



2016-2025

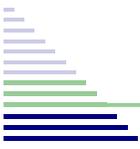


ADOPTED CAPITAL IMPROVEMENT PROGRAM

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CITY OF WICHITA, KANSAS

2016-2025

ADOPTED

CAPITAL IMPROVEMENT PROGRAM

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.



Table of Contents



INTRODUCTION	PAGE
Title Page with Mission Statement	1
Table of Contents	2
CIP Highlights	3
Government Finance Officers Association Award	4
ICMA-Analytics Certificate of Distinction	5
City Overview	6
Organization Chart	7
Wichita City Council District Map	8
Wichita Elected Officials	9
Directory	10
Guide to the Capital Improvement Program	11

CITY MANAGER'S POLICY MESSAGE

City Manager's Policy Message	15
Policy Issues	21
CIP Implementation	33
CIP Budget Process	34

FINANCIAL SUMMARIES

Revenue and Expenditure Summaries	37
Financial Plan - Debt Service Fund	42
Financial Plan - Local Sales Tax Fund	48
Financial Plan - Tourism and Convention Fund	50
Financial Plan - Airport Fund	52
Financial Plan - Stormwater Utility Fund	54
Financial Plan - Sewer Utility Fund	56
Financial Plan - Water Utility Fund	58

DETAILED PROJECT LISTING	PAGE
Airport	61
Arterials	65
Bridges	71
Freeways	75
Park and Recreation	79
Public Facilities	83
Sewer	87
Stormwater	91
Transit	95
Water	99

APPENDIX

Ongoing Projects Summaries	105
Debt Service Schedules	134
City Council Policy 2 - Financing of Public Improvements	158
City Administrative Regulation 2.8 - CIP	160
City Ordinance 41-815 - Sales Tax Revenues	162
City Code Section 2.05.010 et seq.	163
City Code Section 2.12.1120 et seq.- Art and Design Board ...	166
K.S.A. 10-308 - 10-310 et seq. - Debt Limit Law	167
Glossary	168



2016-2025 ADOPTED CIP HIGHLIGHTS

- ◆ **The Community Investment Plan, approved by the City Council in December 2015, has shaped the policies under which the 2016-2025 Adopted Capital Improvement Program (CIP) was developed.** The Comprehensive Plan has identified five guiding principles, including a focus on improvements that support quality of life, economic development, and balanced growth. In addition, spending priorities in the Comprehensive Plan focus first on taking care of current assets, then enhancing current assets and finally expanding current assets. The Adopted CIP was created using these guiding principals and spending priorities.
- ◆ **The Adopted CIP maintains the current Debt Service Fund mill levy rate.** The Adopted CIP financial model assumes a constant 8.5 mills for the Debt Service Fund throughout the planning period.
- ◆ **Debt levels will increase, but not beyond benchmark measures, and decrease towards the end of the ten-year planning horizon.** The Adopted CIP continues to utilize debt to finance long term community improvements and to maintain generational equity. Total debt is expected to rise, consistent with spending plans developed over the past few years. However, this debt is projected to be managed within benchmark measures before declining in the out years.
- ◆ **Consistent with community priorities, total residential street maintenance funding will climb from \$8 to \$11 million annually in 2020.** Consistent with the Comprehensive Plan guiding principle of making strategic, value-added decisions, staff will use pavement management strategies that seek to optimize the return on investment for street maintenance funding.
- ◆ **A total of \$39.2 million is included for downtown projects.** Downtown projects include Douglas, from Main to Grove, and 2nd Street, from St. Francis to Washington. Old Town and Union Station improvements are also included. In addition, street projects are funded based on the catalyst sites included in Project Downtown.
- ◆ **To ensure that improvements incorporate aesthetic design considerations, the Adopted CIP reflects an enhanced effort to coordinate improvements with the Design Council and to provide designated funding estimates.** The Adopted CIP includes 14 projects identified for art and design enhancements. A total of \$4.85 million in funding is included for these projects. In addition, staff routinely incorporate aesthetic design guidelines developed by the Design Council into other CIP projects.

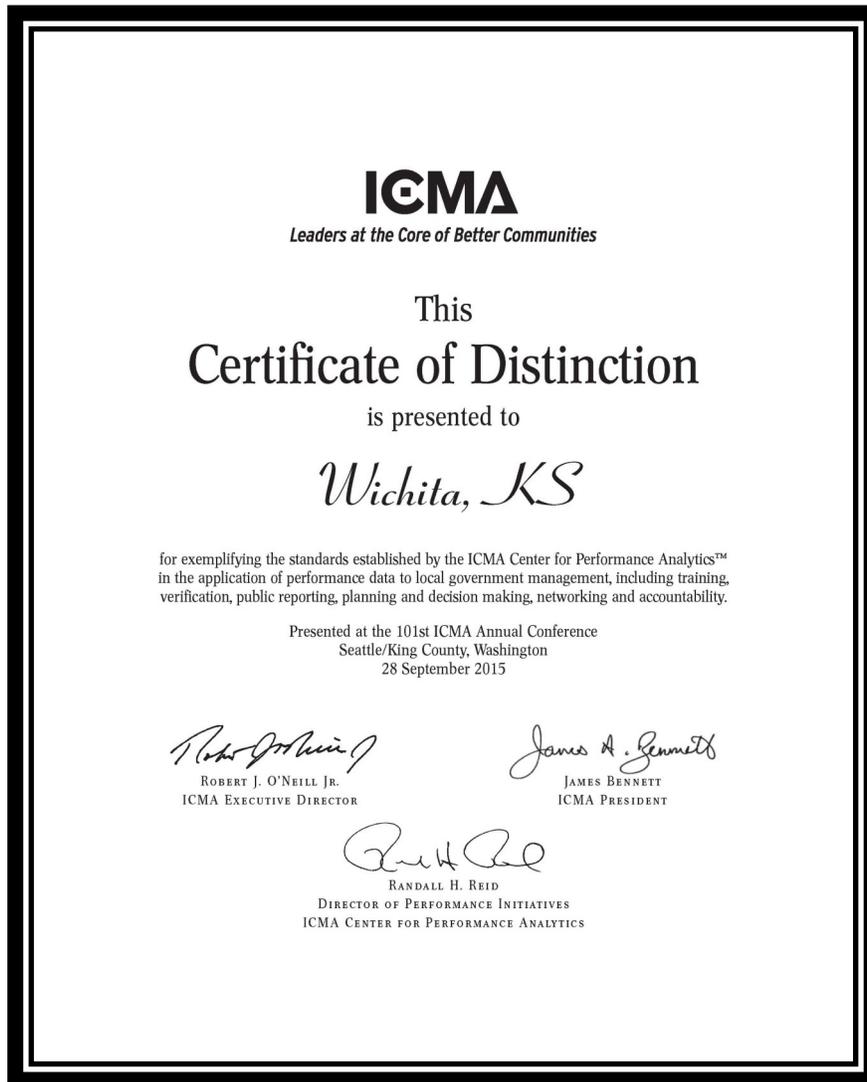


The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the **City of Wichita, Kansas** for its annual budget for the fiscal year beginning **January 1, 2016**.

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 current budget continues to conform to program requirements, and it will be submitted to GFOA to determine its eligibility for another award and further recognition.

**THE CITY OF WICHITA DEPARTMENT OF FINANCE HAS EARNED
THE DISTINGUISHED BUDGET AWARD FOR 28 CONSECUTIVE YEARS.**



The International City/County Management Association Center for Performance Analytics presented a Certificate of Distinction to the **City of Wichita, Kansas** at its annual conference.

In order to receive this award, a governmental unit must publish, collect, verify, and report performance measure data on an ongoing basis. The City of Wichita submits data for thirteen service areas to ICMA-Center Analytics each year.

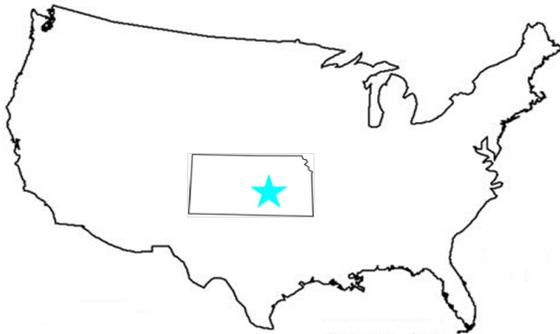
The City of Wichita was one of 48 jurisdictions - and one of two cities in Kansas - to receive a Certificate from ICMA-Center for Analytics in 2015.

**THE CITY OF WICHITA DEPARTMENT OF FINANCE HAS EARNED
A CERTIFICATE FROM ICMA-CENTER FOR PERFORMANCE ANALYTICS FOR FIVE
CONSECUTIVE YEARS.**



Location

Wichita, the largest city in Kansas, population 388,413 is the county seat of Sedgwick County.¹ Major highways, including the Kansas Turnpike, US 400 and Interstate I-135, link the city with a large trade area that encompasses a population of more than one million people within a 100-mile radius.² The nearest large cities are Denver to the west, Kansas City to the northeast, Oklahoma City to the south, and Tulsa to the southeast.



Historical Background

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

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

Business and Industry

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

In the 20th century, aircraft pioneers such as Clyde Cessna, Walter Beech and Bill Lear began projects that would lead to Wichita's establishment as the "Air Capital of the World." In 1917, the Cessna Comet was the first airplane that was manufactured in Wichita. Cessna and Beechcraft remain based in Wichita today, along with Learjet and Spirit AeroSystems. Airbus maintains a workforce in

Wichita. Since the growth of the aircraft industry began during the inter-war years, Wichita has been a leading producer of general aviation and commercial aircraft. McConnell Air Force Base was activated in 1951 and has remained an important factor in the community.

Wichita has long been known as a center for entrepreneurship. In addition to aircraft pioneers, Fred Koch founded Koch Industries in Wichita and Dan and Frank Carney founded Pizza Hut. Coleman, Freddy's Frozen Custard, and many other successful companies began in Wichita.

Quality of Life

Wichita has evolved into a cultural and entertainment center. The downtown district offers restaurants, retail shops, museums and parks. INTRUST Bank Arena, located in downtown Wichita, features a total potential capacity of over 15,000.³

Several universities are located in Wichita, the largest being Wichita State University. Wichita State University was founded as Fairmount College in 1895 as a municipal university, and joined the State Board of Regents system in 1964. Friends University and Newman University are also located in Wichita.

In July 2011, Wichita, Kansas ranked 8th on the list of the 10 best value cities.⁴ In February 2013, Wichita was ranked 23 of 102 major markets for small-business vitality.⁵ Commute times are the lowest among the 100 major metropolitan markets.⁶ Wichita has also been named the most "Uniquely American" city by Newsmax Magazine, in addition to being designated an "All-American City" four times.^{7, 8}

The Government

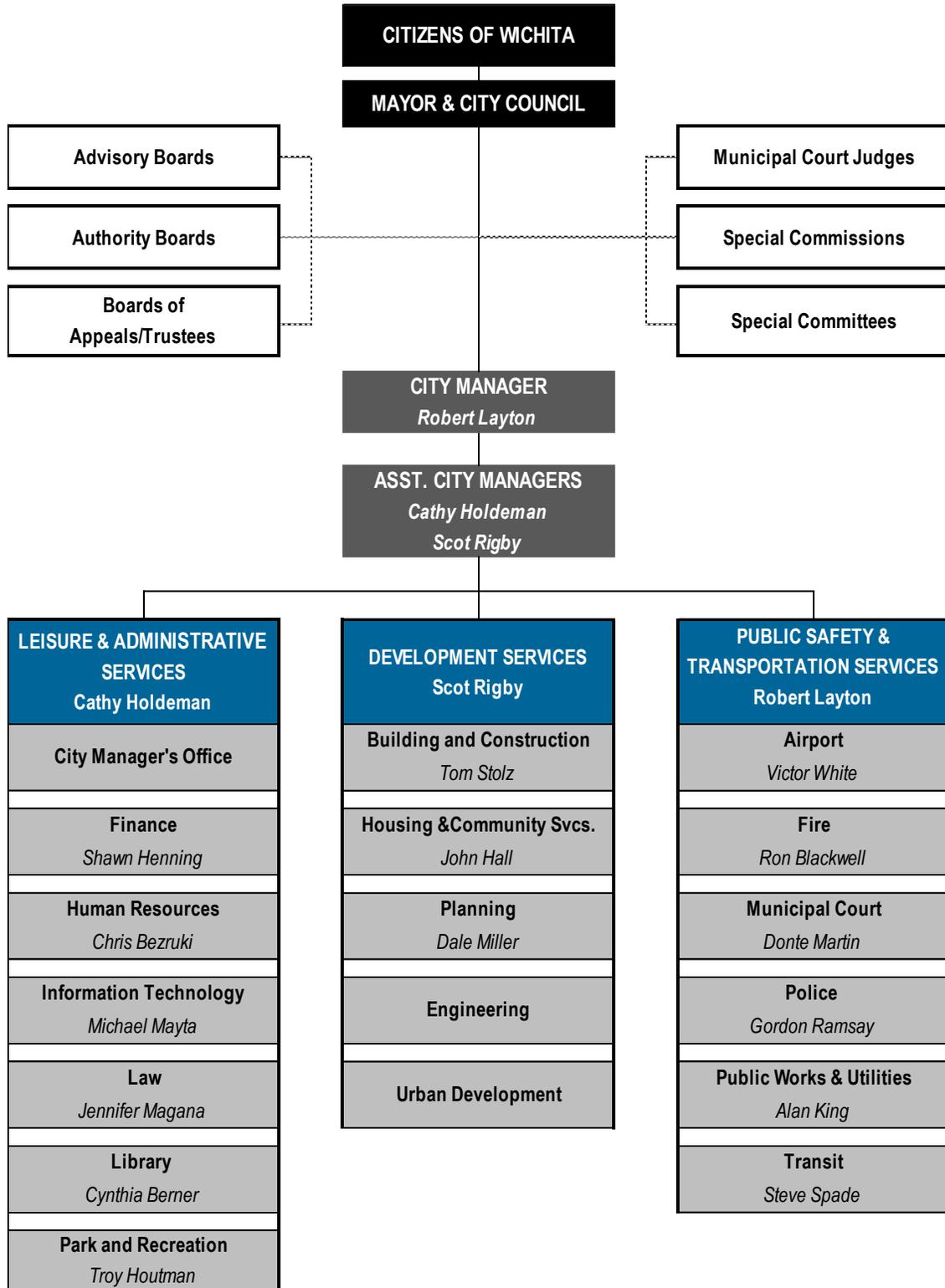
In 1917, Wichita became one of the first municipalities in the United States to adopt the Commission-Manager form of government. Currently, six Council members represent equally populated districts and the Mayor is elected at-large. Members serve four-year, overlapping terms. The City Council and Mayor conduct all legislative functions for the City of Wichita and establish general policies, which are executed by the City Manager.

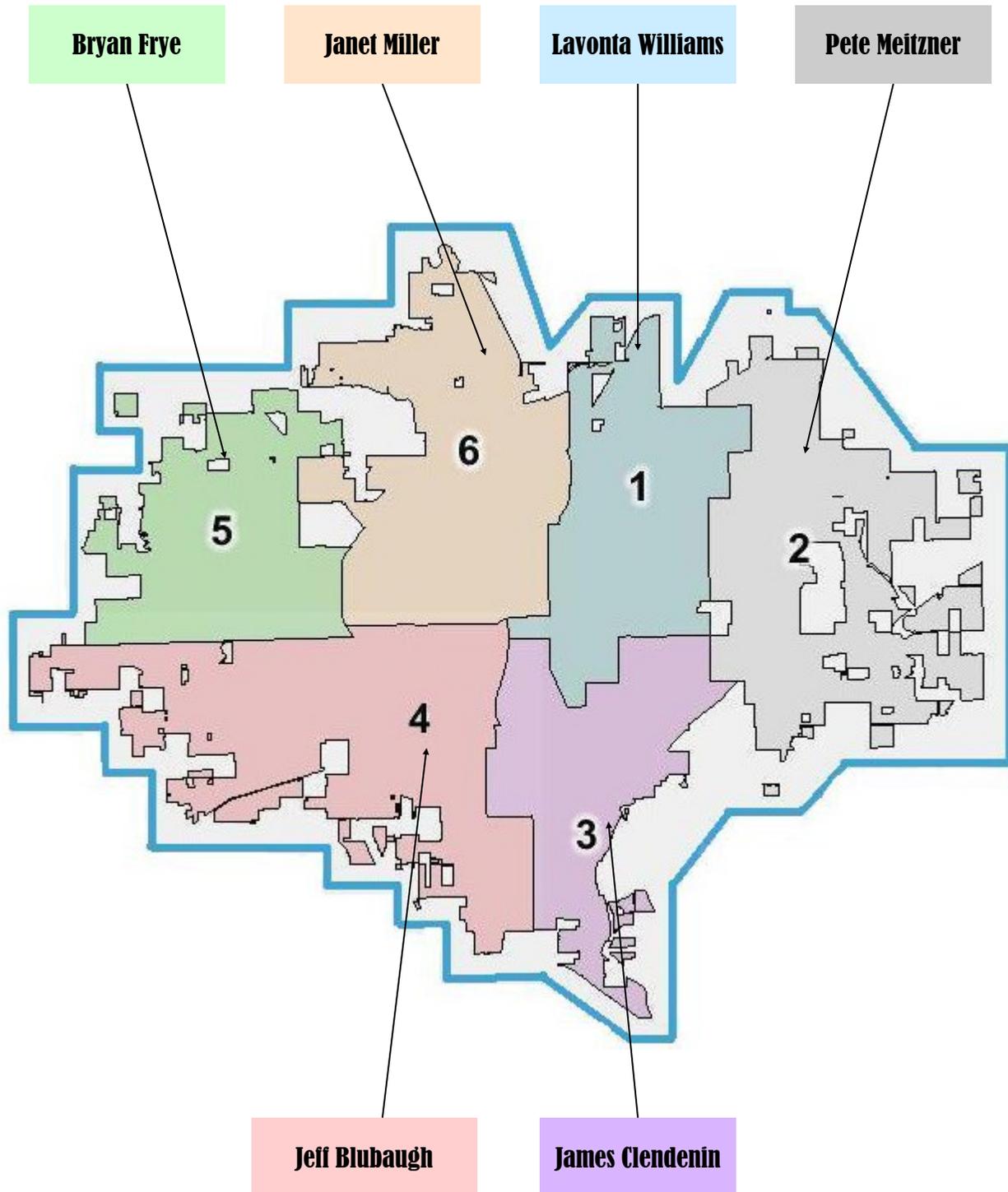
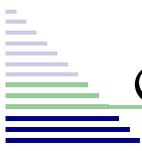
Sources:

- 1 2014 Census population estimates.
- 2 U.S. 2010 Census. Population represents only the Kansas portion of the 100-mile radius, not the Oklahoma portion.
- 3 <http://www.intrustbankarena.com/general.asp?id=195>.
- 4 <http://www.kiplinger.com/slideshow/real-estate/T006-S001-10-best-value-cities-for-2011/index.html>.
- 5 <http://www.bizjournals.com/bizjournals/on-numbers/scott-thomas/2013/02/2013-rankings-of-small-business-vitality.html>.
- 6 <http://www.bizjournals.com/bizjournals/on-numbers/scott-thomas/2013/01/wichita-is-best-major-market-for.html?page=all>
- 7 <http://www.newsmax.com/Slideshows/Newsmax-Magazine-Rates-the-Top-25-Most-Uniquely-Am/97791/1--Wichita,-Kan-/2>.
- 8 <http://www.allamericacityaward.com/>.



Organization Chart







At-Large: *Mayor Jeff Longwell*

Jeff Longwell has been Mayor of the City of Wichita since April 2015 and is currently serving in his first term. Previously, he was elected and served two terms as a Council Member from April 2007 to April 2015. He is actively involved in St. Francis of Assisi Parish, the Knights of Columbus, and served 12 years on the Maize Board of Education. He received his education from Wichita West High School and Wichita State University. He is married and has three children and two grandchildren.



District 1: *Vice Mayor Lavonta Williams*

Lavonta Williams has been a Council Member since June 19, 2007. She is a lifelong Wichitan and graduate of Emporia State University. Vice Mayor Williams was an educator in the Wichita Public Schools for 35 years prior to joining the City Council. She served faithfully on the District 1 Advisory Board, is presently Chair of the National League of Cities Community & Economic Development Steering Committee, and is Secretary for the National Black Caucus of Local Elected Officials. Her engagement in the community consists of serving on many boards, including the Wichita Downtown Development Corporation, the Arts Council, Sedgwick County Criminal Justice Coordinating Council, and many more. She and her husband, Billy, have two sons and four grandchildren.



District 2: *Pete Meitzner*

Pete Meitzner has been a Council Member since April 2011 and is currently serving his second term. He is a lifelong Wichitan and is a graduate of Wichita State University. Council Member Meitzner worked in the banking industry prior to founding and operating a telecom company. He is active in the community at-large, and within the business community, serving on numerous civic and non-profit boards. He currently serves on the National Center for Aviation Training Authority Board and the Cerebral Palsy Research Foundation and is a past President of the Lord's Diner Advisory Board. He and his wife have two children.



District 3: *James Clendenin*

James Clendenin has been a Council Member since April 2011. He is a graduate of Halstead High School and attended Hesston College and Hutchinson Community College. He worked in the aircraft composites business for over 14 years. He is the Mayor's appointee and Chair of the Sedgwick County Association of Cities. James serves on the Historic Wichita Cowtown, Inc. Advisory Board and on the Interfaith Ministries Board. He is a member of the National League of Cities Community & Economic Development Steering Committee and has served as an Assistant Scoutmaster in Boy Scouts of America. He is married and has three children.



District 4: *Jeff Blubaugh*

Jeff Blubaugh has been a Council Member since April 2013. He holds undergraduate and graduate degrees from Friends University, previously worked in sales for the Cessna Aircraft Company, and sells real estate for Keller Williams Hometown Partners. He is actively involved with the community as a member of Lions Club International, the South YMCA Board, and numerous other organizations. Jeff formerly served on the Goddard School Board, the Goddard Football Board, and as the Goddard Junior High Football Coach. He and his wife have four children.



District 5: *Bryan Frye*

Bryan Frye has been a Council Member since April 2015 and is currently serving in his first term. A lifelong Wichitan, Bryan graduated from Wichita State University with a Bachelor of the Arts degree in Marketing. He recently retired from a 24-year career in local television marketing and is currently the marketing director of a local distribution company. Prior to being elected, he served eight years on the District V Advisory Board and eight years on the Wichita Board of Park Commissioners. Bryan is currently a board member of the Wichita Area Metropolitan Planning Organization and Historic Wichita Cowtown, Inc. He has also held leadership positions for numerous non-profit groups over the years, including Botanica, Music Theatre Wichita, Big Brothers Big Sisters of Sedgwick County, the Wichita State Alumni Association and the Wichita Wagonmasters. He and his wife have two children.



District 6: *Janet Miller*

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 6 Advisory Board and as President of the Wichita Board of Park Commissioners. A graduate of Kansas State University, Janet is engaged in the community serving on several boards, including Botanica, Wichita Downtown Development Corporation, Wichita Area Metropolitan Planning Organization, and the Old Town Association. She and her husband Nile reside in Historic Midtown.

City Council Members

Jeff Longwell	Mayor	268-4331	455 N. Main, 67202
Lavonta Williams	Vice Mayor (I)	303-8018	*2755 E. 19th, 67214
Pete Meitzner	Council Member (II)	268-4331	455 N. Main, 67202
James Clendenin	Council Member (III)	303-8029	*2820 S. Roosevelt, 67210
Jeff Blubaugh	Council Member (IV)	268-4331	455 N. Main, 67202
Bryan Frye	Council Member (V)	268-4331	455 N. Main, 67202
Janet Miller	Council Member (VI)	303-8042	*2700 N. Woodland, 67207

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

City Departments & Directors

City Manager's Office	268-4351	Robert Layton, City Manager Cathy Holdeman, Assistant City Manager Scot Rigby, Assistant City Manager
Airport	946-4700	Victor White, Director
Building and Construction	268-4460	Tom Stolz, Director
Finance	268-4300	Shawn Henning, Director
Fire	268-4451	Ron Blackwell, Fire Chief
Housing & Community Services	462-3700	John E. Hall, Director
Human Resources	268-4531	Chris Bezruki, Director
Information Technology	268-4318	Michael Mayta, Chief Information Officer
Law	268-4681	Jennifer Magana, Director of Law & City Attorney
Library	261-8500	Cynthia Berner, Director
Municipal Court	268-4611	Donte Martin, Court Administrator
Park and Recreation	268-4628	Troy Houtman, Director
Planning	268-4490	Dale Miller, Director
Police	268-4158	Gordon Ramsay, Chief of Police
Public Works & Utilities	268-4664	Alan King, Director
Transit	265-1450	Steve Spade, Director



Overview

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

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

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

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

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

The **Adopted 2016-2025 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.

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

CIP Funding Sources

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

For Special Revenue Funds, these obligations are paid from the Debt Service Fund, with funds being 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 **Debt Service Fund** accounts for the amount spent on financing capital projects, including the payment of interest and principal on long-term GO debt and pay-as-you-go amounts. Sources of revenue include property taxes, special assessments, transfers from other funds, interest earnings, and miscellaneous sources.

The **Tourism and Convention Fund** supports convention and tourism promotion with transient guest tax collections. This fund typically supports capital projects related to convention and tourism.

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 (TIF) Fund Districts** receive support from the property tax increment in defined districts. Typically, these improvements are funded with GO at-large debt. These obligations are funded through the Debt Service Fund, with transfers made from the TIF funds to offset this debt service cost.

The **Airport Fund** provides facilities for air transportation services for the public, business, and industry. As an enterprise fund, debt service for Airport related improvements is funded directly from this fund.

The **Sewer Utility** operates and maintains the sewer component of the Public Works and Utilities Department, including wastewater treatment plants. As an enterprise fund, debt service for Sewer Utility related improvements is funded directly from this fund.

The **Water Utility** operates and maintains the water component of the Public Works and Utilities Department, treating and distributing a safe, reliable supply of water from the Equus Beds (aquifer) and Cheney Reservoir (surface water). As an enterprise fund, debt service for Water Utility related improvements is funded directly from this fund.

The **Stormwater Utility** is responsible for the construction and maintenance of the City's stormwater system. As an enterprise fund, debt service for Stormwater related improvements is funded directly from this fund.



BRIDGES DETAILED PROJECT LISTING									
1	PROJECT TITLE	Non - GO COUNCIL		4	2016	2017	2018	2019	2020
		2 FUNDING	3 DISTRICT						
1	15th @ Drainage Canal		1		300,000	0	0	0	0
2	2nd St N @ Brookside		1		0	0	100,000	750,000	0
3	Bridge Inspections		All		0	150,000	0	150,000	0
4	Bridge Rehabilitation/Repair		All		0	0	0	0	750,000
5	Broadway @ Arkansas River		3		1,600,000	0	0	0	0
6	Delano @ Westlink		5		0	0	0	100,000	750,000
7	Douglas @ Brookside		1		0	0	100,000	750,000	0
8	Harry @ Arkansas River		3		200,000	500,000	750,000	0	0
Total Expenditures					2,100,000	650,000	950,000	1,750,000	1,500,000
6 FUNDING SOURCES					2016	2017	2018	2019	2020
GO at-large Funding					2,100,000	650,000	950,000	1,750,000	1,500,000
Total Funding					2,100,000	650,000	950,000	1,750,000	1,500,000
DESCRIPTION OF NON-GO FUNDING					2016	2017	2018	2019	2020
None					0	0	0	0	0

The CIP Section Summaries include a two-page spreadsheet that lists every CIP project in that section. The projects are listed by title, and show the total project budget. The summary sheets illustrate ten year budgeted allocations for each project between 2016 and 2025. Funding sources are listed by the City Council Districts where the project will occur. The summary for each section is totaled by year and by project.

- 1 Each project is listed, numbered and described for one specific type of improvement (Bridges is shown in the graphic as the example.)
- 2 A description of any funding sources listed as “other” is provided here. Common “other” funding sources and their abbreviations are shown below:
 - F = Federal
 - LST = Local Sales Tax
 - O = Other
 - S = State
 - SA = Special Assessment
 - SG = Sedgwick County
 - TIF = Tax Increment Financing
- 3 The Council district in which a project is located.
- 4 The amount budgeted to be initiated is shown each year for the ten-year period of the CIP.
- 5 The total amount budgeted for each project is summarized in this column.
- 6 The total amount budgeted by “Funding Source” for this type of improvement is noted.



BRIDGES DETAILED PROJECT LISTING									
1	PROJECT TITLE	4	2021	2022	2023	2024	2025	TOTAL	5
1	15th @ Drainage Canal		0	0	0	0	0	300,000	
2	2nd St N @ Brookside		0	0	0	0	0	850,000	
3	Bridge Inspections		150,000	0	150,000	0	150,000	750,000	
4	Bridge Rehabilitation/Repair		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,750,000	
5	Broadway @ Arkansas River		0	0	0	0	0	1,600,000	
6	Delano @ Westlink		0	0	0	0	0	850,000	
7	Douglas @ Brookside		0	0	0	0	0	850,000	
8	Harry @ Arkansas River		0	0	0	0	0	1,450,000	
	Total Expenditures		1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000	
6	FUNDING SOURCES		2021	2022	2023	2024	2025	TOTAL	
	GO at-large Funding		1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000	
	Total Funding		1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000	
	PROJECT TITLE		2021	2022	2023	2024	2025	TOTAL	
	None		0	0	0	0	0	0	

- 1 Each project is listed, numbered and described for one specific type of improvement (Bridges is shown in the graphic as the example.)
- 4 The amount budgeted to be initiated is shown each year for the ten-year period of the CIP.
- 5 The total amount budgeted for each project is summarized in this column.
- 6 The total amount budgeted by "Funding Source" for this type of improvement is noted.





July 19, 2016

Honorable Mayor Jeff Longwell
Members of Wichita City Council,

Dear Mayor Longwell and Members of the City Council:

I am pleased to present to the governing body the 2016-2025 Adopted Capital Improvement Program (CIP) for the City of Wichita. The CIP represents the expenditure of \$1.824 billion over the next ten years on projects to shape our community. A plan of finance is also included, financing planned expenditures with a combination of cash and debt, but within a prudent financial framework. Both the Community Investments Plan and the City Council's strategic priorities help conceptually shape the CIP. While the previous adopted CIP provides the beginning point, the specific projects included in the 2016-2025 Adopted CIP are guided by a variety of planning processes, as well as engagement with a number of stakeholders. The result of this process, with contributions from a variety of staff, is the 2016-2025 Adopted Capital Improvement Program, which is provided for your consideration.

The 2016-2025 Capital Improvement Program (CIP) is a \$1.824 billion plan for community improvements over the next ten years.

Overall Policy Direction

Throughout 2015, the Metropolitan Area Planning Department developed a comprehensive Community Investments Plan. The plan was approved by the City Council on December 8, 2015. This plan provides an important vision for our potential community needs over the next several decades. Even more important, the plan provides broad guidance on spending priorities (see Issue 7). These spending priorities are focused first on maintaining current infrastructure, secondly on enhancing current infrastructure, and finally on expanding current infrastructure. The Adopted CIP is aligned with these spending priorities, with 42.7% allocated for maintaining existing infrastructure. Most of the GO at-large funding for the CIP is included in this category. Enhancements to current infrastructure make up 19.0% of the CIP. This is largely street projects in fringe areas to increase capacity, or Water Utilities projects. Finally, 38.3% is designated to expand current infrastructure. This includes \$273 million in Special Assessment projects expected in new developments, \$245 million in freeway improvements and \$148 million in new Water Utilities infrastructure. The Community Investments Plan also provided guidance on overall priorities. The Adopted CIP would direct 72% of planned spending to very high priority areas (streets, bridges and water supply).

The Community Investments Plan and the City Council strategic priorities form the overall framework under which the CIP is created. The CIP allocates 42.7% of funds for taking care of current infrastructure, and 72% of the CIP is allocated to "very high" priority spending areas.

COMMUNITY INVESTMENTS PLAN PRIORITIES	
OVERALL SPENDING PRIORITIES	
PLAN PRIORITY	% OF TOTAL CIP FUNDING
1st Priority— Maintain	42.7%
2nd Priority—Enhance	19.0%
3rd Priority—Expand	38.3%
Total CIP	100.0%

City Council strategic priorities influence not only the operating budget, but also the Capital Improvement Program. In fact, these priorities provide an essential mechanism linking the operating and capital budgets, ensuring both budgets are consistently focused. Each CIP project is not specifically aligned to a single Council priority. For example, improvements to streets and freeways are not only guided by the priority of maintaining an effective and efficient transportation infrastructure, but those expenditures can also enhance the quality of life (by lowering commute times) and improve public safety (by improving accident-prone areas or adding design features that enhance safety). However, every CIP project is considered cognizant of overall City Council priorities. Example of priority area expenditures include:



City Manager's Policy Message



Public Safety - The CIP supports the priority of Public Safety by including \$62.4 million for fire apparatus, a new Police Training Center, Police substations (See Issue 13), and other related projects.

Economic Development - The CIP includes projects that support economic development activities. For example, funding is included for street projects to support the WSU Innovation Campus. A total of \$18 million is included for improvements to the West Street corridor, which is a largely industrial and commercial area expected to experience economic growth with the appropriate street infrastructure in place.

The 2016-2025 Capital Improvement Program (CIP) is consistent with City Council strategic priorities.

Infrastructure - The majority of the CIP is focused on infrastructure. A large portion of this is Water Utilities infrastructure, totaling \$719 million.

Quality of Life - The CIP includes \$49 million for Park projects, including \$18 million for aquatics improvements and \$9.5 million for the new Crystal Prairie Lake Park. In addition, \$2.0 million is programmed for improvements to Lawrence-Dumont Stadium. These projects will help maintain and improve the quality of life for Wichitans. Also included in the CIP is \$7.5 million for improvements to cultural facilities.

Revision of the Last CIP

The CIP is a dynamic and flexible 10-year plan. Since there are a variety of factors that impact the prioritization and timing of a project, it is not uncommon for project schedules to shift over time. In addition, as priorities or funding capacity change or new opportunities arise, it is not uncommon for projects to move in and out of the CIP. Finally, each year projects that have been initiated move out of the CIP, and typically each year new projects are added to the CIP. However, within that framework, the prior Adopted CIP always forms the initial basis for the Adopted CIP.

The Adopted CIP reflects a number of adjustments, but on a net basis, there is a great deal of stability between the 2015-2024 Adopted CIP and the 2016-2025 Adopted

The 2016-2025 Adopted CIP includes 199 separate projects, a reduction of 22 from the 221 projects included in the 2015-2024 Adopted CIP. A total of 25 projects totaling \$85,936,314 have been initiated. Seven projects totaling \$14,901,000 have been removed, with five of these being consolidated with other projects included in the CIP and three out-year projects (13th, Oliver-Woodlawn; 29th & Broadway; Pawnee, 135th-151st) being totally removed. A total of ten projects were added to the CIP, with many of these being new Water Utilities projects. Although most projects from the 2015-2024 Adopted CIP are included in the current 2016-2025 Adopted CIP, the amounts and timing of many of these projects may have been adjusted. The Adopted CIP is \$59,911,430 lower due to the net effect of these adjustments. This is skewed somewhat by the shift of \$110 million in Webb Road interchange freeway improvements to reflect the portion of East Kellogg funding previously initiated.

PROJECT ADJUSTMENTS INCLUDED IN THE 2016-2025 ADOPTED CIP		
DESCRIPTION	AMOUNT	NUMBER
2015-2024 Adopted CIP	\$1,876,894,193	221
Projects initiated	(\$85,936,314)	(25)
Projects removed	(\$14,901,000)	(7)
Projects Added	\$107,726,500	10
Other Changes	(\$59,911,430)	n/a
2016-2025 Adopted CIP	\$1,823,871,949	199

The GO at-large funding included in the 2016-2025 Adopted CIP is \$22,847,550 lower than the 10-year total included in the 2015-2024 Adopted CIP. This reduction is mostly due to the initiation (and removal from the Adopted CIP) of the \$30 million Advanced Library Learning Center project. Over the 10-year period, \$31,827,097 in 2015 budgeted projects were removed (either initiated or shifted to other years) and \$42,810,392 in 2025 project funding was added. A total of \$3,830,845 was removed in the CIP in the years 2016-2024.

GO-AT LARGE PROJECT ADJUSTMENTS INCLUDED IN THE 2016-2025 ADOPTED CIP	
DESCRIPTION	AMOUNT
2015-2024 Adopted CIP	\$292,253,516
2015 funding amounts	(\$31,827,097)
2025 funding amounts	\$42,810,392
Library project initiation	(\$30,000,000)
Other adjustments	(\$3,830,845)
2016-2025 Adopted CIP	\$269,405,966

Other Planning Processes

Within the global framework of the Community Investments Plan and City Council priorities, the formulation of the Adopted CIP is integrated with a variety of stakeholders and other planning processes (See Issue 11). For example, the Park and Recreation Open Space Plan has been useful in determining Park projects and priorities. In addition, the Park Aquatics Master Plan and the Watson Park Master Plan will be used to guide funding assigned to those projects (See Issue 12 for a discussion of Aquatics improvements). The Downtown Master Plan provides an overall strategy under which downtown improvements are budgeted. Street improvements in the Adopted CIP are directly coordinated with the Transportation Improvement Plan (TIP).



City Manager's Policy Message



In addition, many groups are engaged in the CIP development process. The Design Council provides critical guidance and input on incorporating aesthetics into CIP project budgets (See Issue 6). The Bicycle-Pedestrian Advisory Committee reviews the CIP and provides recommendations on funding amounts and specific projects related to bike pathways. The Wichita Downtown Development Corporation (WDDC) reviews the CIP for consistency with the Downtown Master Plan and other downtown considerations (See Issue 5). The CIP is presented to District Advisory Boards, as well as to the Metropolitan Area Planning Commission (MAPC) and the Advance Plans Committee of the MAPC.

With policy guidance providing the framework, the inclusion and timing of projects is based on engagement, other planning processes, and prioritization criteria.

Creating the CIP

Based on the global guidance from the Community Investments Plan and the City Council strategic priorities, and in consideration of the engagement and direction provided by a variety of groups and planning processes, staff begin the process of developing project specific recommendations. This discussion is guided by Administrative Regulation 2.8, which staff has recommended revising (See Issue 8). A committee comprised of a variety of staff from Public Works and Utilities, Park and Recreation, Finance, the City Manager's Office, and Planning meet to consider project prioritization. Staff also consider engineering considerations, the opportunity to leverage other funds and to coordinate with local partners, the need to coordinate related improvements, and the financial capacity of each funding source. Based on past Council direction, staff develop the CIP based on the current rate structure (including a mill levy of 8.5) and with a maximum utilization of 66.7% of the property tax revenue in the Debt Service Fund.

CIP EXPENDITURES BY AREA AND BY SOURCE						
AREA	GO BONDS	LST FUNDS	UTILITY FUNDS	OTHER	FED / STATE	TOTAL
Airport	\$0	\$0	\$32,878,729	\$0	\$41,988,423	\$74,867,152
Arterials	\$110,380,213	\$112,000,000	0	\$279,130,260	\$59,642,481	\$561,152,954
Bridges	\$12,400,000	\$0	\$0	\$0	\$0	\$12,400,000
Freeways	\$0	\$193,000,000	\$0	\$0	\$52,000,000	\$245,000,000
Park and Rec.	\$49,053,140	\$0	\$0	\$0	\$0	\$49,053,140
Public Facilities	\$96,097,188	\$0	\$0	\$21,900,000	\$0	\$117,997,188
Sewer	\$0	\$0	275,863,000	\$0	\$0	\$275,863,000
Stormwater	\$0	\$0	\$8,900,000	\$7,650,000	\$7,500,000	\$24,050,000
Transit	\$1,475,425	\$0	\$0	\$5,350,220	\$13,050,170	\$19,875,815
Water	\$0	\$0	\$443,612,700	\$0	\$0	\$443,612,700
Total	\$269,405,966	\$305,000,000	\$761,254,429	\$314,030,480	\$174,181,074	\$1,823,871,949

Summary of the CIP

The 2016-2025 Adopted Capital Improvement Program totals \$1,823,871,949. This includes \$761,254,429 for all utility projects, \$245,000,000 for freeway projects, and \$561,152,954 for streets. To finance the CIP, \$269,405,966 in GO at-large projects are budgeted. These projects are funded through the Debt Service Fund based on the property tax mill levy rate of 8.5 mills. Local sales tax funding totaling \$305,000,000 is budgeted to fund freeway and street improvements. These funds are derived from the City's share of the Countywide local sales tax. Utility funds (Water and Sewer) are used to fund \$719,498,700 in Sewer and Water Utility improvements. These revenues are derived from fees paid by water and sewer customers. Airport and Stormwater Utility revenues total \$41,778,729. Federal and State funding is expected to total \$174,181,074, with all other funding sources totaling \$314,030,480. The Adopted CIP is summarized on the next page. In addition, the Financial Plan Summaries section beginning on page 37 provides additional detail.



In addition to the new projects included in the Adopted CIP, it is important to recognize that another \$1.260 billion in CIP projects have been initiated by prior City Council action and remain in progress (see the Ongoing Projects Summary section beginning on page 105). Of this \$1,259,700,205 in open projects, \$1,005,005,112 has been expended and an additional \$254,695,093 is expected to be spent in the future. A total of \$661,310,700 of the total projected expenditures has been financed, leaving \$598,389,505 in previously approved expenditures that are awaiting permanent financing. The amount of in-progress projects is unusually large in the 2016-2025 Adopted CIP, based on recently approved projects such as the new Dwight D. Eisenhower National Airport Terminal (\$158,744,602), East Kellogg Freeway improvements (\$223,223,448), the Advanced Library Learning Center (\$36,690,000), and a variety of other projects.

The debt ratios for GO at-large debt are projected to remain within benchmark levels in the 2016-2025 Adopted Capital Improvement Program.

Financing the Adopted CIP

The Adopted CIP continues to utilize debt as a tool to expand projects beyond what would be available if only cash funding were used. However, with debt comes the risk of reduced future flexibility. A variety of measures are used to monitor debt levels. The Adopted CIP attempts to balance those issues by utilizing debt levels that are in some cases elevated, yet remain within benchmark levels. For Water and Sewer Utility improvements funded with Utility funds, a debt coverage ratio minimum of 1.2 is stipulated by bond covenants. For Local Sales Tax funded improvements, which are typically financed with double barreled bonds backed by sales tax revenues and the full faith and credit of the City, a coverage ratio of at least 1.1 is required by bond covenants.

In order to measure GO at-large debt levels, four metrics have been developed. Benchmarks were identified in a 2001 study by Standard & Poor's of the 41 municipalities with a AAA bond rating, meaning that they represent the average debt levels for cities with the highest bond ratings with populations of more than 250,000. The metrics do not indicate the appropriate level of debt; however, they do provide a view of whether debt is increasing or decreasing, and how that debt level compares relative to the nation's most financially sound cities.

As noted for several years, GO at-large debt levels will increase based on the planned level of projects and past projects for which permanent financing has yet to be arranged. However, the estimated debt level will peak at 66.6% of revenues in 2019, which is equal to the benchmark. Based on projections, the level of debt would greatly from 2019 to 2025. Managing GO at-large debt levels is very important. The Adopted CIP attempts to utilize GO at-large debt to finance community improvements, while keeping projected levels within the benchmark.

MEASURES OF DEBT CAPACITY				
YEAR	GO AT-LARGE DEBT / ASSESSED VALUATION	TOTAL GO DEBT PER CAPITA	GO AT-LARGE DEBT SERVICE / GO DEBT SERVICE CAPACITY	GO AT-LARGE DEBT SERVICE / TOTAL PROPERTY TAXES
Benchmark	3.70%	\$1,773	66.6%	21.00%
2013	2.44%	\$1,247	49.3%	14.02%
2014	2.43%	\$1,637	37.7%	11.41%
2015	2.35%	\$1,764	40.0%	12.11%
2016	2.42%	\$1,654	48.6%	14.50%
2017	2.56%	\$1,639	51.9%	15.54%
2018	2.61%	\$1,631	58.4%	17.64%
2019	2.75%	\$1,662	66.6%	20.31%
2020	2.76%	\$1,688	63.2%	19.32%
2021	2.41%	\$1,605	54.5%	16.63%
2022	2.14%	\$1,589	56.3%	17.11%
2023	1.94%	\$1,580	52.4%	15.91%
2024	1.60%	\$1,574	49.8%	15.09%
2025	1.41%	\$1,500	44.0%	13.32%



Key Assumptions

The Adopted CIP is a 10-year plan, guiding improvements over the next decade. However, numerous factors can impact the actual implementation of the plan over the next decade. For this reason, it's important that the CIP be refreshed periodically (annually), so that project and financing assumptions can be re-examined, and policy direction can be re-affirmed. An annual revision process will allow for more flexibility to change course due to any economic issues, or any prioritization adjustments. The following issues could impact projects and may lead to revisions in the next CIP.

The CIP is based on a variety of assumptions. Material changes in these assumptions could require changes to programmed CIP projects.

- ◆ **Property Tax Collections** - The major financing source for arterials, bridges, public facilities, and park projects is the funding derived from property tax receipts. The housing market, coupled with a stagnant local economy, resulted in flat assessed valuation from 2010 through 2013. Valuation since 2014 has grown slightly, with an increase of 1.35% experienced in 2016. For 2017, growth of 2.6% is estimated; beyond 2017, growth of around 3% annually is forecasted. This is low by longer-term standards, but is more than the growth of the last five years. If lower growth than assumed was experienced in the future, the Debt Service Fund is projected to remain solvent and able to retire any projected debt. However, the debt service ratio would likely increase above benchmark levels, and staff would likely recommend reconsideration and deferral of future GO at-large funded capital projects. Pending tax lid legislation might also require further review of project budgets and schedules.
- ◆ **Sales Tax Revenues** - The Local Sales Tax (LST) Fund will finance arterial improvements and continued expansion of Kellogg. Almost all revenue in the LST Fund is generated through the Countywide 1% sales tax, a portion of which is provided to the City of Wichita. Revenue growth in the last two years has exceeded 3.5%. However, sales tax collections often experience volatility due to economic conditions. Long-term growth is projected to average 2.5%, which is conservative based on past trends.
- ◆ **Interest Rates and Construction Costs** - The interest rates on issued debt and the cost for construction can change substantially due to economic variables and both have a major effect on the costs associated with CIP projects. Currently, the interest rate environment has been very favorable for the City. However, any notable increase in the interest rates would lower the capacity to issue new debt. Interest rates can change due to financial market conditions or changes to the City's bond rating. If either construction costs or interest rates change materially over the next year, the next CIP would need to account for the shift in debt capacity to fund new projects.

Consideration of the CIP

The 2016-2025 Adopted CIP is designed as a baseline plan for improvements over the next decade. This plan is designed to be financially viable, keeping debt levels at or below benchmarks, while significantly reducing debt levels in the latter years of the plan. It is important to note that the CIP represents a macro-level plan including priority projects and planned funding. However, the actual implementation of this plan occurs when the City Council takes action to initiate an individual project. Hence, when adopting the CIP, the Council is providing overall policy guidance on a long-term project plan. The actual formal approval of individual projects typically occurs later, when they are presented individually to the City Council for initiation.

In addition to consideration of the overall project plan, the Adopted CIP serves as a mechanism to highlight policy issues that could significantly impact future capital project funding. These issues are presented as an opportunity for the City Council to provide additional guidance to staff if appropriate. These significant policy issues are discussed beginning on page 21, and include:

Financing Additional Stormwater Improvements - The Stormwater Utility Fund does not have capacity for additional improvements until 2025. If additional drainage projects are prioritized, a source of revenue will need to be identified (See Issue 1).

The CIP identifies longer-term policy issues the City Council may wish to consider.

Using Local Sales Tax Capacity Beyond 2022 - Sales tax capacity has historically been used for freeways, with additional amounts for streets and bridges. After 2022, additional sales tax capacity will be available. Policy direction will be needed to determine the best use for this capacity (See Issue 2).

Effectively Maintaining City Buildings - The City maintains over 350 buildings. Staff is currently completing a building assessment to determine not only the most effective maintenance strategies, but also the potential amount of funding necessary to obtain various outcome levels (See Issue 4).



Recognizing Longer-Term Utility Project Costs - The Water Utilities plan included in the Adopted CIP includes 10 years of projects. However, it is important to recognize that there may be significant (but yet unidentified) utility capital expenditures just over the planning horizon, and to consider the financial plans and rate models for the Water Utilities accordingly (See Issue 3).

Appropriately Fund Heavy Equipment Replacement - Staff is currently working with Wichita State University to identify replacement criterion for heavy equipment by using best practices research. This review will provide more realistic replacement funding amounts, and the outcomes associated with those replacement amounts. The information should enhance the future ability to make outcome based decisions regarding replacement funding for fleet equipment (see Issue 9).

Coordinating Suburban Arterial Construction - The Adopted CIP includes funding for some arterial projects in fringe areas. Most of these projects are scheduled years from now. Several are not even completely located in the City limits. These projects may provide an excellent opportunity to partner with Sedgwick County to utilize a portion of their local sales tax dollars on projects that would serve both suburban residents as well as City of Wichita residents (See Issue 14).

Conclusion

The 2016-2025 Adopted CIP represents a comprehensive, long-term plan for capital improvement projects. It also includes a plan to finance those improvements. It is based on a framework provided by the Community Investments Plan and Council strategic priorities, then shaped based on engagement with a variety of groups, consideration of various planning processes, and other criteria outlined in AR 2.8. This document has been presented to and approved by the City Council.

Respectfully submitted,

Robert Layton
City Manager

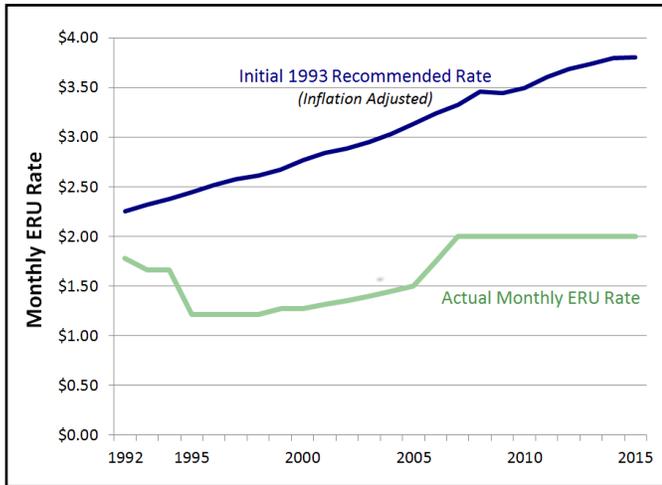
Acknowledgements

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

1. Financing Additional Stormwater Improvements

Issue - The Stormwater Utility funds debt service for capital improvements as well as operating costs for maintaining current drainage systems. Based on the current ERU rate model (which has not changed since 2007) there is no capacity to fund new projects until 2025, and maintaining current operations will erode fund reserves.

The Stormwater Utility was established in 1993 to maintain and improve storm drainage systems, and to comply with federal stormwater regulations. The Stormwater Utility is funded through an Equivalent Residential Unit (ERU) fee that is charged monthly to property owners. An ERU rate of \$2.25 was recommended when the Stormwater Utility was established (which, with inflation, would be the equivalent of \$3.80 today). However, the initial rate was set at \$1.78 in 1993. This rate was decreased to \$1.21 in 1995 and was increased over time to the current rate of \$2.00. The rate has been set at \$2.00 since 2007.



The Stormwater Utility Fund added \$22 million in debt between 2008 and 2012 as permanent financing was arranged for projects such as Cadillac Lake, the Douglas Avenue outfall, Gypsum Creek, and numerous pump station improvements. As planned at the time, the debt service associated with these improvements effectively eroded all excess capacity in the Stormwater Utility Fund until 2025. The 2016-2025 Adopted CIP only includes funding (in conjunction with Sedgwick County) for one significant project: the maintenance and improvement of the Wichita/Valley Center Flood Control project.

To develop options for the future of this fund, on December 7, 2015, AMEC Foster Wheeler was selected to complete a cost of service analysis (COSA) and to review ERU rates. This evaluation will build upon past master planning efforts. In addition, the evaluation is expected to result in a number of scenarios that will be used to identify cost-based alternatives for the Stormwater Utility. Findings and recommendations are expected to be presented to guide the 2017-2026 CIP.

Expected Options for Funding Additional Stormwater Projects:

- Reallocating GO at-large bond funding from other arterial, bridge, or building projects;
- Increasing the current ERU fee;
- Developing an alternative rate structure that could enhance rate structure equity and increase overall revenues.

Upon completion of the COSA, staff will develop various policy options for consideration. One expected option is to fund future Stormwater improvements using GO at-large bonds financed through the Debt Service Fund. This would require either additional at-large revenue or a re-prioritization of currently funded GO at-large projects.

Another potential option is to increase the ERU fee using the current rate structure. The ERU has not been raised since 2007. The current rate of \$2 per ERU is below the rate recommended by the City’s consultant when the Stormwater Utility was formed in 1993. Depending on the timing, each 25 cent increase in the current ERU could fund an estimated \$15 million in new projects.

The COSA is also expected to include a model to restructure Stormwater Utility charges. This new model could examine the equity between residential and commercial charges, recognizing the steps commercial property owners are required to take to reduce drainage issues. Depending on the recommendations of the COSA, a new rate model could increase revenues and enhance the equity of the charges.

SELECTED UNFUNDED STORMWATER PROJECTS	
PROJECT	AMOUNT
West Branch—Dry Creek, Kellogg to Douglas	\$9,600,000
West Branch—Dry Creek, Douglas to 13th	6,450,000
9th Street North Outfall	10,250,000
Wheatridge Addition Improvements	5,500,000
Total	\$31,800,000

2. Using Local Sales Tax Capacity Beyond 2022

Issue - Since 1986, the City share of the County-wide local sales tax has primarily funded freeway improvements, with additional amounts funding road and bridge projects. After current Kellogg freeway improvements are completed (around 2022), capacity of around \$15 million will exist to fund more freeway improvements or to enhance road and bridge construction.

Since 1985, the City has used one-half of the proceeds from the County-wide one-cent local sales tax to fund road, highway, and bridge projects. These funds have led to the construction of over 13 miles of the six-lane Kellogg expressway through Wichita, the Floodway Flyover, numerous arterial projects (annually), and portions of a variety of other projects. By 2020, the Kellogg freeway should extend from the K-96 interchange in east Wichita to 111th Street in west Wichita.

When the sales tax was approved by voters in 1986, the City pledged to use one half of the proceeds for “road, highway and bridge projects.” Since that time, funds have been used consistently for freeway improvements, on both Kellogg and K-96. The Floodway Flyover bridge was funded using sales tax dollars. Street projects were initially funded with \$4 million annually in sales tax dollars. This has incrementally increased to \$6 million annually, then \$8 million annually, and is expected to increase to \$12 million annually in 2020.

Between 2016 and 2022, the Local Sales Tax Fund is expected to generate \$227.6 million in revenue. Of this, \$111 million will be used on current debt service, and another \$46 million is programmed for new debt service for current CIP commitments. With \$76 million allocated for streets, the fund balance will erode from \$10 million at

year end 2015 to around \$3 million by 2022. From 2023-2025, revenues are projected to total \$110 million, but existing and new debt service, as well a continued \$12 million annual allocation for streets, will only consume a total of \$110 million. This will leave a small amount of excess capacity over the three-year period of \$1 million. The Adopted CIP includes \$14 million from 2023-2025 for additional debt service related to \$100 million of future Kellogg Improvements (costs included in 2022-2024). However, other policy choices (in place of continued freeway expansion after 2020) could include increasing the cash funding amount for street maintenance, or incurring \$100 million in debt for other street or bridge projects. Pending tax legislation may impact future choices.

LOCAL SALES TAX FUND		
PROJECTS	2016-2022	2023-2025
Revenues	\$227,575,698	\$110,246,019
Existing Debt Service	\$111,243,541	\$23,372,250
New Debt Service	45,625,766	\$49,815,87
Streets	76,000,000	36,000,000
Total Projected Expenditures	234,869,307	109,188,137
Net Total	(\$7,293,609)	\$1,057,882

3. Recognizing Longer-Term Utility Project Costs

Issue - There are several major utility projects that extend beyond the 10-year planning horizon set for this CIP. Examples include the bio-nutrient removal upgrades at Plant 2 and the new Northwest Water Treatment Plant. While these projects are not fully programmed in this CIP, it is important to recognize that both projects could have a future, but currently undefined, impact on utility finances.

The Adopted Capital Improvement Plan (CIP) for the Sewer and Water Utilities includes projects for 2016-2025. However, it is important to recognize that several large projects are pending immediately beyond the planning horizon. Depending on the timing of these projects, assumptions currently included in the 2016-2025 Adopted CIP could be materially altered.

One of these projects is the bio-nutrient removal upgrades programmed for Plant 2 in 2021-2025 at a cost of \$97.5 million. In addition to funding during the CIP planning period, staff estimates the total costs around \$140 million when this project is completed. However, further study is need to project additional future costs.

Construction of a second water treatment plant located in northwest Wichita is planned beginning in 2025. This new plant may be constructed to treat chloride and create critical system redundancy, but at a cost of hundreds of millions of dollars. The total price of the plant is speculative at this point. However, it is important to recognize the impact that any new plant would have on utility rates.

In addition, on November 10, 2015, the City Council approved a 16-month contract with a team of consultants led by CH2M Hill to complete a Wichita Utilities optimization and asset management plan. This plan ultimately could guide future maintenance expenditures and other capital costs associated with the optimization of utility assets. Until this assessment is completed and the next steps can be planned, any impact of addressing study results is not known.

The amount and timing of any potential expenditures related to these three items is speculative at this point. Estimates should be better defined in future years, and are dependent on a variety of factors, including coordination with the Kansas Department of Health and Environment (KDHE) and with the Water Resources Plan. At this point, it is important to recognize potential issues that may eventually impact the utilities.

4. Effectively Maintaining City Buildings

Issue - The City owns many buildings used to provide City services. Staff are currently gathering detailed information regarding the condition and maintenance needs of these buildings. The data and subsequent analysis will be used to develop future strategies and potential outcome levels. Preliminary data suggests that employing strategies to improve building conditions will likely require additional resources.

A guiding principle of the Community Investments Plan is to “take better care of what we already have.” The Adopted CIP includes \$33.8 million for maintenance of existing City facilities. However, the current approach for determining the condition of City buildings does not support strategic maintenance and replacement planning. A methodology must be developed in order to support data-driven decision-making and ensure that resources are directed to maximize investment returns. More relevant budget and performance measure projections will be developed once findings from the comprehensive review of all City buildings have been thoroughly analyzed. A Facility Condition Index (FCI) will also be developed to support future investments in City buildings.

findings, the deferred maintenance total is expected to be substantial. Therefore, it is vital that the current facility analysis effort be completed in order to provide for a more complete picture of the costs associated with various outcomes. This analysis will also help the City obtain a better picture of the usability of existing buildings. In some cases, the functionality of an existing building may be so poor that complete replacement of that building would be more cost effective than renovation. By better targeting renewal intervals, future deferred maintenance concerns might also be mitigated.

Based on a preliminary review of City buildings, staff have estimated that deferred maintenance totals between \$815 million and \$1 billion. Data collection will continue in 2016. This data will be analyzed to calculate a current deferred maintenance total, identify specific buildings that are overdue for replacement, and determine replacement costs. With this information, staff will develop data-driven maintenance and replacement strategies and budgets to guide future Capital Improvement Program budget requests. Depending on the results of the study and the level of outcomes desired, additional resources will likely be needed.

FACILITY MAINTENANCE BUDGET		
PROJECTS	FUNDING SOURCE	AMOUNT
Park Facility Improvements	GO at-large	\$4,000,000
Ice Center	GO at-large	\$500,000
Century II Improvements	TGT Fund	\$7,400,000
City ADA Improvements	GO at-large	\$2,700,000
City Facility Improvements	GO at-large	\$8,500,000
City Hall Renovations	GO at-large	\$1,500,000
Cultural Facility Improvements	TGT Fund	\$7,500,000
Fire Station Maintenance	GO at-large	\$1,700,000
TOTAL		\$33,800,000

The City has over 350 buildings with approximately 5.8 million square feet of floor space. The buildings support a wide variety of uses, and vary in age (with some dating from the early 1900s) and construction type (brick, wood frame, etc.). Based on preliminary



5. Supporting Downtown Development

Issue - The Adopted CIP includes funding for downtown improvements, consistent with City priorities. Additionally, a guiding principal of the Community Investments Plan is to maintain current infrastructure in the Established Central Area (ECA). This ECA includes the Project Downtown area.

Project Downtown - adopted by the City Council on December 14, 2010 - continues to provide the blueprint that assists the private sector in making key investment decisions in Wichita's core. Concurrently, the plan also provides the framework for the public sector to make strategic investments, which foster private sector investment. The Wichita Downtown Development Corporation provides the leadership and staff resources to coordinate these initiatives.

Over \$320 million has been invested in Wichita's core since adoption of Project Downtown. In addition, 84% of these investments have been made by the private sector. The intention of the plan was to unleash the potential of downtown Wichita through strategic conversations, partnerships, and private investments. Public incentives and support are to be focused primarily on infrastructure improvements, many of which are already needed but can also help promote regional economic prosperity if optimally timed.

Projects spurred on by coordinate private-public efforts and the direction Project Downtown can be seen throughout Wichita's core. For example, improvements such as the Cargill Innovation Center and the Robert D. Love Downtown YMCA were completed following adoption of the plan. In addition, numerous hotels, employers, and shops have established themselves in downtown Wichita. With future projects such as the Advanced Learning Library and Union Station improvements, there is widespread optimism about Wichita's core. Downtown Wichita has always been a great place to visit and work, but coordinated efforts are enhancing overall community livability and ensuring a strong future.

The downtown projects included in the Adopted CIP are focused on taking better care of and enhancing current infrastructure, consistent with the spending priorities outlined in the Community Investments Plan. The Adopted CIP includes \$28,900,000 for street improvements in the downtown area. In addition, the CIP has several projects to enhance the livability of downtown, including \$7.5 million for streetscape improvements, \$1.8 million to enhance comprehensive wayfinding, \$0.8 million for improvements in Old Town, and \$0.4 million in improvements for Union Station. Private investments will continue to lead the way, and investments such as those planned in the CIP will help Wichita to thrive long into the future.

SELECTED DOWNTOWN PROJECTS		
PROJECT	YEAR	AMOUNT
2nd, St. Francis-Washington	2017-2018	\$2,000,000
Commerce, Waterman-Kellogg	2022	\$2,400,000
Comprehensive Way Finding	2020-2021	\$1,750,000
Douglas, Main-Washington	2016-2017 2021-2023	\$9,550,000
Douglas, Washington-Grove	2023-2025	\$10,750,000
Downtown Streetscaping	2023-2024	\$7,500,000
Mosley/Rock Island, 3rd-Central	2022	\$1,500,000
Old Town Improvements	2016	\$750,000
St. Francis, Waterman-Kellogg	2022	\$2,700,000
Union Station Improvements	2016	\$350,000
TOTAL		\$39,250,000

The Adopted CIP includes a number of projects to maintain and replace current streets, as well as make improvements to areas such as Old Town and Union Station. Through the guidelines and priorities of the Community Investments Plan, the Adopted CIP funds downtown projects that maintain and replace and enhance current infrastructure.



6. Coordinating Aesthetic Enhancements with the Design Council

Issue - For years, the City has included art components and aesthetic design considerations in City projects. These efforts have been coordinated with the Design Council. The Adopted CIP will further enhance this partnership by including specific funding for aesthetic improvements on identified projects, and has involved the Design Council throughout the CIP development process.

The Design Council was created in 2000, and is a body of 15 design professionals who advise the City on design standards related to all public improvements. The goal is to make recommendations to the City on matters of aesthetic quality related to the built environment. During the development of the 2016-2025 Adopted CIP, staff met with the Design Council to reinforce its role and to improve the process under which input and advice is provided.

The City has developed design guidelines for all CIP projects. These guidelines are used to ensure that certain aesthetic components are routinely included in City projects. In the future, the Design Council will review these guidelines annually to ensure that they remain up to date and relevant.

In addition to creating a project culture that incorporates aesthetic improvements, the Design Council also reviews opportunities to incorporate more extensive art components in projects. During the development of the CIP, staff recommended projects for enhanced arts consideration, and recommended supplemental funding amounts for those projects. The Design Council has considered the staff recommendations by reviewing the entire CIP. Design Council recommendations on special consideration projects and funding amounts play a critical role in completing the Capital Improvements Program.



The Adopted 2016-2025 CIP identifies 14 projects for art and aesthetic enhancements and recommends \$4.9 million to fund these enhancements. The Design Council has reviewed the design concepts for each of these projects. This partnership will lead to continued enhancements to the built environment in Wichita.

ESTIMATED ART/DESIGN COSTS	
PROJECTS	ART/DESIGN ENHANCEMENTS
ARTERIALS	\$3,600,000
2nd, St. Francis-Washington	\$250,000
Commerce, Waterman-Kellogg	Y \$1,000,000
St. Francis, Waterman-Kellogg	
Douglas, Main-Washington	\$750,000
Douglas, Washington-Grove	Y \$900,000
Douglas/Hydraulic Intersection	
Downtown Streetscaping	\$500,000
Oliver & 21st Intersection	Y \$200,000
Oliver, 17th-21st	
PARK	\$600,000
Crystal Prairie Park	\$500,000
McAdams Fields	\$100,000
PUBLIC FACILITIES	\$450,000
Law Enforcement Training Center	\$250,000
Patrol East Substation	\$200,000
TRANSIT	\$200,000
Shelters/Benches/Signs	\$200,000
TOTAL	\$4,850,000



7. Linking the CIP to the Community Investments Plan

Issue - The Community Investments Plan prepared by the Planning Department outlines projected community growth and identifies expected infrastructure investment needs over a 25 year period. The 10-year Capital Improvement Program reflects a more tangible implementation plan for community improvements and how they should be funded. It is important that the CIP be based on principles and overall guidance provided by the Community Investments Plan.

The Metropolitan Area Planning Commission (MAPC) adopted the new Community Investments Plan in November 2015. The City Council approved the Plan in December 2015. This plan provides an important vision for what the community could look like several decades into the future, and identifies potential costs of improvements, to allow appropriate resource options to be identified. The Community Investments Plan provides overall policy guidance, global prioritization criteria, and general direction on growth patterns. The CIP uses this general framework to more specifically outline a series of planned improvements and a finance plan for those improvements.

As a planning guide, the Community Investments Plan lays out five guiding policy principles, which are overarching themes and aspirations for the community's future. They contribute to the Adopted CIP by setting priorities for infrastructure and investment. These guiding principles are:

- 1) Support an Innovative, Vibrant and Diverse Economy
- 2) Invest in the Quality of Our Community Life
- 3) Take Better Care of What We Already Have
- 4) Make Strategic, Value-added Investment Decisions
- 5) Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods

The Community Investments Plan also outlined three overall spending priorities:

- 1) Maintain and Replace What We Currently Have
- 2) Make Enhancements to What We Currently Have
- 3) Expand Our Current System of Infrastructure and Facility Assets

Planning Department staff have reviewed the Adopted 2016-2025 CIP and have categorized expenditures within the three spending priorities outlined in the Comprehensive Investments Plan.

COMMUNITY INVESTMENTS PLAN PRIORITIES	
OVERALL SPENDING PRIORITIES	
PLAN PRIORITY	% OF TOTAL CIP FUNDING
1st Priority -Maintain and Replace What We Currently Have	42.7%
2nd Priority - Enhance What We Currently Have	19.0%
3rd Priority - Expand What We Currently Have	38.3%
Total CIP Funding	100%

In addition, the Community Investments Plan identifies overall investment priorities for different categories of infrastructure projects. The plan ranks streets, bridges and water supply as very high priorities. Planning Department staff have found that 72% of the Adopted CIP falls within this priority area. High priority categories include Public Safety, and 3% of the Adopted CIP is within this category. Transit, Arts & Culture and Highways are considered Medium High and Low-Medium priorities within the Community Investments Plan, and 18% of the Adopted CIP is within these areas. Finally, the plan does not prioritize Airport and Other categories, which comprise 6% of the Adopted CIP.

COMMUNITY INVESTMENTS PLAN PRIORITIES					
CATEGORY	COMPREHENSIVE INVESTMENT PLAN PRIORITY				
	No Rank	Low Med.	Med. High	High	Very High
Streets					31%
Bridges					1%
Transit			1%		
Highways		13%			
Airport	4%				
Water Supply					41%
Arts & Culture			4%		
Public Safety				3%	
Other	2%				
Total	6%	13%	5%	3%	72%

The City is required by State statute (KSA 12-748) to present the CIP to the Metropolitan Area Planning Commission (MAPC). The MAPC is then required to make a finding as to whether the CIP is in conformance with the Community Investments Plan. This process includes an initial meeting with the Advance Plans Committee, and then later with the full Metropolitan Area Planning Commission (MAPC). For the 2016-2025 CIP, the meetings with the Advance Plans Committee and the full MAPC took place in June 2016.



8. Revising the CIP Administrative Regulation

Issue - Staff have revised the Administrative Regulation that outlines the CIP process. The revision will clarify policy guidelines for prioritizing and funding future CIP projects.

The process of developing the Capital Improvement Program (CIP) is outlined in Administrative Regulation (AR) 2.8. This AR was last modified in 2005, and it is outdated. Staff recommended amending this regulation and ratifying the recommended changes during the process of adopting the 2016-2025 CIP.

Based on the updates to AR 2.8, the CIP Administrative Committee is composed of the following positions or their designees, as well as other staff included by the City Manager:

- ◆ Assistant City Manager
- ◆ Director of Planning
- ◆ Director of Public Works & Utilities
- ◆ Director of Finance
- ◆ Director of Park and Recreation
- ◆ City Engineer
- ◆ Budget Officer

The Committee is responsible for the annual development of the Capital Improvement Program.

The AR includes a number of guidelines for the Committee to consider when developing the annual CIP. These guidelines are based largely on past City Council policy direction and prudent City practices.

1. The CIP will be developed with a GO at-large annual debt service amount within the City's benchmark level. Currently that benchmark is no more than 66.7% of annual property tax revenues in the Debt Service Fund.

2. A planning horizon of 10 years will be included in the CIP.

3. The CIP will be based on the current Debt Service Fund mill levy (8.5 mills), as well as current Stormwater Utility rates. Water and Sewer rates will be consistent with the projections included in the most recently presented Cost of Service Analysis.

4. The Community Investments Plan will provide overall policy guidance for developing the annual CIP.

5. The operating impact of recommended CIP projects will be identified.

6. Projects included in the current CIP will form the basis for consideration of an updated CIP. In addition, the committee will consider a number of factors when prioritizing projects for inclusion into the CIP. These include:

- ◆ Community Investments Plan spending priorities
- ◆ Opportunities to leverage City funds
- ◆ Opportunities to coordinate City projects with area partners
- ◆ City organizational goals
- ◆ Engineering considerations
- ◆ Operating budget impact

9. Appropriately Fund Heavy Equipment Replacement

Issue - The City’s fleet of heavy equipment and fire apparatus is critical to achieving operating outcomes. Fleet replacement for these large pieces of equipment is funded through the Adopted CIP. Based on a current study of Fleet operations by WSU and depending on desired outcomes, adjustments to Fleet replacement funding may be required in the future.

The Community Investments Plan provides a framework for the next twenty years. One of the guiding principles of the Plan is to “take better care of what we already have.” The Adopted CIP includes \$64.0 million to replace fleet assets such as fire trucks and other heavy equipment. In the past, these expenditures were programmed based on a model of an estimated 10-year useful life for most equipment.

To ensure that capital expenditures for the replacement of heavy equipment are optimized, the City has coordinated with Wichita State University to assess Public Works’ Fleet operations and financial management. This review will recommend operational changes and identify financial trends and replacement deficits (if any). The study is expected to examine best practices of other jurisdictions to develop a replacement model for equipment. Additionally, the impact of technology is expected to play a role in developing replacement schedules. The results of the Wichita State University analysis are expected later in 2016. Until replacement models are reviewed, the impact on the CIP for optimizing replacement is not known.

The Adopted CIP includes \$64 million in funding to replace fire apparatus and other heavy equipment. This includes \$38 million to replace fire trucks and related equipment. The Fire Department operates a fleet of 49 pieces of large apparatus. In addition, the CIP includes \$26 million to replace other heavy equipment, including dump trucks, graders, street sweepers, dozer and other types of large equipment. This equipment is used in a variety of departments, but is most extensively found in Park and Recreation and Public Works & Utilities.

FIRE APPARATUS AND HEAVY EQUIPMENT REPLACEMENT BUDGET IN THE CIP			
YEAR	AMOUNT	YEAR	AMOUNT
2016	\$8,953,000	2021	\$5,010,720
2017	\$5,758,148	2022	\$4,030,920
2018	\$5,793,200	2023	\$7,225,920
2019	\$6,851,840	2024	\$7,328,160
2020	\$7,739,280	2025	\$5,260,000
TOTAL REPLACEMENT BUDGET			\$63,951,188

10. Implementing a Phased Water Supply Plan

Issue - Additional water supply is needed to ensure drought resiliency through 2060. However, additional resources will also likely be needed in order to finance improvements required as part of implementation of a phased water supply plan. Failure to implement the plan may result in harsh outdoor and indoor water restrictions in the event of a Dust Bowl-style drought.

In order to address concerns regarding future drought resiliency, a phased approach to securing a supplementary new water supply was presented to the City Council in December 2015 and is included in this Adopted CIP. Before arriving at this phased approach, it was necessary to identify future water demands, future availability of water based on current sources, and quantify the gap in between. In order to meet water demand in future years, conservation plays a significant role by reducing baseline demand, but does not provide a significant enough reduction to avoid harsh drought restrictions.

The first three phases of the Water Resources Plan represent a no-cost approach. This includes reaching optimum ASR operations, following the shakeout period; downwardly adjusting the bottom elevation governing the use of ASR recharge credits; and pursuing a regulatory change with the State Engineer to provide future use credits for water processed through ASR and for distribution. If future use credits were allowed, this could potentially eliminate the need for additional recharge wells.

The Adopted CIP includes \$11.7 million for diversion wells in 2020, \$11.3 million for rehabilitation of existing recharge wells in 2020 and \$47.2 million for the construction of new recharge wells in 2022. The addition of water supply components is dependent on rate increases greater than previously projected. Upon completion of the described water supply components by 2022, customers would be paying approximately 9% more than if the additional water supply components were not added.

A supplementary source of water is needed to ensure drought resiliency through 2060. The phased water supply plan would provide the amounts needed – in concert with planned conservation efforts – to maintain enough water capacity that utility customers withstand a Dust Bowl style drought without the harshest outdoor and indoor water restrictions included in the City’s Drought Response Plan.

11. Coordinating the Adopted CIP With Other Planning Processes

Issue - The Capital Improvement Program represents an overall plan for improvements over a 10-year period. This overall plan is significantly influenced by a number of other planning processes.

Community Investments Plan 2015-2035

The Community Investments Plan is the current Comprehensive Plan for Wichita-Sedgwick County. The guiding principles and priorities established in the Plan necessarily drive project prioritization and the timing of projects selected for inclusion in the Capital Improvement Program. Under state law, the details in the Capital Improvement Plan must be consistent with the broader Comprehensive Plan. The Advance Plans Committee and Planning Department staff both review project prioritization and timing in the Capital Improvement Program for consistency with the Comprehensive Plan.

Neighborhood Plans

Neighborhood and area plans are developed by community stakeholders with the assistance of the Wichita/Sedgwick County Metropolitan Area Planning Department. Through these plans, residents are able to define issues affecting their community. These plans can be viewed as supplements to the Community Investments Plan. As such, these plans can have real and substantial impacts on the Capital Improvement Program and the operating budget. Neighborhood Plans have been adopted for the [Central Northeast Area](#), [Delano](#), [Douglas Design District](#), [Hilltop](#), [Midtown](#), [Downtown](#), and the [South Central Neighborhood](#).

Long-Term Operations Plans

Long-term operations plans are completed by departments sometimes in conjunction with their respective boards. The Police Department's Safe and Secure Initiative Plan is an example of such a plan, as would be the Library Master Plan. These plans provide a longer perspective than the Strategic Operating Plans that are completed as a part of the annual budgeting process. These plans include projections of costs to fulfill long-term goals and objectives of the organization, and inform operating budget discussions.

Information Technology Plan

The Information Technology Plan provides a forecast for future technologies to inform long-term strategies that supports departmental strategic goals. The plan also informs annual operating budget discussions.

Bicycle Master Plan

The [Wichita Bicycle Master Plan](#) was endorsed by the City Council on February 5, 2013. The planning process lasted more than two years, with input from more than 4,000 people. The plan was created to guide the development of bicycle facilities, such as on-street bike lanes and off-street paths. Recommendations from this plan help when allocating available bike enhancement funding.

Pedestrian Master Plan

The [Wichita Pedestrian Master Plan](#) was endorsed by the City Council on November 4, 2014. The plan identifies the community needs, vision, and future goals related to walking in Wichita. It also recommends the prioritized implementation actions and design guidance to help realize the vision.

Park & Recreation Plans

The [Park, Recreation, and Open Space \(PROS\) Plan](#) was adopted on January 5, 2009 and updated on July 12, 2016. The PROS Plan used inventoried system resources, citizen feedback, and best practices to recommend levels of service for regional, community, and neighborhood parks. The Recreation Strategic Plan, adopted by the City Council in 2010, includes an analysis of recreation center usage trends and facilities. The updated Aquatics Master Plan will be used to guide future aquatics improvements.

Project Downtown

[Project Downtown—The Master Plan for Wichita](#) was adopted by the City Council on December 14, 2010. The plan inventoried current conditions and identified catalyst sites for redevelopment in downtown Wichita. The Self-Supporting Municipal Improvement District, Metropolitan Area Planning Department, Engineering Division, and Wichita Transit all support Project Downtown.

Library Master Plan

The [Wichita Public Library System Master Plan](#) was adopted by the City Council on February 21, 2007. The plan identified usage trends as well as future needs associated with the Wichita Public Library. Funding for a new Central Library was initiated as a result of this plan, and the Advanced Learning Center is now under construction after groundbreaking on July 16, 2016. In the future, additional planning is anticipated regarding branch libraries. This process will review the role, condition and location of branches, and will be used to coordinate any future CIP funding.

Transportation Improvement Program (TIP)

The [Transportation Improvement Program \(TIP\)](#) is a short-range program that identifies transportation projects to be implemented in the Wichita Area Metropolitan Planning Organization (WAMPO) region during the next four years. These projects are programmed by Federal Fiscal Year (FFY), October 1 through September 30. All projects in the region that use federal transportation funds and/or have a regional significance are required to be included in the TIP. Projects that receive federal funds will be timed in Wichita's Capital Improvement Program consistent with those awards, which may result in the reprioritization of other projects.

12. Enhancing Aquatics Program Infrastructure

Issue - The City's aquatics infrastructure is mostly outdated and functionally obsolete in some cases. Staff have been developing an aquatics master plan for several years. A comprehensive review of aquatics outcomes will guide specific recommendations regarding the amount and timing of future aquatics improvements.

The City of Wichita has operated outdoor municipal swimming pools since 1919. With the exception of College Hill Pool, which was rebuilt in 2000 in partnership with the neighborhood, the most recent City of Wichita swimming pool opened in 1980. There are currently nine pools in operation. During the 100-year history of City of Wichita Pools, there have been a total of 17 pools at 15 sites. Of the seven splash pads, four of the sites initially had a swimming pool.

Due to major structural issues at Edgemoor Pool and Country Acres Pool, these pools did not open for the 2012 season; the Country Acres Pool was removed in 2014. These structural failures led to the development of an Aquatics Master Plan starting in 2012.

Pressures facing the City of Wichita Aquatics program include maintenance-intensive pools that have far surpassed the average 20-30 year useful life for a outdoor swimming pool, changing preferences for facility hours and amenities, changing neighborhood demographics, and the availability of outdoor aquatics at private clubs. During the ongoing planning process, facilities have been maintained annually; for example, the pool house at Harvest Park was replaced in 2015, and a group of pools are repainted each year.

Attendance and cost recovery trends for each existing site have been analyzed. Pools that have strong neighborhood support and are not near another City of Wichita or similar pools have the strongest performance. For example, College Hill Pool and Harvest Pool have high attendance and the highest cost recovery.

A great deal of public feedback has been gathered at community meetings. Feedback from the June 2015 Social Media Town Hall event was robust. Throughout the planning process, the priorities for residents have been longer hours, pool house improvements, and improved amenities.

In September 2015, the Park and Recreation Department solicited additional resident feedback regarding the current pool usage of individuals and families, as well as on the future of Wichita pools.

CITY OF WICHITA SWIMMING POOLS	
SITE	YEAR OPENED
Aley	1969
Boston	1979
College Hill	2000
Edgemoor *	1966
Evergreen	1973
Harvest	1963
Linwood	1971
McAdams	1953
Minisa	1980
Orchard	1975

* Closed due to major structural issues in 2012.

Some of the questions that were asked involved pool usage by residents, youth swimming lessons, and what type of swimming pool residents preferred (neighborhood, larger public pool, water park, indoor aquatics center). The results of this survey will be incorporated into decision making on CIP fund allocation for aquatics improvements.

The future of the Wichita public pool system will also be driven by the updated Park, Recreation, and Open Space (PROS) plan, which was endorsed by the City Council on July 12, 2016. This updated document will provide a vision for parks, recreation, and open space, and will influence future aquatics plans. The Adopted CIP contains \$18,000,000 in funding for Aquatics Master Plan Improvements, which are planned to take place from 2018-2024. This will allow for master planning for the entire aquatics system, as well as master plans for each affected site.

CITY OF WICHITA SPLASH PADS	
SITE	YEAR OPENED
Lincoln Park Pool	2001
Central Riverside Park Pool	2004
Old Town Plaza	2003
Fairmont Park Pool	2005
Osage Park Pool	2005
Old Town Plaza	2003
Buffalo Park	2016

2016-2025 ADOPTED CIP FUNDING FOR AQUATICS IMPROVEMENTS	
YEAR	AMOUNT
2018	\$1,025,000
2019	\$5,150,000
2020	\$4,000,000
2021	\$4,175,000
2022	\$1,150,000
2023	\$1,250,000
2024	\$1,250,000
TOTAL	\$18,000,000



13. Rebuilding Police Substations

Issue - The Police Department has operated four neighborhood patrol substations since the 1990s. These substations are increasingly maintenance intensive, are undersized, and have functional deficiencies. The Adopted CIP includes funding for two new substations.

The Police Department provides patrol services for the City through four substations. Each station provides a base for over 100 officers and additional support staff. The stations provide office space for officers, serve as a work group meeting space, and offer a safe and convenient place for citizens to receive policing services.

The Patrol East and Patrol West substations have been scheduled for replacement since the 2007-2016 Adopted CIP. Both locations were sized for a workgroup much smaller than the current number of officers. The stations have very limited office space, virtually no storage areas, and limited parking. They are functionally obsolete for the current Police Department deployment model.

The Patrol West substation was consistently scheduled for replacement before the Patrol East substation. Patrol East has a planned site, located at Central and Greenwich in east Wichita, which is the future location of Bristol Park. However, a location for a new Patrol West substation has not been identified or purchased. The 2016-2025 Adopted CIP reverses the timing for construction and places Patrol East ahead of Patrol West. Land is not only owned by the City for the new Patrol East, but it has already had a master plan and is vetted for a Police Substation. The current Patrol East location is the smallest of the four substations; yet it serves the largest contingent of Police Officers and the busiest patrol bureau. As noted in the 2011 Planning Department report, Patrol East is undersized and is not efficiently located. This has a direct impact on outcomes such as response times, since officers are deployed from the substation.

Additionally, Patrol East has had significant maintenance issues. The squad room floor recently buckled, due to water under the floors. Air conditioning and heating systems recently failed and

were replaced, yet there is still concern about the ventilation systems. This substation is the only one that does not have a secure entry point, limiting access to the public after hours.

In addition to the reasons to accelerate Patrol East, there are issues that dictate the deferral of Patrol West. As noted, a site has neither been identified nor purchased for Patrol West. The deficiencies at Patrol West are similar, but not nearly as acute. Staffing at Patrol West is slightly smaller and the Patrol West bureau is not as busy as Patrol East.

Staff recommends that the replacement of Patrol West be coordinated with a study of branch library locations, specifically the replacement of the Westlink Library. A branch study of Library branches is ongoing. This study is expected to identify the role of branches in the future, and to recommend locations for new branches. Since Westlink is currently deficient, it could be the first one scheduled for relocation. This would present an opportunity to co-locate the Patrol West substation with a new Westlink Branch Library.

Two Police substations are included in the Adopted CIP. In the past, Patrol West was scheduled before Patrol East. The Adopted CIP flips the recommended order, due to more acute deficiencies at Patrol East, and the need to coordinate any Patrol West move with potential branch library relocations (currently being studied). Land is currently available for Patrol East as well.



14. Coordinating Suburban Arterial Construction

Issue - Both the City of Wichita and Sedgwick County receive funding from the Countywide one-cent local sales tax. Both jurisdictions use one-half of these funds for street, bridge and freeway projects. Opportunities to partner with Sedgwick County on suburban arterial construction projects that are close to or adjoining unincorporated areas should be pursued. Using Countywide sales tax funds to complete these projects would better serve all Sedgwick County residents, not only the 76% of County residents living within the City of Wichita.

Based on the Community Investments Plan, investments in streets is a very high priority. Both the City and Sedgwick County have local sales tax funds available for street construction. Focusing these dollars together would allow the completion of improvements that would benefit all County residents. Annually, the County receives an estimated \$14.6 million in sales tax funding. Currently, most of this funding is spent on section line roads in sparsely populated unincorporated areas.

The Adopted 2016-2025 CIP includes a number of arterial projects that are very near suburban areas of the County. These roads serve not only County residents that live in Wichita, but also County residents that live in surrounding suburbs or unincorporated areas. Improving these streets will be necessary in the future, and many are included in the City's Adopted CIP. However, to accelerate these projects and enhance service to all County residents, the City could pursue a partnership to share sales tax funding for these projects. Some potential projects are identified below:

Partnering with the County on these projects would also ensure these projects are completed. Often, projects scheduled in the later years of the CIP are deferred, as other priorities arise. In some cases, these scheduled projects may never be completed due to funding constraints. In addition, there are some street projects included in the City's Adopted CIP that are not entirely within the city limits of Wichita. These projects would also be excellent candidates to partner with the County in funding.

ARTERIAL PROJECTS SERVING SUBURBAN AREAS		
PROJECTS	YEAR	AMOUNT
21st Street—119th to 135th	Not funded	\$5,000,000
47th, Meridian to West Street	Not funded	\$5,000,000
119th, 21st to 29th	2023-2024	\$3,950,000
143rd, Harry to Pawnee	2023-2025	\$4,800,000
143rd, Kellogg to Harry	2022-2024	\$5,000,000
143rd, Kellogg to Central	2017	\$5,400,000
151st, Kellogg to Maple	2023-2025	\$5,000,000
Harry, 127rd to 143rd	2021-2023	\$4,500,000
Maize, 31st to MacArthur	2022-2025	\$5,150,000
Maple, 135th to 151st	2022-2024	\$4,500,000
Maple, 151st to 167th	2023-2025	\$4,900,000
Pawnee, Greenwich to 127th	2024-2025	\$500,000
Pawnee, 119st to 135th	2023-2025	\$5,200,000
West, Kellogg-Pawnee	2019-2022	\$9,900,000
West, 47th to MacArthur	2018-2021	\$4,800,000
West, I-235 to MacArthur	2018-2020	\$3,300,000
TOTAL		\$76,900,000

ARTERIAL PROJECTS OUTSIDE OF CITY-LIMITS		
PROJECTS	YEAR	AMOUNT
135th, Central-13th	2023-2025	\$5,050,000
143rd, Harry-Pawnee	2023-2025	\$4,800,000
Maize, 31st-Pawnee	2024-2025	\$500,000
Maple, 151st-167th	2023-2025	\$4,900,000
Pawnee, 119th-135th	2023-2025	\$5,200,000
TOTAL		\$20,450,000





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 the project. This involves presenting the project to the City Council for specific approval. This presentation outlines the project and the recommended funding sources. A bonding resolution 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 resolution (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 cost is the basis for the combinations of bonds, cash financing, and special assessments that are used to fund capital improvements.

Bonding Resolution

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 resolution 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 cost is prepared by the initiating department just prior to closing the project. This statement differs from the first statement of cost 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 may be necessary to account for items unforeseen during the planning process. These changes are first identified by City staff and a cost is negotiated with the contractor.

All change orders in excess of \$50,000 must be approved by the City Council, while change orders up to \$50,000 can be approved by the City Manager.

Timeline for Project Initiations

The timeline for initiating a project - from presenting the project and the bonding resolution to the City Council for 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, the project is closed. Any budgeted but unspent amount reduces the borrowing needs for that project. Any unused expenditure authority, based on City Council Policy 2, cannot be used to supplement another project budget.



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 certain 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 that generates 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 convention and cultural attraction projects, 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 Local Sales Tax Pledge Fund, as well as enterprise funds, including the Golf Fund, Water and Sewer Utility funds, Airport Fund and the Stormwater 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.

CIP Administrative Committee: The CIP Administrative Committee, as outlined in AR 2.8, meets and develops a draft CIP. This involves reviewing all departmental capital project requests, evaluating the financial capacity analyses. The committee prepares a 10-year spending plan, matched with a 10-year plan of finance. Issues are identified and prepared from City Council consideration as part of the committee work. Finally, the committee considered engagement options and develops a tentative schedule and plan for community engagement.

The committee considers projects and develops the CIP based on the following guidelines in AR 2.8:

1. The ratio of GO at-large debt service to property tax revenue in the Debt Service Fund annually will not exceed the benchmark - currently set at 66.7%.
2. The CIP will be revised annually, and will be developed for a 10-year planning period.
3. The CIP will be developed based on City Council revenue policies, including the most recently approved Debt Service Fund mill levy rate and the projected utility rates included in the most current Water and Sewer Utility Cost of Service Analysis.
4. Projects in the prior Adopted CIP will form the basis for consideration of projects included in the Proposed CIP.
5. The Proposed CIP will be developed based on overall guidelines included in the MAPC Community Investments Plan.
6. Any operating cost impact of projects included in the Proposed CIP will be clearly delineated.
7. Projected debt used to finance the Proposed CIP will generally be based on: 10-year GO debt for building, road construction, park, and bridge projects; 10-year to 15-year



GO debt for Stormwater Utility funded projects; 10-year to 15-year double-barreled bonds for local sales tax financed road, bridge, and highway projects; and up to 20-year revenue bonds for Water Utility and Airport projects.

8. CIP project prioritization includes a number of factors, including: spending priorities and guidelines included in the Community Investments Plan; leveraging opportunities to maximize the impact of local funding; partnership opportunities to coordinate expenditures in support of community partners; overall City organizational goals as approved by the City Council; engineering considerations, including the deficiency rating (bridges), pavement conditions (streets), construction considerations of current infrastructure, and efficient and safe traffic flow considerations; and the impact of CIP projects on the operating budget.

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 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. The 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 48-815, 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 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 cost will be completed by the initiating department and the project is 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 at the back of the CIP document.

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, established guidelines for the use of the one-cent local sales tax. Subsequently, this was repealed and replaced by Ordinance 41-620 in February 1992, which was in turn replaced by Ordinance 41-815 in August 1992. The current ordinance continues to pledge one half of any revenues to the General Fund, to reduce property taxes charged to residents. The other half of the sales tax proceeds also continues to be 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 stormwater 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 three 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 5-6 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 2016-2025 CIP began in November 2015. Council adoption occurred on July 19, 2016. The CIP calendar is shown below.

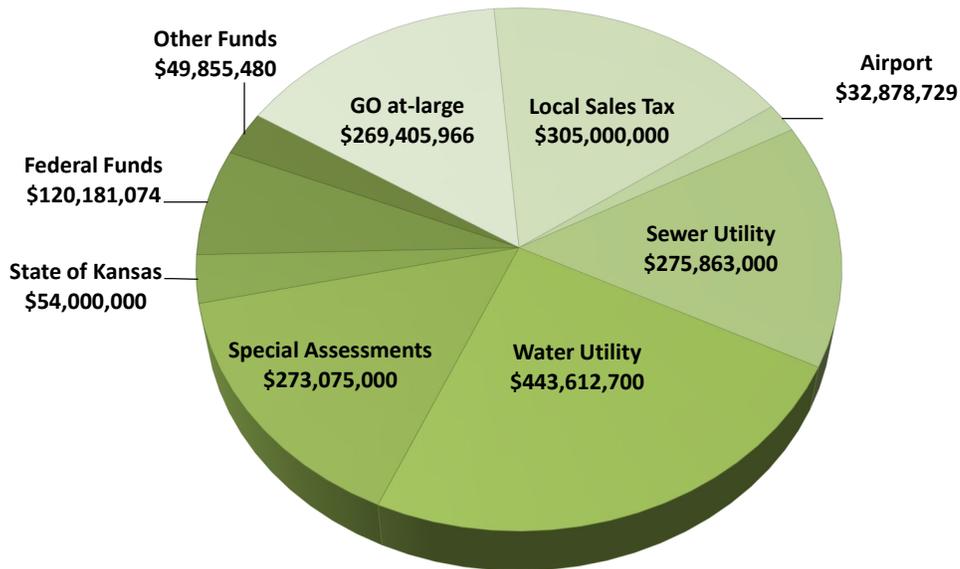
2016-2025 CIP Development Calendar

November 2015	Finance staff compiles projects and financial analysis for the 2016-2025 Proposed CIP
January 20, 2016	Staff presentation of new process to Design Council
February 19, 2016	Staff completion of draft CIP and financial capacity analysis
March 2016	Staff receive feedback from City Manager
March 2016	2016-2025 Proposed CIP receives comprehensive feedback from Design Council
May 24, 2016	2016-2025 Proposed CIP is presented at a City Council workshop
June 2016	2016-2025 Proposed CIP is reviewed with District Advisory Boards
June 2, 2016	2016-2025 Proposed CIP is considered by the MAPC Advance Plans Committee
June 14, 2016	2016-2025 Proposed CIP is considered by the full Metropolitan Area Planning Commission
July 19, 2016	2016-2025 CIP is adopted by the City Council
August 2016	2016-2025 Adopted CIP books are printed and distributed



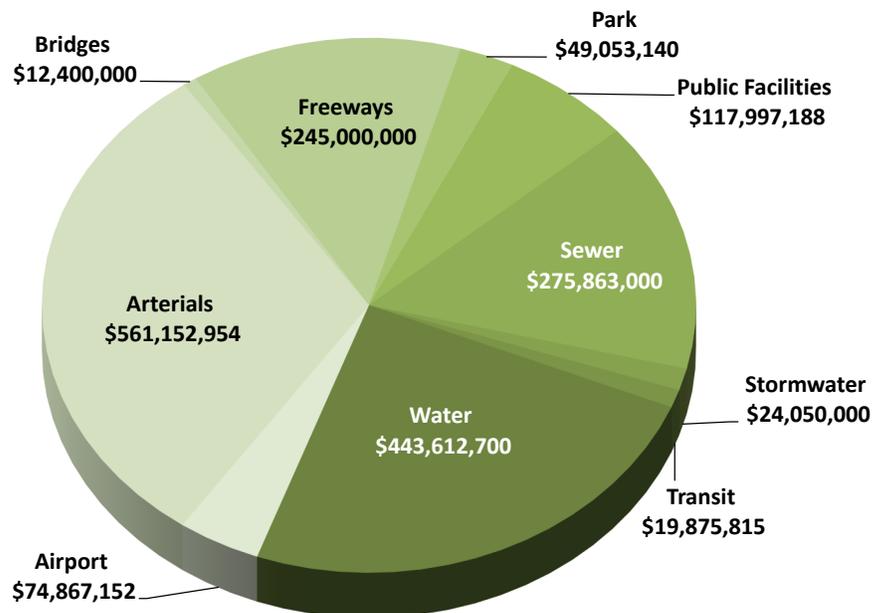
WHERE CITY OF WICHITA CIP DOLLARS COME FROM

2016 - 2025 All Funds Revenues \$1,823,871,949



WHERE CITY OF WICHITA CIP DOLLARS GO

2016 - 2025 All Funds Expenditures \$1,823,871,949





EXPENDITURES BY TYPE	2016	2017	2018	2019	2020
Airport	\$15,921,000	\$3,475,000	\$12,023,000	\$8,138,000	\$6,922,000
Arterials	\$41,459,868	\$44,095,907	\$52,988,235	\$46,083,724	\$52,275,000
Bridges	\$2,100,000	\$650,000	\$950,000	\$1,750,000	\$1,500,000
Freeways	\$0	\$20,000,000	\$80,000,000	\$25,000,000	\$20,000,000
Park and Recreation	\$1,775,600	\$2,324,940	\$4,175,000	\$8,380,000	\$6,362,500
Public Facilities	\$13,453,000	\$21,681,148	\$10,743,200	\$10,451,840	\$10,139,280
Sewer	\$61,564,000	\$17,025,000	\$9,340,000	\$8,200,000	\$8,300,000
Stormwater	\$250,000	\$1,500,000	\$1,000,000	\$1,600,000	\$1,000,000
Transit	\$5,296,148	\$3,250,945	\$690,000	\$490,000	\$970,000
Water	\$56,581,000	\$48,612,280	\$37,865,470	\$46,393,510	\$49,300,340
TOTAL EXPENDITURES	\$198,400,616	\$162,615,220	\$209,774,905	\$156,487,074	\$156,769,120

Expenditures by Type

CIP expenditures are categories in ten areas. Specific projects within each category are listed beginning on page 62.

Airport (\$74,867,152) - These improvements are at either Jabara (\$1.7 million) or Wichita Dwight D. Eisenhower National Airport (\$73.2 million). Improvements are financed with Airport and federal funds.

Arterials (\$561,152,954) - These projects improve major streets and intersections. Many are financed by special assessments (\$273.1 million) and with GO at-large funding (\$110.4 million). Sales tax funds (\$112.0 million) and federal funds (\$57.6 million) are also significant financing sources.

ARTERIALS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$110,380,213
Local Sales Tax	\$112,000,000
Special Assessments	\$273,075,000
Sedgwick County	\$3,032,655
TIF	\$750,000
State of Kansas	\$2,000,000
Federal	\$57,642,481
Other	\$2,272,605
TOTAL	\$561,152,954

Bridges (\$12,400,000) - The sole source of funding source for these projects is GO bonds (\$12.4 million).

BRIDGES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$12,400,000
TOTAL	\$12,400,000

Freeways (\$245,000,000) - The largest funding source for these projects is local sales tax funding (\$193.0 million). State resources provide the other funds (\$52.0 million).

FREEWAYS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
Local Sales Tax	\$193,000,000
State of Kansas	\$52,000,000
TOTAL	\$245,000,000



Revenue and Expenditure Summaries



FINANCIAL PLAN SUMMARIES

EXPENDITURES	2021	2022	2023	2024	2025	TOTAL
Airport	\$6,213,563	\$4,768,143	\$5,742,791	\$6,772,508	\$4,891,147	\$74,867,152
Arterials	\$60,199,828	\$58,125,000	\$55,450,000	\$68,125,000	\$82,350,392	\$561,152,954
Bridges	\$1,150,000	\$1,000,000	\$1,150,000	\$1,000,000	\$1,150,000	\$12,400,000
Freeways	\$0	\$20,000,000	\$40,000,000	\$40,000,000	\$0	\$245,000,000
Park and Recreation	\$6,547,300	\$7,480,000	\$3,077,800	\$6,530,000	\$2,400,000	\$49,053,140
Public Facilities	\$13,083,720	\$5,330,920	\$15,725,920	\$8,628,160	\$8,760,000	\$117,997,188
Sewer	\$17,580,000	\$22,580,000	\$44,104,000	\$29,820,000	\$57,350,000	\$275,863,000
Stormwater	\$1,200,000	\$1,000,000	\$500,000	\$500,000	\$15,500,000	\$24,050,000
Transit	\$1,979,600	\$1,489,392	\$1,899,340	\$790,000	\$3,020,390	\$19,875,815
Water	\$41,145,050	\$63,875,050	\$20,100,000	\$40,340,000	\$39,400,000	\$443,612,700
TOTAL EXPENDITURES	\$149,099,061	\$185,648,505	\$187,749,851	\$202,505,668	\$214,821,929	\$1,823,871,949

Park and Recreation (\$49,053,140) - The sole source of funding for these projects is GO bonds (\$49.1 million).

PARKS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$49,053,140
TOTAL	\$49,053,140

Public Facilities (\$117,997,188) - The largest funding source for these projects is GO bonds (\$96.1 million). Guest tax revenues (\$16.9 million) are utilized to fund cultural facilities improvements. Sedgwick County contributions (\$5.0 million) are programmed to help pay for a new law enforcement training center.

PUBLIC FACILITIES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$96,097,188
Transient Guest Tax	\$16,900,000
Sedgwick County	\$5,000,000
TOTAL	\$117,997,188

Sewer (\$275,863,000) - These projects are funded exclusively from revenues generated by the Sewer Utility.

Stormwater (\$24,050,000) - The largest funding source (\$8.9 million) for these projects is revenue from Stormwater Utility funds. Sedgwick County is budgeted to provide \$7.7 million. The other major source of funding is federal funds at \$7.5 million.

Transit (\$19,875,815) - Transit projects are financed mostly by federal funds (\$13.1 million) matched with GO bond funds (\$1.5 million), but a substantial amount is programmed to come from other funds (\$5.4 million).

Water (\$443,612,700) - The projects are entirely financed by the issuance of revenue bonds, with debt service payments derived from revenues generated by the Water Utility.



SOURCES BY TYPE	2016	2017	2018	2019	2020
GO at-large Funding	\$24,533,458	\$27,565,269	\$18,175,855	\$18,715,564	\$21,776,780
Local Sales Tax	\$10,000,000	\$10,000,000	\$58,000,000	\$35,000,000	\$32,000,000
Transient Guest Tax	\$4,000,000	\$2,000,000	\$3,900,000	\$2,000,000	\$500,000
UTILITY FUNDS:					
Airport	\$15,493,700	\$2,972,500	\$2,735,146	\$547,954	\$2,202,000
Sewer Utility	\$61,564,000	\$17,025,000	\$9,340,000	\$8,200,000	\$8,300,000
Water Utility	\$56,581,000	\$48,612,280	\$37,865,470	\$46,393,510	\$49,300,340
Stormwater Utility	\$250,000	\$1,000,000	\$500,000	\$800,000	\$500,000
OTHER FUNDS:					
Special Assessments	\$15,000,000	\$15,000,000	\$30,000,000	\$30,500,000	\$30,000,000
TIF	\$0	\$0	\$0	\$100,000	\$650,000
Sedgwick County	\$0	\$5,500,000	\$1,032,655	\$800,000	\$500,000
State of Kansas	\$200,000	\$20,200,000	\$32,200,000	\$200,000	\$200,000
Federal	\$9,984,547	\$11,347,566	\$15,425,779	\$12,670,046	\$10,208,000
Other	\$793,911	\$1,392,605	\$600,000	\$560,000	\$632,000
GRAND TOTAL SOURCES	\$198,400,616	\$162,615,220	\$209,774,905	\$156,487,074	\$156,769,120

Revenue Sources by Type

Revenues used to finance the CIP fall into 13 categories. Each of these categories is reviewed below.

GO at-large Funding (\$269,405,966) - GO bonds financed by the City at-large are used primarily for arterials, bridges, parks, public facilities, and transit projects. The debt service for these bonds is financed through the Debt Service Fund, primarily through the property tax levy. The Adopted CIP includes \$110.4 million, \$12.4 million, \$49.1 million, \$96.1 million, and \$1.5 million in GO at-large funding for arterial, bridge, park, public facility, and transit projects, respectively.

Local Sales Tax (\$305,000,000) - A large portion of these funds support freeway improvements to US 400 (\$193.0 million); however, \$112.0 million is included to finance arterial projects.

Transient Guest Tax (\$16,900,000) - These revenues are used to fund improvements to cultural facilities such as the Century II convention center and Lawrence-Dumont Stadium.

Airport (\$32,878,729) - Airport revenues are used to fund improvements at Wichita's Dwight D. Eisenhower National and Jabara Airports.

Sewer (\$275,863,000) - Sewer Utility projects are financed by revenues generated by the Utility. These revenues finance the debt service on revenue bonds. The amount of bonds issued to fund the CIP will require annual rate adjustments for Sewer.

Water (\$443,612,700) - Water Utility projects are financed by revenues generated by the Water Utility. These revenues finance the debt service on revenue bonds. The amount of bonds issued to fund the CIP will require annual rate adjustments for Water.



SOURCES BY TYPE	2021	2022	2023	2024	2025	TOTAL
GO at-large Funding	\$28,655,848	\$24,585,920	\$25,653,720	\$36,933,160	\$42,810,392	\$269,405,966
Local Sales Tax	\$12,000,000	\$32,000,000	\$52,000,000	\$52,000,000	\$12,000,000	\$305,000,000
Transient Guest Tax	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000	\$16,900,000
UTILITY FUNDS:						
Airport	\$2,374,356	\$640,814	\$1,766,779	\$2,907,251	\$1,238,229	\$32,878,729
Sewer Utility	\$17,580,000	\$22,580,000	\$44,104,000	\$29,820,000	\$57,350,000	\$275,863,000
Water Utility	\$41,145,050	\$63,875,050	\$20,100,000	\$40,340,000	\$39,400,000	\$443,612,700
Stormwater Utility	\$600,000	\$750,000	\$250,000	\$250,000	\$4,000,000	\$8,900,000
OTHER FUNDS:						
Special Assessments	\$32,575,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$273,075,000
TIF	\$0	\$0	\$0	\$0	\$0	\$750,000
Sedgwick County	\$600,000	\$250,000	\$250,000	\$250,000	\$6,500,000	\$15,682,655
State of Kansas	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$54,000,000
Federal	\$11,035,367	\$10,031,812	\$11,108,951	\$9,185,257	\$19,183,749	\$120,181,074
Other	\$833,440	\$734,909	\$816,401	\$620,000	\$639,559	\$7,622,825
GRAND TOTAL SOURCES	\$149,099,061	\$185,648,505	\$187,749,851	\$202,505,668	\$214,821,929	\$1,823,871,949

Stormwater (\$8,900,000) - GO bonds are used to finance Stormwater Utility projects, with debt service funded with ERU revenues.

Special Assessment Bonds (\$273,075,000) - These proceeds are used to fund neighborhood improvements, usually in newly developing areas, and improvements in other areas, generally based on the petition process. These improvements are financed through special assessments on property owners. Those special assessments will be used to service bonds sold to finance the improvements.

TIF (\$750,000) - The CIP includes projects financed from two Tax Increment Financing (TIF) districts. Comprehensive Way Finding is budgeted to use \$0.8 million in TIF funding.

Sedgwick County (\$15,682,655) - The CIP includes financial support from Sedgwick County for joint projects such as stormwater/flood control improvements (\$7.7 million), a new law enforcement training center (\$5.0 million), and arterial improvements at 143rd, Harry-Pawnee (\$2.5 million) and Greenwich, Pawnee-Harry (\$0.5 million).

State of Kansas (\$54,000,000) - State funds will largely be used for improvements to US 400 (\$52.0 million), but these funds will also be used for street rehabilitation projects (\$2.0 million).

Federal Funds (\$120,181,074) - Federal funds support a wide variety of projects, including airport (\$42.0 million), arterial (\$57.6 million), stormwater (\$7.5 million), and transit (\$13.1 million) projects.

Other (\$7,622,825) - These funds come from a variety of sources and help pay for rail crossing and transit improvements.



MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
REVENUE:					
Property Taxes	25,884,330	26,120,747	26,167,907	26,841,171	27,663,907
Motor Vehicle Taxes	3,545,144	3,834,197	3,988,860	4,088,583	4,231,683
Special Assessments	31,407,087	29,785,983	28,058,336	28,490,613	29,471,217
Interest Earnings	347,549	14,798	0	250,000	500,000
Transfer In	28,318,320	26,735,699	27,681,295	28,926,450	26,545,297
Other Revenue	974,210	1,240,773	856,374	856,374	856,374
TOTAL REVENUES	90,476,640	87,732,197	86,752,773	89,453,191	89,268,479
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	61,536,092	68,761,145	66,418,427	63,749,817	58,489,556
Pay As-You-Go Financing:	25,251,527	42,240,774	20,000,000	18,000,000	16,000,000
Projected Debt Svc. On New Transfers:	0	0	1,273,450	2,546,900	4,409,176
Projected Debt Svc. On New GO At-Large:	0	0	1,900,002	4,715,674	7,539,788
Projected Debt Svc. On Special Assessmt.	0	0	698,354	2,095,061	4,190,121
TOTAL CIP FINANCING COSTS	86,787,619	111,001,919	90,290,233	91,107,452	90,628,642
REVENUES OVER / (UNDER) EXPENDITURES	3,689,021	(23,269,722)	(3,537,460)	(1,654,261)	(1,360,163)
Fund Balance - January 1	30,249,054	33,938,075	10,668,353	7,130,892	5,476,631
Fund Balance - December 31	33,938,075	10,668,353	7,130,892	5,476,631	4,116,468
BUDGETED PROJECT EXPENDITURES:					
Previous Projects	0	121,217,385	0	0	0
Arterials	0	0	10,570,604	9,468,010	6,207,655
Bridges	0	0	2,100,000	650,000	950,000
Freeways	0	0	0	0	0
Park and Recreation	0	0	1,775,600	2,324,940	4,175,000
Public Facilities	0	0	9,453,000	14,681,148	6,843,200
Transit	0	0	634,254	441,171	0
TOTAL CIP PROJECT EXPENDITURES	0	121,217,385	24,533,458	27,565,269	18,175,855



MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
28,613,635	29,594,833	30,549,521	31,500,950	32,479,860	33,490,096	34,532,659
4,379,792	4,533,085	4,691,743	4,855,954	5,025,912	5,201,819	5,383,883
29,990,604	31,027,532	31,113,722	31,224,055	31,750,421	32,720,216	32,975,017
750,000	750,000	750,000	750,000	750,000	750,000	750,000
25,087,547	24,992,977	26,756,237	26,718,975	25,682,606	27,835,317	30,871,052
856,374	856,374	856,374	856,374	856,374	856,374	856,374
89,677,952	91,754,801	94,717,597	95,906,307	96,545,174	100,853,822	105,368,985
52,305,244	44,517,048	38,155,943	35,365,432	26,490,579	23,375,970	18,132,686
15,500,000	15,000,000	16,000,000	17,000,000	18,000,000	20,000,000	21,000,000
6,271,453	9,064,867	11,392,712	11,392,712	13,720,557	16,979,541	21,169,662
11,190,884	13,832,105	14,552,927	15,827,821	17,192,530	17,839,567	17,839,567
6,983,536	9,776,950	12,570,364	15,363,778	18,157,193	20,950,607	23,744,021
92,251,116	92,190,970	92,671,947	94,949,743	93,560,859	99,145,684	101,885,936
(2,573,164)	(436,169)	2,045,651	956,565	2,984,315	1,708,138	3,483,049
4,116,468	1,543,304	1,107,135	3,152,785	4,109,350	7,093,665	8,801,803
1,543,304	1,107,135	3,152,785	4,109,350	7,093,665	8,801,803	12,284,853
0	0	0	0	0	0	0
133,724	4,275,000	9,374,828	10,775,000	7,200,000	20,775,000	31,600,392
1,750,000	1,500,000	1,150,000	1,000,000	1,150,000	1,000,000	1,150,000
0	0	0	0	0	0	0
8,380,000	6,362,500	6,547,300	7,480,000	3,077,800	6,530,000	2,400,000
8,451,840	9,639,280	11,583,720	5,330,920	14,225,920	8,628,160	7,260,000
0	0	0	0	0	0	400,000
18,715,564	21,776,780	28,655,848	24,585,920	25,653,720	36,933,160	42,810,392



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 32% of revenues from 2016-2025 in the multi-year financial overview for the Fund.

Revenue Estimating Process

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

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

Debt Service Fund Revenue Estimates

The current estimates from each of the major Debt Service Fund revenue sources are 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 nearly one-third of the revenues to the Debt Service Fund.

Receipts are directly impacted by growth in assessed valuation. The base assessed valuation of property within the City of Wichita is projected to grow by 2.6% in 2017, and approximately 3.2% annually from 2018-2025. 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 changes in zoning classifications of properties.

Forecasting assessed valuation growth, particularly over a 10-year period, is difficult. Growth from 2006—2015 averaged 2.1%, but that included total growth of only 0.1% from 2010 to 2015. The forecast assumes 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. Reappraisal growth is forecasted at 1.5% annually, beginning in 2018. In the decade prior to the downturn (2000-2009), reappraisal growth averaged 3.2% annually. New construction growth averaged around 2.0% from 2006—2015. Growth averaging 2.0% is projected during the planning period. Projected total assessed valuation is shown in the table (in millions of dollars).

YEAR	TOTAL VALUATION	PERSONAL PROPERTY	ANNEXATION	IMPROVEMENTS	REAPPRAISAL
2025	4,209	(5)	0	78	58
2024	4,078	(6)	0	76	57
2023	3,951	(7)	0	74	55
2022	3,829	(8)	0	73	61
2021	3,703	(7)	0	65	57
2020	3,588	(9)	0	63	56
2019	3,478	(10)	0	61	54
2018	3,373	(11)	0	58	53
2017	3,273	(8)	0	45	44
2016	3,192	(13)	1	46	10
2015	3,148	(21)	0	45	0
2014	3,124	(13)	0	35	(9)
2013	3,111	(7)	0	32	(66)
2012	3,152	(8)	0	33	(23)
2011	3,150	(33)	1	39	(8)
2010	3,151	(35)	1	71	(32)

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 one mill from the Debt Service Fund to the General Fund (reducing the Debt Service Fund mill levy for 2009 to approximately nine mills). The mill levy was reduced by 0.5 mill in 2010, and another one mill in 2011. The mill levy was increased to 8 mills in 2013 and returned to 8.5 mills in 2014. The mill levy is budgeted at 8.5 mills through 2025.



Based on historic trends, a delinquency of 6% is budgeted. The table below outlines the projected net property tax collection each year (not including collection of delinquencies from prior years). These estimates are based on the assessed valuation growth noted previously, as well as a levy of 8.5 mills and a current year delinquency rate of 6%. Total valuation is again shown in millions of dollars.

YEAR	TOTAL VALUATION	MILL LEVY	NET PROPERTY TAXES	PERCENT INCREASE
2025	4,208	8.50	33,622,659	3.2%
2024	4,078	8.50	32,580,096	3.2%
2023	3,951	8.50	31,569,860	3.2%
2022	3,829	8.50	30,590,950	3.2%
2021	3,703	8.50	29,639,521	3.2%
2020	3,588	8.50	28,684,833	3.2%
2019	3,478	8.50	27,703,635	3.1%
2018	3,373	8.50	26,753,907	3.0%
2017	3,273	8.50	25,931,171	2.6%
2016	3,192	8.50	25,285,628	1.4%
2015	3,148	8.50	25,058,452	0.8%
2014	3,124	8.50	25,249,932	0.4%

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.

Motor vehicle tax receipts have historically grown at 3.2% annually (1992 to 2013). Growth in 2008 slowed to 2% before declining from 2009—2011. The forecast assumes a growth rate of 4.0% in 2016 and 2.5% in 2017, before returning to 3.5% from 2018-2025. 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 is expected.

Special Assessments

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

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

Transfers In

Transfers to the Debt Service Fund are typically made to offset the cost of GO at-large 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 Pledge Fund, to finance GO bonds issued for CIP projects (primarily US 400/Kellogg) paid from the City's share of the one-cent county-wide sales tax. The specific transfers are itemized below:

- **T&C Fund:** Transient Guest Tax Fund revenues are used to offset costs associated with GO bonds issued for the conference center and other related projects as permitted by Charter Ordinance 221.
- **East Bank TIF:** This transfer offsets the debt service on bonds issued for improvements largely for the WaterWalk project near Century II on the east bank of the Arkansas River.
- **21st/Grove TIF:** This debt service is related to bonds issued for the site acquisition and site improvements of the Cessna Training and daycare center in the amount of \$1.3 million. This transfer should terminate in 2016.
- **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 debt service on the Old Town Cinema Parking Garage and other improvements.



- Northeast Redevelopment TIF: This transfer reimburses the Debt Service Fund for the cost of public improvements near 13th and Grove.
- Center City TIF: This transfer reimburses the Debt Service Fund for payment of debt service for the Douglas Place Project.
- Ken Mar TIF: This transfer reimburses the Debt Service Fund for prior payment of debt service.
- Douglas and Hillside TIF: This transfer reimburses the Debt Service Fund for prior payment of debt service.
- Local Sales Tax Pledge 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 county-wide sales tax. Sales tax receipts are initially accounted for in the Sales Tax Construction Pledge Fund, with the amount necessary to service bonds issued transferred to the Debt Service Fund annually.
- Economic Development Fund - Jabara Hangar: These transfers retire bonds issued for a hangar at Jabara Airport. The transfers from the Economic Development Fund are offset by lease payments for the facility. These transfers end in 2016.
- Parking Fund - Garages: The Parking Fund is projected to transfer surplus operating amounts from City Hall garage operation and from the Old Town Cinema garage. These amounts are reimbursements for capital costs associated with those garages.
- Golf Fund: Although there are no Golf Fund bonds outstanding, the fund does owe the Debt Service Fund \$5.7 million for principal payments on retired bonds. The Golf Fund is scheduled to transfer \$268,551 annually to the Debt Service fund.
- Donations: The financial model for the Advanced Learning Library includes specific cash flows to the City. These are projected as transfers in to the Debt Service Fund.

Interest Earnings

This revenue stream is largely dependent upon market rates for investments permitted under the City's Investment Policy, as well as the size of the pool of investment funds. With the current interest rate environment, and given that any revenue forecast is dependent on factors outside the City's control, such as the federal monetary policy, interest earnings are forecasted conservatively during the planning period.

Other Revenue

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

Debt Service Fund Expenditures

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

Special Assessment Debt Service

Special assessment debt service payments are generally offset by special assessment revenue. For the purposes of the CIP, special assessment projects are budgeted to increase from \$15 million in 2016 and 2017, to \$30 million annually. Actual special assessment debt will be dependent on the number of valid petitions and special assessment projects completed annually. Special assessment revenues typically have a low delinquency factor. However, the collection of prior year delinquencies generally offsets any loss in current year delinquencies, causing revenues and expenditures to mostly offset on a yearly basis.

Special assessment debt is expected to increase from \$181.7 million in 2016 to \$216.1 million by 2025. Most special assessment debt matures in 15 or 20 years. Of the \$181.7 million outstanding at year end 2015, \$154 million will be retired by 2025.

SPECIAL ASSESSMENT PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	\$181,733,151
Current Debt Retirement (2016-2025)	(\$153,951,661)
New Debt Issuances (2016-2025)	\$255,000,000
New Debt Retirement (2016-2025)	(\$66,649,781)
Projected Ending Debt (end 2025)	\$216,131,709

Transfers Debt Service

A variety of debt service payments for GO debt are made from the Debt Service Fund, but reimbursed to the fund by transfers from other funds. The predominant transfer is from the Local Sales Tax Fund to finance GO bonds issued for freeway construction. These annual transfers offset annual debt service payments. Debt issued and paid by Transient Guest Tax revenue is serviced through the Debt Service Fund and funded with matching transfers in from the Transient Guest Tax Fund. Other transfers to the Debt Service Fund include amounts based on capital project funding agreements, reimbursement for previously issued debt.



In addition, TIF debt is serviced through the Debt Service Fund, with amounts transferred from the TIF funds to offset this debt service. Typically, TIF funds will under-contribute in the early years of a TIF (as assessed valuation grows) and over-contribute in the later years of a TIF. Debt is decreased during the CIP period from \$22.8 million to \$2.1 million. Additional debt may be incurred based on recently approved TIF project plans, but pending project completion and the arrangement of permanent financing, those potential amounts are not included in the Adopted CIP.

TIF AT-LARGE PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	\$22,830,000
Current Debt Retirement (2016-2025)	(\$20,762,133)
New Debt Issuances (2016-2025)	n/a
New Debt Retirement (2016-2025)	n/a
Projected Ending Debt (end 2025)	\$2,067,867

GO At-Large

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

The current GO at-large debt outstanding is \$74.0 million; this is expected to increase in the short term, before falling. The projected debt level will reach \$99.0 million in 2020, before falling to \$59.2 million in 2025. While an additional \$150.2 million in GO at-large

debt is forecasted to be issued, \$91.2 million of this will be retired during the CIP plan years. Nearly all of the current \$74.0 million in outstanding debt is expected to be retired by 2025.

GO AT-LARGE PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	73,960,476
Current Debt Retirement (2016-2025)	(73,716,964)
New Debt Issuances (2016-2025)	150,229,442
New Debt Retirement (2016-2025)	(91,228,702)
Projected Ending Debt (end 2025)	59,244,252

Total General Obligation Debt

As noted above, the Debt Service Fund accounts for the debt service for GO at-large debt financed with property tax revenue, as well as GO at-large debt financed by TIF districts, Local Sales Tax funds, Transient Guest tax funds, and Special Assessments. However, the City does have other GO debt associated with three enterprise funds (Stormwater, Water and Airport). This GO debt is retired through revenues accounted for in those enterprise funds.

Total GO debt levels are projected to be \$643,146,421 at the end of 2016. Only \$77,256,757 (12%) of this GO debt is projected to be retired with property taxes revenues. Over 26% will be retired with Special Assessment revenues, 18% with Local Sales Tax revenues and 37% with Airport and Water Utility revenues. The remaining 7% will be retired by Transient Guest Tax, Stormwater Utility, and TIF revenues.

TOTAL GENERAL OBLIGATION PROJECTED YEAR-END DEBT 2016-2025 (MILLIONS OF DOLLARS)									
Year	At-large	TGT	LST	TIF	SA	Airport	Water	Other	Total
2016	77.3	2.5	114.0	20.2	168.7	113.7	125.4	21.3	643.1
2017	83.8	2.5	120.1	17.5	162.6	111.4	120.7	21.9	640.5
2018	88.1	2.5	128.3	14.8	163.0	109.0	115.9	19.2	640.7
2019	95.8	4.9	138.1	12.4	170.9	106.5	110.7	16.5	655.9
2020	99.0	4.7	153.9	9.9	178.1	104.0	105.3	14.5	669.5
2021	89.1	4.4	139.1	7.6	185.8	101.3	99.6	13.1	640.1
2022	82.1	4.2	147.7	5.3	193.7	98.6	93.7	11.3	636.6
2023	76.5	3.9	157.7	3.9	201.5	95.7	87.4	9.9	636.4
2024	65.1	3.6	175.4	2.6	208.7	92.8	80.9	8.0	637.0
2025	59.2	3.2	157.5	2.1	216.1	89.7	74.0	8.4	610.2



MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
REVENUE:					
Local Sales Taxes	28,144,716	28,934,103	29,802,126	30,696,190	31,463,595
Interest Earnings / Other	0	0	175,000	250,000	250,000
TOTAL REVENUES	28,144,716	28,934,103	29,977,126	30,946,190	31,713,595
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	17,589,903	23,043,714	22,478,975	22,066,531	17,956,606
Projected Debt Service on New Bonds:	0	0	0	2,327,845	4,655,690
Cash Transfer to CIP Projects	8,410,000	6,027,000	10,000,000	10,000,000	10,000,000
Total CIP Financing Costs	25,999,903	29,070,714	32,478,975	34,394,376	32,612,297
REVENUES OVER / (UNDER) EXPENDITURES	2,144,813	(136,611)	(2,501,849)	(3,448,187)	(898,702)
Fund Balance - January 1	8,267,737	10,412,550	10,275,939	7,774,090	4,325,904
Fund Balance - December 31	10,412,550	10,275,939	7,774,090	4,325,904	3,427,202
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	31,821,393	0	0	0
Street Rehabilitation / Arterials	0	0	10,000,000	10,000,000	10,000,000
Freeways: East Kellogg to Greenwich	0	0	0	0	48,000,000
Freeways: Kellogg Improvements	0	0	0	0	0
TOTAL CIP PROJECT EXPENDITURES	0	32,821,393	10,000,000	10,000,000	58,000,000

Local Sales Tax Fund

The Local Sales Tax Fund is used to account for one-half of the proceeds of the City's distributions from the county-wide 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-cent 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, pledged one-half of the city's share of sales tax revenue for "road, highway and bridge projects." Ordinance 39-196 was repealed and replaced by Ordinance 41-620 on February 4, 1992, which in turn was replaced by Ordinance 41-815 on August 25, 1992. However, the City's pledge of one-half of the city's share of sales tax revenue for "road, highway and bridge projects" has never changed. This fund is used to show receipts and expenditures consistent with this pledge.

Projected Revenues

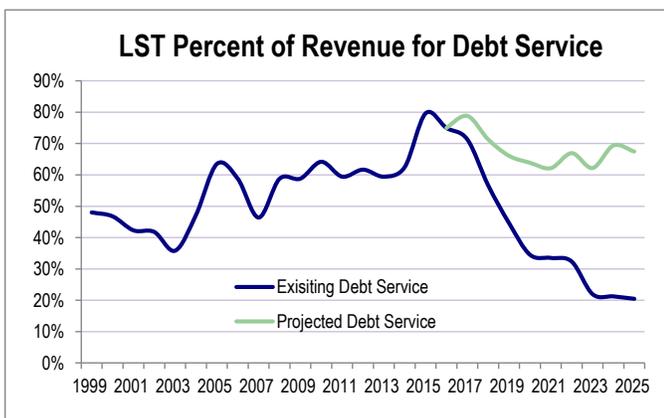
The predominant revenue source for this fund is the City's share of the county-wide one-cent sales tax. Sales tax revenues tend to be one of the more economically sensitive revenues in the City's portfolio (as evidenced by the decrease in collections in 2003 and again in 2008 and 2009). Long-term growth is projected to average 2.5% annually.

Projected Expenditures

Expenditures 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. The percentage of fund receipts dedicated to debt service has varied in recent history. Generally, as additional improvements have been completed, the percentage has increased. As shown by the graphic, debt service as a percentage of receipts has been around 60% in the past. This has increased to over 75% with the financing of the Kellogg and Rock Road interchange. Based on the projects included in the 2016-2025 Adopted



MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX PLEDGE FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
32,250,184	33,056,439	33,882,850	34,729,921	35,598,169	36,488,124	37,400,327
250,000	250,000	250,000	250,000	250,000	250,000	250,000
32,500,184	33,306,439	34,132,850	34,979,921	35,848,169	36,738,124	37,650,327
14,489,516	11,499,438	11,438,338	11,314,138	7,863,688	7,802,288	7,706,275
6,983,536	9,776,950	9,776,950	12,104,795	14,432,640	17,691,624	17,691,624
10,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
31,473,051	33,276,387	33,215,287	35,418,933	34,296,328	37,493,911	37,397,899
1,027,133	30,052	917,563	(439,011)	1,551,842	(755,787)	252,428
3,427,202	4,454,335	4,484,387	5,401,949	4,963,938	6,514,780	5,758,992
4,454,335	4,484,387	5,401,949	4,962,938	6,514,780	5,758,992	6,011,421
0	0	0	0	0	0	0
10,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
25,000,000	20,000,000	0	0	0	0	0
0	0	0	20,000,000	40,000,000	40,000,000	0
35,000,000	32,000,000	12,000,000	32,000,000	52,000,000	52,000,000	12,000,000



CIP, the percentage is expected to remain between 60% and 70%. This reflects the rapid decline in existing debt, as debt incurred in 2002 and 2004 (and refinanced in 2009 and 2011) begins to mature. In addition, new debt is expected due to freeway construction.

Projected Debt Levels

Local Sales Tax debt is projected to increase during the planning period. Most of the current debt (\$131.6 million) will be retired during the next ten years. However, an estimated \$105 million is projected to be issued to finance East Kellogg improvements currently underway. An additional \$85 million in new debt is forecasted to finance additional freeway improvements programmed in 2022-2024.

LOCAL SALES TAX PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	\$131,560,000
Current Debt Retirement (2016-2025)	(\$108,040,000)
New Debt Issuances (2016-2025)	\$190,000,000
New Debt Retirement (2016-2025)	(\$55,980,134)
Projected Ending Debt (end 2025)	\$157,539,866



MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
REVENUE:					
Local Sales Taxes	6,754,302	7,255,040	6,959,613	7,029,209	7,099,501
Interest Earnings	0	0	0	0	50,000
Other	63,283	0	0	0	0
TOTAL REVENUES	6,817,585	7,255,040	6,959,613	7,029,209	7,149,501
OPERATING EXPENDITURES:					
Expenditures	3,155,214	2,688,204	2,827,902	2,827,902	2,856,181
Transfer / Other expenditures	2,136,571	2,286,098	2,248,913	2,306,683	2,351,850
Total Operating Expenditures	5,291,785	4,974,302	5,076,815	5,134,585	5,208,031
REVENUES OVER / (UNDER) EXPENDITURES	1,525,800	2,280,738	1,882,798	1,894,624	1,941,470
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	175,795	109,127	93,538	98,413	98,163
Projected Debt Service on New Bonds:	0	0	0	0	0
Cash Transfer to CIP Projects	533,000	2,462,928	750,000	2,750,000	3,000,000
Total CIP Financing Costs	708,795	2,572,055	843,538	2,848,413	3,098,163
Fund Balance - January 1	2,694,832	3,511,837	3,220,520	4,259,780	3,305,991
Fund Balance - December 31	3,511,837	3,220,520	4,259,780	3,305,991	2,149,299
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	1,500,000	0	0	0
1. Century II Exterior	0	0	1,000,000	0	0
2. Century II Renovation	0	0	3,000,000	0	3,400,000
3. Cultural Facilities	0	0	0	1,500,000	0
4. LDS Improvements	0	0	0	500,000	500,000
TOTAL CIP PROJECT EXPENDITURES	0	1,500,000	4,000,000	2,000,000	3,900,000

Tourism and Convention Fund

The Tourism and Convention Fund is based on Charter Ordinance 221. Revenues are received primarily from the Transient Guest Tax, currently set at 6% of gross receipts.

Projected Revenue

Fund revenues are somewhat cyclical and are driven by the economic environment. Over the last two decades, revenue growth has averaged 4.1%. The CIP is based on a projected long-term growth rate of 1.0%.

Projected Expenditures

Fund expenditures include around \$3 million annually for Visit Wichita. An additional \$2 million annually funds convention center operating losses. The remainder of funding expenditures are mostly to support CIP projects. Currently, there is \$1.5 million in outstanding projects expected to be financed in 2016.

Over the planning period, the Transient Guest Tax Fund will fund \$16.9 million in new improvements. The fund is projected to have adequate capacity to cash fund these projects and not incur additional debt. These projects include \$7.5 million in cultural facility improvements, including the Wichita Art Museum, Cowtown,



MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
7,170,496	7,242,201	7,314,623	7,387,769	7,461,647	7,536,263	7,611,626
50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0
7,220,496	7,292,201	7,364,623	7,437,769	7,511,647	7,586,263	7,661,626
2,884,743	2,913,590	2,942,726	2,972,153	3,001,875	3,031,894	3,062,213
2,398,146	2,445,600	2,494,240	2,544,096	2,595,198	2,647,578	2,701,268
5,282,889	5,359,190	5,436,966	5,516,249	5,597,073	5,679,472	5,763,480
1,937,607	1,933,011	1,927,657	1,921,520	1,914,573	1,906,791	1,898,145
102,788	107,163	111,288	115,163	118,788	122,163	125,288
341,223	341,223	341,223	341,223	341,223	341,223	341,223
250,000	2,950,000	1,250,000	1,000,000	750,000	750,000	750,000
694,011	3,398,386	1,702,511	1,456,386	1,210,011	1,213,386	1,216,511
2,149,299	3,392,895	1,927,520	2,152,666	2,617,800	3,322,363	4,015,769
3,392,895	1,927,520	2,152,666	2,617,800	3,322,363	4,015,769	4,697,404
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
1,500,000	0	1,500,000	0	1,500,000	0	1,500,000
500,000	500,000	0	0	0	0	0
2,000,000	500,000	1,500,000	0	1,500,000	0	1,500,000

the Mid-America All Indian Center, and Kansas Aviation Museum and other facilities. An additional \$7.4 million is included for continued renovations at the Century II convention center. This amount is budgeted to maintain the aging convention center while long-term replacement options are considered. Another \$2.0 million is also allocated towards improvements at Lawrence-Dumont Stadium.

Projected Debt Levels

The Fund currently has outstanding debt of \$2.485 million. This debt was issued in 2016 with a 20-year term. In addition, the amortization of principal is back-loaded. For these reasons, current

outstanding debt for the fund will remain relatively steady at around \$2 million during the planning period. New debt of \$2.7 is projected during the CIP planning period. Ending debt of \$3.2 million is expected at year-end in 2025.

TRANSIENT GUEST TAX FUND PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	\$2,485,000
Current Debt Retirement (2016-2025)	(\$185,000)
New Debt Issuances (2016-2025)	\$2,700,000
New Debt Retirement (2016-2025)	\$1,761,991
Projected Ending Debt (end 2025)	\$3,238,009



MULTI-YEAR FUND OVERVIEW - AIRPORT FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
REVENUE:					
Airline	5,215,070	5,547,245	5,877,977	5,934,687	5,927,798
Parking	2,464,295	3,656,308	5,227,256	5,331,798	6,230,468
Non-Airline	11,920,508	12,633,025	13,242,438	13,492,517	13,719,387
TOTAL REVENUES	19,599,873	21,836,578	24,347,671	24,759,002	25,877,652
OPERATING EXPENDITURES:					
Expenditures	15,321,661	16,388,437	16,882,747	17,559,829	17,998,825
Reserves	0	2,143,269	2,487,263	543,395	470,156
TOTAL OPERATING EXPENDITURES	15,321,661	18,531,706	19,370,010	18,103,224	18,468,981
REVENUES OVER / (UNDER) EXPENDITURES	4,278,212	3,304,872	4,977,661	6,655,778	7,408,672
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	1,549,735	1,763,450	1,773,188	1,687,613	1,692,338
Projected Debt Service on New Bonds:	0	3,974,212	6,916,643	6,861,549	6,812,536
Cash Transfer to CIP Projects	7,744,451	12,610,313	5,644,914	2,818,950	2,580,828
Debt Service Offset by PFC/CFC:	(97,523)	(2,389,495)	(3,723,179)	(3,631,455)	(3,604,764)
TOTAL CIP FINANCING COSTS	9,196,663	15,958,480	10,611,566	7,736,657	7,480,938
Fund Balance - January 1	41,413,237	36,494,786	23,841,178	18,207,273	17,126,394
Fund Balance - December 31	36,494,786	23,841,178	18,207,273	17,126,394	17,054,128

Airport Fund

The City of Wichita operates two airports: Wichita Dwight D. Eisenhower National 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 accumulated cash and reduced debt in anticipation of the new terminal project and increased debt. The Airport pro forma was developed by Airport staff, and a consultant has been retained to support financial planning during this period of major capital improvements.

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 charged to vendors providing services to Airport customers, including rental car providers. Parking lot revenues are also a significant source of revenue for the Airport Fund. The Airport charges rental fees for tenants in the

Airport terminal and in other Airport-owned buildings and land. Airfield costs are recovered through landing fees charged to scheduled airlines, based on negotiated rates.

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

The Transportation Security Administration (TSA) also provides grants for security projects. The operating, PFC, and grant revenue sources will be used to pay for the entire Airport CIP. Because most of the revenue sources are dependent on the number of passengers flying to destinations from Wichita, it is important to



MULTI-YEAR FUND OVERVIEW - AIRPORT FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
6,114,668	6,348,568	6,490,438	6,354,998	6,530,812	6,703,796	6,878,716
6,275,909	6,321,797	6,368,021	6,414,582	6,461,484	6,508,729	6,556,320
14,005,136	14,288,136	14,570,511	14,777,613	15,081,837	15,390,951	15,706,423
26,395,713	26,958,501	27,428,970	27,547,193	28,074,133	28,603,476	29,141,459
18,448,795	18,910,015	19,382,766	19,867,335	20,364,018	20,873,119	21,394,947
502,890	541,968	478,651	121,142	124,171	127,275	130,457
18,951,685	19,451,983	19,861,417	19,988,477	20,488,189	21,000,394	21,525,404
7,444,028	7,506,518	7,567,553	7,558,716	7,585,944	7,603,083	7,616,055
1,695,106	1,694,950	1,691,094	1,605,381	1,604,225	1,601,363	1,597,988
6,813,027	6,812,996	6,814,428	6,819,046	6,816,625	6,814,273	6,818,373
392,865	2,056,922	2,349,356	640,814	1,766,779	2,907,251	1,238,229
(3,604,624)	(3,606,799)	(3,609,843)	(3,604,201)	(3,603,553)	(3,602,648)	(3,608,013)
5,296,374	6,958,069	7,245,035	5,461,040	6,584,076	7,720,239	6,046,577
17,054,128	19,201,781	19,750,231	20,072,749	22,170,425	23,172,293	23,055,137
19,201,781	19,750,231	20,072,749	22,170,425	23,172,293	23,055,137	24,624,615

continually monitor the region's economic condition and the financial position of the Airport Fund. Doing so will ensure that all capital projects, most notably the terminal and garage, can be paid fully by user fees.

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

Projected Expenses

Airport Fund expenditures are projected to be approximately \$19.4 million in 2016. The Airport CIP is designed to support expected Airport growth and expansion. Significant increases in debt service began in 2015. However, the fund is expected to be well-positioned to support both the operating and debt service costs associated with the 2016-2025 Adopted CIP.



MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
REVENUE:					
Equivalent Residential Unit (ERU) Fees	9,315,446	9,352,590	9,042,761	9,087,975	9,178,855
Interest Earnings	0	0	50,000	50,000	100,000
Other	89,736	60,888	0	0	0
TOTAL REVENUES	9,405,182	9,413,478	9,092,761	9,137,975	9,278,855
OPERATING EXPENDITURES:					
Expenditures	4,919,612	6,267,357	5,667,322	5,746,839	5,866,795
Transfer / Other expenditures	587,688	467,306	758,770	777,740	785,517
Total Operating Expenditures	5,507,300	6,734,663	6,426,092	6,524,579	6,652,313
REVENUES OVER / (UNDER) EXPENDITURES	3,897,882	2,678,815	2,666,669	2,613,396	2,626,542
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	3,536,939	3,972,588	3,621,699	3,718,856	3,710,038
Projected Debt Service on New Bonds:	0	0	0	0	412,904
Total CIP Financing Costs	3,536,939	3,972,588	3,566,127	3,653,633	4,048,838
Fund Balance - January 1	9,667,976	8,808,274	7,546,875	6,591,846	5,486,385
<i>Miscellaneous Adjustment</i>	<i>(1,220,645)</i>	<i>32,374</i>	<i>0</i>	<i>0</i>	<i>0</i>
Fund Balance - December 31	8,808,274	7,546,875	6,591,846	5,486,385	3,989,985
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	3,685,453	0	0	0
1. Aerial Imaging	0	0	0	500,000	0
2. Storm Drainage Inventory	0	0	250,000	0	0
3. Dry Creek Overflow	0	0	0	0	0
4. Wichita/Valley Center Flood Control Improvement Project	0	0	0	500,000	500,000
TOTAL CIP PROJECT EXPENDITURES	0	3,685,453	250,000	1,000,000	500,000

Stormwater Utility Fund

The City of Wichita created the Stormwater Utility in 1993. The Utility is funded by a fee based on impervious area. Every single-family residence in Wichita pays one Equivalent Residential Unit (ERU). The ERU factor of non-residential developed property is the total square footage of impervious area divided by the square footage of one ERU (2,139 square feet). When the fund was created, the recommended ERU rate was \$2.25, based on projects needed at that time. The initial 1993 ERU rate was set at \$1, and has since been increased to the current total of \$2.

Projected Revenue

There are approximately 380,000 ERUs in Wichita, and the median number per customer is 20. Typically ERU revenue is relatively steady, with very slow growth and relatively little volatility. The long term financial plan assumes a growth rate of 1.0% in the annual number of billable ERUs. Public Works and Utilities is currently studying the ERU financial model through a Cost of Service Analysis (COSA). This review is expected to identify potential adjustments to the revenue collection model currently in place, and to review to potential long-term financial needs of the fund, based on the backlog of potential projects that exist. The analysis is expected to be completed in 2016, and will likely impact recommendations in future Capital Improvement Programs.



MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
9,270,643	9,363,350	9,456,983	9,551,553	9,647,069	9,743,539	9,840,975
100,000	100,000	100,000	100,000	100,000	100,000	100,000
0	0	0	0	0	0	0
9,370,643	9,463,350	9,556,983	9,651,553	9,747,069	9,843,539	9,940,975
5,989,741	6,115,758	6,244,930	6,377,345	6,513,091	6,652,261	6,794,947
793,373	801,306	809,319	817,413	825,587	833,843	842,181
6,783,113	6,917,064	7,054,250	7,194,758	7,338,678	7,486,103	7,637,128
2,587,530	2,546,286	2,502,733	2,456,795	2,408,390	2,357,436	2,303,846
3,691,488	2,645,878	2,034,536	2,026,732	2,018,068	1,998,302	1,181,452
482,739	543,263	603,787	655,000	729,491	787,687	997,193
4,090,672	3,109,095	2,575,100	2,635,870	2,719,673	2,776,617	2,178,645
3,989,985	2,403,287	1,760,431	1,624,842	1,399,905	1,060,737	632,183
0	0	0	0	0	0	0
2,403,287	1,760,431	1,624,842	1,399,905	1,060,737	632,183	757,384
0	0	0	0	0	0	0
0	0	0	500,000	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	3,750,000
800,000	500,000	600,000	250,000	250,000	250,000	250,000
800,000	500,000	600,000	750,000	250,000	250,000	4,000,000

Projected Expenses

Approximately 60% of Utility revenues fund operating costs, including 39 staff. The remaining 40% of collections mostly funds debt service on prior projects. A minimal amount is projected to be available each year to fund new improvements during the planning period.

Projected Debt Levels

Debt levels should gradually decline as debt incurred from 2007-2009 is retired. New issuances are expected to be minimal during the planning horizon.

STORM WATER UTILITY PROJECTED DEBT 2016-2025	
Current Debt Outstanding (beg. 2016)	\$24,246,374
Current Debt Retirement (2016-2025)	(\$22,576,374)
New Debt Issuances (2016-2025)	\$10,709,402
New Debt Retirement (2016-2025)	(\$4,001,569)
Projected Ending Debt (end 2025)	\$6,707,833



MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
OPERATING REVENUE:					
Charges for Services	52,305,706	52,784,366	54,455,585	57,510,776	61,026,878
Other Revenue	45,002	121,608	3,644,800	3,644,800	3,644,800
TOTAL OPERATING REVENUES	52,350,708	52,905,974	58,100,385	61,155,576	64,671,678
OPERATING EXPENDITURES	22,776,659	22,557,662	26,750,981	27,321,812	28,357,578
REVENUES AVAILABLE FOR DEBT SERVICE	29,574,049	30,348,312	31,349,404	33,833,764	36,314,100
DEBT SERVICE:					
Existing Revenue Bond Debt	17,281,522	16,566,425	17,380,204	17,755,741	17,994,518
New Revenue Bond Debt	0	0	1,404,335	5,695,223	10,699,357
Total Revenue Bond Debt	17,281,522	16,566,425	18,784,539	23,450,964	28,693,874
OTHER USES OF CASH:					
Capital Outlay	1,545,516	1,517,825	2,205,000	2,205,000	2,271,150
Payments to the City	4,953,479	5,181,800	5,010,655	5,205,315	5,361,475
Other Expenses	(213,662)	(303,075)	1,247,484	1,259,054	1,296,826
Total Other Uses of Cash	6,285,333	6,396,550	8,463,139	8,669,370	8,929,451
OPERATING SURPLUS/(DEFICIT)	6,007,194	7,385,337	4,101,726	1,713,431	(1,309,225)
Cash Balance - January 1	44,056,349	50,063,543	26,437,189	27,998,115	28,650,167
<i>Less Cash Restricted by Bond Covenants</i>	0	(31,011,691)	(2,540,800)	(1,061,379)	0
Cash Balance - December 31	50,063,543	26,437,189	27,998,115	28,650,167	27,340,942
Debt Coverage Ratio on All Debt	1.71	1.83	1.67	1.44	1.27
<i>City Target</i>	1.25	1.25	1.25	1.25	1.25
UTILITY REVENUE INCREASES:					
Regularly Planned Adjustments	5.00%	5.00%	5.10%	5.00%	5.50%

Sewer Utility Fund

The Sewer Utility Fund is established to account for financial activity associated with running a sewer utility. Revenues to the Sewer Fund are primarily derived from customer charges based on average winter consumption (AWC) of water, which provides an estimate for non-irrigation wastewater generated by each customer. In some cases, meters may also be used to measure wastewater output for billing purposes.

Projected Revenue

Modest revenue growth is projected primarily as a result of rate increases, with slow growth expected in the customer base.

Projected Expenditures

General inflation, required debt service, and other key variables are considered when developing long-term expenditure projections. Conservative assumptions are utilized to ensure sufficient resources to meet both capital and operating needs of the sewer system.



MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
64,451,327	67,897,232	71,187,356	74,637,525	78,255,553	82,049,637	84,793,515
3,644,800	3,644,800	3,644,800	3,644,800	3,644,800	3,644,800	3,644,800
68,096,127	71,542,032	74,832,156	78,282,325	81,900,353	85,694,437	88,438,315
29,426,824	30,552,111	31,736,982	32,985,230	34,300,923	35,688,420	37,152,392
38,669,303	40,989,921	43,095,174	45,297,095	47,599,430	50,006,017	51,285,922
14,725,239	15,195,046	15,151,735	15,118,407	15,094,991	11,831,564	11,970,693
12,009,724	12,819,956	13,563,990	14,589,708	16,326,977	19,006,877	22,568,483
26,734,963	28,015,002	28,715,725	29,708,115	31,421,968	30,838,441	34,539,177
2,339,285	2,409,463	2,481,747	2,556,199	2,632,885	2,711,872	2,793,228
5,522,319	5,687,988	5,858,628	6,034,387	6,215,419	6,401,881	6,593,938
1,335,731	1,375,803	1,417,077	1,459,589	1,503,377	1,548,478	1,594,932
9,197,334	9,473,254	9,757,452	10,050,175	10,351,681	10,662,231	10,982,098
2,737,006	3,501,665	4,621,997	5,538,804	5,825,782	8,505,345	5,764,648
27,340,942	28,382,519	29,715,089	31,474,006	33,581,817	35,798,838	39,035,576
(1,695,429)	(2,169,094)	(2,863,080)	(3,430,994)	(3,608,761)	(5,268,607)	(3,570,891)
28,382,519	29,715,089	31,474,006	33,581,817	35,798,838	39,035,576	41,229,332
1.45	1.46	1.50	1.52	1.51	1.62	1.48
1.25	1.25	1.25	1.25	1.25	1.25	1.25
5.00%	5.00%	4.50%	4.50%	4.50%	4.50%	3.00%

Debt Service Coverage Ratio

The utilities must maintain a combined debt service coverage ratio of at least 1.20, based on bond covenants, but the City has established a target of 1.25 or more. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.34 to 1.45 from 2016-2025. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates and greater reserves for capital purchases and operations. A substantial fund balance is necessary to ensure

compliance with all bond covenant requirements. Failure to comply with these requirements triggers a bond holder notification process, a probable credit downgrade, and increases the cost of borrowing.



MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND					
	2014 ACTUAL	2015 ACTUAL	2016 ADOPTED	2017 ADOPTED	2018 ADOPTED
OPERATING REVENUE:					
Charges for Services	77,055,290	74,831,096	86,096,934	89,985,004	94,627,179
Other Revenue	668,088	245,296	3,599,148	3,728,614	3,728,614
TOTAL OPERATING REVENUES	77,723,378	75,076,392	89,696,082	93,713,618	98,355,793
OPERATING EXPENDITURES	27,500,327	29,543,992	40,530,279	38,799,088	36,602,193
REVENUES AVAILABLE FOR DEBT SERVICE	50,223,051	45,532,400	49,165,803	54,914,530	61,753,600
DEBT SERVICE:					
Existing Revenue Bond Debt	23,857,630	20,510,729	24,444,147	21,038,765	21,050,442
Existing General Obligation Debt	0	12,425,875	9,651,350	9,648,725	9,639,725
New Revenue Bond Debt	0	0	2,682,821	7,702,329	12,296,486
Total Debt Service	23,857,630	32,936,604	36,778,318	38,389,819	42,986,653
OTHER USES OF CASH:					
Capital Outlay	894,537	1,040,763	1,325,000	1,325,000	1,364,750
Payments to the City	6,564,758	6,960,545	7,915,417	8,210,901	8,434,659
Other Expenses	290,076	3,111,529	3,841,793	3,927,046	4,014,858
Total Other Uses of Cash	7,749,371	11,112,837	13,082,210	13,462,947	13,814,267
OPERATING SURPLUS/(DEFICIT)	18,616,050	1,482,959	5,163,276	3,061,764	4,952,680
Cash Balance - January 1	93,108,275	111,724,325	17,266,452	18,053,958	18,520,941
<i>Less Cash Restricted by Bond Covenants</i>	<i>0</i>	<i>(95,940,832)</i>	<i>(4,375,769)</i>	<i>(2,594,782)</i>	<i>(4,197,294)</i>
Cash Balance - December 31	111,724,325	17,266,452	18,053,958	18,520,941	19,276,327
Debt Coverage Ratio on All Debt	2.11	1.38	1.34	1.43	1.44
<i>City Target</i>	<i>1.25</i>	<i>1.25</i>	<i>1.25</i>	<i>1.25</i>	<i>1.25</i>
UTILITY REVENUE INCREASES:					
Regularly Planned Adjustments	6.00%	6.00%	5.60%	4.00%	3.00%
(Planned) Phased Water Supply Plan Adj.	0.00%	0.00%	0.00%	0.50%	1.50%

Water Utility Fund

K.S.A. 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, and the Water Utility provides service to customers both within and outside of the city limits of Wichita.

Projected Revenue

Modest revenue growth is projected primarily as a result of rate increases, with slow growth expected in the customer base.

Projected Expenditures

General inflation, required debt service, and other key variables are considered when developing long-term expenditure projections.



MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND						
2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED	2025 ADOPTED
99,509,019	104,126,397	108,697,329	113,469,530	118,451,889	123,653,685	127,843,414
3,728,614	3,728,614	3,728,614	3,728,614	3,728,614	3,728,614	3,728,614
103,237,633	107,855,011	112,425,943	117,198,144	122,180,503	127,382,300	131,572,028
38,243,592	39,842,161	43,144,735	43,709,231	46,222,589	48,571,243	49,322,417
64,994,041	68,012,850	69,281,208	73,488,913	75,957,914	78,811,057	82,249,612
19,478,541	18,838,040	19,168,090	18,232,036	18,168,861	15,885,977	15,934,784
9,633,850	9,630,350	9,623,600	9,613,100	9,608,100	9,597,850	9,591,600
16,158,218	19,824,633	24,070,665	28,206,643	32,486,469	36,904,749	39,249,156
45,270,609	48,293,023	52,862,356	56,051,779	60,263,431	62,388,576	64,775,540
1,405,693	1,447,863	1,491,299	1,536,038	1,582,119	1,629,583	1,678,470
8,669,605	8,916,299	9,175,327	9,447,306	9,732,885	10,032,742	10,347,592
4,105,303	4,198,463	4,294,416	4,393,249	4,495,046	4,599,898	4,500,000
14,180,601	14,562,624	14,961,042	15,376,593	15,810,050	16,262,222	16,526,062
5,542,831	5,157,202	1,457,810	2,060,541	(115,567)	160,258	948,009
19,276,327	20,121,723	20,908,303	21,130,649	21,444,924	21,329,358	21,353,800
(4,697,434)	(4,370,622)	(1,235,464)	(1,746,266)		(135,815)	(803,418)
20,121,723	20,908,303	21,130,649	21,444,924	21,329,358	21,353,800	21,498,391
1.44	1.41	1.31	1.31	1.26	1.26	1.27
1.25	1.25	1.25	1.25	1.25	1.25	1.25
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
1.50%	1.25%	1.00%	1.00%	1.00%	1.00%	0.00%

Conservative assumptions are utilized to ensure sufficient resources to meet both capital and operating needs of the sewer system.

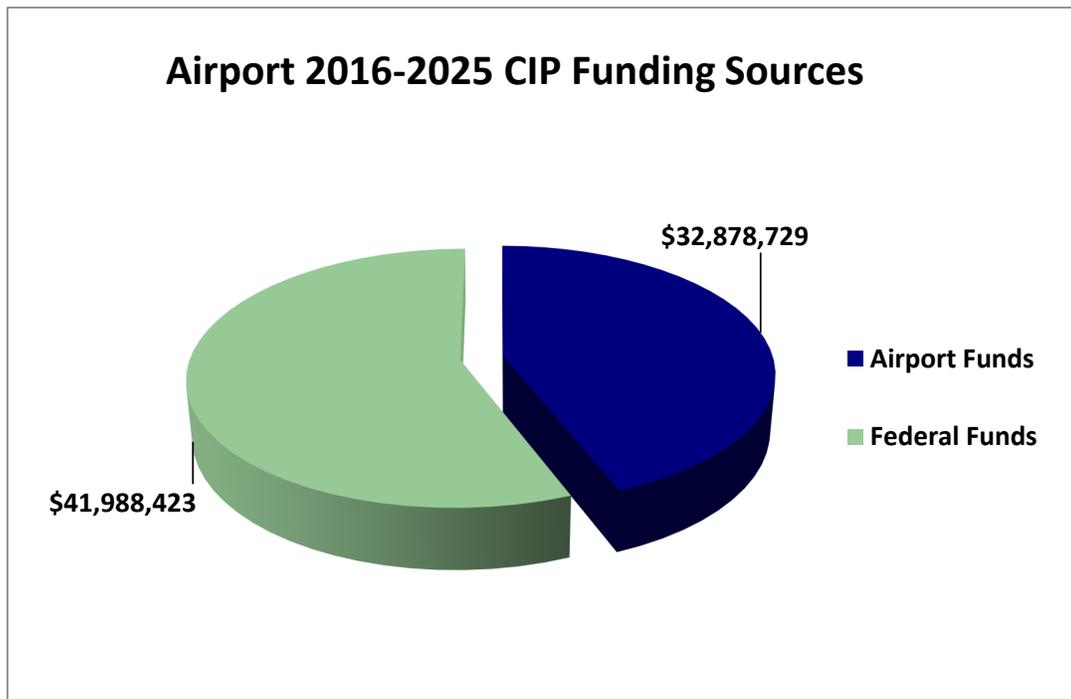
Debt Service Coverage Ratio

The utilities must maintain a combined debt service coverage ratio of at least 1.20, based on bond covenants, but the City has established a target of 1.25 or more. With the projected rate

increases, the coverage ratio for the combined utilities is estimated to vary from 1.34 to 1.45 from 2016-2025. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates and greater reserves for capital purchases and operations. A substantial fund balance is necessary to ensure compliance with all bond covenant requirements. Failure to comply with these requirements triggers a bond holder notification process, a probable credit downgrade, and increases the cost of borrowing.



AIRPORT			
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR			
Year	Airport Funds	Federal Funds	Total
2016	\$15,493,700	\$427,300	\$15,921,000
2017	\$2,972,500	\$502,500	\$3,475,000
2018	\$2,735,146	\$9,287,854	\$12,023,000
2019	\$547,954	\$7,590,046	\$8,138,000
2020	\$2,202,000	\$4,720,000	\$6,922,000
2021	\$2,374,356	\$3,839,207	\$6,213,563
2022	\$640,814	\$4,127,329	\$4,768,143
2023	\$1,766,779	\$3,976,012	\$5,742,791
2024	\$2,907,251	\$3,865,257	\$6,772,508
2025	\$1,238,229	\$3,652,918	\$4,891,147
Total	\$32,878,729	\$41,988,423	\$74,867,152



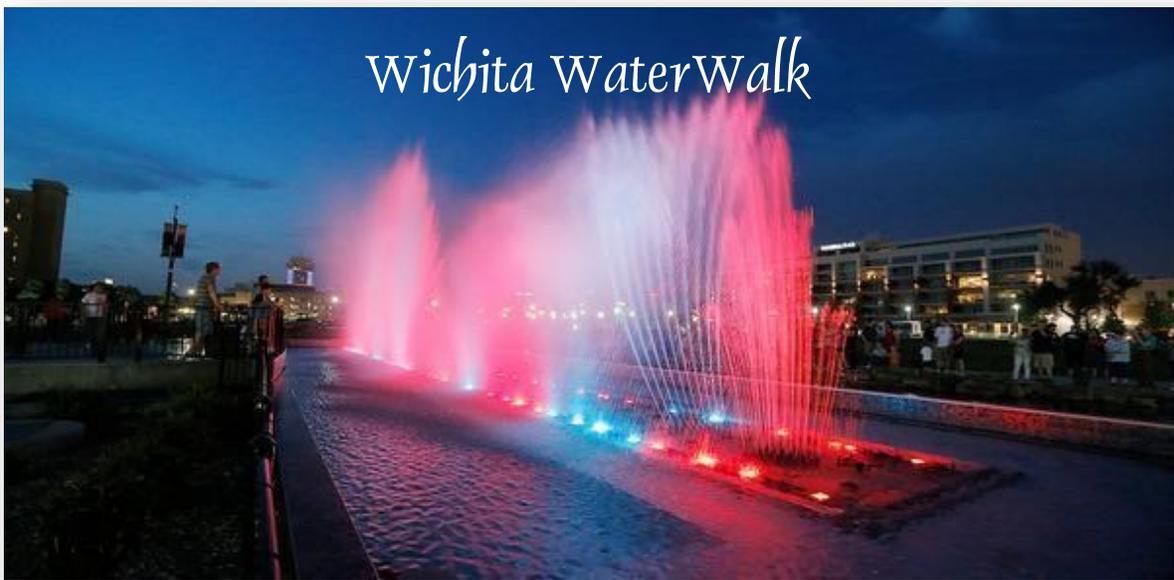
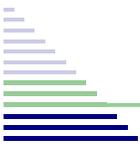
Airport CIP Summary: The CIP supports 16 Airport projects. The projects are financed with nearly \$42 million in federal funds and \$32.9 million in Airport funds. The largest project is budgeted at \$38.6 million to maintain and improve airfield pavement quality at Wichita Dwight D. Eisenhower National Airport.

PROJECT LISTING BY FUNDING SOURCES AND YEAR

AIRPORT DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
1 Airfield Equipment - ICT	A/F	All	0	0	0	1,200,000	0	
2 Airfield Pavement - ICT	A/F	All	250,000	600,000	10,718,000	5,000,000	5,000,000	
3 Airport Development - ICT	A/F	All	586,000	0	0	100,000	0	
4 Airport Rolling Stock - ICT	A/F	All	0	0	0	0	200,000	
5 Facility Improvements - ICT	A/F	All	9,390,000	0	200,000	0	100,000	
6 Facility Maintenance - ICT	A/F	All	25,000	50,000	0	0	0	
7 HVAC/Mech Impr - ICT	A/F	All	250,000	1,450,000	250,000	0	150,000	
8 Roof Replacements - ICT	A/F	All	0	0	0	33,000	462,000	
9 Street Side Pavement - ICT	A/F	All	1,805,000	915,000	55,000	155,000	135,000	
10 Studies - ICT	A/F	All	155,000	0	0	1,555,000	0	
11 Utility Improvements - ICT	A/F	All	3,410,000	400,000	400,000	0	50,000	
12 Airfield Pavement - AAO	A/F	All	0	0	0	0	275,000	
13 Airport Development - AAO	A/F	All	0	50,000	0	50,000	0	
14 Facility Improvement - AAO	A/F	All	50,000	0	50,000	0	550,000	
15 Studies - AAO	A/F	All	0	0	350,000	45,000	0	
16 Utility Improvements - AAO	A/F	All	0	10,000	0	0	0	
Total Expenditures			15,921,000	3,475,000	12,023,000	8,138,000	6,922,000	
FUNDING SOURCES			2016	2017	2018	2019	2020	
Airport Funds			15,493,700	2,972,500	2,735,146	547,954	2,202,000	
Federal Funds			427,300	502,500	9,287,854	7,590,046	4,720,000	
Total Funding			15,921,000	3,475,000	12,023,000	8,138,000	6,922,000	

PROJECT LISTING BY FUNDING SOURCES AND YEAR

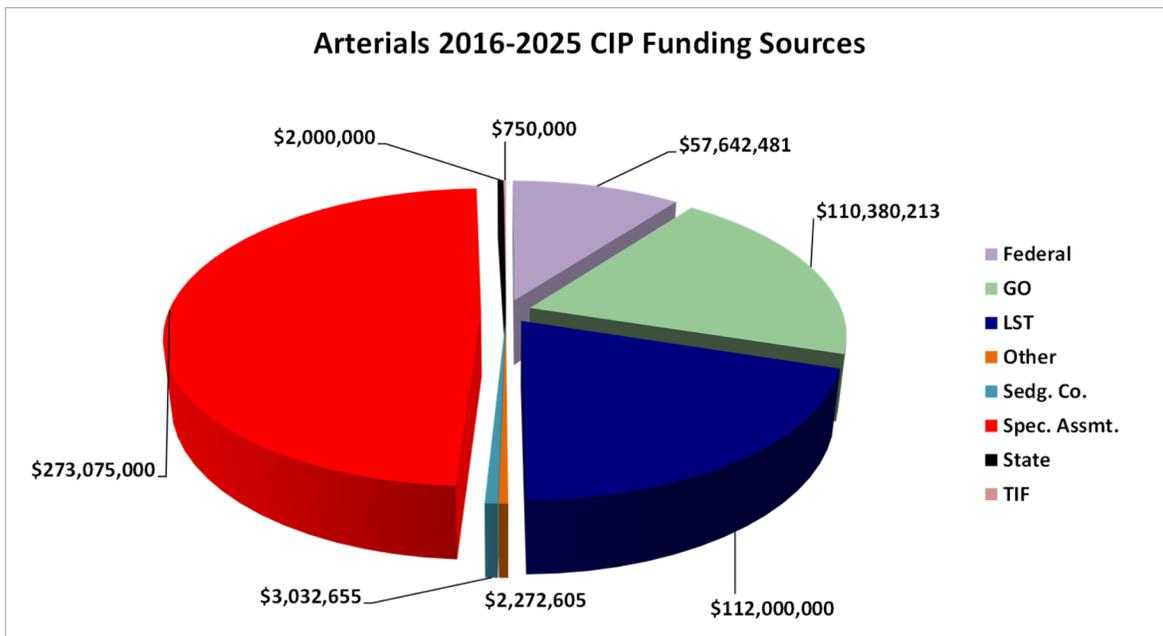
AIRPORT DETAILED PROJECT LISTING						
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 Airfield Equipment - ICT	0	0	0	0	0	1,200,000
2 Airfield Pavement - ICT	1,043,563	3,208,143	4,417,791	4,272,508	4,066,147	38,576,152
3 Airport Development - ICT	50,000	0	50,000	0	50,000	836,000
4 Airport Rolling Stock - ICT	3,400,000	1,200,000	200,000	350,000	550,000	5,900,000
5 Facility Improvements - ICT	0	100,000	0	100,000	0	9,890,000
6 Facility Maintenance - ICT	25,000	0	0	0	0	100,000
7 HVAC/Mech Impr - ICT	125,000	0	0	200,000	0	2,425,000
8 Roof Replacements - ICT	255,000	0	0	500,000	0	1,250,000
9 Street Side Pavement - ICT	1,290,000	0	1,000,000	1,000,000	0	6,355,000
10 Studies - ICT	0	155,000	0	0	155,000	2,020,000
11 Utility Improvements - ICT	0	0	50,000	300,000	0	4,610,000
12 Airfield Pavement - AAO	0	0	0	0	0	275,000
13 Airport Development - AAO	25,000	0	25,000	0	25,000	175,000
14 Facility Improvement - AAO	0	50,000	0	50,000	0	750,000
15 Studies - AAO	0	45,000	0	0	45,000	485,000
16 Utility Improvements - AAO	0	10,000	0	0	0	20,000
Total Expenditures	6,213,563	4,768,143	5,742,791	6,772,508	4,891,147	74,867,152
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
Airport Funds	2,374,356	640,814	1,766,779	2,907,251	1,238,229	32,878,729
Federal Funds	3,839,207	4,127,329	3,976,012	3,865,257	3,652,918	41,988,423
Total Funding	6,213,563	4,768,143	5,742,791	6,772,508	4,891,147	74,867,152



ARTERIALS

EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR (\$ IN THOUSAND)

Year	Federal Funds	GO	LST	Other	Sedgwick County	Special Assmt.	State	TIF	Total
2016	\$5,539	\$10,571	\$10,000	\$150	\$0	\$15,000	\$200	\$0	\$41,460
2017	\$8,505	\$9,468	\$10,000	\$923	\$0	\$15,000	\$200	\$0	\$44,096
2018	\$5,898	\$6,208	\$10,000	\$150	\$533	\$30,000	\$200	\$0	\$52,988
2019	\$5,000	\$134	\$10,000	\$150	\$0	\$30,500	\$200	\$100	\$46,084
2020	\$5,000	\$4,275	\$12,000	\$150	\$0	\$30,000	\$200	\$650	\$52,275
2021	\$5,900	\$9,375	\$12,000	\$150	\$0	\$32,575	\$200	\$0	\$60,200
2022	\$5,000	\$10,775	\$12,000	\$150	\$0	\$30,000	\$200	\$0	\$58,125
2023	\$5,900	\$7,200	\$12,000	\$150	\$0	\$30,000	\$200	\$0	\$55,450
2024	\$5,000	\$20,775	\$12,000	\$150	\$0	\$30,000	\$200	\$0	\$68,125
2025	\$5,900	\$31,600	\$12,000	\$150	\$2,500	\$30,000	\$200	\$0	\$82,350
Total	\$57,642	\$110,380	\$112,000	\$2,273	\$3,033	\$273,075	\$2,000	\$750	\$561,153



Arterials CIP: The CIP supports 56 Arterial projects. The projects are financed with \$273.1 million in Special Assessments, \$110.4 million in GO bonds, \$112.0 million in Local Sales Tax funds, \$57.6 million in Federal funds, \$0.75 million from TIF Funds, \$2.0 million from the State of Kansas, \$3.0 million from Sedgwick County, and \$2.3 million in other funds. The largest project is \$272 million to support neighborhood improvements.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
1	9th, I-135-Hillside	1	600,000	0	3,500,000	0	0	
2	13th, 119th-135th	5	0	0	0	4,000,000	0	
3	13th, McLean-Zoo Blvd	6	0	0	0	0	0	
4	17th, Hillside-Oliver	1	0	1,350,000	0	0	0	
5	17th, I-135-Broadway	1,6	0	0	0	300,000	0	
6	2nd, St Francis-Washington	6	0	750,000	1,250,000	0	0	
7	2nd, Main-St Francis	6	0	0	0	0	0	
8	29th & Ark. Intersection	6	0	0	0	200,000	250,000	
9	37th, Hydraulic-Hillside	1	0	0	0	0	0	
10	37th, Oliver-Woodlawn	F,O	2,843,868	1,656,132	0	0	0	
11	45th & Hillside Intersection	F	0	2,918,353	2,081,647	0	0	
12	119th, 21st-29th	5	0	0	0	0	0	
13	127th, 13th-21st	F	0	4,543,412	1,156,588	0	0	
14	135th, Central-13th	5	0	0	0	0	0	
15	143rd, Harry-Pawnee	2	0	0	0	0	0	
16	143rd, Kellogg-Central	F	0	5,400,000	0	0	0	
17	143rd, Kellogg-Harry	2	0	0	0	0	0	
18	151st, Kellogg-Maple	4	0	0	0	0	0	
19	Arterial SW/WCR Ramps	All	900,000	450,000	450,000	450,000	450,000	
20	Bike Enhancement Projects	F	0	1,603,010	0	408,724	0	
21	Commerce, Waterman-Kel.	1	0	0	0	0	0	
22	Comp. Way Finding	TIF	1,4,6	0	0	0	0	200,000
23	Douglas/Hyd. Intersection	F	1,641,000	0	0	0	0	
24	Douglas, Main-Washington	1,6	1,500,000	2,100,000	0	0	0	
25	Douglas, Wash.-Grove	SA	1	0	0	0	0	
26	Downtown Streetscaping	1,6	0	0	0	0	0	
27	Greenwich, Pawnee-Harry	F	2	150,000	100,000	4,925,000	0	0
28	Harry, 127th-143rd	2	0	0	0	0	0	
29	Hillside, 37th-45th	1	0	0	0	0	0	
30	Intelligent Trans. Sys.	All	1,000,000	500,000	500,000	500,000	500,000	
31	Maize, 31st-MacArthur	4	0	0	0	0	0	
32	Maize, 31st-Pawnee	4	0	0	0	0	0	
33	Maple, 135th-151st	5	0	0	0	0	0	
34	Maple, 151st-167th	5	0	0	0	0	0	
35	Maple, McLean-Exposition	4	0	0	0	0	0	
36	Mosley & RI, 3rd-Central	SA	6	0	0	0	0	
37	Mt Vernon & Hillside Inter.	3	0	0	400,000	1,250,000	0	
38	Mt Vernon, Broadway-SE Bd	3	0	0	0	300,000	4,000,000	
39	Neighborhood Imp.	SA	All	15,200,000	15,200,000	30,200,000	30,200,000	30,200,000
40	Old Town Improvements	6	750,000	0	0	0	0	
41	Oliver & 21st Intersection	1	4,100,000	0	0	0	0	
42	Oliver, 17th-21st	1	0	2,000,000	2,100,000	0	0	
43	Pawnee, Greenwich-127th	2	0	0	0	0	0	
44	Pawnee, Hydraulic-Grove	F	3	6,000,000	0	0	0	0
45	Pawnee, Webb-Greenwich	2	0	0	350,000	150,000	4,500,000	



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 9th, I-135-Hillside	0	0	0	0	0	4,100,000
2 13th, 119th-135th	0	0	0	0	0	4,000,000
3 13th, McLean-Zoo Blvd	0	300,000	200,000	4,500,000	0	5,000,000
4 17th, Hillside-Oliver	0	0	0	0	0	1,350,000
5 17th, I-135-Broadway	4,500,000	0	0	0	0	4,800,000
6 2nd, St Francis-Washington	0	0	0	0	0	2,000,000
7 2nd, Main-St Francis	0	3,500,000	0	0	0	3,500,000
8 29th & Ark. Intersection	1,250,000	0	0	0	0	1,700,000
9 37th, Hydraulic-Hillside	0	0	0	1,050,000	3,400,000	4,450,000
10 37th, Oliver-Woodlawn	0	0	0	0	0	4,500,000
11 45th & Hillside Intersection	0	0	0	0	0	5,000,000
12 119th, 21st-29th	0	0	450,000	3,500,000	0	3,950,000
13 127th, 13th-21st	0	0	0	0	0	5,700,000
14 135th, Central-13th	0	0	350,000	200,000	4,500,000	5,050,000
15 143rd, Harry-Pawnee	0	0	150,000	150,000	4,500,000	4,800,000
16 143rd, Kellogg-Central	0	0	0	0	0	5,400,000
17 143rd, Kellogg-Harry	0	250,000	250,000	4,500,000	0	5,000,000
18 151st, Kellogg-Maple	0	0	300,000	200,000	4,500,000	5,000,000
19 Arterial SW/WCR Ramps	450,000	450,000	450,000	450,000	450,000	4,950,000
20 Bike Enhancement Projects	1,974,828	0	2,025,000	0	1,775,392	7,786,954
21 Commerce, Waterman-Kel.	0	2,400,000	0	0	0	2,400,000
22 Comp. Way Finding	1,550,000	0	0	0	0	1,750,000
23 Douglas/Hyd. Intersection	0	0	0	0	0	1,641,000
24 Douglas, Main-Washington	2,500,000	2,550,000	900,000	0	0	9,550,000
25 Douglas, Wash.-Grove	0	0	250,000	5,000,000	5,500,000	10,750,000
26 Downtown Streetscaping	0	0	3,500,000	4,000,000	0	7,500,000
27 Greenwich, Pawnee-Harry	0	0	0	0	0	5,175,000
28 Harry, 127th-143rd	250,000	250,000	4,000,000	0	0	4,500,000
29 Hillside, 37th-45th	0	0	250,000	250,000	4,500,000	5,000,000
30 Intelligent Trans. Sys.	500,000	500,000	500,000	500,000	500,000	5,500,000
31 Maize, 31st-MacArthur	0	250,000	250,000	150,000	4,500,000	5,150,000
32 Maize, 31st-Pawnee	0	0	0	250,000	250,000	500,000
33 Maple, 135th-151st	0	250,000	250,000	4,000,000	0	4,500,000
34 Maple, 151st-167th	0	0	250,000	150,000	4,500,000	4,900,000
35 Maple, McLean-Exposition	0	0	2,000,000	0	0	2,000,000
36 Mosley & RI, 3rd-Central	0	1,500,000	0	0	0	1,500,000
37 Mt Vernon & Hillside Inter.	0	0	0	0	0	1,650,000
38 Mt Vernon, Broadway-SE Bd	0	0	0	0	0	4,300,000
39 Neighborhood Imp.	30,200,000	30,200,000	30,200,000	30,200,000	30,200,000	272,000,000
40 Old Town Improvements	0	0	0	0	0	750,000
41 Oliver & 21st Intersection	0	0	0	0	0	4,100,000
42 Oliver, 17th-21st	0	0	0	0	0	4,100,000
43 Pawnee, Greenwich-127th	0	0	0	250,000	250,000	500,000
44 Pawnee, Hydraulic-Grove	0	0	0	0	0	6,000,000
45 Pawnee, Webb-Greenwich	0	0	0	0	0	5,000,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
46	Pawnee, 119th-135th	4	0	0	0	0	0	0
47	Rail Crossing Improvements	O	300,000	300,000	300,000	300,000	300,000	300,000
48	Residential Street Impr	All	4,000,000	4,000,000	4,000,000	6,000,000	7,000,000	
49	KLINK Street Rehabilitation	S	700,000	700,000	700,000	700,000	700,000	700,000
50	St Francis Waterman-Kel.	1	0	0	0	0	0	0
51	Traffic Signalization	All	525,000	525,000	525,000	525,000	525,000	525,000
52	Tyler, Maple-Central	5	900,000	0	0	0	0	0
53	Union Station Imp.	1	350,000	0	0	0	0	0
54	West, Kellogg-Pawnee	4	0	0	0	400,000	500,000	
55	West, 47th-MacArthur	4	0	0	400,000	250,000	150,000	
56	West, I-235-MacArthur	4	0	0	150,000	150,000	3,000,000	
Total Expenditures			41,459,868	44,095,907	52,988,235	46,083,724	52,275,000	
FUNDING SOURCES			2016	2017	2018	2019	2020	
GO-at large Funding			10,570,604	9,468,010	6,207,655	133,724	4,275,000	
Local Sales Tax (LST)			10,000,000	10,000,000	10,000,000	10,000,000	12,000,000	
Special Assessments			15,000,000	15,000,000	30,000,000	30,500,000	30,000,000	
Sedgwick County			0	0	532,655	0	0	
TIF Funds			0	0	0	100,000	650,000	
State of Kansas			200,000	200,000	200,000	200,000	200,000	
Federal Funds			5,539,264	8,505,292	5,897,925	5,000,000	5,000,000	
Other Funds			150,000	922,605	150,000	150,000	150,000	
Total Funding			41,459,868	44,095,907	52,988,235	46,083,724	52,275,000	
DESCRIPTION OF NON-GO FUNDING			2016	2017	2018	2019	2020	
10	37th, Oliver-Woodlawn	F	2,071,264	883,527	0	0	0	
10	37th, Oliver-Woodlawn	O	0	772,605	0	0	0	
11	45th & Hillside Intersection	F	0	1,718,353	881,647	0	0	
13	127th, 13th-21st	F	0	2,303,412	1,156,588	0	0	
15	143rd, Harry-Pawnee	SG	0	0	0	0	0	
16	143rd, Kellogg-Central	F	0	3,600,000	0	0	0	
20	Bike Enhancement Projects	F	0	0	0	0	0	
22	Comp. Way Finding	TIF	0	0	0	100,000	650,000	
23	Douglas & Hydralulic Inter.	F	400,000	0	0	0	0	
25	Douglas, Wash.-Grove	SA	0	0	0	0	0	
27	Greenwich, Pawnee-Harry	F	0	0	3,859,690	0	0	
27	Greenwich, Pawnee-Harry	SG	0	0	532,655	0	0	
36	Mosley & RI, 3rd-Central	SA	0	0	0	500,000	0	
39	Neighborhood Imp.	SA	15,000,000	15,000,000	30,000,000	30,000,000	30,000,000	
44	Pawnee, Hydraulic-Grove	F	3,068,000	0	0	0	0	
47	Rail Crossing Improvements	O	150,000	150,000	150,000	150,000	150,000	
49	KLINK Street Rehabilitation	S	200,000	200,000	200,000	200,000	200,000	
Arterial Projects TBA			10,000,000	10,000,000	10,000,000	10,000,000	12,000,000	
Arterial Projects TBA			0	0	0	5,000,000	5,000,000	



PROJECT LISTING BY FUNDING SOURCES AND YEAR

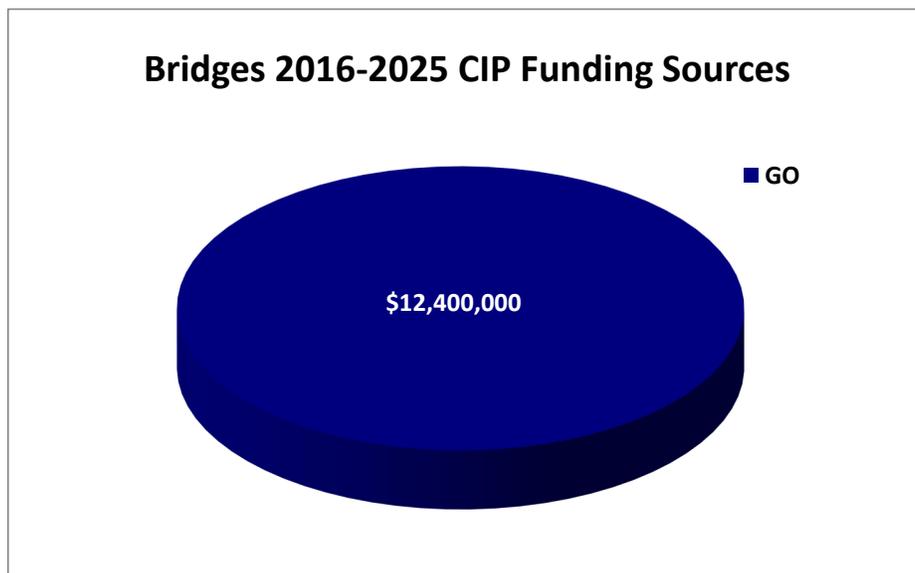
ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
46 Pawnee, 119th-135th	0	0	400,000	300,000	4,500,000	5,200,000
47 Rail Crossing Improvements	300,000	300,000	300,000	300,000	300,000	3,000,000
48 Residential Street Impr	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	60,000,000
49 KLINK Street Rehabilitation	700,000	700,000	700,000	700,000	700,000	7,000,000
50 St Francis Waterman-Kel.	0	2,700,000	0	0	0	2,700,000
51 Traffic Signalization	525,000	525,000	525,000	525,000	525,000	5,250,000
52 Tyler, Maple-Central	0	0	0	0	0	900,000
53 Union Station Imp.	0	0	0	0	0	350,000
54 West, Kellogg-Pawnee	4,500,000	4,500,000	0	0	0	9,900,000
55 West, 47th-MacArthur	4,000,000	0	0	0	0	4,800,000
56 West, I-235-MacArthur	0	0	0	0	0	3,300,000
Total Expenditures	60,199,828	58,125,000	55,450,000	68,125,000	82,350,392	561,152,954
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO-at large Funding	9,374,828	10,775,000	7,200,000	20,775,000	31,600,392	110,380,213
Local Sales Tax (LST)	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	112,000,000
Special Assessments	32,575,000	30,000,000	30,000,000	30,000,000	30,000,000	273,075,000
Sedgwick County	0	0	0	0	2,500,000	3,032,655
TIF Funds	0	0	0	0	0	750,000
State of Kansas	200,000	200,000	200,000	200,000	200,000	2,000,000
Federal Funds	5,900,000	5,000,000	5,900,000	5,000,000	5,900,000	57,642,481
Other Funds	150,000	150,000	150,000	150,000	150,000	2,272,605
Total Funding	60,199,828	58,125,000	55,450,000	68,125,000	82,350,392	561,152,954
	2021	2022	2023	2024	2025	TOTAL
10 37th, Oliver-Woodlawn	0	0	0	0	0	2,954,791
10 37th, Oliver-Woodlawn	0	0	0	0	0	772,605
11 45th & Hillside Intersection	0	0	0	0	0	2,600,000
13 127th, 13th-21st	0	0	0	0	0	3,460,000
15 143rd, Harry-Pawnee	0	0	0	0	2,500,000	2,500,000
16 143rd, Kellogg-Central	0	0	0	0	0	3,600,000
20 Bike Enhancement Projects	900,000	0	900,000	0	900,000	2,700,000
22 Comp. Way Finding	0	0	0	0	0	750,000
23 Douglas & Hydralulic Inter.	0	0	0	0	0	400,000
25 Douglas, Wash.-Grove	2,575,000	0	0	0	0	2,575,000
27 Greenwich, Pawnee-Harry	0	0	0	0	0	3,859,690
27 Greenwich, Pawnee-Harry	0	0	0	0	0	532,655
36 Mosley & RI, 3rd-Central	0	0	0	0	0	500,000
39 Neighborhood Imp.	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	270,000,000
44 Pawnee, Hydraulic-Grove	0	0	0	0	0	3,068,000
47 Rail Crossing Improvements	150,000	150,000	150,000	150,000	150,000	1,500,000
49 KLINK Street Rehabilitation	200,000	200,000	200,000	200,000	200,000	2,000,000
Arterial Projects TBA	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	112,000,000
Arterial Projects TBA	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	35,000,000



Keeper of the Plains

BRIDGES		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	GO	Total
2016	\$2,100,000	\$2,100,000
2017	\$650,000	\$650,000
2018	\$950,000	\$950,000
2019	\$1,750,000	\$1,750,000
2020	\$1,500,000	\$1,500,000
2021	\$1,150,000	\$1,150,000
2022	\$1,000,000	\$1,000,000
2023	\$1,150,000	\$1,150,000
2024	\$1,000,000	\$1,000,000
2025	\$1,150,000	\$1,150,000
Total	\$12,400,000	\$12,400,000



Bridge Projects: The CIP supports eight Bridge projects. The projects are solely financed with \$12.4 million in GO bonds. The largest project is \$5.8 million for ongoing bridge rehabilitation and repair work prioritized based on biennial inspections and safety standards.

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING							
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020
	FUNDING	DISTRICT					
1 15th @ Drainage Canal		1	300,000	0	0	0	0
2 2nd St N @ Brookside		1	0	0	100,000	750,000	0
3 Bridge Inspections		All	0	150,000	0	150,000	0
4 Bridge Rehabilitation/Repair		All	0	0	0	0	750,000
5 Broadway @ Arkansas River		3	1,600,000	0	0	0	0
6 Delano @ Westlink		5	0	0	0	100,000	750,000
7 Douglas @ Brookside		1	0	0	100,000	750,000	0
8 Harry @ Arkansas River		3	200,000	500,000	750,000	0	0
Total Expenditures			2,100,000	650,000	950,000	1,750,000	1,500,000
FUNDING SOURCES			2016	2017	2018	2019	2020
GO at-large Funding			2,100,000	650,000	950,000	1,750,000	1,500,000
Total Funding			2,100,000	650,000	950,000	1,750,000	1,500,000

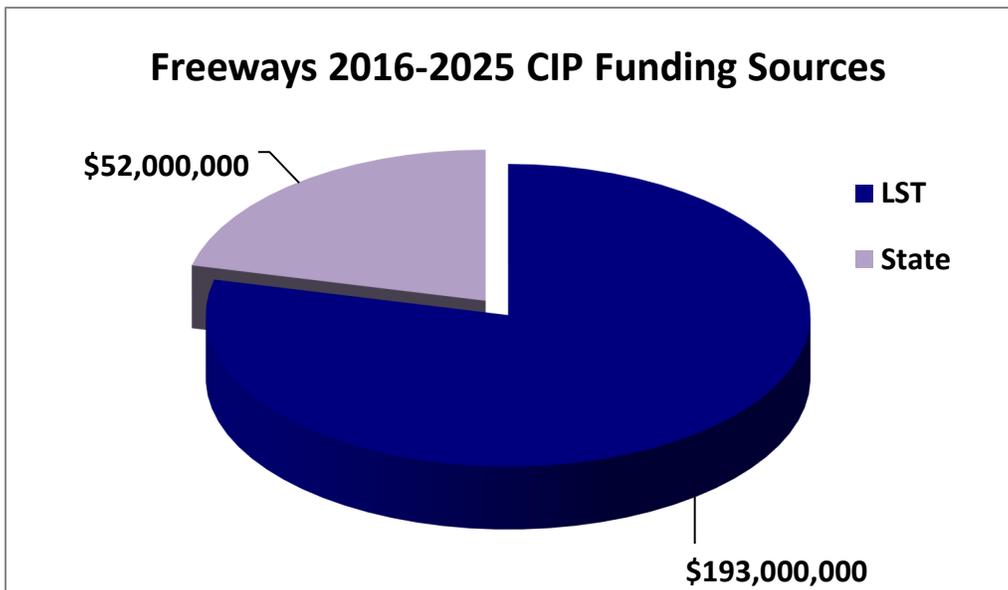
PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 15th @ Drainage Canal	0	0	0	0	0	300,000
2 2nd St N @ Brookside	0	0	0	0	0	850,000
3 Bridge Inspections	150,000	0	150,000	0	150,000	750,000
4 Bridge Rehabilitation/Repair	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,750,000
5 Broadway @ Arkansas River	0	0	0	0	0	1,600,000
6 Delano @ Westlink	0	0	0	0	0	850,000
7 Douglas @ Brookside	0	0	0	0	0	850,000
8 Harry @ Arkansas River	0	0	0	0	0	1,450,000
Total Expenditures	1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO at-large Funding	1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000
Total Funding	1,150,000	1,000,000	1,150,000	1,000,000	1,150,000	12,400,000



FREEWAYS			
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR			
Year	LST	State	Total
2016			\$0
2017		\$20,000,000	\$20,000,000
2018	\$48,000,000	\$32,000,000	\$80,000,000
2019	\$25,000,000		\$25,000,000
2020	\$20,000,000		\$20,000,000
2021			\$0
2022	\$20,000,000		\$20,000,000
2023	\$40,000,000		\$40,000,000
2024	\$40,000,000		\$40,000,000
2025			\$0
Total	\$193,000,000	\$52,000,000	\$245,000,000



Freeway Projects: The CIP supports two Freeway projects. The projects are financed with \$193.0 million in Local Sales Tax funds and \$52.0 million from the State of Kansas. The largest project is \$145 million for East Kellogg from Webb to K-96.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING								
		Non - GO	COUNCIL					
	PROJECT TITLE	FUNDING	DISTRICT	2016	2017	2018	2019	2020
1	E Kellogg @ Webb-K96	LST/S	All	0	20,000,000	80,000,000	25,000,000	20,000,000
2	Future Kellogg Improvement	LST	All	0	0	0	0	0
	Total Expenditures			0	20,000,000	80,000,000	25,000,000	20,000,000
FUNDING SOURCES				2016	2017	2018	2019	2020
	Local Sales Tax (LST)			0	0	48,000,000	25,000,000	20,000,000
	State of Kansas			0	20,000,000	32,000,000	0	0
	Total Funding			0	20,000,000	80,000,000	25,000,000	20,000,000
DESCRIPTION OF NON-GO FUNDING				2016	2017	2018	2019	2020
1	E Kellogg @ Webb-K96	LST		0	0	48,000,000	25,000,000	20,000,000
1	E Kellogg @ Webb-K96	S		0	20,000,000	32,000,000	0	0
2	Future Kellogg Improvement	LST		0	0	0	0	0

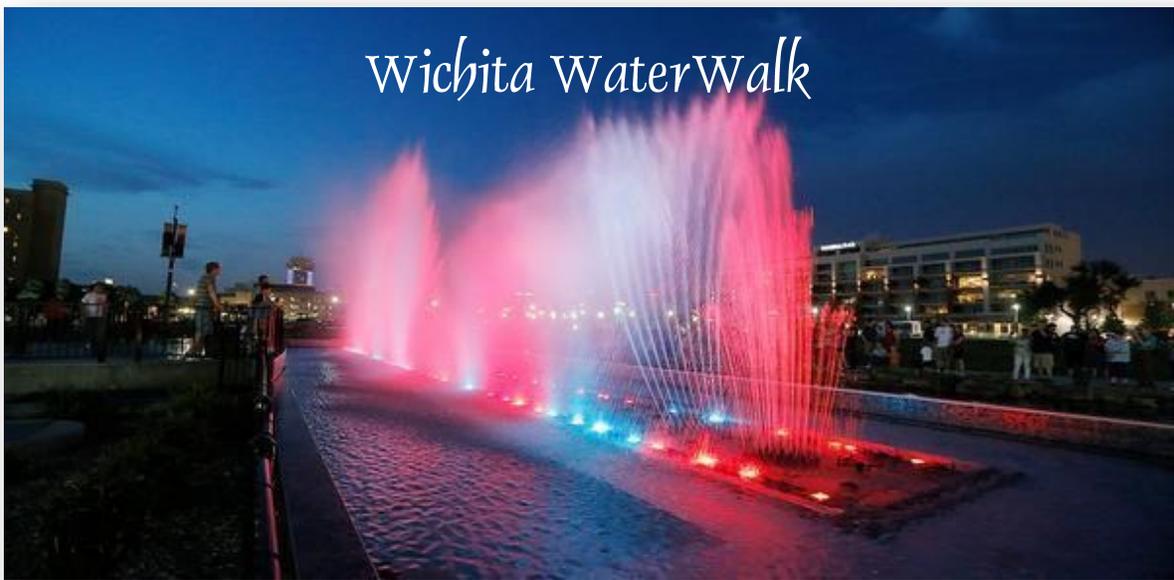
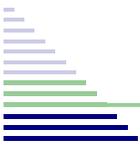
PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING

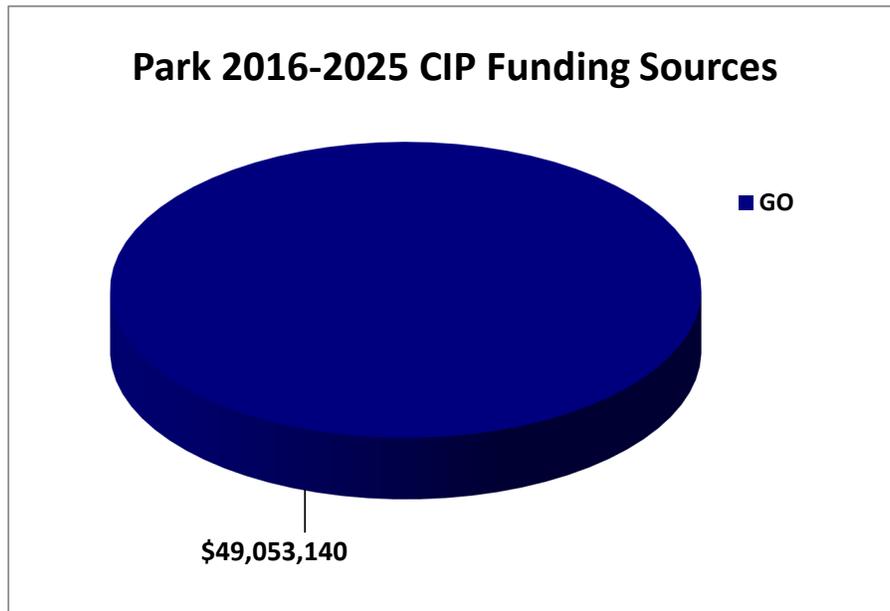
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 E Kellogg @ Webb-K96	0	0	0	0	0	145,000,000
2 Future Kellogg Improvement	0	20,000,000	40,000,000	40,000,000	0	100,000,000
Total Expenditures	0	20,000,000	40,000,000	40,000,000	0	245,000,000

FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
Local Sales Tax (LST)	0	20,000,000	40,000,000	40,000,000	0	193,000,000
State of Kansas	0	0	0	0	0	52,000,000
Total Funding	0	20,000,000	40,000,000	40,000,000	0	245,000,000

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 E Kellogg @ Webb-K96	0	0	0	0	0	93,000,000
1 E Kellogg @ Webb-K96	0	0	0	0	0	52,000,000
2 Future Kellogg Improvement	0	20,000,000	40,000,000	40,000,000	0	100,000,000



PARK AND RECREATION		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	GO	Total
2016	\$1,775,600	\$1,775,600
2017	\$2,324,940	\$2,324,940
2018	\$4,175,000	\$4,175,000
2019	\$8,380,000	\$8,380,000
2020	\$6,362,500	\$6,362,500
2021	\$6,547,300	\$6,547,300
2022	\$7,480,000	\$7,480,000
2023	\$3,077,800	\$3,077,800
2024	\$6,530,000	\$6,530,000
2025	\$2,400,000	\$2,400,000
Total	\$49,053,140	\$49,053,140



Parks: The CIP supports 16 Park projects. The projects are financed with \$49.1 million in GO bonds. The largest project is \$18.0 million for development of Aquatics Master Plan improvements.

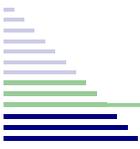


PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK AND RECREATION DETAILED PROJECT LISTING							
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020
	FUNDING	DISTRICT					
1 21st @ Arkansas River Dam		6	0	0	0	0	0
2 Aquatics Master Plan Impr		All	0	0	1,025,000	5,150,000	4,000,000
3 Athletics Courts		All	250,000	0	250,000	0	250,000
4 Central and Bristol Park		2	0	0	0	0	0
5 Chapin Park		3	0	0	0	0	300,000
6 Crystal Prairie Lake Park		6	0	0	0	2,000,000	0
7 Facility Improvements - Parks		All	400,000	400,000	400,000	400,000	400,000
8 Ice Center		All	100,000	0	100,000	0	100,000
9 Irrigation Systems		All	0	100,000	0	100,000	0
10 Linwood Park		1	50,000	250,000	300,000	0	0
11 McAdams Fields		1	0	600,000	400,000	0	0
12 Planeview Park		3	0	0	0	0	250,000
13 Playground Rehab/Dev		All	400,000	400,000	400,000	400,000	400,000
14 Pracht Wetlands		5	0	250,000	500,000	0	0
15 Walking Paths		All	250,000	0	250,000	0	250,000
16 Watson Park		3	325,600	324,940	550,000	330,000	412,500
Total Expenditures			1,775,600	2,324,940	4,175,000	8,380,000	6,362,500
FUNDING SOURCES			2016	2017	2018	2019	2020
GO at-large Funding			1,775,600	2,324,940	4,175,000	8,380,000	6,362,500
Total Funding			1,775,600	2,324,940	4,175,000	8,380,000	6,362,500

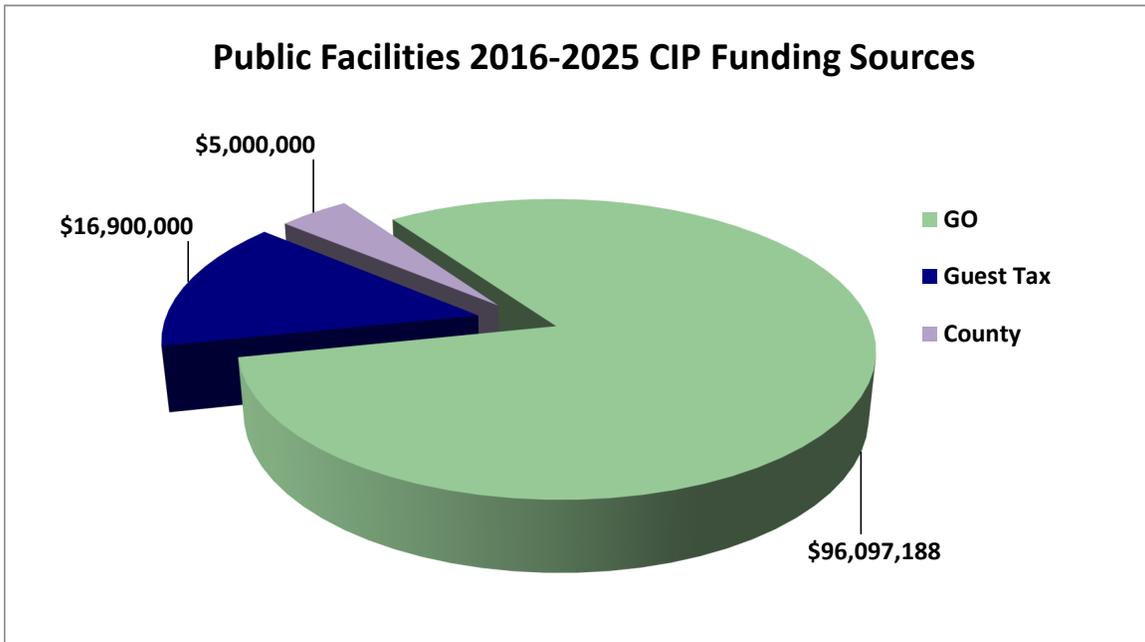


PROJECT LISTING BY FUNDING SOURCES AND YEAR						
PARK AND RECREATION DETAILED PROJECT LISTING						
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 21st @ Arkansas River Dam	0	0	0	50,000	1,500,000	1,550,000
2 Aquatics Master Plan Impr	4,175,000	1,150,000	1,250,000	1,250,000	0	18,000,000
3 Athletics Courts	0	250,000	0	250,000	0	1,250,000
4 Central and Bristol Park	100,000	600,000	600,000	0	0	1,300,000
5 Chapin Park	0	0	0	0	0	300,000
6 Crystal Prairie Lake Park	0	4,000,000	0	3,500,000	0	9,500,000
7 Facility Improvements - Park	400,000	400,000	400,000	400,000	400,000	4,000,000
8 Ice Center	0	100,000	0	100,000	0	500,000
9 Irrigation Systems	100,000	0	100,000	0	100,000	500,000
10 Linwood Park	0	0	0	0	0	600,000
11 McAdams Fields	0	0	0	0	0	1,000,000
12 Planeview Park	1,050,000	0	0	0	0	1,300,000
13 Playground Rehab/Dev	400,000	400,000	400,000	400,000	400,000	4,000,000
14 Pracht Wetlands	0	0	0	0	0	750,000
15 Walking Paths	0	250,000	0	250,000	0	1,250,000
16 Watson Park	322,300	330,000	327,800	330,000	0	3,253,140
Total Expenditures	6,547,300	7,480,000	3,077,800	6,530,000	2,400,000	49,053,140
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO at-large Funding	6,547,300	7,480,000	3,077,800	6,530,000	2,400,000	49,053,140
Total Funding	6,547,300	7,480,000	3,077,800	6,530,000	2,400,000	49,053,140





PUBLIC FACILITIES				
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR				
Year	GO	Guest Tax	County	Total
2016	\$9,453,000	\$4,000,000	\$0	\$13,453,000
2017	\$14,681,148	\$2,000,000	\$5,000,000	\$21,681,148
2018	\$6,843,200	\$3,900,000	\$0	\$10,743,200
2019	\$8,451,840	\$2,000,000	\$0	\$10,451,840
2020	\$9,639,280	\$500,000	\$0	\$10,139,280
2021	\$11,583,720	\$1,500,000	\$0	\$13,083,720
2022	\$5,330,920	\$0	\$0	\$5,330,920
2023	\$14,225,920	\$1,500,000	\$0	\$15,725,920
2024	\$8,628,160	\$0	\$0	\$8,628,160
2025	\$7,260,000	\$1,500,000	\$0	\$8,760,000
Total	\$96,097,188	\$16,900,000	\$5,000,000	\$117,997,188



Public Facilities: The CIP supports 14 Public Facilities projects. The projects are financed with \$96.1 million in GO bonds, \$16.9 million in Guest Taxes, and \$5.0 million from Sedgwick County. The largest project is \$38.0 million to replace fire apparatus.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING									
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020		
	FUNDING	DISTRICT							
1 CII - Exterior Impr.	TGT	All	1,000,000	0	0	0	0	0	0
2 CII - Renovations	TGT	All	3,000,000	0	3,400,000	0	0	0	0
3 City ADA Improvements		All	0	300,000	300,000	300,000	300,000	300,000	300,000
4 City Facility Impr - General		All	500,000	500,000	750,000	750,000	750,000	1,000,000	1,000,000
5 City Hall Renovations		All	0	300,000	0	300,000	300,000	300,000	0
6 Cultural Facilities Impr	TGT	All	0	1,500,000	0	1,500,000	1,500,000	1,500,000	0
7 Fire Station Maintenance		All	0	250,000	0	250,000	250,000	250,000	0
8 Fire Apparatus		All	6,953,000	3,758,148	3,793,200	4,851,840	4,851,840	4,739,280	4,739,280
9 Fire - SCBA		All	0	0	0	0	0	0	0
10 Law Enforce. Train. Center	SG	All	0	10,000,000	0	0	0	0	0
11 LDS Improvements	TGT	All	0	500,000	500,000	500,000	500,000	500,000	500,000
12 Heavy Equip Replacement		All	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	3,000,000	3,000,000
13 Police Patrol Substations		2,5	0	2,573,000	0	0	0	600,000	600,000
14 Police Radios		All	0	0	0	0	0	0	0
Total Expenditures			13,453,000	21,681,148	10,743,200	10,451,840	10,451,840	10,139,280	10,139,280
FUNDING SOURCES			2016	2017	2018	2019	2020		
GO at-large Funding			9,453,000	14,681,148	6,843,200	8,451,840	9,639,280		
Transient Guest Tax (TGT)			4,000,000	2,000,000	3,900,000	2,000,000	500,000		
Sedgwick County			0	5,000,000	0	0	0		
Total Funding			13,453,000	21,681,148	10,743,200	10,451,840	10,139,280		
DESCRIPTION OF NON-GO FUNDING			2016	2017	2018	2019	2020		
1 CII - Exterior Impr.	TGT		1,000,000	0	0	0	0	0	0
3 CII - Renovations	TGT		3,000,000	0	3,400,000	0	0	0	0
6 Cultural Facilities Impr	TGT		0	1,500,000	0	1,500,000	1,500,000	1,500,000	0
10 Law Enforce. Train. Center	SG		0	5,000,000	0	0	0	0	0
11 LDS Improvements	TGT		0	500,000	500,000	500,000	500,000	500,000	500,000

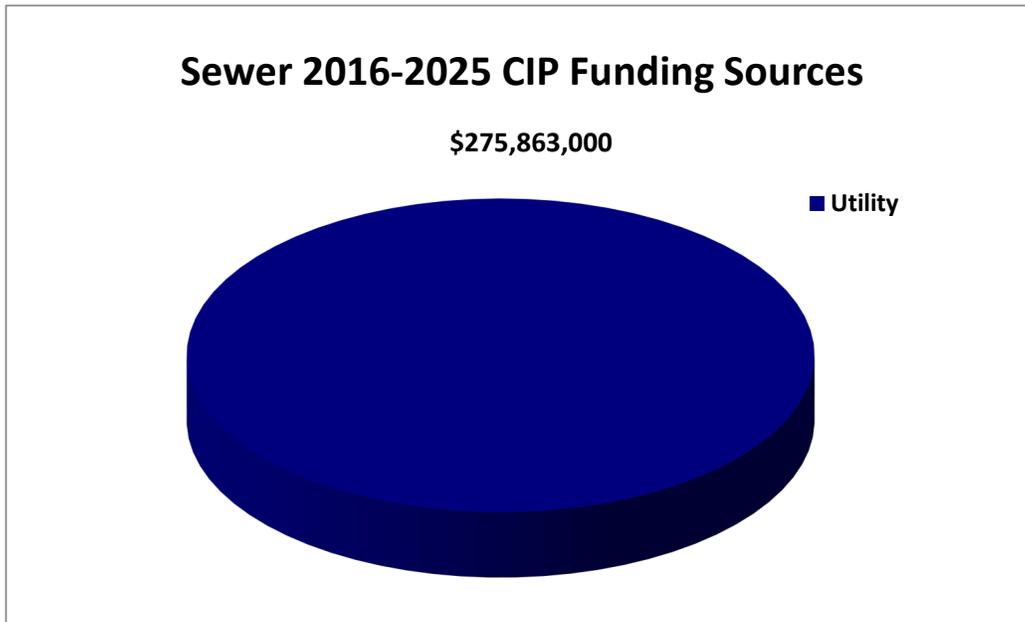


PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING						
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 CII - Exterior Impr.	0	0	0	0	0	1,000,000
2 CII - Renovations	0	0	0	0	0	6,400,000
3 City ADA Improvements	300,000	300,000	300,000	300,000	300,000	2,700,000
4 City Facility Impr - General	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	8,500,000
5 City Hall Renovations	300,000	0	300,000	0	300,000	1,500,000
6 Cultural Facilities Impr	1,500,000	0	1,500,000	0	1,500,000	7,500,000
7 Fire Station Maintenance	400,000	0	400,000	0	400,000	1,700,000
8 Fire Apparatus	2,010,720	1,030,920	4,225,920	4,328,160	2,260,000	37,951,188
9 Fire - SCBA	2,000,000	0	0	0		2,000,000
10 Law Enforce. Train. Center	0	0	0	0	0	10,000,000
11 LDS Improvements	0	0	0	0	0	2,000,000
12 Heavy Equip Replacement	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	26,000,000
13 Police Patrol Substations	2,573,000	0	0	0	0	5,746,000
14 Police Radios	0	0	5,000,000	0	0	5,000,000
	13,083,720	5,330,920	15,725,920	8,628,160	8,760,000	117,997,188
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO-at large Funding	11,583,720	5,330,920	14,225,920	8,628,160	7,260,000	96,097,188
Transient Guest Tax (TGT)	1,500,000	0	1,500,000	0	1,500,000	16,900,000
Sedgwick County	0	0	0	0	0	5,000,000
Total Funding	13,083,720	5,330,920	15,725,920	8,628,160	8,760,000	117,997,188
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 CII - Exterior Impr.	0	0	0	0	0	1,000,000
3 CII - Renovations	0	0	0	0	0	6,400,000
6 Cultural Facilities Impr	1,500,000	0	1,500,000	0	0	6,000,000
10 Law Enforce. Train. Center	0	0	0	0	0	5,000,000
11 LDS Improvements	0	0	0	0	0	2,000,000



SEWER		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	Utility	Total
2016	\$61,564,000	\$61,564,000
2017	\$17,025,000	\$17,025,000
2018	\$9,340,000	\$9,340,000
2019	\$8,200,000	\$8,200,000
2020	\$8,300,000	\$8,300,000
2021	\$17,580,000	\$17,580,000
2022	\$22,580,000	\$22,580,000
2023	\$44,104,000	\$44,104,000
2024	\$29,820,000	\$29,820,000
2025	\$57,350,000	\$57,350,000
Total	\$275,863,000	\$275,863,000



Sewer: The CIP supports 18 Sewer projects. The projects are financed with \$275.9 million in Sewer Utility Funds. The largest project is \$97.5 million for the federal mandated Biological Nutrient Removal system at Plant 2.

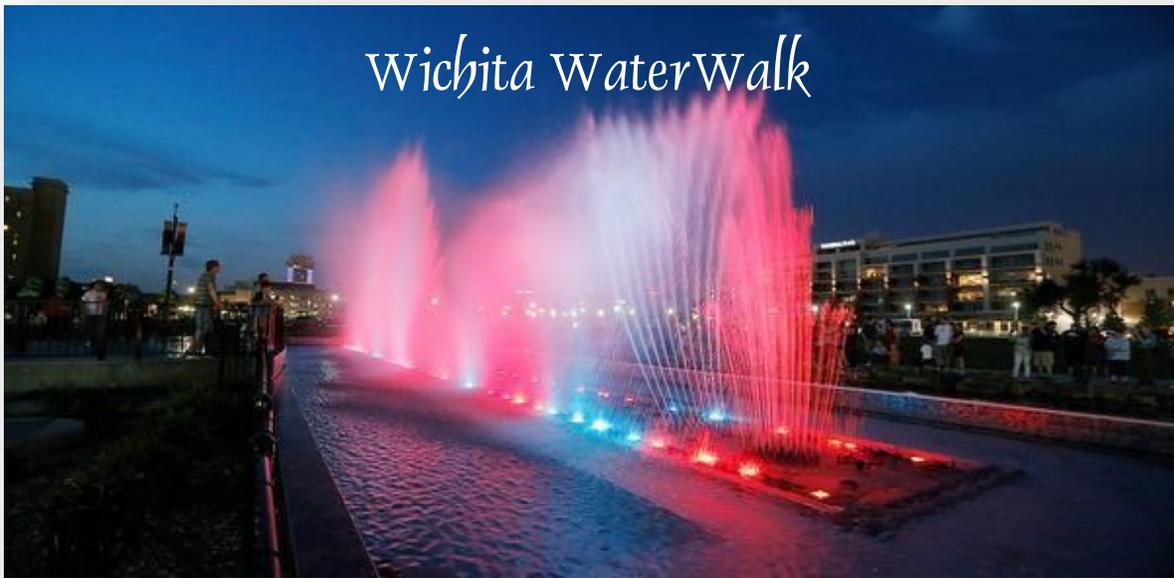
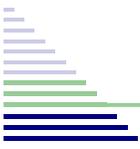
PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
1 BNR @ Plant 2	Sewer Utility	All	0	0	0	0	0	0
2 Collection Mains Replace	Sewer Utility	All	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000
3 Force Main Impr. @ Plt 1-2	Sewer Utility	All	45,000,000	0	0	0	0	0
4 Kellogg & Greenwich	Sewer Utility	All	0	0	650,000	0	0	0
5 Kellogg & Webb	Sewer Utility	All	739,000	0	0	0	0	0
6 Kellogg, 127th-159th	Sewer Utility	All	0	0	540,000	0	0	0
7 Kellogg Reloc. @ Greenwich	Sewer Utility	All	350,000	0	0	0	0	0
8 Lagoon Land Acquisition	Sewer Utility	All	500,000	0	0	0	0	0
9 Lift Station Rehab/Replace	Sewer Utility	All	0	800,000	800,000	800,000	800,000	800,000
10 Mains for Future Dvpment	Sewer Utility	All	1,850,000	1,900,000	1,950,000	2,000,000	2,100,000	2,100,000
11 Plant 1 Improvements	Sewer Utility	All	1,150,000	0	0	0	0	0
12 Plant 4 Improvements	Sewer Utility	All	6,575,000	8,925,000	0	0	0	0
13 Relief Sewer @ 47th-55th	Sewer Utility	All	0	0	0	0	0	0
14 Rlf Swr Sher. @ 31st-47th	Sewer Utility	All	0	0	0	0	0	0
15 Rlf Swr Sher. @ May-31st	Sewer Utility	All	0	0	0	0	0	0
16 SWR Reloc I-135 - Blake-Ind	Sewer Utility	All	0	0	0	0	0	0
17 Walnut Basin Sewer Mains	Sewer Utility	All	0	0	0	0	0	0
18 Walnut Pump Station	Sewer Utility	All	0	0	0	0	0	0
Total Expenditures			61,564,000	17,025,000	9,340,000	8,200,000	8,300,000	
FUNDING SOURCES			2016	2017	2018	2019	2020	
Sewer Utility Funds			61,564,000	17,025,000	9,340,000	8,200,000	8,300,000	
Total Funding			61,564,000	17,025,000	9,340,000	8,200,000	8,300,000	

PROJECT LISTING BY FUNDING SOURCES AND YEAR

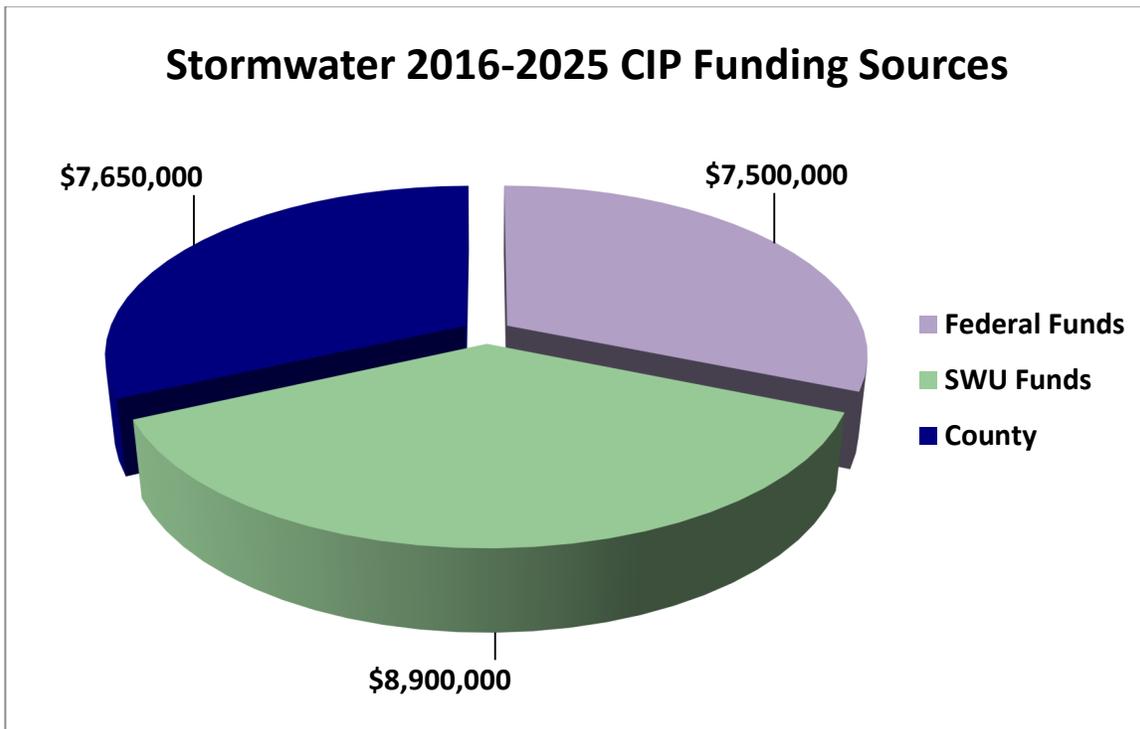
SEWER DETAILED PROJECT LISTING

PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 BNR @ Plant 2	9,180,000	9,180,000	15,444,000	15,120,000	48,600,000	97,524,000
2 Collection Mains Replace	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	54,000,000
3 Force Main Impr. @ Plt 1-2	0	0	0	0	0	45,000,000
4 Kellogg & Greenwich	0	0	0	0	0	650,000
5 Kellogg & Webb	0	0	0	0	0	739,000
6 Kellogg, 127th-159th	0	0	0	0	0	540,000
7 Kellogg Reloc. @ Greenwich	0	0	0	0	0	350,000
8 Lagoon Land Acquisition	0	0	0	0	0	500,000
9 Lift Station Rehab/Replace	800,000	800,000	800,000	800,000	850,000	7,250,000
10 Mains for Future Dvpmnt	2,200,000	2,300,000	2,400,000	2,500,000	2,500,000	21,700,000
11 Plant 1 Improvements	0	0	0	0	0	1,150,000
12 Plant 4 Improvements	0	0	0	0	0	15,500,000
13 Relief Sewer @ 47th-55th	0	0	0	6,000,000	0	6,000,000
14 Rlf Swr Sher. @ 31st-47th	0	0	7,000,000	0	0	7,000,000
15 Rlf Swr Sher. @ May-31st	0	3,000,000	0	0	0	3,000,000
16 SWR Reloc I-135 - Blake-Ind	0	500,000	10,000,000	0	0	10,500,000
17 Walnut Basin Sewer Mains	0	900,000	900,000	0	0	1,800,000
18 Walnut Pump Station	0	500,000	2,160,000	0	0	2,660,000
Total Expenditures	17,580,000	22,580,000	44,104,000	29,820,000	57,350,000	275,863,000
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
Sewer Utility Funds	17,580,000	22,580,000	44,104,000	29,820,000	57,350,000	275,863,000
Total Funding	17,580,000	22,580,000	44,104,000	29,820,000	57,350,000	275,863,000





STORMWATER EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR				
Year	Federal Funds	SWU Funds	County	Total
2016		\$250,000		\$250,000
2017		\$1,000,000	\$500,000	\$1,500,000
2018		\$500,000	\$500,000	\$1,000,000
2019		\$800,000	\$800,000	\$1,600,000
2020		\$500,000	\$500,000	\$1,000,000
2021		\$600,000	\$600,000	\$1,200,000
2022		\$750,000	\$250,000	\$1,000,000
2023		\$250,000	\$250,000	\$500,000
2024		\$250,000	\$250,000	\$500,000
2025	\$7,500,000	\$4,000,000	\$4,000,000	\$15,500,000
Total	\$7,500,000	\$8,900,000	\$7,650,000	\$24,050,000



Stormwater CIP: The CIP supports four Stormwater projects. The projects are financed with \$7.5 million in federal funds, \$8.9 million in Stormwater Utility funds, and \$7.7 million from Sedgwick County. The largest project is \$15.0 million to support improvements at the Dry Creek (Calfskin).



PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
1 Topographical Updates	SWU	All	0	500,000	0	0	0	0
2 Storm Drainage Inventory	SWU	All	250,000	0	0	0	0	0
3 Dry Creek (Calfskin) Imp.	F/SG/SWU	All	0	0	0	0	0	0
4 Wichita-VC Flood Contl Imp.	SG/SWU	All	0	1,000,000	1,000,000	1,600,000	1,000,000	
Total Expenditures			250,000	1,500,000	1,000,000	1,600,000	1,000,000	
FUNDING SOURCES			2016	2017	2018	2019	2020	
Stormwater Utility Funds			250,000	1,000,000	500,000	800,000	500,000	
Sedgwick County			0	500,000	500,000	800,000	500,000	
Federal Funds			0	0	0	0	0	
Total Funding			250,000	1,500,000	1,000,000	1,600,000	1,000,000	
DESCRIPTION OF NON-GO FUNDING			2016	2017	2018	2019	2020	
1	Topographical Updates	SWU	0	500,000	0	0	0	0
2	Storm Drainage Inventory	SWU	250,000	0	0	0	0	0
3	Dry Creek (Calfskin) Imp.	F	0	0	0	0	0	0
3	Dry Creek (Calfskin) Imp.	SG	0	0	0	0	0	0
3	Dry Creek (Calfskin) Imp.	SWU	0	0	0	0	0	0
4	Wichita-VC Flood Contl Imp.	SG	0	500,000	500,000	800,000	500,000	
4	Wichita-VC Flood Contl Imp.	SWU	0	500,000	500,000	800,000	500,000	



PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING

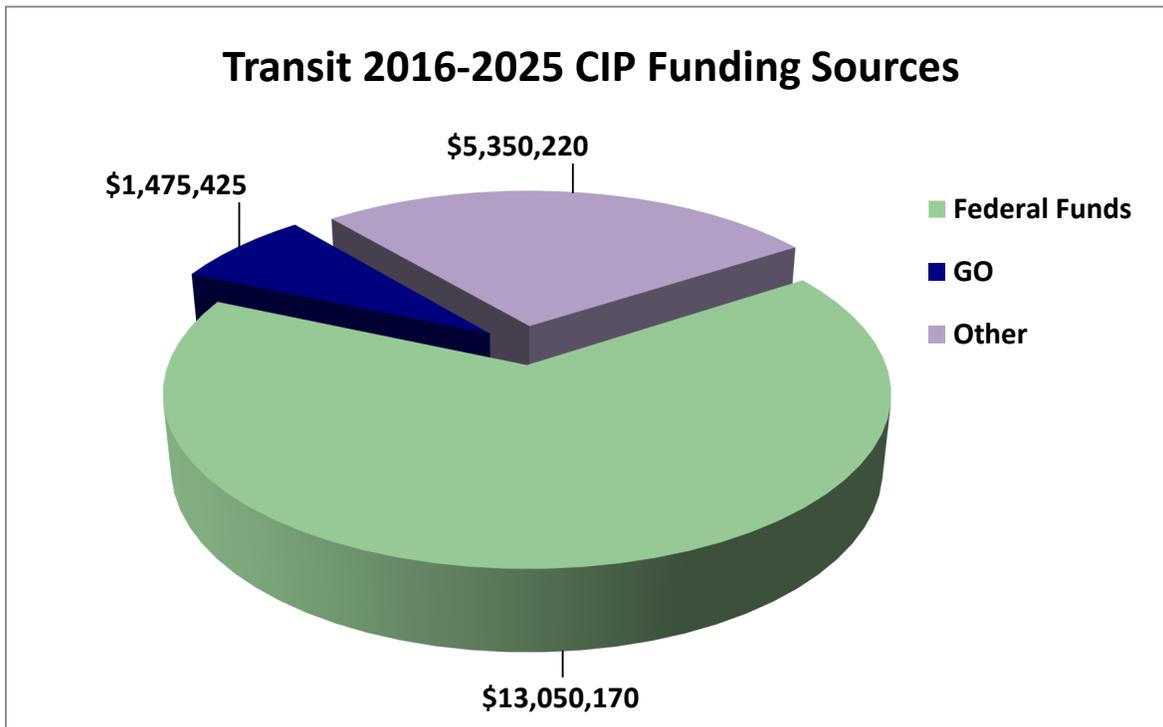
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 Topographical Updates	0	500,000	0	0	0	1,000,000
2 Storm Drainage Inventory	0	0	0	0	0	250,000
3 Dry Creek (Calfskin) Imp.	0	0	0	0	15,000,000	15,000,000
4 Wichita-VC Flood Contl Imp.	1,200,000	500,000	500,000	500,000	500,000	7,800,000
Total Expenditures	1,200,000	1,000,000	500,000	500,000	15,500,000	24,050,000
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
Stormwater Utility Funds	600,000	750,000	250,000	250,000	4,000,000	8,900,000
Sedgwick County	600,000	250,000	250,000	250,000	4,000,000	7,650,000
Federal Funds	0	0	0	0	7,500,000	7,500,000
Total Funding	1,200,000	1,000,000	500,000	500,000	15,500,000	24,050,000
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
1 Topographical Updates	0	500,000	0	0	0	1,000,000
2 Storm Drainage Inventory	0	0	0	0	0	250,000
3 Dry Creek (Calfskin) Imp.	0	0	0	0	7,500,000	7,500,000
3 Dry Creek (Calfskin) Imp.	0	0	0	0	3,750,000	3,750,000
3 Dry Creek (Calfskin) Imp.	0	0	0	0	3,750,000	3,750,000
4 Wichita-VC Flood Contl Imp.	600,000	250,000	250,000	250,000	250,000	3,900,000
4 Wichita-VC Flood Contl Imp.	600,000	250,000	250,000	250,000	250,000	3,900,000





TRANSIT EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR

Year	Federal Funds	GO	Other	Total
2016	\$4,017,983	\$634,254	\$643,911	\$5,296,148
2017	\$2,339,774	\$441,171	\$470,000	\$3,250,945
2018	\$240,000		\$450,000	\$690,000
2019	\$80,000		\$410,000	\$490,000
2020	\$488,000		\$482,000	\$970,000
2021	\$1,296,160		\$683,440	\$1,979,600
2022	\$904,483		\$584,909	\$1,489,392
2023	\$1,232,939		\$666,401	\$1,899,340
2024	\$320,000		\$470,000	\$790,000
2025	\$2,130,831	\$400,000	\$489,559	\$3,020,390
Total	\$13,050,170	\$1,475,425	\$5,350,220	\$19,875,815



Transit CIP: The CIP supports eight Transit projects. The projects are financed with \$13.1 million in federal funds, \$5.4 million from other sources, and \$1.5 million in GO bonds. The largest project is \$7.4 million to fund bus fleet replacement.

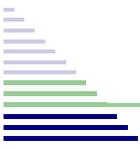
PROJECT LISTING BY FUNDING SOURCES AND YEAR

TRANSIT DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020	
	FUNDING	DISTRICT						
1 Bus Replacement	F	All	2,658,408	2,460,945	0	0	0	
2 Van Replacement	F/Other	All	712,740	0	0	0	480,000	
3 Bus/Van Replacement Cont.	Other	All	390,000	390,000	390,000	390,000	390,000	
4 Facility Renovation	F	All	180,000	250,000	100,000	100,000	100,000	
5 IT/IS Equipment	F	All	240,000	0	0	0	0	
6 Security Cameras	F	All	145,000	0	0	0	0	
7 Shelter/Benches/Signs	F	All	170,000	150,000	200,000	0	0	
8 Fareboxes	F	All	800,000	0	0	0	0	
Total Expenditures			5,296,148	3,250,945	690,000	490,000	970,000	
FUNDING SOURCES			2016	2017	2018	2019	2020	
GO at-large Funding			634,254	441,171	0	0	0	
Other			643,911	470,000	450,000	410,000	482,000	
Federal Funds			4,017,983	2,339,774	240,000	80,000	488,000	
Total Funding			5,296,148	3,250,945	690,000	490,000	970,000	
DESCRIPTION OF NON-GO FUNDING			2016	2017	2018	2019	2020	
1 Bus Replacement	F		2,184,154	2,019,774	0	0	0	
2 Van Replacement	F		605,829	0	0	0	408,000	
2 Van Replacement	Other		106,911	0	0	0	72,000	
3 Bus/Van Replacement Cont.	Other		390,000	390,000	390,000	390,000	390,000	
4 Facility Renovation	F		144,000	200,000	80,000	80,000	80,000	
4 Facility Renovation	Other		36,000	50,000	20,000	20,000	20,000	
5 IT/IS Equipment	F		192,000	0	0	0	0	
5 IT/IS Equipment	Other		48,000	0	0	0	0	
6 Security Cameras	F		116,000	0	0	0	0	
6 Security Cameras	Other		29,000					
7 Shelter/Benches/Signs	F		136,000	120,000	160,000	0	0	
7 Shelter/Benches/Signs	Other		34,000	30,000	40,000	0	0	
8 Fareboxes	F		640,000	0	0	0	0	

PROJECT LISTING BY FUNDING SOURCES AND YEAR

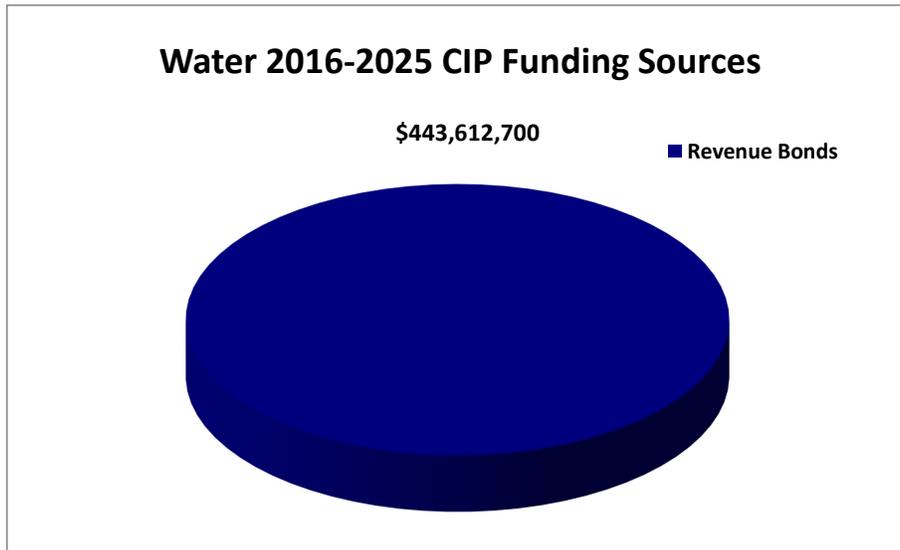
TRANSIT DETAILED PROJECT LISTING

FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
1 Bus Replacement	0	0	0	0	2,000,000	7,119,353
2 Van Replacement	489,600	499,392	509,340	0	530,390	3,221,462
3 Bus/Van Replacement Cont.	390,000	390,000	390,000	390,000	390,000	3,900,000
4 Facility Renovation	100,000	100,000	1,000,000	100,000	100,000	2,130,000
5 IT/IS Equipment	1,000,000	0	0	0	0	1,240,000
6 Security Cameras	0	0	0	300,000	0	445,000
7 Shelter/Benches/Signs	0	500,000	0	0	0	1,020,000
8 Fareboxes	0	0	0	0	0	800,000
	1,979,600	1,489,392	1,899,340	790,000	3,020,390	19,875,815
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
GO at-large Funding	0	0	0	0	400,000	1,475,425
Other	683,440	584,909	666,401	470,000	489,559	5,350,220
Federal Funds	1,296,160	904,483	1,232,939	320,000	2,130,831	13,050,170
Total Funding	1,979,600	1,489,392	1,899,340	790,000	3,020,390	19,875,815
	2021	2022	2023	2024	2025	TOTAL
1 Bus Replacement	0	0	0	0	1,600,000	5,803,928
2 Van Replacement	416,160	424,483	432,939	0	450,832	2,738,243
2 Van Replacement	73,440	74,909	76,401	0	79,558	483,219
3 Bus/Van Replacement Cont.	390,000	390,000	390,000	390,000	390,000	3,900,000
4 Facility Renovation	80,000	80,000	800,000	80,000	80,000	1,704,000
4 Facility Renovation	20,000	20,000	200,000	20,000	20,000	426,000
5 IT/IS Equipment	800,000	0	0	0	0	992,000
5 IT/IS Equipment	200,000	0	0	0	0	248,000
6 Security Cameras	0	0	0	240,000	0	356,000
6 Security Cameras	0	0	0	60,000	0	89,000
7 Shelter/Benches/Signs	0	400,000	0	0	0	816,000
7 Shelter/Benches/Signs	0	100,000	0	0	0	204,000
8 Fareboxes	0	0	0	0	0	640,000





WATER		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	Revenue Bonds	Total
2016	\$56,581,000	\$56,581,000
2017	\$48,612,280	\$48,612,280
2018	\$37,865,470	\$37,865,470
2019	\$46,393,510	\$46,393,510
2020	\$49,300,340	\$49,300,340
2021	\$41,145,050	\$41,145,050
2022	\$63,875,050	\$63,875,050
2023	\$20,100,000	\$20,100,000
2024	\$40,340,000	\$40,340,000
2025	\$39,400,000	\$39,400,000
Total	\$443,612,700	\$443,612,700



Water CIP: The CIP supports 57 Water projects. The projects are financed with \$443.6 million in Water revenue bonds. The largest project is \$54.0 million to support the replacement of distribution mains.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING								
	PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020
		FUNDING	DISTRICT					
1	37th St Booster PLC	Water Utility	All	100,000	0	0	0	0
2	Arterial Projects	Water Utility	All	1,300,000	5,000,000	4,200,000	3,500,000	3,500,000
3	Cheney 60" Line Air-Rel Repl	Water Utility	All	108,000	2,160,000	0	0	0
4	Cheney Dam - Concrete Cap	Water Utility	All	270,000	0	0	0	0
5	Cheney Ozone Air Rel Repl	Water Utility	All	0	0	0	0	200,000
6	Ch Ozone Gen/Pwr Sup Repl	Water Utility	All	0	0	0	0	300,000
7	Cheney Repr Inop Intake	Water Utility	All	0	0	300,000	2,000,000	0
8	Cheney Roof Replacement	Water Utility	All	850,000	0	0	0	0
9	Cheney Strainer Repl	Water Utility	All	30,000	500,000	0	0	0
10	Ch Surge Tank Repl/Recoat	Water Utility	All	0	0	0	0	300,000
11	Ch Switch Gear Enc & Cool	Water Utility	All	240,000	2,000,000	0	0	0
12	Ch Zeb Musl Cntrl - CI Inj	Water Utility	All	0	0	0	0	0
13	Dead End Elim & Red Feed	Water Utility	All	640,000	1,530,000	1,300,000	500,000	1,100,000
14	Distribution Mains Repl	Water Utility	All	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000
15	Diversion Wells	Water Utility	All	0	2,347,280	3,520,920	3,520,920	2,347,280
16	ILWSP - Local Wellfield Exp	Water Utility	All	0	0	0	0	0
17	Kellogg, 119th-135th W	Water Utility	All	0	0	0	0	0
18	Kellogg, 127th-159th	Water Utility	All	1,620,000	0	0	0	0
19	Kellogg, 135th-151st	Water Utility	All	610,000	0	0	0	0
20	Local E Wellfield Recons	Water Utility	All	0	0	0	0	10,820,000
21	Main Replacement Projects	Water Utility	All	250,000	250,000	250,000	0	0
22	Mains for Future Dev	Water Utility	All	1,850,000	1,900,000	1,950,000	2,000,000	2,100,000
23	NE Boost Station VFD/Pump	Water Utility	All	550,000	0	0	0	0
24	NE Water Tower Rehab	Water Utility	All	0	0	0	700,000	0
25	NEBPS Upgrade	Water Utility	All	0	0	0	0	0
26	New Recharge Wells	Water Utility	All	0	0	4,718,350	4,718,350	9,436,700
27	NW Treatment Plant	Water Utility	All	0	0	0	0	0
28	Outlet Gate Repairs	Water Utility	All	0	0	0	0	0



PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING							
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL	
1 37th St Booster PLC	0	0	0	0	0	100,000	
2 Arterial Projects	3,000,000	4,500,000	5,000,000	5,000,000	5,000,000	40,000,000	
3 Cheney 60" Line Air-Rel Repl	0	0	0	0	0	2,268,000	
4 Cheney Dam - Concrete Cap	0	0	0	0	0	270,000	
5 Cheney Ozone Air Rel Repl	0	800,000	0	0	0	1,000,000	
6 Ch Ozone Gen/Pwr Sup Repl	2,200,000	0	0	0	0	2,500,000	
7 Cheney Repr Inop Intake	0	0	0	0	0	2,300,000	
8 Cheney Roof Replacement	0	0	0	0	0	850,000	
9 Cheney Strainer Repl	0	0	0	0	0	530,000	
10 Ch Surge Tank Repl/Recoat	1,080,000	0	0	0	0	1,380,000	
11 Ch Switch Gear Enc & Cool	0	0	0	0	0	2,240,000	
12 Ch Zeb Musl Cntrl - CI Inj	0	0	1,200,000	0	0	1,200,000	
13 Dead End Elim & Red Feed	500,000	1,620,000	500,000	500,000	500,000	8,690,000	
14 Distribution Mains Repl	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	54,000,000	
15 Diversion Wells	0	0	0	0	0	11,736,400	
16 ILWSP - Local Wellfield Exp	0	27,600,000	0	0	0	27,600,000	
17 Kellogg, 119th-135th W	1,000,000	0	0	0	0	1,000,000	
18 Kellogg, 127th-159th	0	0	0	0	0	1,620,000	
19 Kellogg, 135th-151st	0	0	0	0	0	610,000	
20 Local E Wellfield Recons	0	0	0	0	0	10,820,000	
21 Main Replacement Projects	0	800,000	1,500,000	1,700,000	0	4,750,000	
22 Mains for Future Dev	2,200,000	2,300,000	2,400,000	2,500,000	2,500,000	21,700,000	
23 NE Boost Station VFD/Pump	0	0	0	0	0	550,000	
24 NE Water Tower Rehab	0	0	0	0	0	700,000	
25 NEBPS Upgrade	5,310,000	0	0	0	0	5,310,000	
26 New Recharge Wells	14,155,050	14,155,050	0	0	0	47,183,500	
27 NW Treatment Plant	0	0	0	0	22,500,000	22,500,000	
28 Outlet Gate Repairs	0	0	0	540,000	0	540,000	



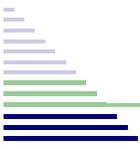
PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING									
PROJECT TITLE	Non - GO	COUNCIL	2016	2017	2018	2019	2020		
	FUNDING	DISTRICT							
29 Rehab Wells	Water Utility	All	0	0	0	4,504,240	6,756,360		
30 SEBPS Feed Completion	Water Utility	All	8,560,000	8,125,000	10,976,200	4,400,000	0		
31 Sludge Lagoon Rpr/Cap	Water Utility	All	0	0	0	0	300,000		
32 SWTP Ozone Purge System	Water Utility	All	500,000	0	0	0	0		
33 SWTP Propane Stor/NG Sys	Water Utility	All	0	0	0	0	0		
34 SWTP Security System	Water Utility	All	0	0	0	0	500,000		
35 Transmission Main Pres Sup	Water Utility	All	1,505,000	1,600,000	1,750,000	1,350,000	1,100,000		
36 Treatment Plant Roof Repl	Water Utility	All	0	3,000,000	0	0	0		
37 Val Replc (54") Sta 138/154	Water Utility	All	350,000	0	0	0	0		
38 Water Supply Rehab Projects	Water Utility	All	1,800,000	1,000,000	1,000,000	1,000,000	1,000,000		
39 Water/Sewer Testing Lab	Water Utility	All	0	500,000	0	3,000,000	0		
40 Well Rehab	Water Utility	All	4,000,000	2,000,000	2,000,000	2,000,000	2,000,000		
41 Wellfield Modifications	Water Utility	All	0	5,000,000	0	0	0		
42 WTP 100% Groundwater	Water Utility	All	19,600,000	4,000,000	0	0	0		
43 WTP Cen Bas & Aer Rack Rpr	Water Utility	All	2,008,000	500,000	0	0	0		
44 WTP CL2 Scrubber	Water Utility	All	40,000	300,000	0	0	0		
45 WTP Control Room	Water Utility	All	0	0	0	500,000	0		
46 WTP Filter Rehabilitation	Water Utility	All	0	0	500,000	6,000,000	0		
47 WTP Filter Valve Repair	Water Utility	All	0	500,000	0	1,000,000	0		
48 WTP Hess LF VFD Pump	Water Utility	All	0	0	0	0	400,000		
49 WTP HVAC Safety System	Water Utility	All	0	0	0	0	40,000		
50 WTP Raw Water Flow Cont	Water Utility	All	0	0	0	0	1,000,000		
51 WTP Raw Wtr Flow Meters	Water Utility	All	0	0	0	0	500,000		
52 WTP Replace East Clarifiers	Water Utility	All	0	0	0	0	0		
53 WTP Risk Reduction	Water Utility	All	0	0	0	300,000	200,000		
54 WTP Roof/Structure Repair	Water Utility	All	3,000,000	0	0	0	0		
55 WTP Upd SCADA to Current	Water Utility	All	200,000	1,000,000	0	0	0		
56 WWF 42" Cross Con CP	Water Utility	All	200,000	0	0	0	0		
57 WWF 66" Line Air Rel Rep.	Water Utility	All	1,000,000	0	0	0	0		
Total Expenditures			56,581,000	48,612,280	37,865,470	46,393,510	49,300,340		
FUNDING SOURCES			2016	2017	2018	2019	2020		
Water Utility Fund			56,581,000	48,612,280	37,865,470	46,393,510	49,300,340		
Total Funding			56,581,000	48,612,280	37,865,470	46,393,510	49,300,340		



PROJECT LISTING BY FUNDING SOURCES AND YEAR

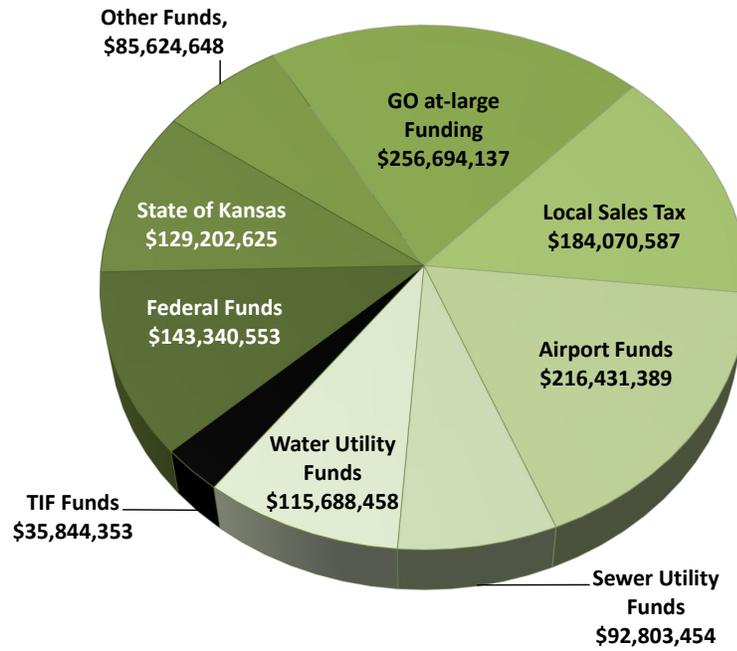
WATER DETAILED PROJECT LISTING						
PROJECT TITLE	2021	2022	2023	2024	2025	TOTAL
29 Rehab Wells	0	0	0	0	0	11,260,600
30 SEBPS Feed Completion	0	0	0	0	0	32,061,200
31 Sludge Lagoon Rpr/Cap	2,000,000	0	0	0	0	2,300,000
32 SWTP Ozone Purge System	0	0	0	0	0	500,000
33 SWTP Propane Stor/NG Sys	0	0	0	500,000	0	500,000
34 SWTP Security System	0	0	0	0	0	500,000
35 Transmission Main Pres Sup	500,000	3,100,000	500,000	500,000	500,000	12,405,000
36 Treatment Plant Roof Repl	0	0	0	0	0	3,000,000
37 Val Replc (54") Sta 138/154	0	0	0	0	0	350,000
38 Water Supply Rehab Projects	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,800,000
39 Water/Sewer Testing Lab	0	0	0	0	0	3,500,000
40 Well Rehab	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	22,000,000
41 Wellfield Modifications	0	0	0	0	0	5,000,000
42 WTP 100% Groundwater	0	0	0	0	0	23,600,000
43 WTP Cen Bas & Aer Rack Rpr	0	0	0	0	0	2,508,000
44 WTP CL2 Scrubber	0	0	0	0	0	340,000
45 WTP Control Room	0	0	0	0	0	500,000
46 WTP Filter Rehabilitation	0	0	0	0	0	6,500,000
47 WTP Filter Valve Repair	0	0	0	0	0	1,500,000
48 WTP Hess LF VFD Pump	0	0	0	0	0	400,000
49 WTP HVAC Safety System	300,000	0	0	0	0	340,000
50 WTP Raw Water Flow Cont	0	0	0	0	0	1,000,000
51 WTP Raw Wtr Flow Meters	0	0	0	0	0	500,000
52 WTP Replace East Clarifiers	0	0	0	20,000,000	0	20,000,000
53 WTP Risk Reduction	500,000	600,000	600,000	700,000	0	2,900,000
54 WTP Roof/Structure Repair	0	0	0	0	0	3,000,000
55 WTP Upd SCADA to Current	0	0	0	0	0	1,200,000
56 WWF 42" Cross Con CP	0	0	0	0	0	200,000
57 WWF 66" Line Air Rel Rep.	0	0	0	0	0	1,000,000
Total Expenditures	41,145,050	63,875,050	20,100,000	40,340,000	39,400,000	443,612,700
FUNDING SOURCES	2021	2022	2023	2024	2025	TOTAL
Water Utility Fund	41,145,050	63,875,050	20,100,000	40,340,000	39,400,000	443,612,700
Total Funding	41,145,050	63,875,050	20,100,000	40,340,000	39,400,000	443,612,700





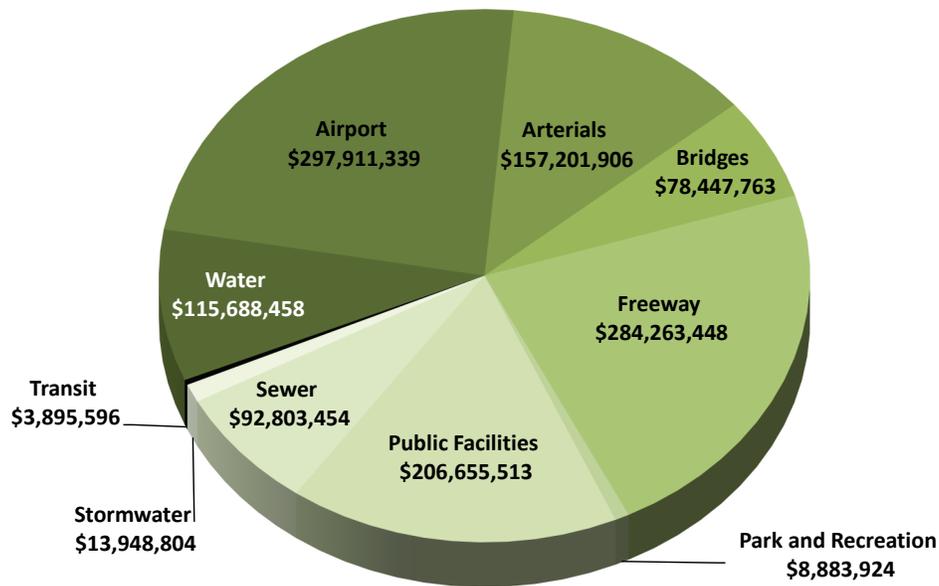
TOTAL ESTIMATED REVENUES BY SOURCE

All Funds Ongoing Projects (\$1,259,700,205)



TOTAL ESTIMATED PROJECT COSTS BY TYPE

All Funds Ongoing Projects (\$1,259,700,205)





ONGOING PROJECTS

	Approved Budget		Previously Financed	
	GO	Other	GO	Other
GO at-large Funding	270,965,138	250,000	135,617,233	0
- Arterials	105,320,427	0	52,990,666	0
- Bridges	26,908,054	0	16,977,557	0
- Freeways	6,040,000	0	1,230,105	0
- Park and Recreation	9,127,894	250,000	3,319,854	0
- Public Facilities	122,974,274	0	61,099,051	0
- Transit	594,489	0	0	0
Local Sales Tax (LST)	0	186,070,587	0	152,249,194
- Arterials	0	1,000,000	0	1,000,000
- Bridges	0	34,647,139	0	30,263,517
- Freeways	0	150,423,448	0	120,985,677
Transient Guest Tax (TGT)	0	5,656,068	0	4,156,068
- Public Facilities	0	5,656,068	0	4,156,068
Airport Funds	0	224,177,476	0	146,523,048
- Airport	0	224,177,476	0	146,523,048
Sewer Utility Funds	0	92,803,454	0	27,989,753
- Sewer	0	92,803,454	0	27,989,753
Water Utility Fund	0	115,688,458	0	16,482,281
- Water	0	115,688,458	0	16,482,281
Stormwater Utility Funds	0	14,352,335	0	9,263,351
- Stormwater	0	14,352,335	0	9,263,351
Special Assessments	0	2,132,289	0	0
- Arterials	0	2,132,289	0	0
TIF Funds	0	35,844,353	0	19,768,781
- Public Facilities	0	35,844,353	0	19,768,781
Sedgwick County	0	2,266,891	0	1,266,891
- Arterials	0	5,316	0	5,316
- Public Facilities	0	1,261,575	0	1,261,575
- Stormwater	0	1,000,000	0	0
State of Kansas	0	128,895,677	0	15,026,341
- Arterials	0	1,060,677	0	967,625
- Bridges	0	35,000	0	35,000
- Freeways	0	127,800,000	0	14,023,716
Federal Funds	0	148,409,103	0	123,306,477
- Airport	0	83,581,615	0	77,839,284
- Arterials	0	40,098,534	0	26,786,756
- Bridges	0	18,901,535	0	16,619,926
- Public Facilities	0	2,526,312	0	2,060,510
- Transit	0	3,301,107	0	0
Other Funds	0	62,712,149	0	9,661,283
- Arterials	0	20,687,149	0	4,086,961
- Public Facilities	0	42,025,000	0	5,574,322
TOTAL EXPENDITURES	270,965,138	1,019,258,840	135,617,233	525,693,466

Estimated Revenue Sources by Type

Revenues used to finance ongoing CIP projects fall into 13 categories. Each revenue category will finance projects in one or more of the given project types. There are ten different project types or areas. For more information, specific projects within each expenditure category are listed beginning on page 108.

Estimated Project Costs

Approved budgets, previous financing, and remaining expenditure authority data are derived from a point-in-time project summary

report generated using accounting system data. Projections for additional financing needs were developed by Finance Department staff, and were reviewed and confirmed by other City staff responsible for ongoing projects. Savings are being realized due to strong financial management and stewardship, while achieving City Council project objectives. In addition, project scope and input cost changes also play a role. Projects are managed in a dynamic environment, where staff constantly review project strategies and savings opportunities. Project savings may be calculated by subtracting approved budgets by estimated project costs.



ONGOING PROJECTS

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	121,217,385	250,000	70,750,023	250,000	256,694,137	250,000
- Arterials	41,767,401	0	15,694,817	0	94,758,067	0
- Bridges	9,772,229	0	6,397,985	0	26,749,787	0
- Freeways	4,809,895	0	2,097,645	0	6,040,000	0
- Park and Recreation	5,314,901	250,000	4,509,058	250,000	8,633,924	250,000
- Public Facilities	58,958,471	0	41,456,029	0	119,917,871	0
- Transit	594,489	0	594,489	0	594,489	0
Local Sales Tax (LST)	0	31,821,393	0	15,298,573	0	184,070,587
- Arterials	0	0	0	0	0	1,000,000
- Bridges	0	2,383,622	0	1,576,802	0	32,647,139
- Freeways	0	29,437,771	0	13,721,771	0	150,423,448
Transient Guest Tax (TGT)	0	1,500,000	0	3,261,954	0	5,656,068
- Public Facilities	0	1,500,000	0	3,261,954	0	5,656,068
Airport Funds	0	69,908,341	0	19,800,698	0	216,431,389
- Airport	0	69,908,341	0	19,800,698	0	216,431,389
Sewer Utility Funds	0	64,813,701	0	23,337,314	0	92,803,454
- Sewer	0	64,813,701	0	23,337,314	0	92,803,454
Water Utility Fund	0	99,206,177	0	39,093,559	0	115,688,458
- Water	0	99,206,177	0	39,093,559	0	115,688,458
Stormwater Utility Funds	0	3,685,453	0	1,840,015	0	12,948,804
- Stormwater	0	3,685,453	0	1,840,015	0	12,948,804
Special Assessments	0	2,132,289	0	0	0	2,132,289
- Arterials	0	2,132,289	0	0	0	2,132,289
TIF Funds	0	16,075,572	0	6,666,055	0	35,844,353
- Public Facilities	0	16,075,572	0	6,666,055	0	35,844,353
Sedgwick County	0	1,000,000	0	357,145	0	2,266,891
- Arterials	0	0	0	0	0	5,316
- Public Facilities	0	0	0	0	0	1,261,575
- Stormwater	0	1,000,000	0	357,145	0	1,000,000
State of Kansas	0	114,176,284	0	21,124,953	0	129,202,625
- Arterials	0	400,000	0	0	0	1,367,625
- Bridges	0	0	0	0	0	35,000
- Freeways	0	113,776,284	0	21,124,953	0	127,800,000
Federal Funds	0	20,034,077	0	11,857,963	0	143,340,553
- Airport	0	3,640,666	0	3,181,521	0	81,479,950
- Arterials	0	10,589,704	0	3,869,344	0	37,376,460
- Bridges	0	2,395,911	0	1,279,017	0	19,015,837
- Public Facilities	0	106,689	0	226,973	0	2,167,199
- Transit	0	3,301,107	0	3,301,107	0	3,301,107
Other Funds	0	52,709,313	0	41,056,840	0	62,370,596
- Arterials	0	16,475,188	0	4,527,666	0	20,562,149
- Public Facilities	0	36,234,124	0	36,529,174	0	41,808,447
TOTAL EXPENDITURES	121,217,385	477,312,601	70,750,023	183,945,069	256,694,137	1,003,006,067

Potential Risks

It is critically important that estimated project costs and savings estimates be realized as projected. Future projects will be delayed if project savings are not realized. Staff responsible for ongoing project management have been consulted, and the risk of exceeding spending targets is believed to have been largely mitigated. However, it is important to understand the potential risks and the ramifications of exceeding spending targets set for ongoing projects. In addition, projects with small financing needs (less than \$100,000) are excluded from the ongoing projects summaries.

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS								
PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously Financed		
	FUNDING	NUMBER	Approval	GO	Other	GO	Other	
1 9/11 Security Grant	F	503100			0	962,000	0	898,005
2 1801 Airport Road Rem (FAA	A	451423	01/28/14		0	1,480,000	0	1,397,340
3 2014 Roof Replacement	A	474003	08/05/14		0	500,000	0	238,698
4 ACT 3 Allowance 2	A	455443	01/13/15		0	3,023,542	0	0
5 ACT 3 Terminal Bldg Allow 1	A	454433	01/28/14		0	10,867,000	0	4,075,103
6 ADMIN BLDG HVAC UPGR	A	451229			0	320,000	0	171,767
<i>Airfield Elec Sys Replc</i>	A	451416	07/24/12		0	2,041,368	0	169,063
<i>Airfield Elec Sys Replc</i>	F	451416	07/24/12		0	758,632	0	758,632
7 Airfield Elec Sys Replc	A/F	451416	07/24/12		0	2,800,000	0	927,695
8 Airfield Pvmnt/Med Volt Inf	A	454440	02/11/14		0	220,000	0	75
9 Airport Bridge Rehab & Insp	A	458396			0	1,266,000	0	1,069,273
10 AIRPORT SECURITY	F	451231			0	2,914,965	0	2,021,704
<i>Apron 3 CIP</i>	A	453429	12/18/12		0	1,249,358	0	336,872
<i>Apron 3 CIP</i>	F	453429	12/18/12		0	2,825,642	0	2,825,642
11 Apron 3 CIP	A	453429	12/18/12		0	4,075,000	0	3,162,514
<i>Apron Phase 4 B CIP Projects</i>	A	455444	08/11/15		0	1,952,255	0	0
<i>Apron Phase 4 B CIP Projects</i>	F	455444	08/11/15		0	2,860,460	0	0
12 Apron Phase 4 B CIP Projects	A/F	455444	08/11/15		0	4,812,715	0	0
13 ASR-9-Relocation	A	451417	06/07/11		0	450,000	0	331,472
14 Dump Truck Acquisition	A	474001	03/04/14		0	151,000	0	0
15 Elec Equip and Cabl Pkg. 25	A	452424	06/21/11		0	2,800,000	0	9,632
16 FAA PARKING LOT IMPROV	A	454358			0	1,240,000	0	1,131,950
17 High Reach Vehicle	A	453432	08/13/13		0	130,000	0	26
18 Irrigation System Improv	A	453437			0	375,000	0	0
19 JABARA DRAINAGE STUDY	A	467055			0	450,000	0	277,559
20 Jab Road Recon & T-H Exp	A	463061	07/22/14		0	3,500,000	0	200,870
21 Jabara Runway Repairs	A	465062	09/01/15		0	425,000	0	0
<i>JAB TAXI A & APRON</i>	A	467054			0	1,579,335	0	1,220,239
<i>JAB TAXI A & APRON</i>	F	467054			0	170,665	0	170,665
22 JAB TAXI A & APRON	A/F	467054			0	1,750,000	0	1,390,904
<i>JABARA TAXIWAY F & G</i>	A	466052			0	1,630,667	0	1,410,812
<i>JABARA TAXIWAY F & G</i>	F	466052			0	209,333	0	209,333
23 JABARA TAXIWAY F & G	A/F	466052			0	1,840,000	0	1,620,145
24 Landside Paving Improv	A	453436	12/10/13		0	560,000	0	0
25 LOADING BRIDGES	A	452234			0	4,000,000	0	318,210
26 MECHANICAL SYS IMPROV	A	455360			0	350,000	0	178,274
27 MID-CONT DRVE REH (2005)	A	455362			0	115,000	0	1,026
28 New Facilities Support	A	474005	10/28/14		0	506,000	0	0
<i>NORTH CARGO BUILD CONST</i>	A	455365			0	8,190,798	0	6,857,672
<i>NORTH CARGO BUILD CONST</i>	F	455365			0	74,202	0	74,202
29 NORTH CARGO BUILD CONST	A/F	455365			0	8,265,000	0	6,931,874
30 Parking Facilities	A	451418	06/21/11		0	40,347,605	0	26,747,078
31 Pass Board Bridge Procur Ins	A	454435	02/25/14		0	9,600,000	0	664
32 Refurb S Yard Bldgs 1 & 2	A	474008	02/25/14		0	200,000	0	0
33 S Yard Paving & Drainage	A	452426	01/14/14		0	3,725,000	0	1,713,021
34 Sidewalk Extensions, Ph I	A	452428	12/10/13		0	165,000	0	90

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS								
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs			
	GO	Other	GO	Other	GO	Other		
1 9/11 Security Grant	0	63,996	0	319,688	0	962,000		
2 1801 Airport Road Rem (FAA	0	82,660	0	103,815	0	1,480,000		
3 2014 Roof Replacement	0	261,302	0	179,063	0	500,000		
4 ACT 3 Allowance 2	0	3,023,542	0	653,524	0	3,023,542		
5 ACT 3 Terminal Bldg Allow 1	0	6,791,897	0	6,791,897	0	10,867,000		
6 ADMIN BLDG HVAC UPGR	0	0	0	148,233	0	171,767		
<i>Airfield Elec Sys Replc</i>	<i>0</i>	<i>760,586</i>	<i>0</i>	<i>1,102,079</i>	<i>0</i>	<i>929,649</i>		
<i>Airfield Elec Sys Replc</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>758,632</i>		
7 Airfield Elec Sys Replc	0	760,586	0	1,102,079	0	1,688,281		
8 Airfield Pvmnt/Med Volt Inf	0	219,925	0	31,643	0	220,000		
9 Airport Bridge Rehab & Insp	0	0	0	197,847	0	1,069,273		
10 AIRPORT SECURITY	0	0	0	893,262	0	2,021,704		
<i>Apron 3 CIP</i>	<i>0</i>	<i>912,486</i>	<i>0</i>	<i>175,354</i>	<i>0</i>	<i>1,249,358</i>		
<i>Apron 3 CIP</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>2,825,642</i>		
11 Apron 3 CIP	0	912,486	0	175,354	0	4,075,000		
<i>Apron Phase 4 B CIP Projects</i>	<i>0</i>	<i>1,952,255</i>	<i>0</i>	<i>264,543</i>	<i>0</i>	<i>1,952,255</i>		
<i>Apron Phase 4 B CIP Projects</i>	<i>0</i>	<i>2,860,460</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>2,860,460</i>		
12 Apron Phase 4 B CIP Projects	0	4,812,715	0	264,543	0	4,812,715		
13 ASR-9-Relocation	0	0	0	118,528	0	331,472		
14 Dump Truck Acquisition	0	151,000	0	96	0	151,000		
15 Elec Equip and Cabl Pkg. 25	0	2,790,368	0	508,272	0	2,800,000		
16 FAA PARKING LOT IMPROV	0	0	0	108,050	0	1,131,950		
17 High Reach Vehicle	0	129,974	0	9,899	0	130,000		
18 Irrigation System Improv	0	375,000	0	16,697	0	375,000		
19 JABARA DRAINAGE STUDY	0	0	0	172,441	0	277,559		
20 Jab Road Recon & T-H Exp	0	3,299,130	0	54,739	0	3,500,000		
21 Jabara Runway Repairs	0	425,000	0	84,650	0	425,000		
<i>JAB TAXI A & APRON</i>	<i>0</i>	<i>359,096</i>	<i>0</i>	<i>510,546</i>	<i>0</i>	<i>1,579,335</i>		
<i>JAB TAXI A & APRON</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>170,665</i>		
22 JAB TAXI A & APRON	0	359,096	0	510,546	0	1,750,000		
<i>JABARA TAXIWAY F & G</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>219,855</i>	<i>0</i>	<i>1,410,812</i>		
<i>JABARA TAXIWAY F & G</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>209,333</i>		
23 JABARA TAXIWAY F & G	0	0	0	219,855	0	1,620,145		
24 Landside Paving Improv	0	560,000	0	54,110	0	560,000		
25 LOADING BRIDGES	0	0	0	3,654,576	0	318,210		
26 MECHANICAL SYS IMPROV	0	0	0	171,726	0	178,274		
27 MID-CONT DRVE REH (2005)	0	0	0	113,974	0	1,026		
28 New Facilities Support	0	506,000	0	206,342	0	506,000		
<i>NORTH CARGO BUILD CONST</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1,403,260</i>	<i>0</i>	<i>6,857,672</i>		
<i>NORTH CARGO BUILD CONST</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>74,202</i>		
29 NORTH CARGO BUILD CONST	0	0	0	1,403,260	0	6,931,874		
30 Parking Facilities	0	13,600,527	0	46,572	0	40,347,605		
31 Pass Board Bridge Procur Ins	0	9,599,336	0	678,934	0	9,600,000		
32 Refurb S Yard Bldgs 1 & 2	0	200,000	0	12,025	0	200,000		
33 S Yard Paving & Drainage	0	2,011,979	0	72,181	0	3,725,000		
34 Sidewalk Extensions, Ph I	0	164,910	0	117,210	0	165,000		

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
35 Street Light Improvements	A	453438	12/10/13	0	415,000	0	0
36 TAXILANE "AAA" CONST	F	450221		0	438,660	0	89,327
37 TAXIWAY "A"	A	453345		0	5,962,767	0	5,902,906
38 TAXIWAY "A"	A	453345		0	520,935	0	333,192
39 TAXIWAY "H" Site Develop	A	456366		0	1,100,000	0	1,010,427
TAXIWAY "L" AND "H"	A	453348		0	1,174,490	0	1,040,322
TAXIWAY "L" AND "H"	F	453348		0	5,900,510	0	5,900,510
40 TAXIWAY "L" AND "H"	A/F	453348		0	7,075,000	0	6,940,832
41 TAXIWAY "M" CONSTRUCT	F	451223		0	9,507,234	0	9,140,357
42 TAXIWAY "N" CONST	F	452236		0	8,213,652	0	7,005,249
43 TAXIWAY "N" CONST	A	452236		0	203,720	0	95,750
44 TAXI "N" CONS A-452002	A	452236		0	912,628	0	784,849
45 Tenant Funded Improv	A	474006		0	1,000,000	0	0
Terminal Area Prog - Ph 1	A	455361	01/28/14	0	109,998,943	0	89,832,007
Terminal Area Prog - Ph 1	F	455361	01/28/14	0	48,745,659	0	48,745,659
46 Terminal Area Prog - Ph 1	A/F	455361	01/28/14	0	158,744,602	0	138,577,666
				0	307,759,090	0	224,362,332
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
Airport Funds	A			0	224,177,476	0	146,523,048
Federal Funds	F			0	83,581,615	0	77,839,284
				0	307,759,090	0	224,362,332

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs		
	GO	Other	GO	Other	GO	Other	
35 Street Light Improvements	0	415,000	0	264,349	0	415,000	
36 TAXILANE "AAA" CONST	0	349,333	0	349,333	0	438,660	
37 TAXIWAY "A"	0	59,862	0	59,862	0	5,962,767	
38 TAXIWAY "A"	0	187,743	0	187,743	0	520,935	
39 TAXIWAY "H" Site Develop	0	89,573	0	121,650	0	1,100,000	
TAXIWAY "L" AND "H"	0	0	0	134,168	0	1,040,322	
TAXIWAY "L" AND "H"	0	0	0	0	0	5,900,510	
40 TAXIWAY "L" AND "H"	0	0	0	134,168	0	6,940,832	
41 TAXIWAY "M" CONSTRUCT	0	366,877	0	410,836	0	9,507,234	
42 TAXIWAY "N" CONST	0	0	0	1,208,403	0	7,005,249	
43 TAXIWAY "N" CONST	0	0	0	107,970	0	95,750	
44 TAXI "N" CONS A-452002	0	0	0	127,779	0	784,849	
45 Tenant Funded Improv	0	1,000,000	0	658,320	0	1,000,000	
Terminal Area Prog - Ph 1	0	20,166,936	0	343,919	0	109,998,943	
Terminal Area Prog - Ph 1	0	0	0	0	0	48,745,659	
46 Terminal Area Prog - Ph 1	0	20,166,936	0	343,919	0	158,744,602	
	0	73,549,007	0	22,982,220	0	297,911,339	
PROJECT TITLE	Additional GO	Financing Other	Remaining GO	Exp Authority Other	Total GO	Est. Project Costs Other	
Airport Funds	0	69,908,341	0	19,800,698	0	216,431,389	
Federal Funds	0	3,640,666	0	3,181,521	0	81,479,950	
	0	73,549,007	0	22,982,220	0	297,911,339	

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO	PROJECT NUMBER	City Council	Approved Budget		Previously Financed	
		FUNDING		Approval	GO	Other	GO	Other
1	119th W Pawnee - Kellogg		208453	08/19/08	4,277,000	0	3,977,799	0
2	119th W, Kellogg - Maple	F	209476	08/04/09	3,100,000	2,750,000	2,464,705	2,535,991
3	17th Hillside to Oliver		211542	02/02/16	150,000	0	0	0
4	17th and Oliver Intersection		211541	08/18/15	500,000	0	0	0
5	127th E, 13th - 21st		211529	07/07/15	440,000	0	14,049	0
6	13th & Edgemoor Intersect	F	211533	07/14/15	735,000	500,000	49,360	0
7	135th W, Kellogg - Onewood	F	210487	08/24/10	1,140,000	1,050,000	936,085	1,050,000
8	135th W, Maple - Central		205404	01/08/13	4,250,000	0	3,626,788	0
9	13th St, 135th W - Azure		204379	12/04/04	700,000	0	126,845	0
10	13th, I-135 - Woodlawn		205399	02/17/12	15,210,000	0	14,607,238	0
11	37th and Hillside		211532	04/21/15	925,000	0	12,782	0
12	143rd E, Kellogg - Central		211530	05/19/15	310,000	0	0	0
13	21st & Oliver Intersection		211544	08/25/15	500,000	0	0	0
14	29th, Ridge - Hoover		208454	01/07/14	4,105,000	0	3,757,787	0
15	37th St N, Broadway-Hydr	F	208457	07/19/13	3,823,955	3,406,045	2,659,484	3,405,545
16	37th St N, Oliver-Woodlawn		211528	05/19/15	340,000	0	40,969	0
17	45th & Hillside Intersection		211531	09/22/15	330,000	0	9,585	0
18	Amidon, 21st - 29th		210488	11/19/13	8,270,000	0	3,278,085	0
19	Arterial SW Ramps 2014		211535	05/20/14	450,000	0	0	0
20	Bike Enhancement Proj M	F	211516	08/19/14	1,500,000	2,250,668	158,255	1,075,273
21	Central & Norman		211548	09/22/15	150,000	0	0	0
22	Central, 135th W-119th W-D	F	204364	05/04/04	5,087,000	7,200,000	2,057,419	6,811,154
23	Commerce - Waterman - Kel.		210494	12/09/14	2,055,000	0	107,157	0
24	Douglas Wash - Oliver D		211514	12/02/14	650,000	0	125,907	0
25	Harry, Turnpike - Rock	F	207435	09/21/10	4,100,000	3,440,740	1,616,230	2,871,753
	<i>Int Trans Syst Traffic Signals</i>	<i>SG</i>	<i>206426</i>	<i>09/19/06</i>	<i>0</i>	<i>5,316</i>	<i>0</i>	<i>5,316</i>
	<i>Int Trans Syst Traffic Signals</i>	<i>S</i>	<i>206426</i>	<i>09/19/06</i>	<i>0</i>	<i>660,677</i>	<i>0</i>	<i>967,625</i>
	<i>Int Trans Syst Traffic Signals</i>	<i>F</i>	<i>206426</i>	<i>09/19/06</i>	<i>1,120,000</i>	<i>1,993,500</i>	<i>0</i>	<i>1,686,542</i>
26	Int Trans Syst Traffic Signals	SG/S/F	206426	09/19/06	1,120,000	2,659,493	976,987	2,691,236
27	Intelligent Transportation Sy:		210496	12/21/10	400,000	0	257,111	0
	<i>K-96/Greenwich Inter. Impr</i>	<i>LST</i>	<i>211506</i>	<i>01/07/14</i>	<i>0</i>	<i>1,000,000</i>	<i>0</i>	<i>1,000,000</i>
	<i>K-96/Greenwich Inter. Impr</i>	<i>SA</i>	<i>211506</i>	<i>01/07/14</i>	<i>0</i>	<i>2,132,289</i>	<i>0</i>	<i>0</i>
	<i>K-96/Greenwich Inter. Impr</i>	<i>O</i>	<i>211506</i>	<i>01/07/14</i>	<i>1,750,000</i>	<i>5,367,711</i>	<i>0</i>	<i>3,867,711</i>
28	K-96/Greenwich Inter. Impr	LST/SA/O	211506	01/07/14	1,750,000	8,500,000	750,069	4,867,711
29	KLINK St Rehab 2014	S	211534	03/18/14	300,000	0	153,383	0
30	KLINK St Rehab 2015	S	211537	01/13/15	700,000	400,000	0	0
31	Lewis, Main - St. Francis		210490	09/14/10	156,000	0	14,370	0
32	Maple, 135th - 151st		208455	08/16/08	185,000	0	53,162	0
33	Meridian, Pawnee - McCorm	F	211524	08/24/10	3,297,472	5,543,842	115,493	0
34	Meridian, Pawnee-Orient		205411	02/05/13	6,460,000	0	4,565,092	0

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 119th W Pawnee - Kellogg	0	0	299,354	0	3,977,799	0
2 119th W, Kellogg - Maple	1,513	0	0	0	2,466,218	2,535,991
3 17th Hillside to Oliver	150,000	0	150,000	0	150,000	0
4 17th and Oliver Intersection	500,000	0	261,767	0	500,000	0
5 127th E, 13th - 21st	425,951	0	46,156	0	440,000	0
6 13th & Edgemoor Intersect	685,640	500,000	427,826	0	735,000	500,000
7 135th W, Kellogg - Onewood	1,370	0	0	0	937,455	1,050,000
8 135th W, Maple - Central	623,212	0	96,225	0	4,250,000	0
9 13th St, 135th W - Azure	573,155	0	163,320	0	700,000	0
10 13th, I-135 - Woodlawn	330,975	0	271,787	0	14,938,213	0
11 37th and Hillside	912,218	0	106,230	0	925,000	0
12 143rd E, Kellogg - Central	310,000	0	33,431	0	310,000	0
13 21st & Oliver Intersection	500,000	0	144,836	0	500,000	0
14 29th, Ridge - Hoover	35,205	0	0	0	3,792,992	0
15 37th St N, Broadway-Hydr	1,164,471	500	332,416	0	3,823,955	3,406,045
16 37th St N, Oliver-Woodlawn	299,031	0	51,866	0	340,000	0
17 45th & Hillside Intersection	320,415	0	116,838	0	330,000	0
18 Amidon, 21st - 29th	4,991,915	0	146,574	0	8,270,000	0
19 Arterial SW Ramps 2014	450,000	0	3,896	0	450,000	0
20 Bike Enhancement Proj M	1,341,745	1,175,395	934,092	0	1,500,000	2,250,668
21 Central & Norman	150,000	0	103,902	0	150,000	0
22 Central, 135th W-119th W-D	2,147,746	0	881,835	388,846	4,205,165	6,811,154
23 Commerce - Waterman - Kel	1,947,843	0	1,871,617	0	2,055,000	0
24 Douglas Wash - Oliver D	524,093	0	17,941	0	650,000	0
25 Harry, Turnpike - Rock	0	0	0	568,987	1,616,230	2,871,753
<i>Int Trans Syst Traffic Signals</i>	0	0	0	0	0	5,316
<i>Int Trans Syst Traffic Signals</i>	0	0	0	0	0	967,625
<i>Int Trans Syst Traffic Signals</i>	31,805	0	0	0	31,805	1,686,542
26 Int Trans Syst Traffic Signals	31,805	0	112,762	0	1,008,792	2,691,236
27 Intelligent Transportation Sys	45	0	799	0	257,156	0
<i>K-96/Greenwich Inter. Impr</i>	0	0	0	0	0	1,000,000
<i>K-96/Greenwich Inter. Impr</i>	0	2,132,289	0	0	0	2,132,289
<i>K-96/Greenwich Inter. Impr</i>	999,931	1,500,000	0	157,828	999,931	5,367,711
28 K-96/Greenwich Inter. Impr	999,931	3,632,289	999,931	157,828	1,750,000	8,500,000
29 KLINK St Rehab 2014	138,519	0	10,814	0	291,902	0
30 KLINK St Rehab 2015	700,000	400,000	69,367	0	700,000	400,000
31 Lewis, Main - St. Francis	813	0	0	0	15,183	0
32 Maple, 135th - 151st	131,838	0	127,942	0	185,000	0
33 Meridian, Pawnee - McCorm	3,181,979	5,543,842	1,156,913	0	3,297,472	5,543,842
34 Meridian, Pawnee-Orient	1,894,908	0	20,081	0	6,460,000	0

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously	Financed
	FUNDING	NUMBER	Approval	GO	Other	GO	Other
35 Mosley/Rock Island, 2nd-3rd	O	211540	03/03/15	0	1,550,000	0	0
36 Mt Vernon/Oliver Int	F	211502	08/28/12	750,000	900,000	467,759	899,951
37 MU Path Garvey - Planeview	F	210495	07/09/11	1,200,000	1,000,000	810,185	1,000,000
38 Pawnee, Hydraulic to Grove	F	211513	06/04/13	3,182,000	3,068,000	174,251	0
39 Pawnee/Broadway Int	F	210479	01/04/11	1,325,000	1,300,000	941,633	1,275,386
40 Railroad Corridor Sepn Study		209472	04/21/09	1,000,000	0	215,993	0
41 Redbud Multi-Use Path	F	211500	12/04/12	1,200,000	1,651,868	84,410	1,349,950
42 Residential St. Impr 2014		211526	12/10/13	183,000	0	0	0
43 Residential St. Impr 2014		211527	12/10/13	3,817,000	0	3,097,891	0
44 Residential St. Impr 2015		211546	03/03/15	600,000	0	0	0
45 Residential St. Impr 2015		211547	03/03/15	3,400,000	0	0	0
46 RR Crossing Impr 2009-2010		211499	12/21/10	300,000	0	19,900	0
47 RR Crossing Impr 2012-2013	O	211515	12/21/10	300,000	140,000	141,425	15,000
48 RR Crossing Impr 2015	O	211545	08/25/15	150,000	140,000	0	0
49 Seneca, I-235-31st S-D	F	204358	04/06/10	1,800,000	4,043,871	1,268,857	2,825,210
50 St. Francis & Commerce		210494	12/09/14	2,055,000	0	107,157	0
51 Traffic Signalization 2013		211508	12/18/12	525,000	0	416,884	0
52 Traffic Signalization 2014		211538	08/05/14	1,170,000	0	84,332	0
53 Traffic Signalization 2016		211549	11/10/15	525,000	0	0	0
54 Tyler, 29th - 37th		208456	12/03/13	3,322,000	0	151,717	0
55 W Bank & Rvr Vista	O	211525	11/05/13	1,050,000	13,489,438	223,132	204,250
				105,320,427	64,983,965	52,990,666	32,846,658
FUNDING SOURCES			Approved Budget		Previously		Financed
				GO	Other	GO	Other
GO at-large Funding				105,320,427	0	52,990,666	0
Local Sales Tax (LST)				0	1,000,000	0	1,000,000
Special Assessments				0	2,132,289	0	0
Sedgwick County				0	5,316	0	5,316
State of Kansas				0	1,060,677	0	967,625
Federal Funds				0	40,098,534	0	26,786,756
Other Funds				0	20,687,149	0	4,086,961
				105,320,427	64,983,965	52,990,666	32,846,658

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
35 Mosley/Rock Island, 2nd-3rd	0	1,550,000	0	255,132	0	1,550,000
36 Mt Vernon/Oliver Int	282,241	49	30,235	0	750,000	900,000
37 MU Path Garvey - Planeview	462	0	0	0	810,647	1,000,000
38 Pawnee, Hydraulic to Grove	3,007,749	3,068,000	3,007,749	2,911,511	3,182,000	3,068,000
39 Pawnee/Broadway Int	1,801	0	0	0	943,434	1,275,386
40 Railroad Corridor Sepn Study	93,029	0	11,217	0	309,022	0
41 Redbud Multi-Use Path	1,115,590	301,918	40,677	0	1,200,000	1,651,868
42 Residential St. Impr 2014	183,000	0	2,203	0	183,000	0
43 Residential St. Impr 2014	719,109	0	260,631	0	3,817,000	0
44 Residential St. Impr 2015	600,000	0	57,498	0	600,000	0
45 Residential St. Impr 2015	3,400,000	0	147,901	0	3,400,000	0
46 RR Crossing Impr 2009-2010	6,892	0	135	0	26,792	0
47 RR Crossing Impr 2012-2013	0	0	0	0	141,425	15,000
48 RR Crossing Impr 2015	150,000	140,000	150,000	139,032	150,000	140,000
49 Seneca, I-235-31st S-D	7,212	0	0	0	1,276,069	2,825,210
50 St. Francis & Commerce	1,947,843	0	1,871,617	0	2,055,000	0
51 Traffic Signalization 2013	108,116	0	7,615	0	525,000	0
52 Traffic Signalization 2014	1,085,668	0	2,859	0	1,170,000	0
53 Traffic Signalization 2016	525,000	0	500,000	0	525,000	0
54 Tyler, 29th - 37th	2,240,485	0	929,787	0	2,392,202	0
55 W Bank & Rvr Vista	826,868	13,285,188	826,868	3,975,674	1,050,000	13,489,438
	41,767,401	29,597,181	15,694,817	8,397,010	94,758,067	62,443,839
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	41,767,401	0	15,694,817	0	94,758,067	0
Local Sales Tax (LST)	0	0	0	0	0	1,000,000
Special Assessments	0	2,132,289	0	0	0	2,132,289
Sedgwick County	0	0	0	0	0	5,316
State of Kansas	0	400,000	0	0	0	1,367,625
Federal Funds	0	10,589,704	0	3,869,344	0	37,376,460
Other Funds	0	16,475,188	0	4,527,666	0	20,562,149
	41,767,401	29,597,181	15,694,817	8,397,010	94,758,067	62,443,839

ONGOING PROJECTS

BRIDGES DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO	PROJECT	Approval	Approved Budget		Previously Financed	
	FUNDING	NUMBER	Date	GO	Other	GO	Other
1 21 St Bridge at Ark River	F	247129	07/03/07	1,050,000	2,000,000	578,074	1,515,409
2 21st N@ Mosley/New York	F	249148	10/14/14	1,300,054	700,000	98,975	0
3 2015 Biennial Bridge Insp.		249150	10/06/15	125,000	0	0	0
4 Bridge Inspection 2013		249146	09/10/13	125,000	0	81,035	0
5 Broadway @ 34th St Constr.	F	249143	09/25/12	8,430,000	9,523,578	5,952,201	9,580,729
6 Douglas @ Linden	F	249147	09/10/13	1,175,000	582,957	74,646	0
7 I235 Bypass & Floodway	LST	Multiple	03/10/09	0	34,647,139	0	30,263,517
8 John Mack Bridge Repair		249149	07/28/15	1,600,000	0	0	0
<i>Lincoln St @ Arkansas River</i>	<i>F</i>	<i>249140</i>	<i>03/08/11</i>	<i>0</i>	<i>5,775,000</i>	<i>0</i>	<i>5,380,669</i>
<i>Lincoln St @ Arkansas River</i>	<i>S</i>	<i>249140</i>	<i>03/08/11</i>	<i>0</i>	<i>35,000</i>	<i>0</i>	<i>35,000</i>
9 Lincoln St @ Arkansas River	F/S	249140	03/08/11	10,550,000	5,810,000	10,021,298	5,415,669
10 Old Lawrence Rd Bridge	F	249145	08/20/13	195,000	320,000	67,688	143,120
11 Pawnee @ Ark River		249142	11/24/15	2,358,000	0	103,640	0
				26,908,054	53,583,674	16,977,557	46,918,443
FUNDING SOURCES			Approved Budget		Previously Financed		
			GO	Other	GO	Other	
GO at-large Funding			26,908,054	0	16,977,557	0	
Local Sales Tax (LST)			0	34,647,139	0	30,263,517	
State of Kansas			0	35,000	0	35,000	
Federal Funds			0	18,901,535	0	16,619,926	
			26,908,054	53,583,674	16,977,557	46,918,443	

ONGOING PROJECTS

BRIDGES DETAILED PROJECT LISTING - IN PROGRESS						
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 21 St Bridge at Ark River	471,926	484,591	550,066	484,591	1,050,000	2,000,000
2 21st N@ Mosley/New York	1,201,079	700,000	0	476,787	1,300,054	700,000
3 2015 Biennial Bridge Insp.	125,000	0	124,266	0	125,000	0
4 Bridge Inspection 2013	0	0	43,995	0	81,035	0
5 Broadway @ 34th St Constr.	2,363,496	57,151	2,384,231	57,151	8,315,697	9,637,880
6 Douglas @ Linden	1,100,354	582,957	0	158,958	1,175,000	582,957
7 I235 Bypass & Floodway	0	2,383,622	0	1,576,802	0	32,647,139
8 John Mack Bridge Repair	1,600,000	0	254,251	0	1,600,000	0
Lincoln St @ Arkansas River	0	394,331	0	0	0	5,775,000
Lincoln St @ Arkansas River	0	0	0	0	0	35,000
9 Lincoln St @ Arkansas River	528,702	394,331	662,574	0	10,550,000	5,810,000
10 Old Lawrence Rd Bridge	127,312	176,881	127,312	101,530	195,000	320,000
11 Pawnee @ Ark River	2,254,360	0	2,251,290	0	2,358,000	0
	9,772,229	4,779,533	6,397,985	2,855,819	26,749,787	51,697,976
FUNDING SOURCES	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	9,772,229	0	6,397,985	0	26,749,787	0
Local Sales Tax (LST)	0	2,383,622	0	1,576,802	0	32,647,139
State of Kansas	0	0	0	0	0	35,000
Federal Funds	0	2,395,911	0	1,279,017	0	19,015,837
	9,772,229	4,779,533	6,397,985	2,855,819	26,749,787	51,697,976

ONGOING PROJECTS

FREEWAYS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously Financed	
	FUNDING	NUMBER	Approval	GO	Other	GO	Other
1 K-96 & Hoover		209464	10/13/15	6,040,000	0	1,230,105	0
2 Kellogg & Woodlawn Inter.	LST	401272		0	48,500,000	0	47,625,149
<i>Kellogg - 111th-143rd Dsgn</i>	<i>LST</i>	<i>Multiple</i>	<i>01/06/09</i>	<i>0</i>	<i>19,000,000</i>	<i>0</i>	<i>13,937,379</i>
<i>Kellogg - 111th-143rd Dsgn</i>	<i>S</i>	<i>Multiple</i>	<i>01/06/09</i>	<i>0</i>	<i>4,000,000</i>	<i>0</i>	<i>3,993,783</i>
3 Kellogg - 111th-143rd Dsgn	LST/S	Multiple	01/06/09	0	23,000,000	0	17,931,162
4 Kellogg - 151st-Maize Dsgn	LST	Multiple	04/08/08	0	4,000,000	0	3,516,056
<i>Kellogg - Webb-127th Dsgn</i>	<i>LST</i>	<i>401506</i>	<i>05/22/12</i>	<i>0</i>	<i>9,723,448</i>	<i>0</i>	<i>9,103,008</i>
<i>Kellogg - Webb-127th Dsgn</i>	<i>S</i>	<i>401506</i>	<i>05/22/12</i>	<i>0</i>	<i>1,600,000</i>	<i>0</i>	<i>1,600,000</i>
5 Kellogg - Webb-127th Dsgn	LST	401506	05/22/12	0	11,323,448	0	10,703,008
6 Kellogg - Webb-159th ROW	LST	Multiple	02/05/13	0	49,500,000	0	40,199,743
7 Kellogg, Cyp-127th ROW Acq	LST	401508	08/03/10	0	8,500,000	0	2,000,000
8 Kellogg, Cyp-127th ROW Utly	S	401515	10/14/14	0	1,400,000	0	0
<i>Kellogg: Webb/KTA Inter.</i>	<i>LST</i>	<i>401511</i>	<i>10/08/13</i>	<i>0</i>	<i>11,200,000</i>	<i>0</i>	<i>4,604,342</i>
<i>Kellogg: Webb/KTA Inter.</i>	<i>S</i>	<i>401511</i>	<i>10/08/13</i>	<i>0</i>	<i>92,800,000</i>	<i>0</i>	<i>1,798,737</i>
9 Kellogg: Webb/KTA Inter.	LST/F	401511	10/08/13	0	104,000,000	0	6,403,079
10 Kellogg: Wiedemann-137th E	S	401509	02/24/15	0	28,000,000	0	6,631,196
				6,040,000	278,223,448	1,230,105	135,009,393
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
GO at-large Funding				6,040,000	0	1,230,105	0
Local Sales Tax (LST)				0	150,423,448	0	120,985,677
State of Kansas				0	127,800,000	0	14,023,716
				6,040,000	278,223,448	1,230,105	135,009,393

ONGOING PROJECTS

FREEWAYS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 K-96 & Hoover	4,809,895	0	2,097,645	0	6,040,000	0
2 Kellogg & Woodlawn Inter.	0	874,851	0	874,851	0	48,500,000
<i>Kellogg - 111th-143rd Dsgn</i>	<i>0</i>	<i>5,062,621</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>19,000,000</i>
<i>Kellogg - 111th-143rd Dsgn</i>	<i>0</i>	<i>6,217</i>	<i>0</i>	<i>6,217</i>	<i>0</i>	<i>4,000,000</i>
3 Kellogg - 111th-143rd Dsgn	0	5,068,838	0	6,217	0	23,000,000
4 Kellogg - 151st-Maize Dsgn	0	483,944	0	483,944	0	4,000,000
<i>Kellogg - Webb-127th Dsgn</i>	<i>0</i>	<i>620,440</i>	<i>0</i>	<i>278,134</i>	<i>0</i>	<i>9,723,448</i>
<i>Kellogg - Webb-127th Dsgn</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1,600,000</i>
5 Kellogg - Webb-127th Dsgn	0	620,440	0	278,134	0	11,323,448
6 Kellogg - Webb-159th ROW	0	9,300,257	0	5,584,842	0	49,500,000
7 Kellogg, Cyp-127th ROW Acq	0	6,500,000	0	6,500,000	0	8,500,000
8 Kellogg, Cyp-127th ROW Utly	0	1,400,000	0	538,784	0	1,400,000
<i>Kellogg: Webb/KTA Inter.</i>	<i>0</i>	<i>6,595,658</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>11,200,000</i>
<i>Kellogg: Webb/KTA Inter.</i>	<i>0</i>	<i>91,001,263</i>	<i>0</i>	<i>20,579,952</i>	<i>0</i>	<i>92,800,000</i>
9 Kellogg: Webb/KTA Inter.	0	100,769,841	0	20,582,586	0	104,000,000
10 Kellogg: Wiedemann-137th E	0	21,368,804	0	0	0	28,000,000
	4,809,895	143,214,055	2,097,645	34,846,724	6,040,000	278,223,448
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	4,809,895	0	2,097,645	0	6,040,000	0
Local Sales Tax (LST)	0	29,437,771	0	13,721,771	0	150,423,448
State of Kansas	0	113,776,284	0	21,124,953	0	127,800,000
	4,809,895	143,214,055	2,097,645	34,846,724	6,040,000	278,223,448



ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously	Financed
	FUNDING	NUMBER	Approval	GO	Other	GO	Other
1 2015 Armory Remod-Forest		440167	10/13/15	981,000	0	537,552	0
2 2015 Buffalo Park Constr		440165	10/06/15	1,400,000	250,000	0	0
3 2015 OJ Watson Park Improv		440166	09/15/15	306,250	0	0	0
4 2016 McAdams Park Improv		440169	10/06/15	500,000	0	0	0
5 2016 Pracht Wetlands		440168	09/01/15	250,000	0	0	0
6 Athletic Courts 2013		440162	05/20/14	250,000	0	31,762	0
7 Chapin Park Phase II-2009		397237	02/09/10	700,000	0	602,245	0
8 Chisholm Creek Park South		440157	06/18/13	250,000	0	31,514	0
9 Golf CIP Improvements		440154	08/21/12	1,100,644	0	779,431	0
10 Irrigation Sys Replace 12/13		440164	08/20/13	200,000	0	0	0
11 Linw Prk Imp-Rf Rep-2008		397239	11/04/08	340,000	0	229,510	0
12 MacDonald Golf Fence		440163	10/05/13	250,000	0	0	0
13 Orchard Park Impr		397226	10/23/07	300,000	0	197,192	0
14 Park Facilities Improv 2012		440153	09/11/12	1,000,000	0	208,817	0
15 Park Lot & Ent Drv-08 & 09		397232	10/21/08	600,000	0	462,291	0
16 Park Path 2013		440161	05/20/14	150,000	0	0	0
17 Playground Rehab 2012-13		440158	08/13/13	200,000	0	38,217	0
18 Walking Paths 2011-12		440152	04/17/12	350,000	0	201,323	0
				9,127,894	250,000	3,319,854	0
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
GO at-large Funding				9,127,894	250,000	3,319,854	0
				9,127,894	250,000	3,319,854	0



ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 2015 Armory Remod-Forest	443,448	0	981,000	0	981,000	0
2 2015 Buffalo Park Constr	1,400,000	250,000	1,400,000	250,000	1,400,000	250,000
3 2015 OJ Watson Park Improv	306,250	0	54,900	0	306,250	0
4 2016 McAdams Park Improv	500,000	0	491,437	0	500,000	0
5 2016 Pracht Wetlands	250,000	0	250,000	0	250,000	0
6 Athletic Courts 2013	218,238	0	165,802	0	250,000	0
7 Chapin Park Phase II-2009	47	0	0	0	602,292	0
8 Chisholm Creek Park South	194,785	0	0	0	226,299	0
9 Golf CIP Improvements	321,213	0	213,621	0	1,100,644	0
10 Irrigation Sys Replace 12/13	200,000	0	200,000	0	200,000	0
11 Linw Prk Imp-Rf Rep-2008	207	0	0	0	229,717	0
12 MacDonald Golf Fence	220,489	0	0	0	220,489	0
13 Orchard Park Impr	8,581	0	0	0	205,773	0
14 Park Facilities Improv 2012	791,183	0	460,481	0	1,000,000	0
15 Park Lot & Ent Drv-08 & 09	0	0	0	0	461,460	0
16 Park Path 2013	150,000	0	150,000	0	150,000	0
17 Playground Rehab 2012-13	161,783	0	12,238	0	200,000	0
18 Walking Paths 2011-12	148,677	0	129,580	0	350,000	0
	5,314,901	250,000	4,509,058	250,000	8,633,924	250,000
PROJECT TITLE	Additional GO	Financing Other	Remaining GO	Exp Authority Other	Total Est. GO	Project Costs Other
GO at-large Funding	5,314,901	250,000	4,509,058	250,000	8,633,924	250,000
	5,314,901	250,000	4,509,058	250,000	8,633,924	250,000



ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS								
PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously Financed		
	FUNDING	NUMBER	Approval	GO	Other	GO	Other	
1 Central Library Relocation		435439	02/02/16	36,690,000	0	4,704,903	0	0
2 Century II - bleacher seats		435353	12/17/02	2,150,000	0	2,028,526	0	0
3 Century II Impr 2009		435459	05/25/10	630,000	0	178,444	0	0
4 Century II Impr 2010/2012	TGT	435475	07/24/12	0	2,241,568	0	2,241,568	0
5 Century II Impr 2013	TGT	435476	03/26/13	0	1,914,500	0	1,914,500	0
6 City Facilities ADA Impr		435379	03/17/15	3,150,000	0	2,210,605	0	0
7 City Facilities Util 2014		435481	10/07/14	300,000	0	0	0	0
8 City Facility Roof Replace		435482	12/09/14	416,000	0	0	0	0
9 City Hall Renovations		435486	09/15/15	1,800,000	0	0	0	0
10 CMF Expansion		435405	11/20/07	4,400,000	0	2,179,308	0	0
11 CMF Roof Replacement		435460	05/22/10	830,000	0	341,148	0	0
12 Cultural Facilities Impr.		435427	10/06/13	2,500,000	0	1,718,970	0	0
13 Cultural/Tourism Fac Improv	TGT	435491	11/17/15	0	1,500,000	0	0	0
14 Douglas & Hillside Redev	TIF	435425	01/08/08	0	5,630,000	0	3,603,861	0
15 Douglas Place Dev	TIF	435472	02/26/13	4,375,000	2,920,000	3,943,300	0	0
16 Expo Hall Roof		435431	12/04/07	749,274	0	499,874	0	0
17 Fire Apparatus 2008		435446	10/28/08	1,008,000	0	869,540	0	0
18 Fire Apparatus 2011-2013		435805	09/18/12	7,418,768	0	7,399,857	0	0
19 Fire Apparatus 2014		435479	09/09/14	3,440,000	0	0	0	0
20 Fire Station Main 2010-2011		435806	12/28/10	400,000	0	121,869	0	0
21 Fire Station Main 2015		435483	08/04/15	250,000	0	0	0	0
22 Fire Training Grounds		435432	11/23/10	5,600,000	0	5,063,977	0	0
23 Gen Repairs City Facilities		435484	01/06/15	2,895,000	0	0	0	0
24 Heartland Preparedness Ctr	SG	435450	05/25/10	2,438,832	1,261,575	1,735,176	1,261,575	0
25 Heavy Equip Rep 2010	F	435454	11/17/09	2,000,000	738,000	1,800,000	605,860	0
26 Heavy Equip Rep 2012-2013	F	435473	12/06/11	4,000,000	180,000	3,674,607	73,311	0
27 Heavy Equip Rep 2014-2015		435480	09/09/14	4,000,000	0	0	0	0
28 Int'l Mktplace Streetscape		435444	10/21/08	500,000	0	63,264	0	0
29 KS Aviation Museum Impr.	O	435477	02/04/14	900,000	900,000	0	500,000	0
30 Lawrence Dumont Stadium		435470	03/17/11	360,000	0	217,980	0	0



ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 Central Library Relocation	31,985,097	0	30,995,953	0	36,690,000	0
2 Century II - bleacher seats	0	0	0	0	2,028,526	0
3 Century II Impr 2009	451,556	0	450,030	0	630,000	0
4 Century II Impr 2010/2012	0	0	0	1,338,419	0	2,241,568
5 Century II Impr 2013	0	0	0	423,535	0	1,914,500
6 City Facilities ADA Impr	939,395	0	404,514	0	3,150,000	0
7 City Facilities Util 2014	300,000	0	12	0	300,000	0
8 City Facility Roof Replace	276,581	0	138,000	0	138,581	0
9 City Hall Renovations	1,800,000	0	1,259,271	0	1,800,000	0
10 CMF Expansion	2,220,692	0	953,716	0	4,400,000	0
11 CMF Roof Replacement	969	0	0	0	342,117	0
12 Cultural Facilities Impr.	781,030	0	747,686	0	2,500,000	0
13 Cultural/Tourism Fac Improv	0	1,500,000	0	1,500,000	0	1,500,000
14 Douglas & Hillside Redev	0	2,026,139	0	1,844,659	0	5,630,000
15 Douglas Place Dev	431,700	2,920,000	(12,852)	0	4,375,000	2,920,000
16 Expo Hall Roof	0	0	0	0	499,874	0
17 Fire Apparatus 2008	1,581	0	0	0	871,121	0
18 Fire Apparatus 2011-2013	20,562	0	(1,658)	0	7,418,768	0
19 Fire Apparatus 2014	3,440,000	0	95,743	0	3,440,000	0
20 Fire Station Main 2010-2011	278,131	0	1,034	0	400,000	0
21 Fire Station Main 2015	250,000	0	249,820	0	250,000	0
22 Fire Training Grounds	536,023	0	520,018	0	5,600,000	0
23 Gen Repairs City Facilities	2,895,000	0	1,875,358	0	2,895,000	0
24 Heartland Preparedness Ctr	0	0	0	0	1,735,176	1,261,575
25 Heavy Equip Rep 2010	120,303	0	0	0	1,920,303	605,860
26 Heavy Equip Rep 2012-2013	325,393	106,689	(17,860)	0	4,000,000	180,000
27 Heavy Equip Rep 2014-2015	4,000,000	0	75,542	0	4,000,000	0
28 Int'l Mktplace Streetscape	0	0	0	0	63,264	0
29 KS Aviation Museum Impr.	683,447	183,447	0	0	683,447	683,447
30 Lawrence Dumont Stadium	142,020	0	114,621	0	360,000	0



ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS									
PROJECT TITLE	Non - GO	PROJECT NUMBER	City Council	Approved Budget		Previously Financed			
	FUNDING		Approval	GO	Other	GO	Other	GO	Other
31 LED Traffic Signal Project		436613	08/14/07	750,000	0	0	0	0	0
32 Market Parking Garage Impr		435478	12/01/15	8,660,000	0	59,826	0	0	0
33 Park Lighting 2009-2011		435465	05/18/10	600,000	0	370,019	0	0	0
34 Police Property and Evidence		435489	11/17/15	3,000,000	0	0	0	0	0
35 Roof Replacement 2009		435458	05/18/10	2,443,400	0	2,094,691	0	0	0
36 STAR Bond K-96 Project	O	435485	03/06/12	0	36,325,000	0	1,330,571	0	0
37 Swimming Pool & Fountains		435461	05/11/10	420,000	0	210,095	0	0	0
Water Walk - Eastbank Dev.	TIF	435352		0	24,794,353	0	16,164,920	0	0
Water Walk - Eastbank Dev.	F	435352		0	247,500	0	247,500	0	0
Water Walk - Eastbank Dev.	O	435352		0	4,800,000	0	3,743,751	0	0
38 Water Walk - Eastbank Dev.	TIF/F/O	435352		13,900,000	29,841,853	19,613,073	20,156,171	0	0
39 Westbank Apartments TIF	TIF	435808	10/08/13	0	2,500,000	0	0	0	0
40 WHA Storm Damage 2013	F	435807	04/22/14	0	1,360,812	0	1,133,839	0	0
				122,974,274	87,313,308	61,099,051	32,821,256		

FUNDING SOURCES	Approved Budget		Previously Financed	
	GO	Other	GO	Other
GO at-large Funding	122,974,274	0	61,099,051	0
Transient Guest Tax (TGT)	0	5,656,068	0	4,156,068
TIF Funds	0	35,844,353	0	19,768,781
Sedgwick County	0	1,261,575	0	1,261,575
Federal Funds	0	2,526,312	0	2,060,510
Other Funds	0	42,025,000	0	5,574,322
	122,974,274	87,313,308	61,099,051	32,821,256



ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
31 LED Traffic Signal Project	750,000	0	0	0	750,000	0
32 Market Parking Garage Impr	8,600,174	0	265,406	0	8,660,000	0
33 Park Lighting 2009-2011	229,981	0	132,958	0	600,000	0
34 Police Property and Evidence	3,000,000	0	3,000,000	0	3,000,000	0
35 Roof Replacement 2009	2,004	0	0	0	2,096,695	0
36 STAR Bond K-96 Project	0	34,994,429	0	35,472,925	0	36,325,000
37 Swimming Pool & Fountains	209,905	0	208,718	0	420,000	0
<i>Water Walk - Eastbank Dev.</i>	<i>0</i>	<i>8,629,433</i>	<i>0</i>	<i>2,321,396</i>	<i>0</i>	<i>24,794,353</i>
<i>Water Walk - Eastbank Dev.</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>247,500</i>
<i>Water Walk - Eastbank Dev.</i>	<i>0</i>	<i>1,056,249</i>	<i>0</i>	<i>1,056,249</i>	<i>0</i>	<i>4,800,000</i>
38 Water Walk - Eastbank Dev.	(5,713,073)	9,685,682	0	3,377,645	13,900,000	29,841,853
39 Westbank Apartments TIF	0	2,500,000	0	2,500,000	0	2,500,000
40 WHA Storm Damage 2013	0	0	0	226,973	0	1,133,839
	58,958,471	53,916,386	41,456,029	46,684,155	119,917,871	86,737,642

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	58,958,471	0	41,456,029	0	119,917,871	0
Transient Guest Tax (TGT)	0	1,500,000	0	3,261,954	0	5,656,068
TIF Funds	0	16,075,572	0	6,666,055	0	35,844,353
Sedgwick County	0	0	0	0	0	1,261,575
Federal Funds	0	106,689	0	226,973	0	2,167,199
Other Funds	0	36,234,124	0	36,529,174	0	41,808,447
	58,958,471	53,916,386	41,456,029	46,684,155	119,917,871	86,737,642

ONGOING PROJECTS

SEWER DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approved Budget			Previously Financed		
			Approval	GO	Other	GO	Other	
1 17th St San Swr Design WSU	Sewer	655551	04/21/15	0	1,750,000	0	0	
2 2014 S-4 REC OLD SAN SWR	Sewer	664005	12/10/13	0	5,400,000	0	0	
3 2015 S-4 Recn Aged San Swr	Sewer	665005	12/09/14	0	5,125,000	0	0	
4 2015 S-57 CIS-New Bill Sys	Sewer	655550	04/21/15	0	900,000	0	0	
5 2015 SS Rehab Ph A	Sewer	665006	12/09/14	0	325,600	0	0	
6 2015 SS Rehab Ph 2	Sewer	665007	12/09/14	0	332,000	0	0	
7 Kellogg & Webb SS	Sewer	698007	08/08/15	0	1,258,609	0	0	
8 LAR Rvrside Siphon Replace	Sewer	664029	12/10/13	0	200,000	0	0	
9 Rvrside Drain Ditch Siph Repl	Sewer	664030	12/10/13	0	500,000	0	0	
10 S-019 SS Planeview	Sewer	652019	06/12/12	0	956,000	0	581,000	
11 S-025 SS Reloc Kel & Webb	Sewer	653025	02/05/13	0	1,489,000	0	56,700	
12 S-026 SS Bilfiler Rehab	Sewer	654006	03/25/14	0	415,000	0	0	
13 S-027 SS Reh Bios Off & Mair	Sewer	654007	03/25/14	0	395,000	0	0	
14 S-032 SS Reh Forcem Plt 1&2	Sewer	654001	01/14/14	0	900,000	0	0	
15 S-033 SS Flow Met at Plt 2	Sewer	654002	01/14/14	0	420,000	0	0	
16 S-034 SS Emer Bk Pwr Plt 1&	Sewer	654003	01/14/14	0	3,250,000	0	0	
17 S-035 SS Ultrav Dis Sys	Sewer	654004	01/14/14	0	3,250,000	0	0	
18 S-036 SS Plt 2 H&C	Sewer	654005	01/14/14	0	1,000,000	0	0	
19 S-037 4 Mile Plt Improv PH2	Sewer	654008	03/06/01	0	1,500,000	0	0	
20 S-59 Plant Three Improv	Sewer	655553	06/16/15	0	3,000,000	0	0	
21 S-512 Ph 4 Wetland Mitig	Sewer	658007	06/10/08	0	271,245	0	241,245	
22 S-513 SEW TRT PLT 2 IMP	Sewer	659513	12/19/00	0	11,500,000	0	307,000	
23 S-522 PLT SIT STDY/LND ACC	Sewer	653522	11/24/09	0	500,000	0	14,000	
24 S-530 FMC Plant Improv	Sewer	658530	03/04/08	0	9,471,000	0	0	
25 S-537 SCADA INSTALLATION	Sewer	651537	01/08/02	0	195,000	0	0	
26 S-542 SWR SYS SEC IMP	Sewer	652542	01/08/02	0	400,000	0	101,000	
27 S-546 Mid-Con Sew Trtmt Plt	Sewer	655546	07/19/05	0	34,900,000	0	26,063,808	
28 S-570 SS Emp/St Frs Dg-10	Sewer	658570	08/26/08	0	2,550,000	0	625,000	
29 S-60 Plant One Improv	Sewer	655554	06/16/15	0	350,000	0	0	
30 SS Imp/Pawnee, Hyd-Grove	Sewer	664018	12/10/13	0	300,000	0	0	
				0	92,803,454	0	27,989,753	
FUNDING SOURCES				Approved Budget		Previously Financed		
				GO	Other	GO	Other	
Sewer Utility Funds				0	92,803,454	0	27,989,753	
				0	92,803,454	0	27,989,753	

ONGOING PROJECTS

SEWER DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 17th St San Swr Design WSU	0	1,750,000	0	331,643	0	1,750,000
2 2014 S-4 REC OLD SAN SWR	0	5,400,000	0	0	0	5,400,000
3 2015 S-4 Recn Aged San Swr	0	5,125,000	0	695,422	0	5,125,000
4 2015 S-57 CIS-New Bill Sys	0	900,000	0	130,595	0	900,000
5 2015 SS Rehab Ph A	0	325,600	0	6,632	0	325,600
6 2015 SS Rehab Ph 2	0	332,000	0	677	0	332,000
7 Kellogg & Webb SS	0	1,258,609	0	1,258,609	0	1,258,609
8 LAR Rvrside Siphon Replace	0	200,000	0	195,837	0	200,000
9 Rvrside Drain Ditch Siph Repl	0	500,000	0	56,420	0	500,000
10 S-019 SS Planeview	0	375,000	0	84,499	0	956,000
11 S-025 SS Reloc Kel & Webb	0	1,432,300	0	157,114	0	1,489,000
12 S-026 SS Bilfiler Rehab	0	415,000	0	39,130	0	415,000
13 S-027 SS Reh Bios Off & Mair	0	395,000	0	2,714	0	395,000
14 S-032 SS Reh Forcem Plt 1&2	0	900,000	0	74,525	0	900,000
15 S-033 SS Flow Met at Plt 2	0	420,000	0	381,909	0	420,000
16 S-034 SS Emer Bk Pwr Plt 1&	0	3,250,000	0	203,259	0	3,250,000
17 S-035 SS Ultrav Dis Sys	0	3,250,000	0	759,362	0	3,250,000
18 S-036 SS Plt 2 H&C	0	1,000,000	0	72,443	0	1,000,000
19 S-037 4 Mile Plt Improv PH2	0	1,500,000	0	468,668	0	1,500,000
20 S-59 Plant Three Improv	0	3,000,000	0	3,000,000	0	3,000,000
21 S-512 Ph 4 Wetland Mitig	0	30,000	0	117,008	0	271,245
22 S-513 SEW TRT PLT 2 IMP	0	11,193,000	0	1,022,668	0	11,500,000
23 S-522 PLT SIT STDY/LND ACQ	0	486,000	0	320,840	0	500,000
24 S-530 FMC Plant Improv	0	9,471,000	0	9,470,400	0	9,471,000
25 S-537 SCADA INSTALLATION	0	195,000	0	103,044	0	195,000
26 S-542 SWR SYS SEC IMP	0	299,000	0	145,821	0	400,000
27 S-546 Mid-Con Sew Trtmt Plt	0	8,836,192	0	1,865,628	0	34,900,000
28 S-570 SS Emp/St Frs Dg-10	0	1,925,000	0	1,923,934	0	2,550,000
29 S-60 Plant One Improv	0	350,000	0	153,567	0	350,000
30 SS Imp/Pawnee, Hyd-Grove	0	300,000	0	294,948	0	300,000
	0	64,813,701	0	23,337,314	0	92,803,454
PROJECT TITLE	Additional Financing		Remaining Exp Authority		al Est. Project Costs	
	GO	Other	GO	Other	GO	Other
Sewer Utility Funds	0	64,813,701	0	23,337,314	0	92,803,454
	0	64,813,701	0	23,337,314	0	92,803,454

ONGOING PROJECTS

STORMWATER DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1 9th St & West Drain Out	SWU	866003	06/13/06	0	550,000	0	380,008
2 Dig SW DrainStruc Inv-Ph 1	SWU	867001	10/07/08	0	3,000,000	0	2,966,747
3 Digital SW Drain Inv Contract	SWU	869004	10/07/08	0	500,000	0	0
4 Gyp Cr Improv, Rock-Eastern	SWU	866001	06/14/11	0	1,500,000	0	1,271,077
5 Meridian Drainage Outfall	SWU	869003	02/05/13	0	2,002,335	0	0
6 Pump Station No. 11	SWU	868003	11/17/09	0	5,800,000	0	4,645,519
7 Wichita-VC Flood Control	SG/SWU	869005	10/27/15	0	2,000,000	0	0
				0	15,352,335	0	9,263,351
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
Sedgwick County				0	1,000,000	0	0
Stormwater Utility Funds				0	14,352,335	0	9,263,351
				0	15,352,335	0	9,263,351

ONGOING PROJECTS

STORMWATER DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 9th St & West Drain Out	0	169,992	0	141,696	0	550,000
2 Dig SW DrainStruc Inv-Ph 1	0	2,520	0	30,733	0	2,969,267
3 Digital SW Drain Inv Contract	0	500,000	0	294,788	0	500,000
4 Gyp Cr Improv, Rock-Eastern	0	323	0	228,600	0	1,271,400
5 Meridian Drainage Outfall	0	2,012,018	0	(9,683)	0	2,012,018
6 Pump Station No. 11	0	600	0	1,153,881	0	4,646,119
7 Wichita-VC Flood Control	0	2,000,000	0	357,145	0	2,000,000
	0	4,685,453	0	2,197,160	0	13,948,804
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
Sedgwick County	0	1,000,000	0	357,145	0	1,000,000
Stormwater Utility Funds	0	3,685,453	0	1,840,015	0	12,948,804
	0	4,685,453	0	2,197,160	0	13,948,804



ONGOING PROJECTS

TRANSIT DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously	Financed
	FUNDING	NUMBER	Approval	GO	Other	GO	Other
1 Bus Replacement - 2015	F	Multiple	03/24/15	594,489	3,301,107	0	0
				594,489	3,301,107	0	0
FUNDING SOURCES				Approved Budget		Previously	Financed
				GO	Other	GO	Other
GO at-large Funding				594,489	0	0	0
Federal Funds				0	3,301,107	0	0
				594,489	3,301,107	0	0



ONGOING PROJECTS

TRANSIT DETAILED PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs		
	GO	Other	GO	Other	GO	Other	
1 Bus Replacement - 2015	594,489	3,301,107	594,489	3,301,107	594,489	3,301,107	
	594,489	3,301,107	594,489	3,301,107	594,489	3,301,107	
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs		
GO at-large Funding	594,489	0	594,489	0	594,489	0	
Federal Funds	0	3,301,107	0	3,301,107	0	3,301,107	
	594,489	3,301,107	594,489	3,301,107	594,489	3,301,107	

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS								
PROJECT TITLE	Non - GO	PROJECT	City Council	Approved Budget		Previously Financed		Other
	FUNDING	NUMBER	Approval	GO	Other	GO	Other	
1	17th St & Oliver WL	Water	755052	06/09/15	0	1,750,000	0	0
2	55th St S, Seneca-Vine	Water	774083	12/17/13	0	300,000	0	0
3	135th & 13th	Water	766726	12/19/06	0	177,000	0	0
4	2012W-24 WTP BAS/AER RK	Water	751151	11/01/11	0	200,000	0	0
5	2012W-25 WL 13TH HYD-OL	Water	752025	02/07/12	0	1,250,000	0	0
6	2012W-27WL 135THW,13-2	Water	752027	02/14/12	0	1,200,000	0	680,800
7	2012 W-28 AMR Impl	Water	752028	05/29/12	0	32,603,920	0	0
8	2012W-35WL Kel 111-143W	Water	752035	09/10/12	0	988,000	0	0
9	2012W-36WL Cen 135-119W	Water	752036	09/25/12	0	1,404,000	0	519,400
10	2013 W-38 WL Kel & Webb	Water	753038	10/08/13	0	1,620,000	0	0
11	2013 W-39 WL Eastbor N	Water	753039	08/25/15	0	2,766,462	0	0
12	2013 W-40 WL Plaza	Water	753040	08/25/15	0	2,687,000	0	0
13	2013 W-41 WL Ethel	Water	753041	11/14/13	0	3,758,000	0	0
14	2013 W-42 WL Cntr Acrs Phl	Water	753042	08/25/15	0	5,504,000	0	0
15	2013 W-42 WL Cntr Acrs Phl	Water	753043	08/25/15	0	5,196,000	0	0
16	2013 W-44 WL 55th St S	Water	753044	12/17/13	0	320,000	0	0
17	2013 W-45 WL Oliver	Water	753045	12/17/13	0	397,000	0	0
18	2014 W-47 Replc VFDs Chen	Water	754071	02/07/14	0	640,000	0	0
19	2014 W-48 WL 4 Seas Area	Water	754072	04/25/14	0	1,584,000	0	1,163,240
20	2014 W-50 WTP Chem Feed	Water	754074	11/17/15	0	1,000,000	0	0
21	2014 W-51 WtrIn Con	Water	754075	10/07/14	0	200,000	0	0
22	2014 W-67 DIST MAIN REP.	Water	774068	11/15/13	0	2,808,000	0	0
23	2015 W-56 WL Kell&I235	Water	755051	06/09/15	0	1,400,000	0	0
24	2015 W-57 CIS-New Util Bill	Water	774068	04/21/15	0	2,200,000	0	0
25	2015 W-67 Dist Main Replc	Water	775068	02/24/15	0	3,500,000	0	0
26	E Kellogg Ph3, Rock-KTA	Water	764713	12/14/04	0	325,000	0	0
27	Em Raw Wtr Main Rpr WTP	Water	775069	02/25/15	0	2,000,000	0	0
28	Four Mile Creek Bridge Repl	Water	774076	11/15/13	0	120,000	0	0
29	Meridian, Pawnee-McCrnk	Water	774085	11/15/13	0	475,000	0	0
30	Mosley St, 2nd-3rd Sts	Water	774088	11/15/13	0	110,076	0	0
31	Oliver, 37th St N-1/2 Mile N	Water	774084	12/17/13	0	375,000	0	0
32	W-018SGCTYRWD#1 WTR	Water	759018	10/20/09	0	1,200,000	0	70,000
33	W-1397 Standby Power Fac	Water	758397	08/26/08	0	22,130,000	0	7,447,000
34	W-842 RIDGE, MAC-36ST S	Water	755842	04/06/04	0	260,000	0	16,000
35	W-851 135TH, 29-37N (24")	Water	754851	04/06/04	0	540,000	0	9,441
36	W-903 WTR SYS SEC IMP.	Water	752903	10/26/10	0	1,200,000	0	175,400
37	W-903 Wtr Sys Sec Imrpov	Water	755903	01/08/02	0	8,000,000	0	6,401,000
38	Water Tower Rehabilitation	Water	750021	11/02/10	0	3,500,000	0	0
					0	115,688,458	0	16,482,281
FUNDING SOURCES					Approved Budget		Previously Financed	
					GO	Other	GO	Other
Water Utility Fund					0	115,688,458	0	16,482,281
					0	115,688,458	0	16,482,281

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs		
	GO	Other	GO	Other	GO	Other	
1 17th St & Oliver WL	0	1,750,000	0	1,200,107	0	1,750,000	
2 55th St S, Seneca-Vine	0	300,000	0	185,910	0	300,000	
3 135th & 13th	0	177,000	0	176,677	0	177,000	
4 2012W-24 WTP BAS/AER RK!	0	200,000	0	110,208	0	200,000	
5 2012W-25 WL 13TH HYD-OL	0	1,250,000	0	140,703	0	1,250,000	
6 2012W-27WL 135THW,13-2	0	519,200	0	513,944	0	1,200,000	
7 2012 W-28 AMR Impl	0	32,603,920	0	101,863	0	32,603,920	
8 2012W-35WL Kel 111-143W	0	988,000	0	143,027	0	988,000	
9 2012W-36WL Cen 135-119V	0	884,600	0	846,305	0	1,404,000	
10 2013 W-38 WL Kel & Webb	0	1,620,000	0	116,451	0	1,620,000	
11 2013 W-39 WL Eastbor N	0	2,766,462	0	2,625,605	0	2,766,462	
12 2013 W-40 WL Plaza	0	2,687,000		476,275	0	2,687,000	
13 2013 W-41 WL Ethel	0	3,758,000	0	1,619,103	0	3,758,000	
14 2013 W-42 WL Cntr Acrs Phi	0	5,504,000	0	5,224,810	0	5,504,000	
15 2013 W-42 WL Cntr Acrs Phi	0	5,196,000	0	5,059,826	0	5,196,000	
16 2013 W-44 WL 55th St S	0	320,000	0	298,217	0	320,000	
17 2013 W-45 WL Oliver	0	397,000	0	374,116	0	397,000	
18 2014 W-47 Replc VFDs Chen	0	640,000	0	124,261	0	640,000	
19 2014 W-48 WL 4 Seas Area	0	420,760	0	322,957	0	1,584,000	
20 2014 W-50 WTP Chem Feed	0	1,000,000	0	599,235	0	1,000,000	
21 2014 W-51 WtrIn Con	0	200,000	0	192,723	0	200,000	
22 2014 W-67 DIST MAIN REP.	0	2,808,000	0	14,674	0	2,808,000	
23 2015 W-56 WL Kell&l235	0	1,400,000	0	1,119,274	0	1,400,000	
24 2015 W-57 CIS-New Util Bill	0	2,200,000	0	365,184	0	2,200,000	
25 2015 W-67 Dist Main Replc	0	3,500,000	0	337,301	0	3,500,000	
26 E Kellogg Ph3, Rock-KTA	0	325,000	0	247,117	0	325,000	
27 Em Raw Wtr Main Rpr WTP	0	2,000,000	0	497,268	0	2,000,000	
28 Four Mile Creek Bridge Repl	0	120,000	0	120,000	0	120,000	
29 Meridian, Pawnee-McCrmk	0	475,000	0	55,808	0	475,000	
30 Mosley St, 2nd-3rd Sts	0	110,076	0	103,626	0	110,076	
31 Oliver, 37th St N-1/2 Mile N	0	375,000	0	246,453	0	375,000	
32 W-018SGCTYRWD#1 WTR	0	1,130,000	0	62,677	0	1,200,000	
33 W-1397 Standby Power Fac	0	14,683,000	0	10,674,938	0	22,130,000	
34 W-842 RIDGE, MAC-36ST S	0	244,000	0	243,807	0	260,000	
35 W-851 135TH, 29-37N (24")	0	530,559	0	530,559	0	540,000	
36 W-903 WTR SYS SEC IMP.	0	1,024,600	0	233,618	0	1,200,000	
37 W-903 Wtr Sys Sec Imprpv	0	1,599,000	0	616,748	0	8,000,000	
38 Water Tower Rehabilitation	0	3,500,000	0	3,172,184	0	3,500,000	
	0	99,206,177	0	39,093,559	0	115,688,458	
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs		
	GO	Other	GO	Other	GO	Other	
Water Utility Fund	0	99,206,177	0	39,093,559	0	115,688,458	
	0	99,206,177	0	39,093,559	0	115,688,458	



Debt Service Schedules - General Obligation



	2016	2017	2018	2019	2020
Existing Debt Service	13,187,851	14,914,556	14,856,356	14,812,004	8,769,788
1 Series 787	3,013,219	3,006,450	2,991,900	2,971,100	0
2 Series 797	1,078,488	1,079,309	1,078,652	1,076,521	146,605
3 Series 803	1,012,650	1,001,325	994,475	986,700	988,100
4 Series 805	1,258,850	1,258,400	1,246,600	1,249,350	1,251,050
5 Series 807	1,030,950	1,038,000	1,039,600	1,045,750	1,051,400
6 Series 809	397,000	400,500	403,800	406,900	409,800
7 Series 809A	62,650	64,167	65,417	65,620	66,639
8 Series 811	702,250	703,625	698,875	702,875	700,500
9 Series 813	113,385	116,535	114,635	117,435	119,873
10 Series 2015A	4,061,351	6,239,761	6,215,840	6,183,109	4,029,098
11 Series 815	457,059	6,484	6,561	6,644	6,724
Existing Principal	10,514,435	12,617,439	13,069,033	13,542,659	7,981,224
1 Series 787	2,685,000	2,760,000	2,840,000	2,920,000	0
2 Series 797	901,716	938,605	975,493	1,012,381	122,961
3 Series 803	870,000	885,000	905,000	920,000	940,000
4 Series 805	1,015,000	1,045,000	1,075,000	1,110,000	1,145,000
5 Series 807	885,000	910,000	930,000	955,000	980,000
6 Series 809	320,000	330,000	340,000	350,000	360,000
7 Series 809A	39,709	42,044	44,380	45,938	48,273
8 Series 811	460,000	485,000	505,000	535,000	560,000
9 Series 813	90,000	95,000	95,000	100,000	105,000
10 Series 2015A	2,804,000	5,122,610	5,354,820	5,589,830	3,715,310
11 Series 815	444,010	4,180	4,340	4,510	4,680
Existing Interest	2,673,416	2,297,117	1,787,323	1,269,345	788,564
1 Series 787	328,219	246,450	151,900	51,100	0
2 Series 797	176,772	140,704	103,159	64,140	23,644
3 Series 803	142,650	116,325	89,475	66,700	48,100
4 Series 805	243,850	213,400	171,600	139,350	106,050
5 Series 807	145,950	128,000	109,600	90,750	71,400
6 Series 809	77,000	70,500	63,800	56,900	49,800
7 Series 809A	22,941	22,123	21,037	19,682	18,366
8 Series 811	242,250	218,625	193,875	167,875	140,500
9 Series 813	23,385	21,535	19,635	17,435	14,873
10 Series 2015A	1,257,351	1,117,151	861,020	593,279	313,788
11 Series 815	13,049	2,304	2,221	2,134	2,044



Debt Service Schedules - General Obligation



2021	2022	2023	2024	2025	Additional Years	Total
5,532,398	5,539,696	3,313,643	2,231,357	436,492	265,453	83,859,594
0	0	0	0	0	0	11,982,669
146,708	146,519	149,961	148,835	0	0	5,051,598
989,100	984,750	0	0	0	0	6,957,100
1,246,700	1,251,450	0	0	0	0	8,762,400
1,051,600	1,056,350	1,065,550	0	0	0	8,379,200
410,650	409,400	407,850	406,000	0	0	3,651,900
67,639	68,419	69,705	69,980	56,344	230,170	886,751
696,875	696,875	700,250	697,000	0	0	6,299,125
116,985	118,760	120,385	121,830	0	0	1,059,823
799,362	800,175	792,939	780,701	373,136	0	30,275,473
6,778	6,997	7,002	7,012	7,011	35,283	553,555
5,048,849	5,215,004	3,144,525	2,165,580	418,216	243,512	73,960,476
0	0	0	0	0	0	11,205,000
127,060	131,159	139,356	143,455	0	0	4,492,186
960,000	975,000	0	0	0	0	6,455,000
1,175,000	1,215,000	0	0	0	0	7,780,000
1,000,000	1,025,000	1,055,000	0	0	0	7,740,000
370,000	380,000	390,000	400,000	0	0	3,240,000
50,609	52,945	56,059	58,395	46,716	211,782	696,850
585,000	615,000	650,000	680,000	0	0	5,075,000
105,000	110,000	115,000	120,000	0	0	935,000
671,340	705,720	733,770	758,220	365,820	0	25,821,440
4,840	5,180	5,340	5,510	5,680	31,730	520,000
483,549	324,692	169,118	65,777	18,276	21,941	9,899,118
0	0	0	0	0	0	777,669
19,648	15,360	10,605	5,380	0	0	559,412
29,100	9,750	0	0	0	0	502,100
71,700	36,450	0	0	0	0	982,400
51,600	31,350	10,550	0	0	0	639,200
40,650	29,400	17,850	6,000	0	0	411,900
17,030	15,474	13,646	11,585	9,628	18,388	189,901
111,875	81,875	50,250	17,000	0	0	1,224,125
11,985	8,760	5,385	1,830	0	0	124,823
128,022	94,455	59,169	22,481	7,316	0	4,454,033
1,938	1,817	1,662	1,502	1,331	3,553	33,555



Debt Service Schedules - General Obligation



	2016	2017	2018	2019	2020
New Debt Service	1,900,002	4,715,674	7,539,788	11,190,884	13,832,105
1 New Issue 2016	1,900,002	1,900,002	1,900,002	1,900,002	1,900,002
2 New Issue 2017	0	2,815,672	2,815,672	2,815,672	2,815,672
3 New Issue 2018	0	0	2,824,115	2,824,115	2,824,115
4 New Issue 2019	0	0	0	3,651,096	3,651,096
5 New Issue 2020	0	0	0	0	2,641,221
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
New Principal	1,223,464	3,091,609	5,049,256	7,627,515	9,671,508
1 New Issue 2016	1,223,464	1,278,520	1,336,053	1,396,175	1,459,003
2 New Issue 2017	0	1,813,089	1,894,678	1,979,938	2,069,036
3 New Issue 2018	0	0	1,818,526	1,900,359	1,985,875
4 New Issue 2019	0	0	0	2,351,042	2,456,838
5 New Issue 2020	0	0	0	0	1,700,755
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
New Interest	676,538	1,624,065	2,490,532	3,563,369	4,160,597
1 New Issue 2016	676,538	621,482	563,949	503,826	440,999
2 New Issue 2017	0	1,002,583	920,994	835,733	746,636
3 New Issue 2018	0	0	1,005,589	923,755	838,239
4 New Issue 2019	0	0	0	1,300,054	1,194,257
5 New Issue 2020	0	0	0	0	940,466
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
	2016	2017	2018	2019	2020
Existing Debt	73,960,476	77,256,757	83,827,325	88,055,458	95,775,376
Retirement of Existing Debt	(10,514,435)	(12,617,439)	(13,069,033)	(13,542,659)	(7,981,224)
New Issuance	13,810,716	22,279,616	22,346,422	28,890,091	20,899,240
Retirement of New Issuance	0	(3,091,609)	(5,049,256)	(7,627,515)	(9,671,508)
Ending Debt	77,256,757	83,827,325	88,055,458	95,775,376	99,021,883



Debt Service Schedules - General Obligation



2021	2022	2023	2024	2025	Additional Years	Total
14,552,927	15,827,821	17,192,530	17,839,567	19,140,440	67,672,661	182,972,710
1,900,002	1,900,002	1,900,002	1,900,002	1,900,002		17,776,555
2,815,672	2,815,672	2,815,672	2,815,672	2,815,672	2,815,672	28,156,716
2,824,115	2,824,115	2,824,115	2,824,115	2,824,115	5,648,229	28,241,145
3,651,096	3,651,096	3,651,096	3,651,096	3,651,096	10,953,287	36,510,957
2,641,221	2,641,221	2,641,221	2,641,221	2,641,221	10,564,885	26,412,213
720,822	720,822	720,822	720,822	720,822	3,604,112	12,748,932
0	1,274,893	1,274,893	1,274,893	1,274,893	7,649,359	13,647,095
0	0	1,364,710	1,364,710	1,364,710	9,552,967	6,470,368
0	0	0	647,037	647,037	5,176,295	13,008,728
0	0	0	0	1,300,873	11,707,855	0
10,570,884	11,867,512	13,280,325	14,294,584	15,775,509	59,000,740	150,229,442
1,524,659	1,593,268	1,664,965	1,739,889	1,818,184		13,810,716
2,162,142	2,259,439	2,361,113	2,467,363	2,578,395	2,694,423	22,279,616
2,075,240	2,168,625	2,266,214	2,368,193	2,474,762	5,288,628	22,346,422
2,567,396	2,682,929	2,803,661	2,929,826	3,061,668	10,036,732	28,890,091
1,777,289	1,857,268	1,940,845	2,028,183	2,119,451	9,475,449	20,899,240
464,158	485,045	506,872	529,681	553,516	3,164,394	5,703,665
0	820,939	857,881	896,486	936,828	6,575,736	10,087,870
0	0	878,774	918,319	959,643	8,041,825	10,798,562
0	0	0	416,645	435,394	4,267,781	5,119,820
0	0	0	0	837,668	9,455,772	10,293,440
3,982,044	3,960,308	3,912,205	3,544,983	3,364,931	8,671,920	39,951,492
375,343	306,734	235,037	160,113	81,818		3,965,839
653,529	556,233	454,558	348,308	237,277	121,249	5,877,100
748,875	655,489	557,901	455,921	349,353	359,601	5,894,723
1,083,700	968,167	847,435	721,270	589,428	916,555	7,620,866
863,932	783,954	700,377	613,039	521,770	1,089,436	5,512,973
256,665	235,778	213,951	191,142	167,306	439,718	1,504,560
0	453,954	417,012	378,407	338,065	1,073,623	2,661,061
0	0	485,935	446,390	405,066	1,511,142	2,848,533
0	0	0	230,392	211,643	908,513	1,350,548
0	0	0	0	463,205	2,252,083	2,715,288
99,021,883	89,105,815	82,111,169	76,484,881	65,144,537	59,244,252	73,960,476
(5,048,849)	(5,215,004)	(3,144,525)	(2,165,580)	(418,216)	(243,512)	(73,960,476)
5,703,665	10,087,870	10,798,562	5,119,820	10,293,440	0	150,229,442
(10,570,884)	(11,867,512)	(13,280,325)	(14,294,584)	(15,775,509)	(59,000,740)	(150,229,442)
89,105,815	82,111,169	76,484,881	65,144,537	59,244,252	0	0



Debt Service Schedules - Local Sales Tax



	2016	2017	2018	2019	2020
Existing Debt Service	22,478,975	22,066,531	17,956,606	14,489,516	11,499,438
1 LST 2009A	3,940,256	3,907,200	0	0	0
2 LST 2010A	2,912,556	2,889,894	2,868,019	2,848,428	0
3 LST 2011A	721,463	728,588	732,538	735,888	738,638
4 LST 2011B	3,773,600	3,516,000	3,496,500	0	0
5 LST 2012D	1,428,700	1,437,650	1,425,400	1,427,550	1,438,650
6 LST 2012E	3,416,050	3,377,850	3,312,050	3,442,800	3,374,800
7 LST 2014	6,286,350	6,209,350	6,122,100	6,034,850	5,947,350
Existing Principal	17,525,000	17,760,000	14,280,000	11,420,000	8,830,000
1 LST 2009A	3,745,000	3,840,000	0	0	0
2 LST 2010A	2,695,000	2,730,000	2,770,000	2,815,000	0
3 LST 2011A	515,000	535,000	555,000	575,000	595,000
4 LST 2011B	3,315,000	3,190,000	3,330,000	0	0
5 LST 2012D	1,035,000	1,075,000	1,095,000	1,130,000	1,175,000
6 LST 2012E	2,580,000	2,645,000	2,685,000	2,950,000	3,000,000
7 LST 2014	3,640,000	3,745,000	3,845,000	3,950,000	4,060,000
Existing Interest	4,953,975	4,306,531	3,676,606	3,069,516	2,669,438
1 LST 2009A	195,256	67,200	0	0	0
2 LST 2010A	217,556	159,894	98,019	33,428	0
3 LST 2011A	206,463	193,588	177,538	160,888	143,638
4 LST 2011B	458,600	326,000	166,500	0	0
5 LST 2012D	393,700	362,650	330,400	297,550	263,650
6 LST 2012E	836,050	732,850	627,050	492,800	374,800
7 LST 2014	2,646,350	2,464,350	2,277,100	2,084,850	1,887,350



Debt Service Schedules - Local Sales Tax



2021	2022	2023	2024	2025	Additional Years	Total
11,438,338	11,314,138	7,863,688	7,802,288	7,706,275	25,394,563	160,010,353
0	0	0	0	0	0	7,847,456
0	0	0	0	0	0	11,518,897
745,788	757,188	762,688	767,438	776,438	779,538	8,246,188
0	0	0	0	0	0	10,786,100
1,443,400	1,426,950	1,424,900	1,459,500	1,456,238	2,936,625	17,305,563
3,389,800	3,364,400	0	0	0	0	23,677,750
5,859,350	5,765,600	5,676,100	5,575,350	5,473,600	21,678,400	80,628,400
9,145,000	9,410,000	6,360,000	6,565,000	6,745,000	23,520,000	131,560,000
0	0	0	0	0	0	7,585,000
0	0	0	0	0	0	11,010,000
620,000	650,000	675,000	700,000	730,000	755,000	6,905,000
0	0	0	0	0	0	9,835,000
1,215,000	1,235,000	1,270,000	1,330,000	1,355,000	2,830,000	14,745,000
3,135,000	3,235,000	0	0	0	0	20,230,000
4,175,000	4,290,000	4,415,000	4,535,000	4,660,000	19,935,000	61,250,000
2,293,338	1,904,138	1,503,688	1,237,288	961,275	1,874,563	28,450,353
0	0	0	0	0	0	262,456
0	0	0	0	0	0	508,897
125,788	107,188	87,688	67,438	46,438	24,538	1,341,188
0	0	0	0	0	0	951,100
228,400	191,950	154,900	129,500	101,238	106,625	2,560,563
254,800	129,400	0	0	0	0	3,447,750
1,684,350	1,475,600	1,261,100	1,040,350	813,600	1,743,400	19,378,400



Debt Service Schedules - Local Sales Tax



	2016	2017	2018	2019	2020
New Debt Service	0	2,327,845	4,655,690	6,983,536	9,776,950
1 New Issue 2017	0	2,327,845	2,327,845	2,327,845	2,327,845
2 New Issue 2018	0	0	2,327,845	2,327,845	2,327,845
3 New Issue 2019	0	0	0	2,327,845	2,327,845
4 New Issue 2020	0	0	0	0	2,793,414
5 New Issue 2022	0	0	0	0	0
6 New Issue 2023	0	0	0	0	0
7 New Issue 2024	0	0	0	0	0
8 New Issue 2025	0	0	0	0	0
New Principal	0	1,202,845	2,459,818	3,773,355	5,386,571
1 New Issue 2017	0	1,202,845	1,256,973	1,313,537	1,372,646
2 New Issue 2018	0	0	1,202,845	1,256,973	1,313,537
3 New Issue 2019	0	0	0	1,202,845	1,256,973
4 New Issue 2020	0	0	0	0	1,443,414
5 New Issue 2022	0	0	0	0	0
6 New Issue 2023	0	0	0	0	0
7 New Issue 2024	0	0	0	0	0
8 New Issue 2025	0	0	0	0	0
New Interest	0	1,125,000	2,195,872	3,210,180	4,390,379
1 New Issue 2017	0	1,125,000	1,070,872	1,014,308	955,199
2 New Issue 2018	0	0	1,125,000	1,070,872	1,014,308
3 New Issue 2019	0	0	0	1,125,000	1,070,872
4 New Issue 2020	0	0	0	0	1,350,000
5 New Issue 2022	0	0	0	0	0
6 New Issue 2023	0	0	0	0	0
7 New Issue 2024	0	0	0	0	0
8 New Issue 2025	0	0	0	0	0
	2016	2017	2018	2019	2020
Existing Debt	131,560,000	114,035,000	120,072,155	128,332,336	138,138,981
Retirement of Existing Debt	(17,525,000)	(17,760,000)	(14,280,000)	(11,420,000)	(8,830,000)
New Issuance	0	25,000,000	25,000,000	25,000,000	30,000,000
Retirement of New Issuance	0	(1,202,845)	(2,459,818)	(3,773,355)	(5,386,571)
Ending Debt	114,035,000	120,072,155	128,332,336	138,138,981	153,922,410



Debt Service Schedules - Local Sales Tax



2021	2022	2023	2024	2025	Additional Years	Total
9,776,950	12,104,795	14,432,640	17,691,624	17,691,624	169,932,700	265,374,353
2,327,845	2,327,845	2,327,845	2,327,845	2,327,845	13,967,071	34,917,678
2,327,845	2,327,845	2,327,845	2,327,845	2,327,845	16,294,916	34,917,678
2,327,845	2,327,845	2,327,845	2,327,845	2,327,845	18,622,762	34,917,678
2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	25,140,728	41,901,214
0	2,327,845	2,327,845	2,327,845	2,327,845	25,606,297	34,917,678
0	0	2,327,845	2,327,845	2,327,845	27,934,142	34,917,678
0	0	0	3,258,983	3,258,983	42,366,783	48,884,749
0	0	0	0	0	0	0
5,628,966	7,085,115	8,606,790	10,678,079	11,158,593	134,019,866	190,000,000
1,434,415	1,498,964	1,566,417	1,636,906	1,710,567	12,006,729	25,000,000
1,372,646	1,434,415	1,498,964	1,566,417	1,636,906	13,717,296	25,000,000
1,313,537	1,372,646	1,434,415	1,498,964	1,566,417	15,354,202	25,000,000
1,508,368	1,576,244	1,647,175	1,721,298	1,798,757	20,304,743	30,000,000
0	1,202,845	1,256,973	1,313,537	1,372,646	19,853,998	25,000,000
0	0	1,202,845	1,256,973	1,313,537	21,226,645	25,000,000
0	0	0	1,683,983	1,759,763	31,556,254	35,000,000
0	0	0	0	0	0	0
4,147,983	5,019,680	5,825,850	7,013,544	6,533,031	35,912,834	75,374,353
893,430	828,881	761,428	690,939	617,278	1,960,343	9,917,678
955,199	893,430	828,881	761,428	690,939	2,577,621	9,917,678
1,014,308	955,199	893,430	828,881	761,428	3,268,560	9,917,678
1,285,046	1,217,170	1,146,239	1,072,116	994,657	4,835,985	11,901,214
0	1,125,000	1,070,872	1,014,308	955,199	5,752,299	9,917,678
0	0	1,125,000	1,070,872	1,014,308	6,707,498	9,917,678
0	0	0	1,575,000	1,499,221	10,810,529	13,884,749
0	0	0	0	0	0	0
2021	2022	2023	2024	2025	Additional Years	Total
153,922,410	139,148,444	147,653,329	157,686,538	175,443,459	157,539,866	131,560,000
(9,145,000)	(9,410,000)	(6,360,000)	(6,565,000)	(6,745,000)	(23,520,000)	(131,560,000)
0	25,000,000	25,000,000	35,000,000	0	0	190,000,000
(5,628,966)	(7,085,115)	(8,606,790)	(10,678,079)	(11,158,593)	(134,019,866)	(190,000,000)
139,148,444	147,653,329	157,686,538	175,443,459	157,539,866	0	0



Debt Service Schedules - Special Assessments



	2016	2017	2018	2019	2020
Existing Debt Service	27,301,768	26,421,367	25,331,348	23,031,759	21,303,858
1 Series 778A	43,364	42,134	40,874	44,599	43,068
2 Series 782A	121,013	122,813	119,413	121,013	122,413
3 Series 786A	72,960	71,003	74,023	71,798	69,548
4 Series 788A	373,754	373,348	372,479	376,148	375,748
5 Series 790A	201,735	201,335	200,710	199,860	198,785
6 Series 792A	251,993	251,368	250,555	254,155	252,355
7 Series 794A	294,413	298,038	300,838	298,000	299,713
8 Series 796	840,038	852,188	861,875	873,950	884,800
9 Series 796A	699,871	703,321	703,321	707,321	700,071
10 Series 798	740,850	739,500	736,300	736,175	730,350
11 Series 798A	554,715	559,965	559,765	563,390	565,615
12 Series 2009B	1,321,600	0	0	0	0
13 Series 800	939,406	945,188	943,591	940,016	949,619
14 Series 800A	927,666	932,666	935,703	941,969	946,672
15 Series 800B	140,097	137,191	138,991	140,379	141,329
16 Series 802	514,809	515,309	513,609	516,609	514,159
17 Series 802A	431,775	426,575	426,175	420,375	419,375
18 Series 802B	117,038	114,600	116,788	113,588	115,188
19 Series 2010B	3,414,000	3,441,000	2,262,000	0	0
20 Series 804	167,585	169,648	171,460	172,823	173,713
21 Series 806	284,938	286,038	291,538	296,288	290,238
22 Series 2011C	2,061,500	1,966,250	2,031,500	1,979,250	0
23 Series 2011D	5,242,900	5,174,900	5,185,150	5,289,400	5,507,400
24 Series 808	441,350	442,950	439,400	437,450	445,300
25 Series 810	177,588	180,088	177,488	179,888	187,188
26 Series 2012A	3,221,100	3,232,150	3,220,150	3,085,950	3,082,550
27 Series 812	282,975	282,350	275,700	273,000	275,000
28 Series 809A	339,672	347,903	354,679	355,776	361,302
29 Series 813	37,813	37,313	36,813	41,188	40,438
30 Series 814	826,298	832,548	827,548	826,423	828,923
31 Series 2015A	1,192,750	1,730,750	1,745,250	1,756,000	1,763,000
32 Series 815	196,496	187,506	189,929	192,246	194,466
33 Series 816	827,710	823,438	827,738	826,738	825,538



Debt Service Schedules - Special Assessments



2021	2022	2023	2024	2025	Additional Years	Total
18,545,090	15,865,992	13,620,631	11,819,209	9,241,796	30,616,539	223,099,357
41,528	39,953	38,308	36,663	0	0	370,488
123,375	124,125	124,663	124,988	125,100	0	1,228,913
72,273	69,743	72,185	69,365	71,515	73,395	787,805
379,948	378,548	381,453	383,743	385,093	771,538	4,551,795
197,485	195,960	194,210	192,080	194,680	380,325	2,357,165
243,155	260,355	250,555	252,560	248,950	751,150	3,267,150
301,000	301,863	302,300	302,313	301,900	913,338	3,913,713
890,800	900,400	903,400	910,000	0	0	7,917,450
708,971	715,784	720,384	723,984	731,584	2,960,829	10,075,441
729,000	725,375	721,000	715,875	0	0	6,574,425
565,415	564,615	568,215	566,015	568,215	2,257,770	7,893,695
0	0	0	0	0	0	1,321,600
947,713	947,300	943,700	934,000	928,200	0	9,418,731
954,663	954,600	956,800	952,900	952,900	4,759,500	14,216,038
146,691	146,435	145,654	144,538	148,198	360,000	1,789,503
516,409	518,209	513,990	513,645	512,325	52,636	5,201,708
417,975	418,388	414,238	414,550	413,750	2,026,000	6,229,175
111,363	112,453	108,178	108,768	104,018	87,525	1,209,503
0	0	0	0	0	0	9,117,000
174,173	174,110	173,428	172,250	175,649	173,613	1,898,449
288,638	291,325	288,100	284,100	289,300	519,800	3,410,300
0	0	0	0	0	0	8,038,500
2,719,600	0	0	0	0	0	29,119,350
447,900	445,350	445,700	439,913	439,913	1,036,500	5,461,725
182,838	183,488	183,988	179,338	179,688	528,888	2,340,463
3,085,150	3,090,400	852,800	0	0	0	22,870,250
271,700	268,200	265,600	268,850	261,950	1,020,950	3,746,275
366,722	370,952	377,926	379,414	305,487	1,247,917	4,807,750
39,613	38,713	37,813	41,829	40,735	155,868	548,131
825,048	824,798	823,048	834,091	833,073	4,679,340	12,961,134
1,771,250	1,780,500	1,780,500	841,500	0	0	14,361,500
196,262	202,418	202,763	202,953	202,839	1,021,122	2,989,000
828,438	821,638	829,738	828,988	826,738	4,838,538	13,105,235



Debt Service Schedules - Special Assessments



	2016	2017	2018	2019	2020
Existing Principal	20,131,281	20,083,776	19,821,280	18,324,553	17,372,047
1 Series 778A	30,000	30,000	30,000	35,000	35,000
2 Series 782A	80,000	85,000	85,000	90,000	95,000
3 Series 786A	45,000	45,000	50,000	50,000	50,000
4 Series 788A	225,000	235,000	245,000	260,000	270,000
5 Series 790A	120,000	125,000	130,000	135,000	140,000
6 Series 792A	150,000	155,000	160,000	170,000	175,000
7 Series 794A	170,000	180,000	190,000	195,000	205,000
8 Series 796	595,000	625,000	655,000	690,000	725,000
9 Series 796A	385,000	400,000	420,000	445,000	460,000
10 Series 798	545,000	560,000	575,000	595,000	610,000
11 Series 798A	325,000	340,000	350,000	365,000	380,000
12 Series 2009B	1,280,000	0	0	0	0
13 Series 800	670,000	695,000	715,000	735,000	770,000
14 Series 800A	535,000	555,000	575,000	600,000	625,000
15 Series 800B	75,000	75,000	80,000	85,000	90,000
16 Series 802	380,000	390,000	400,000	415,000	425,000
17 Series 802A	255,000	260,000	270,000	275,000	285,000
18 Series 802B	75,000	75,000	80,000	80,000	85,000
19 Series 2010B	3,075,000	3,225,000	2,175,000	0	0
20 Series 804	115,000	120,000	125,000	130,000	135,000
21 Series 806	195,000	200,000	210,000	220,000	220,000
22 Series 2011C	1,705,000	1,695,000	1,845,000	1,885,000	0
23 Series 2011D	4,060,000	4,195,000	4,415,000	4,740,000	5,195,000
24 Series 808	330,000	340,000	345,000	350,000	365,000
25 Series 810	125,000	130,000	130,000	135,000	145,000
26 Series 2012A	2,465,000	2,550,000	2,640,000	2,585,000	2,685,000
27 Series 812	185,000	190,000	190,000	195,000	205,000
28 Series 809A	215,291	227,956	240,620	249,063	261,727
29 Series 813	25,000	25,000	25,000	30,000	30,000
30 Series 814	460,000	490,000	510,000	535,000	565,000
31 Series 2015A	640,000	1,210,000	1,285,000	1,360,000	1,435,000
32 Series 815	115,990	120,820	125,660	130,490	135,320
33 Series 816	480,000	535,000	550,000	560,000	570,000



Debt Service Schedules - Special Assessments



2021	2022	2023	2024	2025	Additional Years	Total
15,299,551	13,231,875	11,518,601	10,186,095	7,982,604	27,781,490	181,733,151
35,000	35,000	35,000	35,000	0	0	300,000
100,000	105,000	110,000	115,000	120,000	0	985,000
55,000	55,000	60,000	60,000	65,000	70,000	605,000
285,000	295,000	310,000	325,000	340,000	725,000	3,515,000
145,000	150,000	155,000	160,000	170,000	355,000	1,785,000
180,000	190,000	195,000	205,000	210,000	690,000	2,480,000
215,000	225,000	235,000	245,000	255,000	840,000	2,955,000
760,000	800,000	835,000	875,000	0	0	6,560,000
485,000	510,000	535,000	560,000	590,000	2,660,000	7,450,000
630,000	650,000	670,000	690,000	0	0	5,525,000
395,000	410,000	430,000	445,000	465,000	2,040,000	5,945,000
0	0	0	0	0	0	1,280,000
795,000	825,000	855,000	880,000	910,000	0	7,850,000
655,000	680,000	710,000	735,000	765,000	4,315,000	10,750,000
100,000	105,000	110,000	115,000	125,000	360,000	1,320,000
440,000	455,000	465,000	480,000	495,000	0	4,345,000
295,000	305,000	310,000	320,000	330,000	1,805,000	4,710,000
85,000	90,000	90,000	95,000	95,000	75,000	925,000
0	0	0	0	0	0	8,475,000
140,000	145,000	150,000	155,000	165,000	170,000	1,550,000
225,000	235,000	240,000	245,000	260,000	470,000	2,720,000
0	0	0	0	0	0	7,130,000
2,615,000	0	0	0	0	0	25,220,000
375,000	380,000	390,000	395,000	405,000	990,000	4,665,000
145,000	150,000	155,000	155,000	160,000	490,000	1,920,000
2,795,000	2,940,000	820,000	0	0	0	19,480,000
210,000	215,000	220,000	230,000	230,000	950,000	3,020,000
274,391	287,055	303,941	316,605	253,284	1,148,220	3,778,151
30,000	30,000	30,000	35,000	35,000	145,000	440,000
590,000	620,000	650,000	685,000	700,000	4,235,000	10,040,000
1,515,000	1,600,000	1,680,000	825,000	0	0	11,550,000
140,160	149,820	154,660	159,490	164,320	918,270	2,315,000
590,000	595,000	615,000	645,000	675,000	4,330,000	10,145,000



Debt Service Schedules - Special Assessments



	2016	2017	2018	2019	2020
Existing Interest	7,170,487	6,337,592	5,510,068	4,707,207	3,931,811
1 Series 778A	13,364	12,134	10,874	9,599	8,068
2 Series 782A	41,013	37,813	34,413	31,013	27,413
3 Series 786A	27,960	26,003	24,023	21,798	19,548
4 Series 788A	148,754	138,348	127,479	116,148	105,748
5 Series 790A	81,735	76,335	70,710	64,860	58,785
6 Series 792A	101,993	96,368	90,555	84,155	77,355
7 Series 794A	124,413	118,038	110,838	103,000	94,713
8 Series 796	245,038	227,188	206,875	183,950	159,800
9 Series 796A	314,871	303,321	283,321	262,321	240,071
10 Series 798	195,850	179,500	161,300	141,175	120,350
11 Series 798A	229,715	219,965	209,765	198,390	185,615
12 Series 2009B	41,600	0	0	0	0
13 Series 800	269,406	250,188	228,591	205,016	179,619
14 Series 800A	392,666	377,666	360,703	341,969	321,672
15 Series 800B	65,097	62,191	58,991	55,379	51,329
16 Series 802	134,809	125,309	113,609	101,609	89,159
17 Series 802A	176,775	166,575	156,175	145,375	134,375
18 Series 802B	42,038	39,600	36,788	33,588	30,188
19 Series 2010B	339,000	216,000	87,000	0	0
20 Series 804	52,585	49,648	46,460	42,823	38,713
21 Series 806	89,938	86,038	81,538	76,288	70,238
22 Series 2011C	356,500	271,250	186,500	94,250	0
23 Series 2011D	1,182,900	979,900	770,150	549,400	312,400
24 Series 808	111,350	102,950	94,400	87,450	80,300
25 Series 810	52,588	50,088	47,488	44,888	42,188
26 Series 2012A	756,100	682,150	580,150	500,950	397,550
27 Series 812	97,975	92,350	85,700	78,000	70,000
28 Series 809A	124,380	119,948	114,059	106,714	99,575
29 Series 813	12,813	12,313	11,813	11,188	10,438
30 Series 814	366,298	342,548	317,548	291,423	263,923
31 Series 2015A	552,750	520,750	460,250	396,000	328,000
32 Series 815	80,506	66,686	64,269	61,756	59,146
33 Series 816	347,710	288,438	277,738	266,738	255,538



Debt Service Schedules - Special Assessments



2021	2022	2023	2024	2025	Additional Years	Total
3,245,539	2,634,117	2,102,031	1,633,114	1,259,192	2,835,048	41,366,206
6,528	4,953	3,308	1,663	0	0	70,488
23,375	19,125	14,663	9,988	5,100	0	243,913
17,273	14,743	12,185	9,365	6,515	3,395	182,805
94,948	83,548	71,453	58,743	45,093	46,538	1,036,795
52,485	45,960	39,210	32,080	24,680	25,325	572,165
63,155	70,355	55,555	47,560	38,950	61,150	787,150
86,000	76,863	67,300	57,313	46,900	73,338	958,713
130,800	100,400	68,400	35,000	0	0	1,357,450
223,971	205,784	185,384	163,984	141,584	300,829	2,625,441
99,000	75,375	51,000	25,875	0	0	1,049,425
170,415	154,615	138,215	121,015	103,215	217,770	1,948,695
0	0	0	0	0	0	41,600
152,713	122,300	88,700	54,000	18,200	0	1,568,731
299,663	274,600	246,800	217,900	187,900	444,500	3,466,038
46,691	41,435	35,654	29,538	23,198		469,503
76,409	63,209	48,990	33,645	17,325	52,636	856,708
122,975	113,388	104,238	94,550	83,750	221,000	1,519,175
26,363	22,453	18,178	13,768	9,018	12,525	284,503
0	0	0	0	0	0	642,000
34,173	29,110	23,428	17,250	10,649	3,613	348,449
63,638	56,325	48,100	39,100	29,300	49,800	690,300
0	0	0	0	0	0	908,500
104,600	0	0	0	0	0	3,899,350
72,900	65,350	55,700	44,913	34,913	46,500	796,725
37,838	33,488	28,988	24,338	19,688	38,888	420,463
290,150	150,400	32,800	0	0	0	3,390,250
61,700	53,200	45,600	38,850	31,950	70,950	726,275
92,331	83,897	73,985	62,809	52,203	99,696	1,029,598
9,613	8,713	7,813	6,829	5,735	10,868	108,131
235,048	204,798	173,048	149,091	133,073	444,340	2,921,134
256,250	180,500	100,500	16,500	0	0	2,811,500
56,102	52,598	48,103	43,463	38,519	102,852	674,000
238,438	226,638	214,738	183,988	151,738	508,538	2,960,235



Debt Service Schedules - Special Assessments



	2016	2017	2018	2019	2020
New Debt Service	698,354	2,095,061	4,190,121	6,983,536	9,776,950
1 New Issue 2016	698,354	698,354	698,354	698,354	698,354
2 New Issue 2017	0	1,396,707	1,396,707	1,396,707	1,396,707
3 New Issue 2018	0	0	2,095,061	2,095,061	2,095,061
4 New Issue 2019	0	0	0	2,793,414	2,793,414
5 New Issue 2020	0	0	0	0	2,793,414
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
New Principal	360,854	1,098,799	2,230,806	3,774,606	5,387,878
1 New Issue 2016	360,854	377,092	394,061	411,794	430,325
2 New Issue 2017	0	721,707	754,184	788,122	823,588
3 New Issue 2018	0	0	1,082,561	1,131,276	1,182,183
4 New Issue 2019	0	0	0	1,443,414	1,508,368
5 New Issue 2020	0	0	0	0	1,443,414
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
New Interest	337,500	996,262	1,959,316	3,208,929	4,389,072
1 New Issue 2016	337,500	321,262	304,292	286,560	268,029
2 New Issue 2017	0	675,000	642,523	608,585	573,119
3 New Issue 2018	0	0	1,012,500	963,785	912,877
4 New Issue 2019	0	0	0	1,350,000	1,285,046
5 New Issue 2020	0	0	0	0	1,350,000
6 New Issue 2021	0	0	0	0	0
7 New Issue 2022	0	0	0	0	0
8 New Issue 2023	0	0	0	0	0
9 New Issue 2024	0	0	0	0	0
10 New Issue 2025	0	0	0	0	0
	2016	2017	2018	2019	2020
Exisiting Debt	181,733,151	168,741,016	162,558,442	163,006,356	170,907,197
Retirement of Exisiting Del	(20,131,281)	(20,083,776)	(19,821,280)	(18,324,553)	(17,372,047)
New Issuance	7,500,000	15,000,000	22,500,000	30,000,000	30,000,000
Retirement of New Issuanc	(360,854)	(1,098,799)	(2,230,806)	(3,774,606)	(5,387,878)
Ending Debt	168,741,016	162,558,442	163,006,356	170,907,197	178,147,273



Debt Service Schedules - Special Assessments



2021	2022	2023	2024	2025	Additional Years	Total
12,570,364	15,363,778	18,157,193	20,950,607	23,744,021	241,630,332	356,160,316
698,354	698,354	698,354	698,354	698,354	3,491,768	10,475,303
1,396,707	1,396,707	1,396,707	1,396,707	1,396,707	8,380,243	20,950,607
2,095,061	2,095,061	2,095,061	2,095,061	2,095,061	14,665,425	31,425,910
2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	22,347,314	41,901,214
2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	25,140,728	41,901,214
2,793,414	2,793,414	2,793,414	2,793,414	2,793,414	27,934,142	41,901,214
0	2,793,414	2,793,414	2,793,414	2,793,414	30,727,557	41,901,214
0	0	2,793,414	2,793,414	2,793,414	33,520,971	41,901,214
0	0	0	2,793,414	2,793,414	36,314,385	41,901,214
0	0	0	0	2,793,414	39,107,799	41,901,214
7,073,747	8,835,479	10,676,490	12,600,346	14,610,776	188,350,219	255,000,000
449,689	469,925	491,072	513,170	536,263	3,065,756	7,500,000
860,649	899,378	939,850	982,144	1,026,340	7,204,037	15,000,000
1,235,382	1,290,974	1,349,068	1,409,776	1,473,216	12,345,566	22,500,000
1,576,244	1,647,175	1,721,298	1,798,757	1,879,701	18,425,042	30,000,000
1,508,368	1,576,244	1,647,175	1,721,298	1,798,757	20,304,743	30,000,000
1,443,414	1,508,368	1,576,244	1,647,175	1,721,298	22,103,500	30,000,000
0	1,443,414	1,508,368	1,576,244	1,647,175	23,824,798	30,000,000
0	0	1,443,414	1,508,368	1,576,244	25,471,973	30,000,000
0	0	0	1,443,414	1,508,368	27,048,218	30,000,000
0	0	0	0	1,443,414	28,556,586	30,000,000
5,496,618	6,528,299	7,480,702	8,350,260	9,133,245	53,280,113	101,160,316
248,664	228,428	207,282	185,183	162,091	426,012	2,975,303
536,058	497,329	456,857	414,563	370,367	1,176,206	5,950,607
859,679	804,087	745,993	685,285	621,845	2,319,859	8,925,910
1,217,170	1,146,239	1,072,116	994,657	913,713	3,922,272	11,901,214
1,285,046	1,217,170	1,146,239	1,072,116	994,657	4,835,985	11,901,214
1,350,000	1,285,046	1,217,170	1,146,239	1,072,116	5,830,643	11,901,214
0	1,350,000	1,285,046	1,217,170	1,146,239	6,902,759	11,901,214
0	0	1,350,000	1,285,046	1,217,170	8,048,997	11,901,214
0	0	0	1,350,000	1,285,046	9,266,167	11,901,214
0	0	0	0	1,350,000	10,551,214	11,901,214
2021	2022	2023	2024	2025	Additional Years	Total
178,147,273	185,773,976	193,706,621	201,511,530	208,725,089	216,131,709	181,733,151
(15,299,551)	(13,231,875)	(11,518,601)	(10,186,095)	(7,982,604)	(27,781,490)	(181,733,151)
30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	0	255,000,000
(7,073,747)	(8,835,479)	(10,676,490)	(12,600,346)	(14,610,776)	(188,350,219)	(255,000,000)
185,773,976	193,706,621	201,511,530	208,725,089	216,131,709	0	0



Debt Service Schedules - Transient Guest Tax



	2016	2017	2018	2019	2020
Existing Debt Service	109,127	98,538	103,413	108,163	117,788
Series 811	109,127	98,538	103,413	108,163	117,788
Existing Principal	0	5,000	5,000	10,000	15,000
Series 811	0	5,000	5,000	10,000	15,000
Existing Interest	109,127	93,538	98,413	98,163	102,788
Series 811	109,127	93,538	98,413	98,163	102,788
New Debt Service					
New Issue 2019	0	0	0	341,223	341,223
New principal					
New Issue 2019	0	0	0	219,723	229,610
New Interest					
New Issue 2019	0	0	0	121,500	111,612
	2016	2017	2018	2019	2020
Existing Debt	2,485,000	2,485,000	2,480,000	2,475,000	4,945,277
Retirement of Existing Debt	0	(5,000)	(5,000)	(10,000)	(15,000)
New Issuance	0	0	0	2,700,000	0
Retirement of New Issuances	0	0	0	(219,723)	(229,610)
Ending Debt	2,485,000	2,480,000	2,475,000	4,945,277	4,700,667



Debt Service Schedules - Transient Guest Tax



2021	2022	2023	2024	2025	Additional Years	Total
127,163	136,288	145,163	153,788	162,163	5,239,956	6,501,546
127,163	136,288	145,163	153,788	162,163	5,239,956	6,501,546
20,000	25,000	30,000	35,000	40,000	2,300,000	2,485,000
20,000	25,000	30,000	35,000	40,000	2,300,000	2,485,000
107,163	111,288	115,163	118,788	122,163	2,939,956	4,016,546
107,163	111,288	115,163	118,788	122,163	2,939,956	4,016,546
341,223	341,223	341,223	341,223	341,223	1,023,668	3,412,228
239,943	250,740	262,024	273,815	286,136	938,009	2,700,000
101,280	90,483	79,199	67,408	55,087	85,659	712,228
2021	2022	2023	2024	2025	Additional Years	Total
4,700,667	4,440,724	4,164,984	3,872,960	3,564,146	3,238,009	2,485,000
(20,000)	(25,000)	(30,000)	(35,000)	(40,000)	(2,300,000)	(2,485,000)
0	0	0	0	0	0	2,700,000
(239,943)	(250,740)	(262,024)	(273,815)	(286,136)	(938,009)	(2,700,000)
4,440,724	4,164,984	3,872,960	3,564,146	3,238,009	0	0



Debt Service Schedules - Stormwater Utility Fund



	2016	2017	2018	2019	2020
Existing Debt Service	3,621,699	3,718,856	3,710,038	3,691,488	2,645,878
1 SWU 787	658,981	654,269	652,300	649,188	644,200
2 SWU 797	237,155	237,336	237,191	236,723	32,238
3 SWU 2011C	740,250	0	0	0	0
4 SWU 803	839,313	830,113	825,538	818,938	820,388
5 SWU 805	58,150	61,950	60,150	58,800	57,450
6 SWU 2015A	1,087,849	1,935,189	1,934,859	1,927,840	1,091,602
Existing Principal	2,744,284	2,953,785	3,069,687	3,177,789	2,261,729
1 SWU 787	485,000	495,000	510,000	525,000	540,000
2 SWU 797	198,284	206,395	214,507	222,619	27,039
3 SWU 2011C	705,000	0	0	0	0
4 SWU 803	635,000	645,000	660,000	670,000	685,000
5 SWU 805	40,000	45,000	45,000	45,000	45,000
6 SWU 2015A	681,000	1,562,390	1,640,180	1,715,170	964,690
Existing Interest	877,415	765,071	640,351	513,700	384,149
1 SWU 787	173,981	159,269	142,300	124,188	104,200
2 SWU 797	38,872	30,940	22,684	14,104	5,199
3 SWU 2011C	35,250	0	0	0	0
4 SWU 803	204,313	185,113	165,538	148,938	135,388
5 SWU 805	18,150	16,950	15,150	13,800	12,450
6 SWU 2015A	406,849	372,799	294,679	212,670	126,912



Debt Service Schedules - Stormwater Utility Fund



2021	2022	2023	2024	2025	Additional Years	Total
2,034,536	2,026,732	2,018,068	1,998,302	1,181,452	1,722,125	28,369,174
637,300	634,700	631,300	622,200	0	0	5,784,438
32,261	32,219	32,976	32,728	0	0	1,110,826
0	0	0	0	0	0	740,250
821,538	817,438	817,181	814,775	811,088	1,601,875	9,818,185
61,100	59,600	58,100	56,600	60,100	120,250	712,250
482,337	482,775	478,511	471,999	310,264	0	10,203,225
1,736,600	1,788,121	1,841,874	1,888,325	1,114,180	1,670,000	24,246,374
555,000	575,000	595,000	610,000	0	0	4,890,000
27,940	28,841	30,644	31,545	0	0	987,814
0	0	0	0	0	0	705,000
700,000	710,000	725,000	740,000	755,000	1,555,000	8,480,000
50,000	50,000	50,000	50,000	55,000	115,000	590,000
403,660	424,280	441,230	456,780	304,180	0	8,593,560
297,936	238,611	176,194	109,977	67,272	52,125	4,122,800
82,300	59,700	36,300	12,200	0	0	894,438
4,321	3,378	2,332	1,183	0	0	123,013
0	0	0	0	0	0	35,250
121,538	107,438	92,181	74,775	56,088	46,875	1,338,185
11,100	9,600	8,100	6,600	5,100	5,250	122,250
78,677	58,495	37,281	15,219	6,084	0	1,609,665



Debt Service Schedules - Stormwater Utility Fund



	2016	2017	2018	2019	2020
New Debt Service	354,708	412,904	482,739	543,263	603,787
1 New Issue 2017	354,708	354,708	354,708	354,708	354,708
2 New Issue 2018	0	58,196	58,196	58,196	58,196
3 New Issue 2019	0	0	69,835	69,835	69,835
4 New Issue 2020	0	0	0	60,524	60,524
5 New Issue 2021	0	0	0	0	60,524
6 New Issue 2022	0	0	0	0	0
7 New Issue 2023	0	0	0	0	0
8 New Issue 2024	0	0	0	0	0
9 New Issue 2025	0	0	0	0	0
New Principal	183,285	221,604	267,661	310,980	356,248
1 New Issue 2017	183,285	191,533	200,152	209,158	218,571
2 New Issue 2018	0	30,071	31,424	32,838	34,316
3 New Issue 2019	0	0	36,085	37,709	39,406
4 New Issue 2020	0	0	0	31,274	32,681
5 New Issue 2021	0	0	0	0	31,274
6 New Issue 2022	0	0	0	0	0
7 New Issue 2023	0	0	0	0	0
8 New Issue 2024	0	0	0	0	0
9 New Issue 2025	0	0	0	0	0
New Interest	171,423	191,300	215,078	232,283	247,539
1 New Issue 2017	171,423	163,175	154,556	145,549	136,137
2 New Issue 2018	0	28,125	26,772	25,358	23,880
3 New Issue 2019	0	0	33,750	32,126	30,429
4 New Issue 2020	0	0	0	29,250	27,843
5 New Issue 2021	0	0	0	0	29,250
6 New Issue 2022	0	0	0	0	0
7 New Issue 2023	0	0	0	0	0
8 New Issue 2024	0	0	0	0	0
9 New Issue 2025	0	0	0	0	0
	2016	2017	2018	2019	2020
Existing Debt	24,246,374	21,318,805	21,952,818	19,240,470	16,501,701
Retirement of Existing Debt	(2,744,284)	(2,953,785)	(3,069,687)	(3,177,789)	(2,261,729)
New Issuance		3,809,402	625,000	750,000	650,000
Retirement of New Issuance	(183,285)	(221,604)	(267,661)	(310,980)	(356,248)
Ending Debt	21,318,805	21,952,818	19,240,470	16,501,701	14,533,724



Debt Service Schedules - Stormwater Utility Fund



2021	2022	2023	2024	2025	Additional Years	Total
655,000	729,491	787,687	997,193	997,193	8,393,931	14,700,038
354,708	354,708	354,708	354,708	354,708	1,773,540	5,320,619
58,196	58,196	58,196	58,196	58,196	349,177	872,942
69,835	69,835	69,835	69,835	69,835	488,847	1,047,530
60,524	60,524	60,524	60,524	60,524	484,192	907,860
60,524	60,524	60,524	60,524	60,524	544,716	868,189
51,213	51,213	51,213	51,213	51,213	512,126	867,366
0	74,491	74,491	74,491	74,491	819,402	1,047,942
0	0	58,196	58,196	58,196	698,354	1,517,591
0	0	0	209,506	209,506	2,723,579	2,250,000
398,742	455,176	505,730	636,744	665,398	6,707,833	10,709,402
228,406	238,685	249,425	260,649	272,379	1,557,160	3,809,402
35,860	37,474	39,160	40,923	42,764	300,168	625,000
41,179	43,032	44,969	46,993	49,107	411,519	750,000
34,152	35,689	37,295	38,973	40,727	399,209	650,000
32,681	34,152	35,689	37,295	38,973	439,936	650,000
26,463	27,653	28,898	30,198	31,557	405,231	550,000
0	38,491	40,223	42,033	43,925	635,328	800,000
0	0	30,071	31,424	32,838	530,666	625,000
0	0	0	108,256	113,128	2,028,616	2,250,000
256,258	274,315	281,957	360,449	331,795	1,686,098	4,248,496
126,302	116,023	105,283	94,058	82,329	216,380	1,511,217
22,336	20,722	19,036	17,273	15,432	49,009	247,942
28,656	26,803	24,866	22,843	20,728	77,329	297,530
26,372	24,835	23,229	21,551	19,797	84,983	257,860
27,843	26,372	24,835	23,229	21,551	104,780	257,860
24,750	23,559	22,315	21,014	19,655	106,895	218,189
0	36,000	34,268	32,458	30,566	184,074	317,366
0	0	28,125	26,772	25,358	167,687	247,942
0	0	0	101,250	96,378	694,963	892,591
2021	2022	2023	2024	2025	Additional Years	Total
14,533,724	13,048,382	11,355,085	9,807,481	7,907,411	8,377,833	24,246,374
(1,736,600)	(1,788,121)	(1,841,874)	(1,888,325)	(1,114,180)	(1,670,000)	(24,246,374)
650,000	550,000	800,000	625,000	2,250,000	0	10,709,402
(398,742)	(455,176)	(505,730)	(636,744)	(665,398)	(6,707,833)	(10,709,402)
13,048,382	11,355,085	9,807,481	7,907,411	8,377,833	0	0



Debt Service Schedules - Tax Increment Financial Fund



	2016	2017	2018	2019	2020
Exisiting Debt Service	3,252,615	3,255,400	3,238,983	2,840,277	2,836,802
1 Series 2011 D (GilMo)	347,750	359,000	344,000	349,000	338,000
2 Series 961 (East Bank)	159,645	162,620	165,520	168,345	170,975
3 Series 962 (East Bank)	788,500	785,600	787,450	784,050	785,400
4 Series 2012B (East Bank)	388,870	385,370	381,695	382,320	381,995
5 Series 2012C (East Bank)	639,600	619,600	618,400	607,350	596,150
6 Series 2011C (OTC)	427,000	423,500	404,250	0	0
7 Series 813 (Center City)	221,737	229,903	237,847	242,954	249,620
8 Series 813 (DouglasHill)	279,513	289,807	299,821	306,258	314,662
Exisiting Principal	2,615,157	2,685,170	2,745,182	2,425,192	2,485,205
1 Series 2011 D (GilMo)	275,000	300,000	300,000	320,000	325,000
2 Series 961 (East Bank)	135,000	140,000	145,000	150,000	155,000
3 Series 962 (East Bank)	640,000	650,000	665,000	675,000	690,000
4 Series 2012B (East Bank)	350,000	350,000	350,000	355,000	360,000
5 Series 2012C (East Bank)	530,000	520,000	535,000	540,000	545,000
6 Series 2011C (OTC)	370,000	385,000	385,000		
7 Series 813 (Center City)	139,416	150,480	161,545	170,397	181,461
8 Series 813 (DouglasHill)	175,742	189,690	203,637	214,796	228,743
Exisiting Interest	637,458	470,113	397,617	323,622	265,679
1 Series 2011 D (GilMo)	72,750	59,000	44,000	29,000	13,000
2 Series 961 (East Bank)	24,645	22,620	20,520	18,345	15,975
3 Series 962 (East Bank)	148,500	135,600	122,450	109,050	95,400
4 Series 2012B (East Bank)	38,870	35,370	31,695	27,320	21,995
5 Series 2012C (East Bank)	109,600	99,600	83,400	67,350	51,150
6 Series 2011C (OTC)	57,000	38,500	19,250	0	0
7 Series 813 (Center City)	82,322	79,423	76,302	72,557	68,159
8 Series 813 (DouglasHill)	103,771	100,117	96,184	91,462	85,918
	2016	2017	2018	2019	2020
Exisiting Debt	22,830,000	20,214,843	17,529,673	14,784,490	12,359,298
Retirement of Exisiting Debt	(2,615,157)	(2,685,170)	(2,745,182)	(2,425,192)	(2,485,205)
New Issuance	0	0	0	0	0
Retirement of New Issuance	0	0	0	0	0
Ending Debt	20,214,843	17,529,673	14,784,490	12,359,298	9,874,093



Debt Service Schedules - Tax Increment Financial Fund



2021	2022	2023	2024	2025	Additional Years	Total
2,528,831	2,530,444	1,573,829	1,400,954	622,836	2,229,359	26,310,331
0	0	0	0	0	0	1,737,750
177,773	179,060	179,725	0	0	0	1,363,663
782,925	781,475	784,350	781,550	0	0	7,061,300
380,695	373,213	0	0	0	0	2,674,158
609,800	602,550	0	0	0	0	4,293,450
0	0	0	0	0	0	1,254,750
255,529	262,831	269,736	274,005	275,523	987,598	3,507,282
322,110	331,315	340,019	345,400	347,313	1,241,761	4,417,979
2,245,217	2,310,232	1,420,247	1,290,260	540,270	2,067,866	22,830,000
						1,520,000
165,000	170,000	175,000				1,235,000
705,000	725,000	750,000	770,000			6,270,000
365,000	365,000					2,495,000
575,000	585,000					3,830,000
						1,140,000
192,526	205,804	219,082	230,146	238,998	916,159	2,806,014
242,691	259,428	276,166	290,114	301,272	1,151,707	3,533,986
204,195	148,325	89,729	55,408	36,525	71,439	2,700,110
0	0	0	0	0	0	217,750
12,773	9,060	4,725	0	0	0	128,663
77,925	56,475	34,350	11,550	0	0	791,300
15,695	8,213	0	0	0	0	179,158
34,800	17,550	0	0	0	0	463,450
0	0	0	0	0	0	114,750
63,003	57,028	50,654	43,858	36,525	71,439	701,269
79,419	71,887	63,853	55,286	46,042	90,054	883,993
2021	2022	2023	2024	2025	Additional Years	Total
9,874,093	7,628,876	5,318,644	3,898,396	2,608,136	2,067,867	22,830,000
(2,245,217)	(2,310,232)	(1,420,247)	(1,290,260)	(540,270)	(2,067,866)	(22,830,000)
0	0	0	0	0	0	0
0	0	0	0	0	0	0
7,628,876	5,318,644	3,898,396	2,608,136	2,067,867	0	0



*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.



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.



CAPITAL IMPROVEMENT PROGRAM (CIP)

CURRENT REVISION: July 19, 2016

LAST REVISION: December 22, 2005

PURPOSE

The purpose of this regulation is to outline the process for the development and administration of the multi-year Capital Improvement Program (CIP). This regulation shall define duties of the CIP Administrative Committee, the steps in developing of the CIP, and outline general guidelines for developing the CIP.

CIP ADMINISTRATIVE COMMITTEE MEMBERSHIP

The Capital Improvement Program Administrative Committee shall be composed of the following positions or their delegates: an Assistant City Manager; the Director of Planning; the Director of Public Works & Utilities; the Director of Finance; the Director of Park and Recreation; the City Engineer; and the Budget Officer. In addition, other department directors or staff persons will be included in Committee meeting as appropriate.

CIP ADMINISTRATIVE COMMITTEE

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

1. Review of all department capital project requests.
2. Evaluate the financial capacity of various CIP funding sources and the financial assumptions included in financial projections.
3. Consider the relationship of proposed capital projects to the Community Investments Plan; to community feedback; and to other relevant City master plans.
4. Develop a 10-year spending plan for capital improvement projects, and a plan of finance for the various funds used to finance those expenditures.
5. Identify relevant issues for policy consideration during the City Council consideration of the Proposed CIP.
6. Develop a community engagement plan for the Proposed CIP, including outreach to the Design Council, the Bicycle and Pedestrian Advisory Board, the Board of Park Commissioners, the Wichita Downtown Development Corporation, District Advisory Boards, and other interested parties.
7. Recommend to the City Manager a ten-year Capital Improvement Program (CIP).

The Budget Officer shall serve as staff to the Committee and be responsible for coordinating publication of proposed and adopted Capital Improvement Program. The Planning Department will also provide technical staff assistance in reviewing CIP materials and the congruence of those materials to the Community Investments Plan.

OVERALL CIP GUIDELINES

The Proposed CIP shall be developed based on the following general guidelines:

1. The ratio of GO at-large debt service to property tax revenue in the Debt Service Fund annually will not exceed the benchmark level – currently set at 66.7%.
2. The CIP will be revised annually, and will be developed for a 10 year planning period.
3. The CIP will be developed based on City Council revenue policies, including the most recently approved Debt Service Fund mill levy rate and the projected utility rates included in the most current Water and Sewer Utilities Cost of Service Analysis.
4. Projects in the prior Adopted CIP will form the basis for consideration of projects included in the Proposed CIP.



5. The Proposed CIP will be developed based on overall guidelines included in the MAPC Community Investments Plan.
6. Any operating cost impact of projects included in the Proposed CIP will be clearly delineated.
7. Projected debt used to finance the Proposed CIP will generally be based on: 10-year GO debt for building, road construction, park and bridge projects; 10-year to 15-year GO debt for Stormwater Utility funded projects; 10-year to 15-year double barreled bonds for local sales tax financed road, bridge and highway projects; and up to 20-year revenue bonds for Water Utilities and Airport projects.
8. CIP project prioritization includes a number of factors, including: spending priorities and guidelines included in the Community Investment Plan; leveraging opportunities to maximize the impact of local funding; partnership opportunities to coordinate expenditures in support of community partners; overall City organizational goals as approved by the City Council; engineering considerations, including the deficiency rating (bridges), pavement conditions (streets), construction considerations of current infrastructure, efficient and safe traffic flow considerations; and the impact of CIP projects on the operating budget.

CIP STEPS

The annual CIP process shall consist of the following steps:

1. Budget Office staff compiles a list of new CIP projects based on data received from various departments, completes preliminary financial analysis in preparation for the Proposed CIP, and reviews in-progress projects that have been previously approved by the City Council.
2. City design guidelines are reviewed and approved by the Design Council.
3. A draft CIP is prepared by the CIP Administrative Committee.
4. The Design Council reviews the Proposed CIP and provides recommendations.
5. The draft CIP is reviewed by the City Manager, and a draft CIP is presented to the City Council during a workshop meeting.
6. The Draft CIP is presented to numerous community groups.
7. The CIP is presented to the Metropolitan Area Planning Commission (MAPC) and to the Advance Plans Committee of the MAPC.
8. The Proposed CIP is presented to the City Council.
9. The Proposed CIP is adopted by 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.



Ordinance No. 41-815 - Sales Tax Revenues



APPENDIX

ORDINANCE NO. 41-815

AN ORDINANCE PROVIDING FOR THE EXPENDITURE OF ANY SALES TAX REVENUES WHICH ARE DERIVED FROM A COUNTYWIDE RETAILERS' SALES TAX AND REPEALING ORDINANCE NO. 41-620 OF THE CITY OF WICHITA.

WHEREAS, the Board of County Commissioners of Sedgwick County has called for a Special Election for a one percent (1%) 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 (1%) 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 (1%) 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 (1%) be pledged for road, highway and bridge projects including right-of-way acquisitions.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY 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 (1%) 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 (1%) 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.

Section III. Ordinance No. 41-620 of the City of Wichita is hereby repealed.

Section IV. This ordinance shall be effective upon its passage and publication once in the official city newspaper.

ADOPTED at Wichita, Kansas, this 25th day of August, 1992.



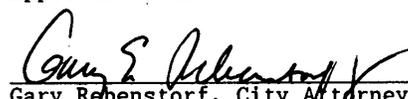
Bob Knight, Mayor

Attest:



Pat Burnett, Deputy City Clerk

Approved as to form:



Gary Rebenstorf, City Attorney





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;



- (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)



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.

— A —

AAO. The Federal Aviation Administration call letters for Colonel James Jabara Airport.

Airport Improvement Program (AIP). Funding granted by the Federal Aviation Administration to airports for infrastructure needs.

Allocation. Assigning one or more items of cost or revenue to one or more segments of an organization according to benefits received, responsibilities or other logical measures of use.

Annual Budget. A financial plan that consists of policy and funding priorities, as well as a presentation of the economic outlook for a given fiscal year.

Appraised Value. Market dollar value given to real estate, utilities, and personal property; established through notification, hearing and appeals and certification process.

Appropriation. An authority and allocation created by City Council that permits the officials to incur obligations against, and to make expenditures of, governmental resources (revenues).

Assessed Value. Appraised value of property adjusted downward by a classification factor, to determine the basis for distributing the tax burden to property owners.

Asset. Government resources that have monetary value.

Audit. A review of the City's accounts by an independent accounting firm to substantiate year-end fund balances, reserves, and cash on hand.

Audited Financial Statements. 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.

— B —

BNR. *Biological Nutrient Removal.* The process to remove harmful chemicals such as nitrogen and phosphorus from wastewater before discharge into surface or groundwater.

Benchmark. Comparing local performance statistics with selected benchmarks is a valuable step in evaluating municipal operations. Benchmarking entails the analysis of performance gaps between one's own organization and best-in-class performers, the identification of differences that account for the gap, and the adaptation of key processes for implementation in an effort to close the gap. The City uses benchmarks to provide information about the efficient delivery of quality services.

Bond. A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate. The City sells bonds as a means of borrowing revenue for costly projects and repays the debt to the lender over an extended period of time, similar to the manner in which a homeowner repays a mortgage. A bond differs from a note in two ways. A bond is issued for a longer period of time than a note and requires greater legal formality. Bonds are primarily used to finance capital projects.

Budget. Financial plan consisting of estimated revenues and expenditures (purposes) for a specified time. The operating budget provides for direct services and support functions of the City (e.g.; Police, Fire, Public Works, etc.). The capital budget (Capital Improvement Program) provides for improvements to the City's infrastructure and facilities, and utilizes long-term financing instruments. (*See also Adopted Budget, Annual Budget, Balanced Budget, Base Budget, Capital Budget, City Budget, Municipal Budget, Operating Budget, Revised Budget.*)

Budgetary Basis. This refers to the basis of accounting used to estimate financing sources and uses in the budget. This generally takes one of three forms: GAAP, cash, or modified accrual.

— C —

CMF. *Central Maintenance Facility.*

Capital Budget. A financial plan for the first fiscal year of the ten-year Capital Improvement Program, which is also the fiscal year covered in the Adopted Budget. (See also *Capital Improvement Program.*)

Capital Expenditures. A capital expenditure is any significant physical acquisition, construction, replacement, or improvement to a City service delivery system. Capital projects useful life of at least 10 years, and are funded from the Capital Improvement Program (capital budget).

Capital Improvement Program (CIP). A ten-year expenditure plan financing new infrastructure and facilities, or improvements to the existing infrastructure and facilities. Set forth in the CIP is the name of each project, the expected beginning and ending date, the amount to be expended in each year and the proposed method of financing the projects.

Cash Basis. A basis of accounting in which transactions are recognized only when cash is increased or decreased.

Change Order. Changes in the project plan in response to unforeseen circumstances. All change orders in excess of \$50,000 must be approved by the City Council, while change orders up to \$50,000 can be approved by the City Manager.

CIP Administrative Committee. The CIP Committee, as outlined in AR 2.8, meets and develops the project plan for the term of the program. Each City department requests projects related to the respective department's goals and responsibilities.

CIP Calendar. The schedule of key dates which a government follows in the preparation and adoption of the Capital Improvement Program.

City Council. The legislative (governing) body of the City.

City Manager. An official appointed and employed by an elected council to direct the administration of a city government on a day-to-day basis.

City of the First Class. (See *First Class City.*)

Comprehensive Annual Financial Report (CAFR). A set of financial statements comprising the financial report of the City of Wichita that complies with the accounting requirements promulgated by the Government Accounting Standards Board (GASB). Kansas municipal audits are required to be conducted under K.S.A. 75-1122, 10-1208, and 12-866. Additional audit requirements may be triggered according to K.S.A. 13-1243.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Jointly administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Contractual Services. A cost related to a legal agreement. Examples include insurance premiums, utility costs, printing services and temporary employees (hired through a private firm).

Council—Manager Government. A system of local government that combines political leadership of elected officials in the form of a governing body with day-to-day management by a City Manager.

Council Member. Elected official who represents the interests of the citizens of a specified district within the City. A Council Member serves a four-year term, and cannot serve more than two consecutive terms.

Coverage Ratio. The amount of debt service revenue needed to meet annual interest and principal payments on debt.

— D —

Debt Level. The percentage of debt compared to total revenues.

Debt Limit. As defined by KSA 10-308 et seq, the total debt of a city cannot exceed 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.

Debt Service. Principal and interest requirements on outstanding debt according to a predetermined payment schedule.

Department. The basic unit of service responsibility, encompassing a broad mission of related activities.

Distinguished Budget Presentation Awards Program. A voluntary awards program administered by the Government Finance Officers Association (GFOA) to encourage governments to prepare effective budget documents.

Double Barreled Bonds. General Obligation bond where cash flows are designated by two separate entities. However, the bond is ultimately backed by the general faith and credit of the city.

— E —

Economic Development. The process of attracting new businesses by use of incentives or innovative financing methods.

Effectiveness. Measure of whether a program produces a decided, decisive, or desired effect.

Efficient. Effective operation as measured by a comparison of production with cost (as in energy, time, and money), or the ratio of the useful energy delivered by a dynamic system to the energy supplied to it.

Enterprise Fund. Used for government functions that are self-supporting. Enterprise funds belong to the group of funds called "proprietary" and account for operations that provide services to the community at-large.

Equivalent Residential Unit (ERU). The basis for calculating drainage fees. Every single-family residence in Wichita pays one ERU. The ERU factor of non-residential developed property is the total square footage of impervious area divided by the square footage of one ERU (2,139 square feet).

Expenditure. Actual outlay of funds. Expenditures are budgeted by function: personal services (salaries and benefits), contractual services, commodities (materials and supplies), capital outlay, and other (including transfers out, debt service, contingencies and inventory clearing accounts).

Expense. Charges incurred (whether paid immediately or unpaid) for operations, maintenance, interest or other charges.

— F —

FAA. *Federal Aviation Administration.* The Federal agency that ensures civil aviation safety. FAA operates the air traffic control system and regulates commercial and general aviation air travel.

FEMA. *Federal Emergency Management Agency.* Division of Homeland Security which provides funding, support and coordination of disaster relief and prevention.

FTE. *Full-Time Equivalent.* A measure of the total quantity of all employees. The FTE converts all employee work activity into a number equivalent to work activity hours performed by full-time employees. This serves as a standard measure among departments. A standard 40-hour per week full-time employee is equivalent to 1 FTE. (e.g., If a seasonal employee is calculated at 25%, the FTE is calculated at 0.25).

Federal and State Grants and Contributions. Revenue received from the federal and State governments under an administrative agreement to provide financial assistance for programs such as low-cost housing, youth programs, health-related programs, or other federal and State-supported projects.

Financing. Furnishing the necessary funds to operate or conduct a program or business. Funds can be raised internally, borrowed, or received from a grant.

First Class City. A city which gains its powers from State Statutes.

Fiscal Year. The 12-month budget period. The fiscal year for the City of Wichita is the January through December calendar year.

Fund. Accounting entity with accounts for recording revenues and expenditures to carry on specific purposes.

Fund Balance. The total dollars remaining after current expenditures for operations and debt service for capital improvements are subtracted from the sum of the beginning fund balance and current resources. The City Council policy goal is to maintain a total appropriated and unappropriated fund balance/reserve between five to ten percent of the General Fund expenditure budget. State law allows a maximum of 5 percent of certified budgets/funds to be unappropriated.

— G —

GAAP. *Generally Accepted Accounting Principles.* Uniform minimum standards for financial accounting and recording, encompassing the conventions, rules, and procedures that define accepted accounting principles.

GASB. *Governmental Accounting Standards Board.* The independent organization that establishes and improves standards of accounting and financial reporting for US state and local governments.

GFOA. *Government Finance Officers Association.* The professional association of state/provincial and local finance officers in the United States and Canada.

General Fund. The City's principal operating account, which is supported primarily by taxes and fees having no restriction on their use.

General Obligation (GO). General Obligation debt is funded through the Debt Service Fund and is backed by the general faith and credit of the City.

Goal. A statement of broad direction, purpose or intent based on the needs of the community. A goal is general and timeless. The City Council set a number of goals as a part of its four core strategic priorities: ensuring the physical safety of citizens, protecting private property, protecting the investment in public infrastructure, and promoting a sustainable and growing community.

Governing Body. Consists of one Mayor and six Council Members, each representing one of six districts within the City.

Grants. Funding obtained from an outside source (Federal, State, local and foundation) in support of the City's strategic goals and objectives. Use of grant funding must be consistent with the goals of the entity providing the funding.

— I —

ICMA. *International City/County Management Association.* ICMA is the professional and educational organization for chief appointed managers, administrators, and assistants in cities, towns, counties, and regional entities.

ICMA-CPA. *International City/County Management Association–Center for Performance Analytics.* A consortium of cities and counties that work through the International City/County Management Association to compile data on service outcomes.

ICT. The Federal Aviation Administration call letters for Wichita Dwight D. Eisenhower National Airport.

ILWSP. *Integrated Local Water Supply Plan.*

Infrastructure. The physical assets or foundation of the City, including buildings, parks, streets, and water and sewer systems.



Interest Earnings. Revenue derived from the proper management of the City's assets, through investment of public funds being held until expended or distributed to other units of government. Revenue derived from the proper management of the City's assets, through investment of public funds being held until expended or distributed to other units of government.

Internal Service Fund. An accounting entity used to account for operations that provide services to City departments at cost. Like enterprise funds, internal service funds belong to the "proprietary" group of funds.

— K —

KDOT. *Kansas Department of Transportation.* The agency's primary activities are road and bridge maintenance; transportation planning, data collection and evaluation; project scoping, designing and letting; contract compliance inspection of material and labor; Federal program funding administration; and administrative support.

Kansas Statutes Annotated (KSA). All laws enacted by the Legislature. These Statutes are published by the Kansas Revisor of Statutes after the closing of the regular session.

— L —

Law. A binding custom or practice of a community; a rule of conduct or action prescribed or formally recognized as binding or enforced by a controlling authority.

Liability. Debts or obligations owed to one entity to another entity payable in money, goods or services.

Local Sales Tax. A one percent (1%) tax levied by Sedgwick County which was approved by the voters in July 1985 to finance highway and road construction and reduce the mill levy. The county sales tax is in addition to the six and 15th-hundredths percent (6.15%) tax levied by the State of Kansas.

— M —

Mayor. Elected official who presides over business that is brought before the City Council.

Mill. The property tax rate which is based on the valuation of property. A tax rate of one mill produces one dollar of taxes on each \$1,000 of assessed property valuation.

Mission. The mission statement is a brief summary of why a Program exists and what it is trying to achieve. It tells what the Department does, who they do it for, and why. The statement is specific enough to describe the Program's purpose but general enough to last into the future.

Motor Vehicle Tax. A tax collected by Sedgwick County on all motor vehicles that are not subject to property or ad valorem taxes, such as passenger cars, pick-up trucks and motorcycles.

Municipality. A primarily urban political unit having corporate status and usually powers of self-government.

— N —

NEBPS. *North East Booster Pump Station.*

— O —

Objective. A measurable accomplishment toward the achievement of a goal. Milestones, the achievement of which, indicate progress toward the attainment of a specific goal.

Operating Budget. A budget that applies to all outlays other than capital improvements. This refers more to the day-to-day operations of the City.



Operating Revenue. Funds that the government receives as income to pay for ongoing operation. It includes such items as taxes, fees from specific services, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

— P —

PLC. *Programmable Logic Controller.*

Passenger Facility Charge (PFC). Fee assessed to each eligible enplaned passenger buying a ticket to fly out of Wichita.

Pay-as-you-go. Funding of projects with cash from revenues, instead of funding through the issuance of debt.

Performance Measures. A means, usually quantitative, of assessing the efficiency and effectiveness of department work programs. These measures are listed within the various department pages in this volume.

Principal. The base amount of a debt, which is the basis for interest computations.

Program. A group of related activities performed by one or more organizational units for the purpose of accomplishing a function for which the government is responsible.

— R —

Reserve. A portion of fund equity legally restricted for a specific purpose or not available for appropriation and subsequent spending. It is normally set aside in funds for emergencies or unforeseen expenditures not otherwise budgeted.

Resources. Total amounts available for appropriation including estimated revenues, fund transfers, and beginning balances.

Return on Investments. Ratio measure of a service unit through its basic operations which indicates its general effectiveness or efficiency.

Revenue. Taxes, user fees, and other sources of income received into the City treasury for public use.

— S —

SEBPS. *South East Booster Pump Station.*

SWTP. *Surface Water Treatment Plant.*

Service. A specific deliverable provided to the public. It has a specific budget, as well as performance measures to determine the benefits received. A service is ultimately aligned to one of the Council's five goals.

Service Level. Services or products which comprise actual or expected output of a given program. Focus is on results, not measures of workload.

Special Assessment. A compulsory levy made upon a property to defray part or all of the costs of a specific improvement that primarily benefits that specific property.

Special Revenue Fund. An accounting entity to record revenue that is legally destined for a specific purpose and the expenditure of the dedicated revenue.

Strategic Plan. Budget development tool which aligns resources to support the goals of the City.



— T —

TSA. *Transportation Security Administration.* Federal agency protecting the nation's transportation systems.

Tax Increment Financing (TIF). Use of taxes collected within a specifically designated area for repayment of tax increment debt and major infrastructure expenditures.

Tax Lid. Law limiting amount of property tax levied for a specific government function. Also known as aggregate tax levy limitation.

Taxes. Compulsory assessments levied by a government for the purpose of financing services performed for the common benefit of the citizens. Taxes do not include specific charges made against particular persons or property for current or permanent benefit, such as special assessments. (See also *Ad Valorem Taxes, Alcoholic Liquor Tax, Delinquent Tangible Property Tax, Gasoline Tax, Local Sales Tax, Motor Vehicle Tax, Tax Lid, and Transient Guest Tax.*)

Tort. A wrongful act or damage involving a breach of legal duty for which a civil action can be brought.

Transient Guest Tax. A six percent (6%) tax upon the gross receipts paid by guests in any hotel, motel, or tourist court located in the incorporated territory of the City of Wichita.

— U —

User Fees. Revenue derived from payments made by the general public for the purpose of utilizing goods and services, such as entry fees, Park Department charges, class registrations, tenant rental, and concessions.

— V —

VFD. *Variable Frequency Drive.*

— W —

WTP. *Water Treatment Plant.*

WWF. *Wichita Well Field.*

Wichita, City of. Wichita, the largest city in Kansas, is the county seat of Sedgwick County. The nearest large cities are Denver to the west, Kansas City to the northeast, Oklahoma City to the south, and Tulsa to the southeast.