



CITY OF  
**TOPEKA**



# Capital Improvement Plan Workshop

March 29, 2022

# Agenda

---

2

- CIP Policy
- Project Pages
- Projects by initiatives
- Funding Sources
- ARPA Projects
- GO Projects
- New Projects
- Revenue Bond Projects

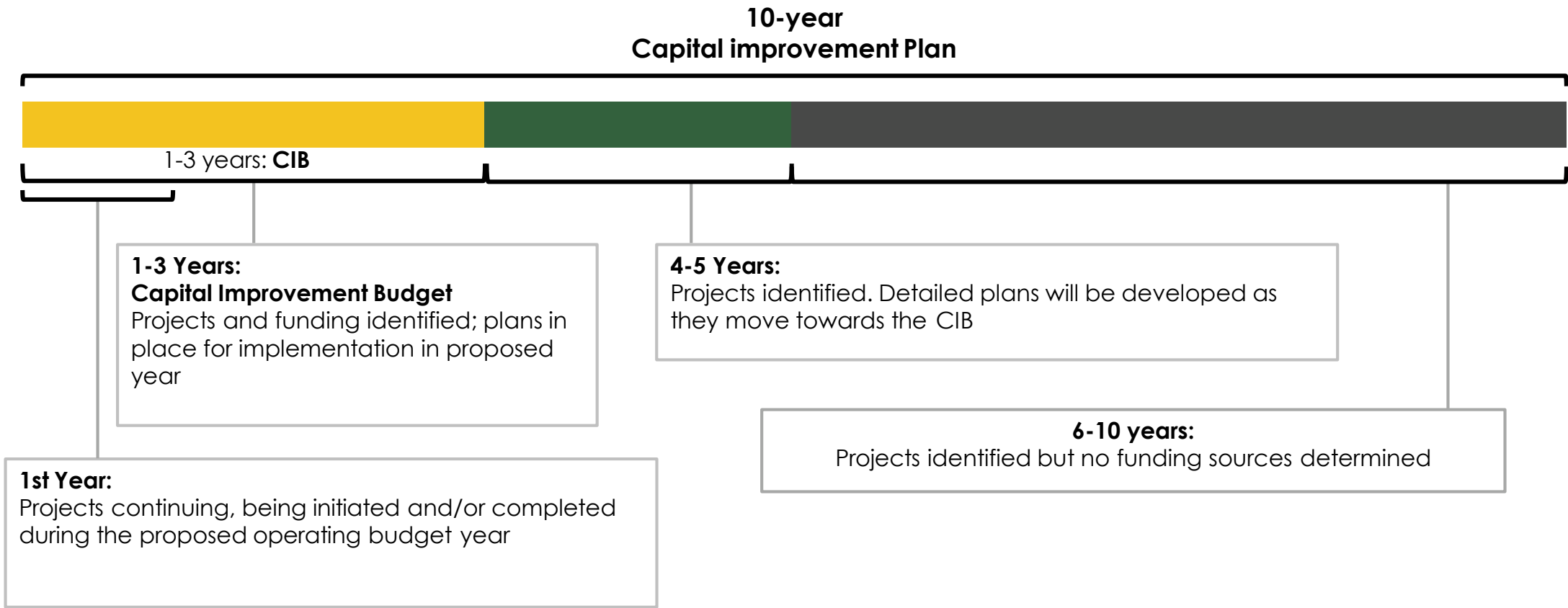


- **What is the Capital Improvement Plan (CIP)?**
  - The CIP is a long-range plan for the maintenance and development of City assets and infrastructure
  - It identifies necessary present and future capital needs, determines an estimated cost, and anticipated method of financing for each project



- To be included in the CIP process, at least one of the following criteria should be met:
  - Real property acquisition
  - Construction of new facilities or additions to existing facilities costing a minimum of \$50,000
  - Remodeling/repair of the interior/exterior of any facility exceeding \$25,000
  - Infrastructure projects
  - Information technology infrastructure or systems that require technology components or programs costing a minimum of \$50,000
  - Multi-year phased projects





- Resolution No. 8831 - “CIP Review Team shall mean a cross-departmental team which participates in the review and recommendation of the CIP program to the City Manager. The team will prioritize projects by a set of deterministic criteria (Lines 107-111).”



# Scoring

	0	1	2	3	4
<b>Time/Location (20%)</b>	The project does not have a critical timing/location component	The project has either a timing or location factor but it is not critical.	The project has either a timing or location factor critical to it, but not both.	The project has at least one timing/location factor that is critical and the other plays a factor but is not critical	Both timing and location are critical components of the project
<b>Infrastructure (20%)</b>	The project does not impact infrastructure needs of the city	The need for this project is low and it addresses either new or existing infrastructure	The need for this project is moderate and it addresses either new or existing infrastructure	The need for this project is moderately high and the proposal has clearer defined impact than previous levels	The need for this project is high, data is available to show why it is needed, and the impact this project will have is clearly defined
<b>Council Priority (20%)</b>	The project does not relate back to any of the Council priorities	The project can be loosely tied back to the Council priorities	The project can be tied back to the council priorities but the outcome of the project cannot be tied back to the council priority goals	The project can be tied back to the council priorities and the outcome of the project has a loose correlation with council priority goals	The project clearly ties back to a council priority and the outcomes of this project directly help to achieve council priority goals
<b>Impact on Operational Budget (15%)</b>	The project will have a negative impact on the operating budget. It will require additional money to operate	The project will have a slightly negative impact on the operating budget. Some additional money will be required to operate	The project will not impact the operating budget as it is cost/revenue neutral	The project will have a slight positive impact on the operating budget. It will have some savings in materials and/or maintenance. Revenue may offset costs in the distant future	The project will have a positive impact on the operating budget. It will have significant savings in time, materials and/or maintenance or be revenue generating to more than offset costs
<b>Equity (15%)</b>	The project will not impact the ability of disenfranchised or vulnerable populations to access services/improve livelihoods	The project will have a small impact on the ability of disenfranchised or vulnerable populations to access services/improve livelihoods	The project will have a modest impact on the ability of disenfranchised or vulnerable populations to access services/improve livelihoods	The project will have a moderately high impact on the ability of disenfranchised or vulnerable populations to access services/improve livelihoods	The project will have a significant positive impact on the ability of disenfranchised or vulnerable populations to access services/improve livelihoods
<b>External Funding (10%)</b>	0% External Funding	1% to 25% External Funding	26% to 50% External Funding	51% to 75% External Funding	76% to 100% External Funding





## Capital Improvement Project Summary

<b>Project Name:</b>	<b>Council Priority:</b>
<b>Project Number:</b>	<b>Project Year(s):</b>
<b>Department:</b>	<b>Estimated Useful Life:</b> Year(s)
<b>Division:</b>	<b>Contact:</b>
<b>Council District(s):</b>	<b>New to CIP?</b>
<b>Type:</b>	<b>If Not New, First Year in CIP:</b>
<b>Project Status:</b>	<b>Previously Approved in CIB:</b> \$0
<b>Funding Source:</b>	<b>New Money in CIB:</b> \$0
<b>Estimated Operating Cost:</b> \$0	<b>Total Current CIB:</b> \$0
<b>Anticipated Future:</b> \$0	<b>Total Project Cost:</b> \$0





**Project Description:**

**Project Justification:**

**History:**

Measures	Time/Location	Infrastructure	Council Priority	Impact on Budget	Equity	External Funding	Total Score (0-100)
Score							0



Project Estimates	2023	2024	2025	2026	2027	2028-2032	Total CIP
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Reserve Fund (Rev Bond)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capitalized Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Financing Sources	2023	2024	2025	2026	2027	2028-2032	Total CIP
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Countywide JEDO Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund General	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Fleet	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund IT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Wastewater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Donations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



Initiative	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28-32	10-Year Totals
Investing in Infrastructure	\$ 93,876,918	\$ 64,659,960	\$ 65,820,972	\$ 66,490,080	\$ 61,577,250	\$ 203,871,616	\$ 556,296,796
Quality of Life	\$ 26,132,188	\$ 2,654,203	\$ 877,009	\$ 1,764,477	\$ 1,716,376	\$ 6,635,234	\$ 39,779,487
Good Governance	\$ 6,244,746	\$ 10,294,746	\$ 9,069,276	\$ 4,319,276	\$ 3,319,276	\$ 13,940,216	\$ 47,187,536
Public Safety	\$ 4,521,302	\$ 5,517,019	\$ 12,536,736	\$ 6,513,286	\$ 3,887,016	\$ 38,005,415	\$ 70,980,774
Developing Neighborhoods	\$ 3,530,000	\$ 3,385,000	\$ 3,185,000	\$ 3,185,000	\$ 3,185,000	\$ 1,025,000	\$ 17,495,000
<b>Grand Total</b>	<b>\$ 134,305,154</b>	<b>\$ 86,510,928</b>	<b>\$ 91,488,993</b>	<b>\$ 82,272,119</b>	<b>\$ 73,684,918</b>	<b>\$ 263,477,481</b>	<b>\$ 731,739,593</b>



# Funding Sources

12

- G.O. Bonds and or ARPA
- G.O. Bonds - Special
- Revenue Bonds and or ARPA
- Fix our Street Sales Tax
- Countywide JEDO Sales Tax
- Operating Funds
  - General
  - Stormwater
  - IT
  - Facilities
  - Wastewater
  - Parking
  - Fleet
  - Water
- Federal Funds



- In 2016, the Governing Body implemented a three-year cap on General Obligation bonds of \$27 million, which would amount to an average issuance of \$9 million annually. The Governing Body increased the cap to \$33 million, or an average issuance of \$11 million annually, over the period 2020-2022.



- In March of 2021 the American Rescue Plan Act (ARPA) was passed by congress. From the bill, the City received a direct allocation of \$45,676,831 that could be used to assist the city in recovering from the COVID-19 pandemic. This money will have a significant impact on the ways that projects are funded in this Capital Improvement Plan. On January 15th 2022, the governing body met and allocated \$35,676,831 of the City's ARPA allocation towards infrastructure projects outlined in this and previous Capital Improvement Plans.



# Planned GO ARPA Allocation

15

	FY 21	FY 22	FY 23	FY 24	FY 25
<b>2023 CIP Projects</b>					
Annual Topeka DREAMS 3 Program	\$ -	\$ -	\$ 290,000	\$ 145,000	\$ 145,000
Neighborhood Infrastructure Program 2023	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000	\$ 1,500,000
NW Tyler Street, NW Beverly Street to NW Paramore Street	\$ -	\$ -	\$ -	\$ 103,817	\$ 1,149,312
Fire Department Fleet Replacement	\$ -	\$ -	\$ 1,622,822	\$ 1,741,539	\$ -
Infill Sidewalk/Ped Plan 2023	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -
FIRM 2023	\$ -	\$ -	\$ 1,650,000	\$ 2,300,000	\$ -
Complete Streets Program 2023	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -
S. Topeka Blvd from 29th Street to 37th Street	\$ -	\$ -	\$ 651,750	\$ -	\$ -
Traffic Signal Replacement Program 2023	\$ -	\$ -	\$ 885,000	\$ 885,000	\$ -
Fleet Replacement Program - Transportation Operations 2023	\$ -	\$ -	\$ 1,000,000	\$ 1,300,000	\$ -
<b>Previous Projects</b>					
NW Tyler Street, NW Lyman Road to NW Beverly Street	\$ -	\$ 1,809,350	\$ -	\$ -	\$ -
FIRM 2022	\$ -	\$ 1,550,000	\$ -	\$ -	\$ -
Infill Sidewalk/Ped Plan 2022	\$ -	\$ 700,000	\$ -	\$ -	\$ -
Fire Department Fleet Replacement	\$ -	\$ 1,694,948	\$ -	\$ -	\$ -
Fleet Replacement Program - Transportation Operations 2022	\$ -	\$ 1,400,000	\$ -	\$ -	\$ -
Replacement of Medians	\$ -	\$ 600,000	\$ -	\$ -	\$ -
Complete Streets Program 2022	\$ -	\$ 600,000	\$ -	\$ -	\$ -
Neighborhood Infrastructure Program 2022	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -
Citywide Infrastructure Program 2022	\$ -	\$ 250,000	\$ -	\$ -	\$ -
Traffic Safety program 2022	\$ -	\$ 220,000	\$ -	\$ -	\$ -
Neighborhood Infrastructure Program 2021	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -
Fleet Replacement - Transportation Operations 2021	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Infill Sidewalk/Ped Plan 2021	\$ 600,000	\$ -	\$ -	\$ -	\$ -
Citywide infrastructure Program 2021	\$ 200,000	\$ -	\$ -	\$ -	\$ -
Traffic Safety Program 2021	\$ 220,000	\$ -	\$ -	\$ -	\$ -
*All projects were previously funded by General Obligation Bonds					

CIP Page 11





# G.O. Bonds

Row Labels	FY 23	FY 24	FY 25	Total CIB	FY 26	FY 27	FY 28-32	10-Year Totals	Score (0-100)
<b>G.O. Bonds</b>	<b>\$ 1,375,250</b>	<b>\$ 1,685,000</b>	<b>\$ 11,880,461</b>	<b>\$ 14,940,711</b>	<b>\$ 12,911,181</b>	<b>\$ 14,284,786</b>	<b>\$ 39,346,905</b>	<b>\$ 81,483,583</b>	<b>54</b>
Annual Topeka DREAMS 3 Program	\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 145,000	\$ 725,000	\$ 1,015,000	71
Neighborhood Infrastructure Program 2023	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 3,000,000	63
NW Tyler Street, NW Beverly Street to NW Paramore Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	63
SW 10th Avenue from Wanamaker to SW Gerald Lane	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,250	\$ -	\$ 155,250	57
Fire Department Fleet Replacement	\$ -	\$ -	\$ 1,859,336	\$ 1,859,336	\$ 1,967,806	\$ 2,029,536	\$ 10,426,655	\$ 16,283,333	56
NW Lyman Road from NW Tyler to NW Vail.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	56
SW Topeka Blvd - 37th to 49th	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ 3,200,000	55
Downtown Street Improvement Projects	\$ 750,000	\$ 750,000	\$ 750,000	\$ 2,250,000	\$ 750,000	\$ 750,000	\$ -	\$ 3,750,000	53
Infill Sidewalk/Ped Plan 2023	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -	\$ 1,800,000	51
SE Adams from 37th to 45th	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000	51
SW Fairlawn Road from 23rd Street to 28th Street	\$ 103,500	\$ 103,500	\$ 672,750	\$ 879,750	\$ -	\$ -	\$ -	\$ 879,750	51
FIRM 2023	\$ -	\$ -	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ -	\$ 6,900,000	49
Complete Streets Program 2023	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -	\$ 1,800,000	44
S. Topeka Blvd from 29th Street to 37th Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	43
Citywide Infrastructure Program 2023	\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000	\$ 250,000	\$ 250,000	\$ -	\$ 1,250,000	43
SW Huntoon Street, SW Executive Drive to SW Urish Road	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 200,000	\$ 3,745,250	\$ 4,295,250	41
SW Wanamaker Road/SW Huntoon Street/I-470 Ramps	\$ 51,750	\$ 361,500	\$ 1,993,375	\$ 2,406,625	\$ 1,993,375	\$ -	\$ -	\$ 4,400,000	41
SE 29th Street/ Kansas Turnpike Authority Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 19,500,000	\$ 20,000,000	39
Traffic Signal Replacement Program 2023	\$ -	\$ -	\$ 885,000	\$ 885,000	\$ 885,000	\$ 885,000	\$ -	\$ 2,655,000	39
SW Urish Road, SW 21st Street to SW 29th Street	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ 350,000	\$ 3,300,000	\$ -	\$ 4,100,000	38
Fleet Replacement Program - Transportation Operations 2023	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 1,000,000	\$ -	\$ -	\$ 2,300,000	37
SW 21st - Belle to Fairlawn	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	34
Replacement of Medians 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	33
Traffic Safety Program 2023	\$ 220,000	\$ 220,000	\$ 220,000	\$ 660,000	\$ 220,000	\$ 220,000	\$ -	\$ 1,100,000	32
<b>G.O. Bonds Other</b>	<b>\$ 19,261,650</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,261,650</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,261,650</b>	<b>59</b>
Municipal Building and TPAC HVAC	\$ 10,250,000	\$ -	\$ -	\$ 10,250,000	\$ -	\$ -	\$ -	\$ 10,250,000	55
Fleet Building Replacement	\$ 9,011,650	\$ -	\$ -	\$ 9,011,650	\$ -	\$ -	\$ -	\$ 9,011,650	52
Polk-Quincy Project Support	\$ 13,000,000	\$ -	\$ -	\$ 13,000,000	\$ -	\$ -	\$ -	\$ 13,000,000	70





- Total project cost for all phases is approximately \$381 million (\$234M for Phase I)
  - KDOT expects partners to contribute 6% or more to prioritize projects
- Previously Approved
  - \$7 million in 2021
  - \$7 million in 2022
  - \$6 million in 2023
- New money in the CIB
  - \$7 million



- The current Fleet building will be impacted by construction of the Polk-Quincy viaduct. A new facility will be required in order to continue servicing the City's vehicles
- New money in the CIB
  - \$9,011,650



- City Hall HVAC
- A 2020 inspection rated the unit a 1 – the worst score.
- The inspection revealed that the HVAC system is not up to code and is in need of replacement or else it can become a fire hazard. The lack of return air is also deemed a health and safety risk.
- New money in the CIB
  - \$10,250,000



# New Projects

20

Row Labels	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28-32	5-Year Totals
<b>Developing Neighborhoods</b>							
<b>Federal Funds</b>							
Annual Topeka DREAMS 3 Program	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 300,000	\$ 600,000
<b>G.O. Bonds and or ARPA</b>							
Annual Topeka DREAMS 3 Program	\$ 290,000	\$ 145,000	\$ 145,000	\$ 145,000	\$ 145,000	\$ 725,000	\$ 1,595,000
<b>Investing in Infrastructure</b>							
<b>Fix Our Streets Sales Tax</b>							
4th/5th Street (Kansas to Topeka) Two-way Conversion	\$ 170,000	\$ 1,276,666	\$ 1,276,667	\$ 1,276,667	\$ -	\$ -	\$ 4,000,000
Jackson/Harrison Street Two-way conversion	\$ 455,000	\$ 3,396,976	\$ 3,396,977	\$ 3,396,977	\$ -	\$ -	\$ 10,645,930
S. Kansas Avenue (4th to 6th)	\$ 51,500	\$ 382,833	\$ 382,833	\$ 382,834	\$ -	\$ -	\$ 1,200,000
<b>G.O. Bonds and or ARPA</b>							
Fleet Building Replacement	\$ 9,011,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,011,650
Municipal Building and TPAC HVAC	\$ 10,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,250,000
<b>Good Governance</b>							
<b>Operating Fund General</b>							
Salt Brine Maker	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
<b>Operating Fund IT</b>							
Desktop Virtualization	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000	\$ 1,500,000
<b>G.O. Bonds and or ARPA</b>							
Lawson Upgrade	\$ 1,500,000	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 2,750,000
<b>Grand Total</b>	<b>\$ 22,088,150</b>	<b>\$ 6,661,475</b>	<b>\$ 5,411,477</b>	<b>\$ 5,411,478</b>	<b>\$ 355,000</b>	<b>\$ 1,775,000</b>	<b>\$ 41,702,580</b>

CIP Page 13



- The Topeka Dreams Grant program provides mini-grants or small monetary awards, technical assistance and other support provided by the city to neighborhood improvement association groups so they can take local action on a public concern.
- Council approved funding for 2022 in December of 2021
- New GO bond money in the CIB
  - \$580,000 (3 years plus 2022)



## S. Kansas Ave (4<sup>th</sup> to 6<sup>th</sup>)

22

- This project involves the milling and overlay of the existing pavement, removal of median planters, and reconstruction of roadways
- This project was identified as a priority roadway project in the Downtown Master Plan.
- New Fix Our Street Sales Tax money in the CIB
  - \$817,166

CIP Page 65



# Salt Brine Maker

23

- Liquid brine uses 75% less salt than dry
- Currently pay \$0.95/gallon of brine.
- In-house mix costs \$0.28/gallon
- Est annual savings of \$53,000

CIP Page 144



- Desktop Virtualization moves computing workloads and storage from individual desktop PC's onto a hyper converged infrastructure. Users access their desktop environment from inexpensive thin clients.
- Desktop Virtualization better utilizes computing resources (CPU, storage) and reduces power consumption.
- New Operating Funds IT money in the CIB
  - \$450,000





- **PCI Ratings – 2016, 2019, 2022**

- The Pavement Condition Index (PCI) is used to determine a value for each City street.
- The PCI is calculated based on the number and types of distresses in the pavement with a value of 100 being a new street and 0 being a failed street.
- Streets with a PCI in the fair to satisfactory range are candidates for Surface Preservation
- Streets with a PCI lower than 55 are more in need of major rehabilitation or reconstruction.

PCI range	Class
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Project Name	PCI
S. Topeka Blvd from 21st Street to 29th Street	32
SE Quincy Street from 8th Street to 10th Street	33
SE Adams from 37th to 45th	38
SW 10th Avenue from Wanamaker to SW Gerald Lane	38
SW 29th Street from Topeka Blvd to Burlingame Road	40
S. Kansas Avenue from 10th Street to 17th Street	44
S Topeka Blvd from 15th to 21st	45
NW Tyler Street, NW Beverly Street to NW Paramore Street	46
SE 29th Street from Kansas Avenue to Adams Street	47
NW Lyman Road from NW Tyler to NW Vail.	48
12th Street (2 lanes) - Gage Boulevard to Kansas Avenue	52
SW Fairlawn Road from 23rd Street to 28th Street	56
S. Topeka Blvd from 29th Street to 37th Street	76



- The project will consist of the creation of a facility plan identifying the improvements to the North Topeka Waste Water Treatment Plant necessary to bring the plant into compliance with the new Kansas Department of Health and Environment's National Pollutant Discharge Elimination System permit nutrient effluent limits.
- Previously Approved and Authorized for Bonding
  - \$6,363,627
- New Revenue Bond money in the CIB
  - \$10,200,000
- New Operating Fund Water money in the CIB
  - \$2,000,000



The project funds the evaluation of needed disinfection modifications at the Water Treatment Plant that previously targeted the addition of powder activated carbon (PAC) and the relocation of chlorine contact basins for the east and west treatment trains.

- Previously Approved and Authorized for Bonding
  - \$11,859,205
- Previously Approved Revenue Bond money in the CIB
  - \$8,000,000
- New Revenue Bond money in the CIB
  - \$2,383,105



- Equipment replacement at the West Plant
  - Clarification Basins, Recarbonation and Final Recarbonation basins, West Lime Facility and tunnel repairs
- Existing equipment to be demolished
- Critical for clean water



Thank You

[topeka.org/finance/capital-improvement-projects/](http://topeka.org/finance/capital-improvement-projects/)



# Revenue Option 1

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Change in Utility Rates (Gross Revenues)	5.2%	5.2%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Change in Operations & Maintenance Costs	5.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
New Money Bonding Requirement	\$ 63,405,205	\$ 35,400,000	\$ 18,200,000	\$ 23,500,000	\$ 17,500,000	\$ 17,500,000	\$ 17,500,000	\$ 17,500,000	\$ 17,500,000	\$ 17,500,000
Term (Years)	30	30	30	30	30	30	30	30	30	30
Interest Rate	2.50%	2.75%	3.00%	3.25%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%

Year	Total D/S		Coverage		Cash
	Sr. + Jr. Lien Bonds	Est. Bond Balance	Sr. Lien Coverage	Jr. Lien Coverage	
2022	23,860,764	362,810,205	1.71	1.66	15,767,756
2023	26,790,616	381,840,984	1.64	1.60	15,988,445
2024	26,483,325	384,360,949	1.75	1.70	18,517,151
2025	27,434,875	391,265,051	1.77	1.73	19,891,178
2026	28,600,646	391,193,582	1.79	1.74	21,159,776
2027	29,047,444	390,699,507	1.85	1.80	23,260,960
2028	29,487,280	389,803,513	1.91	1.86	25,487,754
2029	27,605,865	390,820,806	2.15	2.09	30,159,691
2030	28,135,651	391,421,093	2.21	2.16	32,549,794
2031	28,996,300	391,348,561	2.26	2.20	34,744,109



# Revenue Option 2

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Change in Utility Rates (Gross Revenues)	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%
Change in Operations & Maintenance Costs	5.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
New Money Bonding Requirement	\$ 63,405,205	\$ 35,400,000	\$ 18,200,000	\$ 23,500,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000
Term (Years)	30	30	30	30	30	30	30	30	30	30
Interest Rate	2.50%	2.75%	3.00%	3.25%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%

Year	Total D/S		Coverage		Cash
	Sr. + Jr. Lien Bonds	Est. Bond Balance	Sr. Lien Coverage	Jr. Lien Coverage	
2022	23,860,764	362,810,205	1.71	1.66	15,767,756
2023	26,790,616	381,840,984	1.64	1.60	15,988,445
2024	26,483,325	384,360,949	1.79	1.74	19,642,801
2025	27,434,875	391,265,051	1.86	1.81	22,246,040
2026	28,600,646	393,693,582	1.92	1.87	24,854,594
2027	29,183,372	395,651,078	2.02	1.97	28,278,185
2028	29,759,136	397,156,533	2.13	2.07	31,953,866
2029	28,013,650	400,523,397	2.43	2.36	38,209,775
2030	28,679,365	403,419,561	2.54	2.48	42,328,067
2031	29,675,941	405,587,333	2.63	2.56	46,404,476





# Revenue Option 3

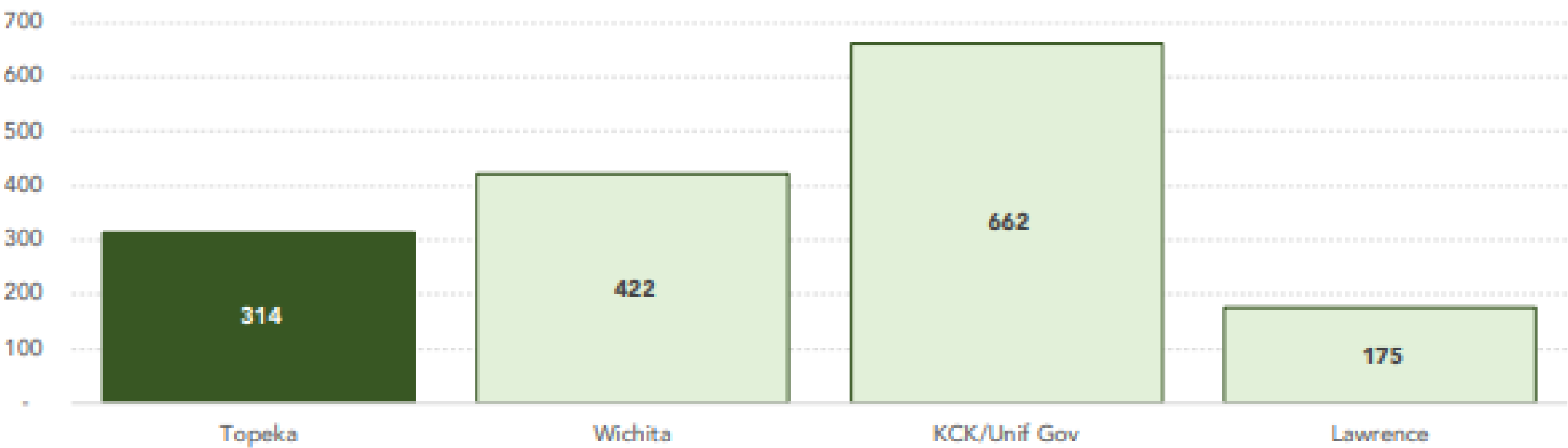
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Change in Utility Rates (Gross Revenues)	5.2%	5.2%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Change in Operations & Maintenance Costs	5.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
New Money Bonding Requirement	\$ 63,405,205	\$ 35,400,000	\$ 18,200,000	\$ 23,500,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000
Term (Years)	30	30	30	30	30	30	30	30	30	30
Interest Rate	2.50%	2.75%	3.00%	3.25%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%

Year	Total D/S		Coverage		Cash
	Sr. + Jr. Lien Bonds	Est. Bond Balance	Sr. Lien Coverage	Jr. Lien Coverage	
2022	23,860,764	362,810,205	1.71	1.66	15,767,756
2023	26,790,616	381,840,984	1.64	1.60	15,988,445
2024	26,483,325	384,360,949	1.75	1.70	18,517,151
2025	27,434,875	391,265,051	1.77	1.73	19,891,178
2026	28,600,646	399,693,582	1.79	1.74	21,159,776
2027	29,509,600	407,534,850	1.82	1.77	22,798,804
2028	30,411,592	414,803,781	1.85	1.81	24,563,441
2029	28,992,334	423,809,615	2.04	1.99	28,773,222
2030	29,984,277	432,215,884	2.07	2.02	30,701,169
2031	31,307,081	439,760,388	2.08	2.04	32,433,328



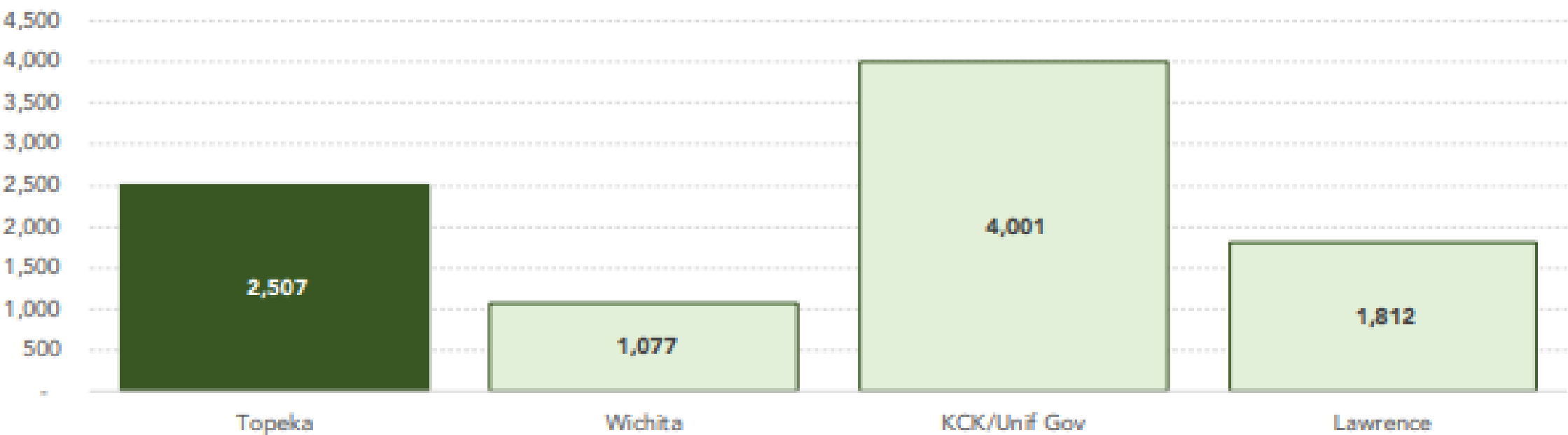
# Revenue Debt Outstanding

Outstanding (\$ Millions)



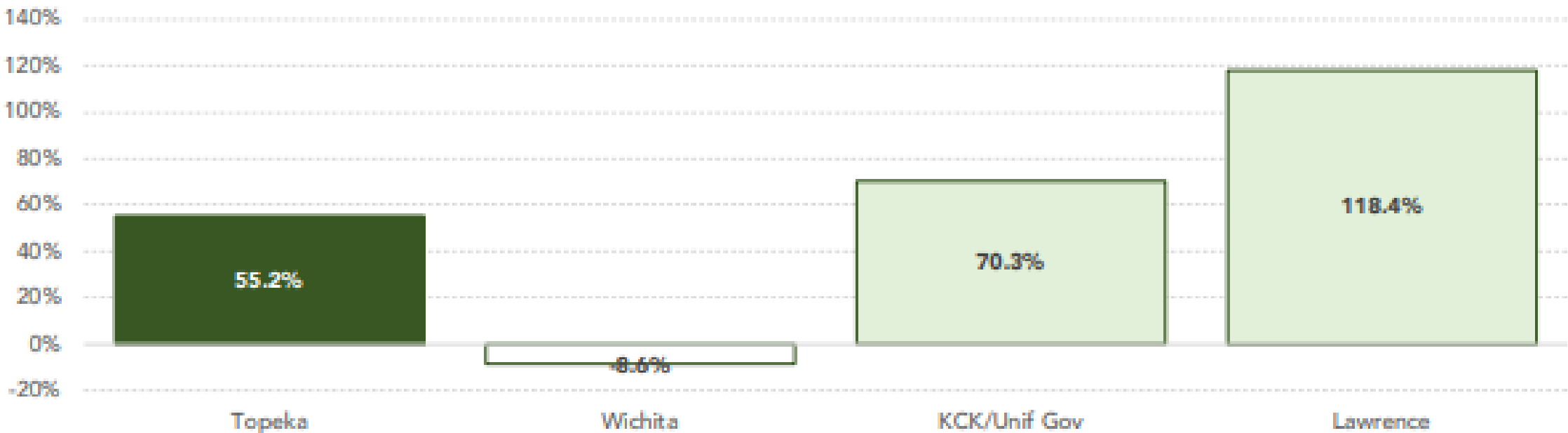
# Revenue Debt Outstanding

Outstanding Per Capita



# Revenue Debt Outstanding

Ten-Year Change in Bonds Outstanding



Source

Peer data is sourced from the respective Comprehensive Financial Annual Reports for the fiscal years ending 2010 and 2020. Bond balances include revolving fund loans, as applicable.

