

DISCOVER  
*Valley Center*

**Capital  
Improvement Plan  
FY 2021-2030**

**Adopted Sept 15th, 2020  
City of Valley Center, KS**





## 2021-2030 Valley Center CIP

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## 2021-2030 Valley Center CIP

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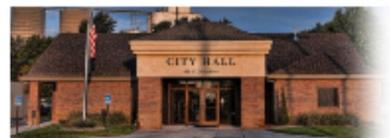
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DISCOVER  
*Valley Center*

**Capital  
Improvement Plan  
Overview**





### **What is considered a Capital Project?**

A capital improvement project is commonly considered any item over \$10,000 with a useful life greater than 5 years. A Capital Improvement project is a project that may include the construction of new facilities as additions to the city's assets, renovation of existing structures to significantly extend useful life, and major repair operations of a comprehensive and non-routine nature. Common examples of Capital Improvement Projects include the construction of roads and bridges, facility construction, and land acquisition. However, the funding of certain other large ticket items, such as fire trucks, heavy equipment, and costly technology upgrades are considered to be capital projects as well.

### **Why is Capital Budgeting important?**

Capital Budgeting is important for various reasons. The main reason is to determine what kind of impact capital projects will have on the operating budget and how to address them accordingly. For example, if a new street that will attract more businesses is going to be created, the City must take into account what additional costs, besides construction, will be incurred. The costs could include maintenance, replacement, staff time, landscaping, zoning, possible infrastructure needs, etc. All of these additional costs effect the operating budgets of various departments, such as Administration, Community Development, Parks and Public Buildings, Public Works, Police, and Fire. If the project is determined to increase the tax base, thereby increasing revenues for the City, this will be compared to the current start up and future upkeep costs of the project to determine whether the benefit of the project will outweigh the costs.

### **How does the City budget for Capital Projects?**

The City of Valley Center prepares for its Capital Improvement Program by budgeting approximately \$2,000,000 for every 2-year CIP cycle. Each CIP cycle starts on the following even numbered year. Capital improvements involve the outlay of substantial funds; therefore, numerous resources will be considered which will enable the City to pay for capital improvements over a longer period of time, including: general obligation bonds, revenue bonds, lease purchase agreements, special assessments, state and federal grants and cash. During each annual budget process, the City Council reviews the CIP and evaluates the available remaining projects. Due to the possibility of certain projects being selected by WAMPO for federal funding, it is crucial to remain flexible when selecting projects. The flexibility allows the City to push back projects or accelerate projects in order to take advantage of the 80/20 federal funding match from WAMPO or various other fund matching entities. The goal is to have projects selected on a rolling 5 year period. As each new cycle approaches a financial analysis is completed for the next cycle of projects.



Financing projects is an important step in the CIP/Capital budgeting process. The basic rules of when to borrow money for projects are:

- The project expands the tax base of the city thus creating additional revenues for the City.
- When a project is costly enough that the only way of paying for it would be to distort the current tax structure. By borrowing for this project, taxes will stay the same and debt service payments will be calculated into the operational budget.
- Interest costs are reasonably low. This is also affected by the credit rating of the City. When interest rates are low, it is a good time to borrow because of the savings in interest payments that will be generated. By having a great credit rating the City will also receive lower interest rates because of past performance in paying and managing the City's debt.

Valley Center considers several different financing options when deciding how a project will be financed. Some of the various options the City considers are as follows:

**Current (Pay-as-you-go) Revenue:** Pay-as-you-go financing refers to the method whereby improvements are financed from current revenues, such as taxes, user fees, service charges, and funds that have been set aside from previous years.

**General Obligation Bonds:** Many Capital Improvement Projects are funded by the issuance of general obligation bonds. General obligation bonds are full faith and credit bonds, pledging the general taxing power of the City to back the bonds. General obligation bonds can be sold to finance permanent types of improvements such as, municipal buildings, street and utility infrastructure, and recreation facilities. The bonding process is time consuming and if funding is needed immediately temporary funding sources are available. In these instances the City will issue Temporary Notes which will finance the first portion of the project(s) until permanent financing is in place.

**Lease/Purchase:** The City last used this type of financing to purchase a street sweeper. The City set up the lease/purchase agreement to retire within 4 years of purchase. This allowed the payments to be assigned to the operational budget rather than placed as a purchase in the Capital Improvement Program.

**Revenue Bonds:** Revenue bonds are a mechanism used in cases where the project being funded will generate revenue from user fees, such as water or sewer systems. These fees are used to pay for debt service associated with the improvement project.

**Special Assessments:** Community Development projects that more directly benefit certain property owners may be financed in the interest of equity by the use of special assessments. A benefit district is created, by which the cost of improvements is split amongst all properties within said district. State statute prohibits municipalities from creating a special assessment benefit district for any improvement without 51% approval of the property owners within the district.





# *CIP 5 Year History*

FY 2021—2030 Capital Improvement Plan

| <b><u>Project</u></b>                 | <b><u>Completion Date</u></b> |
|---------------------------------------|-------------------------------|
| Clay St Paving                        | 2014                          |
| Waterline 69th to Seneca              | 2014                          |
| Park Improvements                     | 2014                          |
| McLaughlin Ped/Bike Path              | 2015                          |
| Sewer Rehab                           | 2015                          |
| Valley Creek Paving/Water/Storm/Sewer | 2015                          |
| 93rd Street                           | 2016                          |
| Public Building Improvements          | 2016                          |
| Meridian/Ford St Drainage             | 2016                          |
| Goff Sidewalk                         | 2017                          |
| Emporia Sidewalk                      | 2017                          |
| Butler/Highpoint Paving               | 2017                          |
| Community Center                      | 2018                          |
| City Hall A/V                         | 2018                          |
| 5th St Floodway to Broadway           | 2019                          |
| Well Rehab                            | 2019                          |
| Storm Water—Allen St                  | 2019                          |
| WWTP Phase III                        | 2020                          |
| Historic Waterline Replacement        | 2020                          |
| Squad Truck—Fire Department           | 2020                          |

\*larger projects completed in the last 5 years



**Streets/Storm Water**

- ⇒ 1st Street from Meridian to Birch—  
2nd Street from Meridian to  
Birch—3rd Street from Sheridan to  
Railroad Pavement Reconstruction  
and Storm Water (2024)

**Water Utility**

- ⇒ Water Treatment Plant (2025)
- ⇒ Water Tower Rehabilitation (2022)

**Parks and Public Grounds**

- ⇒ Sidewalk Lighting: 5th St. (Bridge to  
Fiddlers) & 77th St. (Meridian to  
Seneca)
- ⇒ Playground Equipment Replace-  
ment
- ⇒ Wetland Park: ADA Accessibility
- ⇒ City Cemetery: Flag Pole / Reflection  
Area
- ⇒ Ped/Bike Plan Sidewalk Improve-  
ments
- ⇒ City entryway welcome signs

**Public Buildings and Facilities**

- ⇒ Public Safety Building Remodel
- ⇒ Pool/Rec Center
- ⇒ Public Works Bldg. Remodel/New

**Equipment and Vehicles**

- ⇒ E-41 Fire Truck Replacement
- ⇒ Public Building Generators (City Hall,  
Public Safety, Public Works)
- ⇒ Public Safety Radios
- ⇒ HVAC Replacements  
(Various Locations)

**WAMPO Long Range Planning**

- ⇒ Meridian: Main to 5th (2023)
- ⇒ Meridian Railroad to 69th - Full Re-  
construction (2023)
- ⇒ 77th (Ford) Street: Bridge to Broad-  
way EcoDevo Grant (2023)
- ⇒ Main: Redbud to Meridian
- ⇒ Main: Emporia to Meridian
- ⇒ 69th Street Bridge
- ⇒ Seneca: Ford to 5th
- ⇒ Meridian 5th to 93rd



**2020-2021 CIP Cycle**

| Project                        | Funding Type/Source | Amount       |
|--------------------------------|---------------------|--------------|
| 5th Street                     | 2020-1 G.O. Bonds   | \$815,543.33 |
|                                | 2016-1 G.O. Bonds   | \$1,000,000  |
| Historic Waterline Replacement | 2020-1 G.O. Bonds   | \$3,745,000  |

**Proposed 2022-2023 CIP Cycle**

| Project   | Funding Type/Source                                  | Amount        |
|---|--|---------------|
| Meridian: Railroad to 69th<br>full reconstruction                                 | G.O. Bonds/Streets/<br>Stormwater                    | \$1,276,068   |
|   | WAMPO  | \$2,731,731   |
| Meridian: Main to 5th   | G.O. Bonds/Streets/<br>Stormwater                    | \$1,014,533   |
|   | WAMPO  | \$3,418,131   |
| Ford Street: Bridge to Broadway (if award-<br>ed KDOT economic Development Grant) | G.O. Bonds   | \$1,854,548   |
|   | EcoDevo KDOT Grant                                   | \$3,532,473   |
| Pool/Rec Center   | G.O. Bonds supported via Lo-<br>cal Option Sales Tax | \$20,000,000* |
| Water Tower Rehab   | Water Reserves                                       | \$400,000     |

\*Intentionally over estimated until first estimates can be provided

**Proposed 2024-2025 CIP Cycle**

| Project   | Funding Type/Source               | Amount      |
|---|-----------------------------------|-------------|
| 1st Street from Meridian to Birch—2nd<br>Street from Meridian to Birch—3rd<br>Street from Sheridan to Railroad Pave-<br>ment Reconstruction and Storm Water | G.O. Bonds/Streets/<br>Stormwater | \$2,460,000 |
| Water Treatment Plant   | G.O. Bonds/Water Utility          | \$5,000,000 |



## 2021-2025 CIP Spending by Type/Source

FY 2021—2030 Capital Improvement Plan

| Spending by Type              | 2021             | 2022                | 2023               | 2024               | 2025               |
|-------------------------------|------------------|---------------------|--------------------|--------------------|--------------------|
| Streets                       | \$0              | \$0                 | \$0                | \$2,400,000        | \$0                |
| Parks/Public Grounds          | \$0              | \$0                 | \$0                | \$0                | \$0                |
| Public Buildings/Facilities   | \$0              | \$20,000,000        | \$0                | \$0                | \$0                |
| Equipment/Vehicles            | \$0              | \$0                 | \$0                | \$0                | \$0                |
| WAMPO/KDOT                    | \$0              | \$1,850,000         | \$2,700,000        | \$0                | \$0                |
| Stormwater                    | \$0              | \$0                 | \$0                | \$0                | \$0                |
| WasteWater                    | \$0              | \$0                 | \$0                | \$0                | \$0                |
| Water                         | \$400,000        | \$0                 | \$0                | \$0                | \$5,000,000        |
| <b>Total Spending by Type</b> | <b>\$400,000</b> | <b>\$21,850,000</b> | <b>\$2,700,000</b> | <b>\$2,400,000</b> | <b>\$5,000,000</b> |

|      |           |              |             |             |             |
|------|-----------|--------------|-------------|-------------|-------------|
| 2021 | \$400,000 |              |             |             |             |
| 2022 |           | \$21,850,000 |             |             |             |
| 2023 |           |              | \$2,700,000 |             |             |
| 2024 |           |              |             | \$2,400,000 |             |
| 2025 |           |              |             |             | \$5,000,000 |

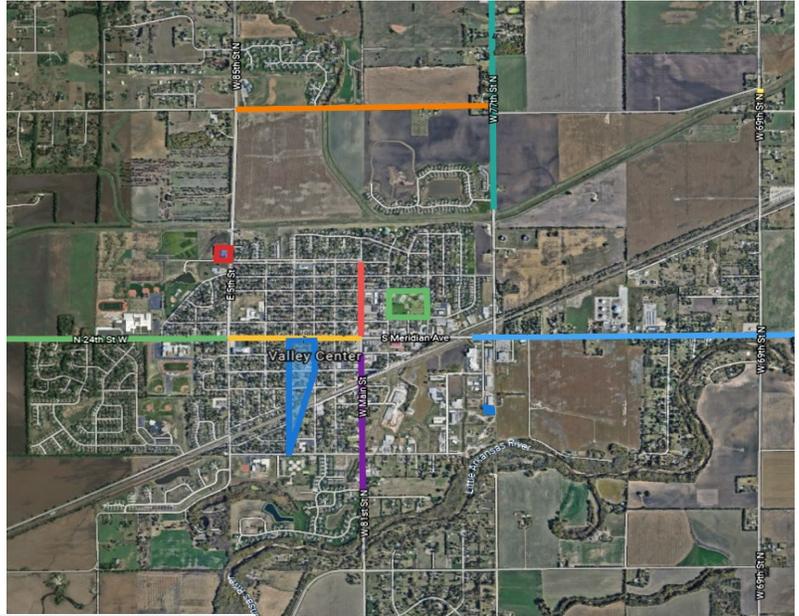
| Spending by Source         | 2021             | 2022               | 2023               | 2024               | 2025               |
|----------------------------|------------------|--------------------|--------------------|--------------------|--------------------|
| GF - Transfer to CIP       | \$0              | \$0                | \$3,285            | \$17,219           | \$0                |
| Special Streets            | \$0              | \$0                | \$377,500          | \$0                | \$0                |
| Stormwater                 | \$0              | \$0                | \$377,500          | \$0                | \$0                |
| GO Bonds - Ad Valorem      | \$0              | \$1,850,000        | \$1,941,715        | \$2,382,781        | \$0                |
| GO Bonds - Special Revenue | \$0              | \$20,000,000       | \$0                | \$0                | \$0                |
| Water Utility              | \$400,000        | \$0                | \$0                | \$0                | \$0                |
| WasteWater Utility         | \$0              | \$0                | \$0                | \$0                | \$0                |
| GO Bonds - Utility         | \$0              | \$0                | \$0                | \$0                | \$5,000,000        |
| <b>Total CIP Spending</b>  | <b>\$400,000</b> | <b>\$1,850,000</b> | <b>\$2,700,000</b> | <b>\$2,400,000</b> | <b>\$5,000,000</b> |

|      |           |              |             |             |             |
|------|-----------|--------------|-------------|-------------|-------------|
| 2021 | \$400,000 |              |             |             |             |
| 2022 |           | \$21,850,000 |             |             |             |
| 2023 |           |              | \$2,700,000 |             |             |
| 2024 |           |              |             | \$2,400,000 |             |
| 2025 |           |              |             |             | \$5,000,000 |

This is the proposed spending schedule through 2025. The selected projects and amounts are likely to change or be added to. The spending schedule allows the City to budget accordingly and create a plan for debt issuance that falls in line with city policy. Planning ahead also allows the City to monitor future debt and the impact it may have on the City's credit rating.

# Valley Center CIP Virtual Tour

The tour does not include equipment, ped/bike plan, or some park and public grounds projects  
(Requires GOOGLE EARTH)



| Performance for Your Post                |                           |                              |
|--|---------------------------|------------------------------|
| <b>1,835</b> People Reached              |                           |                              |
| <b>54</b> Reactions, Comments & Shares ⓘ |                           |                              |
| <b>33</b><br>Like                        | <b>18</b><br>On Post      | <b>15</b><br>On Shares       |
| <b>2</b><br>Love                         | <b>1</b><br>On Post       | <b>1</b><br>On Shares        |
| <b>10</b><br>Comments                    | <b>7</b><br>On Post       | <b>3</b><br>On Shares        |
| <b>9</b><br>Shares                       | <b>9</b><br>On Post       | <b>0</b><br>On Shares        |
| <b>529</b> Post Clicks                   |                           |                              |
| <b>109</b><br>Photo Views                | <b>222</b><br>Link Clicks | <b>198</b><br>Other Clicks ⓘ |
| <b>NEGATIVE FEEDBACK</b>                 |                           |                              |
| <b>1</b> Hide Post                       | <b>0</b> Hide All Posts   |                              |
| <b>0</b> Report as Spam                  | <b>0</b> Unlike Page      |                              |

The City is focusing on community engagement, especially when it comes to involvement with major projects and the CIP plan. The virtual tour was placed on Facebook to elicit feedback from residents on the CIP and each project. The picture to the left displays all engagements with the CIP Virtual Tour.

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**Streets / Storm Water  
Projects**

**FY 2021-2030**

**City of Valley Center, KS**



**Project Scope:**

Phase 1A\* - Meridian from Main to 1st Pavement Reconstruction and Storm Sewer\*

Phase 1B\* - Meridian from 1st to 2nd Pavement Reconstruction and Storm Sewer\*

Phase 2 - 1st Street from Meridian to Birch Pavement Reconstruction and Storm Sewer

Phase 3 - 2nd Street from Meridian to Birch Pavement Reconstruction and Storm Sewer

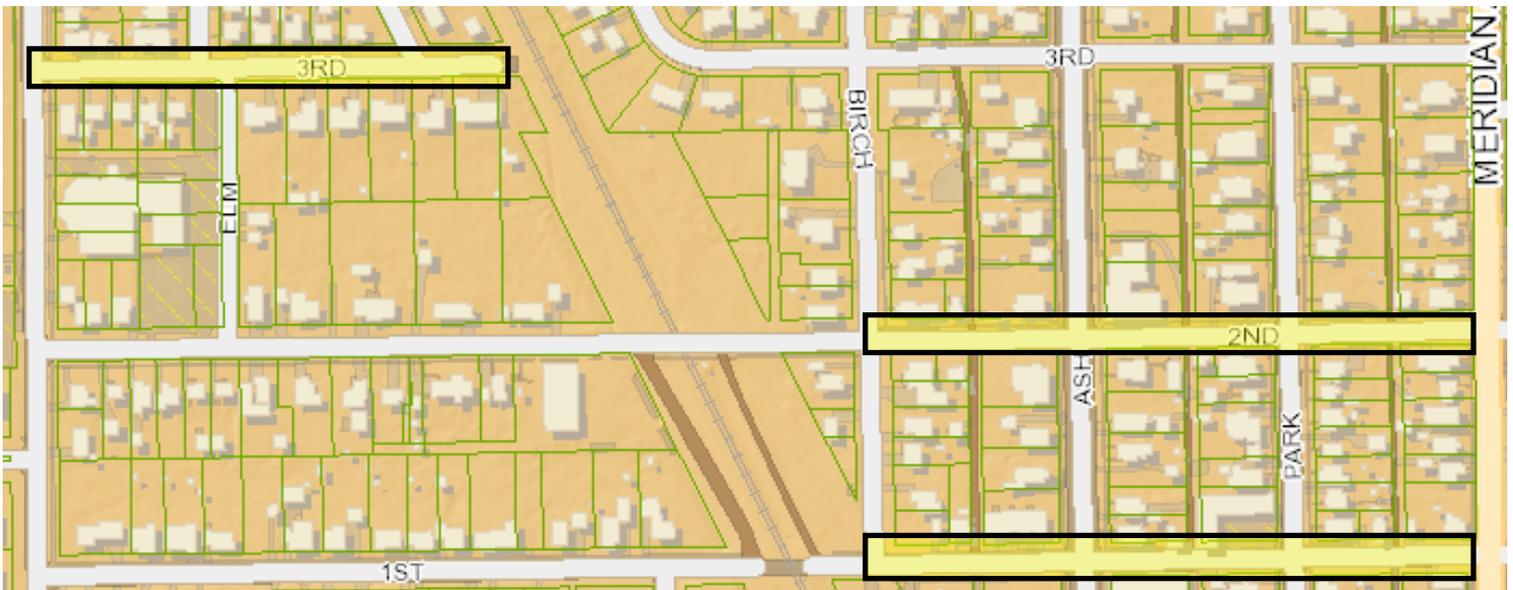
Phase 3a - 3rd Street from Sheridan to Railroad Pavement Reconstruction and Storm Sewer

- Phase 1A and 1B will be incorporated into the recent WAMPO approved project: Meridian—Main to 5th

**Project Background:**

With the recent completion of the Meridian Avenue paving and drainage improvements from Main Street to the south, a large drainage area is received by two curb inlets on the north side of the Main Street and Meridian Avenue intersection. This street collects runoff from the area generally bounded by 5th Street, Meridian Avenue, and the B.N.S.F. railroad and routes it east to Meridian Avenue and then south along Meridian Avenue to storm sewer, approximately 100 acres. Due to the combination of high runoff volume, high pavement crown, and flat street grade, the north half of the Main Street and Meridian Avenue intersection, 1st Street, and 2nd Street can become flooded and impassible during intense storm events. The valley gutter intersections along 1st Street and 2nd Street are especially problematic for motorists because of the severe pavement crown.

**Project Location:**



**Funding Sources/Cost:**

Funding sources for these three projects will include funding from the city’s Stormwater utility, the city streets program, and public financing including general obligation bonds.

The estimated costs for these projects were presented in 2017. The total cost of these projects will be reduced due to Meridian from Main to 1st and from 1st to 2nd will be completed within the WAMPO selected project - Meridian: Main to 5th. A revised cost estimate will be provided when this project is selected for a particular CIP cycle. Current estimated cost is \$2,400,000

**Justification:**

These projects fall under the high priority ranking in the master drainage plan. High priority is defined as: High Priority - Areas that have repeatedly experienced drainage or flooding problems in the past that adversely affect a large number of people or presents a clear safety issue to the public.

**Operating Impacts:**

Operating impacts of these projects will assist the city in the reduction of maintenance costs related to the upkeep of this area. With the poor drainage of this area, current conditions allow for the pooling of water after a rain or storm event which accelerates the deterioration of the roads in this area. The completion of this project will allow for efficient drainage of water in the area thus preserving the useful life of the infrastructure.

| Impact on Operating Budget | Year 1  | Year 2  | Year 3  | Year 4  | Year 5  |
|----------------------------|---------|---------|---------|---------|---------|
| Maintenance                | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 |

**Community Impact:**

The community impact of this project will be much needed alleviation of the standing water after a rain or storm event due to the absence of proper drainage infrastructure. This project will allow for the lengthening of useful life for the road infrastructure in the area and allow for safer travel on Meridian—a main thoroughfare the leads to most schools within the city.

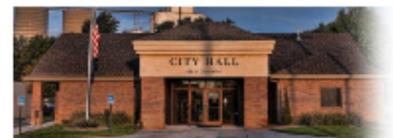


DISCOVER  
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**Water  
Utility  
Projects**

**FY 2021-2030**

**City of Valley Center, KS**





**Justification:**

It is the desire of administration to pursue the construction of a .84 MGD (million gallon per day) water treatment plant to treat raw water from the city’s 3 wells. These wells have the ability to produce between 1.4 and 2 times the average usage and water rights equal between 2 to 3 times current usage. This strategy comes with several potential benefits to include redundancy and independence in the supply of treated water to Valley Center customers. This also avails the city the ability to evaluate and set their own rate structure based on cost, availability, etc. This project would also have real potential of increasing the evaluation rate of the city dramatically.

**Operating Impacts:**

This process would require an engineering study to include evaluation of 2 optional treatment processes, at least 2 possible locations based on proximity to raw water distribution lines and treated water transmission system, available space for the actual footprint of the facility. Required staffing for operation will need to come into consideration. State regulations will need to be determined and evaluated. The current contract with Wichita will need to be evaluated and discussed.

| Impact on Operating Budget   | Year 1      | Year 2      | Year 3      | Year 4      | Year 5      |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| 2 FTE and Maintenance        | \$103,216   | \$106,312   | \$109,501   | \$112,786   | \$116,170   |
| Savings from Water Purchases | (\$110,000) | (\$114,400) | (\$118,976) | (\$123,725) | (\$128,684) |

**Community Impact:**

With the construction of the City’s own water treatment plant, the current water rates charged to residents could potentially be lowered or restructured to be more in line with surrounding communities.



**Project Scope:** Exterior and interior coating systems need to be completed along with safety upgrades including a safety climb system.

**Project Background:**

In early April of 2018 the city’s 750,00-gallon water tank and tower were inspected to determine the condition of the coatings, safety, sanitary, structural and security conditions and to offer suggestions for needed remediation. Determination was made the exterior coating system should be over coated to avoid the cost of abrasive blasting procedure. This will require replacing decal work. The interior coating is at end of its service life and needs replaced. The existing rail-style safety climb system needs to be replaced with an OSHA compliant cable safety climb system. Repair the connections at the top of the ladder at the bowl interior. Overcoat the dry access tube with epoxy coating system.

**Project Location:**





# Water Tower Rehab

### Funding Sources/Cost:

This project will be funded from the City’s Water Reserve Fund. When the project was last visited it was estimated at around \$400,000 for the rehab project in total.

### Justification:

The Water Tower is in need for rehabilitation in order to maintain the high quality water the City provides to its residents.

### Operating Impacts:

This tank is filled by water purchased and pumped from the City of Wichita and maintains the city’s water pressures, as well as maintaining an adequate supply for normal usage and fire protection. The repairs will help to ensure quality water is supplied to city residents consistently. The repairs will provide needed safety upgrades for maintenance purposes as well. The tank will need to be drained and disinfected through this procedure. The impact to operations is expected to be nominal as the ability to maintain pressure and supply using pumps have been tested which would also result in minimal impact to the community. With this renovation, this tank will be compliant and serve its intended purpose safely for many more years.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### Community Impact:

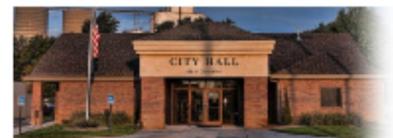
This project will provide continuous high quality water to residents for years to come. This project will also keep the infrastructure of Valley Center maintained at a level that provides exceptional service to our residents.

DISCOVER  
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**Sewer  
Utility  
Projects**

**FY 2021-2030**

**City of Valley Center, KS**



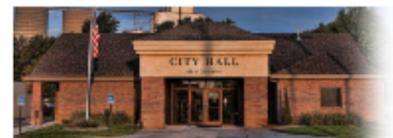


No Projects Have been identified at this time  
for the sanitary sewer system.

DISCOVER  
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**Parks &  
Public  
Grounds Projects**

**FY 2021-2030  
City of Valley Center, KS**



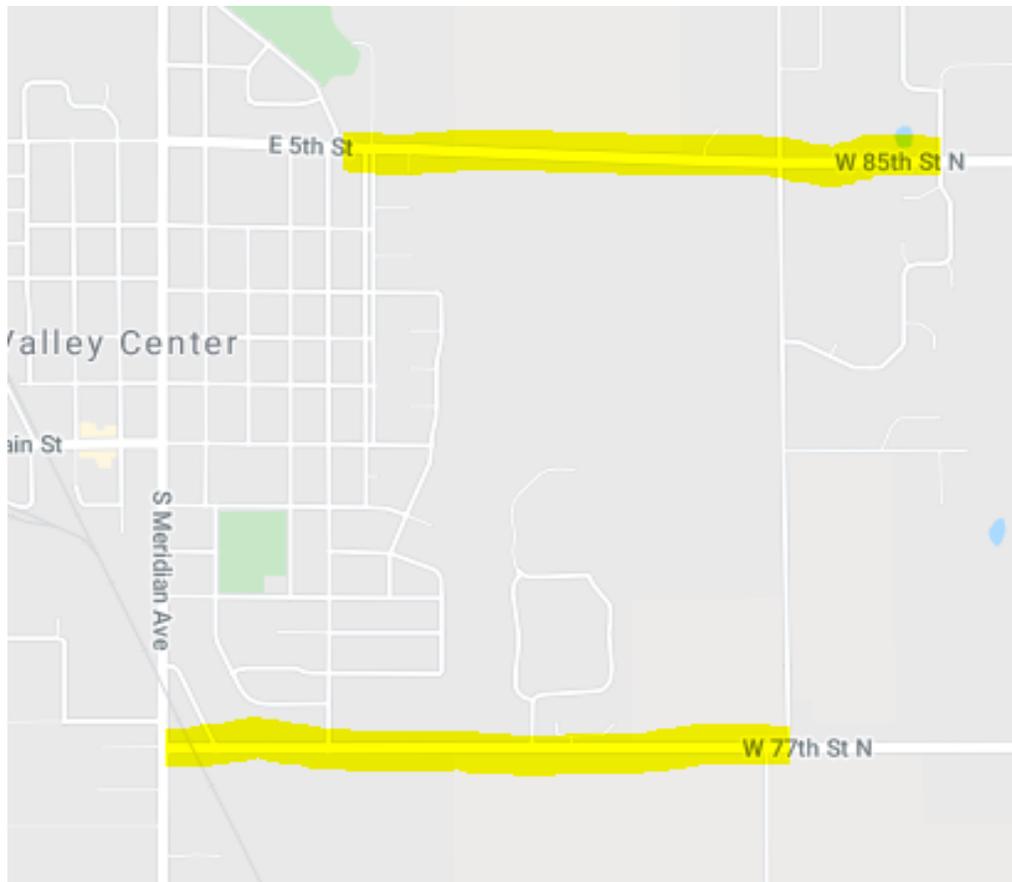
## Project Scope:

Install Sidewalk & Pathway Lighting: East 5th St. — Bridge by Public Safety to Fiddlers Creek; 77th St. — Meridian to Seneca

## Project Background:

The Outdoor Spaces Board made recommendation in April 2019 to City Council to have lighting be installed on new pathways along the 5<sup>th</sup> Street and Ford Street corridors to improve safety along the roadway to pedestrians and bicyclists. Research to have Everygy light this area was done and the cost was quite high..... Up to \$2500/month for street lighting. As an alternative to traditional electric street lighting options, we have been researching Solar Powered Light Options.....And we would like to explore use of Solar Powered lighting technology as a pilot project for lighting up sidewalks & trails and park areas, etc. This pilot project would include purchase of a single solar powered fixture & pole that we would install in-house.....possibly at Wetland Park parking lot. Funding was approved for this in 2021 operating budget. The technology is somewhat new and seems like a viable option but before we would commit to a large scale project we would like to do this to determine the effectiveness of this product. If the light proves to provide sufficient, reliable lighting, then it would be a cost effective way to put lights along our ped/bike sidewalks and trails and in parks and at buildings

## Project Location:



**Funding Sources/Cost:**

Transfers to CIP from the General Fund and possibly long term financing. Estimated cost is \$250,000.

**Justification:**

The addition of lighting to specified areas will increase pedestrian & bicycle traffic safety along busy roadways and safety in parks areas.

**Operating Impacts:**

Low installation cost and minimal site impact with no trenching or cabling. Lights can be installed by city staff to keep project costs to a minimum. Cost-effective design ships fully assembled and installs in minutes. A sustainable choice without recurring carbon emission and operates entirely independent from the grid and is immune to power outages. Minimal ongoing costs with no electrical bills and outside of the initial cost of the fixture, there is very little maintenance expected. The life expectancy of a LED fixture is 18-20 years, batteries 8-10 years and carry a 5 year warranty, poles have a 130 mph wind rating.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$0    | \$0    | \$0    | \$0    | \$0    |

**Community Impact:**

Improved quality of life in the community; improved interconnectivity of Pedestrian & Bicycle network; encourages recreation and healthy lifestyle activities; encourages alternative travel methods; improves safety by reducing vehicle/pedestrian crashes.



## **Project Scope:**

Replace aging playground equipment at Lion’s, McLaughlin, and Arrowhead Parks

## **Project Background:**

The City currently has 3 parks with playground equipment, each offer a variety of different play structure styles that serve a variety of age ranges. The average life expectancy of playground equipment is around 20 years, however we believe that 20 – 30 years is a reasonable timeframe for our community to use. Replacement depends on a variety of factors such as deficient/unsafe equipment, lack of available replacement parts, how much use the equipment gets and vandalism.

The main play structure at Lion’s Park is 17 years old but has a variety of individual play equipment that range from a couple years old up to 40+ years old.

The majority of play equipment at McLaughlin Park is 20 years old and has a few pieces of individual play equipment that have been installed in the last five years.

The main play structure at Arrowhead Park is the newest at 12 years old with a few pieces of individual play equipment that have been installed in the last five years.

**Project Location:** Arrowhead, McLaughlin, and Lion’s Parks



**Funding Sources/Cost:**

Funding sources will include transfers from the General Fund to the CIP and possible long term financing depending on the total final cost. Cost is estimated between \$200,000 and \$300,000 dollars.

**Justification:**

Playground equipment is an important but expensive purchase and funds should be accounted for so that planned, systematic replacement of equipment occurs in a 20 to 30 year timeframe to adequately maintain a safe and quality park system.

**Operating Impacts:**

Playground equipment is an area that we keep in the forefront of our routine operations. Playgrounds usually require a high level of maintenance. We regularly check the equipment during weekly rounds for vandalism and breakage, clean off the gravel and debris from the sidewalks and solid play surfaces, periodically top of fall surfacing and perform annual inspections. Newer equipment means less overall maintenance costs on replacement parts etc.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$750  | \$750  |

**Community Impact:**

Playgrounds serve a vital role in the community with positive impacts to quality of life/ quality of place, child development (social, physical, emotional & obesity) create a strong sense of community and promote community interaction, add economic vitality, help reduce crime locally, promote public health and add environmental value.



**Project Scope:**

Wetlands Park ADA Trail Accessibility - Sidewalk from 5<sup>th</sup> Street at Ridgefield, west to Wetland Park trailhead access point.

**Project Background:**

Wetland Park is a 15.18-acre wooded parcel of city property acquired to mitigate drainage that flows in from areas north of town. Most of the Valley Meadows and Wind Mill Valley developments, as well as a large area along north Interurban drain through the property. The property is designed to detain the runoff by holding the water in the wetland area and eventually, as the water rises, drains the excess into an overflow pipe that discharges to the river.

The Valley Center City Council officially recognized and named Wetland Park at the September 21, 2004 council meeting. In addition, the Valley Center Park and Tree Board (now Outdoor Spaces & Public Properties Board) has identified its use as a nature & educational park and is now in the process of being developed. Much of the development to date has been done in-house by city staff and volunteers. Projects include, trail construction, an observation deck/outdoor classroom, parking lot, signage, wildlife art and habitat improvements that include nesting boxes for birds, bats and ducks.

One of the key future developments of the park identified includes building a connecting link from existing sidewalk adjacent to Ridgefield to the trailhead access point at Wetland Park which will provide an accessible route to the trail head.

**Project Location:**



**Funding Sources/Cost:**

Funding sources may include funding from the streets program for sidewalks and transfers to CIP from the General Fund. Estimated cost is \$100,000.

**Justification:**

This project is significant in connecting the sidewalk network to a specific destination (a park), provides ADA access to the trail and is included in the adopted 2019 Ped/Bike Master plan.

**Operating Impacts:**

Outside of initial installation, there will be very little maintenance needed. Sidewalks have an average life expectancy of 25 years.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$0    | \$0    | \$0    | \$0    | \$0    |

**Community Impact:**

This project will improve quality of life/quality of place by further expanding the Ped/Bike sidewalk network and will also improve safety by reducing vehicle/pedestrian crashes, as well as address the need for ADA access to Wetland Park.



**Project Scope:**

Design and construction of a Memorial/Reflection Area/Flag Pole

**Project Background:**

The city cemetery has been in operation since 2004 and is located on North Meridian approximately 1/4 mile north of 93<sup>rd</sup> Street. The property is approximately 15 acres with only the first 5 acres developed. Amenities include, trees, a parking lot that was added in 2014 and maintenance shed in 2018. It does not currently have any utility services on site. The 2019 representation from the American Legion discussed the possibility of installing a flag pole with the Outdoor Spaces Board and while the Board was interested, it led into a much larger discussion of what to do with the landscape/memorial reserve area shown as “E” on the Cemetery map. Although there have been some ideas discussed as to what to develop in this area, such as a Veteran’s Burial area, installation of a flag pole and a reflection area with a water feature, there is not a clear direction of what is needed/wanted and need to be studied further in order to develop a concept design.

**Project Location:**



**Funding Sources/Cost:**

Funding will be determined at a later date. Most likely will include transfers from the General Fund to the CIP and possible long term financing. Estimated cost is \$500,000.

**Justification:**

When the cemetery was originally started it was expected that it would be developed in phases. This project, in addition to the aesthetic improvement of the property, developing a memorial/reflection area within the cemetery is one of the next logical improvements and would greatly enhance the amenities within the community.

**Operating Impacts:**

The level of operating impact would depend largely on the scope of this project. A Memorial/Reflection Area would likely require increased staff time at higher level of maintenance.

| Impact on Operating Budget | Year 1  | Year 2  | Year 3  | Year 4  | Year 5  |
|----------------------------|---------|---------|---------|---------|---------|
| Maintenance                | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 |

**Community Impact:**

People also see the cemetery as a place of historical significance and connection point, place of solitude and remembrance, as well as physical memorial location for ritual and post-funeral events. This project will great have great significance to the community and improve quality of life/quality of place by enhancing the features and amenities offered at our cemetery and bring families together during difficult, emotional times and patriotic events.



—Various Ideas presented to the Outdoor Spaces Board

## **Project Scope:**

Systematically construct high priority ped/bike paths as funding allows

## **Project Background:**

In 2019 the City worked with consultants SWT Designs to update and adopt a new Pedestrian and Bicycle plan that replaces the original plan from 2013. This plan takes a comprehensive approach to addressing existing conditions, community engagement process, needs analysis of the sidewalks & pathways, plan implementation & prioritization and funding. The Ped/Bike plan in its entirety can be found [HERE](#)

## **Project Location:**

Various locations throughout Valley Center

## **Funding Sources/Cost:**

Funding sources include Special Streets and Highway funding for sidewalks and potentially long term financing depending on how many sections of sidewalk are selected per year.

## **Justification:**

The Ped/Bike Master Plan focuses on providing safe and efficient connections throughout Valley Center. The Plan identifies priority corridors for pedestrian and bicycle facilities.

## **Operating Impacts:**

Reduce initial operating costs due to the sidewalks being placed in City right of way which is already maintained by the Parks and Public Bldgs. Department. Operating budget impacts will be determined when the scope of project is selected due to number of areas to choose from.

## **Community Impact:**

Valley Center residents and business realize the benefits of providing safe and convenient walking and biking facilities. The benefits are not just limited to those that walk or bike. The benefits include: alternative modes of transportation, improved health and well-being, reduced costs for transportation, reduced crashes, increased convenience, improved vehicular travel & reduced congestion, reduced energy consumption, improved local economy, improved access to education & employment and increased home values.





# City Entryway Welcome Signs

FY 2021—2030 Capital Improvement Plan

### **Project Scope:**

Install/update entry way signs on major arterial intersections at the edge of the current city limits

### **Project Background:**

Current City entryway signs located on Meridian and Ford St. are out of date and in need of being upgraded or replaced.

### **Project Location:**

Locations will ultimately be determined when the project is considered for funding. Locations discussed internally amongst staff include the intersection of 69th and Meridian as well as the intersection of 77th and Broadway.

### **Funding Sources/Cost:**

Funding sources could vary depending on the scope and design of the signs. Funding sources will be re-evaluated when material and costs are better known.

### **Justification:**

Providing entryway signage at the edge of the community provides a sense of identity and separation from other nearby entities. This project will further emphasize the welcoming nature of our community as we push to attract more businesses and residential development.

### **Operating Impacts:**

Operating impacts will be minimal. Some landscaping maintenance costs should be expected. Estimated operating impact is \$500 per fiscal year.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### **Community Impact:**

Providing a new redesigned entryway sign for the two major intersections to Valley Center will enhance the overall appeal of the city. Using community engagement efforts, the city can collaborate with the community on the design and selection process for the signage.

DISCOVER  
*Valley Center*

# Public Buildings, Facilities

FY 2021-2030

City of Valley Center, KS



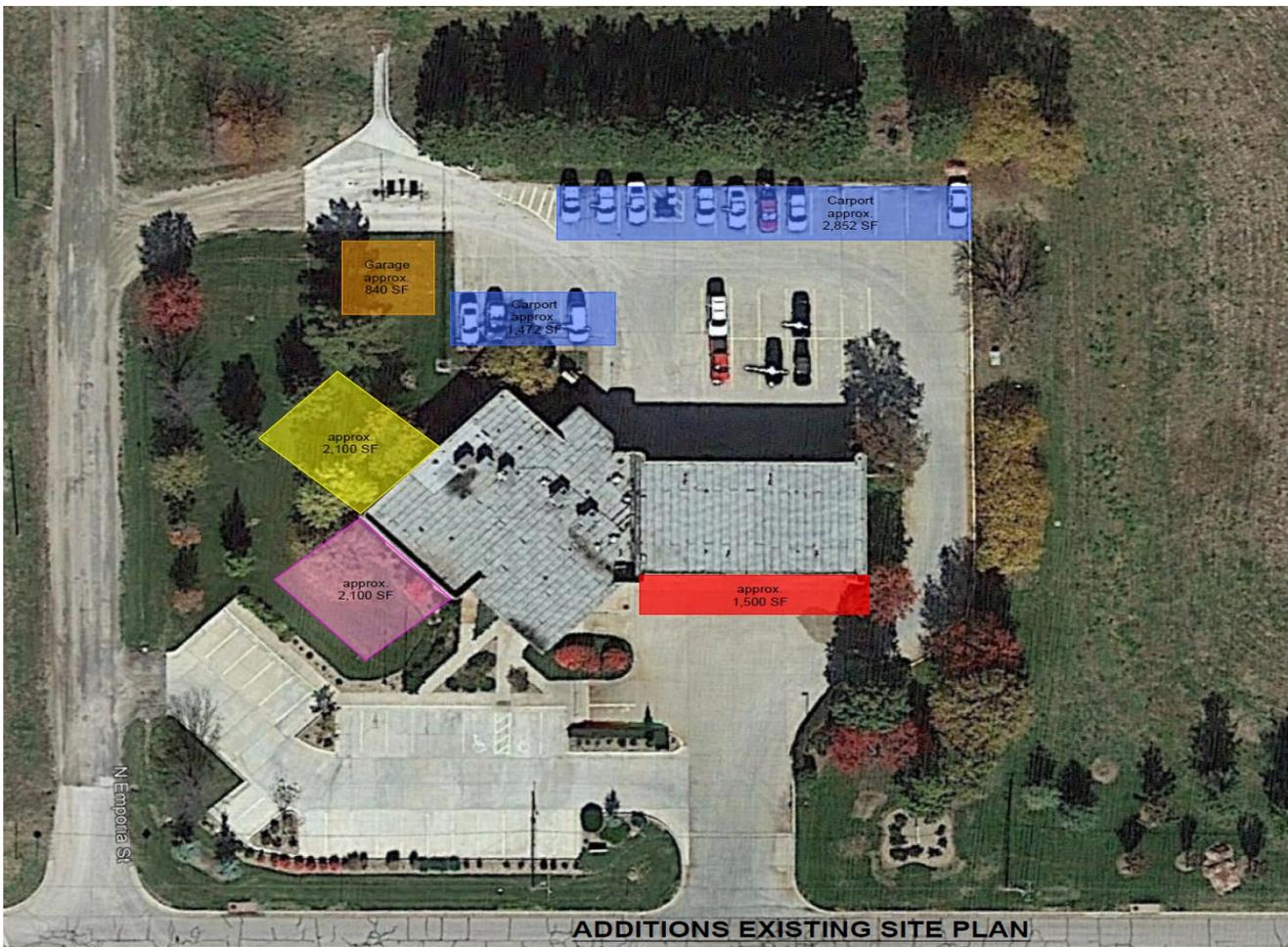
## Project Scope:

A major renovation and addition to the Public Safety Building

## Project Background:

The Public Safety Building (PSB) is nearing thirty years of use by the police and fire departments. It was built around 1991/1992. When looking at the PSB you can see there are two distinct portions to the building. There is the vehicle bay and the office building. Both structures are made of pre-cast concrete double tee roof, precast concrete walls which were set on a cast in place concrete basement and slab. When built we had six or seven full-time police officers, four full-time dispatchers, a handful of part-time employees and a completely volunteer fire department. We have grown significantly since that time. We now have seventeen full-time commissioned officers, two full-time non-commissioned employees under the police department and four full-time firefighters as well as the part-time paid firefighters. The number of full-time employees has more than doubled since the building was built. Additionally the police fleet has doubled while the fire department has added several vehicles to their fleet. Initially the building housed court as well. The court clerk worked out of the building until about six years ago and then that position was moved to city hall. We continued holding court in this building until recently due to COVID related restrictions.

**Project Location:** 616 E 5th St. Valley Center, KS





# Public Safety Bldg. Remodel

FY 2021—2030 Capital Improvement Plan

## Funding Sources/Cost:

Funding sources most likely will consist of long term financing such as General Obligation Bonds. Estimated cost is \$2,000,000

## Justification:

Numerous maintenance topics such as roof issues and leaks in several areas of the office building. These leaks have developed on the west end of the vehicle bay as well. We have also had leaks in the basement during heavy periods of rain. This has caused some issues in our evidence room and gym area.

The main floor in the office area needs to be redesigned. Modern day flow and safety is a challenge. Secure areas for public safety employees need to be added. When thinking safety/security, we should not have citizens, victims and suspects all coming together in/near officer work spaces (spaces that often has sensitive information or evidence). Lack of space is a major problem. Most offices are shared by at least two people, storage is located in nearly every room in the building and in most cases rooms are at capacity. The squad room for example has three work stations for eleven officers, it also is used as a locker room and storage area. The court room/training room has clearly been outgrown by the court. Currently during the COVID crisis it is not big enough for either department to use during training if we want to safely social distance.

## Operating Impacts:

Safety for our employees is key and we simply do not have the space or layout to provide a place that is totally restricted to employees. With increased building capacity brings increased costs in janitorial services and maintenance. Operating impacts for a 5 year period are listed in the table below.

| Impact on Operating Budget | Year 1  | Year 2  | Year 3  | Year 4  | Year 5  |
|----------------------------|---------|---------|---------|---------|---------|
| Maintenance                | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 |

## Community Impact:

This has been an exciting time for the city, it is clearly growing and employees are making a concerted effort to grow with the community. Growth is evidenced with committees looking at grocery stores, a new aquatic and recreation complex to developers adding additional homes and developments to this area. Our community has grown tremendously since the PSB was constructed that is why the Public Safety Departments have grown over the years to support the needs of the community. The current governing body and administration want to continue to grow they community. It is also clear the Public Safety Department can no longer grow with the community as the current PSB stands today.

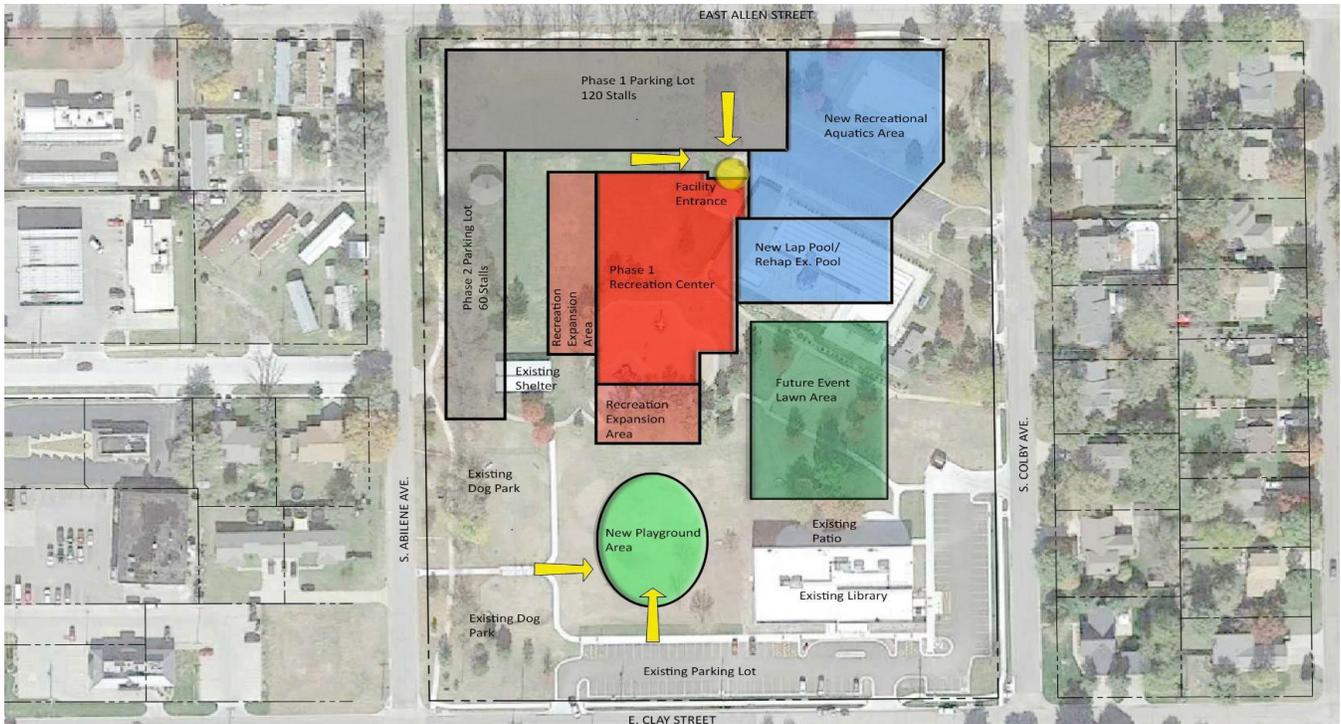
**Project Scope:**

Construct Aquatic & Recreation Center/Pavilion/Play Equipment

**Project Background:**

The current swimming pool is 50 years old and is showing signs of being at the end of its useful life. While still operational, there are several areas of concern that range from increasing maintenance costs and the potential for major infrastructure failures, outdated mechanical and disinfection/filtration equipment to lack of ADA access and modern aquatic park features that attract visitors. Over the years the city has taken steps to maintain this facility with a rigorous annual maintenance program, as well as prolong the life of the pool facility through additions such as a new bath house, new filters, shade canopies, slides, climbing wall and renovations such as sand blasting and re-painting of the pool vessel, deck and buildings. Despite maintenance efforts and facility improvements over the years, the facility is at a cross road for needing to be replaced in the near future due to age of infrastructure, other major components outside of the vessel, and the need to modernize the facility. In 2020, due to Covid19, the pool was closed for the season. This event triggered a lot of discussion and energy within the community regarding the future of the swimming pool. To address these concerns the city formed a 15 person steering committee that has been exploring the possibility of constructing a new Recreation/ Swimming Pool Facility and is currently working with consultants to come up with a new design concept. Additionally, should this project be funded, it is likely that Lion’s Park would be the site for these improvements and would require a comprehensive planned approach to construction. A new Aquatic & Recreation facility would displace several features such as play equipment, gazebo and the picnic pavilion, currently in the park and would likely be replaced or relocated concurrently during this project

**Project Location:**



**Funding Sources/Cost:**

A local option sales tax will be presented for a vote to the residents of Valley Center to assist with other types of funding sources such as property tax increases and fundraising efforts. Estimated cost is not to exceed \$20,000,000. This estimate is intentionally high so the total cost does not need to be amended when the project is slated for financing.

**Justification:**

A new facility will resolve the quandary of funding future infrastructure needs on a 50 year old facility and address the needs of an accessible & modern aquatic & recreational facility for the community.

**Operating Impacts:**

Operations of a new aquatic & recreation facility will likely be owned and operated by the Recreation Commission but the City and School District would be jointly share in some of the financial and operational decisions.

| Impact on Operating Budget | Year 1  | Year 2  | Year 3  | Year 4  | Year 5  |
|----------------------------|---------|---------|---------|---------|---------|
| Maintenance                | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 |

**Community Impact:**

Along with the new Community Center/Library and new Dog Park, construction of a new Aquatic & Recreation Center Project, would not only solidify the demand for quality of life and quality of place amenities for the future of the Valley Center community but would radically change Lion’s Park into a “Central Hub” a place of pride for the community.



## Project Scope:

Remodel the Public Works building to create space and efficiencies for all employees housed at this location

## Project Background:

In an effort to streamline the permitting process and add efficiency, the decision was made to move Community Development from City Hall to Public Works. This brings the 2 departments primarily in control of the entire building permit process together. Even though this added efficiency to the permitting process, some overcrowding of the facility was an unfortunate result. Remodeling the mezzanine had been explored and a budget was created. This will, however, provide little space for a rather significant amount of money.

## Project Location:



**Funding Sources/Cost:**

The funding sources for this project would come from a combination of water, sewer, Stormwater, and general fund revenues.

**Justification:**

Space for staff work stations is at a crucial point in being able to effectively and efficiently work within the building. Since space for equipment is becoming scarce as well as office space, the best option would be to erect an 80’ X 100’ building to house large equipment. This building could be built on existing land just on the south side of the drainage ditch behind Public Works. This would the allow the expansion of office space to the west and remain on ground level. This option solves 2 issues, space for needed equipment and the ability to add more office space with much less risk to the organization.

**Operating Impacts:**

Operating impacts would be minimal. Additional maintenance costs will occur over time as well as additional costs for janitorial services with a larger building. Estimated operating impacts would be \$500 to \$1,000 per year.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4  | Year 5  |
|----------------------------|--------|--------|--------|---------|---------|
| Maintenance                | \$500  | \$500  | \$500  | \$1,000 | \$1,000 |

**Community Impact:**

Allowing space to grow at public works would create efficiencies in response times to water leaks or other emergencies by allowing adequate space for equipment storage for easier access. Additional space would also allow for citizens to come meet with individual personnel without having to meet in common areas or break rooms where current meetings occur.



DISCOVER  
*Valley Center*

# Equipment and Vehicles

FY 2021-2030

City of Valley Center, KS



## **Project Scope:**

The replacement of Engine 41.

## **Project Background:**

Engine 41 is the oldest truck in our fleet now. It was purchased new by the city in 1995 and is built on a Freightliner FL-70 commercial chassis. It has a Ferrara fire body with a 1,250 gallon per minute (GPM) pump. The engine is typically the first truck out of the station on any structure fire within the city limits of Valley Center. It has the pumps that hook to the fire hydrant and then hose are ran from the truck to fight the fires. This is a very important piece to have during structure fire.

## **Project Location:**

616 E 5th St Valley Center KS



**Funding Sources/Cost:**

This project will be funded by either General Obligation Bonds, lease-purchase, or grant funding if available. Estimated cost is \$850,000.

**Justification:**

Engine 41 again is a 1995 truck and was a great truck for its time. Things have changed and technology like any other vehicle has progressed drastically. The current truck is lacking in numerous safety features that come standard in modern fire trucks. Engine 41 lacks any of the following safety features: air bags, anti-lock braking system with stability control, auxiliary braking system such as engine braking or transmission retarder and finally anti-roll protection. As the truck ages there are other failures and issues starting to appear. The HVAC system is not adequate for the four door cab. The pump transfer valve actuator is not working. The deck nozzle recently quit working and parts are no longer available. There are some issues with the electrical wiring starting to occur. It will need tires and brake drums in the near future. Finally with the water and equipment on board it is at capacity for the GVW. At twenty-five years old, the trade-in value has likely already diminished greatly

**Operating Impacts:**

Continuing to keep this truck online will start costing more money as we have to fix or replace items mentioned above. We can purchase many replacement parts on the truck but those are not cheap and the costs will accumulate quickly. In some cases with broken equipment on the truck, parts are no longer available so we would have to totally replace some items rather than fix them. The deck nozzle for example would need a total replacement. Some things are not so simple to replace because of the age of the truck so we would likely be looking at higher prices for those items that are not common to the newer more modern trucks. We could look at refurbishing the current truck but with the number of times we use this truck and the typed of fires we respond to in it makes us question the safety and operational capabilities. The NFPA suggests careful consideration of the value (or risk) to firefighters when keeping fire apparatus in first-line service when it's more than fifteen years old.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4  | Year 5  |
|----------------------------|--------|--------|--------|---------|---------|
| Maintenance                | \$500  | \$500  | \$500  | \$1,000 | \$1,000 |

**Community Impact:**

There is no real way to know when equipment may fail. After twenty-five years of service we can expect things to start failing and we can expect to spend more time and money maintaining that piece of equipment. Whether the truck has some failure on the way to a scene, on scene or even times when it has to be put out of service for maintenance this has the potential to impede our ability to fight structure fires within Valley Center.



**Project Scope:**

Install Generators at City Hall, Public Safety, and Public Works buildings.

**Project Background:**

Currently, City Hall does not have a back-up generator, Public Works has only small portable generator that only operates a portion of the building and Public Safety has a stand-by generator that is approaching 30 years old, is undersized and is at the end of its useful life and needs of replaced. The addition/replacement of adding new stand-by generators at these facilities would help ensure a sense of safety and security prior to, during, and after natural disasters and storms allowing for these three main city facilities to continue to function normally.

**Project Location:**

City Hall, Public Safety, and Public Works buildings

**Funding Sources/Cost:**

Funding sources will include transfers from the General Fund to CIP and possible funding from operating budgets once a replacement schedule has been put in place. Total costs of all units to be installed is estimated at \$100,000.

**Justification:**

The three buildings receiving the generators do not currently have a back up power supply other than the Public Safety building. Providing back up power supply availability will increase response and efficiencies in times of natural disasters when power has been lost.

**Operating Impacts:**

Operating impacts will be minimal due to the low usage the generators will incur. Regular maintenance will be all that’s required along with a the purchases of a fuel source. Estimated yearly impact is \$500.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

In times of natural disaster’s which result in a loss of power, the City will still be able to respond and assist residents in need by being able to keep a open line of communications between building and critical public safety and public works personnel.

**Project Scope:**

The replacement of Motorola Portable and Mobile Radio for the Public Safety Department.

**Project Background:**

The Valley Center Public Safety Department (made up of the fire and police departments) are currently dispatched by Sedgwick County 911 which requires us to operate on the 800MHZ system. The police department radios were purchased in 2007 with grant money and the fire department purchased most of theirs within a couple years of the police department. The radios, mostly XTS2500 and XTL2500 series are now obsolete. Motorola is no longer supporting those models making it increasingly difficult to acquire parts.

**Location:**

Public Safety Building—Emergency Vehicles and Emergency Responders

**Funding Sources/Cost:**

Revenues derived from Court Costs and possible long term financing if needed to purchase in bulk. Estimated cost is \$340,000

**Justification:**

Sedgwick County’s current radio phase allows us to continue to communicate with 911 as well as neighboring departments. Sedgwick County 911 is planning to move to Phase 2 sometime around 2025. Phase 2 changes the channels from 25KHZ to 12.5KHZ. The technology in most of our radios is old enough that they are not compatible with phase 2. Moving to phase 2 in our area is vital because it doubles that capacity alleviating some of the current congestion and allowing more room for growth. There are other abilities that will enhance our safety such as the ability to receive GPS data straight from the radios allowing 911 to track officers when involved to traffic or foot pursuits.

**Operating Impacts:**

Operating impacts will be minimal with all new equipment. Maintenance costs are estimated at \$100 per year.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$100  | \$100  | \$100  | \$100  | \$100  |

**Community Impact:**

Not upgrading radios and therefore not having constant contact with a dispatcher would create safety concerns for the community as officers and firefighters are not always at their computers and could not possibly get every call or even critical timely updates to calls in progress.

**Project Scope:**

Replace aging HVAC infrastructure in various locations throughout the city.

**Project Background:**

There are nearly 70 various heating, air conditioning and ventilation units spread across all of the buildings and facilities that the city owns. In order to systematically operate in a predictive and preventative manner the city contracts routine maintenance of these systems and also plans for routine change outs to avoid service interruption and to be able to anticipate a pay for these large expenses.

**Project Location:**

Various city owned buildings throughout the city

**Funding Sources/Cost:**

Funding sources will include transfers from the General Fund to CIP and possible long term financing once a replacement schedule has been put in place. Total costs of all units to be replaced is estimated at \$200,000.

**Justification:**

Planned, systematic replacement of HVAC will ensure fewer breakdowns and interruptions of building service and optimal budgeting and replacement schedule.

**Operating Impacts:**

Annual maintenance costs expected to be \$500 per year.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

Reduced service interruptions due to unanticipated breakdowns at City common areas such as the Community Center; promotes a level funding model that anticipates routine costs and avoids unexpected and costly replacement costs.





**Wichita Metropolitan  
Planning Organization (WAMPO)  
Long Range Planning**

**FY 2021-2030  
City of Valley Center, KS**



**Project Scope:**

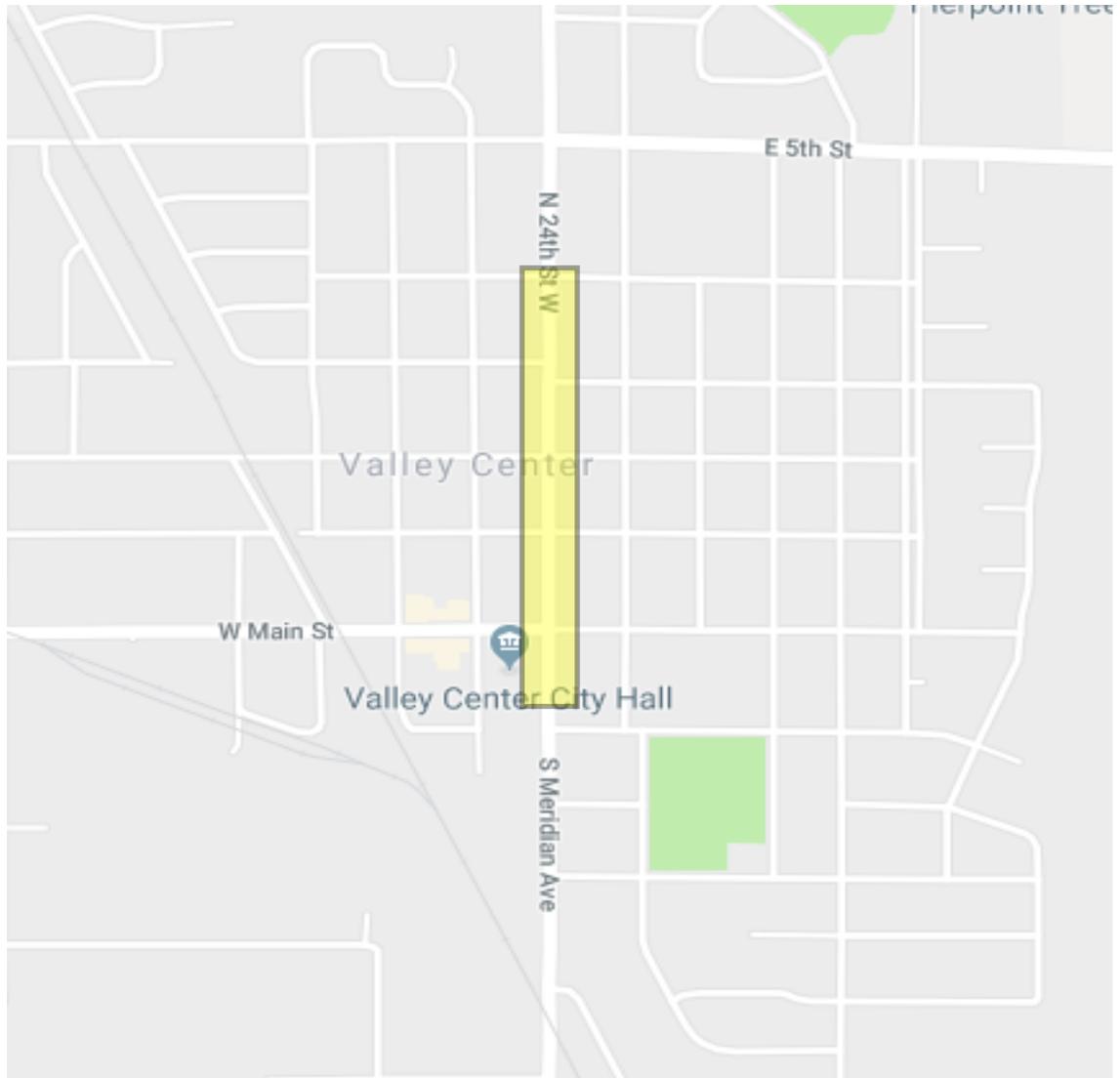
Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management

**Project Background:**

Reconstruct Meridian Avenue from Main Street to 5th Street North to 3-lane section, curb and gutter section with sidewalk on both sides of the street in addition to storm water sewer construction. The pavement and curb and gutter are in poor condition with frequent areas of failure and standing water. Existing sidewalk in the area is not continuous and has failed in multiple areas. The project area is identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan (April 2013) as Priority 1. In addition to paving and sidewalk, storm water sewer will be extended to address drainage issues noted as High Priority in the City of Valley Center Master Drainage Plan (April 2017).

**Project Location:**

Meridian St from Main to 5th street





**Funding Sources/Cost:**

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

**PROJECT COST**

Please list the estimated cost in today's dollars.

|  |                      |       |
|--|----------------------|-------|
| <i>Pre-Construction/Implementation Costs</i><br><i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> | <b>\$331,600</b>     |       |
|  |                      | _____ |
| <i>Construction/Implementation Costs</i><br><i>Includes: construction, construction engineering</i>  | <b>+ \$2,605,275</b> |       |
|  |                      | _____ |
| <i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>   | <b>= \$2,936,875</b> |       |
|  |                      | _____ |
| <i>WAMPO Funding Request</i><br><i>No more than 80% of the cost of construction/implementation</i>   | <b>\$2,084,220</b>   |       |
|  |                      | _____ |

**PROJECT PROPOSAL**

The total project cost is listed as \$2,936,875 with \$2,084,220 being funded by WAMPO leaves a \$852,655 local share. This project has been allocated for the 2024 Federal Fiscal Year. Estimates are inflated 4.5% per year from today's dollars. 2024 estimate includes a local share of \$1,014,533 and matching portion of \$3,414,664

**Justification:**

Meridian Avenue is the primary north/south route through Valley Center and connecting Valley Center to the Region. The reconstruction of Meridian Avenue addresses deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, in addition to storm water management in connection to the broader City of Valley Center Pedestrian and Bicycle Facilities Master Plan and the City of Valley Center Master Drainage Plan, both creating a higher quality of living for those in Valley Center and the adjacent WAMPO cities.

**Operating Impacts:**

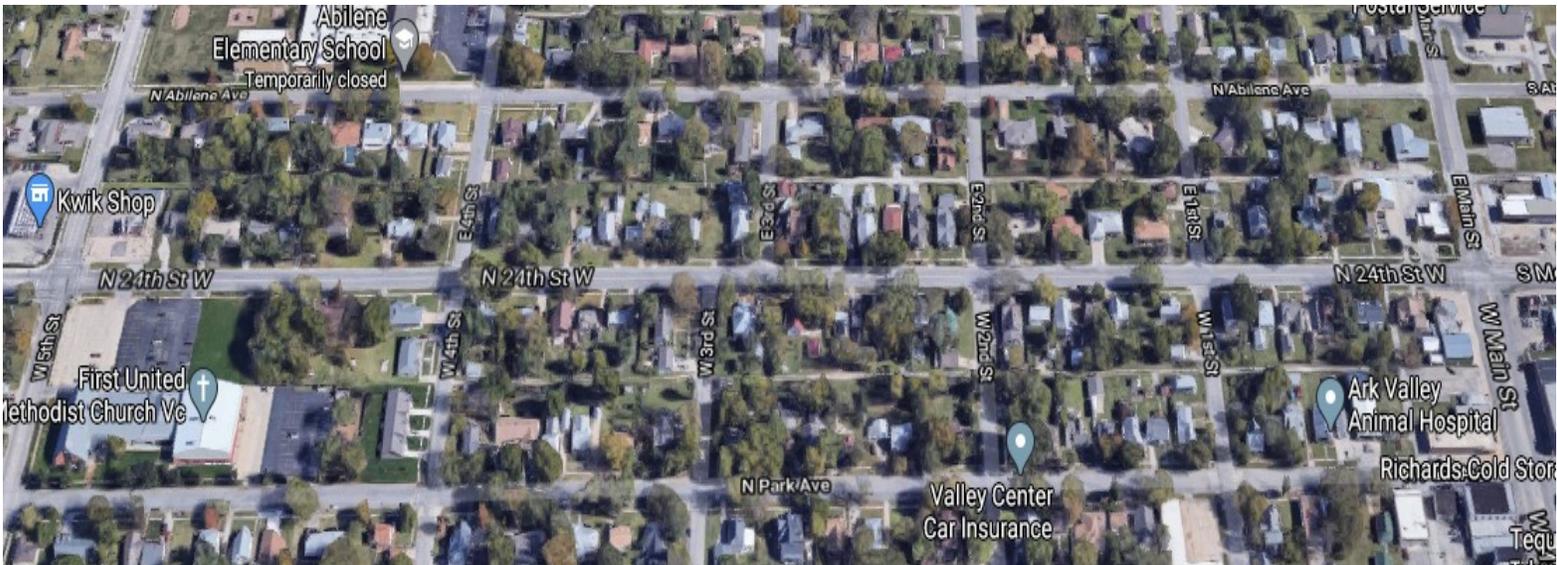
By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

The Meridian Avenue reconstruction project increases the health and safety of Valley Center as a result of the proposed sidewalks along the 3-lane section of road. By separating the pedestrians from the road, the project prevents and decreases fatalities and serious injuries, reduces the need for individual vehicle use, in addition to creating an overall walkable space. Enhanced connections through the proposed sidewalks strengthens the connections throughout Valley Center’s main north/south street, boosting the economy of main street by easing access for pedestrians. This project boosts the walkability of Valley Center, increasing access to local arts, cultural and recreational centers, and community events along Main street.

This project is also listed in the City’s master drainage plan as a high priority. This section of Valley Center has yet to be addressed regarding drainage. After nearly every rainfall, water pools up very quickly due to a lack of Stormwater drainage in the area. Stormwater drainage has been a top priority in previous strategic plans and is still a top priority according to our recent community survey. This project will also complete Phase 1A and 1B from the Master Drainage Study—Meridian/1st/2nd/3rd project.



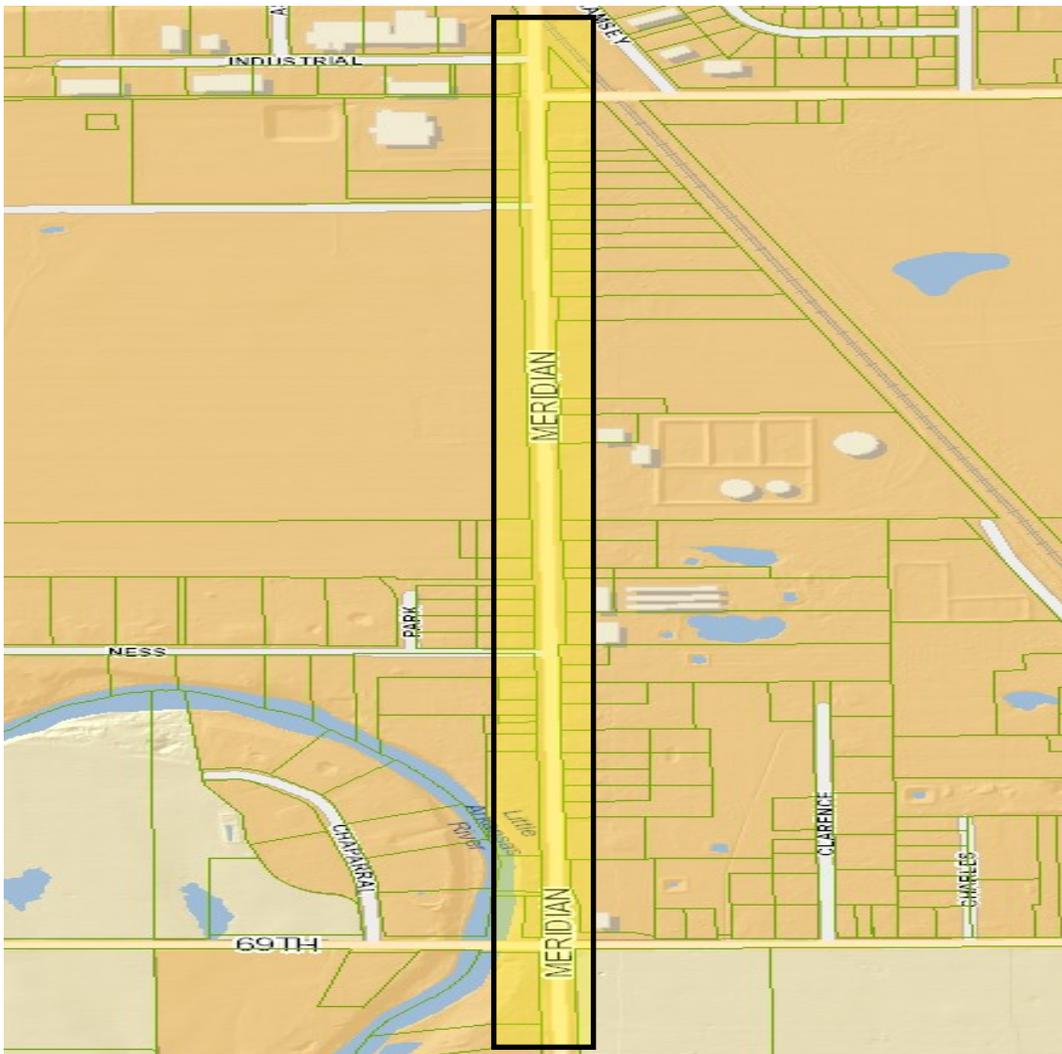
**Project Scope:**

Reconstruct and pave Meridian from 0.25MI south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained.

**Project Background:**

Meridian Avenue is the primary north/south route through Valley Center and connecting Valley Center to the Region. The reconstruction of Meridian Avenue addresses deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, in addition to storm water management in connection to the broader City of Valley Center Pedestrian and Bicycle Facilities Master Plan and the City of Valley Center Master Drainage Plan, both creating a higher quality of living for those in Valley Center and the adjacent WAMPO cities.

**Project Location:**



**Funding Sources/Cost:**

The Meridian: Railroad to 69th project will be funded through storm water fees, special streets and highway funding and general obligation bonds. This project has been allocated for the 2024 Federal Fiscal Year. Estimates are inflated 4.5% per year from today’s dollars. 2024 estimate includes a local share of \$1,276,068 and matching portion of \$3,418,131

**Justification:**

Improves pavement conditions for the project corridor. Creates a more useful bicycle/ pedestrian path for the public.

**Operating Impacts:**

Operating impacts will be minimal as new construction will reduce the need for continuous maintenance. Maintenance will slowly increase over the following 15-20 years.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

This project will enhance commuter safety and allow for an increase in useful life due to sections of the project using concrete other than asphalt. The concrete sections will allow heavy traffic from semi trucks and large vehicles to cause less damage over time because of the strength of concrete as a hard surface pavement.



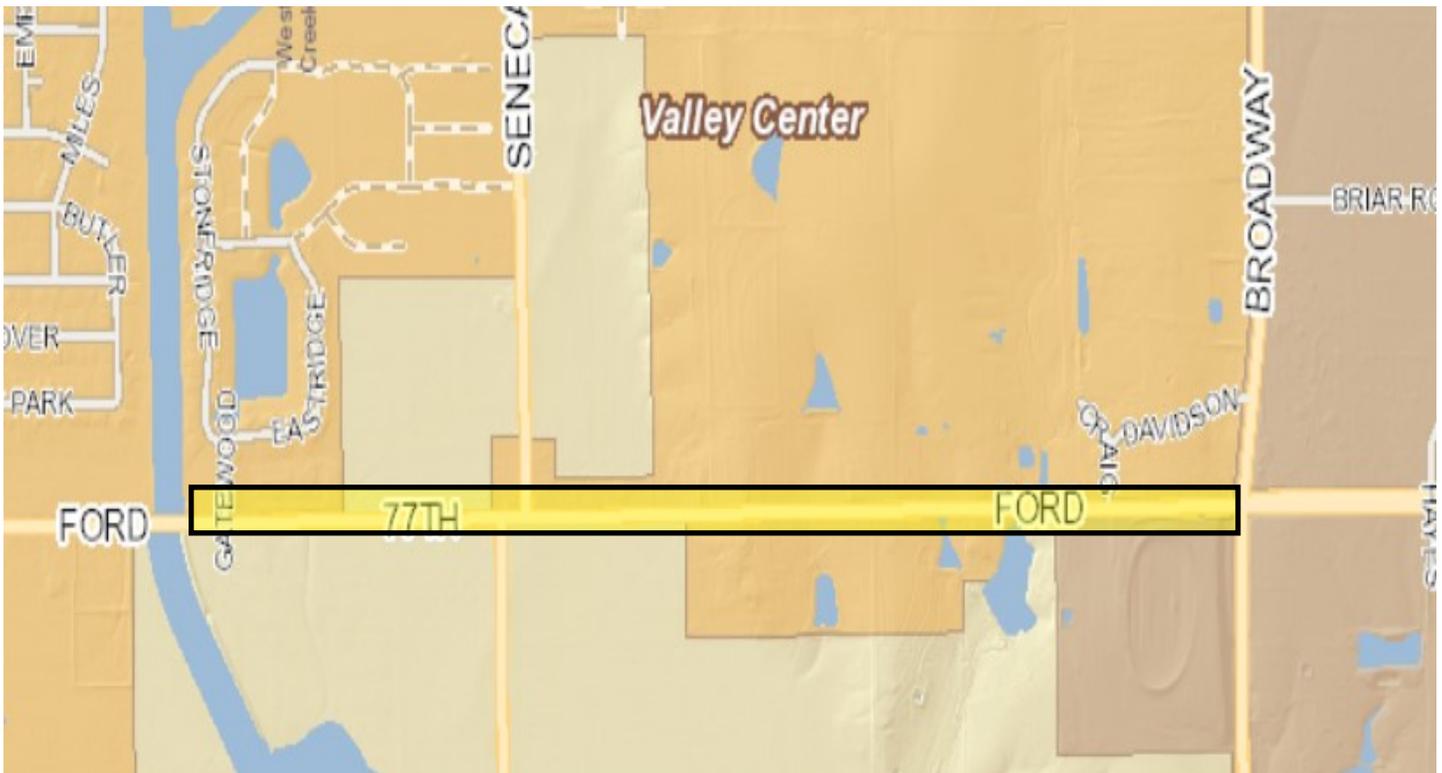
**Project Scope:**

Reconstruct Ford Street North from the bridge over the Wichita-Valley Center Floodway to Broadway to address deteriorating pavement conditions, traffic safety including an offset intersection at Seneca, pedestrian connectivity, and safety.

**Project Background:**

Reconstruct Ford Street North from the bridge over the Wichita-Valley Center Floodway to Broadway to a 3-lane section from the bridge to Seneca and 2-lane section east of Seneca to Broadway, turn lanes and geometric improvements to the offset intersection at Seneca, with bicycle and pedestrian path. The pavement is in poor condition with frequent areas of failure and standing water. There is no existing sidewalk in the area. The project area has been identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan currently under development. In addition to paving and sidewalk, the intersection of Ford Street and Seneca is currently offset and an area of frequent accidents/safety concerns. Property shall be acquired with the project in order to reconstruct Seneca as an aligned intersection.

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

## PROJECT COST

Please list the estimated cost in today's dollars.

|   |                      |
|---|----------------------|
| Pre-Construction/Implementation Costs<br><i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> | <b>\$579,600</b>     |
| Construction/Implementation Costs<br><i>Includes: construction, construction engineering</i>  | <b>+ \$4,832,885</b> |
| Total Project Costs<br><i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>   | <b>= \$5,412,485</b> |
| WAMPO Funding Request<br><i>No more than 80% of the cost of construction/implementation</i>   | <b>\$3,866,308</b>   |

## PROJECT PROPOSAL

The total project cost is listed as \$5,412,485 with \$3,866,308 being funded by WAMPO leaves a \$1,546,177 local share.

### Justification:

Ford Street is the primary east/west connection to Valley Center from I-135 and the rest of the WAMPO region. Traffic to and from businesses, schools, and visitors use this route. The reconstruction of Ford Street North is a part of the larger City of Valley Center Pedestrian and Bicycle Facilities Master Plan connecting Valley Center to the surrounding WAMPO region.

### Operating Impacts:

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### Community Impact:

The Ford Street North reconstruction strengthens the safety of the proposed area as a result of the proposed turn-lanes and geometric improvements to the offset intersection, in addition to a bicycle and pedestrian path. It continues improvements west of the floodway to Broadway; a primary route into and out of Valley Center with access to I-135. Due to the safer pedestrian, cyclist, and vehicular connection created through this proposal, the economy of the area will be enhanced as users can easily navigate the space and reach the adjacent facilities.



**Project Scope:**

Reconstruct Main Street from Redbud to Meridian Avenue to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

**Project Background:**

Reconstruct Main Street from Redbud to Meridian Avenue to a 3-lane section with on street parking, curb and gutter, with sidewalk in addition to storm water sewer construction. The pavement and curb and gutter are in poor condition with frequent areas of failure and standing water. Existing sidewalk in the area is not continuous and has failed in multiple areas. The project area includes the City’s Main Street redevelopment corridor and is identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan (April 2013) as Priority 1 as well as serving as the primary gathering place for City events such as Fall Festival, Food Trucks on Main Street, and Movie on Main Street. In addition to paving and sidewalk, storm water sewer will be extended to address drainage issues noted as High Priority in the City of Valley Center Master Drainage Plan (April 2017).

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

### PROJECT COST

Please list the estimated cost in today's dollars.

|  |                                       |               |
|--|---------------------------------------|---------------|
|  | Pre-Construction/Implementation Costs | \$337,900     |
| <i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> |                                       |               |
|  | Construction/Implementation Costs     | + \$2,675,885 |
| <i>Includes: construction, construction engineering</i>  |                                       |               |
|  | Total Project Costs                   | = \$3,013,785 |
| <i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>                                 |                                       |               |
|  | WAMPO Funding Request                 | \$2,140,708   |
| <i>No more than 80% of the cost of construction/implementation</i>   |                                       |               |

### PROJECT PROPOSAL

The total project cost is listed as \$3,013,785 with \$2,140,708 being funded by WAMPO leaves a \$873,077 local share.

### Justification:

The Main Street reconstruction project increases the health and safety of Valley Center as a result of the proposed sidewalks flanking the 3-lane section of road. By separating the pedestrians from the road, the project decreases fatalities and serious injuries, reduces the need for individual vehicle use, in addition to creating an overall walkable space. Enhanced connections through the proposed sidewalks strengthens the connections throughout Valley Center's historic downtown, boosting the economy of Valley Center through the easier access for pedestrians. This project boosts the walkability of Valley Center, increasing access to local arts, cultural and recreational centers, and community events in downtown.

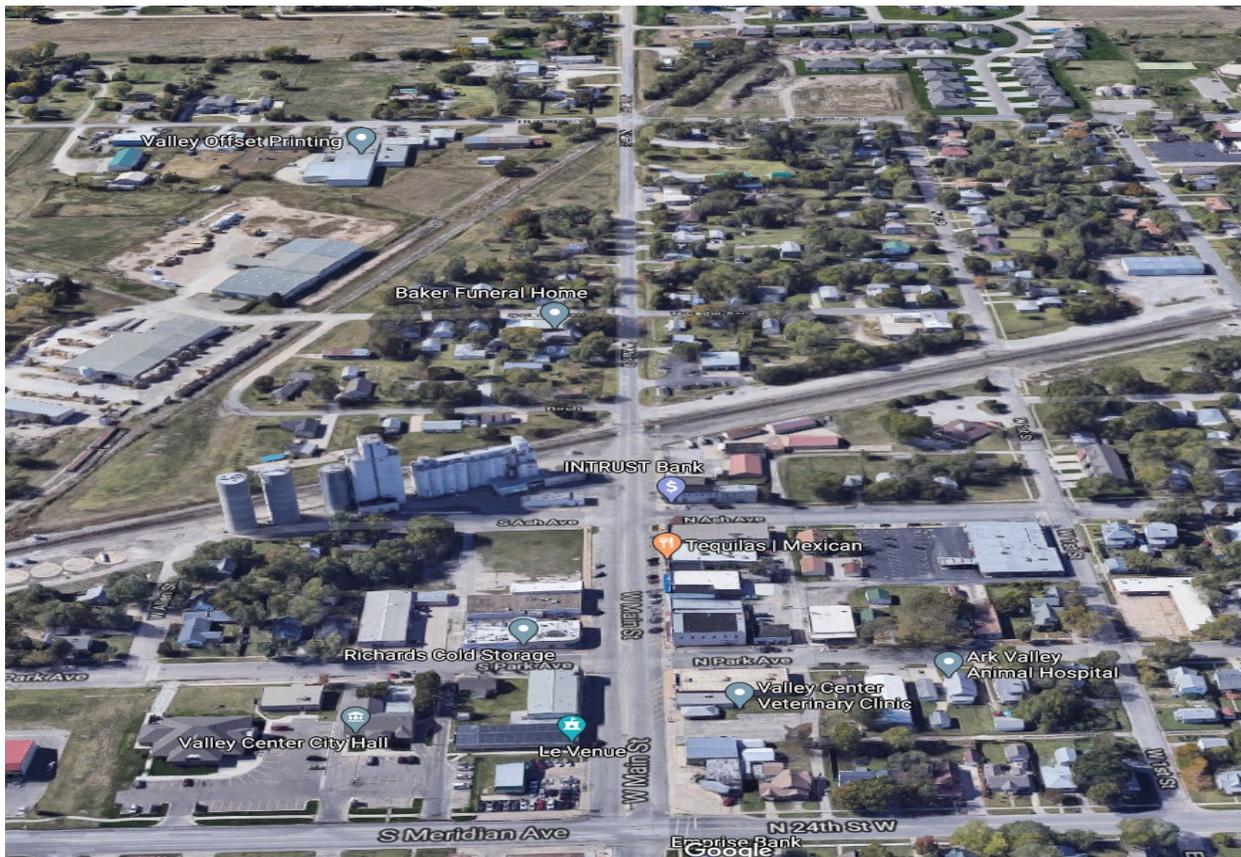
### Operating Impacts:

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### Community Impact:

Main Street along the project corridor is Valley Center’s historic downtown. This corridor hosts many community events, includes many historic buildings and resources, is the traditional shopping district, and is the identity of the Valley Center community. The reconstruction of Main Street addresses deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, in addition to storm water management in connection to the broader City of Valley Center Pedestrian and Bicycle Facilities Master Plan and the City of Valley Center Master Drainage Plan, both creating a higher quality of living for those in Valley Center and the adjacent WAMPO cities.



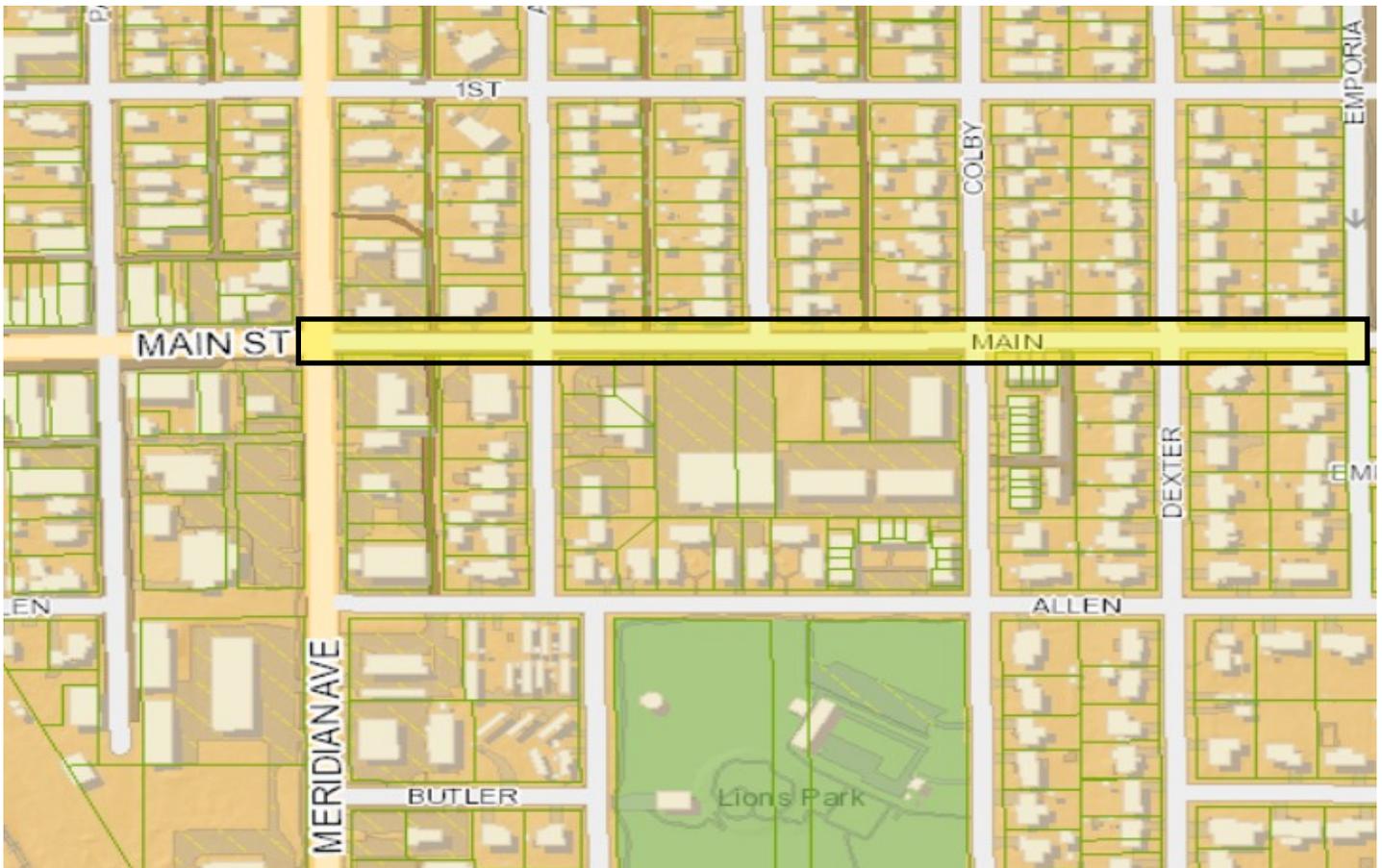
**Project Scope:**

Reconstruct Main Street from Meridian Avenue to Emporia Avenue to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management.

**Project Background:**

Reconstruct Main Street from Meridian Avenue to Emporia Avenue to a 3-lane section with on street parking, curb and gutter, with sidewalk in addition to storm water sewer construction. The pavement and curb and gutter are in poor condition with frequent areas of failure and standing water. Existing sidewalk in the area is not continuous and has failed in multiple areas. The project area includes the City’s Main Street redevelopment corridor as well as the post office and is identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan (April 2013) as Priority 1. In addition to paving and sidewalk, storm water sewer will be extended to address drainage issues noted as Moderate Priority in the City of Valley Center Master Drainage Plan (April 2017).

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

## PROJECT COST

Please list the estimated cost in today's dollars.

|   |                      |
|---|----------------------|
| Pre-Construction/Implementation Costs<br><i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> | <b>\$261,300</b>     |
| Construction/Implementation Costs<br><i>Includes: construction, construction engineering</i>  | <b>+ \$1,814,750</b> |
| <b>Total Project Costs</b><br><i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>  | <b>= \$2,076,050</b> |
| WAMPO Funding Request<br><i>No more than 80% of the cost of construction/implementation</i>   | <b>\$1,451,800</b>   |

## PROJECT PROPOSAL

The total project cost is listed as \$2,076,050 with \$1,451,800 being funded by WAMPO leaves a \$624,250 local share.

### Justification:

This portion of Main Street includes many Valley Center businesses including the post office. It is a main artery from many of the older neighborhoods in Valley Center to downtown and the many community destinations along Meridian Avenue. The reconstruction of Main Street addresses deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, in addition to storm water management in connection to the broader City of Valley Center Pedestrian and Bicycle Facilities Master Plan and the City of Valley Center Master Drainage Plan, both creating a higher quality of living for those in Valley Center and the adjacent WAMPO cities.

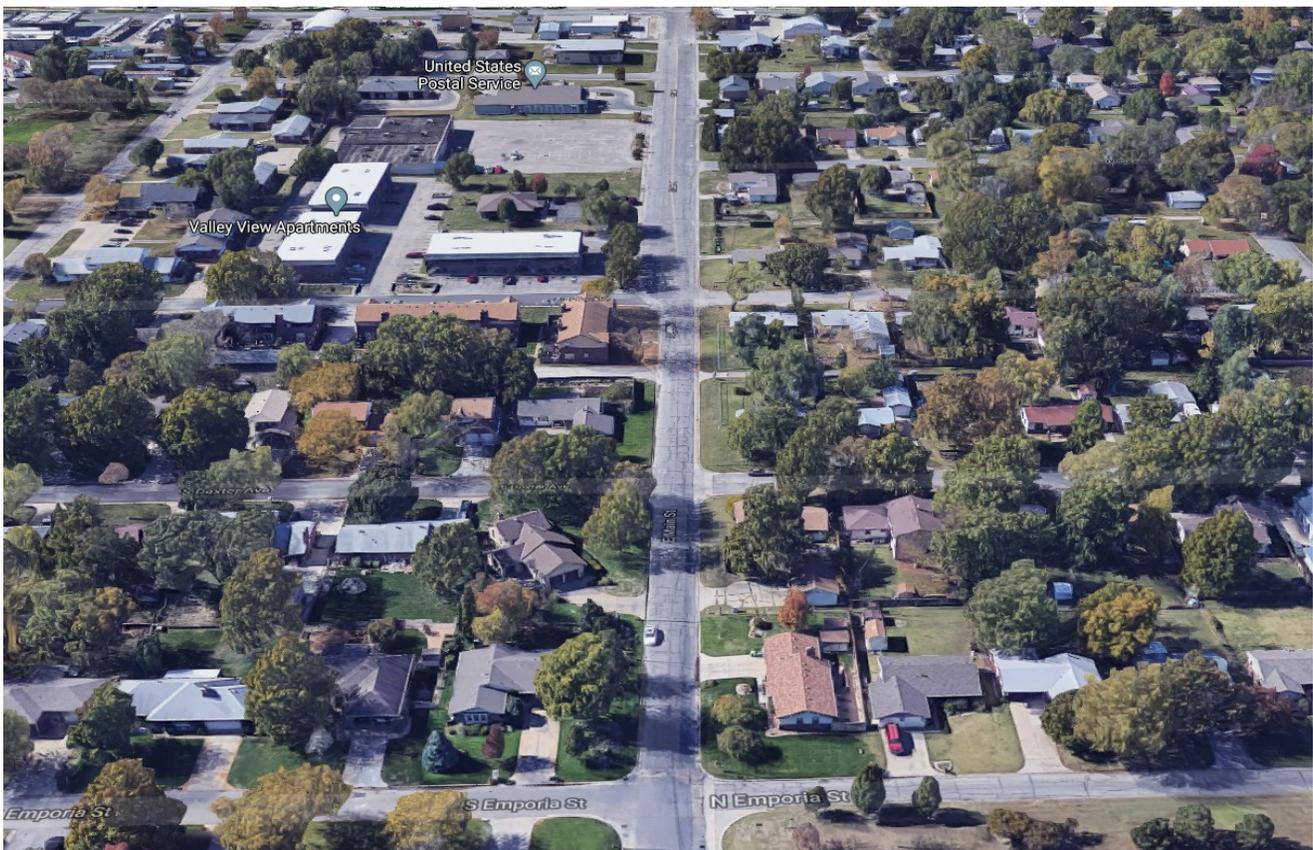
**Operating Impacts:**

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

The Main Street reconstruction project increases the health and safety of Valley Center as a result of the proposed sidewalks along the 3-lane section of road. By separating the pedestrians from the road, the project decreases fatalities and serious injuries, reduces the need for individual vehicle use, in addition to creating an overall walkable space. Enhanced connections through the proposed sidewalks strengthens the connections to Valley Center’s downtown, boosting the economy through the easier access for pedestrians. This project boosts the walkability of Valley Center, increasing access to local arts, cultural and recreational centers, and community events in downtown.



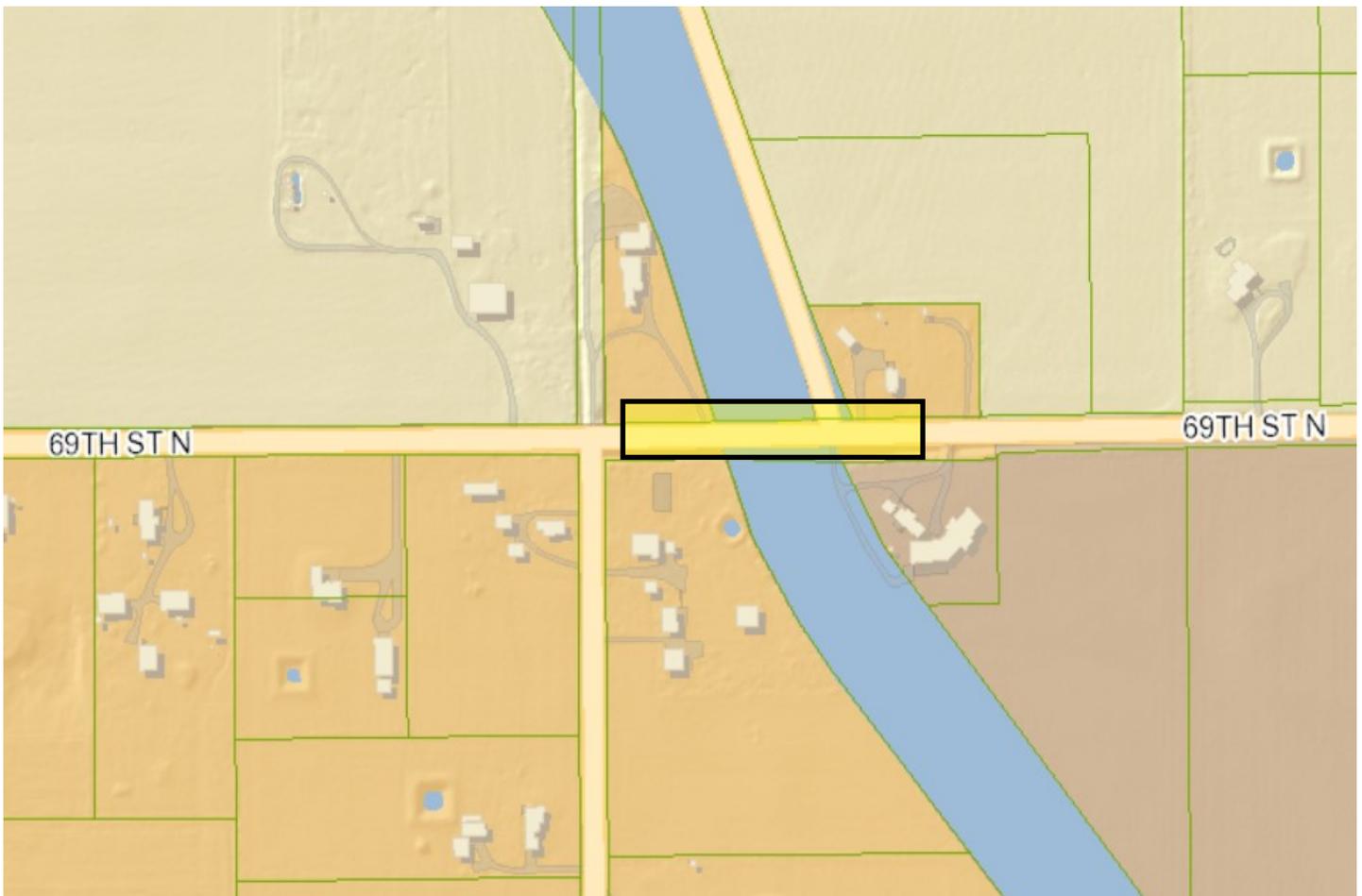
**Project Scope:**

Reconstruct the 69th Street North bridge deck over the Wichita-Valley Center Floodway to address deteriorating pavement conditions and traffic safety.

**Project Background:**

Reconstruct the 69th Street North bridge deck over the Wichita-Valley Center Floodway. The bridge deck is in poor condition with frequent areas of failure. In addition, there are several areas washed out beneath the bridge including around the abutments.

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

## PROJECT COST

Please list the estimated cost in today's dollars.

|   |                    |
|---|--------------------|
| Pre-Construction/Implementation Costs<br><i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> | <b>\$61,600</b>    |
| Construction/Implementation Costs<br><i>Includes: construction, construction engineering</i>  | <b>+ \$693,000</b> |
| Total Project Costs<br><i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>   | <b>= \$754,600</b> |
| WAMPO Funding Request<br><i>No more than 80% of the cost of construction/implementation</i>   | <b>\$554,400</b>   |

## PROJECT PROPOSAL

The total project cost is listed as \$754,600 with \$554,400 being funded by WAMPO leaves a \$200,200 local share.

### Justification:

The 69th Street North Bridge deck reconstruction aims to address the safety concerns of the existing infrastructure. The project will prevent failure of the bridge structure, which would pose safety and access issues.

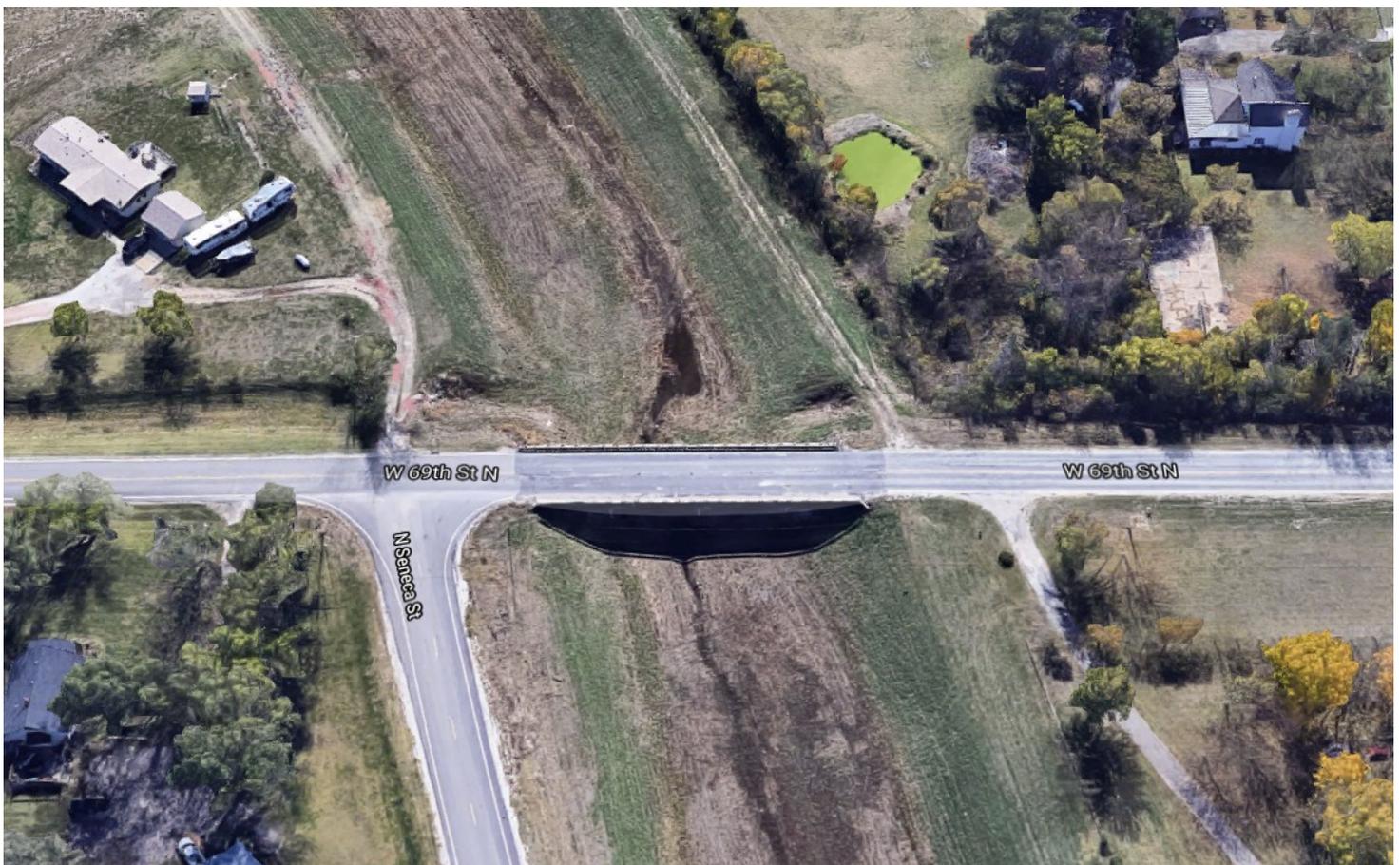
**Operating Impacts:**

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

**Community Impact:**

The bridge reconstruction on 69th Street North benefits the areas within the WAMPO region, as it is heavily used by not only those in Valley Center but also those in neighboring communities. Crossings of the floodway are sparse; with the next closest crossings being over a mile in each direction.



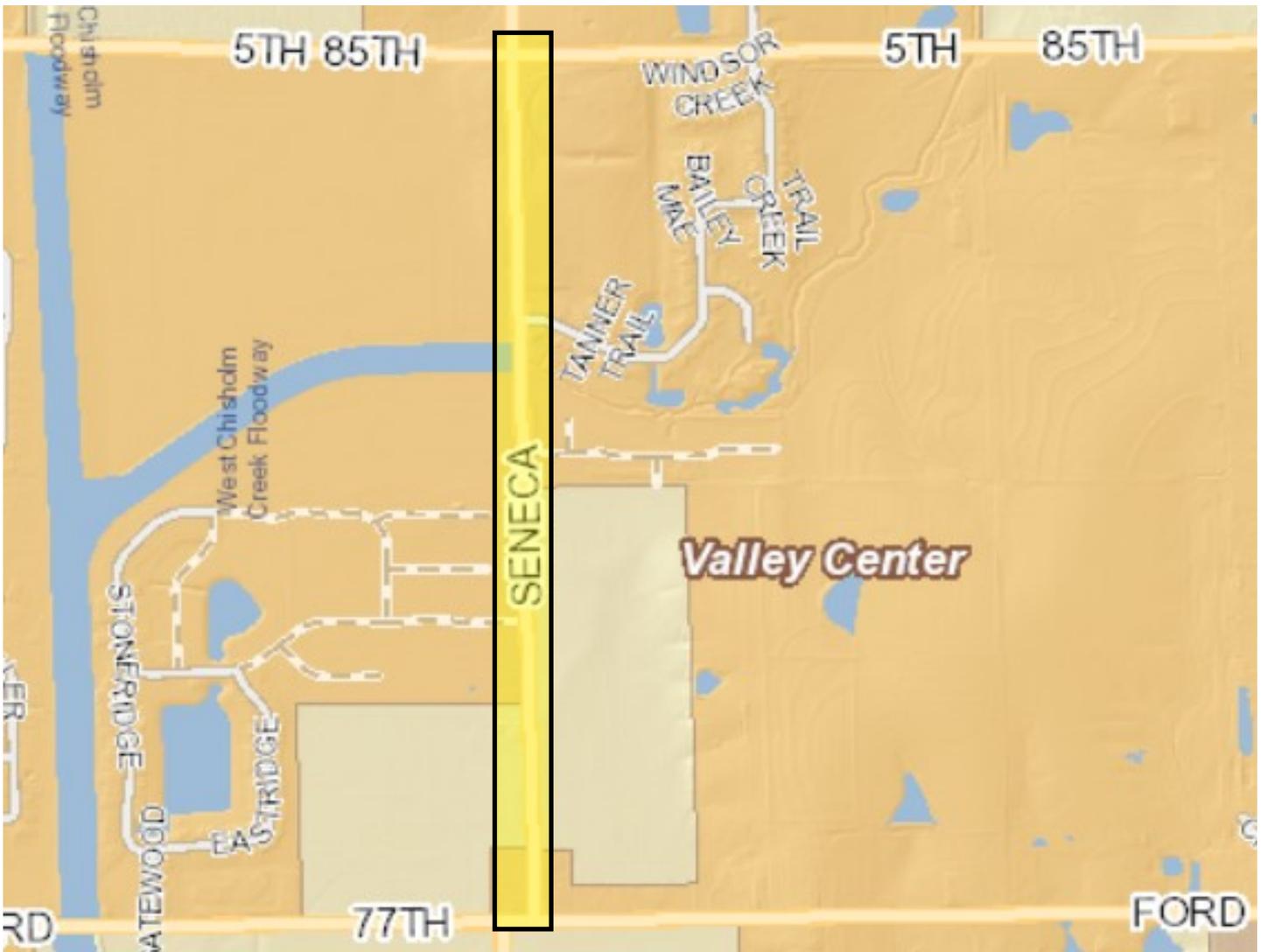
**Project Scope:**

Reconstruct Seneca from Ford Street to 5th Street North to address deteriorating pavement conditions, traffic safety, pedestrian connectivity, and safety.

**Project Background:**

Reconstruct Seneca from Ford Street to 5th Street North to a 2-lane section, with bicycle and pedestrian path. The pavement is in poor condition with frequent areas of failure and standing water. There is no existing sidewalk in the area. The project area has been identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan currently under development.

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

## PROJECT COST

Please list the estimated cost in today's dollars.

|   |                      |
|---|----------------------|
| Pre-Construction/Implementation Costs<br><i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> | <b>\$372,200</b>     |
| Construction/Implementation Costs<br><i>Includes: construction, construction engineering</i>  | <b>+ \$2,499,205</b> |
| Total Project Costs<br><i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>   | <b>= \$2,871,405</b> |
| WAMPO Funding Request<br><i>No more than 80% of the cost of construction/implementation</i>   | <b>\$1,999,364</b>   |

## PROJECT PROPOSAL

The total project cost is listed as \$2,871,405 with \$1,999,364 being funded by WAMPO leaves a \$872,041 local share.

### Justification:

Seneca is experiencing development, especially on the southwest side and the northeast side. Seneca reconstruction is part of the larger City of Valley Center Pedestrian and Bicycle Facilities Master Plan that addresses safety concerns and strengthens pedestrian connectedness throughout Valley Center and the surrounding WAMPO region.

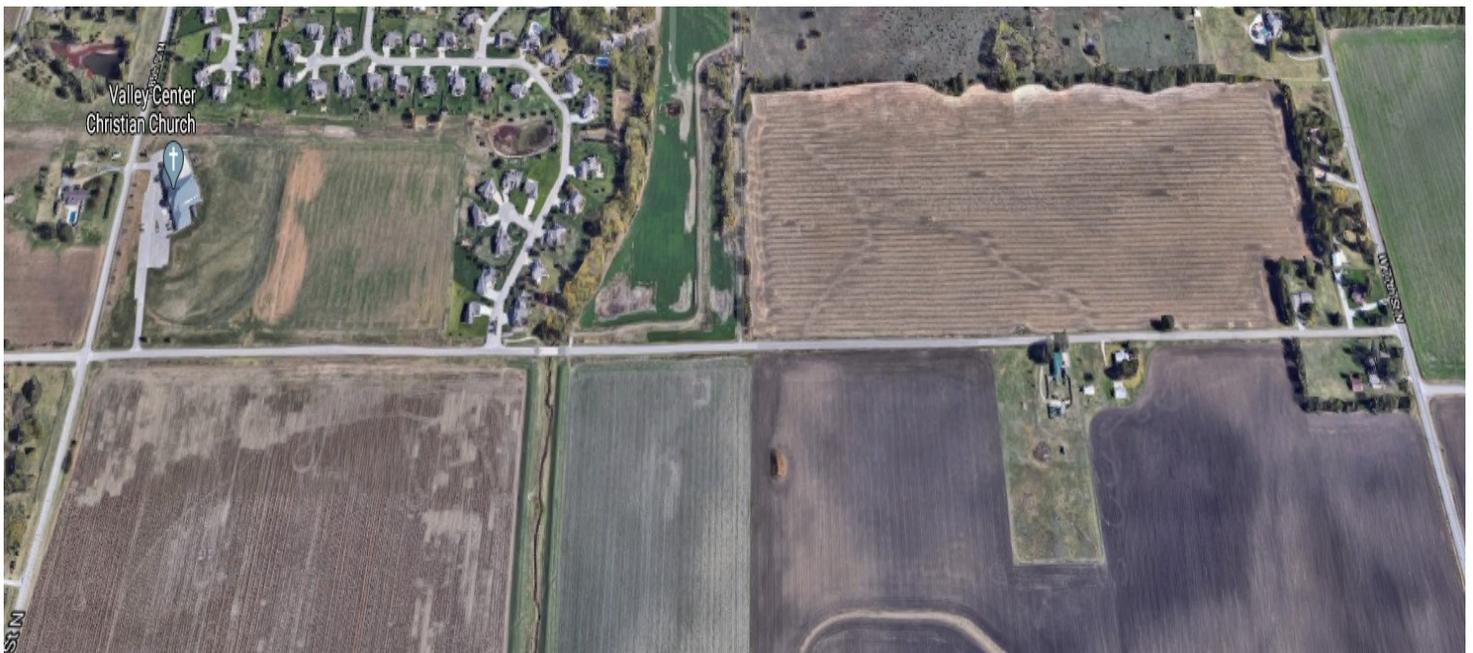
### Operating Impacts:

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### Community Impact:

The Seneca reconstruction project increases the health and safety of Valley Center as a result of the proposed bicycle and pedestrian path flanking the 2-lane section of road. By separating the pedestrians from the road, the project prevents and decreases fatalities and serious injuries, reduces the need for individual vehicle use, in addition to creating an overall walkable space. The pedestrian network will connect new developments east of Seneca Street to the existing pedestrian network west of Seneca. Enhanced connections through the proposed sidewalks strengthens the connections throughout Valley Center and its amenities. This project boosts the walkability and pedestrian circulation throughout Valley Center as a result of its part in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan.



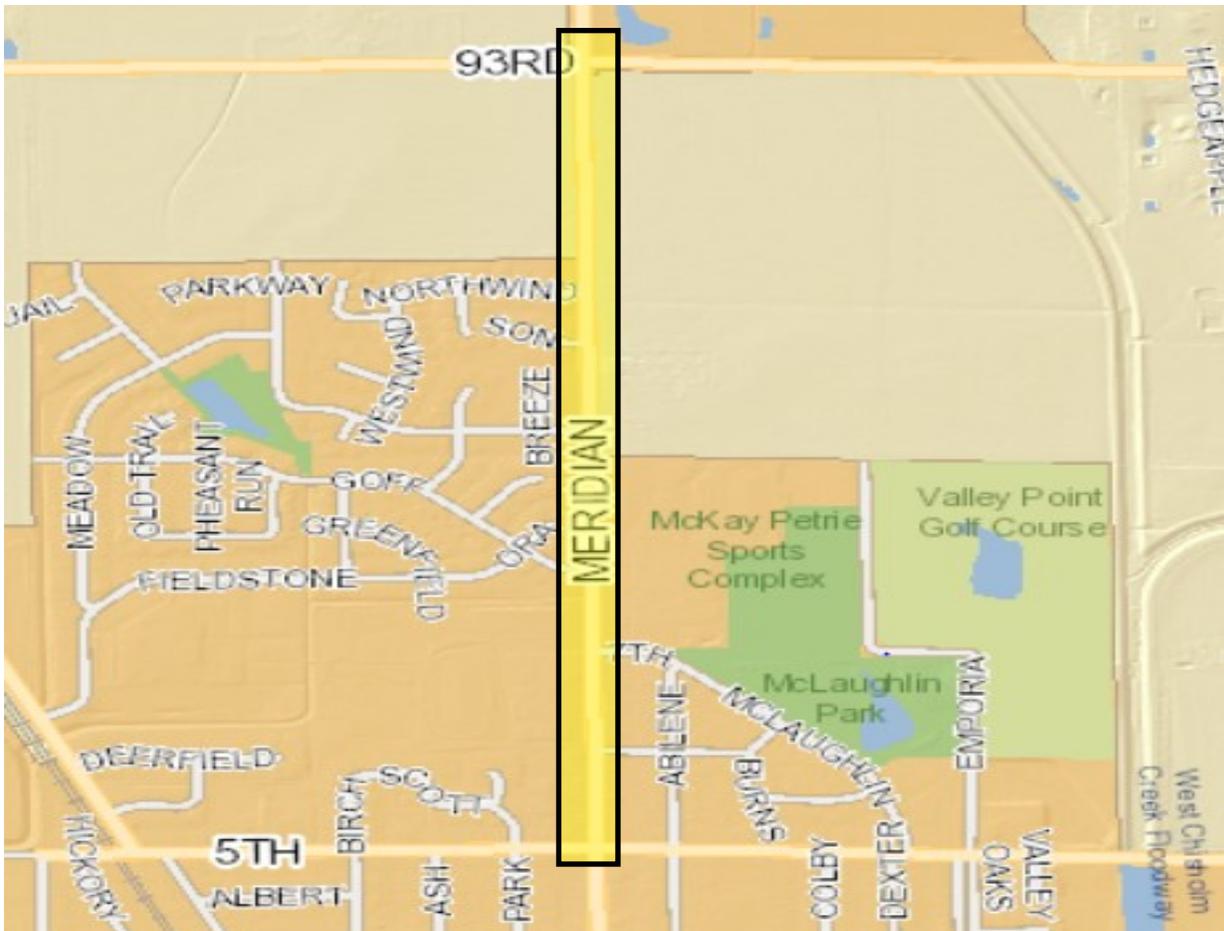
**Project Scope:**

Reconstruct Meridian Avenue from 5th Street North to the North City Limits to address deteriorating pavement conditions, traffic safety, pedestrian connectivity and safety, as well as storm water management

**Project Background:**

Reconstruct Meridian Avenue from Main Street to 5th Street North to 3-lane section, curb and gutter section with sidewalk on both sides of the street in addition to storm water sewer construction. The pavement and curb and gutter are in poor condition with frequent areas of failure and standing water. Existing sidewalk in the area is not continuous and has failed in multiple areas. The project area is identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan (April 2013) as Priority 1. In addition to paving and sidewalk, storm water sewer will be extended to address drainage issues noted as High Priority in the City of Valley Center Master Drainage Plan (April 2017).

**Project Location:**





### Funding Sources/Cost:

Primarily, funding for projects submitted to WAMPO are financed through General Obligation Bonds due to the nature of these projects being submitted for the next 20 year Transportation Improvement Plan and receiving notification of award fairly close to the project start date. The overall costs for the project are as follows:

## PROJECT COST

Please list the estimated cost in today's dollars.

|  |                      |
|--|----------------------|
| <i>Pre-Construction/Implementation Costs</i>   | <b>\$456,300</b>     |
| <i>Includes: refinement studies, preliminary engineering, right of way acquisition, utility relocation</i> |                      |
| <hr/>  |                      |
| <i>Construction/Implementation Costs</i>   | <b>+ \$4,289,200</b> |
| <i>Includes: construction, construction engineering</i>  |                      |
| <hr/>  |                      |
| <i>Total Project Costs</i>   | <b>= \$4,745,500</b> |
| <i>Sum of Pre-Construction Costs and Construction/Implementation Costs</i>                                 |                      |
| <hr/>  |                      |
| <i>WAMPO Funding Request</i>   | <b>\$3,431,360</b>   |
| <i>No more than 80% of the cost of construction/implementation</i>   |                      |
| <hr/>  |                      |

## PROJECT PROPOSAL

The total project cost is listed as \$4,745,500 with \$3,431,360 being funded by WAMPO leaves a \$1,314,140 local share.

### Justification:

Meridian is the primary north/south street through Valley Center and connecting to the region. This route provides access to the majority of Valley Center schools. The Meridian reconstruction is part of the larger City of Valley Center Pedestrian and Bicycle Facilities Master Plan that addresses safety concerns and strengthens pedestrian connectedness throughout Valley Center and the surrounding WAMPO region.

### Operating Impacts:

By completing this project the City will benefit from a reduction in maintenance and repair costs. These savings will be realized by reducing services such as periodic crack sealing, patching of pavement due to failing pavement conditions, slurry sealing, and periodic mill and overlays. The City’s prioritized annual maintenance budget will be allowed greater flexibility not needing its main focus on this area of the City.

| Impact on Operating Budget | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|----------------------------|--------|--------|--------|--------|--------|
| Maintenance                | \$500  | \$500  | \$500  | \$500  | \$500  |

### Community Impact:

The Meridian reconstruction project increases the health and safety of Valley Center as a result of the proposed sidewalks along the 3-lane section of road. By separating the pedestrians from the road, the project decreases fatalities and serious injuries, adds needed turning lanes, reduces the need for individual vehicle use, in addition to creating an overall walkable space. With the multitude of schools along this corridor, roadway and pedestrian improvements will improve the safety of the corridor. Enhanced connections through the proposed sidewalks strengthens the connections throughout Valley Center and its amenities and schools. This project boosts the walkability and pedestrian circulation along Valley Center’s main north/south corridor. Sidewalk improvements, especially the addition of sidewalk along the west side of the road, are needed and identified in the City of Valley Center Pedestrian and Bicycle Facilities Master Plan.

