maple-Central 472-83979	26,680					
07-08 RAILROAD CROSSING IMPR 472-84629	-		100,000			
08 Street Rehab Program 472-84725	209,762					
08 Traffic Signal Program 472-84720	205,621		90,000			
2005 Arterial Sidewlk/WCR prg 472-84142	88					
2006/07 Traffic Signalization 472-84424	99,778					
2007 STREET REHAB PROGRAM 472-84578	-					
Int Trans Syst Traffic Signals 472-84446	-	1,000,000	1,000,000		1,000,000	
ITS Traffic Study -'05 472-84119	14,878					
River Corridor - Ark river imp PH I GO	2,089					



# PROJECTED CASH FLOW FOR PREVIOUSLY APPROVED GO PROJECTS

	DISTRICT	GO	OTHER	TOTAL	EXPENDED
<b>BRIDGES</b>					
15th St bridge@Canal Design 472-83512	01	40,000	-	40,000	20,542
Grove St Bridge @ Frisco Ditch D47284317	01	25,000	-	25,000	6,763
Lincoln St Bridge @ Armour 472-84703	02	35,000	-	35,000	15,801
21st St Bridge @ LAR 472-84748	04	450,000	1,180,000	1,630,000	656,651
31st St Bridge @ Glenn 472-84702	04	55,000	-	55,000	17,972
Lincoln St Bridge @ Ark River 472-84605	04	360,000	-	360,000	85,127
13th St Bridge @ LAR 472-84314	06	3,205,000	-	3,205,000	3,033,235
21 St Bridge at Ark River 472-84569	06	1,050,000	2,000,000	3,050,000	1,974,389
21st St Overpass, Broadway-I-135 4728431	06	175,000	-	175,000	114,389
25thSt Bridge Little Ark River 472-84595	06	400,000	985,000	1,385,000	9,242
Ark River Ped bridges 472-83416	06	5,631,426	2,937,920	8,569,346	8,493,147
Bridge Inspection Program 472-84564	All	54,500	45,500	100,000	92,287
<b>PUBLIC FACILITIES</b>					
Water Walk - Eastbank Development	01	13,610,000	24,284,174	37,894,174	33,174,127
Fire Sta 20 Pawnee & Greenwich - GO	02	2,725,000	-	2,725,000	2,386,048
Fire Sta 22 Wassall & Hydraulic - GO	03	2,740,000	-	2,740,000	1,858,704
Lawrence Dumont Stadium Sound Sys Replc	04	500,000	-	500,000	25
Fire Sta 21 21st N & 135th St W - GO	05	2,585,000	-	2,585,000	2,113,141
Int'l Mktplace Streetscape Improvement	06	500,000	-	500,000	33,110
NOMAR Public Market	06	761,888	-	761,888	10,020
1st Floor Remodel - PH I - GO	All				
1st Floor Remodel - PH II - GO	All	2,506,000	-	2,506,000	2,239,351
Century II Airhandlers	All	300,000	-	300,000	151,571
CIP Planned Savings - GO	All	3,750,000	-	3,750,000	3,401,872
City Facilities ADA Compliance - GO	All	750,000	4,557	754,557	728,414
City Hall Security/Landscape	All	1,556,000	1,825,000	3,381,000	2,721,315
CMF Expansion - GO	All	4,400,000	-	4,400,000	321,165
Cultural Facilities Enhancements	All	2,000,000	-	2,000,000	776,460
Expo Hall Roof	All	500,000	249,274	749,274	757
Facilities Space Utilization - GO	All	3,000,000	2,113	3,002,113	2,351,426
Fire Apparatus 2008	All	1,008,000	-	1,008,000	-
Fire Training Grounds Imp. - GO	All	1,700,000	4,945	1,704,945	1,680,454
Fleet Heavy Equipment Replacement 2009	All	3,000,000	-	3,000,000	555,746
Fuel Management and Dispensing System	All	1,400,000	-	1,400,000	802,907
Project Management System	All	750,000	-	750,000	541,509
Rounds and Porter Green Roof Project	All	300,000	-	300,000	430
Snow Plow Modification	All	460,000	-	460,000	408,124
Hail Storm Roof Replacement	All	-	587,730	587,730	470,167
CIP FLEET REPLACEMENTS 2006/07	All	6,000,000	12,679	6,012,679	5,923,726
<b>PARK</b>					
2008 Linwood Park Imprv-Roof Replacment	01	340,000	-	340,000	56
2008 Swimming Pool Improvement	01	100,000	-	100,000	12,849
Park 05 - Grove Park Ph-II - GO	01	600,000	-	600,000	492,757
Park 07 - CENTURY II IMPROV/INNOV	01	1,500,000	-	1,500,000	487,967
Park 05- N.E. Sports Complex Parking	02	396,100	-	396,100	276,762
Park 05-K96 Parking Lot/Entry Drive	02	400,000	-	400,000	363,237
08 & 09 Parking Lot & Entry Drive	03	600,000	-	600,000	7,343
PARK 07 - PARK IMPROVEMENTS	All	450,000	-	450,000	72,788
Park-'07 Kingsbury Road, Bridge, Path	05	350,000	-	350,000	283,344
09 Sim Park Drive Rroadway & Drainage	06	300,000	-	300,000	30
Park 07 - ORCHARD PARK IMPROV/RENOV	06	300,000	-	300,000	175,895
Park 07 - SYCAMORE PARK IMPROV/RENOV	06	280,000	-	280,000	38,751
Park 07 - WOODLAND PARK IMPROV/RENOV	06	190,000	-	190,000	52
08/09 Park Facilites Renovation (PFR)	All	400,000	-	400,000	166,834
PARK 05-CII RENOVATE RESTROOMS & SHOWERS	All	75,000	93	75,093	71,879
Park '06 - Master Planning & Devel. - GO	All	250,000	1,413	251,413	250,635
Park 07 - Parking Lots & Entry Drives	All	450,000	-	450,000	387,505
Park 07 - Pathways/Sidewalks - GO	All	40,000	-	40,000	20,507
Park 08 - TENNIS/ATHLETIC COURT IMPROV	All	110,000	-	110,000	25,132

# PROJECTED CASH FLOW FOR PREVIOUSLY APPROVED GO PROJECTS

	Through 2009		Through 2010		Through 2011	
	GO	OTHER	GO	OTHER	GO	OTHER
<b>BRIDGES</b>						
15th St bridge@Canal Design 472-83512	8,670					
Grove St Brigde @ Frisco Ditch D47284317	7,400					
Lincoln St Bridge @ Armour 472-84703	15,745					
21st St Bridge @ LAR 472-84748	450,000	200,000		300,000		
31st St Bridge @ Glenn 472-84702	28,023					
Lincoln St Bridge @ Ark River 472-84605	253,625					
13th St Bridge @ LAR 472-84314	16,030		70,000		70,000	
21 St Bridge at Ark River 472-84569	24,179		1,000,000			
21st St Overpass, Broadway-I-135 4728431	48,000					
25thSt Bridge Little Ark River 472-84595		989,755	350,000			
Ark River Ped bridges 472-83416		76,000				
Bridge Inspection Program 472-84564	6,226					
<b>PUBLIC FACILITIES</b>						
Water Walk - Eastbank Development	946,931		3,000,000			
Fire Sta 20 Pawnee & Greenwich - GO	304,912					
Fire Sta 22 Wassall & Hydraulic - GO	875,322					
Lawrence Dumont Stadium Sound Sys Replc	-		450,000			
Fire Sta 21 21st N & 135th St W - GO	468,933					
Int'l Mktplace Streetscape Improvement	27,390					
NOMAR Public Market	751,780					
1st Floor Remodel - PH I - GO	500,000		500,000			
1st Floor Remodel - PH II - GO	4,887		260,000			
Century II Airhandlers	147,583		150,000			
CIP Planned Savings - GO	4,370		200,000		130,000	
City Facilities ADA Compliance - GO	8,437					
City Hall Security/Landscape	178,533		400,000		80,000	
CMF Expansion - GO	734,230		2,300,000		1,000,000	
Cultural Facilities Enhancements	676,558		500,000			
Expo Hall Roof	497,957		150,000			
Facilities Space Utilization - GO	246,865		400,000			
Fire Apparatus 2008	700,000					
Fire Training Grounds Imp. - GO	24,411					
Fleet Heavy Equipment Replacement 2009	524,085		2,400,000			
Fuel Management and Dispensing System	596,858					
Project Management System	187,229					
Rounds and Porter Green Roof Project	25,000		250,000			
Snow Plow Modification	4,369					
Hail Storm Roof Replacement	43,184		70,000			
CIP FLEET REPLACEMENTS 2006/07	88,743					
<b>PARK</b>						
2008 Linwood Park Imprv-Roof Replacment	215,979		100,000			
2008 Swimming Pool Improvement	31,057		55,000			
Park 05 - Grove Park Ph-II - GO	-		100,000			
Park 07 - CENTURY II IMPROV/INNOV		450,000		350,000		200,000
Park 05- N.E. Sports Complex Parking	35,041					
Park 05-K96 Parking Lot/Entry Drive	36,759					
08 & 09 Parking Lot & Entry Drive	322,811		250,000			
PARK 07 - PARK IMPROVEMENTS	150,000		160,000			
Park-'07 Kingsbury Road, Bridge, Path	64,763					
09 Sim Park Drive Roadway & Drainage	-		300,000			
Park 07 - ORCHARD PARK IMPROV/RENOV	12,989		100,000			
Park 07 - SYCAMORE PARK IMPROV/RENOV	83,210		150,000			
Park 07 - WOODLAND PARK IMPROV/RENOV	-		190,000			
08/09 Park Facilites Renovation (PFR)	31,760		170,000			
PARK 05-CII RENOVATE RESTROOMS & SHOWERS	3,213					
Park '06 - Master Planning & Devel. - GO	770					
Park 07 - Parking Lots & Entry Drives	19,630					
Park 07 - Pathways/Sidewalks - GO	788					
Park 08 - TENNIS/ATHLETIC COURT IMPROV	-		80,000			



## PROJECTED DEBT LEVELS—DEBT LIMIT ESTIMATE

Year	Debt Limit	Applicable City Debt	Percent of Debt Limit	Total GO Debt	LST	T&C
2018	1,652,811,867	442,589,789	26.78%	589,821,644	147,231,855	7,375,615
2017	1,581,638,150	458,778,046	29.01%	625,127,374	166,349,328	8,907,884
2016	1,513,529,330	475,183,857	31.40%	621,868,453	146,684,596	10,380,258
2015	1,448,353,426	477,225,920	32.95%	643,424,342	166,198,422	11,796,002
2014	1,385,984,140	487,495,663	35.17%	620,230,953	132,735,290	13,157,295
2013	1,326,300,612	475,665,489	35.86%	624,323,035	148,657,546	14,633,654
2012	1,269,187,189	442,554,967	34.87%	606,544,899	163,989,932	10,621,860
2011	1,214,533,195	409,650,358	33.73%	546,586,666	136,936,308	2,465,602
2010	1,162,232,722	364,068,797	31.32%	513,483,797	149,415,000	2,847,155
2009	1,112,184,423	321,115,120	28.87%	440,760,120	119,645,000	3,737,066
2008	1,064,291,314	291,838,548	27.42%	432,681,282	129,165,000	4,638,543
2007	1,015,379,351	357,364,855	35.20%	448,456,736	138,205,000	5,554,229
2006	964,086,900	329,175,557	34.14%	418,305,139	104,505,000	6,716,614
2005	911,315,378	227,052,655	24.91%	433,103,758	113,500,000	8,890,213
2004	894,495,541	297,771,284	33.29%	458,231,536	122,180,000	10,110,180
2003	843,530,228	270,190,220	32.03%	380,223,388	92,690,000	10,552,208
2002	787,278,561	287,304,354	36.49%	327,648,633	56,000,000	12,519,875
2001	754,491,444	266,213,385	35.28%	279,827,300	17,500,000	14,397,547
2000	715,461,269	216,532,965	30.26%	314,685,358	25,000,000	16,203,203
1999	664,018,391	217,675,334	32.78%	305,885,369	32,500,000	17,509,400
1998	623,881,781	212,638,311	34.08%	293,130,366	40,000,000	18,707,988
1997	604,714,166	210,811,810	34.86%	279,215,000	47,500,000	19,715,366
1996	452,234,870	166,011,910	36.71%	298,825,000	55,000,000	20,430,366
1995	422,106,412	187,475,376	44.41%	271,645,000	35,000,000	21,090,366
1994	424,331,795	159,444,408	37.58%	248,265,700	40,000,000	21,695,366
1993	408,643,493	152,380,145	37.29%	249,699,063	45,000,000	22,250,366
1992	414,581,161	148,729,707	35.87%	251,755,522	50,000,000	22,760,366
1991	404,592,347	157,003,835	38.81%	215,573,221	-	23,235,366

Debt is estimated for 2009—2018 based on the projects included in the Adopted CIP. The Debt Limit is 30% of assessed valuation, based on KSA 10-308 and KSA 10-309.

## PROJECTED DEBT LEVELS—DEBT LIMIT ESTIMATE

Spec. Assessments	Storm Water	Golf	Airport	Component		
				Units	TIF	Other GO
244,406,980	30,157,449	7,842,854	-	-	20,083,046	132,723,845
244,811,079	32,955,271	8,334,821	-	-	25,126,531	138,642,460
243,746,662	37,032,084	8,331,441	-	-	29,970,459	145,722,953
241,292,710	28,116,280	8,180,456	-	-	34,624,813	153,215,659
238,409,975	31,221,756	7,501,661	-	-	39,094,383	158,110,593
234,851,102	18,218,595	7,670,127	-	-	42,646,354	157,645,657
229,505,750	20,691,440	7,836,960	-	-	31,657,713	142,241,244
222,410,707	16,563,069	7,899,261	-	-	36,552,501	123,759,218
214,425,000	18,599,587	7,139,261	80,000	-	21,774,850	99,202,944
206,325,000	6,164,509	7,139,261	605,000	-	24,748,486	72,395,798
227,550,000	7,061,886	4,149,947	1,280,000	-	28,036,971	30,798,935
218,545,000	7,934,265	4,629,894	1,920,000	-	31,112,274	40,556,074
217,705,000	8,781,642	5,093,920	2,525,000	-	21,664,395	51,313,568
210,370,000	3,894,020	5,726,522	3,150,000	-	25,361,516	62,211,487
206,720,000	5,725,340	6,380,504	3,740,000	-	28,122,425	75,253,087
160,865,000	7,476,660	7,014,486	4,315,000	16,010	18,549,848	78,744,176
148,540,000	6,045,000	7,682,468	4,865,000	97,020	19,919,545	71,979,725
149,255,000	7,365,000	8,330,450	5,380,000	203,030	-	77,396,273
158,375,000	8,615,000	8,963,432	7,175,000	309,040	-	90,044,683
149,115,000	9,800,000	2,021,416	6,850,450	426,561	-	87,662,542
140,993,973	10,925,000	2,224,608	11,395,106	722,787	-	68,160,904
132,085,952	11,990,000	2,693,168	15,779,961	1,059,661	-	48,390,892
131,445,100	13,000,000	3,062,035	20,060,246	1,477,215	-	54,350,038
131,972,087	-	1,392,076	22,821,605	2,207,885	-	57,160,981
134,508,288						52,062,046
132,906,126						49,542,571
135,257,303						43,737,853
138,992,550						53,345,305

Debt is estimated for 2009—2018 based on the projects included in the Adopted CIP.



## PROJECTED DEBT LEVELS—DEBT LIMIT ESTIMATE

Year	Total Other Debt	Water	Sewer	Airport	PBC
2018	861,548,686	524,083,151	179,048,525	157,862,010	555,000
2017	920,292,346	552,261,605	197,486,731	169,889,010	655,000
2016	911,673,775	528,099,599	199,373,166	181,916,010	2,285,000
2015	893,361,935	497,288,925	198,290,000	193,943,010	3,840,000
2014	891,239,744	491,405,263	188,544,471	205,970,010	5,320,000
2013	849,343,079	457,404,588	165,176,481	218,432,010	8,330,000
2012	840,912,768	459,147,159	140,035,609	230,510,000	11,220,000
2011	635,265,628	437,956,603	121,077,025	62,222,000	14,010,000
2010	583,593,413	376,399,158	127,789,255	62,700,000	16,705,000
2009	460,331,852	245,875,059	132,006,793	63,150,000	19,300,000
2008	497,094,082	175,877,067	138,619,571	74,897,444	21,805,000
2007	542,404,333	159,291,889	218,545,000	75,197,444	24,230,000
2006	547,135,097	167,473,335	217,705,000	76,556,762	26,555,000
2005	529,449,456	145,759,476	210,370,000	77,824,980	29,315,000
2004	489,293,495	124,032,342	206,720,000	74,166,153	32,075,000
2003	475,163,822	129,913,970	160,865,000	77,569,852	33,505,000
2002	445,686,997	86,921,485	148,540,000	78,115,512	37,470,000
2001	388,836,698	91,868,376	149,255,000	31,093,322	41,620,000
2000	352,276,910	91,603,784	158,375,000	36,568,126	45,700,000
1999	265,347,001	92,865,361	65,379,639	27,567,001	49,260,000
1998	225,626,059	61,142,136	55,077,864	26,809,059	49,150,000
1997	248,130,794	63,771,150	57,038,850	27,450,794	52,315,000
1996	167,498,482	31,601,225	30,958,775	19,153,482	53,085,000
1995	178,029,282	34,716,175	32,488,825	20,224,282	36,820,000
1994	115,530,000	37,686,575	33,948,425	18,725,000	-
1993	112,620,000	40,526,050	35,353,950	18,280,000	-
1992	85,515,000	21,208,000	31,312,000	18,995,000	-
1991	88,700,000	25,969,300	32,205,700	20,925,000	-

Debt is estimated for 2009—2018 based on the projects included in the Adopted CIP.



Courtesy of the Richard M. Long Collection

## LAWRENCE-DUMONT STADIUM

*Historic Lawrence-Dumont Stadium, built in 1934, provides a family-friendly entertainment option to Wichitans and visitors alike. The above picture of Lawrence-Dumont Stadium was taken in 1939 and shows the pride and love of athletics amenities that area residents had and have today. The current CIP includes \$2.9 million to make further improvements to Lawrence-Dumont Stadium. Maintaining and improving Lawrence-Dumont Stadium, home to the Wichita Wingnuts independent baseball team, will promote a sustainable, growing community where people and families want to work and live. Amenities, such as provided through Lawrence-Dumont Stadium, are key for promoting a sustainable, growing community.*



# EXISTING DEBT SERVICE SCHEDULES - GENERAL OBLIGATION

	2009	2010	2011	2012	2013
<b>Paid From Taxes</b>					
<b>Principal Amounts</b>					
1 Series 951	334,999	359,999	394,999	424,999	454,999
2 Series 952	105,000	110,000	115,000	120,000	125,000
3 Series 953	570,423	531,505	494,856	457,805	426,695
4 Series 755	940,000				
6 Series 759	510,000	510,000			
7 Series 761	830,000	830,000			
9 Series 769	970,000	970,000	970,000	970,000	
10 Series 771	920,000	920,000	920,000	920,000	
11 Series 956	850,000	890,000	935,000	980,000	
12 Series 773	1,052,622	1,052,622	1,052,622	1,052,622	1,052,622
13 Series 775	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000
14 Series 957	315,000	330,000	340,000	355,000	370,000
15 Series 777	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000
16 Refunding 2004C	1,665,000				
17 Refunding 2004D	780,000	885,000	1,015,000	1,145,000	1,280,000
18 Series 958	230,000	240,000	250,000	260,000	270,000
19 Series 959	215,000	225,000	235,000	245,000	260,000
20 Series 960	380,000	400,000	410,000	430,000	450,000
21 Non-GO Hud S8	280,000	295,000	310,000	330,000	350,000
22 Series 787		1,845,000	2,330,000	2,395,000	2,465,000
<b>TOTAL PRINCIPAL</b>	<b>13,268,044</b>	<b>12,714,126</b>	<b>12,092,477</b>	<b>12,405,426</b>	<b>9,824,316</b>
<b>Interest Amounts</b>					
1 Series 951	128,049	106,274	82,875	57,199	29,574
2 Series 952	26,725	22,053	17,048	11,700	6,000
3 Series 953	649,577	688,495	725,144	762,195	793,305
4 Series 755	19,740				
6 Series 759	39,015	13,005			
7 Series 761	80,925	40,670			
9 Series 769	137,012	98,212	59,412	20,006	
10 Series 771	136,850	104,650	71,300	36,800	
11 Series 956	136,430	106,680	73,750	38,220	
12 Series 773	174,472	138,946	101,314	62,104	21,052
13 Series 775	206,700	173,550	136,500	91,000	45,500
14 Series 957	126,956	119,081	109,181	98,981	88,331
15 Series 777	169,575	141,652	111,690	81,090	49,725
16 Refunding 2004C	69,950				
17 Refunding 2004D	276,500	237,500	193,248	142,500	85,250
18 Series 958	132,728	123,528	113,928	105,490	96,910
19 Series 959	248,736	235,298	221,236	206,548	191,236
20 Series 960	307,125	290,975	273,975	256,550	238,275
21 Non-GO Hud S8	96,474	79,786	61,909	42,813	22,155
22 Series 787		938,100	662,062	609,637	555,750
<b>TOTAL INTEREST</b>	<b>3,163,539</b>	<b>3,658,455</b>	<b>3,014,572</b>	<b>2,622,833</b>	<b>2,223,063</b>

## EXISTING DEBT SERVICE SCHEDULES - GENERAL OBLIGATION

	2014	2015	2016	2017	2018
<b>Paid From Taxes</b>					
<b>Principal Amounts</b>					
1 Series 951					
2 Series 952					
3 Series 953					
4 Series 755					
6 Series 759					
7 Series 761					
9 Series 769					
10 Series 771					
11 Series 956					
12 Series 773					
13 Series 775					
14 Series 957	390,000	405,000	425,000	445,000	460,000
15 Series 777	1,020,000				
16 Refunding 2004C					
17 Refunding 2004D	425,000				
18 Series 958	285,000	295,000	310,000	320,000	335,000
19 Series 959	275,000	290,000	300,000	315,000	330,000
20 Series 960	465,000	485,000	505,000	525,000	550,000
21 Non-GO Hud S8					
22 Series 787	2,535,000	2,610,000	2,685,000	2,760,000	2,840,000
<b>TOTAL PRINCIPAL</b>	<b>5,395,000</b>	<b>4,085,000</b>	<b>4,225,000</b>	<b>4,365,000</b>	<b>4,515,000</b>
<b>Interest Amounts</b>					
1 Series 951					
2 Series 952					
3 Series 953					
4 Series 755					
6 Series 759					
7 Series 761					
9 Series 769					
10 Series 771					
11 Series 956					
12 Series 773					
13 Series 775					
14 Series 957	76,769	64,094	49,919	34,513	17,825
15 Series 777	16,830				
16 Refunding 2004C					
17 Refunding 2004D	21,250				
18 Series 958	87,595	77,335	66,420	54,640	42,160
19 Series 959	174,986	157,798	141,123	123,873	105,918
20 Series 960	219,150	198,225	176,400	153,675	130,050
21 Non-GO Hud S8					
22 Series 787	500,287	436,912	365,137	291,300	201,600
<b>TOTAL INTEREST</b>	<b>1,096,867</b>	<b>934,364</b>	<b>798,999</b>	<b>658,001</b>	<b>497,553</b>



## EXISTING DEBT SERVICE SCHEDULES - LOCAL SALES TAX

	2009	2010	2011	2012	2013
<b>Paid From Local Sales Tax</b>					
<b>Principal Amounts</b>					
1 Series 2002	2,865,000				
2 Refunding 2003B	2,495,000	2,615,000	2,770,000	2,885,000	3,035,000
3 LST 2004	2,125,000	2,200,000	2,285,000	2,370,000	2,460,000
4 LST 2007	2,035,000	2,130,000	2,225,000	2,325,000	2,430,000
5 Refunding 2009B		3,285,000	3,345,000	3,420,000	3,510,000
<b>TOTAL PRINCIPAL</b>	<b>9,520,000</b>	<b>10,230,000</b>	<b>10,625,000</b>	<b>11,000,000</b>	<b>11,435,000</b>
<b>Interest Amounts</b>					
1 Series 2002	738,662				
2 Refunding 2003B	1,516,000	1,391,250	1,260,500	1,122,000	977,750
3 LST 2004	1,174,281	1,101,250	1,005,625	901,100	792,200
4 LST 2007	1,603,722	1,522,322	1,437,122	1,348,122	1,231,872
5 Refunding 2009B		1,311,768	758,637	657,162	553,212
<b>TOTAL INTEREST</b>	<b>5,032,665</b>	<b>5,326,590</b>	<b>4,461,884</b>	<b>4,028,384</b>	<b>3,555,034</b>

## EXISTING DEBT SERVICE SCHEDULES - LOCAL SALES TAX

	2014	2015	2016	2017	2018
<b>Paid From Local Sales Tax</b>					
<b>Principal Amounts</b>					
1 Series 2002					
2 Refunding 2003B	3,160,000	3,285,000	3,425,000	3,580,000	3,755,000
3 LST 2004	2,550,000	2,645,000	2,745,000	2,850,000	2,955,000
4 LST 2007	2,540,000	2,650,000	2,770,000	2,895,000	3,025,000
5 Refunding 2009B	3,580,000	3,660,000	3,745,000	3,840,000	
<b>TOTAL PRINCIPAL</b>	<b>11,830,000</b>	<b>12,240,000</b>	<b>12,685,000</b>	<b>13,165,000</b>	<b>9,735,000</b>
<b>Interest Amounts</b>					
1 Series 2002					
2 Refunding 2003B	826,000	668,000	503,750	366,750	187,750
3 LST 2004	679,700	575,800	461,137	335,250	204,637
4 LST 2007	1,134,672	1,033,072	927,072	816,272	700,472
5 Refunding 2009B	442,387	320,162	195,256	67,200	
<b>TOTAL INTEREST</b>	<b>3,082,759</b>	<b>2,597,034</b>	<b>2,087,215</b>	<b>1,585,472</b>	<b>1,092,859</b>



## EXISTING DEBT SERVICE SCHEDULES - SPECIAL ASSESSMENTS

	2009	2010	2011	2012	2013
<b>Paid From Special Assessments</b>					
<b>Principal Amounts</b>					
1 Series 735	430,000				
2 Series 738	330,000	350,000			
3 Series 754	900,000	940,000	990,000	1,040,000	1,095,000
4 Series 764	505,000	530,000	560,000	590,000	620,000
5 Series 766	455,000	480,000	500,000	530,000	555,000
6 Series 768	400,000	420,000	440,000	460,000	480,000
7 Series 770	540,000	565,000	590,000	615,000	640,000
8 Series 772	925,000	965,000	1,010,000	1,055,000	1,100,000
9 Series 774	750,000	780,000	815,000	850,000	880,000
10 Refunding 2003A	1,640,000	1,685,000	1,575,000		
11 Series 776	775,000	810,000	840,000	880,000	915,000
12 Series 778	715,000	745,000	775,000	800,000	830,000
13 Series 778A	25,000	25,000	25,000	25,000	25,000
14 Refunding 2004B	2,360,000	2,430,000	1,485,000	1,540,000	
15 Refunding 2004D	3,970,000	4,175,000	4,410,000	4,675,000	4,920,000
16 Series 780	1,055,000	1,100,000	1,150,000	1,200,000	1,250,000
17 Series 782	775,000	805,000	840,000	875,000	910,000
18 Series 782A	60,000	60,000	65,000	65,000	70,000
19 Series 784	1,030,000	1,070,000	1,120,000	1,165,000	1,215,000
20 Series 786	555,000	580,000	610,000	635,000	665,000
21 Series 786A	30,000	35,000	35,000	35,000	40,000
22 Series 788	760,000	785,000	820,000	855,000	895,000
23 Series 788A	165,000	170,000	180,000	185,000	195,000
24 Series 790	660,000	685,000	715,000	740,000	770,000
25 Series 790A	90,000	90,000	95,000	100,000	105,000
26 Series 792	585,000	610,000	635,000	660,000	685,000
27 Series 792A	115,000	120,000	125,000	130,000	135,000
28 Series 794	500,000	520,000	545,000	565,000	585,000
29 Series 794A	125,000	130,000	140,000	145,000	150,000
30 Series 796		445,000	465,000	490,000	515,000
31 Series 796A		285,000	300,000	315,000	330,000
<b>TOTAL PRINCIPAL</b>	<b>21,225,000</b>	<b>22,390,000</b>	<b>21,855,000</b>	<b>21,220,000</b>	<b>20,575,000</b>

## EXISTING DEBT SERVICE SCHEDULES - SPECIAL ASSESSMENTS

	2014	2015	2016	2017	2018
<b>Paid From Special Assessments</b>					
<b>Principal Amounts</b>					
1 Series 735					
2 Series 738					
3 Series 754	1,145,000				
4 Series 764	650,000	685,000	720,000		
5 Series 766	580,000	610,000	640,000		
6 Series 768	500,000	525,000	545,000	570,000	
7 Series 770	670,000	700,000	730,000	765,000	
8 Series 772	1,155,000	1,205,000	1,260,000	1,315,000	1,375,000
9 Series 774	920,000	955,000	995,000	1,035,000	1,080,000
10 Refunding 2003A					
11 Series 776	955,000	995,000	1,035,000	1,080,000	1,130,000
12 Series 778	865,000	895,000	930,000	965,000	1,000,000
13 Series 778A	30,000	30,000	30,000	30,000	30,000
14 Refunding 2004B					
15 Refunding 2004D	3,050,000	2,270,000			
16 Series 780	1,300,000	1,355,000	1,415,000	1,475,000	1,535,000
17 Series 782	945,000	980,000	1,020,000	1,060,000	1,105,000
18 Series 782A	70,000	75,000	80,000	85,000	85,000
19 Series 784	1,265,000	1,320,000	1,375,000	1,435,000	1,495,000
20 Series 786	690,000	725,000	755,000	790,000	825,000
21 Series 786A	40,000	40,000	45,000	45,000	50,000
22 Series 788	935,000	975,000	1,015,000	1,060,000	1,105,000
23 Series 788A	205,000	215,000	225,000	235,000	245,000
24 Series 790	805,000	840,000	870,000	910,000	945,000
25 Series 790A	110,000	115,000	120,000	125,000	130,000
26 Series 792	715,000	745,000	775,000	805,000	840,000
27 Series 792A	140,000	145,000	150,000	155,000	160,000
28 Series 794	610,000	635,000	660,000	685,000	715,000
29 Series 794A	160,000	165,000	170,000	180,000	190,000
30 Series 796	540,000	565,000	595,000	625,000	655,000
31 Series 796A	345,000	365,000	385,000	400,000	420,000
<b>TOTAL PRINCIPAL</b>	<b>19,395,000</b>	<b>18,130,000</b>	<b>16,540,000</b>	<b>15,830,000</b>	<b>15,115,000</b>



## EXISTING DEBT SERVICE SCHEDULES - SPECIAL ASSESSMENTS

	2009	2010	2011	2012	2013
<b>Paid From Special Assessments</b>					
<b>Interest Amounts</b>					
1 Series 735	17,200				
2 Series 738	37,400	19,250			
3 Series 754	271,150	233,350	193,400	149,840	103,040
4 Series 760	490,010	432,680	371,548	305,645	234,920
5 Series 764	217,200	196,495	174,235	150,155	124,195
6 Series 766	201,533	181,058	160,418	138,418	114,303
7 Series 768	191,510	175,710	158,490	140,010	120,460
8 Series 770	234,665	215,765	195,143	173,018	148,418
9 Series 772	455,421	425,359	391,584	355,224	315,661
10 Series 774	317,719	295,219	271,819	246,554	218,929
11 Refunding 2003A	144,475	99,375	48,825		
12 Series 776	371,535	350,610	326,310	301,110	270,310
13 Series 778	382,193	355,381	327,443	300,318	271,518
14 Series 778A	21,388	20,263	19,138	18,013	16,888
15 Refunding 2004B	249,575	178,775	105,875	53,900	
16 Refunding 2004D	1,373,500	1,175,000	966,250	745,750	512,000
17 Series 780	617,025	574,825	530,825	484,825	445,225
18 Series 782	448,137	421,012	392,837	363,437	332,812
19 Series 782A	59,612	57,212	54,812	52,212	49,612
20 Series 784	712,165	670,965	628,165	583,365	536,765
21 Series 786	412,827	387,852	363,202	337,277	310,290
22 Series 786A	40,555	38,905	36,980	35,230	33,480
23 Series 788	595,806	564,456	532,075	498,250	462,981
24 Series 788A	209,572	201,941	194,078	185,753	177,197
25 Series 790	529,831	501,781	472,668	442,281	410,831
26 Series 790A	111,691	108,091	104,491	100,691	93,316
27 Series 792	706,918	423,075	401,725	379,500	356,400
28 Series 792A	215,341	131,405	126,605	121,605	117,055
29 Series 794	413,490	364,183	345,983	326,908	307,133
30 Series 794A	172,575	155,237	151,012	146,112	141,037
31 Series 796		502,173	307,150	296,687	285,662
32 Series 796A		597,583	366,021	355,524	346,071
<b>TOTAL SA INTEREST</b>	<b>10,222,019</b>	<b>10,054,986</b>	<b>8,719,107</b>	<b>7,787,612</b>	<b>6,856,509</b>

## EXISTING DEBT SERVICE SCHEDULES - SPECIAL ASSESSMENTS

	2014	2015	2016	2017	2018
<b>Paid From Special Assessments</b>					
<b>Interest Amounts</b>					
1 Series 735					
2 Series 738					
3 Series 754	52,670				
4 Series 760	159,000	81,750			
5 Series 764	96,295	66,395	34,200		
6 Series 766	88,495	60,945	31,360		
7 Series 768	99,340	76,840	52,690	27,075	
8 Series 770	122,818	95,348	65,598	33,660	
9 Series 772	271,661	224,306	174,600	121,050	61,875
10 Series 774	189,229	157,029	122,410	84,600	43,200
11 Refunding 2003A					
12 Serie 776	238,285	206,293	170,970	132,675	91,635
13 Series 778	240,393	207,656	163,206	126,006	86,200
14 Series 778A	15,763	14,563	13,363	12,133	10,873
15 Refunding 2004B					
16 Refunding 2004D	266,000	113,500			
17 Series 780	402,100	355,300	305,165	251,395	193,870
18 Series 782	300,962	263,162	223,962	183,162	140,762
19 Series 782A	46,812	44,012	41,012	37,812	34,412
20 Series 784	488,165	437,565	384,765	329,765	272,365
21 Series 786	282,027	252,702	222,977	190,890	157,315
22 Series 786A	31,480	29,680	27,960	26,002	24,022
23 Series 788	426,063	386,325	344,888	301,750	256,700
24 Series 788A	168,178	158,697	148,753	138,347	127,478
25 Series 790	378,106	341,881	304,081	264,931	223,981
26 Series 790A	91,722	86,910	81,735	76,335	70,710
27 Series 792	332,425	307,400	281,325	254,200	222,000
28 Series 792A	112,330	107,430	101,992	96,367	90,555
29 Series 794	286,658	265,308	243,083	219,983	192,583
30 Series 794A	135,787	130,187	124,412	118,037	110,837
31 Series 796	274,075	260,575	245,037	227,187	206,875
32 Series 796A	336,171	325,821	314,871	303,321	283,321
<b>TOTAL SA INTEREST</b>	5,933,010	5,057,580	4,224,415	3,556,683	2,901,569



# NEW DEBT SERVICE SCHEDULES

	2010	2011	2012	2013	2014
<b>Paid From Taxes</b>					
<b>Principal Amounts</b>					
1 GO Series 2009	2,082,274	2,165,565	2,252,187	2,342,275	2,435,966
2 GO Series 2010		2,897,086	3,027,455	3,163,690	3,306,056
3 GO Series 2011			2,848,259	2,976,430	3,110,370
4 GO Series 2012				2,604,122	2,721,308
5 GO Series 2013					2,441,365
6 GO Series 2014					
7 GO Series 2015					
8 GO Series 2016					
9 GO Series 2017					
10 GO Series 2018					
<b>TOTAL PRINCIPAL</b>	<b>2,082,274</b>	<b>5,062,651</b>	<b>8,127,901</b>	<b>11,086,518</b>	<b>14,015,064</b>
<b>Interest Amounts</b>					
1 GO Series 2009	1,000,000	916,709	830,086	739,999	646,308
2 GO Series 2010		1,602,000	1,471,631	1,335,396	1,193,030
3 GO Series 2011			1,575,000	1,446,828	1,312,889
4 GO Series 2012				1,440,000	1,322,814
5 GO Series 2013					1,350,000
6 GO Series 2014					
7 GO Series 2015					
8 GO Series 2016					
9 GO Series 2017					
10 GO Series 2018					
<b>TOTAL INTEREST</b>	<b>1,000,000</b>	<b>2,518,709</b>	<b>3,876,718</b>	<b>4,962,223</b>	<b>5,825,041</b>
<b>Paid From Local Sales Tax</b>					
<b>Principal Amounts</b>					
1 LST Series 2010		1,853,692	1,946,376	2,043,695	2,145,880
2 LST Series 2012				1,853,692	1,946,376
3 LST Series 2015					
4 LST Series 2017					
<b>TOTAL PRINCIPAL</b>	<b>-</b>	<b>1,853,692</b>	<b>1,946,376</b>	<b>3,897,386</b>	<b>4,092,256</b>
<b>Interest Amounts</b>					
1 LST Series 2010		2,000,000	1,907,315	1,809,997	1,707,812
2 LST Series 2012				2,000,000	1,907,315
3 LST Series 2015					
4 LST Series 2017					
<b>TOTAL INTEREST</b>	<b>-</b>	<b>2,000,000</b>	<b>1,907,315</b>	<b>3,809,997</b>	<b>3,615,127</b>
<b>Paid From Special Assessments</b>					
<b>Principal Amounts</b>					
1 SA Series 2010		1,659,293	1,725,664	1,794,691	1,866,479
2 SA Series 2011			1,659,293	1,725,664	1,794,691
3 SA Series 2012				1,659,293	1,725,664
4 SA Series 2013					1,659,293
5 SA Series 2014					
6 SA Series 2015					
7 SA Series 2016					
8 SA Series 2017					
9 SA Series 2018					
<b>TOTAL PRINCIPAL</b>	<b>-</b>	<b>1,659,293</b>	<b>3,384,957</b>	<b>5,179,648</b>	<b>7,046,127</b>
<b>Paid From Special Assessments</b>					
<b>Interest Amounts</b>					
1 SA Series 2010		1,329,000	1,262,628	1,193,601	1,121,814
2 SA Series 2011			1,329,000	1,262,628	1,193,601
3 SA Series 2012				1,329,000	1,262,628
4 SA Series 2013					1,329,000
5 SA Series 2014					
6 SA Series 2015					
7 SA Series 2016					
8 SA Series 2017					
9 SA Series 2018					
<b>TOTAL SA INTEREST</b>	<b>-</b>	<b>1,329,000</b>	<b>2,591,628</b>	<b>3,785,229</b>	<b>4,907,043</b>

# NEW DEBT SERVICE SCHEDULES

	2015	2016	2017	2018
<b>Paid From Taxes</b>				
<b>Principal Amounts</b>				
1 GO Series 2009	2,533,404	2,634,740	2,740,130	2,849,735
2 GO Series 2010	3,454,829	3,610,296	3,772,760	3,942,534
3 GO Series 2011	3,250,336	3,396,602	3,549,449	3,709,174
4 GO Series 2012	2,843,767	2,971,736	3,105,464	3,245,210
5 GO Series 2013	2,551,226	2,666,031	2,786,003	2,911,373
6 GO Series 2014	1,261,372	1,318,133	1,377,449	1,439,435
7 GO Series 2015		895,167	935,450	977,545
8 GO Series 2016			813,788	850,409
9 GO Series 2017				976,546
10 GO Series 2018				
<b>TOTAL PRINCIPAL</b>	<b>15,894,934</b>	<b>17,492,706</b>	<b>19,080,492</b>	<b>20,901,960</b>
<b>Interest Amounts</b>				
1 GO Series 2009	548,869	447,533	342,144	232,538
2 GO Series 2010	1,044,257	888,790	726,326	556,552
3 GO Series 2011	1,172,922	1,026,657	873,810	714,085
4 GO Series 2012	1,200,356	1,072,386	938,658	798,912
5 GO Series 2013	1,240,139	1,125,333	1,005,362	879,992
6 GO Series 2014	697,500	640,738	581,422	519,437
7 GO Series 2015		495,000	454,717	412,622
8 GO Series 2016			450,000	413,380
9 GO Series 2017				540,000
10 GO Series 2018				
<b>TOTAL INTEREST</b>	<b>5,904,043</b>	<b>5,696,438</b>	<b>5,372,440</b>	<b>5,067,518</b>
<b>Paid From Local Sales Tax</b>				
<b>Principal Amounts</b>				
1 LST Series 2010	2,253,174	2,365,832	2,484,124	2,608,330
2 LST Series 2012	2,043,695	2,145,880	2,253,174	2,365,832
3 LST Series 2015		2,317,114	2,432,970	2,554,619
4 LST Series 2017				1,853,692
<b>TOTAL PRINCIPAL</b>	<b>4,296,868</b>	<b>6,828,826</b>	<b>7,170,268</b>	<b>9,382,472</b>
<b>Interest Amounts</b>				
1 LST Series 2010	1,600,518	1,487,859	1,369,568	1,245,361
2 LST Series 2012	1,809,997	1,707,812	1,600,518	1,487,859
3 LST Series 2015		2,500,000	2,384,144	2,262,496
4 LST Series 2017				2,000,000
<b>TOTAL INTEREST</b>	<b>3,410,515</b>	<b>5,695,671</b>	<b>5,354,230</b>	<b>6,995,716</b>
<b>Paid From Special Assessments</b>				
<b>Principal Amounts</b>				
1 SA Series 2010	1,941,138	2,018,783	2,099,535	2,183,516
2 SA Series 2011	1,866,479	1,941,138	2,018,783	2,099,535
3 SA Series 2012	1,794,691	1,866,479	1,941,138	2,018,783
4 SA Series 2013	1,725,664	1,794,691	1,866,479	1,941,138
5 SA Series 2014	1,659,293	1,725,664	1,794,691	1,866,479
6 SA Series 2015		1,659,293	1,725,664	1,794,691
7 SA Series 2016			1,659,293	1,725,664
8 SA Series 2017				1,659,293
9 SA Series 2018				
<b>TOTAL PRINCIPAL</b>	<b>8,987,265</b>	<b>11,006,048</b>	<b>13,105,583</b>	<b>15,289,099</b>
<b>Paid From Special Assessments</b>				
<b>Interest Amounts</b>				
1 SA Series 2010	1,047,154	969,509	888,757	804,776
2 SA Series 2011	1,121,814	1,047,154	969,509	888,757
3 SA Series 2012	1,193,601	1,121,814	1,047,154	969,509
4 SA Series 2013	1,262,628	1,193,601	1,121,814	1,047,154
5 SA Series 2014	1,329,000	1,262,628	1,193,601	1,121,814
6 SA Series 2015		1,329,000	1,262,628	1,193,601
7 SA Series 2016			1,329,000	1,262,628
8 SA Series 2017				1,329,000
9 SA Series 2018				
<b>TOTAL SA INTEREST</b>	<b>5,954,197</b>	<b>6,923,706</b>	<b>7,812,463</b>	<b>8,617,239</b>



# NEW DEBT SERVICE SCHEDULES

	2010	2011	2012	2013	2014
<b>Paid From Stormwater Utility Fund</b>					
<b>Principal Amounts</b>					
1 SWU Series 2010		669,141	699,252	730,718	763,601
2 SWU Series 2012				299,749	313,238
3 SWU Series 2014					
4 SWU Series 2016					
5 SWU Series 2018					
<b>TOTAL SWU PRINCIPAL</b>		<b>669,141</b>	<b>699,252</b>	<b>1,030,467</b>	<b>1,076,839</b>
<b>Interest Amounts</b>					
1 SWU Series 2010		625,835	595,724	564,258	531,375
2 SWU Series 2012				280,350	266,861
3 SWU Series 2014					
4 SWU Series 2016					
5 SWU Series 2018					
<b>TOTAL SWU INTEREST</b>		<b>625,835</b>	<b>595,724</b>	<b>844,608</b>	<b>798,236</b>
<b>Paid From Airport Fund</b>					
<b>Principal Amounts</b>					
1 Airport Series 2013				11,614,000	12,027,000
<b>TOTAL AIRPORT PRINCIPAL</b>	-	-	-	<b>11,614,000</b>	<b>12,027,000</b>
<b>Interest Amounts</b>					
1 Airport Series 2013				Included in principal amounts above	
<b>TOTAL AIRPORT INTEREST</b>	-	-	-	-	-
<b>Paid from Golf Fund</b>					
<b>Principal Amounts</b>					
1 Golf Series 2011			63,301	65,833	68,466
2 Golf Series 2015					
3 Golf Series 2016					
4 Golf Series 2017					
5 Golf Series 2018					
<b>TOTAL GOLF PRINCIPAL</b>	-	-	<b>63,301</b>	<b>65,833</b>	<b>68,466</b>
<b>Paid from Golf Fund</b>					
<b>Interest Amounts</b>					
1 Golf Series 2011			30,400	27,867	25,234
2 Golf Series 2015					
3 Golf Series 2016					
4 Golf Series 2017					
5 Golf Series 2018					
<b>TOTAL GOLF INTEREST</b>	-	-	<b>30,400</b>	<b>27,867</b>	<b>25,234</b>

# NEW DEBT SERVICE SCHEDULES

	2015	2016	2017	2018
<b>Paid From Stormwater Utility Fund</b>				
<b>Principal Amounts</b>				
1 SWU Series 2010	797,963	833,871	871,395	910,608
2 SWU Series 2012	327,333	342,063	357,456	373,542
3 SWU Series 2014	735,179	768,262	802,834	838,961
4 SWU Series 2016			584,583	610,889
5 SWU Series 2018				
<b>TOTAL SWU PRINCIPAL</b>	<b>1,860,475</b>	<b>1,944,196</b>	<b>2,616,268</b>	<b>2,734,000</b>
<b>Interest Amounts</b>				
1 SWU Series 2010	497,013	461,105	423,581	384,368
2 SWU Series 2012	252,766	238,036	222,643	206,557
3 SWU Series 2014	687,600	654,517	619,945	583,818
4 SWU Series 2016			546,750	520,444
5 SWU Series 2018				
<b>TOTAL SWU INTEREST</b>	<b>1,437,379</b>	<b>1,353,658</b>	<b>1,812,919</b>	<b>1,695,187</b>
<b>Paid From Airport Fund</b>				
<b>Principal Amounts</b>				
1 Airport Series 2013	12,027,000	12,027,000	12,027,000	12,027,000
<b>TOTAL AIRPORT PRINCIPAL</b>	<b>12,027,000</b>	<b>12,027,000</b>	<b>12,027,000</b>	<b>12,027,000</b>
<b>Interest Amounts</b>				
		Included in principal amounts above		
1 Airport Series 2013	-	-	-	-
<b>TOTAL AIRPORT INTEREST</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Paid from Golf Fund</b>				
<b>Principal Amounts</b>				
1 Golf Series 2011	71,205	74,053	77,015	80,096
2 Golf Series 2015		74,961	77,960	81,078
3 Golf Series 2016			41,645	43,311
4 Golf Series 2017				37,480
5 Golf Series 2018				
<b>TOTAL GOLF PRINCIPAL</b>	<b>71,205</b>	<b>149,014</b>	<b>196,620</b>	<b>241,965</b>
<b>Paid from Golf Fund</b>				
<b>Interest Amounts</b>				
1 Golf Series 2011	22,495	19,647	16,685	13,605
2 Golf Series 2015		36,000	33,001	29,883
3 Golf Series 2016			20,000	18,334
4 Golf Series 2017				18,000
5 Golf Series 2018				
<b>TOTAL GOLF INTEREST</b>	<b>22,495</b>	<b>55,647</b>	<b>69,686</b>	<b>79,822</b>



**CALCULATING THE CITY MILL LEVY REQUIREMENT.** A mill is \$1 of tax for every \$1,000 of assessed value on real and personal property. The mill levy is recalculated every year and is based on the tax dollars needed for financing the City budget.

First, the City (the taxing district) arrives at a total amount for expenditures in the taxing funds. In Wichita these funds are the General Fund and the Debt Service Fund. After expenditure totals are known, all other revenue sources (non-property taxes and fees) are subtracted. The remainder is the amount to be raised from ad valorem (property) taxes.

TAX RATES (Based on 2009 Values) FOR THE 2010 BUDGET YEAR		
<b>Assessed valuation: \$3,151,655,096</b>		
	TAXES TO BE LEVIED (Including Delinquencies)	MILL LEVY
Debt Service Fund	\$26,861,556	8.523
<b>Total</b>	<b>\$26,861,556</b>	<b>8.523</b>

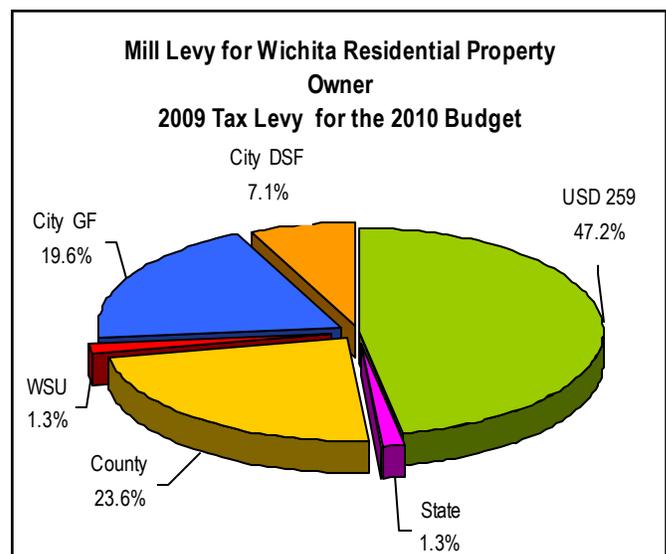
**COST OF THE DEBT SERVICE FUND (CIP) MILL LEVY.** A City residential property owner will pay taxes to support the City budget, based on the market value of the owner's property, times the assessment ratio (11.5% for residential property), times the tax levy rate (mills divided by 1,000), as illustrated in the three examples to the right. Assessment rates for other properties are: commercial, 25%; real property used by nonprofits, 12%; public utility, 33%; vacant lots, 12%; agricultural use, 30%; all others, 30%.

MARKET VALUE	X	ASSESSMENT RATIO	X	CITY DEBT SERVICE TAX LEVY RATE	=	ESTIMATED CITY TAXES DUE
\$50,000	X	11.5%	X	0.008523	=	\$49
\$75,000	X	11.5%	X	0.008523	=	\$73
\$100,000	X	11.5%	X	0.008523	=	\$98

*The assessed value is the market value times the classification rate. For example, the assessed value of a \$50,000 home (for purposes of taxation) is \$50,000 times 11.5%, or \$5,750.*

**TOTAL ESTIMATED MILL LEVY.** The Debt Service Fund (CIP) mill levy is only one component of the total mill levy for property owners in Wichita. The table shows the 2009 tax year rates, which are used to finance the 2010 Budget.

Taxing District	Tax Levy Rate	Percent of Total
City of Wichita General Fund	23.619	19.62%
City of Wichita Debt Service Fund	8.523	7.08%
Sedgwick County	28.368	23.57%
WSU	1.500	1.25%
U.S.D 259	56.850	47.23%
State	1.500	1.25%
<b>Total</b>	<b>120.360</b>	<b>100.00%</b>





## Mill Levy Rates for the City of Wichita 1970 Through 2009

Tax Year	General Fund	Debt Service Fund	Total City Levy	Notes
1970	25.161	8.269	33.430	
1971	25.368	7.789	33.157	
1972	25.532	7.456	32.988	
1973	24.393	7.588	31.981	
1974	26.266	7.914	31.480	
1975	27.473	6.883	34.356	
1976	27.553	10.105	37.658	
1977	27.461	9.792	37.253	
1978	28.113	9.948	38.061	
1979	29.052	9.772	38.824	
1980	31.667	7.835	39.502	
1981	34.996	7.196	42.192	Vehicles were removed from personal property.
1982	29.514	9.144	38.658	
1983	28.661	10.830	39.491	
1984	30.747	11.993	42.740	Implemented Public Safety improvements.
1985	22.426	11.582	34.008	Implemented countywide sales tax.
1986	22.628	11.978	34.606	
1987	22.130	12.509	34.639	
1988	24.827	12.476	37.303	Implemented Public Safety improvements.
1989	18.645	9.370	28.015	Statewide re-appraisal
1990	19.376	9.892	29.268	Lingering effect of Statewide re-appraisal.
1991	19.521	10.086	29.607	
1992	21.998	7.596	29.594	Implemented Public Safety improvements.
1993	22.935	8.537	31.472	Statewide Property reclassification
1994	21.932	9.358	31.290	
1995	21.394	10.049	31.443	
1996	21.261	9.986	31.247	
1997	21.232	9.993	31.225	
1998	21.251	10.002	31.253	
1999	21.355	10.051	31.406	
2000	21.323	10.036	31.359	
2001	21.437	10.037	31.474	
2002	21.727	10.118	31.845	
2003	21.886	10.019	31.905	
2004	21.852	9.976	31.828	
2005	21.876	10.022	31.898	
2006	21.936	10.017	31.953	
2007	21.971	10.008	31.979	
2008	23.034	9.022	32.056	Shift one mill to the GF to fund additional maintenance.
2009	23.619	8.523	32.142	Shift 1/2 mill to the GF to fund additional maintenance.

Note: Mill levy rates are shown by tax year. The tax year funds the budget for the succeeding year.



# CITY COUNCIL POLICY 2 - FINANCING OF PUBLIC IMPROVEMENTS

*City Council Policy  
Policy 2  
February 2, 2010  
Supersedes: October 29, 1996*

## **SUBJECT: FINANCING OF PUBLIC IMPROVEMENTS**

Distribution of costs for financing of public improvements in the City of Wichita shall be in accordance with the policies outlined herein:

### STREETS

The cost of original construction of local and collector streets shall be assessed 100% to the property within the improvement district. The improvement district is defined as including those properties on either side of the proposed street improvement half the distance to the next paralleling street as provided by statute.

For projects initiated under provisions of K.S.A. 12-6a01, et seq. (Chesney Law), the City may pay such cost as the governing body may determine, but not more than 95% thereof.

The cost of maintenance and repair of streets will be paid by the City-at-large, except for repair of damage that can be attributed to an act or acts of a specific person or person.

The cost of reconstruction or replacement of residential streets shall be paid 100% by special assessment. In the event the street reconstruction or replacement is made prior to the expiration of the anticipated useful life of the street as a result of increased traffic or other factors, the City Engineer may recommend to the City Council that a portion of the cost of reconstruction or replacement be paid by the City-at-large.

After March 3, 1992, the costs of constructing or reconstructing arterial streets shall be paid by the City-at-large and no special assessments shall be levied for such arterial projects, except as provided below.

Construction or reconstruction of acceleration-deceleration lanes, left turn lanes or specialized signalization on arterial streets necessitated by a specific development or as a condition of platting shall be paid by special assessments. The paving of an unpaved arterial or mile-line road, or the reconstruction of an unimproved arterial or mile-line road necessitated to provide paved access to a new development shall be the developer's responsibility. In addition, the developer shall also be responsible for paving temporary accel-decel lanes required to serve the development. There are two methods of funding such improvements: (1) a cash contribution for the cost of temporary pavement designed to a seven-year standard, or (2) special assessments to pave the roadway to a 1 ~-year design standard. The City reserves the option to combine the cash or special assessments with other funds to build the roadway to a higher standard or to enlarge the limits of the project. This policy will apply to all existing undeveloped plats and future plats.

### SANITARY SEWERS

The costs of construction of sanitary sewers shall be distributed between improvement districts and the City-at-large in accordance with the following schedule based on the type of sewers.

- 1) Lateral Sewer: Costs to be assessed 100% against land in the improvement district.
- 2) Main (Submain) Sewer: Costs to be assessed 50% against land in the improvement district, with the remaining 50% paid by Sanitary Sewer Utility funds.
- 3) Interceptor Sewer: Costs to be paid 100% by Sanitary Sewer Utility funds.

The costs of maintenance and repair will be paid by the Sanitary Sewer Utility except for repair of damage that can be attributed to an act or acts of a specific person or person.

Connection charges as set forth in Section 16.04.040 of the City Code will be made for properties which have not been assessed for main (submain) construction or lateral construction.



## CITY COUNCIL POLICY 2 - FINANCING OF PUBLIC IMPROVEMENTS

Special assessments for sanitary sewer construction against unplatted and undeveloped land may be deferred in accordance with K.S.A. 12-6,111. Deferrals shall be for a period of 15 years and may be extended for ten (10) additional years if ~0% of the property remains undeveloped at the end of the first 15 years.

### STORM DRAINAGE

The costs of storm water sewer construction shall be paid in accordance with the following:

- 1) All improvements to the Arkansas River and to creeks, canals and sloughs shall be funded 100% City-at-large, or through budgeted maintenance funds, Storm Water Utility funds, general obligation bonds, and such federal funds as may become available.
- 2) Drainage improvements in developed areas shall be funded 100% City-at-large or by Storm Water Utility funds.
- 3) Drainage improvements in new areas of the City shall be funded 100% by the developer or landowner, or they may be assessed to an improvement district as approved by the City Council.
- 4) Pumping stations required as a result of City drainage improvements shall be funded 100% City-at-large or by Storm Water Utility funds.

### SIDEWALKS

The costs of construction, reconstruction or replacement and repair of sidewalks shall be paid by the benefited property except:

- 1) When constructed along arterial streets, and the governing body elects to pay the cost and with City-at-large funds.
- 2) When repair or reconstruction is a result of damage that can be attributed to an act or acts of a specific person or persons and for repairs required as a result of utility operations.
- 3) When it is necessary in connection with a reconstruction project to remove and replace a sidewalk determined by the City Engineer to be in good condition. Water System Improvements The costs of construction and reconstruction of water system improvements shall be distributed between land in improvement districts and the Water Department Utility Improvement Fund in accordance with the Title 17 of the City Code.

### WATER SYSTEM IMPROVEMENTS

The costs of construction and reconstruction of water system improvements shall be distributed between land in the improvement district and the Water Department Utility Improvement Fund in accordance with Title 17 of the City Code.

### SPREADING OF SPECIAL ASSESSMENTS

Special assessments for public improvements shall be distributed in accordance with the statute under which the project was initiated.

When appraisers are required in connection with determining property values within the benefit district, qualified appraisers shall be retained in accordance with Administrative Regulation 7e. Appraisers will be instructed as to their duties by the City Clerk.

### CITIZEN PARTICIPATION

Appropriate systems will be utilized to permit maximum citizen participation in the preparation of the City Capital Improvement Program as it relates to public improvements.

Notification procedures as provided in Administrative Regulation 17 will be used to advise affected citizens of impending City Council action to initiate a public improvement, except in those instances where the improvement has been requested by owners of 100% of the benefited property.

### USED OF PROJECT SAVINGS

At the conclusion of a capital project, any unused budgeted funds will be used exclusively to reduce the borrowing costs for that project. For General Obligation bond finance projects, the project savings will be returned to the Debt Service Fund. For projects that are cash financing, any project savings are returned to its original funding source.

### PROJECT OPERATING COST IMPACT

When Council approval is sought to initiate a capital project, the agenda report shall include a discussion of the operating impact of the project.



# ADMINISTRATIVE REGULATION 2.8 - CAPITAL IMPROVEMENT PROGRAM

## CAPITAL IMPROVEMENT PROGRAM (CIP)

CURRENT REVISION: December 22, 2005

LAST REVISION: January 1, 2001

### PURPOSE

The purpose of this Regulation is to establish and define the responsibilities of a committee to formulate and develop the annual multi-year Capital Improvement Program (CIP).

### MEMBERSHIP

The Capital Improvement Program Administrative Committee shall be composed of: Assistant City Manager, Director of Planning, Director of Public Works, Director of Water and Sewer, Director of Finance, Director of Law, Director of Park and Recreation and City Engineer.

Other department directors or staff persons, as well as citizen members appointed by the City Council and/or City Manager will attend meetings and provide advisory counsel as necessary.

### DUTIES AND RESPONSIBILITIES

The duties and responsibilities of this Committee will be as follows:

1. Review of all department and outside agencies' multi-year capital budget requests.
2. Evaluation and assignment of priorities to these requests, and determination of costs and financing for requests.
3. Scheduling the initiation of capital projects within the limits imposed by financial and other considerations.
4. Recommendation to the City Manager of a multi-year Capital Improvement Program.

The Budget Office shall serve as staff to the Committee and be responsible for coordinating publication of proposed and approved Capital Improvement Programs and budgets. If directed by the City Manager or determined appropriate by the Committee, the Planning Department will also provide technical staff assistance in reviewing and assigning priorities to capital project requests.

### PLANNING COMMISSION RESPONSIBILITY

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

### OTHER AGENCY REVIEW

The District Advisory Boards, other City Boards, Commissions and agencies will also be afforded an opportunity to review the proposed Capital Improvement Program and provide their recommendations to the City Council.

### RESPONSIBILITY

All Department Directors are responsible for instructing departmental personnel in Administrative Regulations as appropriate and employees are responsible for compliance. No exceptions will be made to this policy without the express written permission of the City Manager. Any employee who violates the guidelines in this policy will be disciplined in accordance with the City's Personnel Manual, Section 6.

### RELATIONSHIP TO PREVIOUSLY ESTABLISHED PROCEDURE

No qualifying statement, previously established rules or procedures shall be used to negate the spirit or intent of this statement of policy.

Effective Date: 12-22-05



## ORDINANCE NO. 39-196 - SALES TAX REVENUES

### ORDINANCE NO. 39-196

#### AN ORDINANCE PROVIDING FOR THE EXPENDITURE OF ANY SALES TAX REVENUES WHICH ARE DERIVED FROM A COUNTYWIDE RETAILERS' SALES TAX.

WHEREAS, the Board of County Commissioners of Sedgwick County has called for a Special Election for a one percent countywide retailers' sales tax; and

WHEREAS, the Governing Body of the City of Wichita has received a majority recommendation from a community-wide task force studying the need for an alternate tax that additional revenues are needed by the City of Wichita; and

WHEREAS, this task force has requested that the Governing Body of the City of Wichita support a one percent countywide retailers' sales tax to be levied against property in Sedgwick County for the purpose of relieving property taxes and to provide revenues for road, highway and bridge projects including right-of-way acquisitions; and

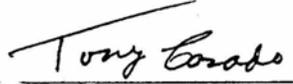
WHEREAS, the task force has requested that the Governing Body of the City of Wichita pledge that one half of the one percent of the City of Wichita's portion of said sales tax be used for property tax reduction with continued compliance with the provisions of the "State Tax Lid Law" (KSA. 79-5001 et seq.) , and that one half of the one percent be pledged for road, highway and bridge projects including right-of-way acquisitions.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BUDY OF THE CITY OF WICHITA:

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. This ordinance shall be included in the Code of the City of Wichita and shall be effective upon its passage and publication once in the official city newspaper.

ADOPTED at Wichita, Kansas, this 11<sup>th</sup> day of June 1985.

  
TONY CASADO  
VICE MAYOR



## **CITY CODE SECTION 2.05.10—Disclosure Provided in connection with City of Wichita General Obligation Bonds issued for distribution through public offering**

Sec. 2.05.010. Undertaking to provide ongoing disclosure in connection with City of Wichita general obligation bonds issued for distribution through public offering.

- (a) This section establishes and constitutes a written undertaking which shall function as a master undertaking for the benefit of the holders as well as the beneficial owners of all general obligation bonds issued by the city purchased for public distribution by one or more underwriters, on or after July 3, 1995 (the "Bonds"), as required to establish legal preconditions for sale of the Bonds through an underwriter or underwriters, under Section (b)(5)(i) of Securities and Exchange Commission ("SEC") Rule 15c2-12 (the "Rule") promulgated under the Securities Exchange Act of 1934, as amended. Capitalized terms used in this section and not otherwise defined in the ordinance codified in this section shall have the meanings assigned to such terms in subsection (d) hereof.
- (b) The City of Wichita, as issuer of the Bonds (the "Issuer") undertakes to provide the following information, at the times and to the recipients as provided in this section:
  - (1) Annual Financial Information;
  - (2) Audited Financial Statements; and,
  - (3) Material Event Notices.
- (c) So long as the Rule continues to require an undertaking to make ongoing disclosure as established herein, or performance of prior such undertakings, then, with respect to all of the Bonds issued subject to such requirements which remain Outstanding:
  - (1) The Issuer shall provide the Annual Financial Information on or before December 31 of each year (the "Report Date"), beginning in December 1996, to each then existing NRMSIR and the SID, if any. The Issuer may adjust the Report Date if the Issuer changes its fiscal year by providing written notice of the change of fiscal year and the new Report Date to each then existing NRMSIR and the SID, if any; provided that the new Report Date shall be not more than three hundred sixty-five days after the end of the new fiscal year and provided further that the final Report Date relating to the former fiscal year and the initial Report Date relating to the new fiscal year shall not exceed one year in duration. It shall be sufficient if the Issuer provides to each then existing NRMSIR and the SID, if any, the Annual Financial Information by specific reference to documents previously provided to each NRMSIR and the SID, if any, or filed with the Securities and Exchange Commission and, if such a document is a final official statement within the meaning of the Rule, available from the Municipal Securities Rulemaking Board ("MSRB"). The Issuer shall also provide to each NRMSIR and the SID, if any, copies of each final official statement (within the meaning of the Rule) which is produced on or after July 3, 1995, in connection with the offering of any of the Bonds, within sixty days after such official statement is finalized for distribution by the underwriter.
  - (2) The Issuer shall provide the Audited Financial Statements as part of the Annual Financial Information described in the preceding paragraph of this subsection.
  - (3) If a Material Event occurs, the Issuer shall provide a Material Event Notice in a timely manner to the MSRB and the SID, if any. Each "Material Event Notice" shall be so captioned, and shall prominently state the date, title and CUSIP numbers of the Bonds to which the Material Event(s) covered by the Material Event Notice pertain(s).
  - (4) The Issuer shall provide, in a timely manner, to the MSRB and to the SID, if any, notice of any failure by the Issuer to provide Annual Financial Information on or before the Report Date to each then existing NRMSIR and the SID (if any) as required by the terms of this Code section.
- (d) The following are the definitions of the capitalized terms used in this Code section and not otherwise defined elsewhere in this Code section:
  - (1) "Annual Financial Information" means the Issuer's Comprehensive Annual Financial Report ("CAFR"), presenting financial and statistical information for the previous fiscal year (prepared in accordance with the guidelines of the Government Finance Officers Association of the United States and Canada ("GFOA"), as the same may be from time to time amended), and operating data with respect to the Issuer, provided at least annually, of the type included in official statements relating to the Bonds (including some unaudited data).
  - (2) "Audited Financial Statements" means the Issuer's general purpose financial statements for the previous fiscal year, prepared in accordance with generally accepted accounting principles ("GAAP") for governmental units as prescribed by the Governmental Accounting Standards Board ("GASB") (except as otherwise stated or disclosed in the notes thereto or as otherwise required by applicable law, as the same may be from time to time amended), which shall have been audited by such auditor(s) as shall be then required or permitted by applicable law.



- (3) "Material Event" means any of the following events, if material, with respect to any of the Outstanding Bonds:
- (i) Principal and interest payment delinquencies;
  - (ii) Nonpayment-related defaults;
  - (iii) Unscheduled draws on debt service reserves reflecting financial difficulties;
  - (iv) Unscheduled draws on credit enhancements reflecting financial difficulties;
  - (v) Substitution of credit or liquidity providers or their failure to perform;
  - (vi) Adverse tax opinions or events affecting the tax-exempt status of the security;
  - (vii) Modifications to rights of security holders;
  - (viii) Bond calls;
  - (ix) Defeasances;
  - (x) Release, substitution, or sale of property securing repayment of the securities;
  - (xi) Rating changes.
- (4) "Material Event Notice" means written or electronic notice of a Material Event.
- (5) "NRMSIR" means a nationally recognized municipal securities information repository, as recognized from time to time by the SEC for the purposes referred to in the Rule.
- (6) "Outstanding" when used with reference to any of the Bonds shall mean, as of a particular date, all Bonds theretofore authenticated and delivered under one or more Ordinances of the City of Wichita, except: (i) theretofore canceled by the Fiscal Agent (as defined in the Ordinance(s) authorizing the issuance of such Bonds) or delivered to such Fiscal Agent for cancellation; (ii) Bonds for which payment or redemption monies or Government Securities (as defined in the Ordinance(s) authorizing the issuance of such Bonds), for both, in the necessary amounts have been deposited with the Fiscal Agent or other such depository as provided in the Ordinance(s) authorizing the issuance of such Bonds, in trust for the Owners thereof (whether upon or prior to maturity or the Redemption Date(s) of such Bonds); or (iii) Bonds in exchange for or in lieu of which Refunding Bonds have been authenticated and delivered pursuant to the terms of (and within the meaning of) the appropriate Ordinance(s).
- (7) "Redemption Date(s)" shall mean, when used with respect to any Bond(s), the date(s) established as such in the Ordinance(s) authorizing the issuance of such Bond(s).
- (8) "SID" means a state information depository as operated or designated as such by the State of Kansas for the purposes referred to in the Rule.
- (e) Unless otherwise required by law and subject to technical and economic feasibility, and to annual appropriations, the Issuer will exercise its best efforts to employ such methods of information transmission as shall be requested or recommended by the designated recipients of the Issuer's information.
- (f) This section or any provision hereof, shall be subject to nullification and repeal in the event that the Issuer first delivers to each then existing NRMSIR and the SID, if any, an opinion of nationally recognized bond counsel to the effect that those portions of the Rule that require this section as a condition for particular underwriter conduct, or any such provision, are invalid, have been repealed retroactively or otherwise do not apply to the Bonds. This section may be amended without the consent of the holders or beneficial owners of any Bond(s) following the delivery by the Issuer to each then existing NRMSIR and the SID, if any, of the proposed amendment and the opinion of nationally recognized bond counsel to the effect that such amendment, and giving effect thereto, will not adversely affect the adequacy of this section or the adequacy of the Issuer's subsequent conduct for purposes of compliance with the Rule, provided, however, that no such amendment will be made unless the following conditions are satisfied:
- (1) The amendment may only be made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature, or status of the Issuer, or type of business conducted;
  - (2) The undertaking, as amended, would have complied with the requirements of the Rule at the time of any primary offering to which the undertaking applies, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances;
  - (3) The amendment does not materially impair the interests of holders, as determined either by parties unaffiliated with the Issuer (such as the trustee or bond counsel) or by approving vote of holders of the Bonds pursuant to the terms of the governing instrument(s) at the time of the amendment;



**CITY CODE SECTION 2.05.10—Disclosure Provided in connection with City of Wichita General Obligation Bonds issued for distribution through public offering**

- (4) If the amendment changes the type of operating data or financial information provided pursuant to the Issuer's undertaking, the Annual Financial Information containing the amended operating data or financial information will explain, in narrative form, the reasons for the amendment and the impact of the change in the type of operating data or financial information being provided; and,
- (5) If the amendment alters portions of the Issuer's undertaking specifying the accounting principles to be followed in preparing financial statements, the Annual Financial Information for the year in which the change is made will present a comparison between the financial statements or information prepared on the basis of the new accounting principles and those prepared on the basis of the former accounting principles, which comparison should include a qualitative (and to the extent reasonably feasible, quantitative) discussion of the differences in the accounting principles and the impact of the change in principles on the presentation of the financial information. A notice of the change in accounting principles will be sent to the NRMSIRs or the MSRB, and the appropriate SID, if any.
- (g) Any failure by the Issuer to perform in accordance with this section shall not constitute an "Event of Default" or "Default" within the meaning of any Ordinance(s) authorizing the issuance of any of the Bonds, and the rights and remedies provided to holders or beneficial owners of the Bonds under such Ordinance(s) upon the occurrence of such a "Default" or such an "Event of Default" shall not apply to any such failure.
- (h) If any of the foregoing provisions or terms of this Code section, or any application thereof, is held invalid, the invalidity shall not affect other applications of the provisions or terms of this Code section which reasonably can be given effect without the invalid provision or term or the application thereof, and to this end, the provisions of this Code section are declared to be severable.
- (i) None of the provisions of this Code section are in any way intended to impose upon, or result in an assumption by, the City of Wichita or any of its officers, agents or employees, of any special duty or any civil law duty of care as to which any breach or alleged breach thereof could give rise to any claim for damages in tort, and the city hereby expressly disclaims any such duty or responsibility for damages, including (but not limited to) any direct, indirect, special or consequential damages. The provisions of this Code section shall not, in any way, create liability or a basis for liability on the part of the City of Wichita, Kansas or any officer or employee thereof for any damages that result from failure of the Issuer to timely perform any portion, provision, term or condition of the written undertaking on its part established herein, or for any damages that result from reliance upon any provision of this Code section or any administrative decision lawfully made thereunder. However, nothing in this subsection shall operate or be construed to limit the rights of any holder or beneficial owner of any Bond to seek enforcement of the undertakings herein expressed through proceedings for a decree of specific performance in equity.

(Ord. No. 42-996 § 1)



## CITY CODE SECTION 2.12-1120 - ART AND DESIGN BOARD

### Sec. 2.12.1120. Art and design board--Created.

There is created an art and design board.  
(Ord. No. 44-141 § 1)

### Sec. 2.12.1122. Art and design board--Members and term.

- (a) The art and design board shall consist of fifteen members. Eleven members will be appointed by the mayor with the approval of the city council and four members will be appointed by the city manager.
- (b) The terms of office shall be as set forth in Section 2.12.020(1). All members of the board shall serve without compensation.
- (c) The board shall consist of the following persons qualified and interested in the aesthetic quality of the community:
  - (1) Three architects;
  - (2) Three landscape architects;
  - (3) Three engineers;
  - (4) Two artists;
  - (5) One graphic designer; and
  - (6) Three representatives at-large.

While it is the intent of the ordinance codified in Sections 2.12.1120--2.12.1128 to insure the above areas of representation on the board, other qualified persons with experience in art/design may be substituted as appointees, from time to time when necessary, so long as the overall composition of the board is consistent with the scope of qualifications in this subsection.  
(Ord. No. 44-810 § 1)

### Sec. 2.12.1124. Art and design board--Purpose and objectives.

The purpose of the board is to make recommendations on the incorporation of art and aesthetic design into public projects. The board will make recommendations to develop and define the design criteria for public improvements projects. It shall make recommendations on the appropriateness of the inclusion of public art and design into a project. The board will serve in an advisory capacity to the city council and city staff and as a liaison with private, public, and artists and art groups in art, including the art and humanities council.

The board shall make recommendations to the humanities council and to the city council on the selection and promotion of public art, the coordination and development of public art in the city, and advise the city council on establishing public participation in and interaction with public space and encourage private contributions and participation in the implementation of the public art program. The board shall advise and make recommendations to the city council on the expansion of public art within the city and encourage private and community support and involvement in the implementation of the public art program.  
(Ord. No. 44-141 § 3)

### Sec. 2.12.1126. Art and design board--Officers, meetings, rules.

- (a) The officers of the board shall be the chairperson and vice chairperson who shall be elected by the board from among its members at the first regular meeting after the board has been created and thereafter on an annual basis.
- (b) The board shall meet at least once per month at such time and place as may be fixed by the board. Special meetings may be called by the chair, or by three members of the board by giving notice at least twenty-four hours in advance of such special meeting to all members of the board, and/or the city manager or city council.
- (c) The board shall adopt such bylaws and rules as it may deem necessary within the authority conferred and subject to the approval of the city council. The board shall be subject to the policy for boards and commissions.

(Ord. No. 44-141 § 4)

### Sec. 2.12.1128. Art and design board--Staffing.

The city manager shall assign such staff support to the board as to ensure that the board receives informational support and professional and technical assistance necessary to carry on its duties and conduct its meetings.  
(Ord. No. 44-141 § 5)



**10-308. Cities; limitations.** (a) Except as provided in this section and K.S.A. 10-309, and amendments thereto, and in any other statute which specifically exempts bonds from the statutory limitations on bonded indebtedness, the limitation on bonded indebtedness of cities shall be governed by this section. The authorized and outstanding bonded indebtedness of any city shall not exceed 30% of the assessed valuation of the city.

(b) (1) The authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 40% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2011.

(2) On and after July 1, 2011, the authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 37% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2013.

(3) On and after July 1, 2013, the authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 34% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2015.

(c) For the purpose of this section, assessed valuation means the value of all taxable tangible property as certified to the county clerk on the preceding August 25 which includes the assessed valuation of motor vehicles as provided by K.S.A. 10-310, and amendments thereto.

**History:** L. 1978, ch. 52, § 1; L. 1982, ch. 57, § 1; L. 1985, ch. 64, § 1; L. 1986, ch. 61, § 1; L. 2006, ch. 33, § 1; March 30.

**10-309. Limitation on bonded indebtedness of cities; exceptions.** Notwithstanding the provisions of K.S.A. 10-308 and amendments thereto: (a) Bonds issued by any city for the purpose of acquiring, enlarging, extending or improving any storm or sanitary sewer system; or (b) bonds issued by any city for the purpose of acquiring, enlarging, extending or improving any municipal utility; or (c) bonds issued by any city to pay the cost of improvements to intersections of streets and alleys or that portion of any street immediately in front of city or school district property, shall not be included in computing the total bonded indebtedness of the city for the purposes of determining the limitations on bonded indebtedness provided in K.S.A. 10-308 and amendments thereto.

**History:** L. 1978, ch. 52, § 2; L. 1982, ch. 57, § 2; L. 1989, ch. 53, § 1; July 1.

**10-310. Computation of valuation for bonded indebtedness limitation purposes.** The county clerk shall add (1) the taxable value of each motor vehicle, as shown on the application for registration for the previous year or as otherwise established in the manner prescribed by K.S.A. 79-5105, and amendments thereto, and (2) the taxable value of motor vehicles established in the manner prescribed by K.S.A. 79-1022, and amendments thereto, to the equalized assessed tangible valuation on the tax roll of each taxing subdivision in which such motor vehicle has acquired tax situs. The resulting total shall constitute the equalized assessed tangible valuation of the taxing subdivision for the computation of limitations upon bonded indebtedness and for all other purposes except the levying of taxes and the computation of limitations thereon.

**History:** L. 1983, ch. 338, § 1; L. 1985, ch. 61, § 2; July 1.