



2015-2024

Adopted

CAPITAL IMPROVEMENT PROGRAM



WICHITA
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CITY OF WICHITA, KANSAS

2015-2024

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.



Courtesy of Mark Manning



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2015-2024 ADOPTED CIP HIGHLIGHTS

- ◆ **The guiding principles of the Comprehensive Plan play a significant role in project prioritization.** The new draft Comprehensive Plan has identified five guiding principles and three overall funding priorities for future improvements. The guiding principles focus on improvements that support quality of life, economic development, and balanced growth, which align with the City's strategic priorities. In addition, a guiding principle recommends "taking better care of what we already have." The Adopted CIP is aligned with this principle and focuses on maintenance of existing assets over new or capacity projects.
- ◆ **The Adopted CIP is funded with 8.5 mills.** 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.** The GO at-large debt level is projected to increase to 66.0% of revenues in 2019 (the benchmark level), but decline gradually from that peak. Local sales tax funding debt requirements will cause the coverage ratio in that fund to decline in the near term, but remain above 1.2.
- ◆ **Support for outsourced street maintenance is projected to increase from \$8 to \$10 million annually in 2019.** In 2012, staff developed a new model to determine the impact of street treatment options. This model focuses on maximizing the return on investment of each treatment option. The need for additional resources for contract street maintenance became apparent as a result of the new model. From a low of \$4 million in 2011, annual support for contract street maintenance has gradually increased to \$8 million. Based on the Adopted CIP financial model, annual support will increase to \$10 million in 2019, increasing annual support in the CIP from \$4 million to \$6 million.
- ◆ **A total of \$39.9 million is included for downtown projects.** Downtown projects include Douglas, from Main to Grove, and 2nd Street, from Washington to Main. Old Town improvements are also included. In addition, street projects are funded based on the catalyst sites included in Project Downtown.
- ◆ **To support the strategic priorities related to public safety, a total of \$67.3 million is included.** These projects support the Fire Department and Police Department, and include fire apparatus replacement, breathing equipment, the Law Enforcement Training Center, Police patrol substations, the Police Property & Evidence Facility, and Police radios.
- ◆ **The Adopted CIP includes \$50 million for Park projects and another \$31.5 million for economic development projects.** Park improvements are adopted based on a strategy of maintaining current assets, targeting funds to improvements that are easily accessible to residents throughout the City, phasing in enhancements, and the development of new larger parks. Funds specifically allocated to economic development include \$13.5 million to support development of WSU's Innovation Campus and \$18 million to enhance the West Street corridor.
- ◆ **US 400 / US 54 / Kellogg improvements are expedited through a partnership between the City and State of Kansas.** The City of Wichita, Kansas Department of Transportation, and Kansas Turnpike Authority are partnering to reduce bottlenecks, increase capacity, and improve traffic flow on Kellogg by completing a \$255 million project that makes improvements such as constructing new interchanges at Webb, Greenwich, and the Kansas Turnpike.



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, 2015**.

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.

In addition to the GFOA Distinguished Budget Presentation Award, the City's budget also earned Special Capital Recognition.

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 CONSISTENTLY FOR 27 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.

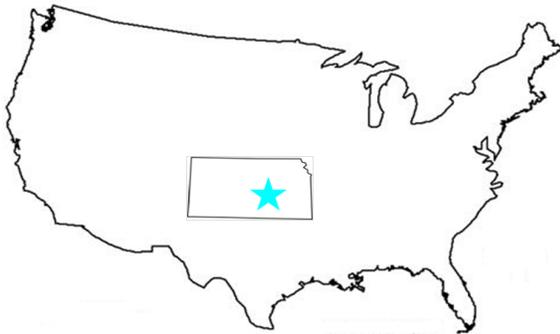
The City of Wichita was one of 50 jurisdictions - and one of two cities in Kansas - to receive a Certificate from ICMA-Center for Analytics in 2014.

THE CITY OF WICHITA DEPARTMENT OF FINANCE HAS EARNED A CERTIFICATE FROM ICMA-CPM FOR THREE 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 and Oklahoma City and Tulsa to the south and southeast.



Historical Background

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

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

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

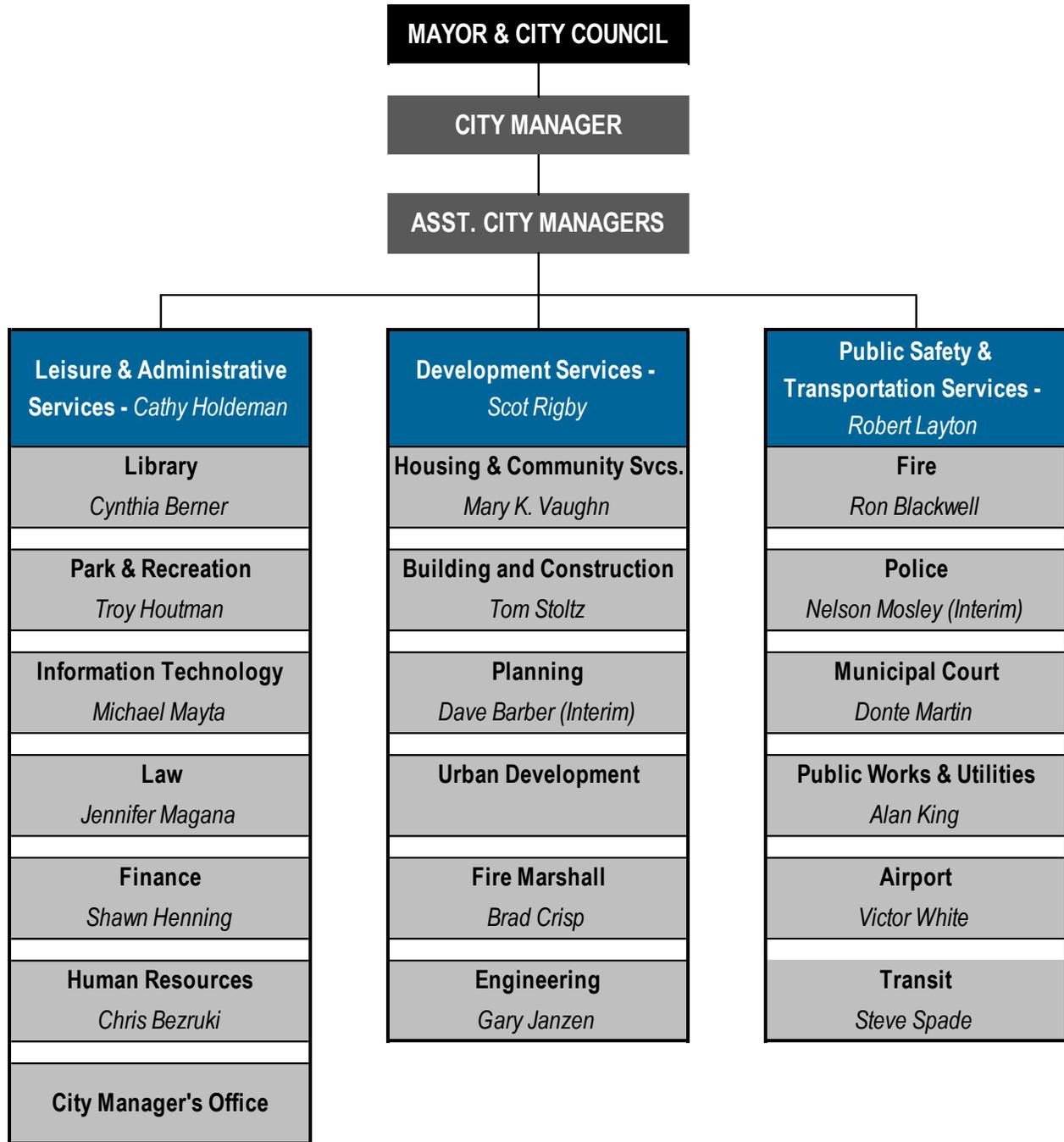
In 1918, Wichita became one of the first municipalities in the United States to adopt the Commission-Manager form of government. Currently, six Council members represent equally populated districts and the Mayor is elected at-large. Members serve four-year, overlapping terms. The City Council and Mayor conduct all legislative functions for the City of Wichita and establish general policies, which are executed by the City Manager.

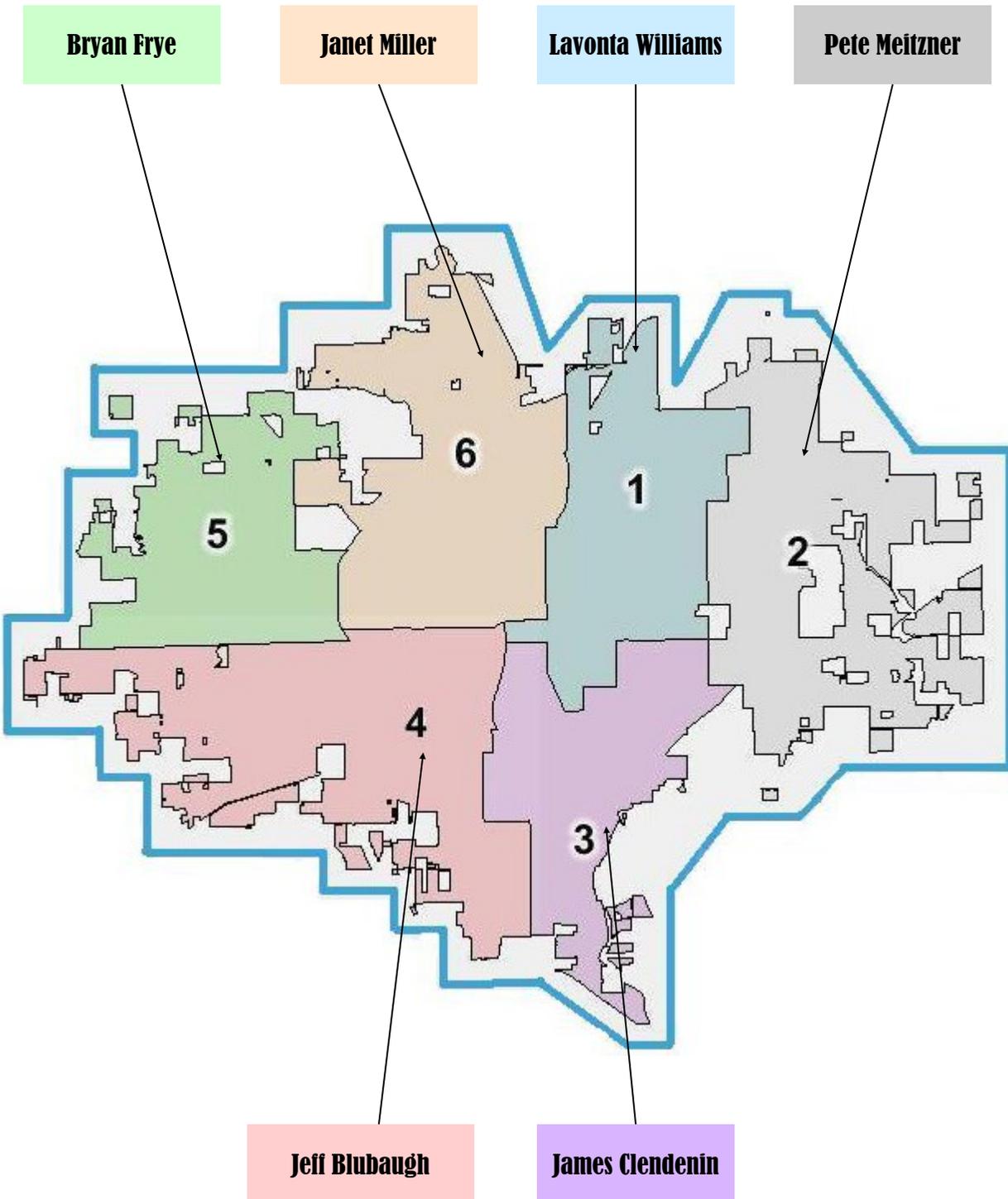
Sources:

- 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. Mayor Longwell is currently owner of AdAstra Print Resources and has worked in the graphics business for more than 30 years. He is married and has three children and one grandchild.



District 1: *Lavonta Williams*

Lavonta Williams has been a Council Member since June 19, 2007. She is a lifelong Wichitan and graduate of Emporia State University. Council Member Williams was an educator in the Wichita Public Schools for 35 years prior to coming to 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 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 Sedgwick County Technical Education and Training Authority Board and served as the past President of the Lord's Diner Advisory Board. He and his wife have two children.



District 3: *Vice Mayor James Clendenin*

Vice Mayor James Clendenin has been a Council Member since April 2011. He is a graduate of Halstead High School and attended Hesston College. He worked in the aircraft composites business for over 14 years. Council Member Clendenin is the Mayor's appointee and Chair of the Sedgwick County Association of Cities, serves on the Historic Wichita Cowtown, Inc. Advisory Board, is a member of the National League of Cities Community & Economic Development Steering Committee, is actively involved in the community and has served as 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. He formerly served on the Goddard School Board and currently serves 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 B.A. in Marketing. He recently retired from a 24-year career in local television marketing and is currently an independent marketing agent for two local publications. 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 WAMPO and Historic Wichita Cowtown, Inc. He has also held leadership positions for numerous non-profit groups over the years including Botanica, Music Theater Wichita, Big Brothers Big Sisters of Sedgwick County, Wichita State Alumni Association, the Community Investment Plan Steering Committee 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 NOMAR Community Development Corporation. She and her husband Nile reside in Historic Midtown.

City Council Members

Jeff Longwell	Mayor	268-4331	455 N. Main, 67202
James Clendenin	Vice Mayor (III)	303-8029	*2820 S. Roosevelt, 67210
Latonta Williams	Council Member (I)	303-8018	*2755 E. 19th, 67214
Pete Meitzner	Council Member (II)	268-4331	455 N. Main, 67202
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	Mary K. Vaughn, 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 & Recreation	268-4628	Troy Houtman, Director
Planning	268-4490	Dave Barber, Director (Interim)
Police	268-4158	Nelson Mosley, Chief of Police (Interim)
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** section includes 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 Funds have debt service obligations. These obligations are made from the Debt Service Fund, but funds are transferred from the applicable Special Revenue Fund as appropriate. Debt Service for bonds issued on behalf of enterprise funds is expensed directly to those funds.

The **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 

PROJECT LISTING

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

1	PROJECT TITLE	2 Non - GO FUNDING	3 COUNCIL DISTRICT	4	2015	2016	2017	2018	2019
1	15th @ Drainage Canal		1		-	500,000	-	-	-
2	21st St N @ Mosley/NY	F	6		2,000,000	-	-	-	-
3	2nd St N @ Brookside		1		-	-	100,000	750,000	-
4	Bridge Inspections		All		200,000	-	150,000	-	150,000
5	Bridge Rehabilitation/Repair		All		-	-	-	-	750,000
6	Broadway @ Arkansas River		3		1,000,000	-	-	-	-
7	Delano @ Westlink		5		-	-	100,000	750,000	-
8	Douglas @ Brookside		1		-	-	100,000	750,000	-
9	Douglas @ Linden	F	2		1,500,000	-	-	-	-
10	Pawnee @ Arkansas River		3		-	2,050,000	-	-	-
					4,700,000	2,550,000	450,000	2,250,000	900,000
6	FUNDING SOURCES				2015	2016	2017	2018	2019
	GO-at large Funding				3,417,043	2,550,000	450,000	2,250,000	900,000
	Federal Funds				1,282,957	-	-	-	-
					4,700,000	2,550,000	450,000	2,250,000	900,000
	DESCRIPTION OF NON-GO FUNDING				2015	2016	2017	2018	2019
2	21st St N @ Mosley/NY	F			700,000	-	-	-	-
9	Douglas @ Linden	F			582,957	-	-	-	-

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 2015 and 2024. 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 include federal grants, state grants, TIF funds, and Local Sales Tax funds.
- 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 

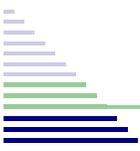
PROJECT LISTING

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

1	PROJECT TITLE	4	2020	2021	2022	2023	2024	5	TOTAL
1	15th @ Drainage Canal	-	-	-	-	-	-	-	500,000
2	21st St N @ Mosley/NY	-	-	-	-	-	-	-	2,000,000
3	2nd St N @ Brookside	-	-	-	-	-	-	-	850,000
4	Bridge Inspections	-	150,000	-	150,000	-	-	-	800,000
5	Bridge Rehabilitation/Repair	750,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	-	5,500,000
6	Broadway @ Arkansas River	-	-	-	-	-	-	-	1,000,000
7	Delano @ Westlink	-	-	-	-	-	-	-	850,000
8	Douglas @ Brookside	-	-	-	-	-	-	-	850,000
9	Douglas @ Linden	-	-	-	-	-	-	-	1,500,000
10	Pawnee @ Arkansas River	-	-	-	-	-	-	-	2,050,000
			750,000	1,150,000	1,000,000	1,150,000	1,000,000		15,900,000
6	FUNDING SOURCES								TOTAL
	GO-at large Funding		750,000	1,150,000	1,000,000	1,150,000	1,000,000		14,617,043
	Federal Funds		-	-	-	-	-		1,282,957
			750,000	1,150,000	1,000,000	1,150,000	1,000,000		15,900,000
	PROJECT TITLE		2020	2021	2022	2023	2024		TOTAL
	2 21st St N @ Mosley/NY		-	-	-	-	-		700,000
	9 Douglas @ Linden		-	-	-	-	-		582,957

- 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.



Airport



Wichita Dwight D. Eisenhower National Airport

On June 21, 2011, the City Council approved the \$200 million Airport terminal and parking system project. The new terminal opened on June 3, 2015, which replaced the former facility built in 1953. The project is financed through user fees, passenger facility charges, customer facility charges, and Airport Improvement Program grants, and uses no local tax dollars. Accompanying the new terminal and parking system is a new name. On January 26, 2015, the Wichita Mid-Continent Airport was officially renamed to Wichita Dwight D. Eisenhower National Airport. Mary Eisenhower, granddaughter of Dwight D. Eisenhower, unveiled the airport's new logo along with the Wichita City Council.



August 18, 2015

Honorable Mayor Jeff Longwell
Members of Wichita City Council,

Dear Mayor Longwell and Members of the City Council:

The Adopted 2015-2024 Capital Improvement Program (CIP) provides a 10-year capital budget for infrastructure, parks, and facility improvements crucial to the region's livability. This CIP is built around past policy direction, specifically on revenue and debt levels; is prioritized consistent with the draft Comprehensive Plan's dictum of "take better care of what we already have;" and focuses projects in specific priority areas.

Metropolitan Area Planning Department staff have completed a draft of the new Comprehensive Plan (Community Investment Plan). This document provides a framework for community investments in the next twenty years (2015-2035) in Wichita and Sedgwick County. The guiding principles of the plan permeate through this Adopted CIP, as projects focus on maintaining current infrastructure, supporting economic development and the quality of community life, and providing for balanced growth.

The Adopted CIP is also aligned with the strategic priority areas identified by the City Council in the past, including *protecting life and property; investing in transportation and other infrastructure; and supporting a sustainable and livable community*. Specific amounts aligned with these strategic priorities are outlined below. Each of these areas is more fully discussed in the Policy Issues section. Specifically, options are provided to adjust funding levels based on City Council priority guidance.

Protecting Life and Property

- ◆ A total of \$67.3 million in projects to support Public Safety are included in the Adopted CIP. This includes replacement fire apparatus, new Police Substations, and a new Police Training facility. These projects are reviewed in Policy Issue 9.

Maintain Transportation System and Infrastructure

- ◆ The Adopted CIP includes \$52 million for residential street improvements (Issue 3).
- ◆ Adopted funding for arterial projects includes \$38.8 million to rebuild arterials in existing neighborhoods; \$37.4 million for arterial projects that receive federal Transportation Improvement Plan support; and \$39.8 million for arterial projects in growth areas (Issue 4).
- ◆ Freeway projects include \$193 million in Local Sales Tax funds for improvements, which will finance East Kellogg and future freeway improvements (Issue 5).

Sustainable and Livable Community

- ◆ Downtown improvements total \$39.9 million (Issue 11).
- ◆ A total of \$6.1 million for bicycle projects is adopted (Issue 12).

POLICY ISSUES IMPACTING THE ADOPTED CIP DEVELOPMENT

- ◆ The draft Comprehensive Plan forms the global basis for prioritization of projects: specifically creating a baseline CIP focused on maintenance of current infrastructure.
- ◆ By creating a baseline of GO at-large projects that focuses on maintenance and completion of currently planned projects, while deferring new capacity projects, this Adopted CIP is expected to maintain debt levels within the benchmark levels in the near term, with decreasing GO at-large debt levels in the longer term.
- ◆ The CIP is built on past policy direction for major revenues: a Debt Service Fund mill levy of 8.5 mills; Water and Sewer rates consistent with past COSA presentations; and no adjustments to Stormwater rates or Transient Guest Tax rates.
- ◆ The Adopted CIP includes projects based on priority areas, including Public Safety; Project Downtown; Economic Development; Sustainable and Livable Community; and Parks.
- ◆ Previously identified community priorities of Transit, Street Maintenance and Water Supply are discussed with potential funding scenarios, involving priority choices.



- ◆ A total of \$50.0 million is included for Park projects. This includes taking care of current playgrounds and parks, maintaining Park assets, and developing new park amenities in a phased approach (Issue 13).
- ◆ To support economic development, \$31.5 million is budgeted. This includes funding for infrastructure related to WSU's Innovation Campus project, as well as funding to develop the West Street corridor (Issue 14).
- ◆ A total of \$44.9 million is recommended for other community improvements, including the new Wichita Public Library Advanced Learning Center (Issue 16).

Adopted CIP as a Baseline for Policy Consideration

The 2015-2024 Adopted CIP is designed as a baseline plan for community 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 includes recommendations for projects and project timing based on priority areas, but also includes discussion points for ways to increase or decrease project expenditures based on policy direction in a specific area. If, for example, construction of arterials in growth areas is a priority, those projects identified in Issue 4 can be accelerated, and construction funding can be added to the CIP. If enhancing the Park system with new amenities is not a priority, those projects can be deferred or eliminated from the CIP.

In addition, it is important to note that the CIP represents a macro-level plan including priority projects and adopted funding. However, the actual implementation of this plan occurs when the City Council takes action to initiate an individual project. Hence, while adopting the overall project plan (the 2015-2024 CIP), the City Council still has the flexibility to adjust the timing or prioritization of funding amounts based on which projects are initiated and when they are initiated. Likewise, the Council adopts a long term project financing plan as a component of the CIP; as long as projected expenditures in aggregate remain aligned with annual projections, there is flexibility to adjust priorities and timing of projects. Finally, although it is a 10-year plan, staff plan to revise it annually. Hence, the CIP projects the framework of a 10-year plan with the flexibility to globally adjust the priorities in that plan annually.

Funding Community Priorities

In the fall of 2014, over a year of community engagement concluded with the identification of four community priorities. Although efforts to secure additional funding for these improvements was not successful, these priorities have not disappeared. The Adopted CIP includes the following recommendations and options for these priority areas:

New Water Supply (Issue 6) - To provide drought protection and a sufficient water supply to the year 2060, staff estimated in the fall of 2014 that \$200 million in improvements would be required. These improvements are not included in this Adopted CIP. However, staff is considering options and reviewing a more phased approach to water supply improvements. To maintain a rate structure consistent with the COSA model, any water supply projects would be offset by the deferral or elimination of currently budgeted discretionary projects. Alternatively, water rates could be increased to fund water supply costs. These increases were estimated last fall at 24% (over the COSA model rate increases). However, to mitigate the impact of delaying any priority projects, and to ensure that future rate increases are held to minimal levels, staff plan to finish a new Cost of Service Analysis in 2015. This process will provide an opportunity to further refine water supply needs, and develop a systematic plan to either re-prioritize water supply projects into future CIP's, or to adjust future rate projections to provide capacity for any new water supply projects.

Street Maintenance (Issue 3) - The City maintains streets through the Outsourced Pavement Preservation Program (OP3). After street maintenance was identified as a community priority, staff developed models to demonstrate the positive effect additional street maintenance expenditures would have, particularly on residential streets. The Adopted CIP includes an additional \$2 million annually, beginning in 2019, for residential street maintenance. However, significant additional funding would be required to improve (rather than just maintain) the quality of Wichita streets, particularly residential streets. One option to generate additional funds would be to utilize the City's share of the Local Sales Tax Fund for street maintenance, rather than freeway improvements. Based on current debt service on previously issued bonds financing freeway improvements, this funding source would not be available until at least 2020. However, rather than funding future freeway improvements, local sales tax funding could be utilized for residential street maintenance.

Economic Development (Issue 14) - Economic development was identified as a community priority. The City is reviewing strategies and policy options in this area. However, the Adopted CIP includes \$31.5 million in infrastructure projects supportive of economic development efforts.



Transit (Issue 17) - Funding challenges for this community priority mostly impact the operating budget. The Adopted CIP does include local GO funding to match federal grants used for Transit capital. However, at this point these funds represent a place holder, since any capital needs for Transit and the financing of those needs will likely be dependent on any community based solutions for Transit operations that will be developed over the next year.

Partnerships are Integral to the Adopted CIP

In the development of a capital spending plan for the City of Wichita, it is important to forge partnerships with many entities, because such partnerships will serve to leverage resources for completion of mutually beneficial improvements. One of the largest partnerships is the combination of City of Wichita, Kansas Department of Transportation, and Kansas Turnpike Authority resources to improve travel on East Kellogg from Webb Road to K-96. Construction is expected to begin in 2016, last up to four years, and cost \$255.0 million (Issue 5). The Adopted CIP also includes arterial, water and sewer improvements surrounding Wichita State University's new Innovation Campus (Issue 14). The City and Sedgwick County have long partnered on law enforcement issues: the City includes joint funding for law enforcement training center improvements to replace the current, joint operating facility (Issue 9).

Community groups often play a key role in CIP projects. The Wichita Bicycle and Pedestrian Advisory Board advises the City Council and City staff on issues related to bicycle and pedestrian travel. The CIP includes \$6.1 million to support bike enhancement projects, with projects based on the priorities recommended by this board (Issue 12). Improvements at McAdams Park are budgeted in conjunction with League 42 to expand baseball opportunities. The project is scheduled for 2016-2018 at a budget of \$1.4 million (Issue 13).

Financial Summary of the 2015—2024 Adopted CIP

To fund the Adopted CIP, the City uses General Obligation (GO) bonds and notes, revenue bonds, sales tax-backed GO bonds, grants from the federal and state governments, and funding from other entities. The most notable funding source is GO bonds that are backed by the full faith and credit of the City. GO bonds provide debt financing not only for property tax funded projects (GO at-large), but also for capital improvement projects where debt service payments are paid by City enterprises (such as Airport, Golf and Stormwater), and special assessments. The GO at-large bonds retired with property taxes account for 15.6% of the total CIP financial resources, and it is one source used as leverage to secure state and federal grants (comprising 8.7% and 6.3% of the CIP, respectively).

User fees and usage rates combine to form the most substantial revenue source of the CIP, with the utility funds constituting 34.9% of total revenue sources. These rates are generated through such municipal enterprise activities as the Sewer and Water enterprise operations and

CIP EXPENDITURES BY AREA AND BY SOURCE						
AREA	GO BONDS	LST FUNDS	UTILITY FUNDS	OTHER	FED / STATE	TOTAL
Airport	\$0	\$0	\$27,055,740	\$910,000	\$41,691,965	\$69,657,705
Arterials	\$89,683,833	\$112,000,000	\$0	\$306,847,605	\$58,209,876	\$566,741,314
Bridges	\$14,617,043	\$0	\$0	\$0	\$1,282,957	\$15,900,000
Freeways	\$6,000,000	\$193,000,000	\$0	\$0	\$162,000,000	\$361,000,000
Parks	\$50,009,390	\$0	\$0	\$0	\$0	\$50,009,390
Public Facilities	\$129,627,000	\$0	\$0	\$21,400,000	\$0	\$151,027,000
Sewer	\$0	\$0	\$238,912,217	\$0	\$0	\$238,912,217
Stormwater	\$0	\$0	\$9,650,000	\$8,400,000	\$7,500,000	\$25,550,000
Transit	\$2,316,250	\$0	\$0	\$4,684,223	\$12,609,677	\$19,610,150
Water	\$0	\$0	\$378,486,417	\$0	\$0	\$378,486,417
Total	\$292,253,516	\$305,000,000	\$654,104,374	\$342,241,828	\$283,294,475	\$1,876,894,193



Stormwater functions. Additionally, half of the City's share of the 1% countywide sales tax is devoted to the CIP, comprising \$305 million of CIP funding (16.2%) over the 10-year planning period. Tax Increment Financing (TIF) districts, special assessments, Sedgwick County, and other funds (totaling 18.3%) round out the \$1.9 billion CIP.

When categorized by area, arterial projects make up 30.2% of the Adopted CIP, funded with GO at-large bonds, special assessments, local sales tax funds, federal funds and other funds. Water and Sewer improvements are 32.9% of adopted expenditures and are financed with utility revenues. To finance Freeway improvements, which comprise 19.3% of the Adopted CIP, a combination of local sales tax funds, State funds and GO at-large funds are used. Public Facility improvements total 8% of the Adopted CIP and are financed mostly with GO at-large funds, with an additional amount of other funding. Airport, Bridges, Parks, Stormwater and Transit improvements round out the remaining 9.6% of Adopted CIP expenditures.

Projected Debt Levels and the 2015—2024 Capital Program

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, but 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 and populations of more than 250,000. The metrics do not indicate the appropriate level of debt; however, they do provide a view of whether debt is increasing or decreasing, and how that debt level compares to the nation's most financially sound cities.

As noted in the prior CIP, 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 66.0% of revenues in 2019, which is very near the benchmark level. Based on projections, the level of debt will begin to decline after 2019. 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. Additional discussion of debt levels and the usage of debt in the Adopted CIP is included in Issue 2.

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	39.7%	12.04%
2015	2.23%	\$1,534	43.5%	13.49%
2016	2.58%	\$1,560	50.2%	15.51%
2017	2.46%	\$1,497	55.3%	17.05%
2018	2.34%	\$1,481	60.3%	18.60%
2019	2.47%	\$1,427	66.0%	20.36%
2020	2.39%	\$1,404	57.4%	17.71%
2021	2.10%	\$1,435	48.6%	14.98%
2022	1.95%	\$1,367	51.3%	15.79%
2023	1.59%	\$1,301	44.9%	13.79%
2024	1.20%	\$1,355	40.9%	12.54%



Key Assumptions In Developing the CIP

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.

- ◆ 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 in 2014 and 2015 grew slightly, with an increase of 1.5% estimated for 2016. Beyond 2016, growth of around 3% annually is forecasted. This is low by longer-term standards, but is significantly more than the growth of the last five years.
- ◆ 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%.
- ◆ 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 the 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.

Conclusion

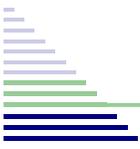
A Capital Improvement Program provides a vision for community improvements over the next decade. This vision for Wichita, as outlined in the Adopted CIP, includes balanced growth, improved streets, new water service, growth in the economic base, and enhanced public safety. The CIP is based on the policy direction provided by the City Council. This \$1.9 billion, 10-year plan is an effort to be consistent with Council policy guidance regarding GO at-large debt levels and to be fiscally responsible. This CIP is consistent with the draft Comprehensive Plan, and shaped by the engineering needs identified by City staff.

Respectfully submitted for consideration by the governing body,

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.



Arterial



21st and 135th Intersection (with on-street bike lanes)

The expansion project started in 2012 and was completed in the spring of 2013. The project increased the number of lanes from two to three in sections. In addition, the intersection at 21st and 135th Street was rebuilt to provide signalization and turn lanes in all directions. The project also added sidewalks, including a 10-foot-wide multi-use path on the west side and corrected a drainage problem. This \$6 million project was driven in part by increased traffic from the YMCA's new northwest branch.

1. The Comprehensive Plan and Other Factors Influencing Project Prioritization

Issue - Prioritizing projects within the CIP is driven by several criteria. The new draft comprehensive plan’s five guiding principles and three overall funding priorities serve as a prioritization guide. In addition, projects that are aligned with City strategic priorities, maintain current assets, use financing from sources with capacity, leverage other funds, reduce or maintain operating costs, and address engineering considerations generally will be prioritized higher within the CIP.

The Capital Improvement Program (CIP) is a complex, multi-year plan of improvements which are funded from a variety of different sources. Although over 500 projects are included in the plan, there are many potential projects that are not. Determining which projects are included in the CIP and when (in which year) they are included is a matter of prioritization. The draft comprehensive plan (the Plan) provides an overall framework for prioritizing projects. On a more granular level, many other factors can have an impact on prioritization and timing of projects. These various considerations are often inter-related. Simplistically, the prioritization of projects can be shown graphically. Generally, leveraged projects that maintain existing assets (1 in the graphic below) would be considered a higher priority than new projects that are unleveraged (3 in the graphic).

PROJECT PRIORITIZATION MATRIX		
LEVERAGE	(2) LEVERAGED / NEW	(1) LEVERAGED / MAINTENANCE
	(3) UNLEVERAGED / NEW	(2) UNLEVERAGED / MAINTENANCE
NEW / MAINTAIN		

Comprehensive Plan

The new draft comprehensive plan provides a framework for the next twenty years in the community. The Plan includes the following Guiding Principles, as guidance for setting future public spending priorities:

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

In addition, the Plan includes the following overall funding priorities for infrastructure investment:

- Priority 1: Maintain and replace what we currently have
- Priority 2: Make enhancements to what we currently have
- Priority 3: Expand current system of infrastructure and facility assets

Overall City Goals

The City Council has adopted four strategic priorities for the City of Wichita. The Plan’s guiding principles overlay several of these City goals. Although these priorities are typically used in relation to the operating budget, they are applicable and can guide the budgeting of CIP projects as well. The City strategic priority areas include:

- Protecting the physical safety of citizens
- Protecting property
- Preserving the public investment in infrastructure and transportation systems
- Promoting a sustainable and livable community

Other Planning Processes

The draft comprehensive plan identifies potential job growth areas, as well as population growth areas. On a broad basis, these projections guide project inclusion. Project Downtown, the Bicycle Master Plan, and the Pedestrian Master Plan, and neighborhood plans all play a role in project prioritization.

Engineering Considerations

The degree of deterioration or degradation of assets often impacts the prioritization of projects. Bridges are inspected, and a condition assessment is completed. This biennial assessment often has a significant bearing on the inclusion and timing of bridge projects for example. Likewise, building assessments often impact the prioritization of public facility projects. Pavement condition can dictate the inclusion and timing of arterial projects.

Legal Mandate

Projects that address legal mandates obviously receive higher prioritization within the CIP. These mandates often take the form of consent decrees or statutory requirements.

The **Comprehensive Plan** plays an important role in CIP project prioritization. The Adopted CIP prioritizes maintenance of current assets (over development of new assets); leveraged projects (over non-leveraged projects); projects consistent with City strategic priorities; and projects consistent with other planning processes.

2. GO at-large Debt Measures

Issue - The Adopted CIP will increase GO debt levels in the short term, with debt measurements approaching the benchmark. This trend is consistent with plans dating back several years, although the levels are projected to be less than previously forecasted. Longer-term debt levels and measures are expected to decline. Managing GO at-large debt levels and maintaining an appropriate level of debt are important policy considerations.

The level of City GO at-large debt will increase in the short-term as a result of the projects included in the Adopted CIP. This trend has been forecasted for several years and is due to several factors. Compared to the last 3-5 years, City debt levels have been low (particularly for GO-at large debt) in historical terms. In addition, the Adopted CIP includes several large GO at-large financed projects in the next 2-3 years. These include: \$30 million for the new Wichita Public Library Advanced Learning Center; \$6.5 million (GO at-large portion) for a new Police Training Center; and \$10.0 million (GO at-large portion) for improvements associated with WSU's Innovation Campus. Finally, there are currently a significant number of projects that are nearing completion, although permanent financing has not yet been arranged.

GO at-large debt is not inherently problematic, and has been used to finance capital improvements in Wichita for decades. In addition, the levels of debt adopted in this CIP can be funded within projected resources. Interest rates are currently at historically low levels, which will ultimately reduce borrowing costs for the increased debt incurred in the short term. However, increasing debt levels will reduce the City's flexibility in funding additional GO projects in the future. Utilizing an increasing portion of projected revenues for debt service on prior CIP projects is committing future fund capacity for projects completed in the past, rather than potential new projects to be complete in the future.

Increasing debt levels have been discussed and projected for several years. In the Adopted CIP, the previous trends are still expected, but the magnitude is expected to be less. This is due to several factors. Debt issues in the last few years have had lower interest rates than assumed, reducing debt measures (as a percent of fund capacity). In 2014, \$8 million in excess Landfill reserves were transferred to the Debt Service Fund, which will reduce future borrowing needs. Refinancing of GO at-large debt over the past few years has also enhanced debt performance measures. Finally, fiscal discipline based on City Council Policy 2 (which seeks to avoid unbudgeted projects) has helped reduce (unplanned) debt.

Longer-term, GO at-large debt is expected to decrease. This also is the result of several factors. The City amortizes debt rapidly, usually issuing 10-year GO at-large bonds. Beginning in 2020, a significant portion of current debt will begin maturing, reducing significantly debt service on current debt. In addition, the latter years of the Adopted CIP focus on design funding for a number of capacity arterial projects (but no construction funding) and generally do not include any large, generational projects (like the new Library

included in 2016-2017). Because of this, after peaking in 2019, debt levels and measures should steadily decline to levels similar to 2013.

Policy options are available to reduce the GO at-large debt levels. Areas in which the Adopted CIP allocates funding could be re-prioritized and de-emphasized. This would allow projects to be eliminated, reducing future borrowing needs. Alternatively, projects could be deferred or delayed. Projects are usually timed in the CIP based on staff capacity to complete them, on the lead time necessary for purchase of right of way and design work, and coordination with other CIP projects. Debt levels could be reduced or smoothed simply by deferring projects, particularly those in the first five years of the CIP. This would be somewhat complicated since many CIP projects are scheduled, are budgeted in conjunction with partners, or are leveraging other funds.

In an attempt to measure and compare the City's debt level, several measures were introduced in the 2009-2018 CIP (these are updated, and included in the City Manager's letter in this Adopted CIP). These measures use Standard & Poor's AAA rated cities as the benchmark. The benchmark for GO at-large debt service as a percentage of GO Debt Service Fund capacity is around 67%.

The Adopted CIP projects debt levels increasing to up to 66.0% of capacity. As with any forecast, this is based on a number of assumptions. Generally, 10-year GO at-large debt financing is assumed at 4.5%. In the recent past, interest rates have been lower than this assumed rate.

In addition, the debt levels are projected based on assumptions regarding project initiation, completion and permanent financing. Project management is a very dynamic area, and it is challenging to accurately forecast these variables. Debt levels can also be impacted by the assumptions regarding revenue growth. The growth in assessed valuation is very significant in the projected measures; valuation growth lower than expected will increase the debt level measures. Approval of unbudgeted or unplanned projects can significantly affect the debt level measures.

3. Residential Street Improvements

Issue - Residential street improvements are a community priority. The Adopted CIP includes funding to stabilize streets in good condition, but funding levels are insufficient to further improve streets in poor condition, particularly in residential areas.

Maintaining the City's street network of over 5,000 lane miles is expensive. Improving the condition of Wichita streets, specifically residential streets, will require additional funding. This could be additional GO at-large funding generated by re-prioritizing projects or Local Sales Tax funding generated by shifting away from future freeway improvements towards street and bridge projects.

The City of Wichita's paved street network is comprised mostly of residential streets. The Adopted CIP includes resources to rebuild some of these lane miles over the next 10 years. However, the CIP is focused mostly on arterial and collector streets. Overlapping major street projects in the CIP is the Outsourced Pavement Preservation Program (OP3). In recent years, this program has focused on residential streets, although arterial and collector streets will receive some treatment in the OP3.

The condition of streets affects nearly every citizen, nearly every day. Proper maintenance of the street infrastructure is essential to protecting the City's capital investment and ensuring public safety. In recent years, an unfavorable trend has been noted, as evidenced by a steady decline in the City's average pavement condition index (PCI), which has fallen nearly 10% over the last 10 years.

In addition, street repair costs increase considerably as street conditions deteriorate. A street that is in good condition often can have the life span extended five years with a rejuvenating seal treatment—at a cost of around \$1 per square yard. If that same street is in worse condition, and the appropriate maintenance treatment is a mill and overlay, then the life could be extended 10 years (twice as long) but at a cost of as much as \$12 per square yard (12 times as much).

Street maintenance funding (programmatically accomplished through the OP3) has been funded with a combination of General Fund operating budget monies and projects included in the CIP. In 2012, \$2 million in GO at-large funding was included in the CIP. This GO funding has been programmed at the same level since, and this CIP amount, coupled with \$4 million annually in the operating budget, is used in each year's OP3.

In response to the declining PCI index, staff have employed two strategies in the past few years. First, funding levels have been increased. From 2007 to 2011, an average of \$5.9 million was spent on outsourced maintenance. This dipped slightly in 2012 and 2013 when staff began evaluating different treatment options. Total OP3 support, from the 2015 Adopted Budget and the CIP, equals \$8 million, and this is projected to increase to \$10 million by 2019.

Secondly, after studying and piloting various treatment options, staff implemented a computerized investment optimization model. This model matches the most economical treatment option with each street, in an attempt to maximize the remaining service life (RSL) of Wichita streets. The RSL is an attempt to measure in years the remaining life of a street, given its condition. A larger RSL is desirable—indicating that streets are expected to last longer. The model is also useful for identifying streets that are fully depreciated and in need of replacement: these streets have a RSL of 0 years—meaning they need replaced.

With the new model, staff projects that in five years the total RSL of City streets will be stabilized at an estimated 46,772 years. Currently, the RSL of City streets is 42,213 years. In other words, streets currently in relatively good shape will be maintained or improved. However, the number of streets with an RSL equal to 0 is projected to increase from the current 927 lane miles to 2,399 lane miles. At some point, funding will need to be identified to replace these streets.

There are policy options to increase funding for residential street improvements. Additional GO at-large funding can be provided. A significant amount of LST debt service improvements will end in 2018-2020, and LST funds could be focused on streets and bridges, rather than a new phase of Kellogg freeway improvements. This shift in LST funds away from freeway projects, towards street and bridge projects, would free up GO at-large funding for street maintenance.

With the adopted level of funding, and optimized treatment options, the overall remaining service life of City streets is projected to be stabilized. However, the number of streets in very poor condition (with a very low remaining service life) is expected to increase.

An additional \$6 million annually for five years would further improve the remaining service life of the street network.

Additional amounts would further improve the service life of the City's street network. Shifting Local Sales Tax funds after previous debt service commitments end in 2018-2020 is one option for more funding.

4. Prioritizing Arterial Projects

Issue - The Adopted CIP prioritizes arterial projects consistent with the draft comprehensive plan. In the near term, the Transportation Improvement Program (which provides federal funding) often dictates arterial prioritization.

The January 29, 2015 working draft of the new comprehensive plan (the Plan) for Wichita-Sedgwick County plays an integral role in the prioritization of arterial projects. The Plan includes five guiding policy principles, one of which is “Take better care of what we already have.” In addition, Priority 1 for infrastructure projects in the Plan is to “maintain and replace what we currently have.”

The Adopted CIP includes a number of projects that “take care of what we have” in terms of arterials. Several projects totaling \$38.825 million financed from GO at-large bonds are itemized below. Eight additional projects that rebuild existing streets in downtown, totaling \$30.875 million, are included in Issue 11, with another \$31.5 million included in issue 14. Each of these repairs or rebuilds current arterials or intersections that have exceeded their useful life span or are functionally deficient.

TAKING CARE OF WHAT WE HAVE - ARTERIALS		
ADOPTED PROJECTS: 2015-2024	YEAR	TOTAL
9th, I-135-Hillside	2015-2018	\$4,100,000
13th, McLean-Zoo Blvd	2022-2024	\$5,000,000
13th, Oliver-Woodlawn	2023-2024	\$500,000
17th, I-135-Broadway	2019-2021	\$4,800,000
29th & Arkansas Intersection	2019-2021	\$1,700,000
29th & Broadway Intersection	2021-2023	\$1,775,000
37th & Hillside Intersection	2015	\$1,000,000
37th, Hydraulic-Hillside	2018-2020	\$4,450,000
Amidon, 21st-29th	2015	\$6,500,000
Central & Norman Intersection	2015	\$150,000
Maple, McLean-Exposition	2023	\$2,000,000
Mt. Vernon & Hillside Intersection	2015-2018	\$1,650,000
Mt. Vernon, Broadway-SE Blvd	2018-2020	\$4,300,000
Tyler, Maple-Central	2015-2016	\$900,000
TOTAL		\$38,825,000

Available federal funding allocated through the Wichita Area Metropolitan Planning Organization (WAMPO) impacts the prioritization of arterial projects. WAMPO allocates Transportation Improvement Program (TIP) funding. TIP funding is based on regional priorities and can lead to projects in fringe areas being scheduled earlier in the CIP since they leverage outside resources. The Adopted CIP has \$24,509,876 in federal funding that is leveraged by \$12,856,438 in GO at-large bond funding during the 2015-2018 period.

TIP FEDERAL FUNDING FOR ARTERIALS - 2015-2018			
PROJECT	YEAR	FEDERAL	TOTAL
13th & Edgemoor	2015	\$500,000	\$1,100,000
37th, Oliver-Woodlawn	2015-17	\$2,954,791	\$4,250,000
45th & Hillside	2015-17	\$1,580,880	\$2,150,000
127th, 13th-21st	2015-17	\$2,102,673	\$3,850,000
143rd, Kellogg-Central	2015-17	\$3,600,000	\$4,250,000
Bike Enhancement Proj.	2015-	\$900,000	\$1,400,000
Douglas-Hydraulic Inter.	2016	\$400,000	\$1,200,000
Greenwich, Pawnee-Harry	2015-18	\$3,859,690	\$5,175,000
Meridian, Pawnee-McCmk	2015-16	\$5,543,842	\$7,991,314
Pawnee, Hydraulic-Grove	2016	\$3,068,000	\$6,000,000
TOTAL		\$24,509,876	\$37,366,314

The Adopted CIP also includes unleveraged projects that improve capacity, mostly in fringe areas. These projects generally have been included with design funding only, and have been scheduled in the latter years of the Adopted CIP. They are all funded completely with GO at-large bonds.

PROVIDING FOR BALANCED GROWTH - ARTERIALS		
ADOPTED PROJECTS: 2015-2024	YEAR	TOTAL
13th, 119-135th	2019	\$4,000,000
119th, 21st-29th	2018-2020	\$3,950,000
135th, Central-13th	2023-2024	\$550,000
143rd, Harry-Pawnee	2023-2024	\$500,000
143rd Kellogg-Harry	2022-2024	\$5,000,000
151st, Kellogg-Maize	2023-2024	\$500,000
Harry, 127th-143rd	2021-2023	\$4,500,000
Hillside, 37th-45th	2020-2022	\$5,000,000
Maize, 31st-MacArthur	2022-2024	\$650,000
Maize, 31st-Pawnee	2023-2024	\$500,000
Maple 135th-151st	2022-2024	\$4,500,000
Maple 151st-167th	2023-2024	\$400,000
Pawnee, 135th-151st	2023-2024	\$500,000
Pawnee, Greenwich-127th	2023-2024	\$500,000
Pawnee, Webb-Greenwich	2018-2020	\$5,000,000
Pawnee, 119th-135th	2023-2024	\$700,000
Tyler, 29th-37th	2015	\$3,000,000
TOTAL		\$39,750,000

5. Local Sales Tax Funding - Kellogg US 54/400 Improvements

Issue - The Adopted CIP includes \$305 million in local sales tax funding for road and freeway improvements. Of this, \$112 million is budgeted for road projects, with the other \$193 million for freeway projects.

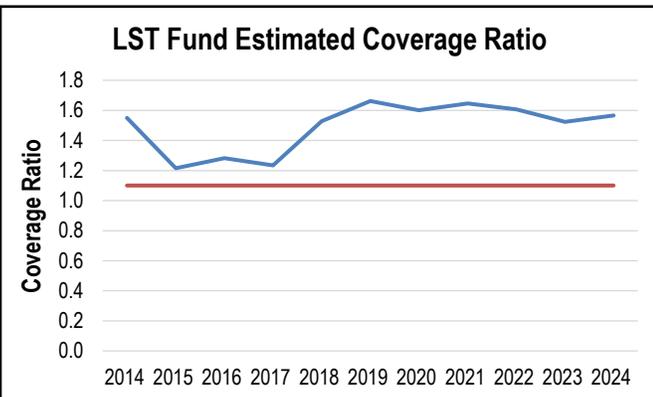
Since 1985, the City has used one-half of the proceeds from the County-wide one-cent local sales tax to fund road, highway, and bridge projects. These funds have led to the construction of over 13 miles of the six-lane Kellogg expressway through Wichita, the new Floodway Flyover bridge, numerous arterial projects (annually), and portions of a variety of other projects. The adopted CIP includes enhanced local sales tax funding for arterials, leveraging of funding with Kansas Department of Transportation (KDOT) funds to complete over two miles of East Kellogg improvements, and continued use of funding to continue improvements on Kellogg.

Because of the debt service requirements of past improvements, the Local Sales Tax Fund has virtually no additional capacity through 2018 (See page 52-53 for the Local Sales Tax Fund financial plan). A coverage ratio of at least 1.1 must be maintained, and the ratio will be close (but higher) than that level in 2015-2017. However, through a cooperative partnership with KDOT, State funds will be used first, allowing sales tax funding to be deferred until after 2018. With prior debt maturing in the 2018-2020 timeframe, the Fund will have capacity for additional freeway improvements, which are tentatively focused on Kellogg. Throughout the planning period, continued annual funding for arterials is expected.

East Kellogg: Webb Interchange; Greenwich Interchange; KTA Interchange - The City, Kansas Department of Transportation, and Kansas Turnpike Authority are partnering to improve travel in east Wichita. The collaborative plan includes new intersection designs at Webb and Greenwich and improved access to the Turnpike. In addition, Kellogg will be widened to six lanes, with an underpass at Webb and an overpass at Greenwich and Zelta. The project will be managed in two pieces: the Webb Road intersection; and the Greenwich to K-96 corridor. The City of Wichita will manage the intersection improvements, while the State of Kansas will manage corridor improvements. Construction is expected to begin in 2016, lasting three to four years, and cost \$255.0 million.

Future Kellogg Improvements - Additional improvements to Kellogg are expected within the planning period. Based on the Local Sales Tax Fund financial model, construction of new freeway improvements could begin as early as 2022, with project costs exceeding \$100 million.

Arterials - Local sales tax funding has consistently been used to support arterial construction projects. The level of funding has gradually increased. Initially, \$2 million was used annually. This amount has been steadily increased to the current level of \$8 million annually. The Adopted CIP increases arterial support to \$10 million annually beginning in 2019. This funding supplements the GO at-large bond funding and is an integral part of the City's arterial construction program. This funding level will allow for an enhanced arterial construction program and will reduce the level of GO at-large debt to support that construction.



By 2020, the Local Sales Tax Fund will have additional capacity. The Adopted CIP allocates this additional capacity to future freeway improvements. However, the LST funds could be used to offset more street and bridge project costs; freeing GO at-large capacity for residential street improvements/street maintenance.



6. New Water Supply

Issue - A new water supply is needed to meet demand and support economic growth. Expansion of the Aquifer Storage and Recovery system is considered the most viable option to provide a new water supply. A total of \$200 million in planned project costs must be eliminated to finance a new water supply without impacting rates.

Demand for water is expected to increase by more than seven billion gallons per year by 2060. A new water supply is needed to provide water for the community, as it experiences economic, job, and population growth. In addition, a new water supply would support economic growth and allow the community to withstand a Dust Bowl-style drought without the need for severe water restrictions.

Public Works & Utilities staff identified the three most viable options to provide a long term water supply. These include expanding the Aquifer Storage and Recovery (ASR) system, buying treated water from El Dorado, and buying raw water from El Dorado. After extensive evaluation of projected costs and water yield, the ASR option was determined to be the most viable option for a new water supply.

The ASR option would pull more water from the Little Arkansas River, construct new storage basins, further utilize existing treatment plant capacity, store treated water underground to avoid evaporation (surface-level water sources suffer from evaporation loss), and build additional pipelines. The ASR option would also provide sufficient water supply to meet demands through 2060 with modest conservation efforts and provide an additional ten million gallons of water per day. Some water conservation efforts would still be necessary to ensure drought resiliency. Landscaping policies and rebate programs are examples of conservation strategies.

Estimated costs for a new water supply total \$200 million. Costs are comprised of five components: a raw water facility; sidestream storage; new wells and improvements; a parallel pipeline; and other improvements. The parallel pipeline and new wells and improvements are the most expensive components of the ASR option, at over 77% of total one-time project costs. Additional recurring operating expenditures associated with the water supply improvements would also be expected.

WATER SUPPLY PLAN CAPITAL COSTS	
PROJECT COMPONENT	AMOUNT
Raw Water Facility	\$9,515,921
Sidestream Storage	\$29,784,833
New Wells and Improvements	\$68,221,224
Parallel Pipeline	\$86,579,022
Other Improvements	\$5,899,000
TOTAL CAPITAL COSTS	\$200,000,000

If the ASR option were funded only through water rate increases, costs would increase by an estimated \$221.0 million, due to financing costs over 20 years. If funded only through water rate increases, the capital cost portion of rates would increase an estimated 24.0%. This is in addition to anticipated annual rate

increases. Without a new water supply, drought response actions could include banning outdoor water use, reducing indoor use, and requiring dramatic, temporary rate increases.

Another alternative to financing through additional rate increases would be to eliminate other projects from the Water capital improvements program. In the latest Water Fund pro forma, developed to support rate setting and management of the Water Utility, staff developed a list of 81 projects. Of these projects, 22 were unfunded, 45 were identified as discretionary, and 14 were considered non-discretionary. The existing rate plan supports both discretionary and non-discretionary projects, with \$285.8 million for discretionary projects and \$92.7 million for non-discretionary projects. The vast majority of projects are considered discretionary in the sense that there is no pre-established commitment by the City Council to complete these projects and they are not required by law, permit, or some other binding directive.

In total, there are 45 discretionary projects included in the CIP. The ten most expensive discretionary projects have a combined budget of \$220.0 million. The other 35 projects have a combined budget of \$65.9 million. The \$200.0 million new water supply project could be financed without impacting rates by reallocating 70% of the amount budgeted for discretionary projects or by identifying an alternative revenue source.

TOP TEN MOST EXPENSIVE DISCRETIONARY PROJECTS	
PROJECTS	AMOUNT
Water Main Replacements under Arterials	\$40,700,000
SEBPS Feed Completion	\$32,061,200
ILWSP - Local Wellfield Expansion	\$27,600,000
WTP 100% Ground Water	\$25,000,000
Well Rehabilitation	\$20,000,000
WTP Replace East Clarifiers	\$20,000,000
Main Replacement Projects - Includes Hilltop & Boeing Supply Line	\$19,650,000
Dead End Elimination & Redundant Feed	\$12,220,000
Transmission Main Pressure Support	\$11,905,000
Local E Well Reconstruction	\$10,820,000
TOTAL	\$219,956,200

Eliminating discretionary projects might result in certain negative and long-lasting consequences. For example, asset failures and main breaks would likely increase, the Water Treatment Plant might not be able to handle 100% raw water from the Equus Beds and the City might not be able to meet seasonal irrigation demands. Overall, system risks could be greatly increased.

7. Heavy Equipment Replacement Funding

Issue - The CIP includes funding both for large fire apparatus and heavy equipment used by City of Wichita staff. Funding is included for fire apparatus based generally on a 12-year life cycle. The funding level of heavy equipment has been calculated for a uniform 10-year replacement schedule, but less funding is recommended for heavy equipment based on staff use of best management practices to optimize replacement, which is expected to extend vehicle useful lives and reduce required replacement costs.

The Fire Department operates a fleet of 53 pieces of large apparatus. This equipment is scheduled for replacement on a set cycle. Generally, a life cycle of 12 years is assumed for fire trucks. The CIP is based on this life cycle, and with strategic input from the Fire Department on deployment scenarios and equipment needs associated with those models. Actual replacement depends on a number of factors, including vehicle maintenance history. The Adopted CIP includes \$37.3 million for fire apparatus replacement. This would replace 38 pieces of equipment over the next 10 years.

FIRE APPARATUS CIP BUDGET			
YEAR	AMOUNT	YEAR	AMOUNT
2015	\$2,230,000	2020	\$3,759,000
2016	\$4,723,000	2021	\$0
2017	\$3,684,000	2022	\$0
2018	\$4,234,000	2023	\$0
2019	\$8,943,000	2024	\$9,738,000
TOTAL FIRE APPARATUS BUDGET			\$37,311,000

The CIP also includes \$23 million to replace heavy equipment. This includes a variety of equipment used in many City departments, including Public Works & Utilities and Park and Recreation. Equipment would include dump trucks, trailers, dozers, skid steers, front loaders, graders, and a variety of other items.

Based solely on fleet replacement schedules, using a uniform 10-year replacement cycle for non-Fire related heavy apparatus, \$35.13 million would be required over the CIP planning period. A large portion of this amount would occur in 2018, due to the large number of expensive equipment (dump trucks, bulldozers) that will reach 10 years of age.

The Adopted CIP includes a total of \$23 million, or \$12,125,226 less than the amount required for a uniform 10-year replacement schedule. The 10-year replacement standard is applied uniformly to all heavy equipment to estimate replacement funding needs (\$35.1 million). However, with the wide variety of heavy equipment in the fleet, some last considerably longer than 10 years. In addition, staff continue utilizing best practices in maintaining vehicles, to minimize life cycle costs and maximize reliability. This maintenance often leads to vehicles exceeding their theoretical 10-year useful lives, which reduces replacement funding needs.

COMPARISON OF HEAVY EQUIPMENT (NON-FIRE) REPLACEMENT MODELS	
MODEL	AMOUNT
2015-2024 Adopted CIP	\$23,000,000
10-year replacement cycle	(\$35,125,226)
DIFFERENCE	(\$12,125,226)



8. Facility Maintenance

Issue - The CIP includes \$36.4 million in funding focused on maintaining City buildings. However, based on recent studies, as much as \$600 million in maintenance could be required.

Public Works & Utilities has undergone numerous reorganizations since Public Works was combined with Environmental Health and the Water Department. One reorganization concerned Facility Maintenance. The 2013 Fleet & Facilities reorganization had several important goals, including: combining maintenance and project management of facility projects into one group; providing sufficient staffing for completion of a comprehensive facility condition assessment; and developing an empirical facility maintenance model that emphasizes economic measures such as return on investment. Architecture Services was moved from Engineering to Facility Maintenance, and a Program Coordinator position was added to Facility Maintenance to oversee energy management projects, upon approval of the 2013 reorganization.

In 2014, Architecture Services completed a facility condition assessment of six sample facilities. These facilities included: City Hall; Evergreen Recreation Center; Mid America All Indian Center; Old Town Garage; a Police/Fire Station; and the Westlink Library. The assessment included several important measures for each property that was assessed. Upon completing the sample facility condition assessment, Architecture Services began efforts to extrapolate the data to complete a preliminary estimate of total deferred maintenance. Extrapolated to 350 City-owned facilities, total deferred maintenance is estimated at \$400-\$600 million. Based on current funding amounts, this deferred maintenance amount is expected to grow throughout the planning period.

In the Adopted CIP, \$36.4 million is budgeted for capital maintenance projects. A comprehensive facility assessment is planned, to follow up to the sample assessment, which will refine the deferred maintenance estimate. However, the cost of deferred maintenance will remain large and significantly more money will be needed in order to improve facility conditions based on preliminary Public Works & Utilities studies.

FACILITY MAINTENANCE BUDGET		
PROJECTS	FUNDING SOURCE	AMOUNT
Park Facility Improvements	GO at-large	\$3,600,000
Ice Center	GO at-large	\$500,000
Century II Improvements	TGT Fund	\$7,400,000
City ADA Improvements	GO at-large	\$3,000,000
City Facility Improvements	GO at-large	\$9,870,000
City Hall Renovations	GO at-large	\$3,000,000
Cultural Facility Improvements	TGT Fund	\$7,500,000
Fire Station Maintenance	GO at-large	\$1,550,000
TOTAL		\$36,420,000



9. Public Safety Projects

Issue - The Adopted CIP includes a variety of projects to support the strategic priorities related to public safety.

Many projects in the Capital Improvement Program (CIP) are focused on the City’s strategic priorities of protecting property and protecting life. For example, many arterial projects, particularly intersection projects, are included to improve safety. Other projects specifically support operations of City departments, primarily Fire and Police.

This issue focuses on Public Facility Projects that support the City’s strategic focus area of public safety. A total of \$67,257,000 in projects is included in the Adopted CIP. With the exception of \$6.5 million anticipated from Sedgwick County on the Law Enforcement Training Center project, projects are funded with GO at-large bonds. The inclusion, timing, or amount for these projects could be adjusted, depending on prioritization.

Fire Apparatus - A total of \$37.3 million is included to replace 38 pieces of fire apparatus on a scheduled basis. This amount could be adjusted depending on the prioritization of equipment replacement or the equipment replacement schedule assumptions that are used.

Fire SCBA Equipment - Breathing apparatus is crucially important for fire suppression efforts. Periodically, a complete replacement of this equipment is recommended. For planned purposes, the CIP includes \$2 million scheduled in 2020.

Fire Station Maintenance - To fund maintenance on the Fire Department’s 21 stations, the CIP includes \$1.55 million. One half of the fire stations have been built within the last two decades; however, the other half are aging and require enhanced maintenance.

Law Enforcement Training Center - The current police training center is functionally obsolete. For nearly a decade, Sedgwick County has partnered with the City to consider options for a new facility. One option is space at the Heartland Preparedness Center, constructed by the National Guard in 2013. This location provides an opportunity for police training to be co-located and share common space areas. Another option is to renovate space at the recently vacated Southeast High School. This space is configured with classrooms, offices and multipurpose rooms, but would require renovation. A third option is to construct a new facility on the Innovation Campus. This would leverage the exiting infrastructure of WSU, as well as the operational support provide by the University’s School of Community Affairs. The CIP assumes a shared contribution of \$6.5 million from the County (matching \$6.5 million in City GO bond funding) for a new law enforcement training center.

Patrol Substations - The Adopted CIP includes \$5.4 million to replace two Police substations: Patrol East and Patrol West. Both existing facilities were sized two decades ago and are smaller than

PUBLIC SAFETY CIP PROJECTS		
PROJECT	YEAR	AMOUNT
Fire Apparatus	Ongoing	\$37,311,000
Fire SCBA	2020	\$2,000,000
Fire Station Maintenance	Ongoing	\$1,550,000
Law Enforcement Training Center	2016	\$13,000,000
Patrol East Substation	2020-2021	\$2,523,000
Patrol West Substation	2016-2017	\$2,873,000
Police Property & Evidence	2016-2017	\$3,000,000
Police Radios	2023	\$5,000,000
TOTAL		\$67,257,000

necessary for today’s staffing levels. Relocation of the substations is also strategically advantageous. However, both projects will have an operating cost impact. The Patrol West replacement substation is scheduled for 2016-2017, with the Patrol East station set for 2020 -2021.

Police Property and Evidence (P&E) - The current Police property and evidence facility is nearing capacity. The Adopted CIP includes \$3 million for a new project to expand and update the P&E facility. The project is also expected to include the relocation of technical services staff from City Hall to the P&E facility.

Police Radios - The Police and Fire departments rely significantly on hand held radios to perform their duties. In addition, to a lesser extent Park and Recreation, Public Works & Utilities and other field staff rely on radios. Due to technology changes, radios have a limited useful life. In order to be prepared to replace radios in the future, the CIP includes \$5 million in GO bond funding in 2020. Radios were last replaced in 2013-2014.

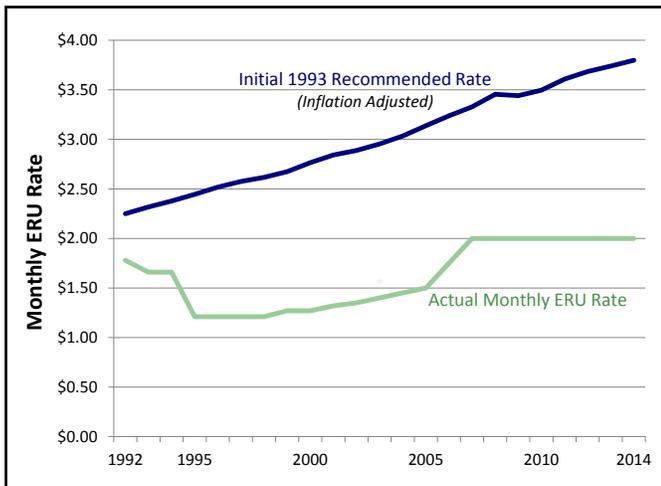


The Adopted CIP includes \$67.3 million for public safety improvements. Of that, \$18,396,000 (\$11,896,000 GO at-large bond funds) is for new buildings that could be deferred depending on the prioritization.

10. Stormwater Utility Funding Capacity

Issue - The City collects an equivalent residential unit (ERU) rate to fund maintenance of the City’s drainage system, as well as drainage improvements. The Stormwater Fund is well positioned to fund operating costs and retire current debt on recently completed projects. However, unless additional revenues are generated, the Fund has limited capacity for any new improvements until 2023.

The Stormwater Utility was formed in 1993 to maintain storm drainage systems, make system improvements, and comply with federal stormwater regulations. To fund these costs, the Utility collects an ERU fee, charged monthly to property owners. When the Utility was established in 1993, an ERU rate of \$2.25 was recommended, based on needs projected at the time. If adjusted by inflation, the initial recommended rate would be equal to \$3.80 in 2014. The actual rate approved in 1993 was \$1.78 per ERU; this decreased to \$1.21 in 1995, before increasing to the current \$2.00 rate in 2007.



With rate increases in 2006 and 2007, the utility issued \$29.7 million in debt between 2009 and 2012, and completed a number of projects, including Gypsum Creek, the Douglas Avenue outfall, Cadillac Lake, and pump station improvements. However, the associated debt service effectively used the fund’s capacity far into the foreseeable future, and without additional rate increases the fund has no capacity for new projects until around 2023, when debt issued between 2007 and 2012 begins to mature.

Based on current projections, the Stormwater Utility has capacity to fund projected operating costs, and to continue funding the Wichita-Valley Center Flood Control Improvements project. This cooperative project between the City of Wichita and Sedgwick County helps maintain levee certifications and avoid costly flood insurance requirements for many area properties. The Adopted CIP includes \$9.3 million from this project (split equally with Sedgwick County). However, with the current rate model, the Stormwater Utility Fund is not projected to have capacity for new drainage improvement projects until 2023-2024.

The Stormwater Utility is funded by a fee on approximately 380,000 ERU’s per month. Every 25 cent increase in the ERU generates an additional \$1.1 million annually. This would fund debt service for up to \$15 million in projects. If the ERU rate were increased, the table below shows potential projects that could be completed.

POTENTIAL ERU FINANCED PROJECTS	
PROJECT	AMOUNT
Funded with 25 cent ERU increase:	
West Branch—Dry Creek to Kellogg to Douglas	\$9,600,000
West Branch—Dry Creek Douglas to 13th	6,450,000
	\$15,450,000
Projects funded with another 25 cent ERU increase:	
9th Street North outfall	10,250,000
Wheatridge Addition Improvements	5,500,000
	\$15,750,000

Staff plan to conduct a Cost of Service Analysis (COSA) for stormwater fees in the next year. This study will review rate structures and potential infrastructure needs and included recommendations on appropriate revenue structures and rates. Staff anticipate the results of this review will be available to shape the development of the next CIP.



Additional Stormwater Drainage Projects can be funded by:

- Reallocating GO at-large bond funding from other arterial, bridge or building projects
- Increasing the ERU fee and revenue generated by the Stormwater Utility.

11. Project Downtown

Issue - A vibrant downtown is an important consideration for a vibrant and sustainable community. Hundreds of millions of dollars in private investments have been made in downtown Wichita since 2010. The CIP includes funding for additional public improvements, to both rebuild current streets and enhance the downtown area.

Over the course of many years, as population shifted from the City's core to fringe areas, downtown Wichita began to show signs of decline. In 2008, Mayor Carl Brewer attended dozens of meetings throughout Wichita to discuss a vision for downtown as "Everybody's Neighborhood." The response to the vision of a vibrant core area was overwhelmingly positive. In addition, the public began sharing comments and suggestions for the future of Wichita's downtown.

A Downtown Revitalization Steering Committee was established to further engage the public. In a private public partnership, funds were raised to retain the services of Goody Clancy, a design consultant. "Project Downtown: The Master Plan for Wichita" was completed in late 2010, which serves as an important driver of the Community Investment Plan, a new comprehensive plan for Wichita and Sedgwick County.

Project Downtown was adopted by the City Council on December 14, 2010. Since adoption, Wichita has witnessed significant private investment in downtown. Between 2010 and 2013, Wichita saw \$291 million in investment in the downtown area, with nearly 86% of investments in downtown coming from private sources. Improvements such as the Cargill Innovation Center and the Robert D. Love Downtown YMCA are viewed with a sense of community pride.

Public investments have been limited to infrastructure improvements such as parking garages and street maintenance. The Adopted CIP would continue this public investment strategy, with \$30,875,000 included for street improvements in the downtown area. In addition, the CIP has several projects to enhance the livability of downtown, including \$7 million for streetscaping improvements, \$1.5 million for enhanced comprehensive wayfinding, and \$0.5 million for improvements in Old Town.

Numerous other residential and commercial development projects, such as Union Station, are under construction or in the planning stages. Recently approved and adopted public improvements, listed at right, total over \$80 million and will reinforce redevelopment efforts to ensure that downtown Wichita is a great place to live, work, shop, play, and learn.

SELECTED DOWNTOWN PROJECTS		
PROJECT	YEAR	AMOUNT
2nd, Main-Washington	2016-2017	\$5,400,000
Commerce Arts District	2015	\$1,925,000
Commerce, Waterman-Kellogg	2018	\$1,900,000
Comprehensive Way Finding	2020-2021	\$1,500,000
Douglas, Main-Washington	2020-2021	\$7,000,000
Douglas, Washington-Grove	2020-2022	\$9,450,000
Downtown Streetscaping	2023-2024	\$7,000,000
Mosley/Rock Island, 2nd-3rd	2015	\$1,500,000
Mosley/Rock Island, 3rd-Central	2022	\$1,500,000
Old Town Improvements	2016	\$500,000
St. Francis, Waterman-Kellogg	2019	\$2,200,000
TOTAL		\$39,875,000
In-Progress/Recently Completed:		
Market Place Garage	2014	\$7,120,000
St. Francis, Douglas-2nd	2011	\$1,990,758
William, Main-Emporia	2013	\$275,000
TOTAL		\$9,385,758

The Adopted CIP includes a number of projects to maintain and replace current streets. However, several would represent significant enhancements, and cost more than typical replacement projects, including:

- Douglas, Washington-Grove
- Douglas, Main-Washington
- Old Town Improvements
- Commerce, Waterman-Kellogg
- Downtown Streetscaping
- St. Francis, Waterman-Kellogg

12. Bicycle and Pedestrian Improvements

Issue - The Adopted CIP includes \$6.1 million for bike enhancements to support implementation of selected projects recommended in the Wichita Bicycle Master Plan. The CIP also includes projects that support the Pedestrian Master Plan objectives.

Developing and maintaining a robust and expansive bicycle path network is a community priority. On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan (Plan) as a 10-year guide for bicycle related projects and programs by the City. The Plan includes recommendations to improve safety and improve conditions for bicycling, including the development of a Priority Bicycle Network by 2023. In addition, the Plan recommended the formation of a Bicycle and Pedestrian Advisory Board. This board is supported by staff from the Planning Department and provides recommendations to the City Council.

Bicycle projects are typically funded using GO at-large funding to leverage federal funding. The funding usually is allocated through the Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Improvement Plan (TIP). Although bicycle improvements could compete for STP (Surface Transportation Program), CMAQ (Congestion Mitigation and Air Quality) and TA (Transportation Alternatives) funding, the City typically applies for allocations from the TA category. Funding bicycle improvements from unleveraged GO at-large funding is an option as well, although that has not occurred as long as outside funding has been available. The Adopted CIP includes \$500,000 in GO at-large biennially (a total of \$2 million in the CIP to match an estimated \$3.6 million in federal funds) to support TIP applications. An additional \$500,000 in GO at-large funding is included in 2015 to finish previously approved projects.

BIKE ENHANCEMENT PROJECTS	
FUNDING SOURCE	AMOUNT
GO-at large Funding	\$2,500,000
Outside Funds	\$3,600,000
TOTAL	\$6,100,000
The Adopted CIP includes \$500,000 in GO at-large funding in 2015, 2017, 2019, 2021 and 2023, with anticipated federal funding of \$900,000 in 2017, 2019, 2021, and 2023.	

Specific projects are not identified within the CIP. Staff usually prepares TIP applications based on specific projects, and then initiates local funding to the extent necessary to match those TIP funds. The Plan identified the highest priority trail project (Redbud Path from Woodlawn to K-96) and the top ten highest priority on-street projects. In addition, the Plan identified 10-year priority projects, some are shown on the right. In some cases, progress on some of these projects has occurred since the Plan was endorsed in 2013. Finally, a variety of other potential projects have been identified. The implementation timeline for the Plan depends on the

PRIORITY BIKE ENHANCEMENT PROJECTS	
PROJECT	AMOUNT
PRIORITY PATH PROJECT	
Redbud Path, Woodlawn—K-96	\$2,250,000
OTHER PRIORITY PROJECTS	
2nd Street Bikeway, Seneca—Hoover	\$150,000
Douglas Ave. Bikeway, St. Paul—Edgemoor	\$300,000
Market/ Topeka, Kellogg—Mt. Vernon	\$300,000
Mt. Vernon Bike Lanes, K-15—Oliver	\$300,000
Woodchuck Bikeway, Central—University	\$350,000
17th/ 18th streets, Perry—I-135	\$200,000
Traffic Calming Improvements	\$1,000,000
Multi-Modal Projects Accommodation	\$2,000,000
Contract Maintenance of Bikeways	\$5,000,000
TOTAL FOR PRIORITY PROJECTS	\$11,850,000

amount of GO funds available and the ability to secure outside resources. See the table above for a list of the priority projects and estimated costs.

The Pedestrian Plan was endorsed November 4, 2014 and the Multi-Modal Policy and Street Design Guidance was endorsed December 2, 2014. The Pedestrian Plan includes design best practices for construction, as well as recommendations for improvements to pedestrian-related infrastructure. The CIP includes several projects which support pedestrian plan objectives, including \$450,000 annually for arterial sidewalks and ramps to fill in missing links; and \$4.7 million for traffic signalization projects. Also, the Downtown streetscape project (\$7 million) and the Douglas—Washington to Grove projects (\$10.25 million) will help achieve pedestrian plan objectives.

The Multi-Modal Policy addresses improvements for multiple modes: bicycling, transit, and walking. The policy applies to new construction and maintenance of City infrastructure, which includes streets, as well as utilities. Another objective of the policy is to tie improvements to one mode, such as transit, to other modes. For example, this could be accomplished by locating improvements associated with the Transit Benches/Shelters/Signs project at signalized crossings or where existing bike racks are located.

The Adopted CIP includes \$6.1 million for bicycle enhancement projects. Additional funding will be needed to complete all priority projects by 2023. In addition, the Multi-Modal Policy and Street Design Guidance will influence the design of future projects.

13. Park Projects

Issue - The Adopted CIP includes \$50 million for park system projects that preserve the current infrastructure, add amenities that reach large segments of the population, and create, in a phased approach, significant enhancements.

The Adopted CIP includes a number of projects that will enhance the livability and sustainability of the community. These adopted projects are based around three strategies: maintaining current amenities, targeting enhancements of park assets in which relatively small investments can be accessible to large segments of the population, and developing enhancements to the park system in a phased approach.

Playground Improvements and Walking/Exercise Paths - The Adopted CIP includes \$4 million for playground equipment upgrades and improvements. Currently, there are 347 playground structures within the system; this investment will provide improvements throughout the City, accessible to a large number of citizens. An additional \$1.25 million is included for walking/exercise paths. This was identified in the PROS plan as one of the highest priorities for park amenities.

Maintenance Projects - The Adopted CIP has a number of projects to take care of current assets. A total of \$5.75 million is adopted to maintain park facilities, athletic courts, the Ice Center and irrigation system. An additional \$3.2 million is included for targeted renovations at Buffalo, Chapin, Linwood and Planeview parks.

Arkansas River Access at 21st Street - This project will design and construct a recreational transition that provides safe passage over the dam obstruction (weir notch). This will remove the last remaining barrier on the Arkansas River within the City of Wichita, and is consistent with the Arkansas River Corridor Plan approved by the City Council in June of 2008.

Aquatics Improvements - With community involvement, staff have been evaluating solutions to the City's aging public pool system. These could include additional accessible splash pads, a more concentrated system of pools, or the development of other aquatic features. A total of \$18 million is included for future improvements in 2020-2024.

Central and Bristol Park - A new Park is planned for East Wichita near Central and Bristol. This park will be developed in conjunction with a new Police substation, and a potential site for a future (unfunded Fire station). The Adopted CIP includes \$1.3 million for site development.

Crystal Prairie Lake Park - A new regional park has been in the planning stages near the former Brooks Landfill in north Wichita for over a decade. The Master Plan includes a number of amenities that would require a significant amount of funding. The Adopted CIP includes a phased approach, with \$9 million to include the development of this new park.

PARK SYSTEM ADOPTED PROJECTS		
PROJECTS	YEAR	AMOUNT
Playground Rehab/Dev	2015-2024	\$4,000,000
Walking Paths	Various	\$1,250,000
Athletics Courts	Various	\$1,250,000
Park Improvements	Various	\$3,200,000
Facility Improvements	2016-2024	\$3,600,000
Ice Center Improvements	2015	\$500,000
Irrigation System Improvements	Various	\$400,000
21st @ Arkansas River Dam	2023-2024	\$1,550,000
Aquatics Improvements	2020-2024	\$18,000,000
Central and Bristol Park	2021-2023	\$1,300,000
Crystal Prairie Park	2018-2024	\$9,000,000
McAdams Fields	2016-2018	\$1,400,000
Pracht Wetlands	2016-2018	\$1,000,000
OJ Watson Park	2015-2024	\$3,559,390
TOTAL		\$50,009,390

McAdams Park - This project will renovate and expand baseball, restroom and concession facilities at McAdams Park. Private funding is expected to supplement improvements at this park.

Pracht Wetlands Park - This project will develop a natural wetlands park in northwest Wichita. Phased funding will develop pathways, boardwalks, pause points and a scenic overlook will allow park patrons access and enjoyment of wetlands flora and fauna.

OJ Watson Park - The Watson Park Master Plan outlines improvements to this regional attraction, which is one of the largest parks in the system. Improvements will include replacing the miniature train locomotive, as well as shelters and restroom improvements. In a phased approach, \$3.6 million is included over 10 years.

The Adopted CIP includes \$5.3 million for playground and path improvements at a number of locations, and \$6.0 million targeted to improve three parks. An additional \$10.3 million is included for new parks, including Central and Bristol and Crystal Prairie. Another \$28.5 million is also included for various park system improvements, including aquatics and Ice Center improvements. Project prioritization will be impacted by pending planning processes for aquatics, parks, recreation, and open spaces.

14. Economic Development

Issue - The Adopted CIP includes several projects supporting the strategic focus area of Economic Development.

The Adopted CIP includes a number of projects that will enhance the livability and sustainability of the community. However, several specific projects are identified as being more directly related to Economic Development. These projects included infrastructure support for the Innovation Campus at Wichita State University, and projects in the West Street corridor, an area identified by the Planning Department as having a significant potential for new jobs.

Innovation Campus Projects - The Adopted CIP includes five projects timed in conjunction with plans by Wichita State University to transform portions of the university into an "Innovation Campus." A total of \$3.5 million is included to fund both a Water and Sewer project for infrastructure improvements needed to support WSU. In addition, the CIP includes \$10 million in GO at-large funding in 2015-2018 to support projects at 17th Street between Hillside and Oliver, Oliver between 17th and 21st, and the intersection of Oliver and 21st Street.

West Street Corridor - The Metropolitan Area Planning Department, in the proposed comprehensive plan, has identified the West Street corridor as an area for higher job growth in the future. The area, on the southwest quadrant of the City, is currently home to a number of industrial and shipping companies. The Adopted CIP includes \$18,000,000 in GO at-large funding to reconstruct and expand West Street from Kellogg, four miles south to 47th Street.

PROJECTS FOR A SUSTAINABLE COMMUNITY		
PROJECT	YEAR	AMOUNT
17th, Hillside-Oliver	2015-2017	\$1,500,000
Oliver & 21st Intersection	2015-2016	\$4,000,000
Oliver, 17th-21st	2015-2018	\$4,500,000
Sewer Mains-Innovation Campus	2015	\$1,750,000
Water Mains-Innovation Campus	2015	\$1,750,000
West, Kellogg-Pawnee	2019-2022	\$9,900,000
West, 47th-MacArthur	2018-2021	\$4,800,000
West, I-235-MacArthur	2018-2020	\$3,300,000
TOTAL		\$31,500,000
Funding Sources:		
GO At-large		\$28,000,000
Water and Sewer Utilities		\$3,500,000
TOTAL		\$31,500,000

15. Library System Improvements

Issue - The Adopted CIP includes funding for a new Library Advanced Learning Center, but does not include funding for branch improvements. A branch study is expected to be completed, which will inform future CIP proposals.

The Adopted CIP includes \$30 million in GO at-large funding for a new Library Advanced Learning Center in 2016-2017. However, with the construction of a new central library, the entire library network will be examined. Currently, the branch structure is based on a 2006 Master Plan for Library Facilities (which was endorsed by the City Council and Library Board in place at the time). The new Library Advanced Learning Center presents an opportunity to re-examine the appropriate branch structure.

For the last half century, the Wichita Public Library has consisted of a Central Library with supporting branch libraries. The hub and spoke system has helped make the Wichita Public Library both cost effective and efficient. However, this system is primarily designed to optimize traditional library services.

In general, the Wichita Public Library supports providing access to information and technology, literacy, research and leisure activities, and supporting community life. The Wichita Public Library provides

unique services to match the needs of the neighborhoods surrounding the libraries. For example, the Central Library partners with Open Door on homeless issues and the Evergreen Branch Library offers a bilingual story time. As the library services model evolves in the future with the completion of a new Library Advanced Learning Center, a review of the potential branch structure could lead to opportunities to invest additional CIP funding.

The Adopted CIP does not include funding for branch enhancements. In addition, \$500,000 in GO at-large funding that was previously planned for improvements to the Westlink Branch Library is not included. An updated plan for the Wichita Public Library system, to be developed in conjunction with completion and opening of the new Library Advanced Learning Center, will guide future plans for branch renovations and improvements.

The completion of a new Advanced Learning Center may create opportunities for improving or revising the library branch network. The Adopted CIP does not include funding for this future effort.

16. Sustainable and Livable Community Projects

Issue - The Adopted CIP includes \$44.9 million for a new Library Advanced Learning Center, cultural facility improvements, and maintenance for Century II. However, funding is not included to replace the aging convention center.

The Adopted CIP includes several projects that will enhance the livability of the community. However, the future need to replace the current convention and performing arts center is not addressed.

Library Advanced Learning Center - This project has been included in the CIP since 2007. Design is currently underway, and the \$30 million GO at-large funded project is included for construction in 2016 and 2017.

Century II - The convention center continues to age, requiring increased maintenance. The Adopted CIP includes \$7.4 million in improvements funded from the Transient Guest Tax Fund.

Cultural Facility Improvements - The City Council recently approved operating agreements with several cultural institutions. As part of these agreements, City and institution staff will develop building needs assessments and identify potential CIP projects. The Adopted CIP includes \$1.5 million biennially from the Transient Guest Tax Fund to fund identified projects, as well as other facility improvements.

PROJECTS FOR A SUSTAINABLE COMMUNITY		
PROJECT	YEAR	AMOUNT
Library Advanced Learning Center	2016-2017	\$30,000,000
Century II Improvements	2015-2017	\$7,400,000
Cultural Facilities Improvements	Various	\$7,500,000
TOTAL		\$44,900,000

Funding for a new Convention Center / Performing Arts Venue

The Century II facility is a local treasure that has well served the community for over 45 years. However, the facility is aging and not appropriately sized for today's environment. Currently, work is being completed on the cost and benefit of various options to replace Century II and to better develop requirements for new convention center and performing arts center space. A funding source for a new center has not been identified. The Adopted CIP funds continued baseline maintenance for Century II.

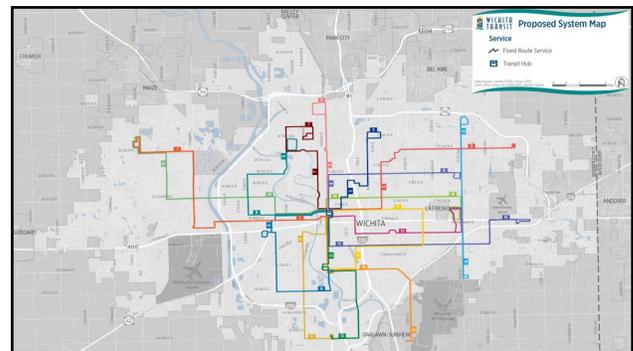
17. Transit CIP

Issue - The 2015-2024 Adopted CIP includes baseline funds to support Transit during a period of transition. Planned modifications to the system should help make Transit operations more sustainable.

Ongoing citizen engagement, including the ACT ICT process in 2014, has identified funding Wichita Transit as a community priority. Transit was included as one of four priorities in the 2014 sales tax ballot referendum. The referendum included a 0.10 cent sales tax dedicated to transit for a five-year period. However, the referendum was not approved.

Without additional financial relief, Transit faces a significant financial shortfall. Short-term strategies approved by the City Council on July 14, 2015 are projected to fund current Transit operations through 2016. The approved strategies consist of swapping \$1.2 million in federal funds by postponing two street projects, lowering and locking in diesel fuel price assumptions generating \$0.5 million in savings, and transferring \$0.3 million from City reserves to Transit.

In 2015, a system-wide route-by-route performance analysis was completed to evaluate passenger, revenue, and traffic patterns. The outcome of the performance analysis is a revised Wichita Transit map (to the right) that concentrates more service in transit intensive corridors with higher ridership and traffic drivers. Planned modifications to the system should increase ridership, reduce transfers, and enhance the overall rider experience.



Historical financial assumptions are maintained in the \$19.6 million Transit CIP. For example, the Transit CIP assumes a continuation of the standard 85/15 federal/local cost split for bus replacement. However, these assumption will need to be revised if planned modifications to the Transit system do not produce the desired outcomes and formulary grant funding is depleted.

Changes to the service model may enhance the long-term sustainability of Transit, while improving the rider experience. Historical financial assumptions are maintained in the Transit CIP, but these assumptions may need to be revised in the future.



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 proposed 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 are often necessary to account for items unforeseen during the planning process. These changes are first identified by the contractor and submitted to City staff.

All change orders in excess of \$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, any unused budgeted funds count as project savings. Those funds are funneled into the Debt Service Fund to pay down the debt created by the earlier issuances of bonds.

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



CIP Budget Process

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

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

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

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

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

1. The Debt Service Fund, which is a taxing fund, with a mill levy generating revenue. The amount of revenue generated is based on assessed valuation assumptions, as well as a presumed mill levy rate.
2. Special assessments are made against properties to fund portions of the CIP. The repayment of these assessments is a revenue source to the Debt Service Fund.
3. Motor vehicle taxes collected by Sedgwick County are allocated to taxing funds of the City of Wichita proportionally to the amount of taxing effort.

4. Interest earnings on the fund balance and current revenues contribute to Debt Service Fund revenue.
5. Transfers from other funds, such as the Tourism and Convention Fund for 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 Storm Water Utility Fund, are necessary. These ten-year forecasts, along with debt capacity projections based on the Debt Policy and Reserve Policy, will determine the funding available for projects included in the Proposed and then Adopted CIP Budget.

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. Projects are reviewed according to the following criteria:

1. Capital improvement projects must meet the established useful life criteria to be financed: (a) public buildings, 40 year general life, 10 year financing; (b) new road construction, 40 year general life, 10 year financing; (c) major road and bridge rehabilitation, 15 year general life, 10 year financing; (d) water, sanitary sewers, and drainage, 40 year general life, 20 year financing; (e) miscellaneous items, based on asset life, 10 year financing; and (f) local sales tax projects, 10 and 15 year financing with double barreled bonds.
2. Utility Revenue Bonds are utilized when necessary and feasible to finance Public Improvements using a 20-year amortization to minimize the impact of annual revenue requirements.
3. Maintenance of the highway and street system to provide safe and effective vehicular access and efficient urban traffic flow emphasizing the following: (a) Expediting the plans (in cooperation with Sedgwick County) for constructing and financing US-400, maximizing state and federal funds supplemented by local sales tax; (b) Concentrating efforts on selected cross-town arterials and intersections to improve traffic movement, safety and reduce congestion; (c) Including features in new projects which will reduce future maintenance requirements (i.e., delineation of crosswalks, low-maintenance medial treatment, etc.); (d) Completing railroad crossing improvements on arterials; and (e) Providing good streets and roadways to serve City facilities (i.e., Art Museum, Cowtown, Expo Hall, Airport, etc.).
4. Provide improvements in the downtown area.



5. Continuation of the Neighborhood Improvement Program in conjunction with code enforcement.
6. Develop a balanced capital maintenance program for all types of City assets.
7. Include beautification and landscape improvements in projects, especially on arterials and highways, public facilities, etc.
8. Insure an adequate water supply for existing neighborhoods and for the planned growth and development of the City.
9. Prioritize projects that leverage outside funding.
10. Maintain a Capital Improvement Program within the debt limitations established by state law, and that is balanced over the 10-year period, as well as the first three-year period.

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

Financing the CIP: Once a draft project prioritization is developed, staff begin exploring financing options and review capacity calculations. 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 Proposed 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.

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 continue 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 storm water and sewer improvements is addressed.

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

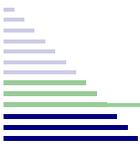
As part of the operating budget, the policy of the reserve level of the Debt Service Fund is established. The targeted year-end balance level is equivalent to three percent of annual revenues of the Debt Service Fund. Any amount in excess of this reserve may be used to reduce capital project fund general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

CIP Calendar

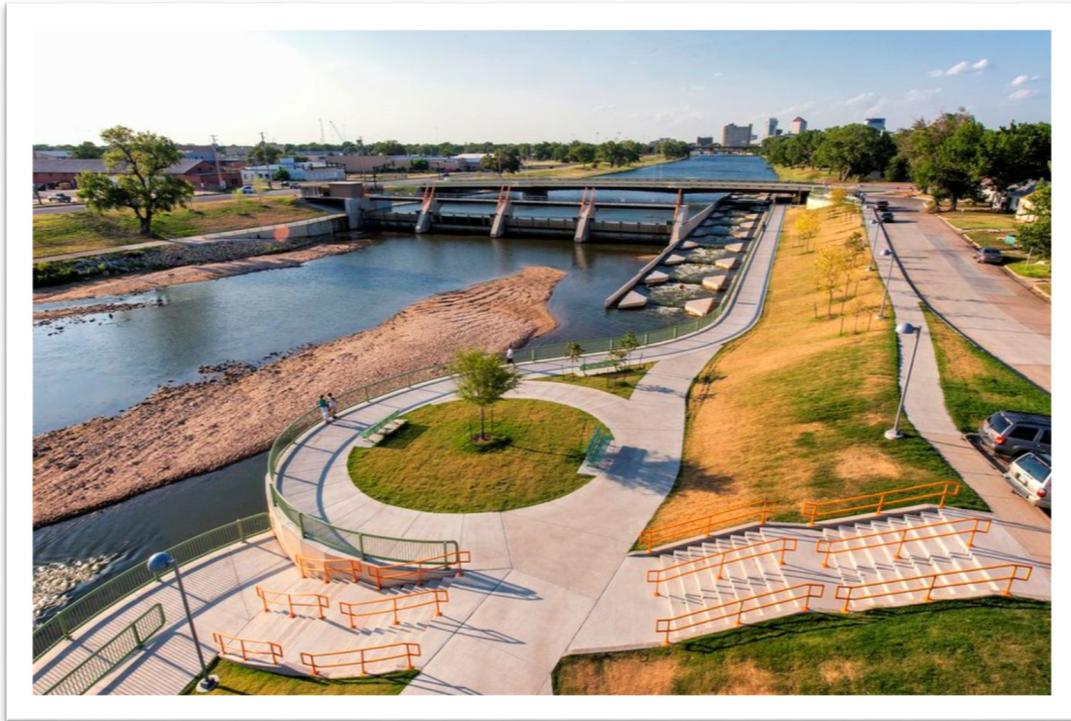
The CIP process takes approximately 7-14 months from initial planning to Council adoption. There is more flexibility in the CIP calendar compared to the operating budget, since CIP process dates are not statutorily set. The planning for the 2015-2024 CIP began in November 2014. Council adoption is occurred on August 18, 2015. The CIP calendar is shown below.

2015-2024 CIP Development Calendar

November 2014	Finance staff completes projects and financial analysis for the 2015—2024 Proposed CIP
November 12, 2014	CIP Administrative Committee considers project requests
December 5, 2014	Draft CIP is prepared for the CIP Administrative Committee
February 20, 2015	CIP Administrative Committee completes review of Draft 2015-2024 CIP
March 24, 2015	Proposed 2015-2024 CIP is reviewed in a Council Workshop
April 14, 2015	Proposed 2015-2024 CIP is presented to the Bike/Pedestrian Advisory Board
April 16, 2015	Proposed 2015-2014 CIP is presented to the Advance Plans sub-committee, MAPC
May 2015	Proposed 2015-2014 CIP is reviewed with District Advisory Boards
June 16, 2015	Proposed 2015-2024 CIP is reviewed in a Council Workshop
July 2, 2015	Proposed 2015-2024 CIP is presented to the Advance Plans sub-committee, MAPC
July 9, 2015	Proposed 2015-2024 CIP is presented to the Metropolitan Area Planning Commission
July 22, 2015	Proposed 2015-2024 CIP is considered by the Design Council
August 18, 2015	2015-2024 CIP is adopted by City Council



Bridge



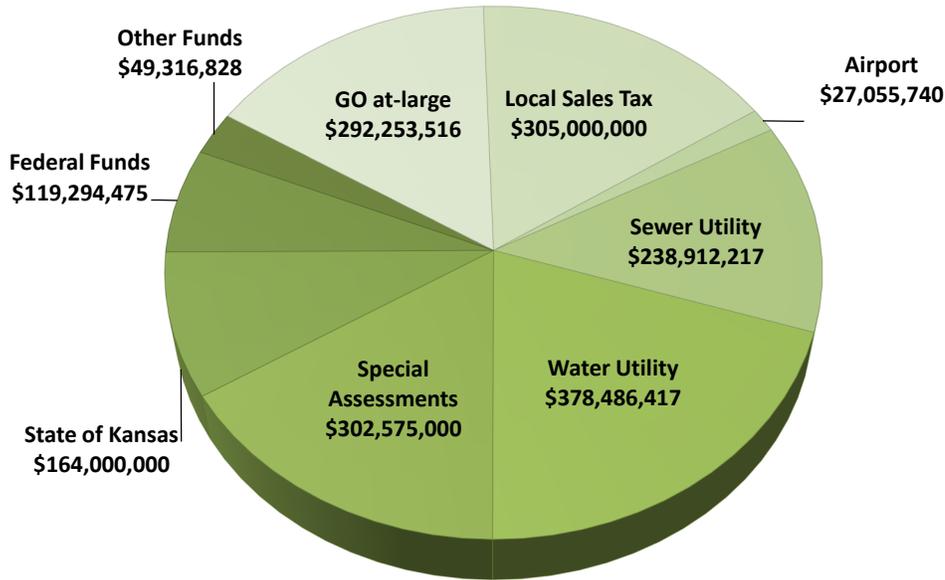
Lincoln Street Bridge and Dam

The reconstruction of the Lincoln Street Bridge and construction of a new dam on the Arkansas River south of Lincoln began in March 2011 and was completed in late 2012. In addition to this \$13.7 million project, a boat and fish passage project was also constructed and enhancements were made to the east bank of the Arkansas River.



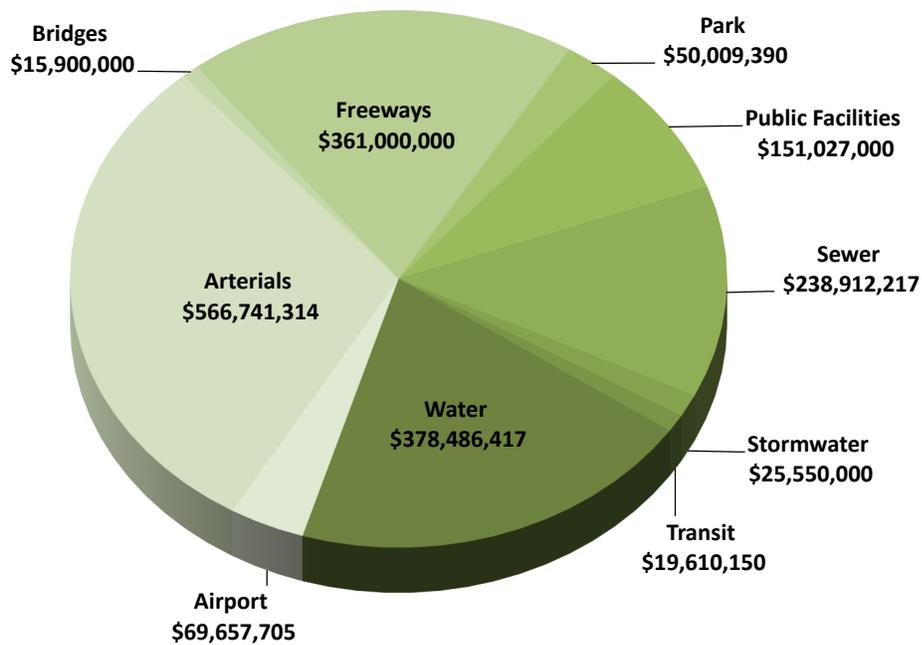
WHERE CITY OF WICHITA CIP DOLLARS COME FROM

All Funds 2015 - 2024 Adopted CIP (\$1,876,894,193)



WHERE CITY OF WICHITA CIP DOLLARS GO

All Funds 2015 - 2024 Adopted CIP (\$1,876,894,193)





EXPENDITURES BY TYPE	2015	2016	2017	2018	2019
Airport	\$12,117,700	\$7,773,000	\$1,650,000	\$11,340,000	\$7,968,000
Arterials	\$58,870,657	\$57,532,217	\$55,913,440	\$52,200,000	\$47,875,000
Bridges	\$4,700,000	\$2,550,000	\$450,000	\$2,250,000	\$900,000
Freeways	\$61,000,000	\$55,000,000	\$20,000,000	\$80,000,000	\$25,000,000
Park & Recreation	\$2,206,250	\$2,525,600	\$2,374,940	\$4,800,000	\$1,480,000
Public Facilities	\$11,550,000	\$32,023,000	\$37,207,000	\$7,284,000	\$14,043,000
Sewer	\$26,288,217	\$62,075,000	\$16,225,000	\$8,540,000	\$7,400,000
Stormwater	\$1,250,000	\$1,000,000	\$1,500,000	\$1,000,000	\$1,600,000
Transit	\$2,093,447	\$5,350,000	\$990,000	\$2,930,000	\$3,280,000
Water	\$50,415,217	\$49,000,000	\$46,481,000	\$31,030,200	\$33,650,000
TOTAL EXPENDITURES	\$230,491,488	\$274,828,817	\$182,791,380	\$201,374,200	\$143,196,000

Expenditures by type

CIP expenditures are categories in ten areas. Specific projects within each category are listed beginning on page 68.

Airport (\$69,657,705) - These improvements are at either Jabara (\$1.2 million) or Wichita Dwight D. Eisenhower National Airport (\$68.4 million). Improvements are financed with Airport, federal, and other funds.

Arterials (\$566,741,314) - These projects improve major streets and intersections. Many are financed by special assessments (\$303.1 million) and with GO at-large funding (\$89.7 million). Sales tax funds (\$112.0 million) and federal funds (\$56.2 million) are also significant financing sources.

ARTERIALS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$89,683,8833
Local Sales Tax	\$112,000,000
Special Assessments	\$302,575,000
TIF	\$2,250,000
State of Kansas	\$2,000,000
Federal	\$56,209,876
Other	\$2,022,605
TOTAL	\$566,741,314

Bridges (\$15,900,000) - The largest funding source for these projects is GO bonds (\$14.6 million). The remaining funding for these projects is derived from federal funds (\$1.3 million).

BRIDGES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$14,617,043
Federal	\$1,282,957
TOTAL	\$15,900,000

Freeways (\$361,000,000) - The largest funding source for these projects is local sales tax funding (\$193.0 million). State resources provide most other funds (\$162.0 million). GO bonds provide all remaining funds (\$6.0) million.

FREEWAYS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
Local Sales Tax	\$193,000,000
State of Kansas	\$162,000,000
GO at-large Funding	\$6,000,000
TOTAL	\$361,000,000



Revenue and Expenditure Summaries



FINANCIAL PLAN SUMMARIES

EXPENDITURES	2020	2021	2022	2023	2024	TOTAL
Airport	\$5,887,000	\$6,188,563	\$4,568,143	\$5,542,791	\$6,622,508	\$69,657,705
Arterials	\$62,775,000	\$64,000,000	\$55,875,000	\$54,225,000	\$57,475,000	\$566,741,314
Bridges	\$750,000	\$1,150,000	\$1,000,000	\$1,150,000	\$1,000,000	\$15,900,000
Freeways	\$20,000,000	\$0	\$20,000,000	\$40,000,000	\$40,000,000	\$361,000,000
Park & Recreation	\$6,512,500	\$7,122,300	\$5,480,000	\$6,627,800	\$10,880,000	\$50,009,390
Public Facilities	\$10,309,000	\$8,773,000	\$4,300,000	\$11,500,000	\$14,038,000	\$151,027,000
Sewer	\$7,500,000	\$16,780,000	\$21,780,000	\$43,304,000	\$29,020,000	\$238,912,217
Stormwater	\$1,000,000	\$1,200,000	\$1,000,000	\$500,000	\$15,500,000	\$25,550,000
Transit	\$1,062,000	\$1,095,600	\$890,000	\$945,660	\$973,442	\$19,610,150
Water	\$58,360,000	\$26,990,000	\$22,120,000	\$20,100,000	\$40,340,000	\$378,486,417
TOTAL EXPENDITURES	\$174,155,500	\$133,299,463	\$137,013,143	\$183,895,251	\$215,848,950	\$1,876,894,193

Park & Recreation (\$50,009,390) - The sole source of funding for these projects is GO bonds (\$50.0 million).

PARKS FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$50,009,390
TOTAL	\$50,009,390

Public Facilities (\$151,027,000) - The largest funding source for these projects is GO bonds (\$129.6 million). Guest tax revenues (\$14.9 million) are utilized to fund cultural facilities improvements. Sedgwick County contributions (\$6.5 million) fund are programmed to help pay for a new law enforcement training center.

PUBLIC FACILITIES FUNDING SOURCES	
FUNDING SOURCE	TOTAL CIP
GO at-large Funding	\$129,627,000
Transient Guest Tax	\$14,900,000
Sedgwick County	\$6,500,000
TOTAL	\$151,027,000

Sewer (\$238,912,217) - These projects are funded exclusively from revenues generated by the Sewer Utility.

Stormwater (\$25,550,000) - The largest funding source (\$9.7 million) for these projects is revenue from Stormwater Utility funds. Sedgwick County is budgeted to provide \$8.4 million. The other major source of funding is federal funds at \$7.5 million.

Transit (\$19,610,150) - Transit projects are financed mostly by federal funds (\$12.6 million) matched with GO bond funds (\$2.3 million), but a substantial amount is programmed to come from other funds (\$4.7 million).

Water (\$378,486,417) - 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	2015	2016	2017	2018	2019
GO at-large Funding	\$31,827,097	\$40,665,444	\$41,100,575	\$22,192,300	\$15,800,500
Local Sales Tax	\$10,000,000	\$10,000,000	\$10,000,000	\$58,000,000	\$37,000,000
Transient Guest Tax	\$4,500,000	\$1,000,000	\$4,900,000	\$0	\$1,500,000
UTILITY FUNDS:	\$84,620,674	\$118,418,300	\$65,153,500	\$42,788,746	\$42,387,954
Airport	\$7,167,240	\$6,843,300	\$1,447,500	\$2,718,546	\$537,954
Sewer Utility	\$26,288,217	\$62,075,000	\$16,225,000	\$8,540,000	\$7,400,000
Water Utility	\$50,415,217	49,000,000	\$46,481,000	\$31,030,200	\$33,650,000
Stormwater Utility	\$750,000	\$500,000	\$1,000,000	\$500,000	\$800,000
OTHER FUNDS:	\$99,543,717	\$104,745,073	\$61,637,305	\$78,393,154	\$46,507,546
Special Assessments	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
TIF	\$1,500,000	\$0	\$0	\$0	\$100,000
Sedgwick County	\$500,000	\$7,000,000	\$500,000	\$500,000	\$800,000
State of Kansas	\$55,200,000	\$55,200,000	\$20,200,000	\$32,200,000	\$200,000
Federal	\$10,702,999	\$11,885,073	\$9,874,700	\$15,153,154	\$14,771,546
Other	\$1,640,718	\$660,000	\$1,062,605	\$540,000	\$636,000
GRAND TOTAL SOURCES	\$230,491,488	\$274,828,817	\$182,791,380	\$201,374,200	\$143,196,000

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 (\$292,253,516) - 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 \$89.7 million, \$14.6 million, \$6.0 million, \$50.0 million, \$129.6 million, and \$2.3 million in GO at-large funding for arterial, bridge, freeway, 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 (\$14,900,000) - These revenues are used to fund improvements to cultural facilities such as the Century II convention center.

Airport (\$27,055,740) - Airport revenues are used to fund improvements at Wichita's Dwight D. Eisenhower National and Jabara Airports.

Sewer (\$238,912,217) - 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 (\$378,486,417) - 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	2020	2021	2022	2023	2024	TOTAL
GO at-large Funding	\$32,346,500	\$28,720,300	\$19,805,000	\$23,752,800	\$36,043,000	\$292,253,516
Local Sales Tax	\$32,000,000	\$12,000,000	\$32,000,000	\$52,000,000	\$52,000,000	\$305,000,000
Transient Guest Tax	\$0	\$1,500,000	\$0	\$1,500,000	\$0	\$14,900,000
UTILITY FUNDS:	\$67,747,000	\$46,559,356	\$45,250,814	\$65,220,779	\$75,957,251	\$654,104,374
Airport	\$1,387,000	\$2,189,356	\$600,814	\$1,566,779	\$2,597,251	\$27,055,740
Sewer Utility	\$7,500,000	\$16,780,000	\$21,780,000	\$43,304,000	\$29,020,000	\$238,912,217
Water Utility	\$58,360,000	\$26,990,000	\$22,120,000	\$20,100,000	\$40,340,000	\$378,486,417
Stormwater Utility	\$500,000	\$600,000	\$750,000	\$250,000	\$4,000,000	\$9,650,000
OTHER FUNDS:	\$42,062,000	\$44,519,807	\$39,957,329	\$41,421,672	\$51,848,699	\$610,636,303
Special Assessments	\$30,000,000	\$32,575,000	\$30,000,000	\$30,000,000	\$30,000,000	\$302,575,000
TIF	\$650,000	\$0	\$0	\$0	\$0	\$2,250,000
Sedgwick County	\$500,000	\$600,000	\$250,000	\$250,000	\$4,000,000	\$14,900,000
State of Kansas	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$164,000,000
Federal	\$10,071,200	\$10,498,967	\$8,967,329	\$10,348,323	\$17,021,184	\$119,294,475
Other	\$640,800	\$645,840	\$540,000	\$623,349	\$627,515	\$7,616,828
GRAND TOTAL SOURCES	\$174,155,500	\$133,299,463	\$137,013,143	\$183,895,251	\$215,848,950	\$1,876,894,193

Stormwater (\$9,650,000) - GO bonds are used to finance Stormwater Utility projects, with debt service funded with ERU revenues.

Special Assessment Bonds (\$302,575,000) - 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 (\$2,250,000) - The CIP includes projects financed from two Tax Increment Financing (TIF) districts. The Center City TIF is budgeted to fund \$0.75 million in comprehensive way finding improvements. The Old Town Cinema TIF is budgeted to fund arterial improvements on Mosley from 2nd to 3rd.

Sedgwick County (\$14,900,000) - The CIP includes financial support from Sedgwick County for joint projects such as stormwater/flood control improvements (\$8.4 million) and a new law enforcement training center (\$6.5 million).

State of Kansas (\$164,000,000) - State funds will largely be used for improvements to US 400 (\$162.0 million), but these funds will also be used for street rehabilitation projects (\$2.0 million).

Federal Funds (\$119,294,475) - Federal funds support a wide variety of projects, including airport (\$41.7 million), arterial (\$56.2 million), bridge (\$1.3 million), stormwater (\$7.5 million), and transit (\$12.6 million) projects.

Other (\$7,616,828) - These funds come from a variety of sources, including airport (\$0.9 million) and outside (\$6.7 million) resources and help pay for airport, rail crossing, and transit improvements.



MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
REVENUE:					
Property Taxes	24,645,921	25,884,330	26,062,035	26,195,628	26,841,171
Motor Vehicle Taxes	3,307,653	3,545,144	3,908,512	3,988,860	4,088,583
Special Assessments	33,055,593	31,407,087	30,616,320	31,204,791	32,557,741
Interest Earnings	10,785	347,549	500,000	750,000	750,000
Transfer In	23,449,650	28,318,320	27,577,597	28,730,345	29,714,538
Other Revenue	720,250	974,210	1,286,963	1,286,963	1,286,963
TOTAL REVENUES	85,189,852	90,476,640	89,951,427	92,156,587	95,238,997
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	68,406,186	61,536,092	69,322,034	65,763,655	64,060,467
Pay As-You-Go Financing:	8,948,448	25,251,527	44,000,000	23,000,000	16,000,000
Projected Debt Svc. On New Transfers:	0	0	159,537	666,617	3,152,435
Projected Debt Svc. On New GO At-Large:	0	0	490,991	3,629,854	5,674,628
Projected Debt Svc. On Special Assessmt.	0	0	1,396,707	4,190,121	6,983,536
TOTAL CIP FINANCING COSTS	77,354,634	86,787,619	115,369,269	97,250,247	95,871,066
REVENUES OVER / (UNDER) EXPENDITURES	7,835,218	3,689,021	(25,417,843)	(5,093,660)	(632,070)
Fund Balance - January 1	17,779,596	30,249,054	33,938,075	8,520,232	3,426,571
<i>Prior Period Adjustment</i>	4,614,240	0	0	0	0
Fund Balance - December 31	30,249,054	33,938,075	8,520,232	3,426,571	2,794,502
BUDGETED PROJECT EXPENDITURES:					
Previous Projects	0	98,528,623	0	0	0
Arterials	89,683,833	0	12,857,554	10,410,344	5,848,635
Bridges	14,617,043	0	3,417,043	2,550,000	450,000
Freeways	6,000,000	0	6,000,000	0	0
Parks	50,009,390	0	2,206,250	2,525,600	2,374,940
Public Facilities	129,627,000	0	7,050,000	24,523,000	32,307,000
Transit	2,316,250	0	296,260	656,500	120,000
TOTAL CIP PROJECT EXPENDITURES	292,253,516	98,528,623	31,827,097	40,665,444	41,100,575



MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
27,663,907	28,613,635	29,594,833	30,549,521	31,500,950	32,479,860	33,490,096
4,231,683	4,379,792	4,533,085	4,691,743	4,855,954	5,025,912	5,201,819
34,230,586	34,770,546	35,799,522	35,870,943	35,972,532	36,486,994	36,484,734
750,000	750,000	750,000	750,000	750,000	750,000	750,000
27,232,818	26,928,866	26,383,612	27,958,636	29,022,345	29,668,921	28,813,571
1,286,963	1,286,963	1,286,963	1,286,963	1,286,963	1,286,963	1,286,963
95,395,958	96,729,802	98,348,015	101,107,806	103,388,744	105,698,651	106,027,182
58,786,675	52,591,218	43,967,301	37,428,513	34,633,629	25,755,979	21,632,759
14,500,000	14,500,000	15,000,000	18,000,000	18,000,000	22,000,000	22,000,000
4,918,619	7,926,877	10,534,064	12,675,681	13,793,047	17,796,941	17,796,941
7,975,533	10,650,905	12,194,814	12,962,376	14,546,332	14,832,283	14,804,341
9,776,950	12,570,364	15,363,778	18,157,193	20,950,607	23,744,021	26,537,435
95,957,777	98,239,364	97,059,957	99,223,762	101,923,614	104,129,224	102,771,475
(561,818)	(1,509,562)	1,288,058	1,884,043	1,465,129	1,569,427	3,255,707
2,794,502	2,232,683	723,121	2,011,179	3,895,223	5,360,352	6,929,779
2,232,683	723,121	2,011,179	3,895,223	5,360,352	6,929,779	10,185,486
0	0	0	0	0	0	0
7,467,300	525,000	14,775,000	13,175,000	8,525,000	5,975,000	10,125,000
2,250,000	900,000	750,000	1,150,000	1,000,000	1,150,000	1,000,000
0	0	0	0	0	0	0
4,800,000	1,480,000	6,512,500	7,122,300	5,480,000	6,627,800	10,880,000
7,284,000	12,543,000	10,309,000	7,273,000	4,300,000	10,000,000	14,038,000
391,000	352,500	0	0	500,000	0	0
22,192,300	15,800,000	32,346,500	28,720,300	19,805,000	23,752,800	36,043,000



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 31.3% of revenues from 2015-2024 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, primarily sales tax. In addition, a consensus approach is used in revenue streams that are specific to a department. In those cases, Finance staff will typically consult with departmental staff to develop a reasonable estimate of future revenues.

For many other revenue items, qualitative professional judgment is often combined with quantitative methods, such as trend analysis and time-series forecasting. For many revenues, time-series analysis will provide a reasonable range, with judgment applied to develop the most appropriate estimate. For many of the major revenue sources noted below, time-series data is provided, as well as additional details impacting 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 1.5% in 2016, 2.5% in 2017, and approximately 3.2% from 2018-2024. 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 downtown (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.

YEAR	TOTAL VALUATION	PERSONAL PROPERTY	ANNEXATION	IMPROVEMENTS	REAPPRAISAL
2024	4,078	(6)	0	76	57
2023	3,951	(7)	0	74	55
2022	3,829	(8)	0	73	54
2021	3,710	(9)	0	71	53
2020	3,595	(9)	0	70	52
2019	3,482	(12)	0	68	51
2018	3,375	(16)	0	66	49
2017	3,276	(21)	0	64	38
2016	3,195	(13)	1	45	14
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 1 mill from the Debt Service Fund to the General Fund (reducing the Debt Service Fund mill levy for 2009 to approximately 9 mills). The mill levy was reduced by 0.5 mill in 2010, and another 1 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 from 2015-2024.



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%.

YEAR	TOTAL VALUATION	MILL LEVY	NET PROPERTY TAXES	PERCENT INCREASE
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	3,710	8.50	29,639,521	3.2%
2020	3,595	8.50	28,684,833	3.2%
2019	3,482	8.50	27,703,635	3.2%
2018	3,375	8.50	26,753,907	3.0%
2017	3,276	8.50	25,931,171	2.5%
2016	3,195	8.50	25,285,628	1.5%
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.

Industry-wide in 2007 and 2008, there was a reduction in sales of larger, more expensive SUVs due to higher gasoline prices. Sales have moderated somewhat since this time. In addition, to the extent that higher gasoline prices and economic instability diminish spending on durables such as vehicles, motor vehicle tax receipts are expected to be impacted.

Motor vehicle tax receipts have historically grown at 3.2% 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 2015 and 2.5% from 2016-2024 with 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.

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 - Conference Center:** Transient Guest Tax Fund revenues are used to offset costs associated with GO bonds issued for the conference center.
- **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 2017.
- **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.

Interest Earnings

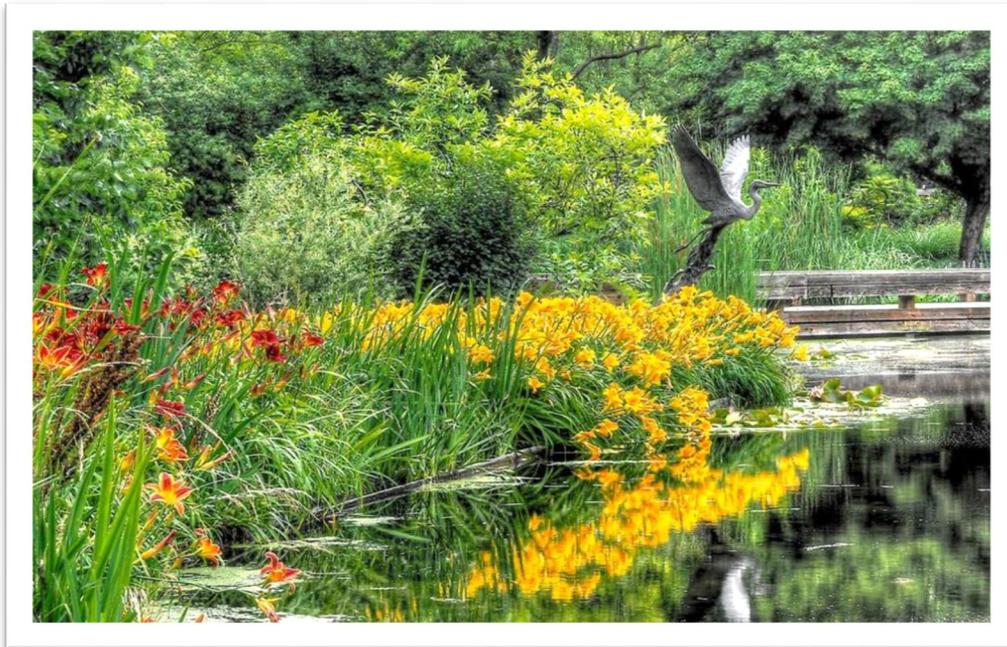
This revenue stream is largely dependent upon market rates for investments permitted under the City's Investment Policy, as well as the size of the pool of investment funds. With the current interest rate environment, and given that any revenue forecast is dependent on factors outside the City's control, 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.



Park and Recreation



Botanica, The Wichita Gardens

Botanica, the Wichita Gardens, was opened to the public in May 1987 as a partnership between the City of Wichita and the Wichita Area Garden Council. Since its opening, Botanica has grown from four gardens and a horticultural library by adding 27 additional themed gardens and exhibits. The Jayne Milburn Aquatic Collection, pictured above, was dedicated in August 1989. In 2014, a new events center was opened. Subsequently, the Chinese Garden of Friendship was opened in 2015.



MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX PLEDGE FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
REVENUE:					
Local Sales Taxes	27,270,769	28,144,716	28,885,928	29,759,089	30,652,346
Interest Earnings / Other	0	0	1,500,000	175,000	250,000
TOTAL REVENUES	27,270,769	28,144,716	30,385,928	29,934,089	30,902,346
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	16,203,404	17,589,903	23,043,714	22,478,975	22,066,531
Projected Debt Service on New Bonds:		0	0	0	1,862,276
Cash Transfer to CIP Projects	11,800,449	8,410,000	10,000,000	10,000,000	10,000,000
Total CIP Financing Costs	28,003,853	25,999,903	33,043,714	32,478,975	33,928,807
REVENUES OVER / (UNDER) EXPENDITURES	(733,084)	2,144,813	(2,657,786)	(2,544,886)	(3,026,461)
Fund Balance - January 1	9,000,821	8,267,737	10,412,550	7,754,764	5,209,878
Fund Balance - December 31	8,267,737	10,412,550	7,754,764	5,209,878	2,183,416
COVERAGE RATIO	1.62	1.55	1.22	1.29	1.24
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	70,833,469	0	0	0
Street Rehabilitation / Arterials	112,000,000	0	10,000,000	10,000,000	10,000,000
Freeways: East Kellogg Greenwich	93,000,000	0	0	0	0
Freeways: West Kellogg	100,000,000	0	0	0	0
TOTAL CIP PROJECT EXPENDITURES	305,000,000	70,833,469	10,000,000	10,000,000	10,000,000

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 percent sales tax. Based on state distribution formulas, the City of Wichita receives around 58% of the revenue generated. Ordinance 39,196, adopted by the City Council on June 11, 1985, 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 subsequent ordinance continue to pledge one-half of the city's share of sales tax revenue for "road, highway and bridge projects." This fund is used to show receipts and expenditures consistent with this pledge.

Projected Revenues

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

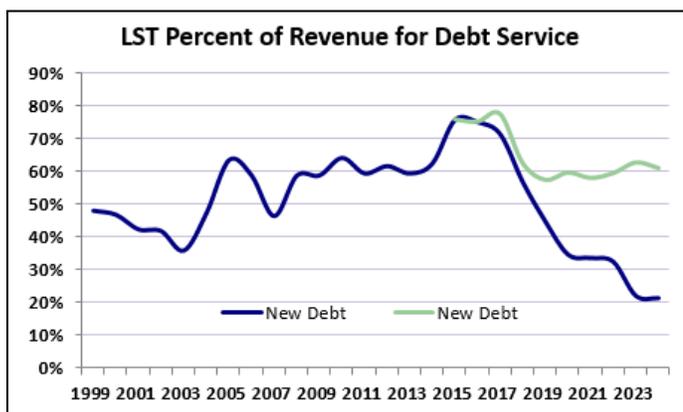
Projected Expenditures

Expenditures from the Local Sales Tax Pledge Fund are generally either transferred to cash fund capital projects, or to fund debt service for bonds issued for capital projects. Project financing from the sales tax is dictated by Ordinance 41-185, adopted in 1992. 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%



MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX PLEDGE FUND						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
31,418,655	32,204,121	33,009,224	33,834,455	34,680,316	35,547,324	36,436,007
250,000	250,000	250,000	250,000	250,000	250,000	250,000
31,668,655	32,454,121	33,259,224	34,084,455	34,930,316	35,797,324	36,686,007
17,956,606	14,489,516	11,499,438	11,438,338	11,314,138	7,863,688	7,802,288
1,862,276	4,190,121	8,380,243	8,380,243	9,497,608	14,618,868	14,618,868
10,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
29,818,882	30,679,637	31,879,680	31,818,580	32,811,746	34,482,555	34,421,155
1,849,772	1,774,484	1,379,544	2,265,874	2,118,570	1,314,769	2,264,852
2,183,416	4,033,189	5,807,673	7,187,216	9,453,091	11,571,661	12,886,430
4,033,189	5,807,673	7,187,216	9,453,091	11,571,661	12,886,430	15,151,281
1.55	1.68	1.62	1.67	1.63	1.54	1.59
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
48,000,000	25,000,000	20,000,000	0	0	0	0
0	0	0	0	20,000,000	40,000,000	40,000,000
58,000,000	37,000,000	32,000,000	12,000,000	32,000,000	52,000,000	52,000,000



with the financing of the Kellogg and Rock Road interchange. In the future, the ratio is projected to increase to 80%, due to the strategy of leveraging State funding to complete East Kellogg through K-96. The percentage is expected to decline during the planning period, as debt incurred in 2002 and 2004 (and refinanced in 2009 and 2011) begins to mature.

ORDINANCE 41-815

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

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



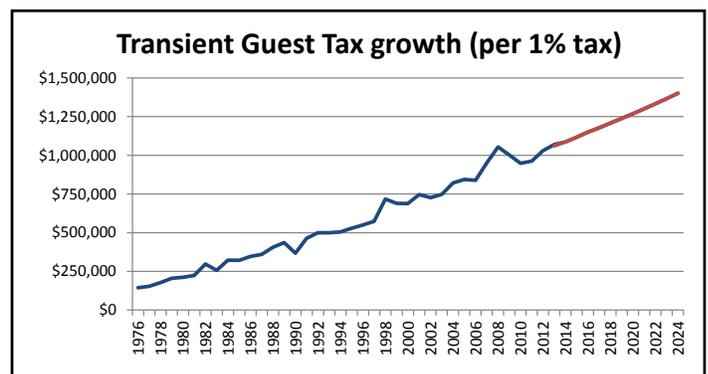
MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
REVENUE:					
Local Sales Taxes	6,360,256	6,754,302	6,821,845	6,992,391	7,167,201
Interest Earnings	0	0	25,000	50,000	50,000
Other	59,175	63,283	0	0	0
TOTAL REVENUES	6,419,431	6,817,585	6,846,845	7,042,391	7,217,201
OPERATING EXPENDITURES:					
Expenditures	2,582,537	3,155,214	2,768,981	2,827,902	2,827,902
Transfer / Other expenditures	1,624,525	2,136,571	2,286,098	2,248,913	2,306,683
Total Operating Expenditures	4,207,062	5,291,785	5,055,079	5,076,815	5,134,585
REVENUES OVER / (UNDER) EXPENDITURES	2,212,369	1,525,800	1,791,766	1,965,576	2,082,616
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	1,738,969	175,795	109,127	93,538	98,413
Projected Debt Service on New Bonds:	0	0	33,325	423,570	581,543
Cash Transfer to CIP Projects	475,078	533,000	2,248,801	1,498,801	1,500,000
Total CIP Financing Costs	2,214,047	708,795	2,391,253	2,015,908	2,179,956
Fund Balance - January 1	2,696,510	2,694,832	3,511,837	2,912,350	2,862,018
Fund Balance - December 31	2,694,832	3,511,837	2,912,350	2,862,018	2,764,678
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	5,206,396	0	0	0
1. Century II Exterior	1,000,000	0	0	1,000,000	0
2. Century II Renovation	6,400,000	0	3,000,000	0	3,400,000
3. Cultural Facilities	7,500,000	0	1,500,000	0	1,500,000
TOTAL CIP PROJECT EXPENDITURES	14,900,000	5,206,396	4,500,000	1,000,000	4,900,000

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 2.5%.





MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND						
2018	2019	2020	2021	2022	2023	2024
ADOPTED	ADOPTED	ADOPTED	ADOPTED	ADOPTED	ADOPTED	ADOPTED
7,346,381	7,530,040	7,718,291	7,911,249	8,109,030	8,311,756	8,519,550
50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0
7,396,381	7,580,040	7,768,291	7,961,249	8,159,030	8,361,756	8,569,550
2,898,600	2,971,065	3,045,341	3,121,475	3,199,512	3,279,499	3,361,487
2,351,850	2,398,146	2,445,600	2,494,240	2,544,096	2,595,198	2,647,578
5,250,450	5,369,211	5,490,941	5,615,715	5,743,608	5,874,698	6,009,065
2,145,931	2,210,830	2,277,350	2,345,534	2,415,422	2,487,058	2,560,484
98,163	102,788	107,163	111,288	115,163	118,788	122,163
764,793	979,637	979,637	979,637	979,637	979,637	957,420
1,500,000	750,000	750,000	750,000	750,000	750,000	750,000
2,362,955	1,832,424	1,836,799	1,840,924	1,844,799	1,848,424	1,829,582
2,764,678	2,547,654	2,926,059	3,366,610	3,871,220	4,441,844	5,080,477
2,547,654	2,926,059	3,366,610	3,871,220	4,441,844	5,080,477	5,811,379
0	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
0	1,500,000	0	1,500,000	0	1,500,000	0

Projected Expenditures

Fund expenditures include around \$3 million annually for Vist 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 \$5.2 million in outstanding projects is expected to be financed in 2015. Outstanding debt in 2015 totals \$2.5 million.

Over the planning period, the Transient Guest Tax Fund will fund \$14.9 million in new improvements. This includes \$7.5 million in cultural facility improvements, including the Wichita Art Museum, Cowtown, the Mid-American All Indian Center, and Kansas Aviation Museum and other facilities. Actual improvements will be based on

building assessments, in conjunction with new operating agreements with the cultural facilities and on the needs of other facilities. An additional \$7.4 million is included for continued renovations at the Century II convention center. This minimal amount is budgeted to maintain the aging convention center while long-term replacement options are considered.



MULTI-YEAR FUND OVERVIEW - AIRPORT FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
REVENUE:					
Airline	5,012,817	5,215,070	5,546,055	6,006,430	6,052,999
Parking	3,280,775	2,464,295	3,656,308	5,227,256	5,331,798
Non-Airline	10,728,034	11,920,508	12,632,650	13,290,211	13,534,246
TOTAL REVENUES	19,021,626	19,599,873	21,835,013	24,523,897	24,919,043
OPERATING EXPENDITURES:					
Expenditures	15,284,694	15,321,661	16,388,437	16,882,747	17,559,829
Reserves	0	0	2,143,269	2,487,263	543,395
TOTAL OPERATING EXPENDITURES	15,284,694	15,321,661	18,531,706	19,370,010	18,103,224
REVENUES OVER / (UNDER) EXPENDITURES	3,736,932	4,278,212	3,303,307	5,153,887	6,815,819
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	1,298,346	1,549,735	1,763,450	1,773,188	1,687,613
Projected Debt Service on New Bonds:	0	0	3,974,212	7,300,525	7,216,212
Cash Transfer to CIP Projects	(14,930,506)	7,744,451	12,610,313	6,690,514	1,293,950
Debt Service Offset by PFC/CFC:	0	(97,523)	(2,389,495)	(3,723,179)	(3,631,455)
TOTAL CIP FINANCING COSTS	(13,632,160)	9,196,663	15,958,480	12,041,048	6,566,320
Fund Balance - January 1	24,044,145	41,413,237	36,494,786	23,839,613	16,952,452
Fund Balance - December 31	41,413,237	36,494,786	23,839,613	16,952,452	17,201,951

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

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

Revenue is also generated through programs authorized by the Federal Aviation Administration (FAA). The Airport assesses a Passenger Facility Charge (PFC) 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						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
6,045,144	6,230,923	6,462,476	6,603,092	6,468,127	6,642,732	6,815,154
6,230,468	6,275,909	6,321,797	6,368,021	6,414,582	6,461,484	6,508,729
13,760,745	14,046,147	14,329,075	14,611,058	14,818,168	15,122,037	15,430,989
26,036,357	26,552,979	27,113,348	27,582,171	27,700,877	28,226,253	28,754,872
17,998,825	18,448,795	18,910,015	19,382,766	19,867,335	20,364,018	20,873,119
470,156	502,890	541,968	478,651	121,142	124,171	127,275
18,468,981	18,951,685	19,451,983	19,861,417	19,988,477	20,488,189	21,000,394
7,567,376	7,601,294	7,661,365	7,720,754	7,712,400	7,738,064	7,754,478
1,692,338	1,695,106	1,694,950	1,691,094	1,605,381	1,604,225	1,601,363
7,167,242	7,167,672	7,167,471	7,168,651	7,173,155	7,170,573	7,169,520
2,564,228	382,865	1,241,922	2,189,356	600,814	1,566,779	2,597,251
(3,604,764)	(3,604,624)	(3,606,799)	(3,609,843)	(3,604,201)	(3,603,553)	(3,602,648)
7,819,044	5,641,019	6,497,544	7,439,258	5,775,149	6,738,024	7,765,486
17,201,951	16,950,283	18,910,558	20,074,379	20,355,875	22,293,126	23,293,166
16,950,283	18,910,558	20,074,379	20,355,875	22,293,126	23,293,166	23,282,158

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 \$18.5 million in 2015. The Airport CIP is designed to support expected Airport growth and expansion. Significant increases in debt service are expected, beginning in 2015. However, the fund is expected to be well positioned to support both the operating and debt service costs associated with the 2015-2024 Adopted CIP.



MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
REVENUE:					
EUR Fees	9,170,164	9,315,446	9,081,918	9,099,797	9,117,914
Interest Earnings	0	0	0	50,000	100,000
Other	31,462	89,736	0	0	0
TOTAL REVENUES	9,201,626	9,405,182	9,081,918	9,149,797	9,217,914
OPERATING EXPENDITURES:					
Expenditures	4,653,298	4,919,612	5,588,730	5,567,322	5,646,839
Transfer / Other expenditures	626,428	587,688	617,056	758,770	777,740
Total Operating Expenditures	5,279,726	5,507,300	6,205,786	6,326,092	6,424,579
REVENUES OVER / (UNDER) EXPENDITURES	3,921,900	3,897,882	2,775,929	2,723,705	2,743,335
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	3,789,100	3,536,939	3,466,042	3,434,133	2,683,695
Projected Debt Service on New Bonds:	0	0	0	0	0
Cash Transfer to CIP Projects	0	0	3,233,407	625,000	750,000
Total CIP Financing Costs	3,789,100	3,536,939	6,699,449	4,059,133	3,433,695
Fund Balance - January 1	9,636,518	9,667,976	8,808,274	4,984,754	3,749,326
<i>Miscellaneous Adjustment</i>	<i>(101,342)</i>	<i>(1,220,645)</i>			
Fund Balance - December 31	9,667,976	8,808,274	4,984,754	3,749,326	3,108,966
BUDGETED PROJECT EXPENDITURES:					
Previous CIP Projects	0	2,858,407	0	0	0
1. Aerial Imaging	1,000,000	0	0	0	500,000
2. Storm Drainage Inventory	250,000	0	250,000	0	0
3. Dry Creek Overflow	3,750,000	0	0	0	0
4. VC Flood Control Improvement	4,650,000	0	500,000	500,000	500,000
TOTAL CIP PROJECT EXPENDITURES	9,650,000	2,858,407	750,000	500,000	1,000,000



Financial Plan - Stormwater Utility Fund



FINANCIAL PLAN SUMMARIES

MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
9,136,150	9,154,422	9,172,731	9,191,076	9,209,459	9,227,878	9,246,333
100,000	100,000	100,000	100,000	100,000	100,000	100,000
0	0	0	0	0	0	0
9,236,150	9,254,422	9,272,731	9,291,076	9,309,459	9,327,878	9,346,333
5,764,795	5,885,701	6,009,637	6,136,687	6,266,937	6,400,475	6,537,392
785,517	793,373	801,306	809,319	817,413	825,587	833,843
6,600,313	6,729,073	6,860,943	6,996,007	7,134,350	7,276,062	7,421,235
2,685,837	2,575,349	2,461,788	2,345,070	2,225,109	2,101,816	1,975,099
2,668,878	2,648,009	2,439,242	1,847,014	1,855,549	1,865,949	1,867,669
0	0	0	0	0	0	197,867
750,000	650,000	650,000	550,000	675,000	500,000	0
3,418,878	3,298,009	3,089,242	2,397,014	2,530,549	2,365,949	2,065,536
3,108,966	2,375,925	1,653,265	1,025,810	973,867	668,427	404,293
2,375,925	1,653,265	1,025,810	973,867	668,427	404,293	313,856
0	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	3,750,000
500,000	800,000	500,000	600,000	250,000	250,000	250,000
500,000	800,000	500,000	600,000	750,000	250,000	4,000,000



STORMWATER UTILITY FUND

The City of Wichita created the Stormwater Utility in 1993, based on City Code Section 16.30 et seq. The Utility is funded primarily by drainage fees, collected based on an Equivalent Residential Unit (ERU). Every single-family residence in Wichita pays 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).

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

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

PROJECTED REVENUE

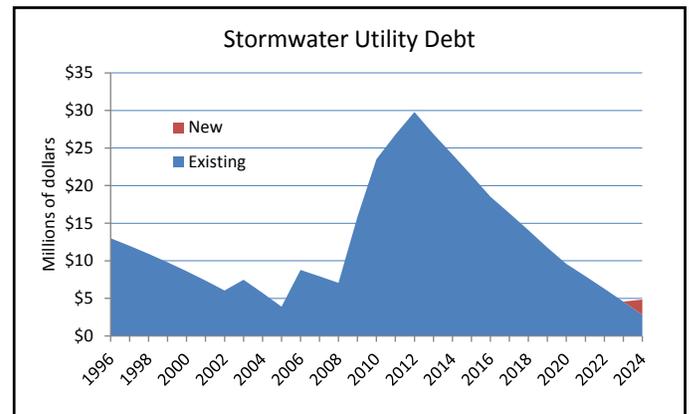
Residential ERU collections comprise approximately 46% of total collections; non-residential developed property comprise the remaining 54%. There are approximately 380,000 ERUs in Wichita. Residences are billed one ERU per month, but the median number of ERUs for a Water customer in Wichita is 20. The ERU fee is billed to Water customers through the water billing system. The total number of ERUs has typically grown by less than 1% annually. Typically ERU revenue is relatively steady, with very slow growth and relatively little volatility. The long term financial plan assumes a growth rate of 0.2% in the annual number of billable ERUs.

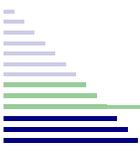
PROJECTED EXPENSES

Approximately 70% of Utility revenues fund operating costs, including the costs of 39 staff. The remaining 30% of collections is allocated to improvements annually. The personal services component of operating costs are assumed to grow annually at 3% in the long-term. Contractuals and other operating costs are forecasted to grow by 1%, while all other operating costs are forecasted to grow by 2% annually, in the long-term.

Based on the current level of projects, the CIP as adopted would decrease total Stormwater Utility debt from \$24.2 million in 2014 to an estimated \$4.8 million in 2024. The projected debt levels are shown below.

In 2007, the Utility began several significant projects, including a new north Wichita pump station, the Douglas outfall, the Cadillac Lake project, and Gypsum Creek improvements. These projects were debt-financed, leading to the planned escalation of debt from \$8 million in 2007 to an estimated \$29.8 million in 2012. Servicing this debt is projected to be feasible for the Utility during the CIP planning period, based on the stable revenue and expenditure trends and a planned, slow erosion of the sizable fund cash balance.





Public Facilities

Botanica, The Wichita Gardens

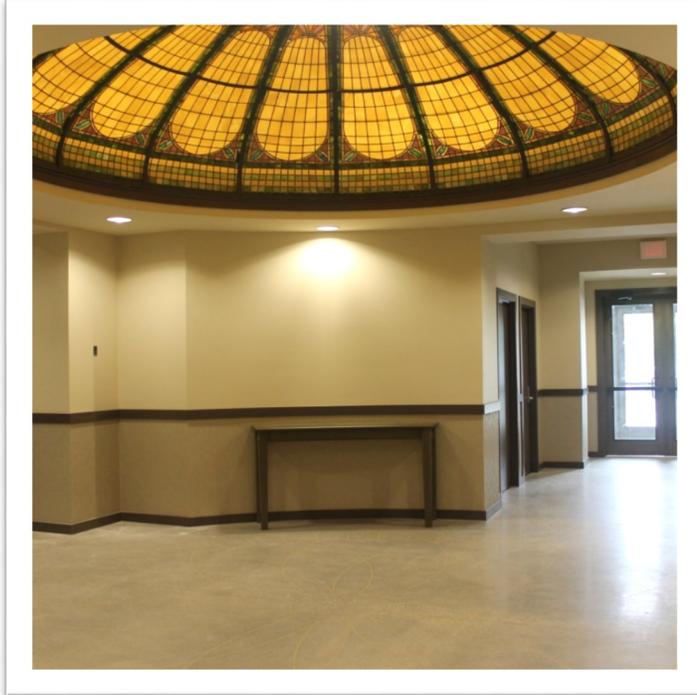
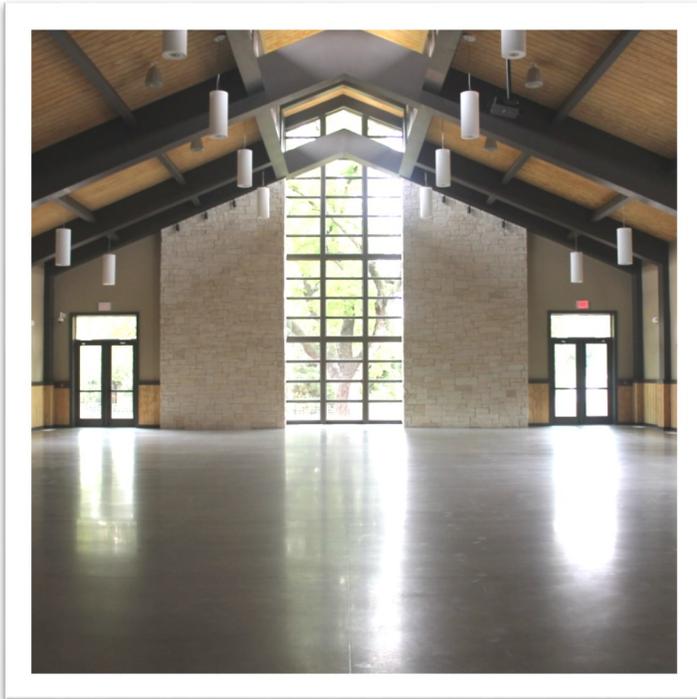
The Wichita City Council approved a new events center for Botanica in April 2012. The events center was opened on June 11, 2014, and includes events center space as well as Lotus Hall. It replaces a portable building donated by the Wichita school district, which housed staff for 25 years.

Events center consists of 4,000 square feet of space containing a bride's room, groom's room, caterers kitchen, and bathrooms.

The Rich and Marni Vliet Dome, a key feature of the new events center, is made of 27 separate pie-shaped pieces of stained glass and was built in roughly 1913.

The Lotus Hall is 4,200 square feet and will seat 240 people (300 theatre style).

The hallway leading into Lotus Hall features a scanned copy of the original Chen Chun Chinese handscroll "Lifestyle of the Lotus."





MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
OPERATING REVENUE:					
Charges for Services	49,758,174	52,305,654	51,887,771	54,654,520	57,568,565
Other Revenue	8,797	45,054	2,288,530	2,296,082	2,303,659
TOTAL OPERATING REVENUES	49,766,971	52,350,708	54,176,301	56,950,602	59,872,224
OPERATING EXPENDITURES	26,230,372	28,939,677	32,905,871	33,960,112	35,112,456
REVENUES OVER / (UNDER) EXPENDITURES	23,536,599	23,411,031	21,270,430	22,990,490	24,759,768
CAPITAL PROJECT FINANCING:					
Expensed CIP Projects:	(1,277,121)	0	0	0	0
Debt Service on Existing Bonds and Other Uses of Cash:	26,623,651	23,502,540	64,525,635	94,736,735	33,781,934
Bond Proceeds:	0	(8,270,000)	(6,403,915)	(69,737,657)	(61,983,468)
Projected Debt Svc. on New Rev. Bonds:	0	46,685	912,286	2,770,620	8,074,350
Projected Debt Svc. On Gen. Obl. Bonds:	0	0	0	0	0
Total CIP Financing Costs	25,346,530	15,279,225	59,034,006	27,769,698	(20,127,184)
Cash Balance - January 1	36,740,276	34,930,345	43,062,151	5,298,575	519,367
Cash Balance - December 31	34,930,345	43,062,151	5,298,575	519,367	45,406,319

Sewer 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. Revenues to the Sewer Fund are based on charges derived from average winter consumption (AWC). In 2011, the City engaged Raftelis Financial Consultants to conduct a Cost of Service Analysis (COSA). This review led to development of a new pro forma, which maintained key financial assumptions. An annual review is now completed to determine appropriate rate increases, with the Raftelis recommendations serving as a point of reference. Additional efforts are also completed by Public Works & Utilities and Finance staff to refine the financial model to ensure compliance with bond covenant terms, sound financial management, and to ensure cash flow. These efforts are ongoing and financial conditions tend to be dynamic. Outside consultant support may be called upon from time to time to provide an independent review of Sewer Utility finances.

Projected Revenue

Revenues are generated mostly from charges to customers. The customer base is projected to grow at very conservative 0.33% annually. Most revenue growth is projected to be generated by increases in rates. Sewer charges are based where possible upon the consumption of water as recorded by a water or sewer meter. Most recently, the City Council voted to increase Sewer Utility revenues by 5% on December 9, 2014, with the expectation that additional rate increases would be needed in subsequent years. Going forward, rate increases are projected at 5.0% from 2016-2017, 5.5% in 2018, 5.0% from 2019-2020, and 4.5% from 2021-2024.

Projected Expenditures

General inflation is projected at 3.0% annually during the planning period, while health insurance and fuel inflation are projected at 8.0% and 3.0%, respectively. Debt Service amounts are estimated based on project costs and bonding schedules including the updated pro forma. Those assumptions tend to be very



MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
60,926,662	64,174,789	67,595,810	70,860,072	74,292,528	77,891,251	81,664,300
2,311,261	2,318,888	2,326,541	2,334,218	2,341,921	2,349,649	2,357,403
63,237,923	66,493,677	69,922,351	73,194,290	76,634,449	80,240,900	84,021,703
36,309,261	37,567,015	38,859,756	40,203,464	41,583,603	43,018,472	44,510,156
26,928,662	28,926,662	31,062,595	32,990,826	35,050,846	37,222,428	39,511,547
0	0	0	0	0	0	0
26,041,191	22,648,349	22,366,110	22,422,106	27,471,400	42,930,000	25,492,636
(17,523,000)	(9,223,200)	(7,992,000)	(8,100,000)	(8,208,000)	(13,608,000)	(30,088,800)
13,288,229	14,566,970	15,334,154	16,034,173	16,743,608	17,621,219	19,302,050
0	0	0	0	229,500	966,127	1,859,354
21,806,420	27,992,119	29,708,264	30,356,279	36,236,508	47,909,346	16,565,240
45,406,319	50,528,561	51,463,104	52,817,435	55,451,982	54,266,320	43,579,402
50,528,561	51,463,104	52,817,435	55,451,982	54,266,320	43,579,402	66,525,709

conservative. Debt service payments are spread based on a conservative, but generally realistic time schedule. In addition, certain projects may be financed using GO bonds that are repaid with utility revenue. This would be done to maintain compliance with bond covenant terms. Debt capacity assessments are completed accounting for both utility debt and GO debt backed by utility revenue (if any).

The utilities combined must maintain a debt service coverage ratio of at least 1.20, based on bond covenants. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.37 to 1.88 from 2014-2024. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates.

The Sewer Utility alone ranges from a debt service coverage ratio of 1.17 (0.03 below the minimum combined target by bond covenant requirements) to 1.67 under the plan. The most concerning year for the Sewer Utility is 2018. With projected rate increases, and spending, the coverage ratio is a more healthy 1.55 in 2024 at the end of the planning period.

Sewer Rates

Revenues to the Sewer Fund are based on charges derived from average winter consumption (AWC). The AWC discounts water usage during warmer months that does not end up in the sewer system, which limits sewer bills only to the effluent that ends up in the treatment cycle. Rate adjustments are driven in part to fund needs for system improvements and projects required by a consent agreement between the City and Kansas Department of Health and Environment. Public Works & Utilities staff regularly update long-term plans that ensure a sufficient, reliable, and cost-effective sewage treatment system that supports community sustainability and economic growth.



MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND					
	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2016 ADOPTED	2017 ADOPTED
OPERATING REVENUE:					
Charges for Services	66,809,952	77,055,290	84,748,894	89,935,064	94,078,981
Other Revenue	177,085	668,088	3,522,990	3,534,616	3,546,280
TOTAL OPERATING REVENUES	66,987,037	77,723,378	88,271,885	93,469,680	97,625,261
OPERATING EXPENDITURES	35,379,424	34,676,254	46,755,649	49,859,664	51,456,444
REVENUES OVER / (UNDER) EXPENDITURES	31,607,613	43,047,124	41,516,236	43,610,016	46,168,817
CAPITAL PROJECT FINANCING:					
Expensed CIP Projects:	(3,348,811)	0	(1,808,000)	(3,500,000)	(3,500,000)
Debt Service on Existing Bonds and Other Uses of Cash:	46,849,398	57,942,573	96,171,681	77,645,245	67,751,511
Bond Proceeds:	0	(5,070,000)	(16,515,293)	(75,092,551)	(57,048,823)
Projected Debt Svc. on New Rev. Bonds:	0	154,365	13,381,952	13,804,623	19,807,597
Total CIP Financing Costs	43,500,587	53,026,938	91,230,340	12,857,317	27,010,285
Cash Balance - January 1	133,912,498	122,019,524	112,039,710	62,325,606	93,078,305
Cash Balance - December 31	122,019,524	112,039,710	62,325,606	93,078,305	112,236,837

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. In 2011, the City engaged Raftelis Financial Consultants to conduct a Cost of Service Analysis (COSA). This review led to development of a new pro forma, which maintained key financial assumptions. An annual review is completed to determine appropriate rate increases, with the Raftelis recommendations serving as a point of reference. Additional efforts are also completed by Public Works & Utilities and Finance staff to refine the financial model to ensure compliance with bond covenant terms and sound financial management. These efforts are ongoing and financial conditions tend to be dynamic. Outside consultant support may be called upon from time to time to provide an independent review of Water Utility finances.

Projected Revenue

Revenues are generated mostly from charges to customers. The customer base is projected to grow at very conservative 0.33% annually. Most revenue growth is projected to be generated by

increases in rates. Projected increases in the water demand forecast are less than 1% annually throughout the CIP. The pro forma is based on 18.3 billion gallons in 2015, growing to 19.2 billion by 2024. Most recently, the City Council voted to increase Water Utility revenues by 6% on December 9, 2014, with the expectation that additional rate increases would be needed in subsequent years. Going forward, rate increases are projected at 5.5% in 2016, 4.0% in 2017, and 3.0% from 2018-2024.

Projected Expenditures

General inflation is projected at 3.0% annually during the planning period, while health insurance and fuel inflation are projected at 8.0% and 3.0%, respectively. Debt Service amounts are estimated based on project costs and bonding schedules included in the updated pro forma. Those assumptions tend to be very conservative. Debt service payments are spread based on a conservative, but generally realistic time schedule. In addition, certain projects may be financed using GO bonds that are repaid with utility revenue. This would be done to maintain compliance with bond covenant terms. Debt capacity assessments are completed accounting for both utility debt and GO debt backed by utility revenue (if any).



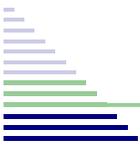
MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND						
2018 ADOPTED	2019 ADOPTED	2020 ADOPTED	2021 ADOPTED	2022 ADOPTED	2023 ADOPTED	2024 ADOPTED
97,465,638	100,971,394	104,600,639	108,357,935	111,976,981	115,716,901	119,581,729
3,557,983	3,569,724	3,581,504	3,593,323	3,605,181	3,617,078	3,629,015
101,023,621	104,541,118	108,182,143	111,951,258	115,582,163	119,333,979	123,210,745
49,549,901	51,456,441	53,322,163	56,129,692	56,941,798	58,787,860	61,343,679
51,473,720	53,084,677	54,859,980	55,821,566	58,640,365	60,546,119	61,867,066
0	(300,000)	(500,000)	(1,580,000)	(600,000)	(600,000)	(1,240,000)
52,078,015	53,158,006	78,009,766	46,092,085	40,522,061	38,408,318	56,678,936
(50,199,480)	(33,512,616)	(36,342,000)	(63,028,800)	(29,149,200)	(23,889,600)	(21,708,000)
24,566,893	28,437,032	31,440,196	35,402,511	39,870,761	42,249,333	44,256,439
26,445,428	47,782,422	72,607,962	16,885,796	50,643,622	56,168,051	77,987,375
112,236,837	137,265,129	142,567,384	124,819,402	163,755,172	171,751,915	176,129,983
137,265,129	142,567,384	124,819,402	163,755,172	171,751,915	176,129,983	160,009,674

The combined utilities must maintain a debt service coverage ratio of at least 1.20, based on bond covenants. With the forecasted rate increases, the coverage ratio for the combined utilities is estimated to vary from 1.37 to 1.88 from 2014-2024. Generally speaking, a higher coverage ratio helps to ensure access to capital markets at attractive rates.

The Water Utility alone ranges from a debt service coverage ratio of 1.32 to 2.03 under the plan. The most concerning aspect of the projection is the significant decline in the coverage ratio. With projected rate increases, and spending, the coverage ratio is at 1.36 in 2024 (0.19 less than the Sewer Utility ratio at the same time). This projection does not account for additional expenditures to secure the long-term water supply. If all projects are fully funded, and no additional revenue source is identified to pay for water supply needs, then the coverage ratio will further decline.

Water Rates

Revenues to the Water Fund are based on a block rate structure that assesses higher charges for the biggest consumers of water, ensuring that those who conserve water receive lower bills. Rate are driven in part to fund needs for long-term water resources. Public Works & Utilities staff regularly update long-term plans that ensure sufficient long-term resources for community sustainability and economic growth.



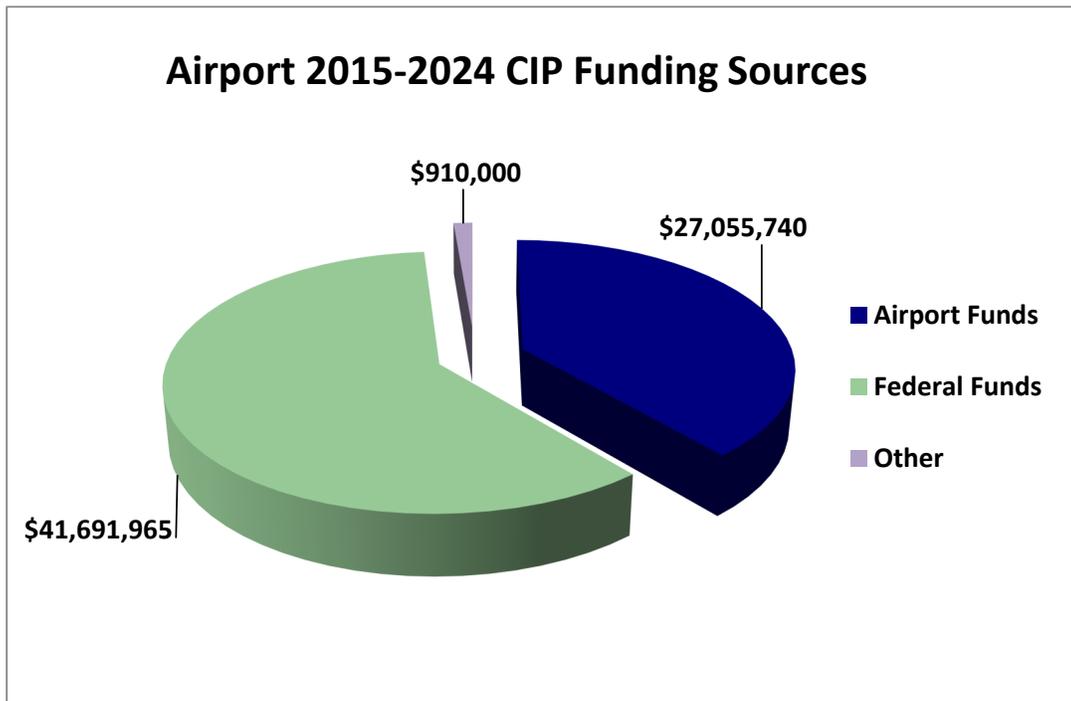
Freeway



Kellogg and Rock Road Interchange

In November 2009, the Kellogg-Rock Road interchange was opened to traffic. This project was the culmination of 10 different construction phases in the Rock Road area. Beginning in 2003, the first phase included construction of drainage structures. Final elements of the Kellogg-Rock Road upgrade were completed in spring 2010, shortly after the interchange opened for traffic. The freeway construction phase of the Kellogg-Rock Road upgrade was completed at a cost of \$48 million. For a point of comparison, the total investment to convert Kellogg from an arterial street to a freeway from Governor to Cypress was \$155 million.

AIRPORT				
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR				
Year	Airport Funds	Federal Funds	Other	Total
2015	\$7,167,240	\$4,040,460	\$910,000	\$12,117,700
2016	\$6,843,300	\$929,700		\$7,773,000
2017	\$1,447,500	\$202,500		\$1,650,000
2018	\$2,718,546	\$8,621,454		\$11,340,000
2019	\$537,954	\$7,430,046		\$7,968,000
2020	\$1,387,000	\$4,500,000		\$5,887,000
2021	\$2,189,356	\$3,999,207		\$6,188,563
2022	\$600,814	\$3,967,329		\$4,568,143
2023	\$1,566,779	\$3,976,012		\$5,542,791
2024	\$2,597,251	\$4,025,257		\$6,622,508
Total	\$27,055,740	\$41,691,965	\$910,000	\$69,657,705



Airport CIP Summary: The CIP supports 18 Airport projects. The projects are financed with \$41.7 million in federal funds, \$27.1 million in Airport funds, and \$0.9 million in other funds. The largest project is \$37.2 million to maintain and improve airfield pavement quality at Wichita Mid-Continent Airport.

PROJECT LISTING BY FUNDING SOURCES AND YEAR

AIRPORT DETAILED PROJECT LISTING

	PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
1	Airfield Equipment @ ICT	A/F	All	-	-	-	-	1,200,000
2	Airfield Pavement @ ICT	A/F	All	625,000	1,363,000	225,000	9,685,000	5,000,000
3	Airport Development @ ICT	A/F	All	513,000	-	100,000	-	100,000
4	Airport Rolling Stock @ ICT	A/F	All	395,000	-	-	-	-
5	Facility Improvements @ ICT	A/F/O	All	8,734,700	100,000	-	200,000	-
6	Facility Maintenance @ ICT	A/F	All	40,000	25,000	50,000	-	-
7	HVAC/Mech Improv @ ICT	A/F	All	-	750,000	800,000	400,000	-
8	Maintenance Yard @ ICT	A/F	All	1,000,000	-	-	-	-
9	Roof Replacements @ ICT	A/F	All	-	-	-	-	63,000
10	Street Side Pavements @ ICT	A/F	All	250,000	2,075,000	15,000	55,000	155,000
11	Studies @ ICT	A/F	All	155,000	-	-	155,000	1,400,000
12	Terminal Other @ ICT	A/F	All	100,000	-	-	-	-
13	Utility Improvements @ ICT	A/F	All	-	3,410,000	400,000	400,000	-
14	Airfield Pavement @ AAO	O	All	160,000	-	-	-	-
15	Airport Development @ AAO	A/F	All	50,000	-	50,000	-	50,000
16	Facility Improvement @ AAO	A/F	All	50,000	50,000	-	50,000	-
17	Studies @ AAO	A/F	All	45,000	-	-	395,000	-
18	Utility Improvements @ AAO	A/F	All	-	-	10,000	-	-
				12,117,700	7,773,000	1,650,000	11,340,000	7,968,000
FUNDING SOURCES				2015	2016	2017	2018	2019
	Airport Funds			7,167,240	6,843,300	1,447,500	2,718,546	537,954
	Federal Funds			4,040,460	929,700	202,500	8,621,454	7,430,046
	Other Funds			910,000	-	-	-	-
				12,117,700	7,773,000	1,650,000	11,340,000	7,968,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

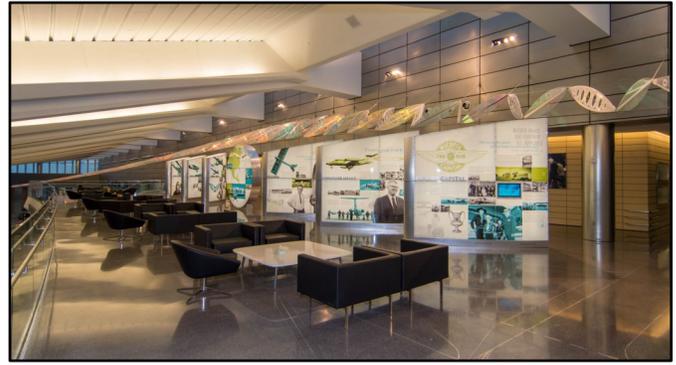
AIRPORT DETAILED PROJECT LISTING						
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 Airfield Equipment @ ICT	-	-	-	-	-	1,200,000
2 Airfield Pavement @ ICT	5,000,000	2,243,563	4,408,143	4,417,791	4,272,508	37,240,005
3 Airport Development @ ICT	-	50,000	-	50,000	-	813,000
4 Airport Rolling Stock @ ICT	-	2,000,000	-	-	-	2,395,000
5 Facility Improvements @ ICT	100,000	-	100,000	-	100,000	9,334,700
6 Facility Maintenance @ ICT	-	-	-	-	-	115,000
7 HVAC/Mech Improv @ ICT	150,000	125,000	-	-	200,000	2,425,000
8 Maintenance Yard @ ICT	-	-	-	-	-	1,000,000
9 Roof Replacements @ ICT	462,000	255,000	-	-	500,000	1,280,000
10 Street Side Pavements @ ICT	75,000	1,290,000	-	1,000,000	1,000,000	5,915,000
11 Studies @ ICT	-	155,000	-	-	155,000	2,020,000
12 Terminal Other @ ICT	-	-	-	-	-	100,000
13 Utility Improvements @ ICT	50,000	-	-	50,000	300,000	4,610,000
14 Airfield Pavement @ AAO	-	-	-	-	-	160,000
15 Airport Development @ AAO	-	25,000	-	25,000	-	200,000
16 Facility Improvement @ AAO	50,000	-	50,000	-	50,000	300,000
17 Studies @ AAO	-	45,000	-	-	45,000	530,000
18 Utility Improvements @ AAO	-	-	10,000	-	-	20,000
	5,887,000	6,188,563	4,568,143	5,542,791	6,622,508	69,657,705
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
Airport Funds	1,387,000	2,189,356	600,814	1,566,779	2,597,251	27,055,740
Federal Funds	4,500,000	3,999,207	3,967,329	3,976,012	4,025,257	41,691,965
Other Funds	-	-	-	-	-	910,000
	5,887,000	6,188,563	4,568,143	5,542,791	6,622,508	69,657,705

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Facility Improvements @ ICT

Council District	All
Type:	Redevelopment
Category:	Airport
Start & Complete Date:	2015-2016, 2018, 2020, 2022, 2024
Cost (total):	\$9,334,700
Cost (2015):	\$8,734,700
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

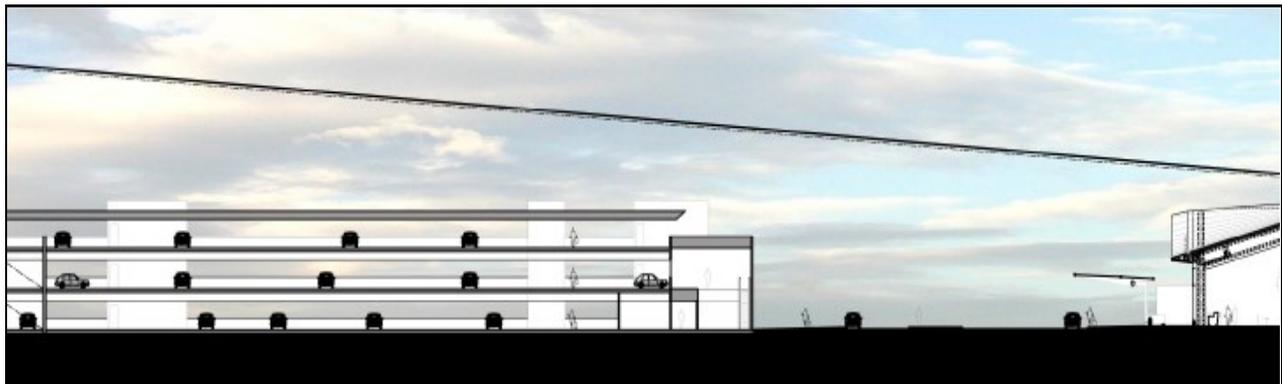
Wichita Dwight D. Eisenhower National Airport is growing and expanding, with both a new terminal (completed in 2015) and new potential tenants on airport grounds. Regular renovation of facilities is needed to meet regulatory requirements and maintain high functioning facilities for customers, employees, and tenants. In addition, following completion of the new terminal, additional facility improvements will still be needed. Most notably, demolition of the above-ground portions of the old terminal, repurposing of the old terminal site, and reconfiguration of old terminal basement spaces.



Utility Improvements @ ICT

Council District	All
Type:	Redevelopment
Category:	Airport
Start & Complete Date:	2016-2018, 2020, 2023-2024
Cost (total):	\$4,610,000
Cost (2015):	\$0
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

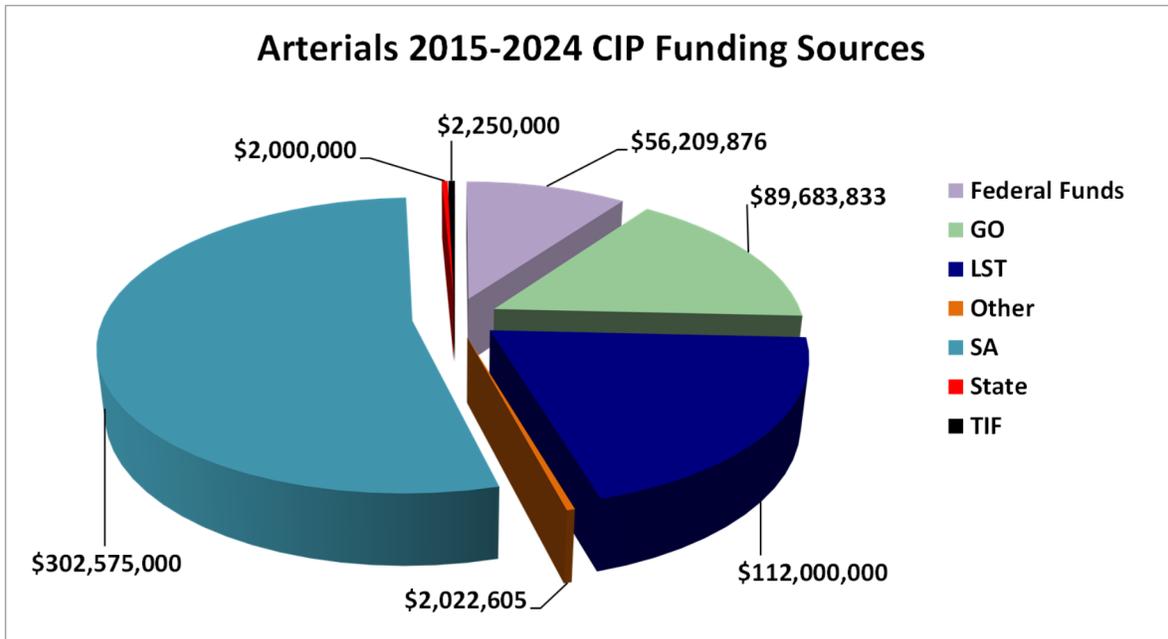
Wichita Dwight D. Eisenhower National Airport is growing and expanding, with both a new terminal (completed in 2015) and new potential tenants on airport grounds. Along with facility improvements, additional utility improvements will also be needed. For example, there is an extensive medium voltage electrical system on the Airport campus to serve both the buildings and the airfield. Parts of the system have been in place since the Airport was originally constructed in the mid-1950s. As a result, an ongoing maintenance and replacement program has been necessary. The program will enter its sixth and final phase in 2016.





ARTERIALS EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR

Year	Federal Funds	GO	LST	Other	SA	State	TIF	Total
2015	\$4,163,103	\$12,857,554	\$10,000,000	\$150,000	\$30,000,000	\$200,000	\$1,500,000	\$58,870,657
2016	\$6,771,873	\$10,410,344	\$10,000,000	\$150,000	\$30,000,000	\$200,000		\$57,532,217
2017	\$9,192,200	\$5,848,635	\$10,000,000	\$672,605	\$30,000,000	\$200,000		\$55,913,440
2018	\$4,382,700	\$7,467,300	\$10,000,000	\$150,000	\$30,000,000	\$200,000		\$52,200,000
2019	\$4,900,000	\$525,000	\$12,000,000	\$150,000	\$30,000,000	\$200,000	\$100,000	\$47,875,000
2020	\$5,000,000	\$14,775,000	\$12,000,000	\$150,000	\$30,000,000	\$200,000	\$650,000	\$62,775,000
2021	\$5,900,000	\$13,175,000	\$12,000,000	\$150,000	\$32,575,000	\$200,000		\$64,000,000
2022	\$5,000,000	\$8,525,000	\$12,000,000	\$150,000	\$30,000,000	\$200,000		\$55,875,000
2023	\$5,900,000	\$5,975,000	\$12,000,000	\$150,000	\$30,000,000	\$200,000		\$54,225,000
2024	\$5,000,000	\$10,125,000	\$12,000,000	\$150,000	\$30,000,000	\$200,000		\$57,475,000
Total	\$56,209,876	\$89,683,833	\$112,000,000	\$2,022,605	\$302,575,000	\$2,000,000	\$2,250,000	\$566,741,314



Arterials CIP: The CIP supports 65 Arterial projects. The projects are financed with \$302.6 million in Special Assessments, \$89.7 million in GO bonds, \$112.0 million in Local Sales Tax funds, \$56.2 million in federal funds, \$2.3 million from TIF Funds, \$2.0 million from the State of Kansas, and \$2.0 million in other funds.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

	PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
1	9th, I-135-Hillside		1	350,000	250,000	-	3,500,000	-
2	13th & Edgemoor Inter.	F	1	1,100,000	-	-	-	-
3	13th, Oliver-Woodlawn		1	-	-	-	-	-
4	13th, 119th-135th		5	-	-	-	-	4,000,000
5	13th, McLean-Zoo Blvd		6	-	-	-	-	-
6	17th, Hillside-Oliver		1	150,000	-	1,350,000	-	-
7	17th, I-135-Broadway		1,6	-	-	-	-	300,000
8	2nd, Main-Washington		6	-	2,700,000	2,700,000	-	-
9	29th & Arkansas Intersection		6	-	-	-	-	200,000
10	29th & Broadway Intersection		6	-	-	-	-	-
11	37th & Hillside Intersection		1	1,000,000	-	-	-	-
12	37th, Hydraulic-Hillside		1	-	-	-	300,000	150,000
13	37th, Oliver-Woodlawn	F,O	1	250,000	1,711,560	2,288,440	-	-
14	45th & Hillside Intersection	F	1	250,000	-	1,900,000	-	-
15	119th, 21st-29th		5	-	-	-	450,000	-
16	127th, 13th-21st	F	2	350,000	-	3,500,000	-	-
17	135th, Central-13th		5	-	-	-	-	-
18	143rd, Harry-Pawnee		2	-	-	-	-	-
19	143rd, Kellogg-Central	F	2	250,000	-	4,000,000	-	-
20	143rd, Kellogg-Harry		2	-	-	-	-	-
21	151st, Kellogg-Maple		4	-	-	-	-	-
22	Amidon, 21st-29th		6	6,500,000	-	-	-	-
23	Arterial SW/WCR Ramps		All	450,000	450,000	450,000	450,000	450,000
24	Bike Enhancement Projects	F	All	500,000	-	1,400,000	-	1,400,000
25	Central & Norman Intersection		5	150,000	-	-	-	-
26	Commerce Arts District		All	1,925,000	-	-	-	-
27	Commerce, Waterman-Kellogg		1	-	-	-	1,900,000	-
28	Comprehensive Way Finding	TIF	1,4,6	-	-	-	-	-
29	Douglas- Hydraulic Inter.	F	1	-	1,200,000	-	-	-
30	Douglas, Main-Washington		1,6	-	-	-	-	-
31	Douglas, Washington-Grove	SA	1	-	-	-	-	-
32	Downtown Streetscaping		1,6	-	-	-	-	-
33	Greenwich, Pawnee-Harry	F	2	150,000	-	100,000	4,925,000	-
34	Harry, 127th-143rd		2	-	-	-	-	-
35	Hillside, 37th-45th		1	-	-	-	-	-
36	Intelligent Transportation Sys.		All	500,000	500,000	500,000	500,000	500,000
37	Maize, 31st-MacArthur		4	-	-	-	-	-
38	Maize, 31st-Pawnee		4	-	-	-	-	-
39	Maple, 135th-151st		5	-	-	-	-	-
40	Maple, 151st-167th		5	-	-	-	-	-
41	Maple, McLean-Exposition		4	-	-	-	-	-
42	Meridian, Pawnee-McCorm.	F	4	3,995,657	3,995,657	-	-	-
43	Mosley & Rl, 2nd-3rd	TIF	6	1,500,000	-	-	-	-
44	Mosley & Rl, 3rd-Central	SA	6	-	-	-	-	-
45	Mt Vernon & Hillside Inter.		3	150,000	250,000	-	1,250,000	-
46	Mt Vernon, Broadway-SE Bd		3	-	-	-	300,000	-
47	Neighborhood Improvements	SA	All	30,200,000	30,200,000	30,200,000	30,200,000	30,200,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 9th, I-135-Hillside	-	-	-	-	-	4,100,000
2 13th & Edgemoor Inter.	-	-	-	-	-	1,100,000
3 13th, Oliver-Woodlawn	-	-	-	200,000	300,000	500,000
4 13th, 119th-135th	-	-	-	-	-	4,000,000
5 13th, McLean-Zoo Blvd	-	-	300,000	200,000	4,500,000	5,000,000
6 17th, Hillside-Oliver	-	-	-	-	-	1,500,000
7 17th, I-135-Broadway	-	4,500,000	-	-	-	4,800,000
8 2nd, Main-Washington	-	-	-	-	-	5,400,000
9 29th & Arkansas Intersection	250,000	1,250,000	-	-	-	1,700,000
10 29th & Broadway Intersection	-	175,000	400,000	1,200,000	-	1,775,000
11 37th & Hillside Intersection	-	-	-	-	-	1,000,000
12 37th, Hydraulic-Hillside	4,000,000	-	-	-	-	4,450,000
13 37th, Oliver-Woodlawn	-	-	-	-	-	4,250,000
14 45th & Hillside Intersection	-	-	-	-	-	2,150,000
15 119th, 21st-29th	3,500,000	-	-	-	-	3,950,000
16 127th, 13th-21st	-	-	-	-	-	3,850,000
17 135th, Central-13th	-	-	-	350,000	200,000	550,000
18 143rd, Harry-Pawnee	-	-	-	250,000	250,000	500,000
19 143rd, Kellogg-Central	-	-	-	-	-	4,250,000
20 143rd, Kellogg-Harry	-	-	250,000	250,000	4,500,000	5,000,000
21 151st, Kellogg-Maple	-	-	-	300,000	200,000	500,000
22 Amidon, 21st-29th	-	-	-	-	-	6,500,000
23 Arterial SW/WCR Ramps	450,000	450,000	450,000	450,000	450,000	4,500,000
24 Bike Enhancement Projects	-	1,400,000	-	1,400,000	-	6,100,000
25 Central & Norman Intersection	-	-	-	-	-	150,000
26 Commerce Arts District	-	-	-	-	-	1,925,000
27 Commerce, Waterman-Kellogg	-	-	-	-	-	1,900,000
28 Comprehensive Way Finding	200,000	1,300,000	-	-	-	1,500,000
29 Douglas- Hydraulic Inter.	-	-	-	-	-	1,200,000
30 Douglas, Main-Washington	3,500,000	3,500,000	-	-	-	7,000,000
31 Douglas, Washington-Grove	250,000	4,200,000	5,000,000	-	-	9,450,000
32 Downtown Streetscaping	-	-	-	3,500,000	3,500,000	7,000,000
33 Greenwich, Pawnee-Harry	-	-	-	-	-	5,175,000
34 Harry, 127th-143rd	-	250,000	250,000	4,000,000	-	4,500,000
35 Hillside, 37th-45th	250,000	250,000	4,500,000	-	-	5,000,000
36 Intelligent Transportation Sys.	500,000	500,000	500,000	500,000	500,000	5,000,000
37 Maize, 31st-MacArthur	-	-	250,000	250,000	150,000	650,000
38 Maize, 31st-Pawnee	-	-	-	250,000	250,000	500,000
39 Maple, 135th-151st	-	-	250,000	250,000	4,000,000	4,500,000
40 Maple, 151st-167th	-	-	-	250,000	150,000	400,000
41 Maple, McLean-Exposition	-	-	-	2,000,000	-	2,000,000
42 Meridian, Pawnee-McCorm.	-	-	-	-	-	7,991,314
43 Mosley & RI, 2nd-3rd	-	-	-	-	-	1,500,000
44 Mosley & RI, 3rd-Central	-	-	1,500,000	-	-	1,500,000
45 Mt Vernon & Hillside Inter.	-	-	-	-	-	1,650,000
46 Mt Vernon, Broadway-SE Bd	4,000,000	-	-	-	-	4,300,000
47 Neighborhood Improvements	30,200,000	30,200,000	30,200,000	30,200,000	30,200,000	302,000,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
48	Old Town Improvements	6	-	500,000	-	-	-
49	Oliver & 21st Intersection	1	500,000	3,500,000	-	-	-
50	Oliver, 17th-21st	1	500,000	-	2,000,000	2,000,000	-
51	Pawnee, 135th-151st	4	-	-	-	-	-
52	Pawnee, Greenwich-127th	2	-	-	-	-	-
53	Pawnee, Hydraulic-Grove	F	3	6,000,000	-	-	-
54	Pawnee, Webb-Greenwich	2	-	-	-	350,000	150,000
55	Pawnee, 119th-135th	4	-	-	-	-	-
56	Rail Crossing Improvements	O	All	300,000	300,000	300,000	300,000
57	Residential Street Improvements	All	4,000,000	4,000,000	4,000,000	4,000,000	6,000,000
58	KLINK Street Rehabilitation	S	All	700,000	700,000	700,000	700,000
59	St. Francis, Waterman-Kellogg	1	-	-	-	-	2,200,000
60	Traffic Signalization	All	-	525,000	525,000	525,000	525,000
61	Tyler, 29th-37th	5	3,000,000	-	-	-	-
62	Tyler, Maple-Central	5	150,000	750,000	-	-	-
63	West, Kellogg-Pawnee	4	-	-	-	-	400,000
64	West, 47th-MacArthur	4	-	-	-	400,000	250,000
65	West, I-235-MacArthur	4	-	-	-	150,000	150,000
			58,870,657	57,532,217	55,913,440	52,200,000	47,875,000
FUNDING SOURCES			2015	2016	2017	2018	2019
GO-at large Funding			12,857,554	10,410,344	5,848,635	7,467,300	525,000
Local Sales Tax (LST)			10,000,000	10,000,000	10,000,000	10,000,000	12,000,000
Special Assessments			30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
TIF Funds			1,500,000	-	-	-	100,000
State of Kansas			200,000	200,000	200,000	200,000	200,000
Federal Funds			4,163,103	6,771,873	9,192,200	4,382,700	4,900,000
Other Funds			150,000	150,000	672,605	150,000	150,000
			58,870,657	57,532,217	55,913,440	52,200,000	47,875,000
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019
2	13th & Edgemoor Inter.	F	500,000	-	-	-	-
13	37th, Oliver-Woodlawn	F	-	1,423,134	1,531,657	-	-
13	37th, Oliver-Woodlawn	O	-	-	522,605	-	-
14	45th & Hillside Intersection	F	-	-	1,057,870	523,010	-
16	127th, 13th-21st	F	-	-	2,102,673	-	-
19	143rd, Kellogg-Central	F	-	-	3,600,000	-	-
24	Bike Enhancement Projects	F	-	-	900,000	-	900,000
28	Comprehensive Way Finding	TIF	-	-	-	-	100,000
29	Douglas-Hydraulic Inter.	F	-	400,000	-	-	-
31	Douglas, Washington-Grove	SA	-	-	-	-	-
33	Greenwich, Pawnee-Harry	F	-	-	-	3,859,690	-
42	Meridian, Pawnee-McCorm.	F	3,663,103	1,880,739	-	-	-
43	Mosley & Rl, 2nd-3rd	TIF	1,500,000	-	-	-	-
47	Neighborhood Improvements	SA	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
53	Pawnee, Hydraulic-Grove	F	-	3,068,000	-	-	-
56	Rail Crossing Improvements	O	150,000	150,000	150,000	150,000	150,000
58	KLINK Street Rehabilitation	S	200,000	200,000	200,000	200,000	200,000
	Arterial Projects TBA	LST	10,000,000	10,000,000	10,000,000	10,000,000	12,000,000
	Arterial Projects TBA	F	-	-	-	-	4,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

ARTERIALS DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
48 Old Town Improvements	-	-	-	-	-	500,000
49 Oliver & 21st Intersection	-	-	-	-	-	4,000,000
50 Oliver, 17th-21st	-	-	-	-	-	4,500,000
51 Pawnee, 135th-151st	-	-	-	250,000	250,000	500,000
52 Pawnee, Greenwich-127th	-	-	-	250,000	250,000	500,000
53 Pawnee, Hydraulic-Grove	-	-	-	-	-	6,000,000
54 Pawnee, Webb-Greenwich	4,500,000	-	-	-	-	5,000,000
55 Pawnee, 119th-135th	-	-	-	400,000	300,000	700,000
56 Rail Crossing Improvements	300,000	300,000	300,000	300,000	300,000	3,000,000
57 Residential Street Improvemer	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	52,000,000
58 KLINK Street Rehabilitation	700,000	700,000	700,000	700,000	700,000	7,000,000
59 St. Francis, Waterman-Kellogg	-	-	-	-	-	2,200,000
60 Traffic Signalization	525,000	525,000	525,000	525,000	525,000	4,725,000
61 Tyler, 29th-37th	-	-	-	-	-	3,000,000
62 Tyler, Maple-Central	-	-	-	-	-	900,000
63 West, Kellogg-Pawnee	500,000	4,500,000	4,500,000	-	-	9,900,000
64 West, 47th-MacArthur	150,000	4,000,000	-	-	-	4,800,000
65 West, I-235-MacArthur	3,000,000	-	-	-	-	3,300,000
	62,775,000	64,000,000	55,875,000	54,225,000	57,475,000	566,741,314
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	14,775,000	13,175,000	8,525,000	5,975,000	10,125,000	89,683,833
Local Sales Tax (LST)	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	112,000,000
Special Assessments	30,000,000	32,575,000	30,000,000	30,000,000	30,000,000	302,575,000
TIF Funds	650,000	-	-	-	-	2,250,000
State of Kansas	200,000	200,000	200,000	200,000	200,000	2,000,000
Federal Funds	5,000,000	5,900,000	5,000,000	5,900,000	5,000,000	56,209,876
Other Funds	150,000	150,000	150,000	150,000	150,000	2,022,605
	62,775,000	64,000,000	55,875,000	54,225,000	57,475,000	566,741,314
	2020	2021	2022	2023	2024	TOTAL
2 13th & Edgemoor Inter.	-	-	-	-	-	500,000
13 37th, Oliver-Woodlawn	-	-	-	-	-	2,954,791
13 37th, Oliver-Woodlawn	-	-	-	-	-	522,605
14 45th & Hillside Intersection	-	-	-	-	-	1,580,880
16 127th, 13th-21st	-	-	-	-	-	2,102,673
19 143rd, Kellogg-Central	-	-	-	-	-	3,600,000
24 Bike Enhancement Projects	-	900,000	-	900,000	-	3,600,000
28 Comprehensive Way Finding	650,000	-	-	-	-	750,000
29 Douglas-Hydraulic Inter.	-	-	-	-	-	400,000
31 Douglas, Washington-Grove	-	2,575,000	-	-	-	2,575,000
33 Greenwich, Pawnee-Harry	-	-	-	-	-	3,859,690
42 Meridian, Pawnee-McCorm.	-	-	-	-	-	5,543,842
43 Mosley & Rl, 2nd-3rd	-	-	-	-	-	1,500,000
47 Neighborhood Improvements	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	300,000,000
53 Pawnee, Hydraulic-Grove	-	-	-	-	-	3,068,000
56 Rail Crossing Improvements	150,000	150,000	150,000	150,000	150,000	1,500,000
58 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	29,000,000

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Neighborhood Improvements

Council District	All
Type:	New Construction
Category:	Arterials
Start & Complete Date:	2015-2024
Cost (total):	\$302,000,000
Cost (2015):	\$30,200,000
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

Property owners in improvement districts pay for projects such as residential street paving. The boundaries are determined by property owners who petition for improvements. A cost estimate is prepared with the petition. Property owners will be responsible for a

share of the improvement costs, with costs generally distributed based on the relative size of the properties in the district. Property owners may pay cash, but improvements costs are typically spread over 15 or 20 years at a relatively low interest rate. Property owners are then responsible for paying of Special Assessment debt at the same time property tax payments are due.

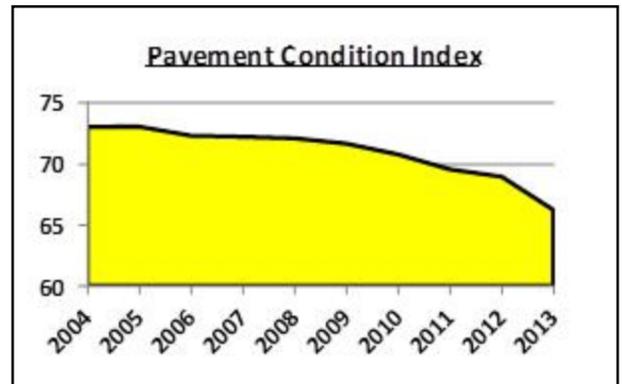
Special Assessment debt is generally repaid entirely by property owners in improvement districts. This form of debt typically grows when residential sub-development construction activity increases. The \$302 million project amount estimates that \$300 million in Special Assessment debt will be authorized, along with \$2 million in GO bonds. Development activity will drive actual experience.



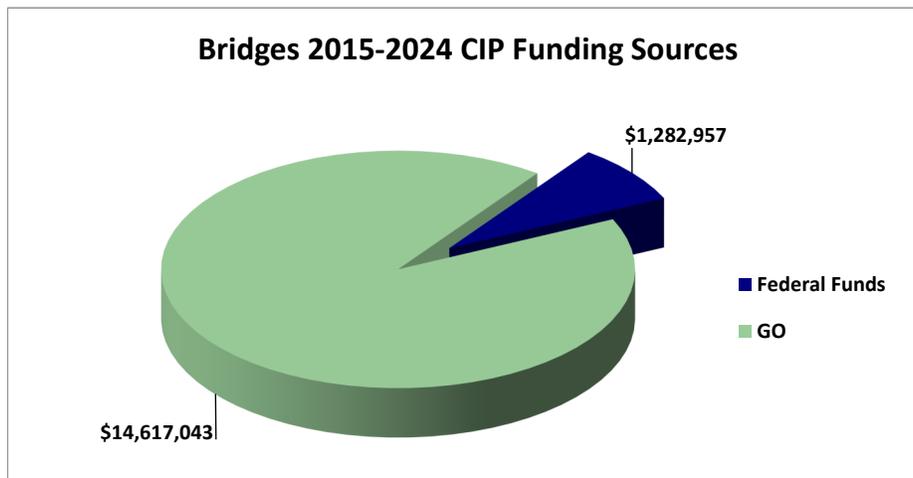
Residential Street Improvements

Council District	All
Type:	Redevelopment
Category:	Arterials
Start & Complete Date:	2015-2024
Cost (total):	\$52,000,000
Cost (2015):	\$4,000,000
Operational Costs (additional):	\$1,300 / Lane Mile
Operational Staff (additional):	Minimal

Wichita's public street network is vital to the local economy and quality of life, but overall pavement conditions have declined during the last ten years. In particular, residential streets have declined in quality and need improvement. With a new pavement maintenance program, and increased financial resources, the pavement condition should be stabilized and improved over time. Financial support for contractual street maintenance totals \$90 million from 2015-2024, with \$52 million from the capital budget and \$40 million from the operating budget. Limited pilot project funds will also be available.



BRIDGES			
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR			
Year	Federal Funds	GO	Total
2015	\$1,282,957	\$3,417,043	\$4,700,000
2016		\$2,550,000	\$2,550,000
2017		\$450,000	\$450,000
2018		\$2,250,000	\$2,250,000
2019		\$900,000	\$900,000
2020		\$750,000	\$750,000
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
Total	\$1,282,957	\$14,617,043	\$15,900,000



Bridge Projects: The CIP supports ten Bridge projects. The projects are financed with \$14.6 million in GO bonds and \$1.3 million in federal funds. The largest project is \$5.5 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 FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
1 15th @ Drainage Canal		1	-	500,000	-	-	-
2 21st St N @ Mosley/NY	F	6	2,000,000	-	-	-	-
3 2nd St N @ Brookside		1	-	-	100,000	750,000	-
4 Bridge Inspections		All	200,000	-	150,000	-	150,000
5 Bridge Rehabilitation/Repair		All	-	-	-	-	750,000
6 Broadway @ Arkansas River		3	1,000,000	-	-	-	-
7 Delano @ Westlink		5	-	-	100,000	750,000	-
8 Douglas @ Brookside		1	-	-	100,000	750,000	-
9 Douglas @ Linden	F	2	1,500,000	-	-	-	-
10 Pawnee @ Arkansas River		3	-	2,050,000	-	-	-
			4,700,000	2,550,000	450,000	2,250,000	900,000
FUNDING SOURCES			2015	2016	2017	2018	2019
GO-at large Funding			3,417,043	2,550,000	450,000	2,250,000	900,000
Federal Funds			1,282,957	-	-	-	-
			4,700,000	2,550,000	450,000	2,250,000	900,000
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019
2	21st St N @ Mosley/NY	F	700,000	-	-	-	-
9	Douglas @ Linden	F	582,957	-	-	-	-

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 15th @ Drainage Canal	-	-	-	-	-	500,000
2 21st St N @ Mosley/NY	-	-	-	-	-	2,000,000
3 2nd St N @ Brookside	-	-	-	-	-	850,000
4 Bridge Inspections	-	150,000	-	150,000	-	800,000
5 Bridge Rehabilitation/Repair	750,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000
6 Broadway @ Arkansas River	-	-	-	-	-	1,000,000
7 Delano @ Westlink	-	-	-	-	-	850,000
8 Douglas @ Brookside	-	-	-	-	-	850,000
9 Douglas @ Linden	-	-	-	-	-	1,500,000
10 Pawnee @ Arkansas River	-	-	-	-	-	2,050,000
	750,000	1,150,000	1,000,000	1,150,000	1,000,000	15,900,000
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	750,000	1,150,000	1,000,000	1,150,000	1,000,000	14,617,043
Federal Funds	-	-	-	-	-	1,282,957
	750,000	1,150,000	1,000,000	1,150,000	1,000,000	15,900,000
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
2 21st St N @ Mosley/NY	-	-	-	-	-	700,000
9 Douglas @ Linden	-	-	-	-	-	582,957

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

21st St N @ Mosley/NY

Council District: 6
Type: Redevelopment
Category: Bridges
Start & Complete Date: 2015
Cost (total): \$2,000,000
Cost (2015): \$2,000,000
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

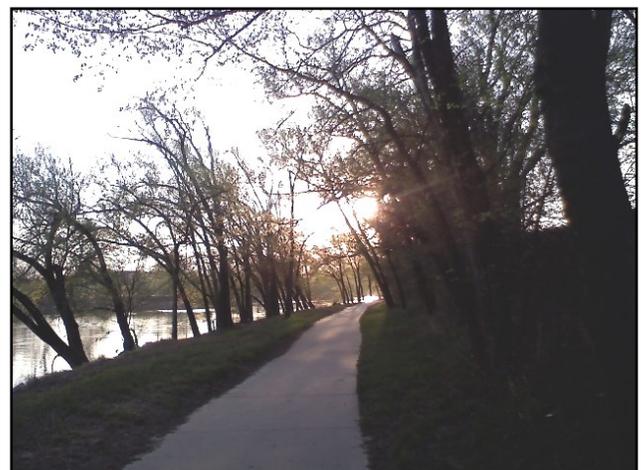
The project will provide for the reconstruction of the 21st Street bridge between Mosley and New York. The bridge was noted as being structurally deficient with a rating of 42.7 in Wichita's 2009 bridge inspection report. Bridge improvements are scheduled to begin in 2015.



Pawnee @ Ark. River

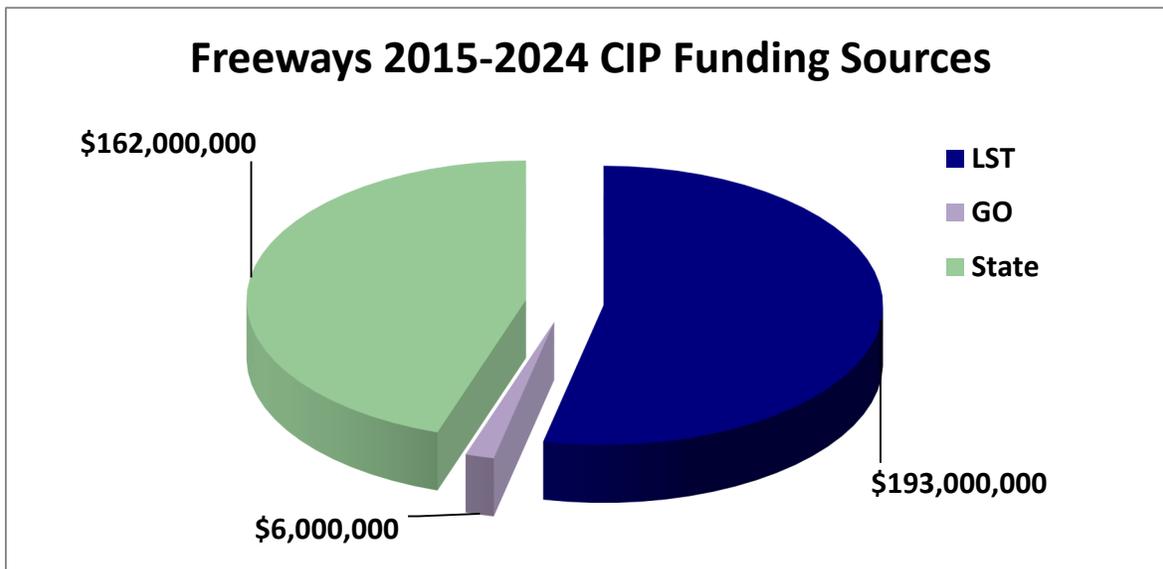
Council District 3
Type: Redevelopment
Category: Bridges
Start & Complete Date: 2016
Cost (total): \$2,050,000
Cost (2015): \$0
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

The project will provide for the rehabilitation of the Pawnee Street bridge at the Arkansas River near McLean Boulevard. The bridge was noted as needing certain repair work in Wichita's 2007 bridge inspection report. Bridge improvements are scheduled to begin in 2016.





FREEWAYS				
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR				
Year	LST	GO	State	Total
2015	\$0	\$6,000,000	\$55,000,000	\$61,000,000
2016	\$0	\$0	\$55,000,000	\$55,000,000
2017	\$0	\$0	\$20,000,000	\$20,000,000
2018	\$48,000,000	\$0	\$32,000,000	\$80,000,000
2019	\$25,000,000	\$0	\$0	\$25,000,000
2020	\$20,000,000	\$0	\$0	\$20,000,000
2021	\$0	\$0	\$0	\$0
2022	\$20,000,000	\$0	\$0	\$20,000,000
2023	\$40,000,000	\$0	\$0	\$40,000,000
2024	\$40,000,000	\$0	\$0	\$40,000,000
Total	\$193,000,000	\$6,000,000	\$162,000,000	\$361,000,000



Freeway Projects: The CIP supports three Freeway projects. The projects are financed with \$193.0 million in Local Sales Tax funds, \$162.0 million from the State of Kansas, and \$6.0 million in GO bonds. The largest project is \$255 million for East Kellogg from Webb to K-96.

PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019	
1 E Kellogg @ Webb-K96	LST/S	All	55,000,000	55,000,000	20,000,000	80,000,000	25,000,000	
2 K-96 & Hoover		All	6,000,000	-	-	-	-	
3 Future Kellogg Impr.	LST	All	-	-	-	-	-	
			<u>61,000,000</u>	<u>55,000,000</u>	<u>20,000,000</u>	<u>80,000,000</u>	<u>25,000,000</u>	
FUNDING SOURCES			2015	2016	2017	2018	2019	
GO-at large Funding			6,000,000	-	-	-	-	
Local Sales Tax (LST)				-	-	48,000,000	25,000,000	
State of Kansas			55,000,000	55,000,000	20,000,000	32,000,000	-	
			<u>61,000,000</u>	<u>55,000,000</u>	<u>20,000,000</u>	<u>80,000,000</u>	<u>25,000,000</u>	
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019	
1 E Kellogg @ Webb-K96	LST		-	-	-	48,000,000	25,000,000	
1 E Kellogg @ Webb-K96	S		55,000,000	55,000,000	20,000,000	32,000,000	-	
3 Future Kellogg Impr.	LST		-	-	-	-	-	

PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING

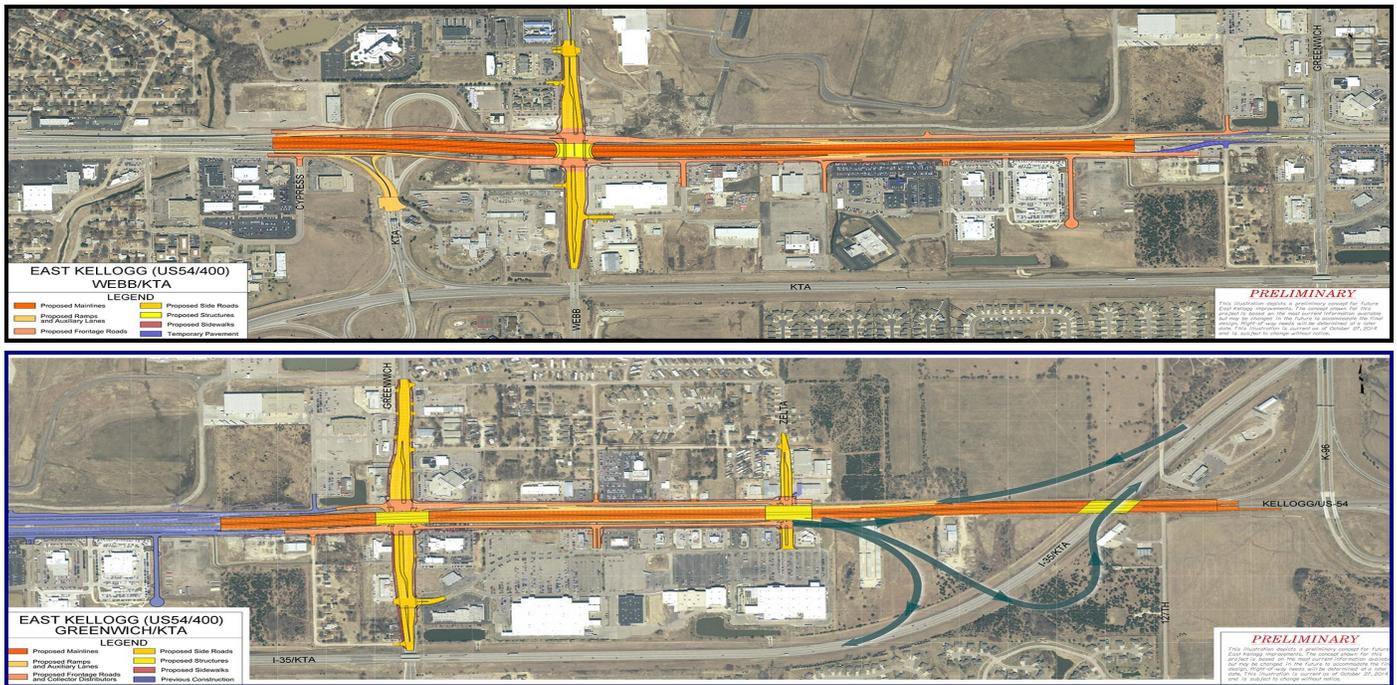
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 E Kellogg @ Webb-K96	20,000,000	-	-	-	-	255,000,000
2 K-96 & Hoover	-	-	-	-	-	6,000,000
3 Future Kellogg Impr.	-	-	20,000,000	40,000,000	40,000,000	100,000,000
	20,000,000	-	20,000,000	40,000,000	40,000,000	361,000,000
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	-	-	-	-	-	6,000,000
Local Sales Tax (LST)	20,000,000	-	20,000,000	40,000,000	40,000,000	193,000,000
State of Kansas	-	-	-	-	-	162,000,000
	20,000,000	-	20,000,000	40,000,000	40,000,000	361,000,000
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 E Kellogg @ Webb-K96	20,000,000	-	-	-	-	93,000,000
1 E Kellogg @ Webb-K96	-	-	-	-	-	162,000,000
3 Future Kellogg Impr.	-	-	20,000,000	40,000,000	40,000,000	100,000,000

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

East Kellogg, Webb - K96

Council District : All
Type: New Construction
Category: Freeways
Start & Complete Date: 2015-2020
Cost (total): \$255,000,000
Cost (2015): \$55,000,000
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

The City, Kansas Department of Transportation, and Kansas Turnpike Authority are partnering to improve travel in east Wichita. The collaborative plan includes new intersection designs at Webb and Greenwich and improved access to the Turnpike. In addition, Kellogg will be widened to six lanes, go under at Webb, and go over at Greenwich and Zelta. The project will be managed in two pieces: the Webb Road intersection; and the Greenwich to K-96 corridor. The City of Wichita will manage the intersection improvements, while the State of Kansas will manage corridor improvements.

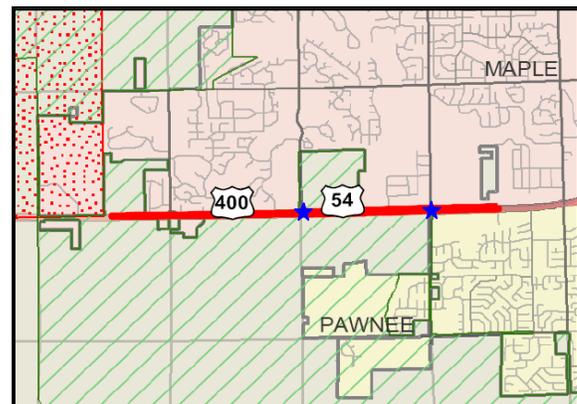


Future Kellogg Improvements

Council District : All
Type: New Construction
Category: Freeways
Start & Complete Date: 2022-2024
Cost (total): \$100,000,000
Cost (2015): \$0
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

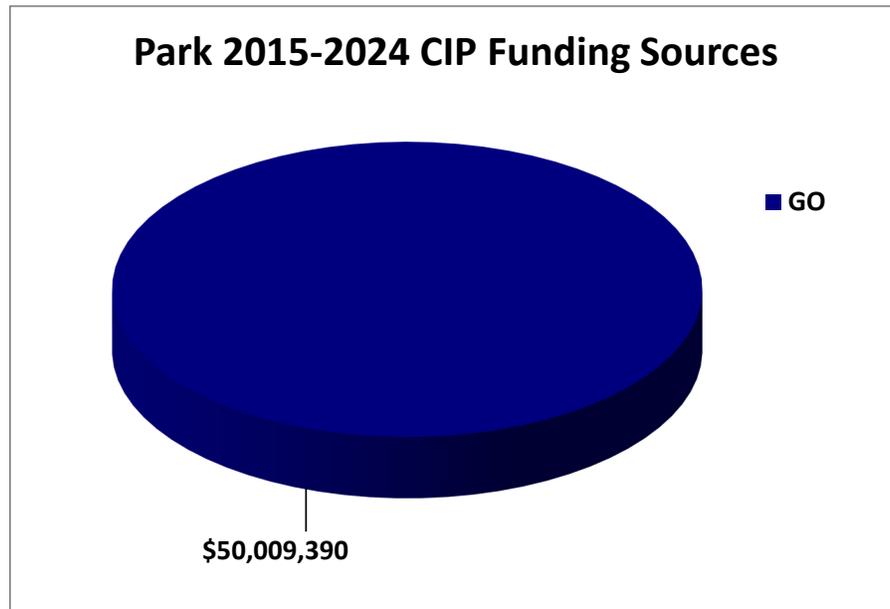
East Kellogg improvements will be completed through a partnership between the City, Kansas Department of Transportation, and Kansas Turnpike Authority.

Future improvements to Kellogg are programmed for 2022-2024 with a total budget of \$100 million. Improvements might include design, right-of-way purchase, and construction on West Kellogg from 119th-167th and other parts of Kellogg. Any improvements will continue the freeway program begun in 1985 with a local sales tax referendum. The first portion of the highway, the downtown flyover, was completed in the late 1980s. Then, Kellogg interchanges were built at Tyler Road and Maize Road on the west side of Wichita.





PARK & RECREATION		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	GO	Total
2015	\$2,206,250	\$2,206,250
2016	\$2,525,600	\$2,525,600
2017	\$2,374,940	\$2,374,940
2018	\$4,800,000	\$4,800,000
2019	\$1,480,000	\$1,480,000
2020	\$6,512,500	\$6,512,500
2021	\$7,122,300	\$7,122,300
2022	\$5,480,000	\$5,480,000
2023	\$6,627,800	\$6,627,800
2024	\$10,880,000	\$10,880,000
Total	\$50,009,390	\$50,009,390



Parks: The CIP supports 17 Park projects. The projects are financed with \$50.0 million in GO bonds. The largest project is \$18.0 million for development of Aquatics Master Plan Improvement.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK & RECREATION DETAILED PROJECT LISTING

	PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
1	21st @ Arkansas River Dam		6	-	-	-	-	-
2	Aquatics Master Plan Impr		All	-	-	-	-	-
3	Athletics Courts		All	-	250,000	-	250,000	-
4	Buffalo Park		5	1,000,000	-	-	-	-
5	Central and Bristol Park		2	-	-	-	-	-
6	Chapin Park		3	-	-	-	-	-
7	Crystal Prairie Park		6	-	-	-	2,000,000	-
8	Facility Improvements - Parks		All	-	400,000	400,000	400,000	400,000
9	Ice Center		All	500,000	-	-	-	-
10	Irrigation Systems		All	-	100,000	-	-	100,000
11	Linwood Park		1	-	50,000	250,000	300,000	-
12	McAdams Fields		1	-	500,000	500,000	400,000	-
13	Planeview Park		3	-	-	-	-	-
14	Playground Rehab/Dev		All	400,000	400,000	400,000	400,000	400,000
15	Pracht Wetlands		5	-	250,000	250,000	500,000	-
16	Walking Paths		All	-	250,000	250,000	-	250,000
17	Watson Park		4	306,250	325,600	324,940	550,000	330,000
				2,206,250	2,525,600	2,374,940	4,800,000	1,480,000
	FUNDING SOURCES			2015	2016	2017	2018	2019
	GO-at large Funding			2,206,250	2,525,600	2,374,940	4,800,000	1,480,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK & RECREATION DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 21st @ Arkansas River Dam	-	-	-	50,000	1,500,000	1,550,000
2 Aquatics Master Plan Impr	4,500,000	4,500,000	-	4,500,000	4,500,000	18,000,000
3 Athletics Courts	250,000	-	250,000	-	250,000	1,250,000
4 Buffalo Park	-	-	-	-	-	1,000,000
5 Central and Bristol Park	-	100,000	600,000	600,000	-	1,300,000
6 Chapin Park	300,000	-	-	-	-	300,000
7 Crystal Prairie Park	-	-	3,500,000	-	3,500,000	9,000,000
8 Facility Improvements - Parks	400,000	400,000	400,000	400,000	400,000	3,600,000
9 Ice Center	-	-	-	-	-	500,000
10 Irrigation Systems	-	100,000	-	100,000	-	400,000
11 Linwood Park	-	-	-	-	-	600,000
12 McAdams Fields	-	-	-	-	-	1,400,000
13 Planeview Park	250,000	1,050,000	-	-	-	1,300,000
14 Playground Rehab/Dev	400,000	400,000	400,000	400,000	400,000	4,000,000
15 Pracht Wetlands	-	-	-	-	-	1,000,000
16 Walking Paths	-	250,000	-	250,000	-	1,250,000
17 Watson Park	412,500	322,300	330,000	327,800	330,000	3,559,390
	6,512,500	7,122,300	5,480,000	6,627,800	10,880,000	50,009,390
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	6,512,500	7,122,300	5,480,000	6,627,800	10,880,000	50,009,390



SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Crystal Prairie Park

Council District:
Type: New Construction
Category: Park
Start & Complete Date: 2018, 2022, 2024
Cost (total): \$9,000,000
Cost (2015): \$0
Operational Costs (additional): Unknown
Operational Staff (additional): Unknown

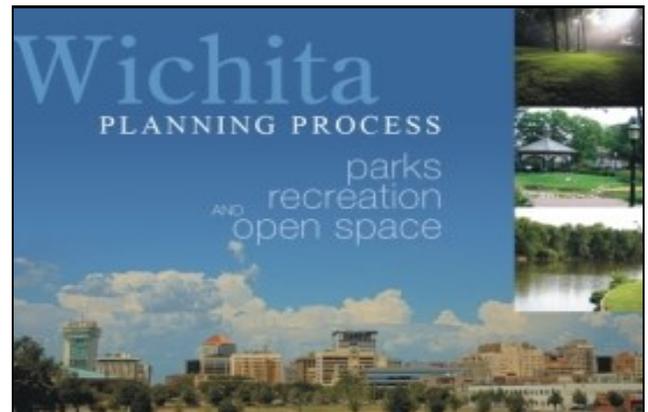
The City of Wichita plans to convert approximately 420 acres of sand lots near K-96 and Hoover into a new recreational area for residents and visitors. The main planned attraction at this site will be a lake of approximately 215 acres that can be used for canoeing, kayaking, rowing, and swimming. In addition, the site should serve as a community gathering place and host planned events. Improvements such as Crystal Prairie Park ensure that Wichita remains a growing and sustainable community.



Aquatics Master Plan Improvements

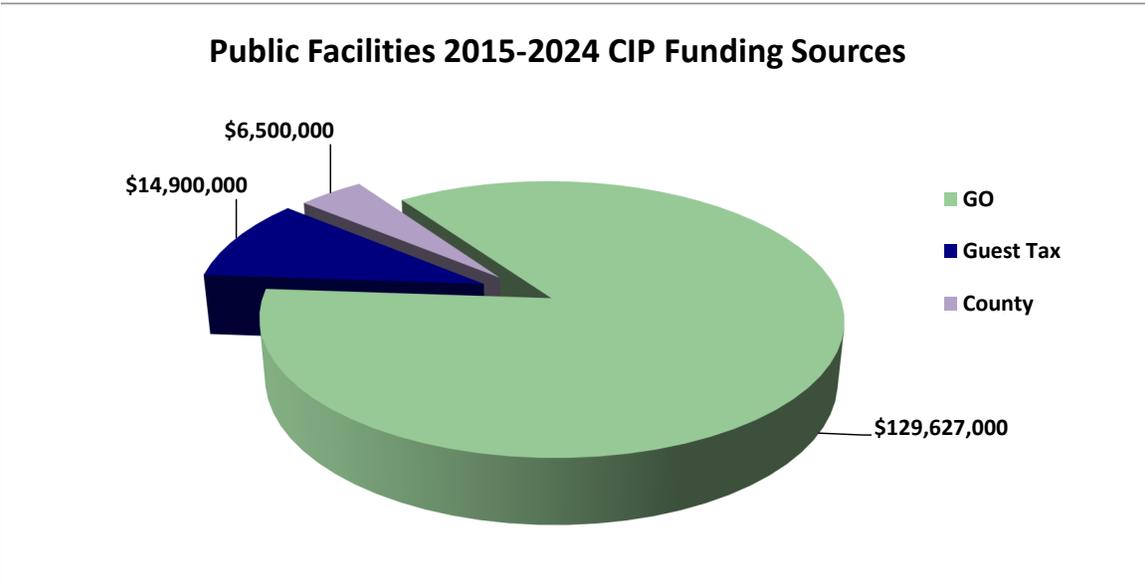
Council District: All
Type: New Construction
Category: Park
Start & Complete Date: 2020-2021, 2023-2024
Cost (total): \$18,000,000
Cost (2015): \$0
Operational Costs (additional): Unknown
Operational Staff (additional): Unknown

City staff have been evaluating solutions to the City's aging public pool system. In addition, a great deal of public feedback has been gathered at community meetings. Potential improvements discussed at these meetings have included additional splash pads, a more concentrated system of pools, and the development of other aquatics features. Feedback from the June 2, 2015 Social Media Town Hall event was robust and comments were generally supportive of keeping Wichita's current outdoor pools with extended hours of operation as opposed to replacement with one large indoor pool. Discussions related to splash pads have also been generally positive.





PUBLIC FACILITIES				
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR				
Year	GO	Guest Tax	County	Total
2015	\$7,050,000	\$4,500,000		\$11,550,000
2016	\$24,523,000	\$1,000,000	\$6,500,000	\$32,023,000
2017	\$32,307,000	\$4,900,000		\$37,207,000
2018	\$7,284,000			\$7,284,000
2019	\$12,543,000	\$1,500,000		\$14,043,000
2020	\$10,309,000			\$10,309,000
2021	\$7,273,000	\$1,500,000		\$8,773,000
2022	\$4,300,000			\$4,300,000
2023	\$10,000,000	\$1,500,000		\$11,500,000
2024	\$14,038,000			\$14,038,000
Total	\$129,627,000	\$14,900,000	\$6,500,000	\$151,027,000



Public Facilities: The CIP supports 16 Public Facilities projects. The projects are financed with \$129.6 million in GO bonds, \$14.9 million in Guest Taxes, and \$6.5 million from Sedgwick County. The largest project is \$37.3 million to replace fire apparatus.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019	
1	Central Library	All	-	9,000,000	21,000,000	-	-	-
2	CII - Exterior Impr	TGT	-	1,000,000	-	-	-	-
3	CII - Renovations	TGT	3,000,000	-	3,400,000	-	-	-
4	City ADA Improvements	All	300,000	300,000	300,000	300,000	300,000	300,000
5	City Facility Impr - General	All	3,370,000	-	-	750,000	750,000	750,000
6	City Hall Renovations	All	900,000	900,000	300,000	-	300,000	300,000
7	Cultural Facilities Impr	TGT	1,500,000	-	1,500,000	-	1,500,000	1,500,000
8	Fire Station Maintenance	All	250,000	-	250,000	-	250,000	250,000
9	Fire Apparatus	All	2,230,000	4,723,000	3,684,000	4,234,000	8,943,000	8,943,000
10	Fire - SCBA	All	-	-	-	-	-	-
11	Law Enforcement Train. Ctr	SG	-	13,000,000	-	-	-	-
12	Heavy Equip Replacement	All	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
13	Patrol East Substation	2	-	-	-	-	-	-
14	Patrol West Substation	5	-	600,000	2,273,000	-	-	-
15	Police P&E	All	-	500,000	2,500,000	-	-	-
16	Police Radios	All	-	-	-	-	-	-
			11,550,000	32,023,000	37,207,000	7,284,000	14,043,000	
FUNDING SOURCES			2015	2016	2017	2018	2019	
GO-at large Funding			7,050,000	24,523,000	32,307,000	7,284,000	12,543,000	
Transient Guest Tax (TGT)			4,500,000	1,000,000	4,900,000	-	1,500,000	
Sedgwick County			-	6,500,000	-	-	-	
			11,550,000	32,023,000	37,207,000	7,284,000	14,043,000	
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019	
2	CII - Exterior Impr	TGT	-	1,000,000	-	-	-	-
3	CII - Renovations	TGT	3,000,000	-	3,400,000	-	-	-
7	Cultural Facilities Impr	TGT	1,500,000	-	1,500,000	-	1,500,000	1,500,000
11	Law Enforcement Train. Ctr	SG	-	6,500,000	-	-	-	-



PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING						
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 Central Library	-	-	-	-	-	30,000,000
2 CII - Exterior Impr	-	-	-	-	-	1,000,000
3 CII - Renovations	-	-	-	-	-	6,400,000
4 City ADA Improvements	300,000	300,000	300,000	300,000	300,000	3,000,000
5 City Facility Impr - General	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,870,000
6 City Hall Renovations	-	300,000	-	300,000	-	3,000,000
7 Cultural Facilities Impr	-	1,500,000	-	1,500,000	-	7,500,000
8 Fire Station Maintenance	-	400,000	-	400,000	-	1,550,000
9 Fire Apparatus	3,759,000	-	-	-	9,738,000	37,311,000
10 Fire - SCBA	2,000,000	-	-	-	-	2,000,000
11 Law Enforcement Train. Ctr	-	-	-	-	-	13,000,000
12 Heavy Equip Replacement	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	23,000,000
13 Patrol East Substation	250,000	2,273,000	-	-	-	2,523,000
14 Patrol West Substation	-	-	-	-	-	2,873,000
15 Police P&E	-	-	-	-	-	3,000,000
16 Police Radios	-	-	-	5,000,000	-	5,000,000
	10,309,000	8,773,000	4,300,000	11,500,000	14,038,000	151,027,000
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	10,309,000	7,273,000	4,300,000	10,000,000	14,038,000	129,627,000
Transient Guest Tax (TGT)	-	1,500,000	-	1,500,000	-	14,900,000
Sedgwick County	-	-	-	-	-	6,500,000
	10,309,000	8,773,000	4,300,000	11,500,000	14,038,000	151,027,000
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
2 CII - Exterior Impr	-	-	-	-	-	1,000,000
3 CII - Renovations	-	-	-	-	-	6,400,000
7 Cultural Facilities Impr	-	1,500,000	-	1,500,000	-	7,500,000
11 Law Enforcement Train. Ctr	-	-	-	-	-	6,500,000



SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Police West Substation

Council District: All
Type: New Construction
Category: Public Facilities
Start & Complete Date: 2016-2017
Cost (total): \$2,873,000
Cost (2015): \$0
Operational Costs (additional): \$2.50 / Square Foot
Operational Staff (additional): Minimal

Presently located at 661 N. Elder, the Patrol West Bureau covers a large and growing area that stretches as far west as 167th near Kellogg Avenue. Construction of a new facility would provide the Patrol West Bureau with a more strategically located facility to optimize public safety deployment in this part of town. Deployment model analysis is ongoing and helps inform the policing strategies of the Wichita Police Department, which has generally maintained relatively high clearance rates for persons and property crimes.



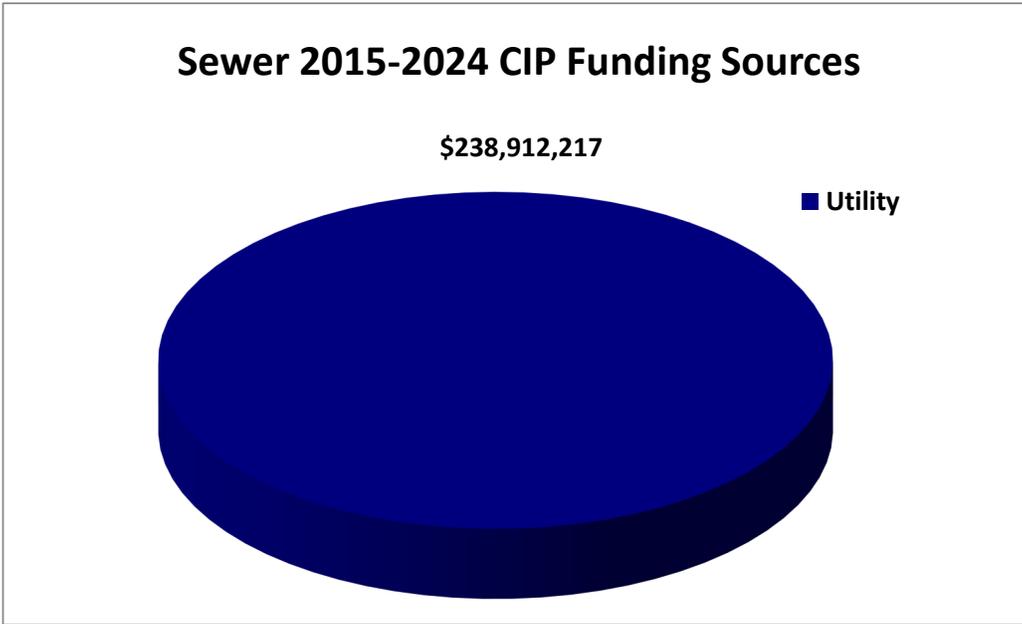
The Library's Advanced Learning Center

Council District: All
Type: New Construction
Category: Public Facilities
Start & Complete Date: 2016-2017
Cost (total): \$30,000,000
Cost (2015): \$0
Operational Costs (additional): \$2.50 / Square Foot
Operational Staff (additional): Minimal

The Library's new Advanced Learning Center will be unlike other existing public libraries in the nation. The Center will be located on the southeast corner of Second and McLean and will be designed to meet the education needs of every person, whether they prefer one-on-one interaction or group collaboration. In addition, the Center will serve as a collision space that supports the dissemination and marketization of ideas in support of the Wichita Innovation Campus vision. Flexible design will help the Center maintain relevance for education and the local economy for many years to come.



SEWER		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	Utility	Total
2015	\$26,288,217	\$26,288,217
2016	\$62,075,000	\$62,075,000
2017	\$16,225,000	\$16,225,000
2018	\$8,540,000	\$8,540,000
2019	\$7,400,000	\$7,400,000
2020	\$7,500,000	\$7,500,000
2021	\$16,780,000	\$16,780,000
2022	\$21,780,000	\$21,780,000
2023	\$43,304,000	\$43,304,000
2024	\$29,020,000	\$29,020,000
Total	\$238,912,217	\$238,912,217



Sewer: The CIP supports 21 Sewer projects. The projects are financed with \$238.9 million in Sewer Utility Funds. The largest project is \$54.0 million to replace collection mains. Certain large projects may be financed using GO bonds that are paid with utility revenue.

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

		Non - GO	COUNCIL	2015	2016	2017	2018	2019
	PROJECT TITLE	FUNDING	DISTRICT					
1	Banner Replacement	Utility	All	-	900,000	-	-	-
2	BNR @ Plant #2	Utility	All	-	-	-	-	-
3	Collection Mains Replace	Utility	All	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000
4	Force Main Impr. @ Plt 1-2	Utility	All	-	45,000,000	-	-	-
5	Kellogg & Greenwich	Utility	All	-	-	-	650,000	-
6	Kellogg & Webb Relocation	Utility	All	864,000	-	-	-	-
7	Kellogg Reloc. @ Greenwich	Utility	All	350,000	-	-	-	-
8	Kellogg @ 127th-159th	Utility	All	-	-	-	540,000	-
9	Innovation Campus - WSU	Utility	All	1,750,000	-	-	-	-
10	Lagoon Land Acquisition	Utility	All	500,000	-	-	-	-
11	Lift Station Rehab/Replace	Utility	All	8,000,000	-	-	-	-
12	Mains for Future Development	Utility	All	1,774,217	1,850,000	1,900,000	1,950,000	2,000,000
13	Plant #1 Improvements	Utility	All	1,500,000	-	-	-	-
14	Plant #3 Improvements	Utility	All	3,000,000	-	-	-	-
15	Plant #4 Improvements	Utility	All	3,150,000	8,925,000	8,925,000	-	-
16	Relief Sewer @ 47th-55th	Utility	All	-	-	-	-	-
17	Rlf Swr Sheridan @ 31st-47th	Utility	All	-	-	-	-	-
18	Rlf Swr Sheridan @ May-31st	Utility	All	-	-	-	-	-
19	SWR Reloc I-135 - Blake-Ind	Utility	All	-	-	-	-	-
20	Walnut Basin Sewer Mains	Utility	All	-	-	-	-	-
21	Walnut Pump Station	Utility	All	-	-	-	-	-
				26,288,217	62,075,000	16,225,000	8,540,000	7,400,000
	FUNDING SOURCES			2015	2016	2017	2018	2019
	Sewer Utility Funds			26,288,217	62,075,000	16,225,000	8,540,000	7,400,000
				26,288,217	62,075,000	16,225,000	8,540,000	7,400,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 Banner Replacement	-	-	-	-	-	900,000
2 BNR @ Plant #2	-	9,180,000	9,180,000	15,444,000	15,120,000	48,924,000
3 Collection Mains Replace	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	54,000,000
4 Force Main Impr. @ Plt 1-2	-	-	-	-	-	45,000,000
5 Kellogg & Greenwich	-	-	-	-	-	650,000
6 Kellogg & Webb Relocation	-	-	-	-	-	864,000
7 Kellogg Reloc. @ Greenwich	-	-	-	-	-	350,000
8 Kellogg @ 127th-159th	-	-	-	-	-	540,000
9 Innovation Campus - WSU	-	-	-	-	-	1,750,000
10 Lagoon Land Acquisition	-	-	-	-	-	500,000
11 Lift Station Rehab/Replace	-	-	-	-	-	8,000,000
12 Mains for Future Development	2,100,000	2,200,000	2,300,000	2,400,000	2,500,000	20,974,217
13 Plant #1 Improvements	-	-	-	-	-	1,500,000
14 Plant #3 Improvements	-	-	-	-	-	3,000,000
15 Plant #4 Improvements	-	-	-	-	-	21,000,000
16 Relief Sewer @ 47th-55th	-	-	-	-	6,000,000	6,000,000
17 Rlf Swr Sheridan @ 31st-47th	-	-	-	7,000,000	-	7,000,000
18 Rlf Swr Sheridan @ May-31st	-	-	3,000,000	-	-	3,000,000
19 SWR Reloc I-135 - Blake-Ind	-	-	500,000	10,000,000	-	10,500,000
20 Walnut Basin Sewer Mains	-	-	900,000	900,000	-	1,800,000
21 Walnut Pump Station	-	-	500,000	2,160,000	-	2,660,000
	7,500,000	16,780,000	21,780,000	43,304,000	29,020,000	238,912,217
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
Sewer Utility Funds	7,500,000	16,780,000	21,780,000	43,304,000	29,020,000	238,912,217
	7,500,000	16,780,000	21,780,000	43,304,000	29,020,000	238,912,217

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Innovation Campus - WSU

Council District:	All
Type:	Redevelopment
Category:	Sewer
Start & Complete Date:	2015
Cost (total):	\$1,750,000
Cost (2015):	\$1,750,000
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

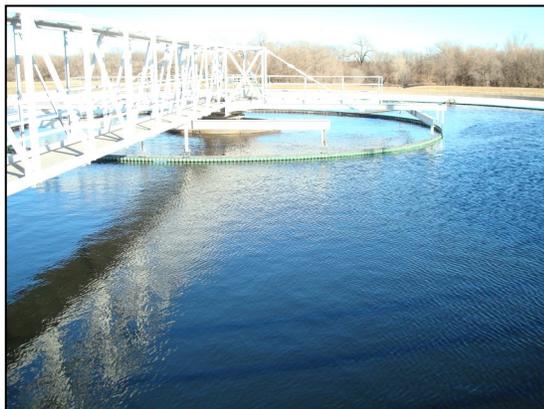
Wichita State University is developing an Innovation Campus to create a university where innovation, creativity, entrepreneurship, and technology are making the future. The potential benefits from this Innovation Campus are tremendous in terms of developing students and promoting the local economy. New buildings for educational, business, and retail purposes will be developed as part of the Innovation Campus. These new buildings will require certain utility improvements, including new sewer services.



Bio Nutrient Removal at Sewage Treatment Plant 2

Council District	All
Type:	New Construction
Category:	Sewer
Start & Complete Date:	2021-2024
Cost (total):	\$48,924,000
Cost (2015):	\$0
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

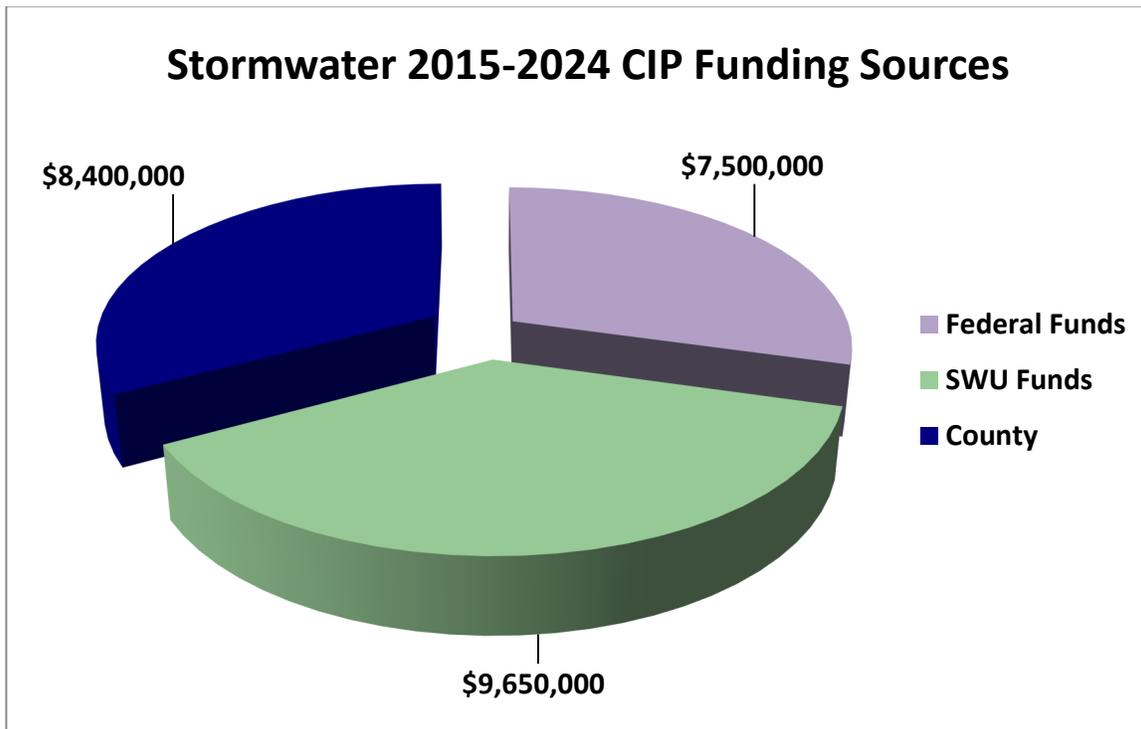
Bio nutrient removal removes certain compounds such as nitrogen and phosphorus from wastewater consistent with permitted treatment requirements. The Environmental Protection Agency and Kansas Department of Health and Environment regulate permitted treatment organizations such as the Wichita Sewer Utility. Related improvements are expected to be required within several permit renewal cycles and could cost well in excess of \$100 million total depending upon whether existing facilities are retrofitted with the necessary equipment or new facilities are constructed.





STORMWATER
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR

Year	Federal Funds	SWU Funds	County	Total
2015		\$750,000	\$500,000	\$1,250,000
2016		\$500,000	\$500,000	\$1,000,000
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	\$7,500,000	\$4,000,000	\$4,000,000	\$15,500,000
Total	\$7,500,000	\$9,650,000	\$8,400,000	\$25,550,000



Stormwater CIP: The CIP supports four Stormwater projects. The projects are financed with \$7.5 million in federal funds, \$9.7 million in Stormwater Utility funds, and \$8.4 million from Sedgwick County. The largest project is \$15.0 million for improvements to Dry Creek.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019	
1	Topographical Updates	SWU All	-	-	500,000	-	-	
2	Storm Drainage Inventory	SWU All	250,000	-	-	-	-	
3	Dry Creek (Calf Skin) Impr	F/SG/SWU All	-	-	-	-	-	
4	Wichita-VC Flood Contl Impr	SG/SWU All	1,000,000	1,000,000	1,000,000	1,000,000	1,600,000	
			1,250,000	1,000,000	1,500,000	1,000,000	1,600,000	
FUNDING SOURCES			2015	2016	2017	2018	2019	
Stormwater Utility Funds			750,000	500,000	1,000,000	500,000	800,000	
Sedgwick County			500,000	500,000	500,000	500,000	800,000	
Federal Funds			-	-	-	-	-	
			1,250,000	1,000,000	1,500,000	1,000,000	1,600,000	
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019	
1	Topographical Updates	SWU	-	-	500,000	-	-	
2	Storm Drainage Inventory	SWU	250,000	-	-	-	-	
3	Dry Creek (Calf Skin) Impr	F	-	-	-	-	-	
3	Dry Creek (Calf Skin) Impr	SG	-	-	-	-	-	
3	Dry Creek (Calf Skin) Impr	SWU	-	-	-	-	-	
4	Wichita-VC Flood Contl Impr	SG	500,000	500,000	500,000	500,000	800,000	
4	Wichita-VC Flood Contl Impr	SWU	500,000	500,000	500,000	500,000	800,000	



PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 Topographical Updates	-	-	500,000	-	-	1,000,000
2 Storm Drainage Inventory	-	-	-	-	-	250,000
3 Dry Creek (Calf Skin) Impr	-	-	-	-	15,000,000	15,000,000
4 Wichita-VC Flood Contl Impr	1,000,000	1,200,000	500,000	500,000	500,000	9,300,000
	1,000,000	1,200,000	1,000,000	500,000	15,500,000	25,550,000
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
Stormwater Utility Funds	500,000	600,000	750,000	250,000	4,000,000	9,650,000
Sedgwick County	500,000	600,000	250,000	250,000	4,000,000	8,400,000
Federal Funds	-	-	-	-	7,500,000	7,500,000
	1,000,000	1,200,000	1,000,000	500,000	15,500,000	25,550,000
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 Topographical Updates	-	-	500,000	-	-	1,000,000
2 Storm Drainage Inventory	-	-	-	-	-	250,000
3 Dry Creek (Calf Skin) Impr	-	-	-	-	7,500,000	7,500,000
3 Dry Creek (Calf Skin) Impr	-	-	-	-	3,750,000	3,750,000
3 Dry Creek (Calf Skin) Impr	-	-	-	-	3,750,000	3,750,000
4 Wichita-VC Flood Contl Impr	500,000	600,000	250,000	250,000	250,000	4,650,000
4 Wichita-VC Flood Contl Impr	500,000	600,000	250,000	250,000	250,000	4,650,000



SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Dry Creek (Calfskin) Overflow Protection

Council District: All
Type: New Construction
Category: Stormwater
Start & Complete Date: 2024
Cost (total): \$15,000,000
Cost (2015): \$0
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

The Storm Water Utility constructs, reconstructs, repairs and maintains the City's storm water drainage systems. This project will protect the health, safety, and welfare of residents by providing adequate drainage and flood control.

The City of Wichita has regulated new development in the Calfskin Creek basin, based on 1986 FEMA flood maps. The City discovered inaccuracies in these maps because of significant overflows from Dry Creek into Calfskin Creek, during the 1998 'Halloween Flood' in west Wichita. This overflow has reoccurred multiple times since the Halloween Flood causing flooding of homes and businesses.

This project will protect at least 100 homes from flood damage and potential loss of life. Homes and businesses that benefit from these improvements may no longer be required to purchase flood insurance through the National Flood Insurance Program



Wichita - Valley Center Flood Control Project

Council District: 1, 3, 4, 5, 6
Type: New Construction
Category: Storm Water
Start & Complete Date: 2015 - 2024
Cost (total): \$9,300,000
Cost (2015): \$1,000,000
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

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

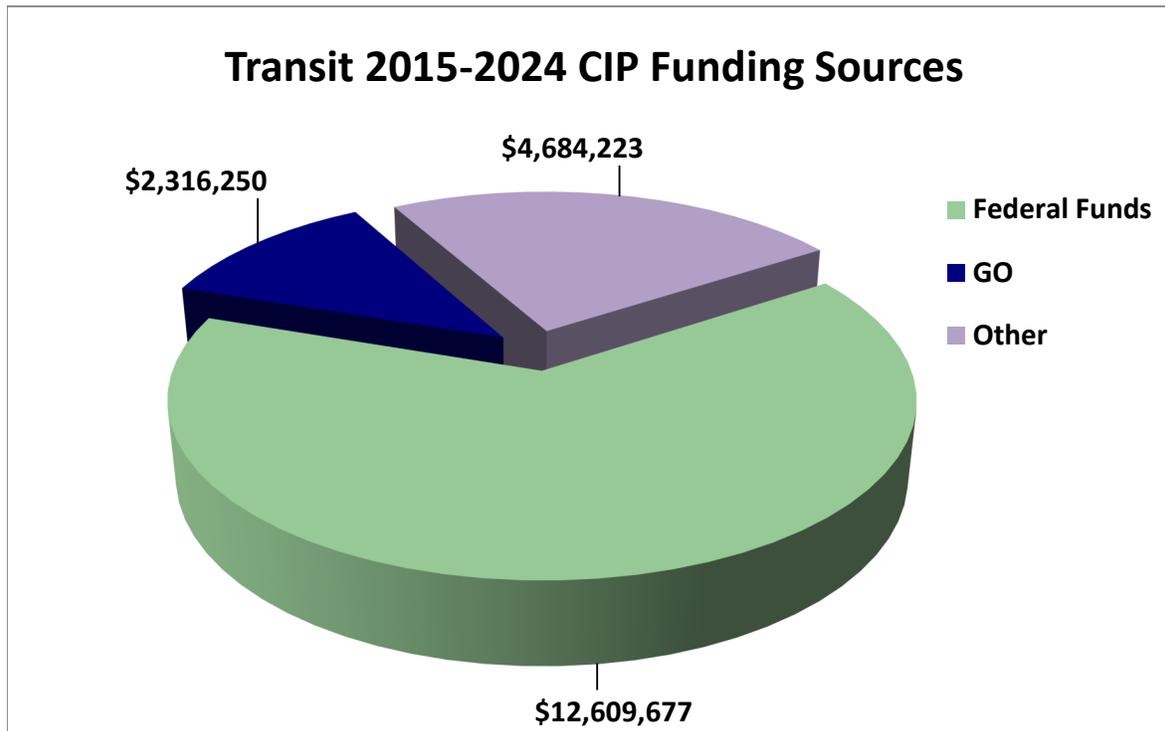
The Federal Emergency Management Agency (FEMA) issued the City of Wichita, Sedgwick County, Haysville, Valley Center and Park City a Provisional Accredited Levee agreement in February 2007 that required the communities to certify that the Wichita-Valley Center Flood Control project levees provide the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





TRANSIT EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR

Year	Federal Funds	GO	Other	Total
2015	\$1,216,479	\$296,250	\$580,718	\$2,093,447
2016	\$4,183,500	\$656,500	\$510,000	\$5,350,000
2017	\$480,000	\$120,000	\$390,000	\$990,000
2018	\$2,149,000	\$391,000	\$390,000	\$2,930,000
2019	\$2,441,500	\$352,500	\$486,000	\$3,280,000
2020	\$571,200		\$490,800	\$1,062,000
2021	\$599,760		\$495,840	\$1,095,600
2022		\$500,000	\$390,000	\$890,000
2023	\$472,311		\$473,349	\$945,660
2024	\$495,927		\$477,516	\$973,443
Total	\$12,609,677	\$2,316,250	\$4,684,223	\$19,610,150



Transit CIP: The CIP supports eight Transit projects. The projects are financed with \$12.6 million in federal funds, \$4.7 million from other sources, and \$2.3 million in GO bonds. The largest project is \$7.8 million for bus fleet replacement.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

TRANSIT DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019	
1 Bus Replacement	F	All	-	3,510,000	-	2,340,000	1,950,000	
2 Van Replacement	F/Other	All	1,022,197	800,000	-	-	640,000	
3 Bus/Van Replacement Cont.	Other	All	390,000	390,000	390,000	390,000	390,000	
4 Facility Renovation	F	All	-	250,000	250,000	-	-	
5 IT/IS Equipment	F	All	125,000	-	200,000	-	300,000	
6 Security Camera Upgrade	F	All	200,000	-	-	-	-	
7 Shelter/Benches/Signs	F	All	356,250	-	150,000	200,000	-	
8 Fareboxes	F	All	-	400,000	-	-	-	
			2,093,447	5,350,000	990,000	2,930,000	3,280,000	
FUNDING SOURCES			2015	2016	2017	2018	2019	
GO-at large Funding			296,250	656,500	120,000	391,000	352,500	
Other			580,718	510,000	390,000	390,000	486,000	
Federal Funds			1,216,479	4,183,500	480,000	2,149,000	2,441,500	
			2,093,447	5,350,000	990,000	2,930,000	3,280,000	
DESCRIPTION OF NON-GO FUNDING			2015	2016	2017	2018	2019	
1 Bus Replacement	F		-	2,983,500	-	1,989,000	1,657,500	
2 Van Replacement	F		831,479	680,000	-	-	544,000	
2 Van Replacement	Other		190,718	120,000	-	-	96,000	
3 Bus/Van Replacement Cont.	Other		390,000	390,000	390,000	390,000	390,000	
4 Facility Renovation	F		-	200,000	200,000	-	-	
5 IT/IS Equipment	F		100,000	-	160,000	-	240,000	
6 Security Camera Upgrade	F		160,000	-	-	-	-	
7 Shelter/Benches/Signs	F		125,000	-	120,000	160,000	-	
8 Fareboxes	F		-	320,000	-	-	-	



PROJECT LISTING BY FUNDING SOURCES AND YEAR

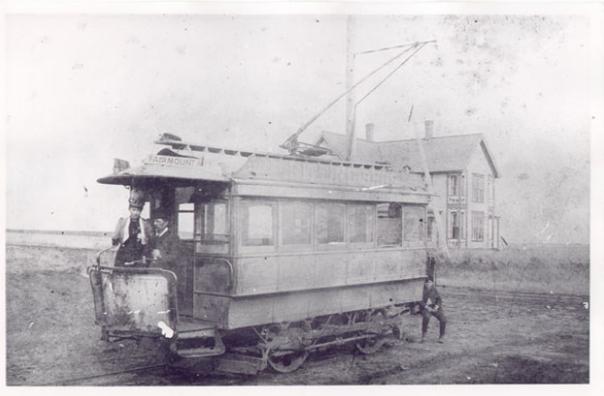
TRANSIT DETAILED PROJECT LISTING						
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
1 Bus Replacement	-	-	-	-	-	7,800,000
2 Van Replacement	672,000	705,600	-	555,660	583,442	4,978,899
3 Bus/Van Replacement Cont.	390,000	390,000	390,000	390,000	390,000	3,900,000
4 Facility Renovation	-	-	-	-	-	500,000
5 IT/IS Equipment	-	-	-	-	-	625,000
6 Security Camera Upgrade	-	-	-	-	-	200,000
7 Shelter/Benches/Signs	-	-	500,000	-	-	1,206,250
8 Fareboxes	-	-	-	-	-	400,000
	<u>1,062,000</u>	<u>1,095,600</u>	<u>890,000</u>	<u>945,660</u>	<u>973,442</u>	<u>19,610,150</u>
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
GO-at large Funding	-	-	500,000	-	-	2,316,250
Other	490,800	495,840	390,000	473,349	477,516	4,684,223
Federal Funds	571,200	599,760	-	472,311	495,927	12,609,677
	<u>1,062,000</u>	<u>1,095,600</u>	<u>890,000</u>	<u>945,660</u>	<u>973,442</u>	<u>19,610,150</u>
	2020	2021	2022	2023	2024	TOTAL
1 Bus Replacement	-	-	-	-	-	6,630,000
2 Van Replacement	571,200	599,760	-	472,311	495,927	4,194,677
2 Van Replacement	100,800	105,840	-	83,349	87,516	784,223
3 Bus/Van Replacement Cont.	390,000	390,000	390,000	390,000	390,000	3,900,000
4 Facility Renovation	-	-	-	-	-	400,000
5 IT/IS Equipment	-	-	-	-	-	500,000
6 Security Camera Upgrade	-	-	-	-	-	160,000
7 Shelter/Benches/Signs	-	-	-	-	-	405,000
8 Fareboxes	-	-	-	-	-	320,000

SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Bus Fleet Replacement

Council District:	All
Type:	New Equipment
Category:	Transit
Start & Complete Date:	2016, 2018-2019
Cost (total):	\$7,800,000
Cost (2015):	\$0
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

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



Shelter/Benches/Signs

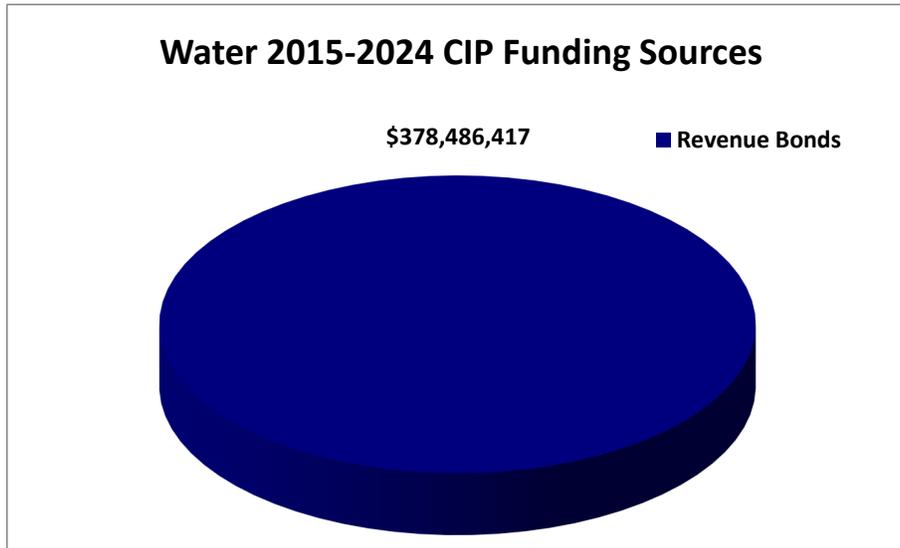
Council District:	All
Type:	New Equipment
Category:	Transit
Start & Complete Date:	2015, 2017-2018, 2022
Cost (total):	\$1,206,250
Cost (2015):	\$356,250
Operational Costs (additional):	Minimal
Operational Staff (additional):	Minimal

Shelters, benches, signs, and other features will continue to be added and enhanced to improve the overall quality of the rider experience for Wichita Transit patrons. These features enhance the navigability and understandability of the Wichita Transit system. In addition, these features can shelter patrons during inclement weather. Existing features also need to be replaced from time to time due to weathering and other maintenance concerns or removed as the Wichita Transit system and routes are modified.





WATER		
EXPENDITURE TOTALS BY FUNDING SOURCE AND YEAR		
Year	Revenue Bonds	Total
2015	\$50,415,217	\$50,415,217
2016	\$49,000,000	\$49,000,000
2017	\$46,481,000	\$46,481,000
2018	\$31,030,200	\$31,030,200
2019	\$33,650,000	\$33,650,000
2020	\$58,360,000	\$58,360,000
2021	\$26,990,000	\$26,990,000
2022	\$22,120,000	\$22,120,000
2023	\$20,100,000	\$20,100,000
2024	\$40,340,000	\$40,340,000
Total	\$378,486,417	\$378,486,417



Water CIP: The CIP supports 59 Water projects. The projects are financed with \$378.5 million in Water revenue bonds. The largest project is \$54.0 million for replacement of distribution mains. Certain large projects may be financed using GO bonds that are paid with utility revenue.



PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING								
	PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019
1	37th St Booster PLC	RB	All	-	100,000	-	-	-
2	Arterial Projects	RB	All	3,700,000	1,300,000	5,000,000	4,200,000	3,500,000
3	Banner Replacement	RB	All	-	2,200,000	-	-	-
4	Chemical Feed Improvement	RB	All	3,500,000	-	-	-	-
5	Cheney 60" Line Air-Rel Repl	RB	All	108,000	-	2,160,000	-	-
6	Cheney Dam - Concrete Cap	RB	All	270,000	-	-	-	-
7	Cheney Ozone Air Rel Repl	RB	All	-	-	-	-	-
8	Ch Ozone Gen/Pwr Sup Repl.	RB	All	-	-	-	-	-
9	Cheney Repr Inop Intake	RB	All	-	-	-	300,000	2,000,000
10	Cheney Roof Replacement	RB	All	300,000	-	-	-	-
11	Cheney Strainer Repl	RB	All	-	30,000	500,000	-	-
12	Ch Surge Tank Repl/Recoat	RB	All	-	-	-	-	-
13	Ch Switch Gear Enc & Cool	RB	All	240,000	-	2,000,000	-	-
14	Ch Zeb Musl Cntrl - Cl Inj	RB	All	-	-	-	-	-
15	Dead End Elim & Red Feed	RB	All	4,030,000	640,000	1,530,000	1,300,000	500,000
16	Distribution Mains Repl	RB	All	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000
17	ILWSP - Local Wellfield Exp	RB	All	-	-	-	-	-
18	Innovation Campus - WSU	RB	All	1,750,000	-	-	-	-
19	Kellogg, 119th-135th W	RB	All	-	-	-	-	-
20	Kellogg, 127th-159th	RB	All	1,620,000	-	-	-	-
21	Kellogg, 135th-151st W	RB	All	610,000	-	-	-	-
22	Kellogg & Greenwich Interch.	RB	All	-	-	216,000	1,404,000	-
23	Kellogg & I-235 Interchange	RB	All	1,400,000	-	-	-	-
24	Kellogg, K-96-Greenwich	RB	All	1,330,000	-	-	-	-
25	Local E Wellfield Recons	RB	All	-	-	-	-	-
26	Main Replacement Projects	RB	All	16,900,000	250,000	250,000	250,000	-
27	Mains for Future Dev	RB	All	1,774,217	1,850,000	1,900,000	1,950,000	2,000,000
28	NE Boost Stat VFD & Pump	RB	All	550,000	-	-	-	-
29	NE Water Tower Rehab	RB	All	-	-	-	-	700,000
30	NEBPS Upgrade	RB	All	-	-	-	-	-
31	Outlet Gate Repairs	RB	All	-	-	-	-	-



PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING						
PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
1 37th St Booster PLC	-	-	-	-	-	100,000
2 Arterial Projects	3,500,000	3,000,000	4,500,000	5,000,000	5,000,000	38,700,000
3 Banner Replacement	-	-	-	-	-	2,200,000
4 Chemical Feed Improvement	-	-	-	-	-	3,500,000
5 Cheney 60" Line Air-Rel Repl	-	-	-	-	-	2,268,000
6 Cheney Dam - Concrete Cap	-	-	-	-	-	270,000
7 Cheney Ozone Air Rel Repl	200,000	-	800,000	-	-	1,000,000
8 Ch Ozone Gen/Pwr Sup Repl.	300,000	2,200,000	-	-	-	2,500,000
9 Cheney Repr Inop Intake	-	-	-	-	-	2,300,000
10 Cheney Roof Replacement	-	-	-	-	-	300,000
11 Cheney Strainer Repl	-	-	-	-	-	530,000
12 Ch Surge Tank Repl/Recoat	300,000	1,080,000	-	-	-	1,380,000
13 Ch Switch Gear Enc & Cool	-	-	-	-	-	2,240,000
14 Ch Zeb Musl Cntrl - CI Inj	-	-	-	1,200,000	-	1,200,000
15 Dead End Elim & Red Feed	1,100,000	500,000	1,620,000	500,000	500,000	12,220,000
16 Distribution Mains Repl	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	54,000,000
17 ILWSP - Local Wellfield Exp	27,600,000	-	-	-	-	27,600,000
18 Innovation Campus - WSU	-	-	-	-	-	1,750,000
19 Kellogg, 119th-135th W	-	1,000,000	-	-	-	1,000,000
20 Kellogg, 127th-159th	-	-	-	-	-	1,620,000
21 Kellogg, 135th-151st W	-	-	-	-	-	610,000
22 Kellogg & Greenwich Interch.	-	-	-	-	-	1,620,000
23 Kellogg & I-235 Interchange	-	-	-	-	-	1,400,000
24 Kellogg, K-96-Greenwich	-	-	-	-	-	1,330,000
25 Local E Wellfield Recons	10,820,000	-	-	-	-	10,820,000
26 Main Replacement Projects	-	-	800,000	1,500,000	1,700,000	21,650,000
27 Mains for Future Dev	2,100,000	2,200,000	2,300,000	2,400,000	2,500,000	20,974,217
28 NE Boost Stat VFD & Pump	-	-	-	-	-	550,000
29 NE Water Tower Rehab	-	-	-	-	-	700,000
30 NEBPS Upgrade	-	5,310,000	-	-	-	5,310,000
31 Outlet Gate Repairs	-	-	-	-	540,000	540,000



PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING								
PROJECT TITLE	Non - GO FUNDING	COUNCIL DISTRICT	2015	2016	2017	2018	2019	
32	SEBPS Feed Completion	RB All	-	8,560,000	8,125,000	10,976,200	4,400,000	
33	Sludge Lagoon Rpr/Cap	RB All	-	-	-	-	-	
34	SWTP Ozone Purge System	RB All	200,000	300,000	-	-	-	
35	SWTP Propane Stor/NG Sys	RB All	-	-	-	-	-	
36	SWTP Security System	RB All	-	-	-	-	-	
37	Transmission Main Pres Sup	RB All	1,075,000	430,000	1,600,000	1,750,000	1,350,000	
38	Treatment Plant Roof Replc	RB All	-	-	3,000,000	-	-	
39	Val Replc (54") Sta 138/154	RB All	350,000	-	-	-	-	
40	Water Supply Rehab Projects	RB All	800,000	1,000,000	1,000,000	1,000,000	1,000,000	
41	Water/Sewer Testing Lab	RB All	-	-	500,000	-	3,000,000	
42	Well Rehab	RB All	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
43	Wellfield Modifications	RB All	-	-	5,000,000	-	-	
44	WTP 100% Groundwater	RB All	1,000,000	20,000,000	4,000,000	-	-	
45	WTP Cen Bas & Aer Rack Rpr	RB All	1,508,000	500,000	500,000	-	-	
46	WTP CL2 Scrubber	RB All	-	40,000	300,000	-	-	
47	WTP Control Room	RB All	-	-	-	-	500,000	
48	WTP Filter Rehabilitation	RB All	-	-	-	500,000	6,000,000	
49	WTP Filter Valve Repair	RB All	-	-	500,000	-	1,000,000	
50	WTP Hess LF VFD Pump	RB All	-	-	-	-	-	
51	WTP HVAC Safety System	RB All	-	-	-	-	-	
52	WTP Raw Water Flow Cont	RB All	-	-	-	-	-	
53	WTP Raw Wtr Flow Meters	RB All	-	-	-	-	-	
54	WTP Replace East Clarifiers	RB All	-	-	-	-	-	
55	WTP Risk Reduction	RB All	-	-	-	-	300,000	
56	WTP Roof/Structure Repair	RB All	-	3,000,000	-	-	-	
57	WTP Upd SCADA to Cur Ver	RB All	-	200,000	1,000,000	-	-	
58	WWF 42" Cross Con Cath Prot	RB All	-	200,000	-	-	-	
59	WWF 66" Line Air Rel Replc	RB All	-	1,000,000	-	-	-	
			50,415,217	49,000,000	46,481,000	31,030,200	33,650,000	
FUNDING SOURCES			2015	2016	2017	2018	2019	
Water Utility Fund			50,415,217	49,000,000	46,481,000	31,030,200	33,650,000	
			50,415,217	49,000,000	46,481,000	31,030,200	33,650,000	

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	2020	2021	2022	2023	2024	TOTAL
32 SEBPS Feed Completion	-	-	-	-	-	32,061,200
33 Sludge Lagoon Rpr/Cap	300,000	2,000,000	-	-	-	2,300,000
34 SWTP Ozone Purge System	-	-	-	-	-	500,000
35 SWTP Propane Stor/NG Sys	-	-	-	-	500,000	500,000
36 SWTP Security System	500,000	-	-	-	-	500,000
37 Transmission Main Pres Sup	1,100,000	500,000	3,100,000	500,000	500,000	11,905,000
38 Treatment Plant Roof Replc	-	-	-	-	-	3,000,000
39 Val Replc (54") Sta 138/154	-	-	-	-	-	350,000
40 Water Supply Rehab Projects	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,800,000
41 Water/Sewer Testing Lab	-	-	-	-	-	3,500,000
42 Well Rehab	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20,000,000
43 Wellfield Modifications	-	-	-	-	-	5,000,000
44 WTP 100% Groundwater	-	-	-	-	-	25,000,000
45 WTP Cen Bas & Aer Rack Rpr	-	-	-	-	-	2,508,000
46 WTP CL2 Scrubber	-	-	-	-	-	340,000
47 WTP Control Room	-	-	-	-	-	500,000
48 WTP Filter Rehabilitation	-	-	-	-	-	6,500,000
49 WTP Filter Valve Repair	-	-	-	-	-	1,500,000
50 WTP Hess LF VFD Pump	400,000	-	-	-	-	400,000
51 WTP HVAC Safety System	40,000	300,000	-	-	-	340,000
52 WTP Raw Water Flow Cont	1,000,000	-	-	-	-	1,000,000
53 WTP Raw Wtr Flow Meters	500,000	-	-	-	-	500,000
54 WTP Replace East Clarifiers	-	-	-	-	20,000,000	20,000,000
55 WTP Risk Reduction	200,000	500,000	600,000	600,000	700,000	2,900,000
56 WTP Roof/Structure Repair	-	-	-	-	-	3,000,000
57 WTP Upd SCADA to Cur Ver	-	-	-	-	-	1,200,000
58 WWF 42" Cross Con Cath Prot	-	-	-	-	-	200,000
59 WWF 66" Line Air Rel Replc	-	-	-	-	-	1,000,000
	58,360,000	26,990,000	22,120,000	20,100,000	40,340,000	378,486,417
FUNDING SOURCES	2020	2021	2022	2023	2024	TOTAL
Water Utility Fund	58,360,000	26,990,000	22,120,000	20,100,000	40,340,000	378,486,417
	58,360,000	26,990,000	22,120,000	20,100,000	40,340,000	378,486,417



SIGNIFICANT NON-ROUTINE CAPITAL EXPENDITURES

Distribution Mains Replacement

Council District: All
Type: Replacement
Category: Water
Start & Complete Date: 2015-2024
Cost (total): \$54,000,000
Cost (2015): \$5,400,000
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

With the City Council priorities emphasizing maintenance of existing infrastructure, the CIP devotes substantial funds to replacing existing water mains. These annual amounts increase through 2020, ensuring that Wichita water customers have reliable infrastructure running to their homes and businesses.



Innovation Campus - WSU

Council District: All
Type: New Construction
Category: Water
Start & Complete Date: 2015
Cost (total): \$1,750,000
Cost (2011): \$1,750,000
Operational Costs (additional): Minimal
Operational Staff (additional): Minimal

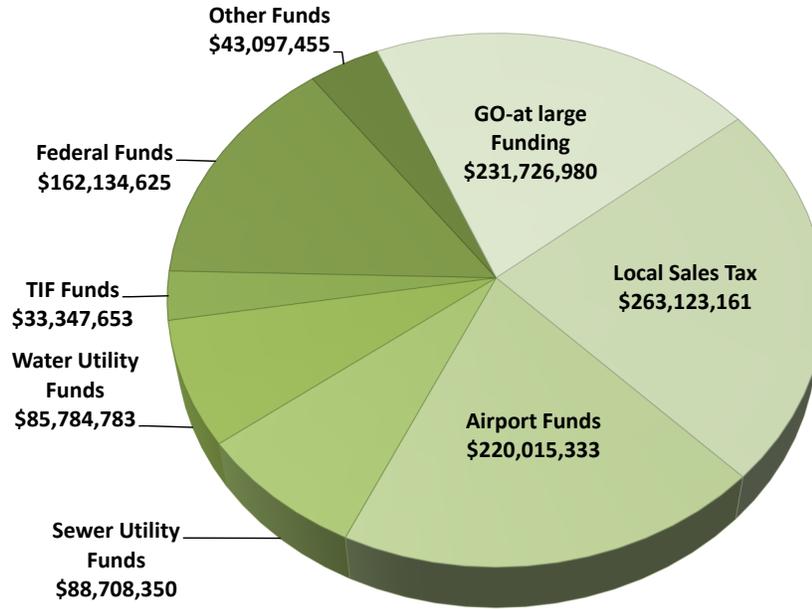
Wichita State University is developing an Innovation Campus to create a university where innovation, creativity, entrepreneurship, and technology are making the future. The potential benefits from this Innovation Campus are tremendous in terms of developing students and promoting the local economy. New buildings for educational, business, and retail purposes will be developed as part of the Innovation Campus. These new buildings will require certain utility improvements, including new water services.





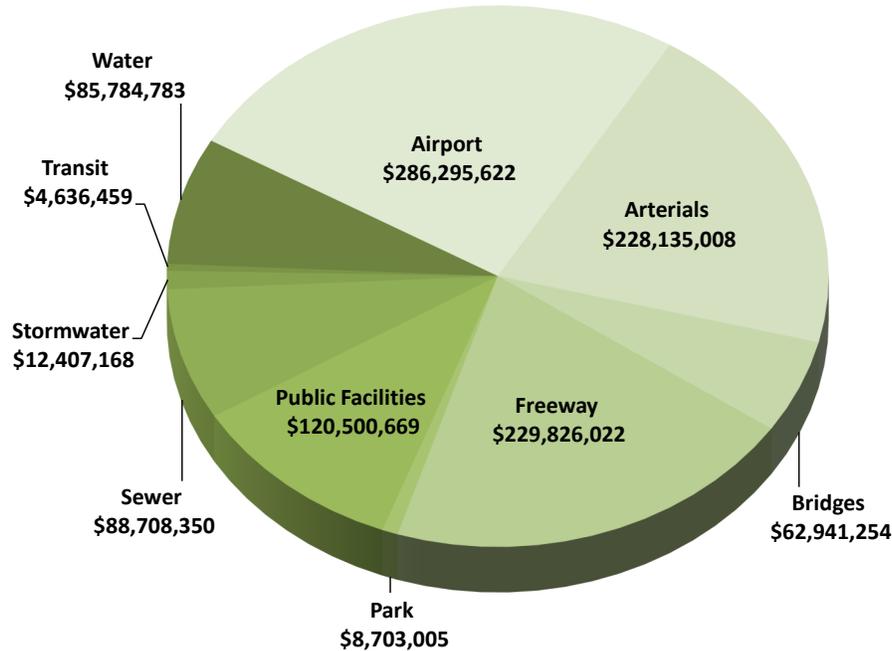
TOTAL ESTIMATED REVENUES BY SOURCE

All Funds Ongoing Projects (\$1,127,938,340)



TOTAL ESTIMATED PROJECT COSTS BY TYPE

All Funds Ongoing Projects (\$1,127,938,340)





ONGOING PROJECTS

	Approved Budget		Previously Financed	
	GO	Other	GO	Other
GO at-large Funding	296,081,922	-	133,198,357	-
- Arterials	168,693,020	-	93,775,959	-
- Bridges	11,951,612	-	6,983,871	-
- Park & Recreation	8,980,000	-	3,065,059	-
- Public Facilities	105,651,505	-	29,373,467	-
- Transit	805,785	-	-	-
Local Sales Tax (LST)	-	275,258,391	-	192,289,692
- Arterials	-	1,150,000	-	-
- Bridges	-	36,147,139	-	18,748,163
- Freeways	-	237,961,252	-	173,541,529
Transient Guest Tax (TGT)	-	6,023,718	-	817,322
- Public Facilities	-	6,023,718	-	817,322
Airport Funds	-	231,310,499	-	69,916,965
- Airport	-	231,310,499	-	69,916,965
Sewer Utility Funds	-	89,403,195	-	49,872,856
- Sewer	-	89,403,195	-	49,872,856
Water Utility Fund	-	88,360,265	-	43,208,332
- Water	-	88,360,265	-	43,208,332
Stormwater Utility Funds	-	13,950,000	-	9,548,760
- Stormwater	-	13,950,000	-	9,548,760
Special Assessments	-	2,132,289	-	-
- Arterials	-	2,132,289	-	-
TIF Funds	-	33,069,353	-	22,692,081
- Public Facilities	-	33,069,353	-	22,692,081
Sedgwick County	-	1,671,891	-	1,266,891
- Arterials	-	410,316	-	5,316
- Public Facilities	-	1,261,575	-	1,261,575
State of Kansas	-	99,120,393	-	2,129,678
- Arterials	-	1,060,677	-	1,175,537
- Bridges	-	1,235,000	-	929,425
- Freeways	-	96,800,000	-	-
- Public Facilities	-	24,716	-	24,716
Federal Funds	-	170,070,702	-	107,925,579
- Airport	-	66,381,411	-	27,587,035
- Arterials	-	79,128,356	-	61,466,512
- Bridges	-	18,018,578	-	17,023,063
- Public Facilities	-	2,711,683	-	1,848,969
- Transit	-	3,830,674	-	-
Other Funds	-	14,532,711	-	6,512,730
- Arterials	-	8,832,711	-	3,465,000
- Public Facilities	-	5,700,000	-	3,047,730
TOTAL EXPENDITURES	296,081,922	1,024,903,407	133,198,357	506,180,887

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 114.

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 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.

Example Project Savings

No savings are projected for most projects due to a conservative assumption that all approved resources will be necessary for completion of most projects. However, savings are projected for



ONGOING PROJECTS

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	98,528,623	-	58,908,904	-	231,726,980	-
- Arterials	48,922,568	-	36,037,993	-	142,698,527	-
- Bridges	1,018,777	-	3,499,388	-	8,002,648	-
- Park & Recreation	5,637,946	-	2,559,055	-	8,703,005	-
- Public Facilities	42,143,547	-	16,006,684	-	71,517,014	-
- Transit	805,785	-	805,785	-	805,785	-
Local Sales Tax (LST)	-	70,833,469	-	16,240,775	-	263,123,161
- Arterials	-	1,150,000	-	-	-	1,150,000
- Bridges	-	17,398,976	-	5,086,755	-	36,147,139
- Freeways	-	52,284,493	-	11,154,019	-	225,826,022
Transient Guest Tax (TGT)	-	5,206,396	-	2,486,414	-	6,023,718
- Public Facilities	-	5,206,396	-	2,486,414	-	6,023,718
Airport Funds	-	150,098,368	-	31,628,298	-	220,015,333
- Airport	-	150,098,368	-	31,628,298	-	220,015,333
Sewer Utility Funds	-	38,835,494	-	28,459,920	-	88,708,350
- Sewer	-	38,835,494	-	28,459,920	-	88,708,350
Water Utility Fund	-	42,576,451	-	21,516,634	-	85,784,783
- Water	-	42,576,451	-	21,516,634	-	85,784,783
Stormwater Utility Funds	-	2,858,407	-	2,227,355	-	12,407,168
- Stormwater	-	2,858,407	-	2,227,355	-	12,407,168
Special Assessments	-	2,132,289	-	-	-	2,132,289
- Arterials	-	2,132,289	-	-	-	2,132,289
TIF Funds	-	10,655,572	-	2,857,162	-	33,347,653
- Public Facilities	-	10,655,572	-	2,857,162	-	33,347,653
Sedgwick County	-	405,000	-	305,925	-	1,671,891
- Arterials	-	405,000	-	305,925	-	410,316
- Public Facilities	-	-	-	-	-	1,261,575
State of Kansas	-	4,200,000	-	4,305,575	-	6,329,678
- Arterials	-	200,000	-	-	-	1,375,537
- Bridges	-	-	-	305,575	-	929,425
- Freeways	-	4,000,000	-	4,000,000	-	4,000,000
- Public Facilities	-	-	-	-	-	24,716
Federal Funds	-	54,209,045	-	19,172,870	-	162,134,625
- Airport	-	38,693,253	-	1,969,279	-	66,280,288
- Arterials	-	10,069,116	-	12,160,887	-	71,535,628
- Bridges	-	838,979	-	746,227	-	17,862,042
- Public Facilities	-	777,023	-	465,802	-	2,625,992
- Transit	-	3,830,674	-	3,830,674	-	3,830,674
Other Funds	-	8,019,981	-	1,000,431	-	14,532,711
- Arterials	-	5,367,711	-	-	-	8,832,711
- Public Facilities	-	2,652,270	-	1,000,431	-	5,700,000
TOTAL EXPENDITURES	98,528,623	390,030,474	58,908,904	130,201,357	231,726,980	896,211,360

certain projects based on consultation with staff responsible for management of ongoing projects. Projected savings (\$193.0 million) come from airport (\$11.4 million), arterial (\$33.3 million), bridge (\$4.4 million), freeway (\$104.9 million), park (\$0.3 million), public facility (\$33.9 million), sewer (\$0.7 million), stormwater (\$1.5 million), and Water (\$2.6 million) projects. Of the total, \$92.8 million in projected local sales tax savings comes from a change in project scope and the financing mix of Kellogg improvements. In addition, a pre-existing Central Library project is shown as being closed, producing \$25.7 million in GO savings. A new project is added in the future projects section for Freeways to show the increased financial commitment by KDOT and the KTA, and there is a new project in Public Facilities consistent with City Council direction regarding the new Central Library.

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 FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1 1801 Airport Road Rem (FAA)	A	451423	01/28/14	-	1,480,000	-	21,548
2 2014 Roof Replacement	A	474003	08/05/14	-	500,000	-	-
3 ACT 3 Terminal Bldg Allow 1	A	454433	01/28/14	-	10,867,000	-	-
4 Admin Bldg HVAC Upgr	A	451229		-	320,000	-	171,767
<i>Airfield Elec Sys Replc</i>	A	451416	07/24/12	-	2,210,579	-	169,063
<i>Airfield Elec Sys Replc</i>	F	451416	07/24/12	-	589,421	-	589,421
5 Airfield Elec Sys Replc	A/F	451416	07/24/12	-	2,800,000	-	758,484
6 Airfield Pvmnt/Med Volt Inf	A	454440	02/11/14	-	220,000	-	-
7 Airport Bridge Rehab & Insp	A	458396		-	1,266,000	-	1,069,273
8 Airport Security	F	451231		-	2,914,965	-	2,021,704
9 Apron 3 CIP	A	453429	12/18/12	-	4,075,000	-	-
10 ASR-9-Relocation	A	451417	06/07/11	-	450,000	-	331,458
11 Dump Truck Acquisition	A	474001	03/04/14	-	151,000	-	-
12 Elec Equip and Cabl Pkg 25	A	452424	06/21/11	-	2,800,000	-	9,632
13 FAA Parking Lot Improv	A	454358		-	1,240,000	-	1,131,938
14 Gen Aviation Apron Maint	A	454439	02/25/14	-	505,000	-	60
15 High Reach Vehicle	A	453432	08/13/13	-	130,000	-	-
16 Irrigation System Improv	A	453437		-	375,000	-	-
<i>Jabara Airfield Pav Rehab</i>	A	460051	08/23/11	-	613,733	-	452,105
<i>Jabara Airfield Pav Rehab</i>	F	460051	08/23/11	-	2,386,267	-	2,386,267
17 Jabara Airfield Pav Rehab	A/F	460051	08/23/11	-	3,000,000	-	2,838,372
18 Jabara Drainage Study	A	467055		-	450,000	-	277,559
19 Jabara Lee's Land Acq	A	468057		-	842,469	-	62,195
20 Jab Road Recon & T-H Exp	A	463061	07/22/14	-	3,500,000	-	680
21 Jab Rob/Gina Lee Lnd Acq	A	468056		-	1,333,910	-	-
<i>Jab Taxi A & Apron</i>	A	467054		-	1,579,335	-	1,198,658
<i>Jab Taxi A & Apron</i>	F	467054		-	170,665	-	170,665
22 Jab Taxi A & Apron	A/F	467054		-	1,750,000	-	1,369,323
<i>Jabara Taxiway F & G</i>	A	466052		-	1,630,667	-	1,410,812
<i>Jabara Taxiway F & G</i>	F	466052		-	209,333	-	209,333
23 Jabara Taxiway F & G	A/F	466052		-	1,840,000	-	1,620,145
24 Jabara Wells Land Acq	F	468058		-	281,194	-	-
25 Landside Paving Improv	A	453436	12/10/13	-	560,000	-	-
26 Loading Bridges	A	452234		-	4,000,000	-	318,210
27 Mechanical Sys Improv	A	455360		-	350,000	-	178,274
28 Mid-Cont Drve Reh (2005)	A	455362		-	115,000	-	1,026
<i>North Cargo Build Const</i>	A	455365		-	8,190,798	-	6,857,672
<i>North Cargo Build Const</i>	F	455365		-	74,202	-	74,202
29 North Cargo Build Const	A/F	455365		-	8,265,000	-	6,931,874
30 Parking Facilities	A	451418	06/21/11	-	40,000,000	-	1,032,267
31 Pass Board Bridge Procur Inst	A	454435	02/25/14	-	9,600,000	-	-
32 S Yard Paving & Drainage	A	452426	01/14/14	-	3,035,000	-	2,355
33 Sidewalk Extensions, Ph I	A	452428	12/10/13	-	165,000	-	90
34 Skyway Land Acquisition	A	453434	11/26/13	-	100,000	-	-
35 Street Light Improvements	A	453438	12/10/13	-	415,000	-	-
36 Taxilane "AAA" Const	F	450221		-	438,660	-	89,327
37 Taxiway "A"	A	453345		-	520,935	-	333,192
<i>Taxiway "L" and "H"</i>	A	453348		-	2,245,000	-	1,040,322
<i>Taxiway "L" and "H"</i>	F	453348		-	4,830,000	-	5,900,510
38 Taxiway "L" and "H"	A/F	453348		-	7,075,000	-	6,940,832
39 Taxiway "M" Const	F	451223		-	9,507,234	-	9,140,357
40 Taxiway "N" Const	F	452236		-	8,213,652	-	7,005,249
41 Taxiway "N" Const	A	452236		-	203,720	-	95,750

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 1801 Airport Road Rem (FAA)	-	1,458,452	-	131,558	-	1,480,000
2 2014 Roof Replacement	-	370,000	-	181,778	-	370,000
3 ACT 3 Terminal Bldg Allow 1	-	10,867,000	-	-	-	10,867,000
4 Admin Bldg HVAC Upgr	-	-	-	148,233	-	171,767
<i>Airfield Elec Sys Replc</i>	-	(235)	-	1,102,079	-	168,828
<i>Airfield Elec Sys Replc</i>	-	930,032	-	-	-	1,519,453
5 Airfield Elec Sys Replc	-	929,797	-	1,102,079	-	1,688,281
6 Airfield Pvmnt/Med Volt Inf	-	220,000	-	195,292	-	220,000
7 Airport Bridge Rehab & Insp	-	-	-	197,847	-	1,069,273
8 Airport Security	-	-	-	707	-	2,021,704
9 Apron 3 CIP	-	4,075,000	-	276,316	-	4,075,000
10 ASR-9-Relocation	-	14	-	118,528	-	331,472
11 Dump Truck Acquisition	-	151,000	-	96	-	151,000
12 Elec Equip and Cabl Pkg 25	-	2,790,368	-	531,596	-	2,800,000
13 FAA Parking Lot Improv	-	12	-	108,050	-	1,131,950
14 Gen Aviation Apron Maint	-	504,940	-	479,955	-	505,000
15 High Reach Vehicle	-	130,000	-	9,899	-	130,000
16 Irrigation System Improv	-	284,769	-	18,500	-	284,769
<i>Jabara Airfield Pav Rehab</i>	-	(68,339)	-	227,943	-	383,766
<i>Jabara Airfield Pav Rehab</i>	-	-	-	-	-	2,386,267
17 Jabara Airfield Pav Rehab	-	(68,339)	-	227,943	-	2,770,033
18 Jabara Drainage Study	-	-	-	172,441	-	277,559
19 Jabara Lee's Land Acq	-	780,274	-	7	-	842,469
20 Jab Road Recon & T-H Exp	-	3,499,320	-	509,998	-	3,500,000
21 Jab Rob/Gina Lee Lnd Acq	-	1,333,910	-	60	-	1,333,910
<i>Jab Taxi A & Apron</i>	-	380,677	-	529,645	-	1,579,335
<i>Jab Taxi A & Apron</i>	-	-	-	-	-	170,665
22 Jab Taxi A & Apron	-	380,677	-	529,645	-	1,750,000
<i>Jabara Taxiway F & G</i>	-	-	-	219,855	-	1,410,812
<i>Jabara Taxiway F & G</i>	-	-	-	-	-	209,333
23 Jabara Taxiway F & G	-	-	-	219,855	-	1,620,145
24 Jabara Wells Land Acq	-	281,194	-	-	-	281,194
25 Landside Paving Improv	-	560,000	-	66,800	-	560,000
26 Loading Bridges	-	444	-	3,654,839	-	318,654
27 Mechanical Sys Improv	-	-	-	171,726	-	178,274
28 Mid-Cont Drve Reh (2005)	-	-	-	113,974	-	1,026
<i>North Cargo Build Const</i>	-	(68,241)	-	1,403,682	-	6,789,431
<i>North Cargo Build Const</i>	-	-	-	-	-	74,202
29 North Cargo Build Const	-	(68,241)	-	1,403,682	-	6,863,633
30 Parking Facilities	-	38,967,733	-	1,223,724	-	40,000,000
31 Pass Board Bridge Procur Inst	-	8,569,458	-	807,140	-	8,569,458
32 S Yard Paving & Drainage	-	3,032,645	-	510,585	-	3,035,000
33 Sidewalk Extensions, Ph I	-	164,910	-	117,210	-	165,000
34 Skyway Land Acquisition	-	100,000	-	78,420	-	100,000
35 Street Light Improvements	-	415,000	-	264,349	-	415,000
36 Taxilane "AAA" Const	-	349,333	-	349,333	-	438,660
37 Taxiway "A"	-	187,743	-	187,743	-	520,935
<i>Taxiway "L" and "H"</i>	-	-	-	134,168	-	1,040,322
<i>Taxiway "L" and "H"</i>	-	-	-	-	-	5,900,510
38 Taxiway "L" and "H"	-	-	-	134,168	-	6,940,832
39 Taxiway "M" Const	-	366,877	-	410,836	-	9,507,234
40 Taxiway "N" Const	-	-	-	1,208,403	-	7,005,249
41 Taxiway "N" Const	-	-	-	107,970	-	95,750



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
42 Taxi "N" Const A-452002	A	452236		-	912,628	-	784,849
43 Terminal Accessories	A			-	2,773,542	-	-
<i>Terminal Area Prog - Ph 1</i>	A	455361	01/28/14	-	121,584,183	-	52,966,210
<i>Terminal Area Prog - Ph 1</i>	F	455361	01/28/14	-	36,765,817	-	-
44 Terminal Area Prog - Ph 1	A/F	455361	01/28/14	-	158,350,000	-	52,966,210
				-	297,691,910	-	97,504,000
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
Airport Funds	A			-	231,310,499	-	69,916,965
Federal Funds	F			-	66,381,411	-	27,587,035
				-	297,691,910	-	97,504,000

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
42 Taxi "N" Const A-452002	-	-	-	127,779	-	784,849
43 Terminal Accessories	-	2,773,542	-	-	-	2,773,542
<i>Terminal Area Prog - Ph 1</i>	-	68,617,973	-	17,498,512	-	121,584,183
<i>Terminal Area Prog - Ph 1</i>	-	36,765,817	-	-	-	36,765,817
44 Terminal Area Prog - Ph 1	-	105,383,790	-	17,498,512	-	158,350,000
	-	188,791,621	-	33,597,577	-	286,295,622
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Airport Funds	-	150,098,368	-	31,628,298	-	220,015,333
Federal Funds	-	38,693,253	-	1,969,279	-	66,280,288
	-	188,791,621	-	33,597,577	-	286,295,622

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1 119th W Pawnee - Kellogg		208453	08/19/08	4,277,000	-	3,977,799	-
2 119th W, Kellogg - Maple	F	209476	08/04/09	3,100,000	2,750,000	2,464,705	2,535,991
3 135th W, 13th - 21st		210486	08/24/10	6,100,000	-	6,100,055	-
4 135th W, Kellogg - Onewood	F	210487	08/24/10	1,140,000	1,050,000	779,959	948,279
5 135th W, Maple - Central		205404	01/08/13	4,145,000	-	84,579	-
6 13th & Edgemoor Inter		211533	07/15/14	135,000	-	-	-
13th St, 135th W - Azure	SG	204379	12/04/04	-	300,000	-	-
13th St, 135th W - Azure	F	204379	12/04/04	-	1,100,000	-	-
7 13th St, 135th W - Azure	SG/F	204379	12/04/04	700,000	1,400,000	41,143	-
8 13th, I-135 - Woodlawn		205399	02/17/12	15,210,000	-	5,463,762	-
9 13th/Mosley Intrst Imp	F	205397	05/19/09	1,400,000	960,000	502,846	756,491
10 17th & Hillside Intersection	F	208461	06/09/09	2,500,000	2,000,000	1,671,713	2,000,000
11 17th, Farm @ Woodl Intr		210482	07/13/10	1,000,000	-	515,300	-
12 21st @ Maize Int		210484	08/24/10	2,900,000	-	2,650,034	-
13 21st, Waco - Broadway		205400	05/05/09	7,750,000	-	6,151,844	-
14 21st,K96-159th E	F	207439	08/19/08	2,800,000	8,377,800	2,830,716	7,774,093
15 29th, Ridge - Hoover		208454	01/07/14	4,105,000	-	245,517	-
16 37th St N, Broadway-Hydr	F	208457	07/19/13	3,563,955	3,406,045	230,494	1,153,038
17 37th St N, Tyler - Maize		208443	04/07/09	4,710,000	-	2,537,230	-
18 47th St S, Meridian - Seneca	F	205401	09/14/10	2,875,000	3,730,000	1,896,725	3,843,050
19 55th St S & Broad Inter CLS	F	207433	08/14/07	325,000	600,000	373,991	-
20 Amidon, 21st - 29th		210488	11/19/13	1,770,000	-	220,337	-
21 ARRA 13th, Maize - Tyler	F	991307	10/19/10	100,000	250,000	108,760	250,000
22 ARRA Hydr. Harry-Kell	F	991304	09/15/09	1,200,000	2,910,519	243,100	2,875,139
23 ARRA McAdams - Grove Park	F	991310	10/05/10	450,000	1,598,573	-	-
24 ARRA Harry Greenwich 127E	F	991309	09/15/09	3,100,000	2,750,000	2,464,705	2,535,991
25 ARRA Maize Paw-Kellogg	F	991305	09/15/09	1,400,000	3,530,657	166,140	3,342,376
26 Arterial SW Ramps 2013		211509	12/18/12	450,000	-	-	-
27 Arterial SW Ramps 2014		211535	05/20/14	450,000	-	-	-
28 Bike Enhancement Proj M	F	211516	08/19/14	1,000,000	2,250,668	-	-
29 Central, 135th W-119th W-D	F	204364	05/04/04	5,087,000	7,200,000	2,057,419	6,695,629
30 Central, Rock - Webb		210489	08/24/10	1,109,990	-	986,944	-
31 Central, Woodlawn - Rock	F	204338	11/18/03	1,730,000	3,128,000	1,609,702	3,086,267
32 Douglas Wash - Oliver D		211514	12/02/14	650,000	-	-	-
33 Greenwich, Harry - Kellogg	F	209475	09/15/09	3,000,000	5,856,818	1,867,167	4,645,112
34 Harry, Turnpike - Rock	F	207435	09/21/10	4,100,000	3,440,740	1,616,230	2,871,753
35 Harry/Broadway Inter	F	210478	01/04/11	825,000	1,000,000	439,145	831,401
36 Harry/Woodlawn Inter	F	210480	03/09/10	1,075,000	954,297	521,834	827,939
Int Trans Syst Traffic Signals	SG	206426	09/19/06	-	5,316	-	5,316
Int Trans Syst Traffic Signals	S	206426	09/19/06	-	660,677	-	975,537
Int Trans Syst Traffic Signals	F	206426	09/19/06	-	1,993,500	-	1,710,383
37 Int Trans Syst Traffic Signals	SG/S/F	206426	09/19/06	1,120,000	2,659,493	958,476	2,691,236
38 Intelligent Transportation Sys		210496	12/21/10	400,000	-	257,111	-
ITS Traffic Study -'05	SG	205382	01/04/05	-	105,000	-	-
ITS Traffic Study -'05	F	205382	01/04/05	-	315,000	-	-
39 ITS Traffic Study -'05	SG/F	205382	01/04/05	105,000	420,000	76,450	-
40 K96 & Hoover Interchange	LST	209464	01/27/09	750,000	150,000	104,934	-
K-96/Greenwich Inter. Impr	LST	211506	01/07/14	-	1,000,000	-	-
K-96/Greenwich Inter. Impr	SA	211506	01/07/14	-	2,132,289	-	-
K-96/Greenwich Inter. Impr	O	211506	01/07/14	-	5,367,711	-	-
41 K-96/Greenwich Inter. Impr	LST/SA/O	211506	01/07/14	1,750,000	8,500,000	69	-
42 KLINK St Rehab 2013	S	211503	12/18/12	500,000	200,000	457,300	200,000
43 KLINK St Rehab 2014	S	211534	03/18/14	500,000	200,000	-	-
44 Lewis, Main - St. Francis		210490	09/14/10	156,000	-	14,370	-

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	-	-	299,201	-	3,977,799	-
2 119th W, Kellogg - Maple	208	-	635,087	214,009	2,464,913	2,535,991
3 135th W, 13th - 21st	-	-	(55)	-	6,100,055	-
4 135th W, Kellogg - Onewood	263,594	-	96,447	101,721	1,043,553	948,279
5 135th W, Maple - Central	4,060,421	-	350,524	-	4,145,000	-
6 13th & Edgemoor Inter	135,000	-	135,000	-	135,000	-
13th St, 135th W - Azure	-	300,000	-	300,000	-	300,000
13th St, 135th W - Azure	-	1,100,000	-	1,001,134	-	1,100,000
7 13th St, 135th W - Azure	658,857	1,400,000	658,857	1,301,134	700,000	1,400,000
8 13th, I-135 - Woodlawn	9,550,099	-	196,140	-	15,013,861	-
9 13th/Mosley Intrst Imp	-	-	897,154	203,509	502,846	756,491
10 17th & Hillside Intersection	-	-	828,287	-	1,671,713	2,000,000
11 17th, Farm @ Woodl Intr	-	-	484,700	-	515,300	-
12 21st @ Maize Int	-	-	249,966	-	2,650,034	-
13 21st, Waco - Broadway	-	-	1,598,156	-	6,151,844	-
14 21st,K96-159th E	-	-	(30,716)	603,707	2,830,716	7,774,093
15 29th, Ridge - Hoover	3,859,483	-	496,311	-	4,105,000	-
16 37th St N, Broadway-Hydr	3,333,461	2,253,007	1,489,616	-	3,563,955	3,406,045
17 37th St N, Tyler - Maize	-	-	2,172,770	-	2,537,230	-
18 47th St S, Meridian - Seneca	115,091	-	863,184	(113,050)	2,011,816	3,843,050
19 55th St S & Broad Inter CLS	-	-	(48,991)	600,000	373,991	-
20 Amidon, 21st - 29th	1,549,663	-	754,928	-	1,770,000	-
21 ARRA 13th, Maize - Tyler	-	-	(8,760)	-	108,760	250,000
22 ARRA Hydr. Harry-Kell	-	-	956,900	35,379	243,100	2,875,139
23 ARRA McAdams - Grove Park	450,000	1,598,573	450,000	1,593,550	450,000	1,598,573
24 ARRA Harry Greenwich 127E	-	-	635,295	214,009	2,464,705	2,535,991
25 ARRA Maize Paw-Kellogg	-	-	1,233,860	188,281	166,140	3,342,376
26 Arterial SW Ramps 2013	450,000	-	163,328	-	450,000	-
27 Arterial SW Ramps 2014	450,000	-	450,000	-	450,000	-
28 Bike Enhancement Proj M	1,000,000	2,250,668	361,114	2,250,668	1,000,000	2,250,668
29 Central, 135th W-119th W-D	2,216,728	-	812,854	504,371	4,274,147	6,695,629
30 Central, Rock - Webb	-	-	123,046	-	986,944	-
31 Central, Woodlawn - Rock	-	-	120,298	41,733	1,609,702	3,086,267
32 Douglas Wash - Oliver D	650,000	-	524,305	-	650,000	-
33 Greenwich, Harry - Kellogg	-	-	1,132,833	1,211,706	1,867,167	4,645,112
34 Harry, Turnpike - Rock	-	-	2,483,770	568,987	1,616,230	2,871,753
35 Harry/Broadway Inter	534,046	-	(148,191)	168,599	973,191	831,401
36 Harry/Woodlawn Inter	-	-	553,166	126,358	521,834	827,939
Int Trans Syst Traffic Signals	-	-	-	-	-	5,316
Int Trans Syst Traffic Signals	-	-	-	-	-	975,537
Int Trans Syst Traffic Signals	-	-	-	-	-	1,710,383
37 Int Trans Syst Traffic Signals	161,524	(31,743)	113,245	-	1,120,000	2,659,493
38 Intelligent Transportation Sys	142,889	-	142,844	-	400,000	-
ITS Traffic Study -'05	-	105,000	-	5,925	-	105,000
ITS Traffic Study -'05	-	315,000	-	5,925	-	315,000
39 ITS Traffic Study -'05	28,550	420,000	-	11,850	105,000	420,000
40 K96 & Hoover Interchange	645,066	150,000	283,169	-	750,000	150,000
K-96/Greenwich Inter. Impr	-	1,000,000	-	-	-	1,000,000
K-96/Greenwich Inter. Impr	-	2,132,289	-	-	-	2,132,289
K-96/Greenwich Inter. Impr	-	5,367,711	-	-	-	5,367,711
41 K-96/Greenwich Inter. Impr	1,749,931	8,500,000	1,606,579	-	1,750,000	8,500,000
42 KLINK St Rehab 2013	-	-	42,700	-	457,300	200,000
43 KLINK St Rehab 2014	500,000	200,000	271,603	-	500,000	200,000
44 Lewis, Main - St. Francis	141,630	-	19,507	-	156,000	-

ONGOING PROJECTS

ARTERIALS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
45 MacArthur, Meridian-Seneca	F	207432	08/14/07	1,800,000	3,520,000	1,157,633	2,961,503
46 Maple, 135th - 151st		208455	08/16/08	185,000	-	53,162	-
47 Market, Dewey - Douglas		210491	08/24/10	220,000	-	30,009	-
48 Meridian, 47th St S - 31st St S		205410	06/09/09	8,400,000	-	6,535,153	-
49 Meridian, Orient - McCorm		210485	08/24/10	300,000	-	151,179	-
50 Meridian, Pawnee - McCorm		211524	08/24/10	350,000	-	-	-
51 Meridian, Pawnee-Orient		205411	02/05/13	6,960,000	-	796,162	-
52 Mt Vernon/Oliver Int	F	211502	08/28/12	650,000	900,000	23,524	-
53 Mt. Vernon, Broad - S Blvd		208452	09/08/14	198,000	-	64,561	-
54 MU Pth Garv - Planeview Prk	F	210495	07/09/11	1,200,000	1,000,000	707,040	1,000,000
55 Oliver, Harry - Kellogg	F	208458	08/19/08	2,145,000	4,200,000	1,570,642	4,199,697
56 Pawnee, Hydraulic to Grove		211513	06/04/13	250,000	-	-	-
57 Pawnee/Broadway Int	F	210479	01/04/11	1,325,000	1,300,000	935,820	1,275,386
58 Pawnee/Washington Int	F	204336	10/21/03	625,000	760,000	227,804	-
59 Railroad Corridor Sepn Study		209472	04/21/09	1,000,000	-	215,993	-
60 Redbud Multi-Use Path	F	211500	12/04/12	950,000	1,651,868	84,410	-
61 Residential St. Impr 2012		211505	06/09/12	500,000	-	497,113	-
62 Residential St. Impr 2013		211510	03/05/13	1,394,300	-	-	-
63 Residential St. Impr 2013		211511	03/05/13	605,700	-	-	-
64 Residential St. Impr 2014		211526	12/10/13	183,000	-	-	-
65 Residential St. Impr 2014		211527	12/10/13	3,817,000	-	-	-
66 Rvr Cor-Ark Rvr Imp Ph I GO	O	405209		15,903,574	3,465,000	15,397,130	3,465,000
67 RR Crossing Impr 2009-2010		211499	12/21/10	300,000	-	19,900	-
68 RR Crossing Impr 2012-2013		211515	12/21/10	300,000	-	1,425	-
69 Seneca, I-235-31st S-D	F	204358	04/06/10	1,800,000	4,043,871	766,688	2,746,993
70 St Francis, Douglas - 2nd		210492	08/24/11	2,397,500	-	1,990,758	-
71 Traffic Signal. 2008-2009		208444	09/22/09	800,000	-	766,833	-
72 Traffic Signalization 2010		210497	12/21/10	525,000	-	250,508	-
73 Traffic Signalization 2013		211508	12/18/12	525,000	-	-	-
74 Traffic Signalization 2014		211538	08/05/14	525,000	-	-	-
75 Traffic Signalization 2015		211538	09/09/14	525,000	-	-	-
76 Tyler, 21st - 29th		210493	08/24/10	4,258,000	-	2,248,179	-
77 Tyler, 29th - 37th		208456	12/03/13	412,000	-	151,717	-
78 W Bank Rvr Corr Douglas-2nd		211525	11/05/13	250,000	-	-	-
79 West St, Maple - Central	F	208460	08/02/11	9,000,000	600,000	7,520,148	600,000
80 William St, Main - Emporia		211507	12/18/12	275,000	-	-	-
				168,693,020	92,714,349	93,775,959	66,112,365
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
GO at-large Funding				168,693,020	-	93,775,959	-
Local Sales Tax (LST)				-	1,150,000	-	-
Special Assessments				-	2,132,289	-	-
Sedgwick County				-	410,316	-	5,316
State of Kansas				-	1,060,677	-	1,175,537
Federal Funds				-	79,128,356	-	61,466,512
Other Funds				-	8,832,711	-	3,465,000
				168,693,020	92,714,349	93,775,959	66,112,365

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
45 MacArthur, Meridian-Seneca	-	-	642,367	558,497	1,157,633	2,961,503
46 Maple, 135th - 151st	131,838	-	13,641	-	185,000	-
47 Market, Dewey - Douglas	189,991	-	21,526	-	220,000	-
48 Meridian, 47th St S - 31st St S	-	-	1,864,847	-	6,535,153	-
49 Meridian, Orient - McCorm	148,821	-	17,223	-	300,000	-
50 Meridian, Pawnee - McCorm	350,000	-	343,425	-	350,000	-
51 Meridian, Pawnee-Orient	6,163,838	-	669,983	-	6,960,000	-
52 Mt Vernon/Oliver Int	626,476	900,000	152,672	-	650,000	900,000
53 Mt. Vernon, Broad - S Blvd	133,439	-	9,004	-	198,000	-
54 MU Pth Garv - Planeview Prk	105,364	-	387,596	-	812,404	1,000,000
55 Oliver, Harry - Kellogg	-	-	574,358	303	1,570,642	4,199,697
56 Pawnee, Hydraulic to Grove	250,000	-	124,835	-	250,000	-
57 Pawnee/Broadway Int	4,256	-	384,924	24,614	940,076	1,275,386
58 Pawnee/Washington Int	-	-	397,196	760,000	227,804	-
59 Railroad Corridor Sepn Study	92,781	-	691,226	-	308,774	-
60 Redbud Multi-Use Path	865,590	1,651,868	195,079	-	950,000	1,651,868
61 Residential St. Impr 2012	-	-	2,887	-	497,113	-
62 Residential St. Impr 2013	1,394,300	-	109,202	-	1,394,300	-
63 Residential St. Impr 2013	605,700	-	22,689	-	605,700	-
64 Residential St. Impr 2014	183,000	-	183,000	-	183,000	-
65 Residential St. Impr 2014	3,817,000	-	489,653	-	3,817,000	-
66 Rvr Cor-Ark Rvr Imp Ph I GO	-	-	506,445	-	15,397,130	3,465,000
67 RR Crossing Impr 2009-2010	280,100	-	276,169	-	300,000	-
68 RR Crossing Impr 2012-2013	298,575	-	234,523	-	300,000	-
69 Seneca, I-235-31st S-D	589,946	-	443,365	1,296,878	1,356,634	2,746,993
70 St Francis, Douglas - 2nd	-	-	406,742	-	1,990,758	-
71 Traffic Signal. 2008-2009	9,399	-	23,768	-	776,232	-
72 Traffic Signalization 2010	274,492	-	20,434	-	525,000	-
73 Traffic Signalization 2013	525,000	-	137,634	-	525,000	-
74 Traffic Signalization 2014	525,000	-	373,191	-	525,000	-
75 Traffic Signalization 2015	525,000	-	525,000	-	525,000	-
76 Tyler, 21st - 29th	-	-	2,009,821	-	2,248,179	-
77 Tyler, 29th - 37th	260,283	-	223,667	-	412,000	-
78 W Bank Rvr Corr Douglas-2nd	250,000	-	273	-	250,000	-
79 West St, Maple - Central	-	-	1,479,852	-	7,520,148	600,000
80 William St, Main - Emporia	275,000	-	8,423	-	275,000	-
	48,922,568	19,324,116	36,037,993	12,466,812	142,698,527	85,436,481
PROJECT TITLE	Additional GO	Financing Other	Remaining Exp Authority GO	Other	Total Est. Project Costs GO	Other
GO at-large Funding	48,922,568	-	36,037,993	-	142,698,527	-
Local Sales Tax (LST)	-	1,150,000	-	-	-	1,150,000
Special Assessments	-	2,132,289	-	-	-	2,132,289
Sedgwick County	-	405,000	-	305,925	-	410,316
State of Kansas	-	200,000	-	-	-	1,375,537
Federal Funds	-	10,069,116	-	12,160,887	-	71,535,628
Other Funds	-	5,367,711	-	-	-	8,832,711
	48,922,568	19,324,116	36,037,993	12,466,812	142,698,527	85,436,481

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		249148	10/14/14	155,000	-	-	-
3 Bridge Inspection 2013		249146	09/10/13	125,000	-	-	-
4 Broadway @ 34th St Plan	F	249137	07/07/09	100,000	400,000	30,034	337,177
5 Broadway @ 34th St Constr	F	249143	09/25/12	8,430,000	9,523,578	5,909,710	9,914,456
6 Douglas @ Linden		249147	09/10/13	125,000	-	-	-
7 25th & Floodway Crossing	LST	242108	09/10/02	-	1,500,000	-	80,488
8 Hillside Bridge @ Gyp Crk	S	246127	04/04/06	739,251	1,200,000	417,174	894,425
9 I235 Bypass & Floodway	LST	Multiple	03/10/09	23,861	34,647,139	23,861	18,667,675
<i>Lincoln St @ Arkansas River</i>	<i>F</i>	<i>249140</i>	<i>03/08/11</i>	<i>-</i>	<i>5,775,000</i>	<i>-</i>	<i>5,256,021</i>
<i>Lincoln St @ Arkansas River</i>	<i>S</i>	<i>249140</i>	<i>03/08/11</i>	<i>-</i>	<i>35,000</i>	<i>-</i>	<i>35,000</i>
10 Lincoln St @ Arkansas River	F/S	249140	03/08/11	10,550,000	5,810,000	5,145,611	5,291,021
11 Old Lawrence Rd Bridge	F	249145	08/20/13	275,000	320,000	-	-
12 Pawnee St @ Ark River		249142	08/24/10	928,500	-	25,018	-
				11,951,612	55,400,717	6,983,871	36,700,651
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
GO at-large Funding				11,951,612	-	6,983,871	-
Local Sales Tax (LST)				-	36,147,139	-	18,748,163
State of Kansas				-	1,235,000	-	929,425
Federal Funds				-	18,018,578	-	17,023,063
				11,951,612	55,400,717	6,983,871	36,700,651

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	578,074	1,515,409	
2 21st N @ Mosley/New York	155,000	-	45,036	-	155,000	-	
3 Bridge Inspection 2013	-	-	125,000	-	-	-	
4 Broadway @ 34th St Plan	69,966	-	63,286	-	100,000	337,177	
5 Broadway @ 34th St Constr	310,557	-	2,147,881	-	6,220,268	9,914,456	
6 Douglas @ Linden	125,000	-	49,182	-	125,000	-	
7 25th & Floodway Crossing	-	1,419,512	-	1,422,050	-	1,500,000	
8 Hillside Bridge @ Gyp Crk	-	-	322,077	305,575	417,174	894,425	
9 I235 Bypass & Floodway	-	15,979,464	-	3,664,705	23,861	34,647,139	
<i>Lincoln St @ Arkansas River</i>	-	518,979	-	-	-	5,775,000	
<i>Lincoln St @ Arkansas River</i>	-	-	-	-	-	35,000	
10 Lincoln St @ Arkansas River	5,404,389	518,979	950,077	-	10,550,000	5,810,000	
11 Old Lawrence Rd Bridge	275,000	320,000	275,000	261,636	275,000	320,000	
12 Pawnee St @ Ark River	83,253	-	-	-	108,271	-	
	1,018,777	18,237,955	3,499,388	6,138,558	8,002,648	54,938,606	
FUNDING SOURCES	Additional GO	Financing Other	Remaining GO	Exp Authority Other	Total Est. GO	Project Costs Other	
GO at-large Funding	1,018,777	-	3,499,388	-	8,002,648	-	
Local Sales Tax (LST)	-	17,398,976	-	5,086,755	-	36,147,139	
State of Kansas	-	-	-	305,575	-	929,425	
Federal Funds	-	838,979	-	746,227	-	17,862,042	
	1,018,777	18,237,955	3,499,388	6,138,558	8,002,648	54,938,606	

ONGOING PROJECTS

FREEWAYS DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1 Kellogg & Woodlawn Inter	LST	401272		-	48,500,000	-	47,617,349
2 Kellogg & Woodlawn Inter	LST	401256		-	4,000,000	-	3,574,000
3 Kellogg & Woodlawn Inter	LST	401275	07/20/10	-	500,000	-	298,402
<i>Kellogg - 111th-143rd Dsgn</i>	<i>LST</i>	<i>Multiple</i>	<i>01/06/09</i>	-	<i>19,000,000</i>	-	<i>12,263,002</i>
<i>Kellogg - 111th-143rd Dsgn</i>	<i>S</i>	<i>Multiple</i>	<i>01/06/09</i>	-	<i>4,000,000</i>	-	-
4 Kellogg - 111th-143rd Dsgn	LST/S	Multiple	01/06/09	-	23,000,000	-	12,263,002
5 Kellogg - 151st-Maize Dsgn	LST	Multiple	04/08/08	-	4,000,000	-	2,259,573
6 Kellogg & Greenwich Int.	LST	Multiple	09/19/00	-	9,327,167	-	9,275,520
7 Kellogg - Webb-127th Dsgn	LST	401506	10/14/14	-	9,723,448	-	7,940,111
8 Kellogg - Webb-159th ROW	LST	Multiple	02/05/13	-	49,500,000	-	20,421,743
9 Kellogg, Cyp-127th ROW Acq	LST	401508	08/03/10	-	8,500,000	-	-
10 Kellogg & Rock Inter.	LST	401363	05/08/01	-	48,000,000	-	46,722,469
<i>Kellogg: Webb/KTA Inter</i>	<i>LST</i>	<i>401511</i>	<i>10/08/13</i>	-	<i>11,200,000</i>	-	-
<i>Kellogg: Webb/KTA Inter</i>	<i>S</i>	<i>401511</i>	<i>10/08/13</i>	-	<i>92,800,000</i>	-	-
11 Kellogg: Webb/KTA Inter	LST/F	401511	10/08/13	-	104,000,000	-	-
12 Kellogg & Rock Inter	LST	401345		-	5,520,605	-	5,325,415
13 Kellogg & Rock Inter	LST	401360	10/04/05	-	11,500,000	-	10,375,139
14 Kellogg & Rock Inter	LST	401339		-	2,440,032	-	2,325,432
15 Kellogg & Rock Inter	LST	401287		-	150,000	-	-
16 W Kellogg Design PH II	LST	400269		-	6,100,000	-	5,143,372
				-	334,761,252	-	173,541,529
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
				-	237,961,252	-	173,541,529
				-	96,800,000	-	-
				-	334,761,252	-	173,541,529



ONGOING PROJECTS

PARK & 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 Athletic Courts 2013		440162	05/20/14	250,000	-	-	-
2 Park Path 2013		440161	05/20/14	150,000	-	-	-
3 Athletic Courts 2010-2012		397248	11/09/10	500,000	-	333,495	-
4 Botanica Exp, 2010-2011		397238	04/03/12	2,710,000	-	1,182,670	-
5 Buffalo Park Improvements		440150	04/03/12	100,000	-	-	-
6 Chapin Park Phase II-2009		397237	02/09/10	700,000	-	531,201	-
7 Chisholm Creek Park South		440157	06/18/13	250,000	-	-	-
8 Golf CIP Improvements		440154	08/21/12	1,100,000	-	51,300	-
9 Linwood Park Roof		397239	11/04/08	340,000	-	229,510	-
10 MacDonald Golf Fence		440163	10/05/13	250,000	-	-	-
11 Orchard Park Impr		397226	10/23/07	300,000	-	197,192	-
12 Osage Restroom/Bldg Impr		440155	07/14/12	180,000	-	-	-
13 Recreation Facilities Impr		440153	09/11/12	1,000,000	-	15,100	-
14 Park Lot & Ent Drv-08 & 09		397232	10/21/08	600,000	-	462,291	-
15 Playground Rehab 2012-13		440158	08/13/13	200,000	-	-	-
16 Park Paths 2011-12		440152	04/17/12	350,000	-	62,300	-
				8,980,000	-	3,065,059	-
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
				8,980,000	-	3,065,059	-
				8,980,000	-	3,065,059	-



ONGOING PROJECTS

PARK & RECREATION DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
1 Athletic Courts 2013	250,000	-	218,480	-	250,000	-
2 Park Path 2013	150,000	-	150,000	-	150,000	-
3 Athletic Courts 2010-2012	-	-	31,599	-	333,495	-
4 Botanica Exp, 2010-2011	1,527,330	-	62,427	-	2,710,000	-
5 Buffalo Park Improvements	100,000	-	2,896	-	100,000	-
6 Chapin Park Phase II-2009	168,799	-	104,291	-	700,000	-
7 Chisholm Creek Park South	250,000	-	218,500	-	250,000	-
8 Golf CIP Improvements	1,048,700	-	322,953	-	1,100,000	-
9 Linwood Park Roof	-	-	110,283	-	229,510	-
10 MacDonald Golf Fence	250,000	-	7,500	-	250,000	-
11 Orchard Park Impr	102,808	-	94,318	-	300,000	-
12 Osage Restroom/Bldg Impr	180,000	-	22,558	-	180,000	-
13 Recreation Facilities Impr	984,900	-	799,251	-	1,000,000	-
14 Park Lot & Ent Drv-08 & 09	137,709	-	138,540	-	600,000	-
15 Playground Rehab 2012-13	200,000	-	138,143	-	200,000	-
16 Park Paths 2011-12	287,700	-	137,318	-	350,000	-
	5,637,946	-	2,559,055	-	8,703,005	-
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
GO at-large Funding	GO	Other	GO	Other	GO	Other
	5,637,946	-	2,559,055	-	8,703,005	-
	5,637,946	-	2,559,055	-	8,703,005	-



ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1	Fire Station Main 2010-2011	435806	12/28/10	400,000	-	-	-
2	Central Library Relocation	435439	11/06/07	30,000,000	-	3,689,691	-
3	CMF Roof Replacement	435460	05/22/10	830,000	-	341,148	-
4	Century II - bleacher seats	435353	12/17/02	2,150,000	-	2,028,526	-
5	Century II Impr 2010/2012	TGT 435475	07/24/12	-	2,241,568	-	216,690
6	Century II Impr 2013	TGT 435476	03/26/13	-	1,914,500	-	52,259
7	Century II Impr 2012-2015	TGT 435471	05/25/10	-	1,867,650	-	548,373
8	Century II Impr 2009	435459	05/25/10	630,000	-	141,824	-
9	CIP Planned Savings - GO	435411	10/18/05	3,750,000	-	3,474,673	-
10	City Facilities ADA Impr	435379	02/05/13	2,550,000	-	1,857,427	-
11	City Facilities Util 2014		10/07/14	300,000	-	-	-
12	CMF Expansion	435405	11/20/07	4,400,000	-	2,105,140	-
13	Cultural Facilities Impr	435427	10/06/13	2,500,000	-	1,696,640	-
14	Douglas & Hillside Redev	TIF 435425	01/08/08	-	5,630,000	-	3,603,861
15	Douglas Place Dev	TIF 435472	02/26/13	4,650,000	2,645,000	1,020,000	2,923,300
16	Expo Hall Roof	435431	12/04/07	749,274	-	499,874	-
17	Fire Apparatus 2014		09/09/14	3,440,000	-	-	-
18	Fire Apparatus 2011-2013	435805	09/18/12	8,157,000	-	-	-
19	Fire Apparatus 2008	435446	10/28/08	1,008,000	-	843,620	-
20	Fire Training Grounds	435432	11/23/10	5,600,000	-	4,131,940	-
21	Heavy Equip Rep 2010	F 435454	11/17/09	2,000,000	738,000	-	605,860
22	Heavy Equip Rep 2012-2013	F 435473	12/06/11	4,000,000	180,000	-	73,311
23	Heavy Equip Rep 2014-2015		09/09/14	4,000,000	-	-	-
24	Fuel Dispensing System	435441	08/05/08	1,400,000	-	1,241,569	-
25	General Repairs 2009	435462	05/11/10	1,210,000	-	895,853	-
26	Heartland Preparedness Ctr	SG 435450	05/25/10	2,438,832	1,261,575	1,735,176	1,261,575
27	Hilltop Neighborhood Plan	436608	09/12/06	125,000	-	14,000	-
28	WHA Storm Damage 2013	F 435807	04/22/14	-	1,360,812	-	736,927
29	Int'l Mktplace Streetscape	435444	10/21/08	500,000	-	63,264	-
30	KS Aviation Museum Impr	O 435477	02/04/14	900,000	900,000	-	500,000
31	Lawrence Dumont Stadium	435470	03/17/11	360,000	-	192,320	-
32	Neighborhood City Hall	435362	03/25/03	475,000	-	1,881	-
33	NE Baseball complex	435322	06/17/03	1,000,000	-	848,321	-
34	Park Lighting 2009-2011	435465	05/18/10	600,000	-	346,800	-
35	Roof Replacement 2009	435458	05/18/10	2,443,400	-	1,905,491	-
36	Market Parking Garage Impr	435478	03/25/14	9,685,000	-	-	-
37	Sept 2010 Hail Damages	435802	11/02/10	2,000,000	-	-	-
38	Swimming Pool & Fountains	435461	05/11/10	420,000	-	197,125	-
	Tornado Cleanup 2012	S 435803	05/01/12	-	24,716	-	24,716
	Tornado Cleanup 2012	F 435803	05/01/12	-	185,371	-	185,371
39	Tornado Cleanup 2012	S/F 435803	05/01/12	-	210,088	-	210,088
40	LED Traffic Signal Project	436613	08/14/07	750,000	-	-	-
	Water Walk - Eastbank Dev	TIF 435352		-	24,794,353	-	16,164,920
	Water Walk - Eastbank Dev	F 435352		-	247,500	-	247,500
	Water Walk - Eastbank Dev	O 435352		-	4,800,000	-	2,547,730
40	Water Walk - Eastbank Dev	TIF/F/O 435352		13,900,000	29,841,853	12,468,073	18,960,150
41	Wichita Art Museum	435457	05/25/10	230,000	-	101,165	-
				105,651,505	48,791,046	29,373,467	29,692,393
FUNDING SOURCES				Approved Budget		Previously Financed	
	GO at-large Funding			105,651,505	-	29,373,467	-
	Transient Guest Tax (TGT)			-	6,023,718	-	817,322
	TIF Funds			-	33,069,353	-	22,692,081
	Sedgwick County			-	1,261,575	-	1,261,575
	State of Kansas			-	24,716	-	24,716
	Federal Funds			-	2,711,683	-	1,848,969
	Other Funds			-	5,700,000	-	3,047,730
				105,651,505	48,791,046	29,373,467	29,692,393



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 Fire Station Main 2010-2011	400,000	-	281,481	-	400,000	-
2 Central Library Relocation	584,639	-	-	-	4,274,330	-
3 CMF Roof Replacement	969	-	-	-	342,117	-
4 Century II - bleacher seats	-	-	-	-	2,028,526	-
5 Century II Impr 2010/2012	-	2,024,878	-	1,445,838	-	2,241,568
6 Century II Impr 2013	-	1,862,241	-	1,017,217	-	1,914,500
7 Century II Impr 2012-2015	-	1,319,277	-	23,359	-	1,867,650
8 Century II Impr 2009	488,176	-	37,535	-	630,000	-
9 CIP Planned Savings - GO	327	-	732	-	3,475,000	-
10 City Facilities ADA Impr	692,573	-	280,655	-	2,550,000	-
11 City Facilities Util 2014	300,000	-	300,000	-	300,000	-
12 CMF Expansion	2,294,860	-	972,774	-	4,400,000	-
13 Cultural Facilities Impr	803,360	-	781,004	-	2,500,000	-
14 Douglas & Hillside Redev	-	2,026,139	-	1,856,731	-	5,630,000
15 Douglas Place Dev	3,351,700	-	14,639	-	4,371,700	2,923,300
16 Expo Hall Roof	(935)	-	-	-	498,940	-
17 Fire Apparatus 2014	3,440,000	-	344,000	-	3,440,000	-
18 Fire Apparatus 2011-2013	7,402,770	-	-	-	7,402,770	-
19 Fire Apparatus 2008	27,512	-	-	-	871,132	-
20 Fire Training Grounds	1,468,060	-	521,596	-	5,600,000	-
21 Heavy Equip Rep 2010	1,914,309	46,449	85,691	132,140	1,914,309	652,309
22 Heavy Equip Rep 2012-2013	4,000,000	106,689	148,932	106,689	4,000,000	180,000
23 Heavy Equip Rep 2014-2015	4,000,000	-	4,000,000	-	4,000,000	-
24 Fuel Dispensing System	144,834	-	-	-	1,386,403	-
25 General Repairs 2009	314,147	-	63,005	-	1,210,000	-
26 Heartland Preparedness Ctr	(199,498)	-	-	-	1,535,678	1,261,575
27 Hilltop Neighborhood Plan	(297)	-	-	-	13,703	-
28 WHA Storm Damage 2013	-	623,885	-	226,973	-	1,360,812
29 Int'l Mktplace Streetscape	(669)	-	-	-	62,594	-
30 KS Aviation Museum Impr	900,000	400,000	1,786,257	-	900,000	900,000
31 Lawrence Dumont Stadium	167,680	-	137,226	-	360,000	-
32 Neighborhood City Hall	-	-	-	-	1,881	-
33 NE Baseball complex	-	-	-	-	848,321	-
34 Park Lighting 2009-2011	253,200	-	252,947	-	600,000	-
35 Roof Replacement 2009	209,477	-	-	-	2,114,968	-
36 Market Parking Garage Impr	7,120,000	-	5,789,488	-	7,120,000	-
37 Sept 2010 Hail Damages	964,643	-	-	-	964,643	-
38 Swimming Pool & Fountains	222,875	-	208,712	-	420,000	-
<i>Tornado Cleanup 2012</i>	-	-	-	-	-	24,716
<i>Tornado Cleanup 2012</i>	-	-	-	-	-	185,371
39 Tornado Cleanup 2012	-	-	320,817	-	-	210,088
40 LED Traffic Signal Project	750,000	-	-	-	750,000	-
<i>Water Walk - Eastbank Dev</i>	-	8,629,433	-	1,000,431	-	24,794,353
<i>Water Walk - Eastbank Dev</i>	-	-	-	-	-	247,500
<i>Water Walk - Eastbank Dev</i>	-	2,252,270	-	1,000,431	-	4,800,000
40 Water Walk - Eastbank Dev	1,431,927	10,881,703	1,431,927	2,000,862	13,900,000	29,841,853
41 Wichita Art Museum	128,835	-	9	-	230,000	-
	42,143,547	19,291,261	16,006,684	6,809,809	71,517,014	48,983,655

PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	42,143,547	-	16,006,684	-	71,517,014	-
Transient Guest Tax (TGT)	-	5,206,396	-	2,486,414	-	6,023,718
TIF Funds	-	10,655,572	-	2,857,162	-	33,347,653
Sedgwick County	-	-	-	-	-	1,261,575
State of Kansas	-	-	-	-	-	24,716
Federal Funds	-	777,023	-	465,802	-	2,625,992
Other Funds	-	2,652,270	-	1,000,431	-	5,700,000
	42,143,547	19,291,261	16,006,684	6,809,809	71,517,014	48,983,655

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	31st S & VC Flood Emer S	Sewer	663021	-	-	395,000	-	365,000	
2	2012 MH/ Pipe Reh Matl Adj	Sewer	662006	-	-	150,000	-	85,100	
3	2013 MH/ Pipe Reh Matl Adj	Sewer	663006	-	-	100,000	-	88,700	
4	2013 SS Rehab Ph 4	Sewer	663014	-	-	143,000	-	132,400	
5	2013 SS Rehab Ph 6	Sewer	663016	-	-	107,000	-	98,800	
6	2013 SS Rehab Ph 7	Sewer	663019	-	-	165,000	-	150,900	
7	2013 SS Rehab Ph 8	Sewer	663020	-	-	193,000	-	178,700	
8	2013 SS Rehab Ph 9	Sewer	663022	-	-	345,000	-	307,900	
9	2013 SS Rehab Ph 10	Sewer	663023	-	-	128,000	-	118,500	
10	2013 SS Rehab Ph 11	Sewer	663024	-	-	266,000	-	246,200	
11	2013 SS Rehab Ph 12	Sewer	663025	-	-	199,000	-	147,400	
12	2013 SS Rehab Ph A	Sewer	663009	-	-	301,000	-	278,700	
13	2013 SS Rehab Ph B	Sewer	663012	-	-	227,000	-	210,000	
14	2013 SS Rehab Ph C	Sewer	663017	-	-	369,000	-	341,600	
15	2014 S-4 Recn Old San Swr	Sewer	664005	12/10/13	-	5,215,850	-	-	
16	2014 SS Recon Phase 1	Sewer	663027	-	-	130,850	-	-	
17	2014 SS Recon Phase A	Sewer	663026	-	-	417,000	-	-	
18	Repl Pmps, Mtrs, Elec Equip	Sewer	652504	-	-	100,000	-	24,000	
19	S-018 SS 13th, Hydr-Oliver	Sewer	652018	-	-	1,100,000	-	1,018,500	
20	S-019 SS Planeview	Sewer	652019	06/12/12	-	956,000	-	581,000	
21	S-024 SS Kel, 111th-143rd	Sewer	652024	-	-	100,000	-	-	
22	S-025 SS Reloc Kel & Webb	Sewer	653025	02/05/13	-	1,364,000	-	56,700	
23	S-026 SS Bilfiler Rehab	Sewer	654006	03/25/14	-	415,000	-	-	
24	S-027 Ss Reh Bios Off & Main	Sewer	654007	03/25/14	-	395,000	-	-	
25	S-028 SS Emp/St Fran Rel	Sewer	653026	-	-	87,000	-	-	
26	S-029 SS Riverside Siphon	Sewer	653027	-	-	33,000	-	14,500	
27	S-030 SS Riverside Drn Dtch	Sewer	653028	-	-	65,000	-	52,600	
28	S-031 SS Windermeer R&L	Sewer	653029	-	-	24,000	-	11,800	
29	S-032 SS Reh Forcem Plt 1&2	Sewer	654001	01/14/14	-	900,000	-	-	
30	S-033 SS Flow Met at Plt 2	Sewer	654002	01/14/14	-	420,000	-	-	
31	S-034 SS Emer Bk Pwr Plt 1&2	Sewer	654003	01/14/14	-	3,250,000	-	-	
32	S-035 SS Ultrav Dis Sys	Sewer	654004	01/14/14	-	3,250,000	-	-	
33	S-036 SS Plt 2 Headw&Clarif	Sewer	654005	01/14/14	-	1,000,000	-	-	
34	S-037 Four Mile Plt Imprvmts	Sewer	654008	03/06/01	-	1,500,000	-	-	
35	S-512 Ph 4 Wetland Mitig	Sewer	658007	-	-	271,245	-	-	
36	S-513 Sew Trt Plt 2 Imp	Sewer	659513	-	-	11,500,000	-	10,386,900	
37	S-514 Basin 4 Improv	Sewer	659514	-	-	3,950,000	-	304,000	
38	S-522 Plt Sit Stdy/Lnd Acq	Sewer	653522	-	-	500,000	-	178,000	
39	S-530 FMC Plant Improv	Sewer	658530	-	-	9,471,000	-	-	
40	S-537 Scada Installation	Sewer	651537	-	-	195,000	-	91,956	
41	S-540 Cs Crk Pmp Stat Reh	Sewer	651540	-	-	1,300,000	-	909,000	
42	S-542 Swr Sys Sec Imp	Sewer	652542	-	-	400,000	-	251,000	
43	S-546 Mid-Con Sew Trtmt Plt	Sewer	655546	07/19/05	-	34,900,000	-	32,263,200	
44	S-560 Plt 2 Nutrient Remov	Sewer	658560	-	-	125,000	-	115,000	
45	S-570 SS Emp/St Frs Doug-10	Sewer	658570	-	-	2,550,000	-	625,000	
46	SS Imp/37th St, Brd to Hyd	Sewer	662024	-	-	241,100	-	146,200	
47	SS Imp/Amidon, 21st-29th	Sewer	662022	-	-	6,150	-	-	
48	SS Imp/Lewis, Main-St Fran	Sewer	660675	-	-	5,000	-	-	
49	SS Imp/Merid Drain Outfall	Sewer	662023	-	-	88,000	-	58,100	
50	SS Imp/Seneca & 31st	Sewer	661688	-	-	45,000	-	35,500	
51	SS Reloc/Douglas & Brdwy	Sewer	661703	-	-	45,000	-	-	
						89,403,195	-	49,872,856	
FUNDING SOURCES						Approved Budget		Previously Financed	
Sewer Utility Funds						GO	Other	GO	Other
						-	89,403,195	-	49,872,856
						-	89,403,195	-	49,872,856

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 31st S & VC Flood Emer S	-	30,000	-	30,000	-	395,000
2 2012 MH/ Pipe Reh Matl Adj	-	-	-	57,138	-	85,100
3 2013 MH/ Pipe Reh Matl Adj	-	-	-	-	-	88,700
4 2013 SS Rehab Ph 4	-	-	-	7,520	-	132,400
5 2013 SS Rehab Ph 6	-	-	-	6,827	-	98,800
6 2013 SS Rehab Ph 7	-	-	-	14,083	-	150,900
7 2013 SS Rehab Ph 8	-	-	-	14,132	-	178,700
8 2013 SS Rehab Ph 9	-	-	-	23,848	-	307,900
9 2013 SS Rehab Ph 10	-	-	-	815	-	118,500
10 2013 SS Rehab Ph 11	-	-	-	13,129	-	246,200
11 2013 SS Rehab Ph 12	-	-	-	51,502	-	147,400
12 2013 SS Rehab Ph A	-	-	-	12,033	-	278,700
13 2013 SS Rehab Ph B	-	-	-	11,576	-	210,000
14 2013 SS Rehab Ph C	-	-	-	20,963	-	341,600
15 2014 S-4 Recn Old San Swr	-	5,215,850	-	594,850	-	5,215,850
16 2014 SS Recon Phase 1	-	130,850	-	126,305	-	130,850
17 2014 SS Recon Phase A	-	417,000	-	30,799	-	417,000
18 Repl Pmps, Mtrs, Elec Equip	-	10,000	-	74,966	-	34,000
19 S-018 SS 13th, Hydr-Oliver	-	81,500	-	-	-	1,100,000
20 S-019 SS Planeview	-	375,000	-	374,927	-	956,000
21 S-024 SS Kel, 111th-143rd	-	100,000	-	40,264	-	100,000
22 S-025 SS Reloc Kel & Webb	-	1,307,300	-	74,966	-	1,364,000
23 S-026 SS Bilfiler Rehab	-	415,000	-	127,145	-	415,000
24 S-027 Ss Reh Bios Off & Main	-	395,000	-	15,082	-	395,000
25 S-028 SS Emp/St Fran Rel	-	87,000	-	79,962	-	87,000
26 S-029 SS Riverside Siphon	-	18,500	-	4,215	-	33,000
27 S-030 SS Riverside Drn Dtch	-	12,400	-	7,074	-	65,000
28 S-031 SS Windermeer R&L	-	12,200	-	1,122	-	24,000
29 S-032 SS Reh Forcem Plt 1&2	-	900,000	-	83,201	-	900,000
30 S-033 SS Flow Met at Plt 2	-	420,000	-	385,096	-	420,000
31 S-034 SS Emer Bk Pwr Plt 1&2	-	3,250,000	-	2,856,238	-	3,250,000
32 S-035 SS Ultrav Dis Sys	-	3,250,000	-	2,624,915	-	3,250,000
33 S-036 SS Plt 2 Headw&Clarif	-	1,000,000	-	122,278	-	1,000,000
34 S-037 Four Mile Plt Imprvmts f	-	1,500,000	-	1,257,203	-	1,500,000
35 S-512 Ph 4 Wetland Mitig	-	15,000	-	111,008	-	15,000
36 S-513 Sew Trt Plt 2 Imp	-	1,113,100	-	1,022,668	-	11,500,000
37 S-514 Basin 4 Improv	-	3,646,000	-	3,621,315	-	3,950,000
38 S-522 Plt Sit Stdy/Lnd Acq	-	322,000	-	320,840	-	500,000
39 S-530 FMC Plant Improv	-	9,471,000	-	9,470,400	-	9,471,000
40 S-537 Scada Installation	-	103,044	-	103,044	-	195,000
41 S-540 Cs Crk Pmp Stat Reh	-	391,000	-	390,169	-	1,300,000
42 S-542 Swr Sys Sec Imp	-	149,000	-	145,821	-	400,000
43 S-546 Mid-Con Sew Trtmt Plt	-	2,636,800	-	2,089,612	-	34,900,000
44 S-560 Plt 2 Nutrient Remov	-	-	-	5,154	-	115,000
45 S-570 SS Emp/St Frs Doug-10	-	1,925,000	-	1,924,068	-	2,550,000
46 SS Imp/37th St, Brd to Hyd	-	94,900	-	66,064	-	241,100
47 SS Imp/Amidon, 21st-29th	-	6,150	-	3,150	-	6,150
48 SS Imp/Lewis, Main-St Fran	-	5,000	-	1,120	-	5,000
49 SS Imp/Merid Drain Outfall	-	29,900	-	27,057	-	88,000
50 SS Imp/Seneca & 31st	-	-	-	9,236	-	35,500
51 SS Reloc/Douglas & Brdwy	-	-	-	5,019	-	-
	-	38,835,494	-	28,459,920	-	88,708,350
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Sewer Utility Funds	-	38,835,494	-	28,459,920	-	88,708,350
	-	38,835,494	-	28,459,920	-	88,708,350



ONGOING PROJECTS

STORMWATER DETAILED PROJECT LISTING - IN PROGRESS

PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approved Budget			Previously Financed		
			Approval	GO	Other	GO	Other	
1 9th St & West Drain Out	SWU	866003	06/13/06	-	550,000	-	380,008	
2 Digital SW Drain Inv Contract	SWU	869004	10/07/08	-	500,000	-	-	
3 Dig SW DrainStruc Inv-Ph 1	SWU	867001	10/07/08	-	3,000,000	-	2,891,714	
4 Gyp Cr Improv, Rock-Eastern	SWU	866001	06/14/11	-	1,500,000	-	1,219,935	
5 Meridian Drainage Outfall	SWU	869003	02/05/13	-	2,000,000	-	-	
6 Pump Station No. 11	SWU	868003	11/17/09	-	5,800,000	-	4,645,519	
7 Wich Drn Cnl-Con M Rprs	SWU	864409	03/20/07	-	600,000	-	411,585	
					-	13,950,000	-	9,548,760
FUNDING SOURCES				Approved Budget		Previously Financed		
				GO	Other	GO	Other	
Stormwater Utility Funds				-	13,950,000	-	9,548,760	
				-	13,950,000	-	9,548,760	



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	-	169,992	-	141,756	-	550,000
2 Digital SW Drain Inv Contract	-	500,000	-	483,620	-	500,000
3 Dig SW DrainStruc Inv-Ph 1	-	-	-	30,967	-	2,891,714
4 Gyp Cr Improv, Rock-Eastern	-	-	-	228,716	-	1,219,935
5 Meridian Drainage Outfall	-	2,000,000	-	-	-	2,000,000
6 Pump Station No. 11	-	-	-	1,153,881	-	4,645,519
7 Wich Drn Cnl-Con M Rprs	-	188,415	-	188,415	-	600,000
	-	2,858,407	-	2,227,355	-	12,407,168
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Stormwater Utility Funds	-	2,858,407	-	2,227,355	-	12,407,168
	-	2,858,407	-	2,227,355	-	12,407,168



ONGOING PROJECTS

TRANSIT DETAILED PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed	
				GO	Other	GO	Other
1 Bus Replacement	F		08/12/14	729,174	3,560,085	-	-
2 Paratransit Van Replacement	F		09/16/14	76,611	270,589	-	-
				805,785	3,830,674	-	-
FUNDING SOURCES				Approved Budget		Previously Financed	
				GO	Other	GO	Other
GO at-large Funding				805,785	-	-	-
Federal Funds				-	3,830,674	-	-
				805,785	3,830,674	-	-

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	729,174	3,560,085	729,174	3,560,085	729,174	3,560,085
2 Paratransit Van Replacement	76,611	270,589	76,611	270,589	76,611	270,589
	<u>805,785</u>	<u>3,830,674</u>	<u>805,785</u>	<u>3,830,674</u>	<u>805,785</u>	<u>3,830,674</u>
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	805,785	-	805,785	-	805,785	-
Federal Funds	-	3,830,674	-	3,830,674	-	3,830,674
	<u>805,785</u>	<u>3,830,674</u>	<u>805,785</u>	<u>3,830,674</u>	<u>805,785</u>	<u>3,830,674</u>

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS							
PROJECT TITLE	Non - GO	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed GO	Financed Other
	FUNDING			GO	Other		
1	135th & 13th	Water	766726		-	177,000	-
2	17th, Brdway-Drain Canal	Water	775540		-	10,000	-
3	29th, Ridge-Hoover	Water	761749		-	4,300	4,200
4	2012W-24 WTP Bas/Aer Rks	Water	751151	11/01/11	-	200,000	89,700
5	2012W-25 WL 13th Hyd-OL	Water	752025	02/07/12	-	1,250,000	1,024,700
6	2012W-27WL 135th W,13-21	Water	752027	02/14/12	-	1,200,000	680,800
7	2012 W-28 AMR Impl	Water	752028	05/29/12	-	32,603,920	18,456,232
8	2012 W-33 WL Oaklawn Ph II	Water	752033	05/29/12	-	1,700,000	1,286,300
9	2012W-35 WL Kel 111-143W	Water	752035	09/10/12	-	988,000	176,300
10	2012W-36 WL Cen 135-119W	Water	752036	09/25/12	-	1,404,000	519,400
11	2012 W-67 Dist Main Replc	Water	772068	01/09/12	-	895,310	-
12	2013 W-38 WL Kel & Webb	Water	753038	10/08/13	-	1,620,000	-
13	2013 W-39 WL Eastbor N	Water	753039		-	155,000	29,800
14	2013 W-40 WL Plaza	Water	753040		-	137,000	47,200
15	2013 W-41 WL Ethel	Water	753041	11/14/13	-	358,000	8,300
16	2013 W-42 WL Cntr Acrs PhI	Water	753042		-	304,000	96,600
17	2013 W-42 WL Cntr Acrs PhII	Water	753043		-	146,000	-
18	2013 W-44 WL 55th S	Water	753044		-	20,000	-
19	2013 W-45 WL Oliver	Water	753045		-	22,000	-
20	2013 W-46 WL 63rd S	Water	753046		-	34,000	-
21	2013 W-67 Dist Main Replc	Water	773068	12/18/12	-	18,572	-
22	2014 W-47 Replc VFDs Chen	Water	754071	02/07/14	-	640,000	-
23	2014 W-48 WL 4 Seas Area	Water	754072	04/25/14	-	1,584,000	-
24	2014 W-49 Serv Con 4 Seas	Water	754073		-	95,000	-
25	2014 W-50 WTP Chem Feed	Water	754074		-	1,000,000	-
26	2014 W-51 WtrIn Con	Water	754075		-	200,000	-
27	2014 W-52 Util Reloc NC	Water	754076		-	219,988	-
28	2014 W-67 Dist Main Replc	Water	774068	11/15/13	-	2,640,700	-
29	2100 S Bluff	Water	773076		-	48,000	4,200
30	30" WL Kellogg, 111th-151st	Water	778593		-	247,000	176,200
31	36th NE of Arkansas	Water	773072		-	17,850	-
32	37th St N Broadway to Hyd	Water	772076		-	349,000	81,500
33	Amidon, 21st-29th	Water	772079		-	9,225	-
34	Four Mile Creek Bridge Repl	Water	773077		-	6,600	-
35	Hilltop WL Repl Ph1	Water	778601		-	50,000	-
36	Hoover, 9th-13th	Water	771642		-	50,000	41,700
37	Maize, Pawnee-Kellogg	Water	779614		-	175,000	72,000
38	Meridian, Orient-McCorm	Water	770625		-	34,000	12,800
39	Meridian Drain Outfall	Water	772078		-	178,000	147,200
40	Oliver & 37th	Water	773074		-	60,000	47,400
41	Pawnee, K-15-Hillside	Water	775545		-	6,000	-
42	Ph1 13th & Ridge Interse	Water	771641		-	2,800	-
43	Ph3 Bridge	Water	772069		-	130,000	106,900
44	Reloc Main, Mtr, Srv - GWB	Water	778595		-	60,000	14,000
45	South Broadway Bridge	Water	772074		-	230,000	116,400
46	St Francis N of 37th	Water	773069		-	60,000	-
47	W-011 SM-WD Fac Reloc	Water	758011		-	50,000	19,000
48	W-018SGCTYRWD#1 WTR AG	Water	759018	10/20/09	-	1,200,000	143,800
49	W-022 M Well Repairs	Water	750022	11/02/10	-	750,000	574,100
50	W-1395 Local S&E WF Rprs	Water	750395		-	1,390,000	1,287,000
51	W-1397 Standby Power Fac	Water	758397		-	22,130,000	10,169,200
52	W-842 Ridge, MAC-36ST S	Water	755842		-	260,000	16,000
53	W-851 135TH, 29-37N (24")	Water	754851	04/06/04	-	540,000	15,500
54	W-903 Wtr Sys Sec Improv	Water	752903		-	1,200,000	969,400
55	W-903 Wtr Sys Sec Imprpov	Water/F	755903	01/08/02	-	8,000,000	6,774,500
56	W-913 Surge Tanks Rehab	Water	756913		-	400,000	-

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 135th & 13th	-	177,000	-	176,677	-	177,000
2 17th, Brdway-Drain Canal	-	10,000	-	2,800	-	10,000
3 29th, Ridge-Hoover	-	100	-	100	-	4,300
4 2012W-24 WTP Bas/Aer Rks	-	110,300	-	110,208	-	200,000
5 2012W-25 WL 13th Hyd-OL	-	-	-	89,724	-	1,024,700
6 2012W-27WL 135th W,13-21	-	-	-	513,944	-	680,800
7 2012 W-28 AMR Impl	-	14,147,688	-	101,863	-	32,603,920
8 2012 W-33 WL Oaklawn Ph II	-	-	-	163,607	-	1,286,300
9 2012W-35 WL Kel 111-143W	-	811,700	-	178,025	-	988,000
10 2012W-36 WL Cen 135-119W	-	118	-	846,622	-	519,518
11 2012 W-67 Dist Main Replc	-	895,310	-	895,310	-	895,310
12 2013 W-38 WL Kel & Webb	-	1,620,000	-	1,564,249	-	1,620,000
13 2013 W-39 WL Eastbor N	-	125,200	-	16,320	-	155,000
14 2013 W-40 WL Plaza	-	89,800	-	19,013	-	137,000
15 2013 W-41 WL Ethel	-	349,700	-	31,302	-	358,000
16 2013 W-42 WL Cntr Acrs PhI	-	207,400	-	27,207	-	304,000
17 2013 W-42 WL Cntr Acrs PhII	-	146,000	-	11,882	-	146,000
18 2013 W-44 WL 55th S	-	20,000	-	1,534	-	20,000
19 2013 W-45 WL Oliver	-	22,000	-	3,437	-	22,000
20 2013 W-46 WL 63rd S	-	34,000	-	3,270	-	34,000
21 2013 W-67 Dist Main Replc	-	18,572	-	18,572	-	18,572
22 2014 W-47 Replc VFDs Chen	-	640,000	-	126,508	-	640,000
23 2014 W-48 WL 4 Seas Area	-	1,584,000	-	358,720	-	1,584,000
24 2014 W-49 Serv Con 4 Seas	-	95,000	-	80,443	-	95,000
25 2014 W-50 WTP Chem Feed	-	1,000,000	-	-	-	1,000,000
26 2014 W-51 Wtrln Con	-	200,000	-	-	-	200,000
27 2014 W-52 Util Reloc NC	-	219,988	-	-	-	219,988
28 2014 W-67 Dist Main Replc	-	2,640,700	-	1,478,826	-	2,640,700
29 2100 S Bluff	-	43,800	-	43,761	-	48,000
30 30" WL Kellogg, 111th-151st	-	70,800	-	1,998	-	247,000
31 36th NE of Arkansas	-	17,850	-	4,749	-	17,850
32 37th St N Broadway to Hyd	-	267,500	-	-	-	349,000
33 Amidon, 21st-29th	-	9,225	-	4,225	-	9,225
34 Four Mile Creek Bridge Repl	-	6,600	-	525	-	6,600
35 Hilltop WL Repl Ph1	-	50,000	-	50,000	-	50,000
36 Hoover, 9th-13th	-	-	-	2,839	-	41,700
37 Maize, Pawnee-Kellogg	-	103,000	-	73,794	-	175,000
38 Meridian, Orient-McCorm	-	21,200	-	15,440	-	34,000
39 Meridian Drain Outfall	-	30,800	-	19,710	-	178,000
40 Oliver & 37th	-	12,600	-	1,514	-	60,000
41 Pawnee, K-15-Hillside	-	6,000	-	3,000	-	6,000
42 Ph1 13th & Ridge Interse	-	2,800	-	1,248	-	2,800
43 Ph3 Bridge	-	23,100	-	23,071	-	130,000
44 Reloc Main, Mtr, Srv - GWB	-	46,000	-	45,496	-	60,000
45 South Broadway Bridge	-	113,600	-	88,993	-	230,000
46 St Francis N of 37th	-	60,000	-	60,000	-	60,000
47 W-011 SM-WD Fac Reloc	-	31,000	-	30,454	-	50,000
48 W-018SGCTYRWD#1 WTR AG	-	1,056,200	-	703,047	-	1,200,000
49 W-022 M Well Repairs	-	175,900	-	29,623	-	750,000
50 W-1395 Local S&E WF Rprs	-	103,000	-	32,781	-	1,390,000
51 W-1397 Standby Power Fac	-	11,960,800	-	10,685,429	-	22,130,000
52 W-842 Ridge, MAC-36ST S	-	244,000	-	243,807	-	260,000
53 W-851 135TH, 29-37N (24")	-	-	-	-	-	15,500
54 W-903 Wtr Sys Sec Improv	-	230,600	-	230,600	-	1,200,000
55 W-903 Wtr Sys Sec Imprpov	-	1,225,500	-	1,143,448	-	8,000,000
56 W-913 Surge Tanks Rehab	-	400,000	-	399,957	-	400,000



ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS									
PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget		Previously Financed		GO	Other
				GO	Other	GO	Other		
57 Water Tower Rehabilitation	Water	750021	11/02/10	-	1,000,000	-	-	-	-
58 Water Value Adj Account	Water	771633		-	50,000	-	-	-	-
59 Water Valve Adj Account	Water	770622		-	50,000	-	-	-	-
				-	88,360,265	-	-	-	43,208,332
FUNDING SOURCES				Approved Budget		Previously Financed		GO	Other
Water Utility Fund				-	88,360,265	-	-	-	43,208,332
				-	88,360,265	-	-	-	43,208,332



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
57 Water Tower Rehabilitation	-	1,000,000	-	675,914	-	1,000,000
58 Water Value Adj Account	-	50,000	-	32,549	-	50,000
59 Water Valve Adj Account	-	50,000	-	48,500	-	50,000
	-	42,576,451	-	21,516,634	-	85,784,783
PROJECT TITLE	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Water Utility Fund	-	42,576,451	-	21,516,634	-	85,784,783
	-	42,576,451	-	21,516,634	-	85,784,783



*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: December 22, 2005

LAST REVISION: January 1, 2001

PURPOSE

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

MEMBERSHIP

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

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

DUTIES AND RESPONSIBILITIES

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

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

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

PLANNING COMMISSION RESPONSIBILITY

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

OTHER AGENCY REVIEW

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

RESPONSIBILITY

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

RELATIONSHIP TO PREVIOUSLY ESTABLISHED PROCEDURE

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

Effective Date: 12-22-05



Ordinance No. 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:

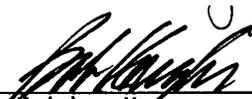
Section I. The Governing Body of the City of Wichita, Kansas, pledges one half of any revenue received from the City of Wichita's portion of a one percent (1%) sales tax to relieve the tax levies of the City of Wichita upon the taxable tangible property within the City of Wichita with continued compliance 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.



DESIGN COUNCIL

The Design Council was created in 2000 to serve as an advisory board to the City Council, making recommendations on the incorporation of art and aesthetic design on public improvements. A total of 15 professionals, including architects, landscape architects, artists, engineers and the community at-large are included on the board. On August 12, 2008, the City Council approved the Design Review Process. This process outlines the coordination of the Design Council and the CIP.

The Design Council and City staff meet in the preliminary CIP planning stage and identify “special consideration” projects. These are projects in which an integrated design approach will be used. Projects that do not require “special consideration” may still be reviewed by the Design Council as well. In addition, there are projects with “enhanced aesthetic improvements.” These projects, based on design guidelines, may contain certain aesthetic qualities imbedded in the original design: for example benches, street lights and brick crosswalks for arterials. Some of these projects also may provide opportunities for other aesthetic improvements, but without the a comprehensive integrated design process.

The CIP includes the following projects that either are “special consideration” or “enhanced aesthetic improvements” projects. The bolded projects are included in 2016. For projects scheduled in 2017, after the adoption of the CIP staff and the Design Council will consider those projects, and the financial impact of any proposed improvements. In the next revision of the CIP, these recommendations will be incorporated in project budgets.

PROJECT TITLE	PROJECT TYPE	DESIGN COUNCIL
15th @ Drainage Canal	Bridges	Enhanced Aesthetic Improvements
2nd, Main-Washington	Arterials	Enhanced Aesthetic Improvements
Bike Enhancement Projects	Arterials	Enhanced Aesthetic Improvements
Central Library (Advanced Learning Center)	Public Facilities	Special Consideration
City Hall Renovations	Public Facilities	Enhanced Aesthetic Improvements
Commerce, Waterman-Kellogg	Arterials	Special Consideration
Comprehensive Way Finding	Arterials	Enhanced Aesthetic Improvements
Crystal Prairie Park	Park & Recreation	Special Consideration
Douglas, Main-Washington	Arterials	Enhanced Aesthetic Improvements
Douglas, Washington-Grove	Arterials	Enhanced Aesthetic Improvements
Downtown Streetscaping	Arterials	Enhanced Aesthetic Improvements
Freeway Improvements	Freeways	Special Consideration
Law Enforcement Training Center	Public Facilities	Enhanced Aesthetic Improvements
McAdams Field	Park & Recreation	Enhanced Aesthetic Improvements
Oliver & 21st Intersection	Arterials	Enhanced Aesthetic Improvements
Oliver, 17th-21st	Arterials	Enhanced Aesthetic Improvements
Patrol East Substation	Public Facilities	Special Consideration
Patrol West Substation	Public Facilities	Special Consideration
Shelter/Benches/Signs	Transit	Enhanced Aesthetic Improvements
St. Francis, Waterman-Kellogg	Arterials	Special Consideration

Note: Bolded projects are scheduled for 2016.

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

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.

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.

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.

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

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-CPM. *International City/County Management Association– Center for Performance Measurement.* 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 Lid. Law limiting amount of property tax levied for a specific government function. Also known as aggregate tax levy limitation.

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

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.