

# Hyatt Proceeds - Striving For Community Excellence

City Council Workshop

October 25, 2016



# Background

- September 25, 2016 sale of the Hyatt Regency Wichita to Philip G. Ruffin
- Sale price was \$20 million
- Proceeds held in General Fund until specifically allocated by the Mayor and City Council
- Intent to utilize proceeds for one-time projects



# Community Priorities – 2016 National Citizen Survey

- Residents support improvements in mobility
- Mobility includes ease of travel by bicycle and public transportation, street repair, street cleaning, sidewalk maintenance, and bus/transit services
- 24% rated street repair as good or excellent
- 28% rated bus/transit services as good or excellent



# Community Priorities – ACT ICT

4



- **Community engagement effort conducted in 2014**
- **4,000 surveys**
- **117 community meetings**

# Community Priorities – ACT ICT

5

## Top Community Priorities:

**1. Water Supply**

**2. Job Growth**

**3. Street Maintenance**

**4. Public Transit**



# Hyatt Proceeds: Streets Investment

City of Wichita Public Works & Utilities

October 25, 2016



# Background

- **Most recent feedback (focus groups, surveys, and public input) confirm that street conditions are among the highest priority City services**
- **Street maintenance was cited as something that the City could improve**

# Needs

- **Decision support tool developed and refined with results from maintenance pilots conducted in prior years**
  - Optimized maintenance approaches to ensure the highest ROI
  - Stabilizes remaining service life and asset value over 40 years
- **Remaining challenges are the streets with no remaining service life**
  - Poor conditions requiring regular mitigation for potholes, etc.
  - More streets will reach this status
- **Streets with no remaining service life are prevalent in neighborhoods located in the established areas of the city**

# Streets Plan

## ELEMENT 1

**One-Time  
Increase in  
Contracted  
Mitigation  
Repairs**

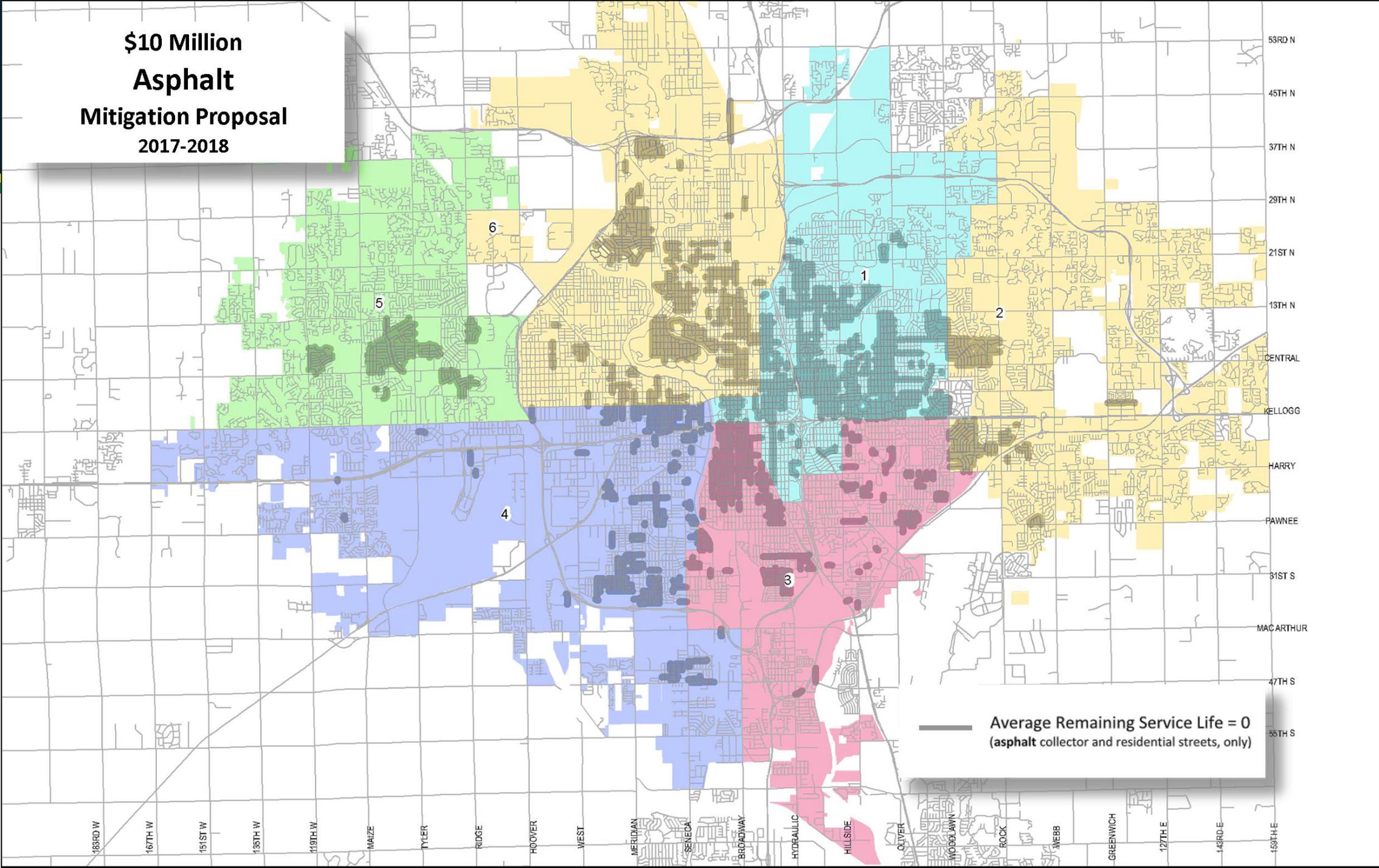
- **Neighborhood asphalt streets with no remaining life**
- **Mitigation Repair Approach**
  - Spot repairs
  - Micro-surface seal coat applied from curb to curb
- **Improves structural integrity, drivability, and appearance**
- **Proposed investment of \$10 million over two years for the micro-surface seal coats**

# Streets Plan



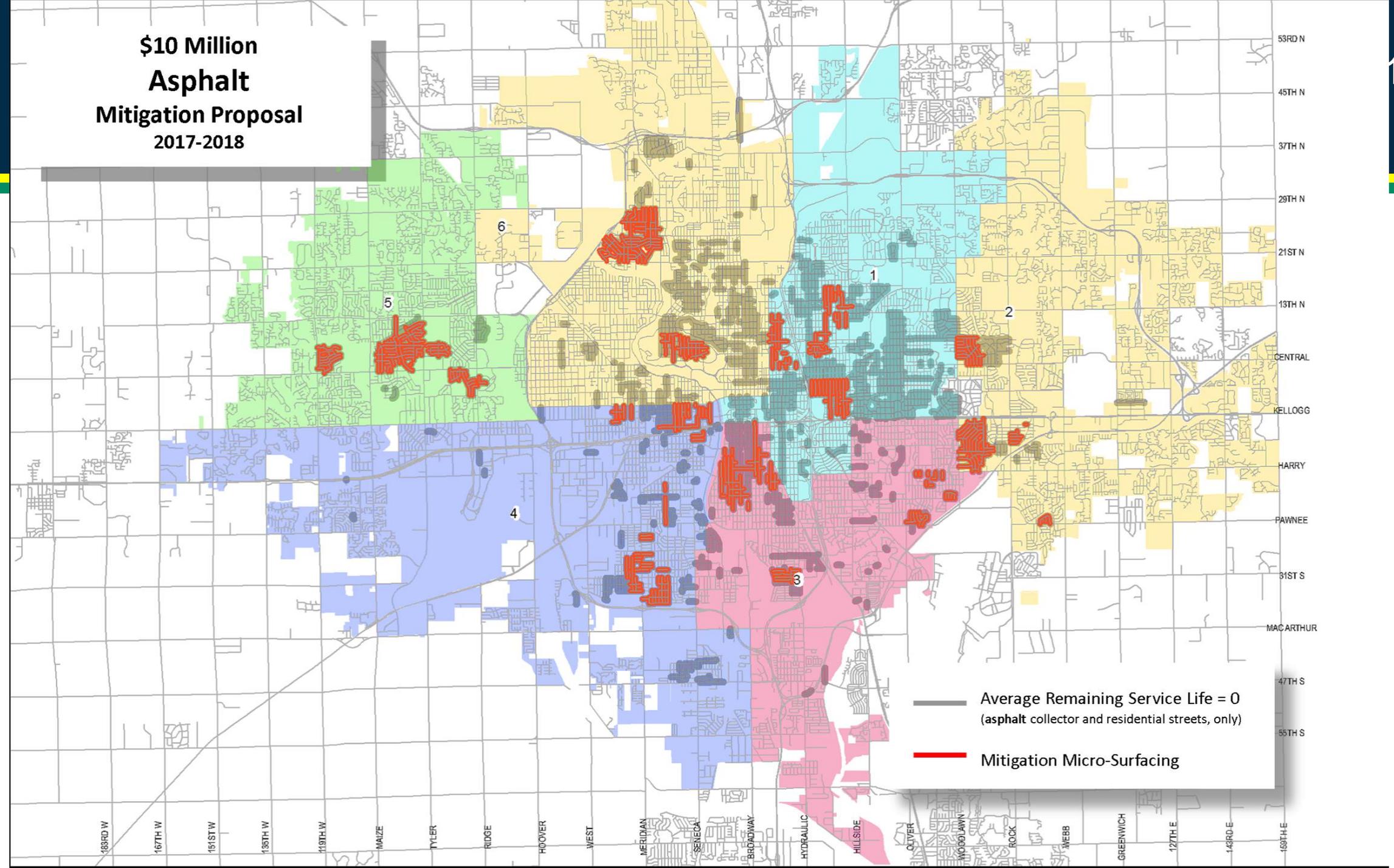
*Spot repair  
and micro-seal  
repair on  
Woodlawn*

**\$10 Million  
Asphalt  
Mitigation Proposal  
2017-2018**



**— Average Remaining Service Life = 0  
(asphalt collector and residential streets, only)**

# \$10 Million Asphalt Mitigation Proposal 2017-2018



# Streets Plan

## ELEMENT 2

### Increasing Certain In- House Mitigation Repairs

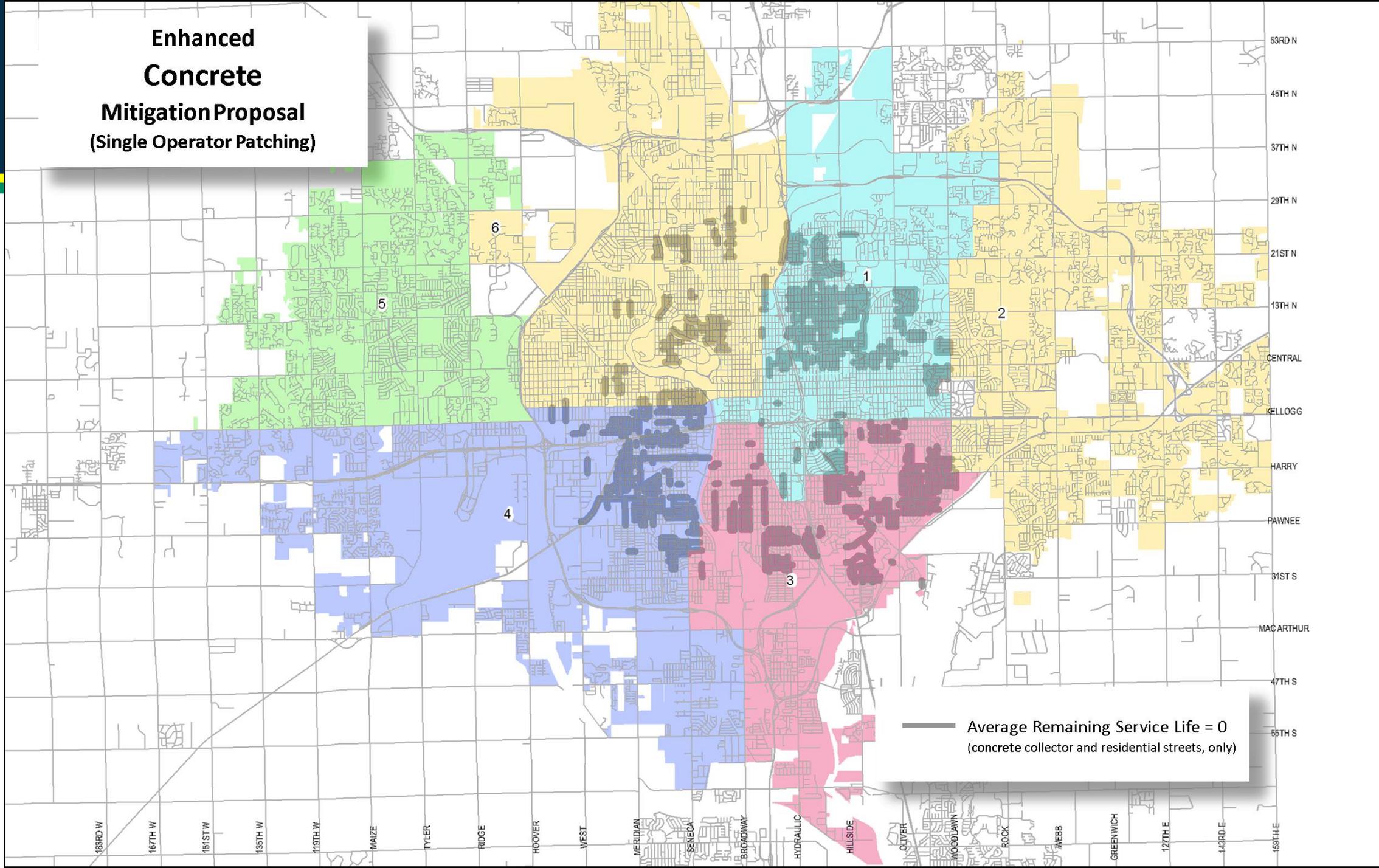
- Neighborhood concrete streets with no remaining life, representing 7% of the City's paved streets
- Localized, longer lived patches would be made with a new single operator patch truck
- Perform all concrete patches in the first year, and enable similar patches on all asphalt streets over a three year period
- Ongoing program would patch 33% of City streets each year
- Requires purchase of a new truck, re-purposing of materials budget and hiring an equipment operator with existing budget

# Streets Plan



*Concrete patch on neighborhood street*

# Enhanced Concrete Mitigation Proposal (Single Operator Patching)



— Average Remaining Service Life = 0  
(concrete collector and residential streets, only)

# Streets Plan

## ELEMENT 3

**Outsourced  
Pavement  
Preservation  
Program  
(OP3) with a  
Mix of  
Mitigation  
Repairs**

- **Current OP3 program includes a mix of repair work**
  - High ROI preservation on newer streets
  - Relatively high ROI mitigation including patching, thermal crack repairs, and crack sealing
- **Mitigation repairs improve structural integrity and drivability but result in a lack of uniformity in appearance**
- **More attention will be given to adding a seal coat to streets with greater amounts of mitigation repairs**

# Streets Plan

## ELEMENT 4

### Enhanced Public Outreach

- Seek to provide information about the results of the street maintenance work, including color contrasts that exist after mitigation
- Outreach to neighborhood associations, District Advisory Boards, and other interested groups
- Launching a monthly communications strategy to highlight different services relating to streets

# New Resources

*Element 1*

	One-Time Costs	Annual Costs	Funding Source
2-Year Expansion of OP3	\$10,000,000		Hyatt Sale Proceeds
Purchase Durapatch Truck	\$220,000		Existing CIP Budget
Hire Equipment Operator		\$60,000	Existing Operations Budget
Purchase Materials		\$80,000	Existing Operations Budget
<b>Totals</b>	<b>\$10,220,000</b>	<b>\$140,000</b>	

*Element 2*

# Expected Results

- **After 1 Year**: 100% of concrete streets with no remaining service life patched
- **After 2 Years**: 41% of asphalt streets with no remaining service life repaired and coated, improving appearance
- **After 3 Years**: 100% of all streets patched to improve drivability, with some detracting in appearance. Continuing program to patch 33% of all City streets each following year
- **Ongoing**: Continue existing OP3 mitigation mix and ramp up street maintenance expenditures to \$10 million in 2019 and \$11 million annually in 2020 and beyond

# Hyatt Proceeds: Public Transit

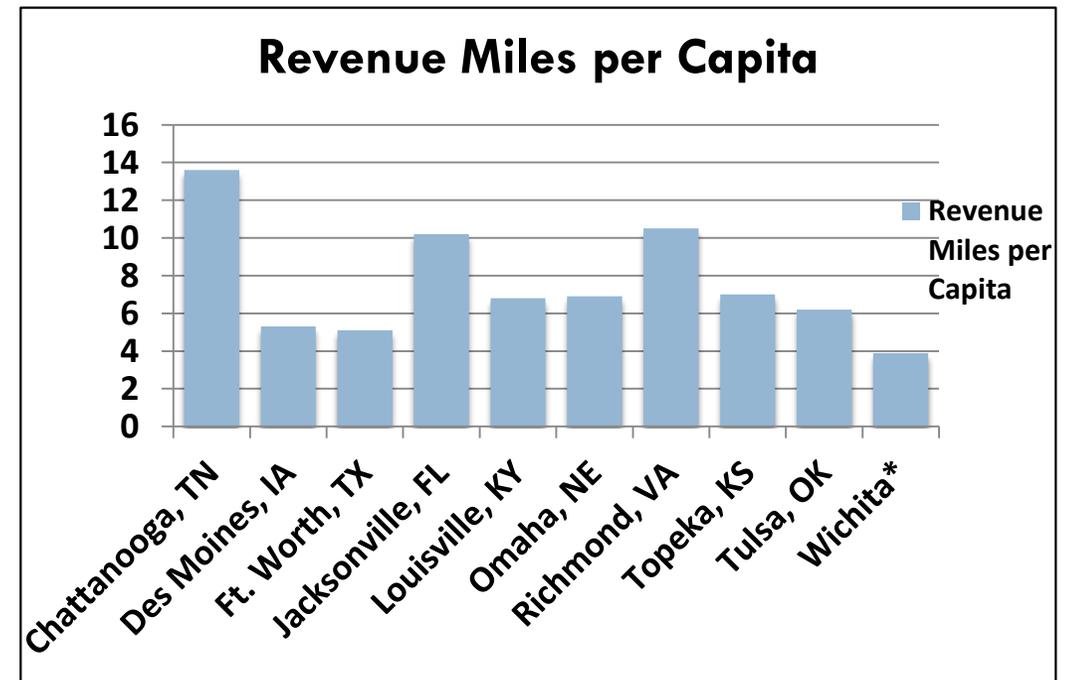
**Wichita Transit**

October 25, 2016



# Background

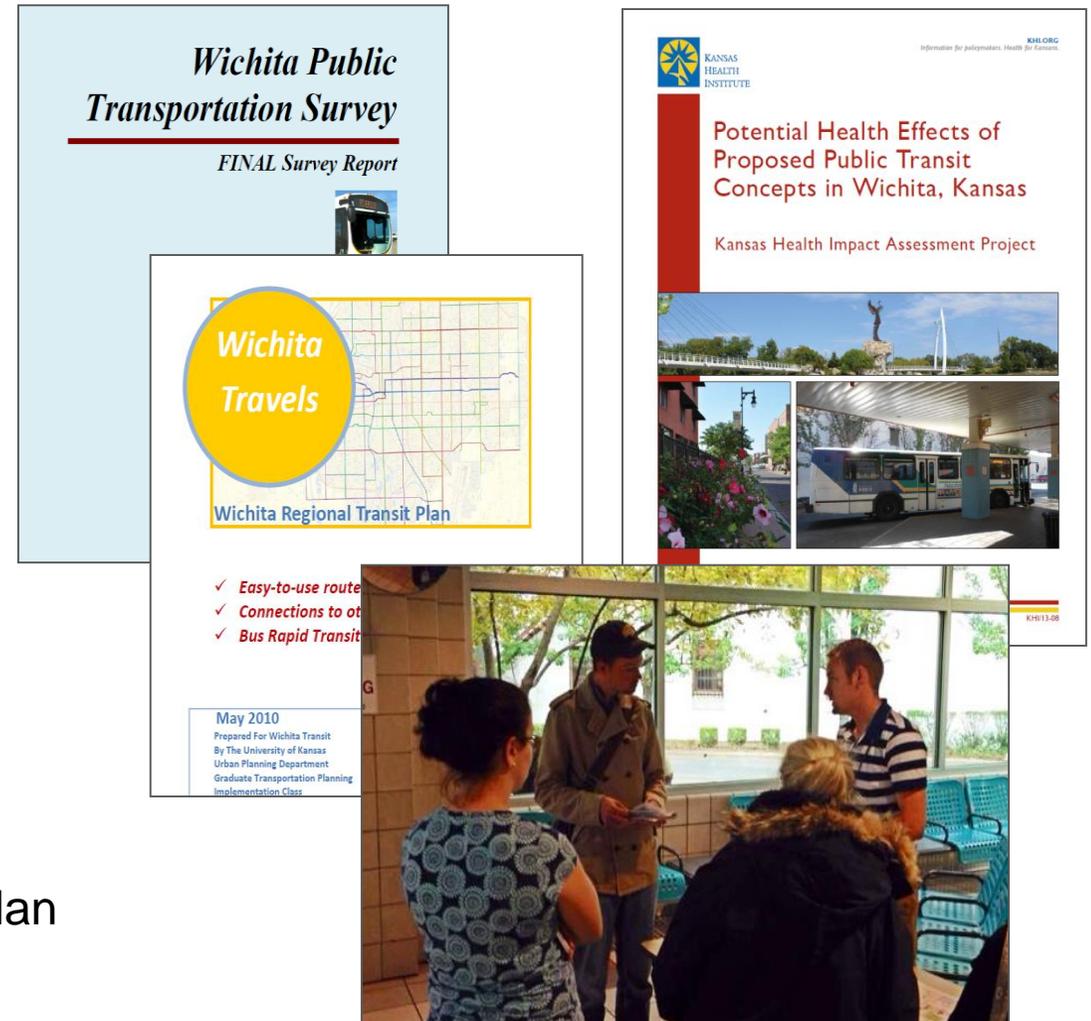
- **Transit Faces Long-term Funding Challenges**
  - Local funding lags
  - Service underdeveloped
- **Current System Sustainable through 2018**
- **Need to Identify a Long-term Solution**
  - Long term funding
  - Sustainable service model



# Creating a Sustainable System

- **System Built on 5-Year Process**

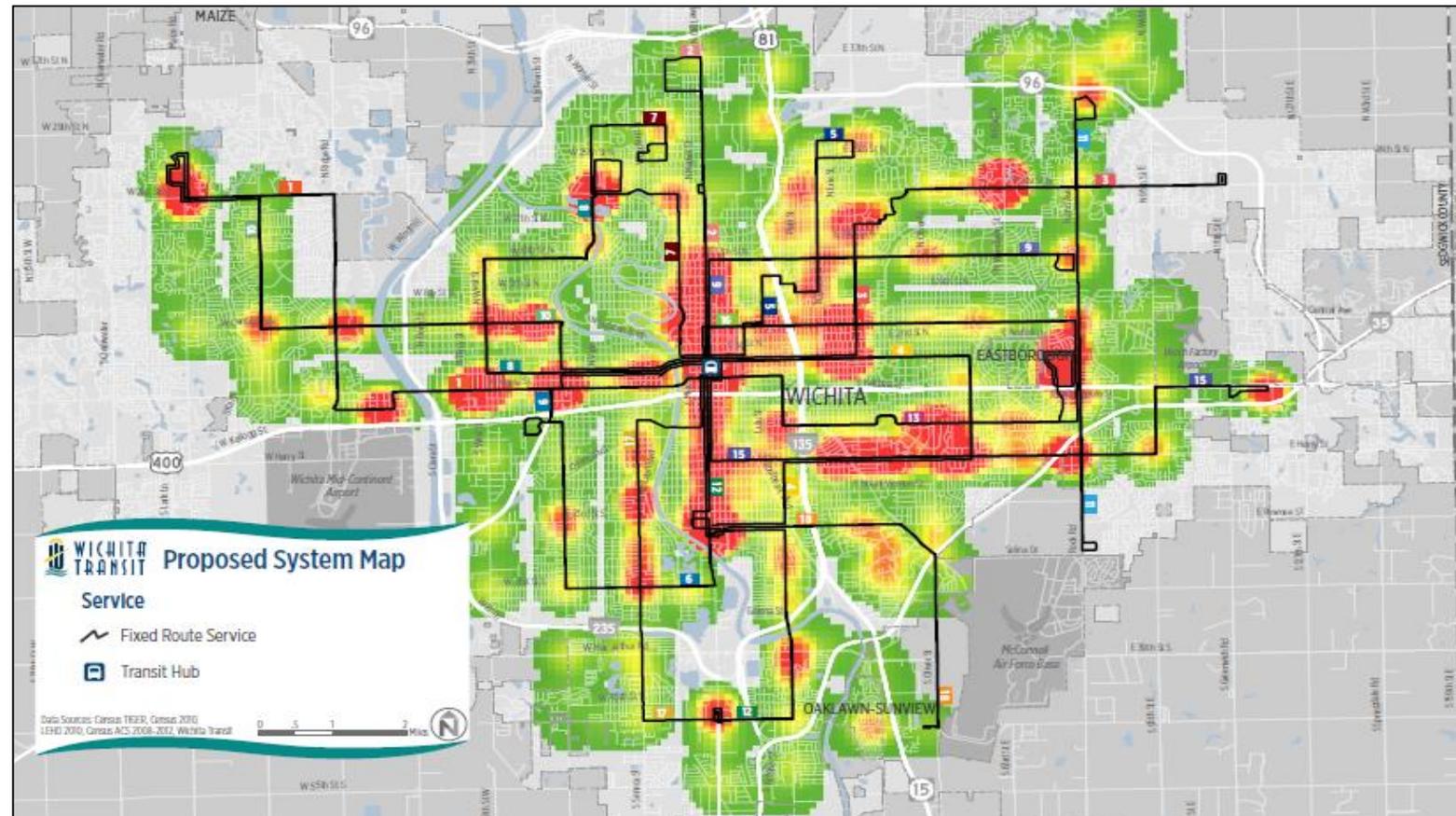
- Cost controls
- Public input
  - Mind Mixers / KU study (2010 – 2012)
  - Vision Plan (2014)
- Performance Analysis (2015)
- Fare Study (2015)
- Local Studies and Plans
  - Project Downtown
  - Community Investments Plan
  - Coordinated Public Transit - Human Services Plan



# Creating a Sustainable system

- **Route Realignment**

- Designed to establish base system for future growth
- Focus on transportation corridors
- Connected major points of travel
- Emphasizes crosstown travel



# Moving Toward Sustainability

## Hyatt Proceeds

- Will continue the effort to reinvent transit
  - 4 year plan built on public input and research
  - Incorporates innovations in transportation service
  - Supports activities to build a sustainable model
- Bridge to long term solution

# Sustainability Plan

## **Four Components to Reinvent Transit:**

**1. Continue to improve fixed route system**

**2. Foster development of alternative transportation**

**3. Increase ridership through education and marketing**

**4. Create strategic partnerships**

# Sustainability Plan

## **1. Improve the Fixed Route System**

- **Recent Realignment is the Base for Future Growth**
- **Conduct Ongoing Performance Monitoring and Refinement**
- **Improve Fixed Route Service Levels**

# Sustainability Plan

## 2. Foster Development of Alternative Transportation

### **Mobility Management Strategies**

- Creative solutions for transportation issues
- Higher level of customer service

### **Flexible Services to Augment or Replace Fixed Route Service**

- Feeder service
- Voucher programs
- Vanpools
- Ridesharing partners

**Develop issues and strategies through Transportation Forum**

# Sustainability Plan

## 3. Build Ridership through Education and Marketing

### Information and Education is Key to Building Ridership

- Make information available to a wider audience
- Engage potential users one-on-one
- Work with stakeholders to develop targeted programs

# Sustainability Plan

## 4. Create Strategic Partnerships

- **Public Transit Exists to Provide Access to the Community**
- **Strategic Partnerships Improve Focus on Connectivity**
- **Partnerships Create a Win-Win Situation**
  - Business community / employers
  - Wichita State
  - USD 259

# Cost Estimate

<u>Activity</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Marketing and Education	\$200,000	\$204,000	\$208,080	\$212,242
Transportation Symposium	\$3,000	-	-	-
Feeder Service	\$60,000	\$124,800	\$129,792	\$134,984
Voucher Program	\$52,000	\$52,000	\$52,000	\$52,000
Vanpool Program	\$7,200	\$14,400	\$28,800	\$57,600
Subtotal:	\$322,200	\$395,200	\$418,672	\$456,825
Fixed Route Adjustments and Frequencies	-	\$562,500	\$780,000	\$811,200
Total Expenditures:	\$322,200	\$957,700	\$1,198,672	\$1,268,025
Carryover Amount:	\$677,800	\$720,100	\$521,428	\$253,403

# Measuring Success

- **Fixed Route Service**
  - Continue to monitor fixed route performance
  - Goal: increase fixed route ridership by 13%
- **Alternative Services**
  - Identify key issues and goals through Transportation Forum
  - Establish performance goals for new programs
- **Performance Criteria**
  - Ridership
  - Cost per ride
  - Cost per hour

# Questions?

