CITY OF TOPEKA

CIP Overview
April 1st, 2025

CIP Overview

Today:

- Presentation Schedule
- CIP Overview & Policy
- Funding Sources
- Constraints and challenges in developing a CIP
- Page Guide

Presentation Schedule

April 1st

CIP Overview

April 8th

Public Works:

Citywide Half-Cent Sales Tax Projects & Programs

April 15th

Public Works:

JEDO & Non-Citywide Half-Cent Projects & Programs

May 6th

Utilities:

Projects & Programs

May 15th & Beyond

Other items as needed & Questions

CIP Overview

CIP Timeline

- Capital Improvement Budget (3 years) vs. Capital Improvement Plan (10 Years)
- Approved annually by Governing Body

Purpose

- Long Range Budgeting Plan for City's assets
- Coordination across departments in regards to life cycle asset management
- Communication document for external stakeholders of how investments align with priorities

CIP Overview - Continued

10-year
Capital improvement Plan

1st Year:
Projects continuing, being initiated and/or completed during the proposed operating budget year

1-3 Years:
Capital Improvement Budget
Projects and funding identified; plans in place for implementation in proposed year, 3-year budget is approved

4-10 Years:
Projects identified; as time progresses more detailed plans will be developed as they move towards the CIB

CIP Policy

- 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
- Information technology infrastructure or systems that require technology components or projects costing a minimum of $50,000
- Multi-year phased projects
  - Not all spending fits into calendar years

CIP Policy - Continued

- A project over $250,000 can be approved in the CIP, but the PWI Committee and the Governing Body still approve a final authorization of the project before it is put out for construction bid. If the project budget exceeds the amount approved by more than 15%, the project shall not continue unless the Governing Body approves an amended project budget.

CIP Funding Source Summary with Examples

- **Public Works Primary Funding Sources**
  - **Citywide Half-Cent Sales Tax**: Topeka Boulevard: 21st – 29th
  - **Countywide Half-Cent Sales Tax**: SW Huntoon Street: Gage to Harrison
  - **Federal Funds Exchange**: Branner Bridge Repairs
  - **GO Bonds**: 17th and Fairlawn Signal Repair

- **Utilities Primary Funding Sources**
  - **Revenue Bonds**: Watermain Replacement Program
  - **Operating Funds Water**: Meter Vault Replacement Program
  - **Operating Funds Stormwater**: Levee Asset Repair/Rehab Program
  - **Operating Funds Wastewater**: Odor Control Program

Staff Considerations

- **Financial:** Funds are not unlimited,
  - GO Bond cap is set at $27,000,000 over 3 years
  - Operating funds are subject to budget availability
  - Revenue bonds must be backed by ability to generate revenue
- **Legal:** Regulatory limits on how funds can be spent
  - Citywide Half-Cent Sales tax cannot be spent on new assets; only existing
  - Countywide Sales Tax (JEDO) can only be for projects approved under the 2016 resolution
  - Infrastructure projects often involve multiple entities such as KDOT, Shawnee County, railroads
  - Projects have to be bonded within 3 years
- **Timing:** Committing to one project may delay other projects
  - Polk Quincy will delay other downtown repair projects because of detour routes

Project Pages

Refer to Pages 6 & 7 for full guide

Capital Improvement Project Summary

Project Name:	**2026 - 2030 PROWAG Sidewalk Ramp Programs**	**Department:**	Public Works
Project Number:	241085.00	**Division:**	Engineering
Primary Funding Source:	Fix Our Streets Sales Tax	**Contact:**	Vince Schuetz
Multiple Funds:	No	**New Project?**	No
Council District(s):	Multiple	**1st CIP Year:**	
Total Budget	$ 3,000,000	**Type:**	Program

Project Description & Justification:

The Public Right of Way Accessibility Guidelines (PROWAG) Ramp Program provides for the maintenance and installation of accessible curb cuts and sidewalk ramps at intersections throughout the city, in accordance with PROWAG. The city currently has a total of 13,220 ramps, of which 6,222 are PROWAG-compliant and 6,998 are non-compliant. Priority is given to areas identified for improvement under the Pedestrian Master Plan. Additionally, priority locations include those where citizens have identified specific needs and roads undergoing major street maintenance. The cost per ramp can range from $2,500 to $3,500, depending on surrounding conditions (grade, right-of-way availability, utilities). The more challenges associated with bringing the location into compliance with PROWAG guidelines (longitudinal and transverse slope), the higher the cost. The city is currently able to upgrade between 90 and 120 ramps per year at this funding level.

Project Estimates	>2025	2026	2027	2028	2029	2030	2031 & Beyon	Total Cost
Design/Admin Fees	$ -	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 100,000	$ 200,000
Construction/Service Fees	$ -	$ 280,000	$ 280,000	$ 280,000	$ 280,000	$ 280,000	$ 1,400,000	$ 2,800,000
Totals	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 1,500,000**	**$ 3,000,000**

Financing Sources	>2025	2026	2027	2028	2029	2030	2031 & Beyon	Total Cost
Fix Our Streets Sales Tax	$ -	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,500,000	$ 3,000,000
Totals	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 1,500,000**	**$ 3,000,000**

Details of the projects total cost, duration, funding source and department are summarized.

Departments provide short descriptions and justifications to provide context

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