



**AGENDA**  
**CITY OF AUGUSTA**  
**Strategic Retreat Council Meeting**  
**Monday, February 13, 2023**  
**6:00 P.M.**

*“Augusta – Where the metro’s edge meets the prairie’s serenity offering the perfect blend of opportunity and proximity for living, commerce and culture.”*

- A. CALL TO ORDER**
- B. PLEDGE OF ALLEGIANCE**
- C. PRAYER**
- D. BUSINESS**
  - 1. STRATEGIC RETREAT**  
Conduct strategic retreat to discuss various topics.
- E. ADJOURNMENT**



CITY OF AUGUSTA, KANSAS

# Strategic Retreat

# FY 2023

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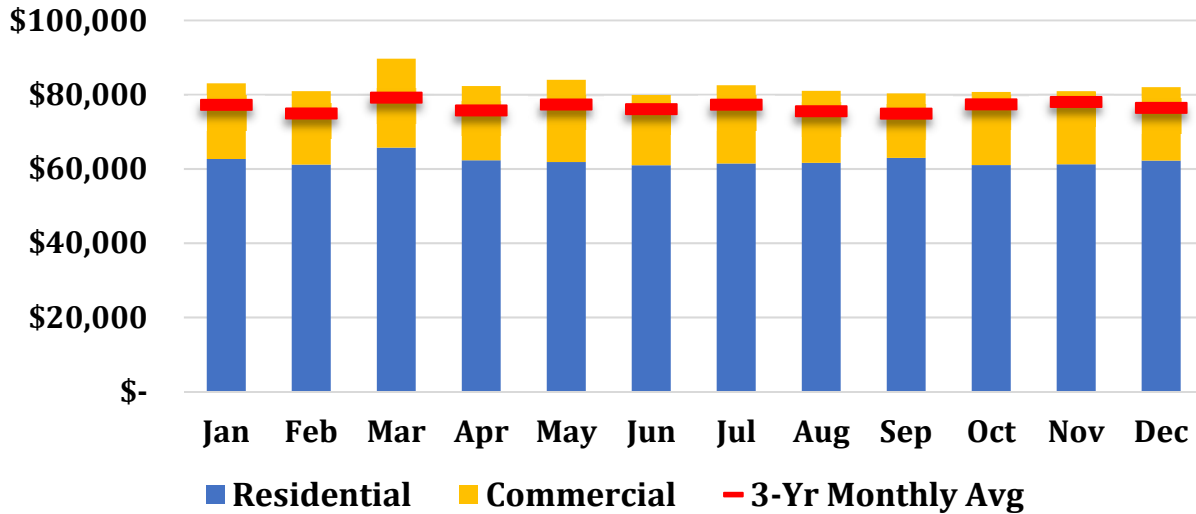
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## 2022 Utility and Sales Tax Revenue Performance

### 2022 Monthly Solid Waste Service Fees Comparison

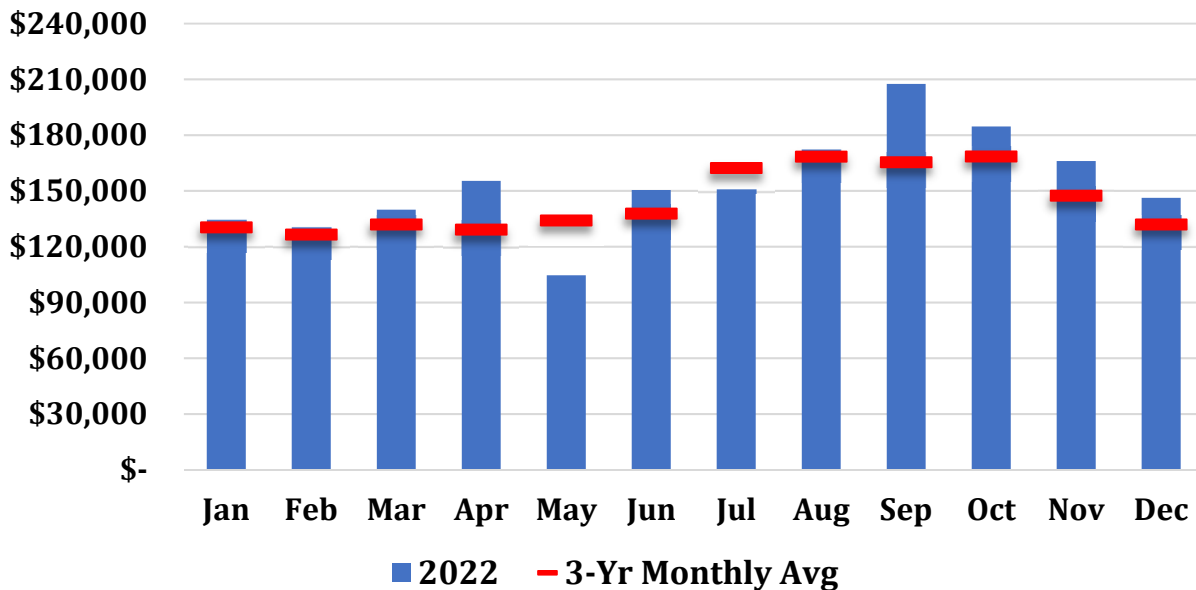


**2022 Budget:** \$945,000

**2022 Actual:** \$987,396

**3-YR Performance:** 4.49% 

### 2022 Monthly Water Service Fees Comparison

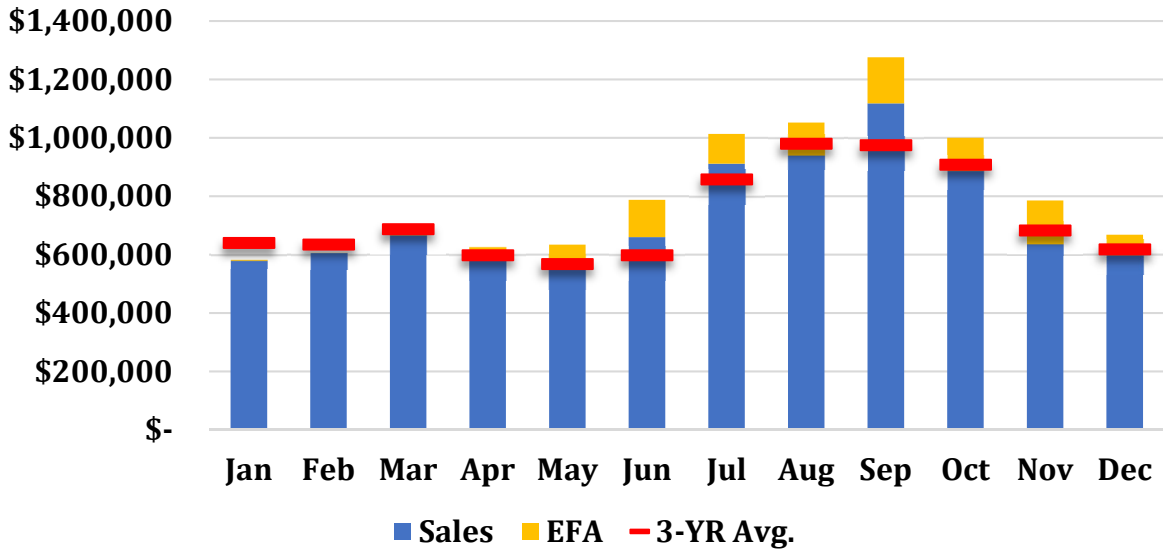



**2022 Budgeted:** \$1,775,000

**2022 Actual:** \$1,842,992

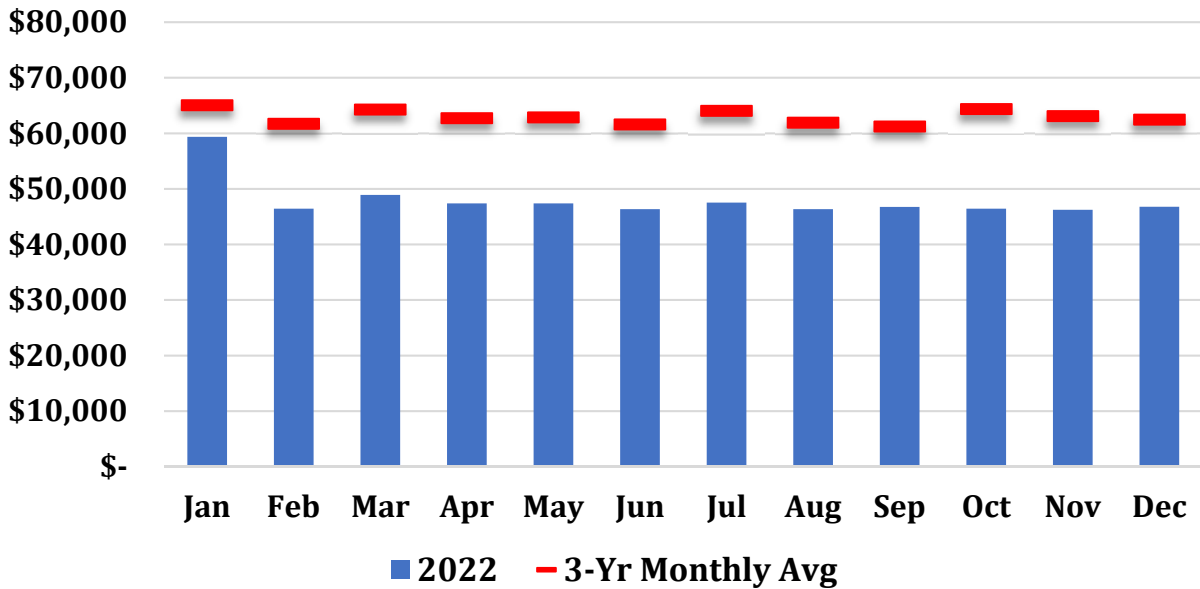
**3-YR Performance:** 3.83% 


### 2022 Monthly Electric Service Fees Comparison



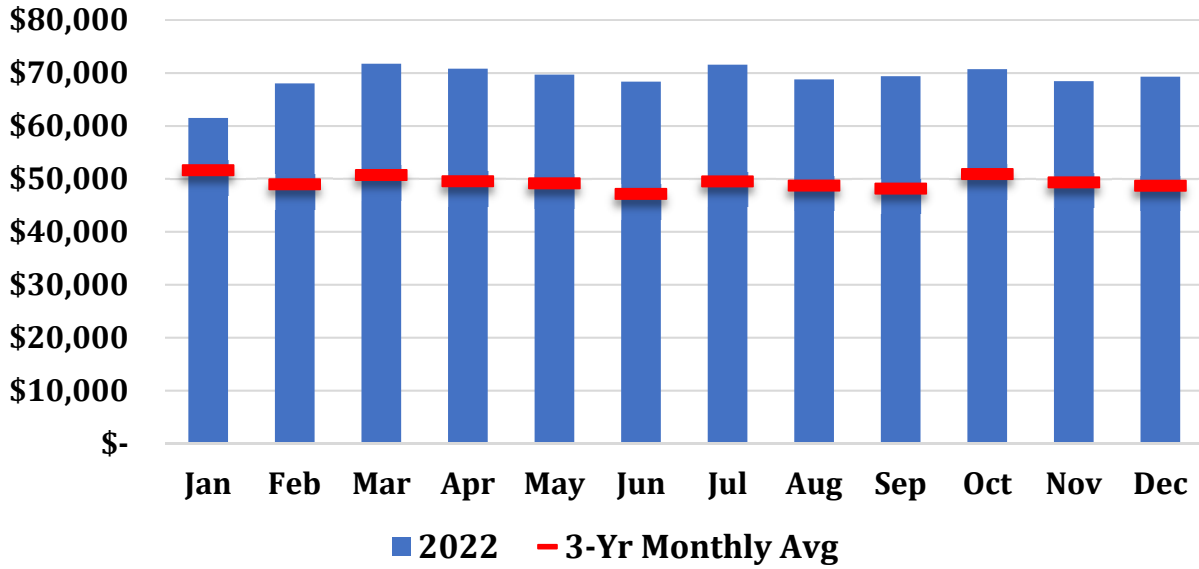
**2022 Budgeted:** \$9,175,000      **2022 Actual:** \$9,716,169      **3-YR Performance:** 5.90% 

### 2022 Monthly WWTP Fees Comparison



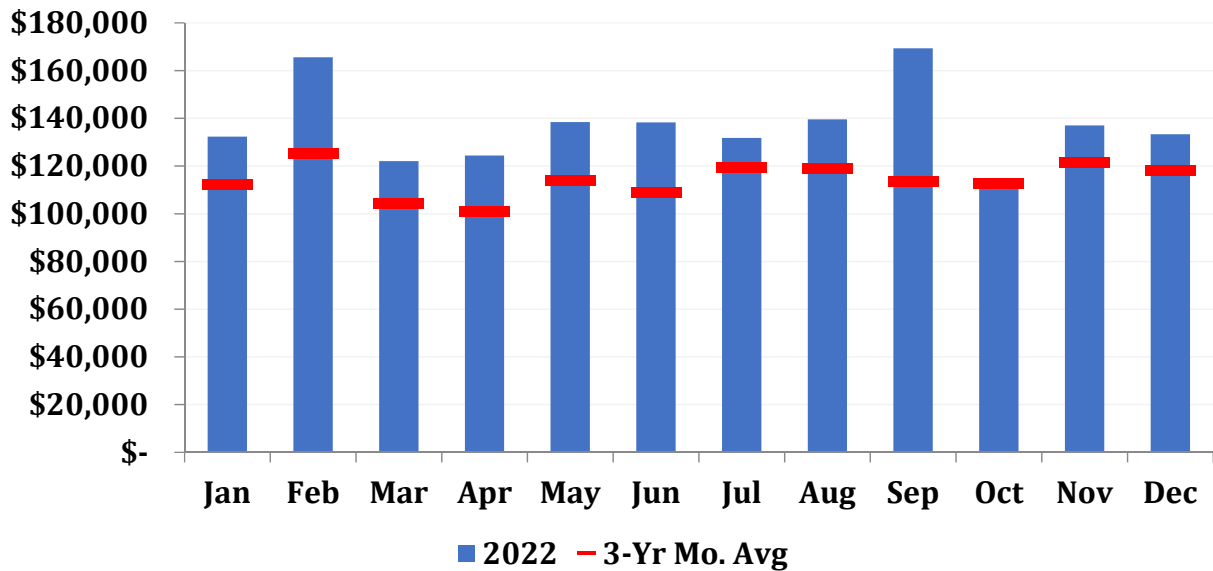
**2022 Budgeted:** \$745,000      **2022 Actual:** \$575,818      **3-YR Performance:** 22.7% 

## 2022 Monthly Wastewater Service Fees Comparison



**2022 Budgeted Fees:** \$590,000    **2022 Actual Fees:** \$828,329    **Performance:** 40.4%

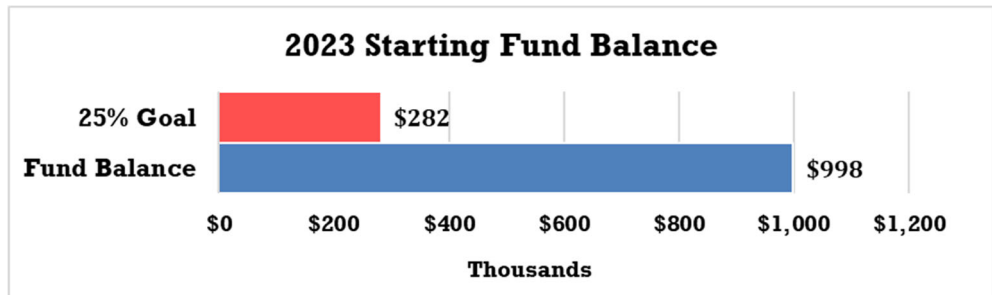
## 2022 Monthly Sales Tax Receipts



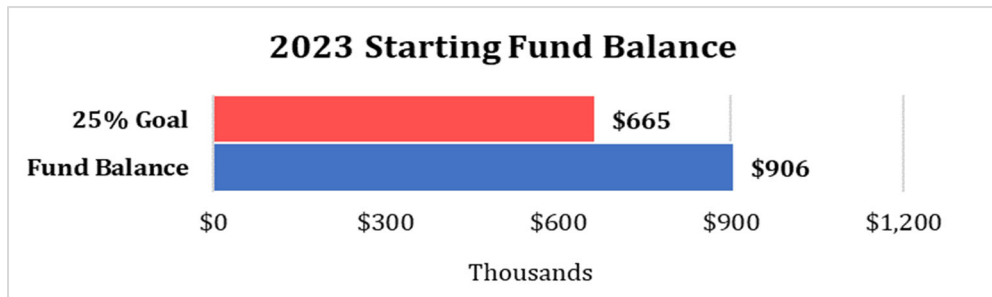
**2022 Budgeted:** \$1,190,000    **2022 Actual:** \$1,646,371    **3-YR Performance:** 38.4%

## 2023 Starting Fund Balances

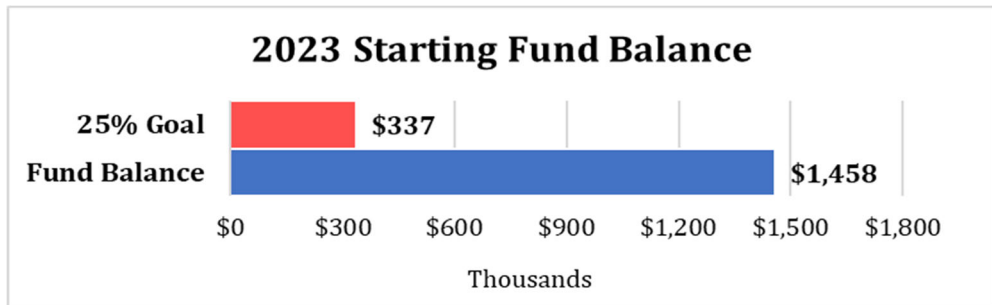
### Solid Waste



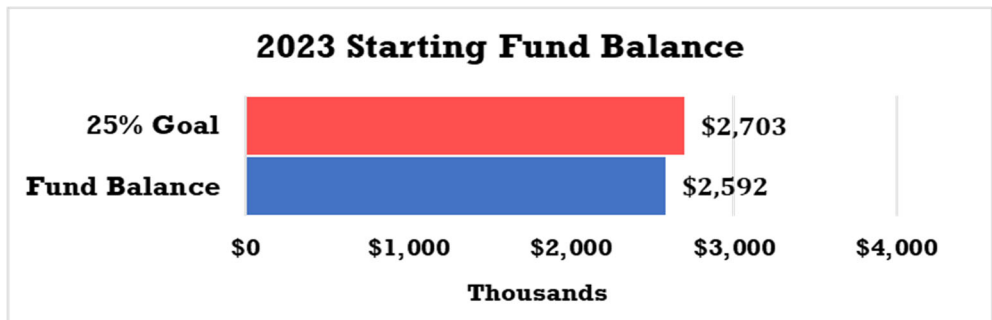
### Water



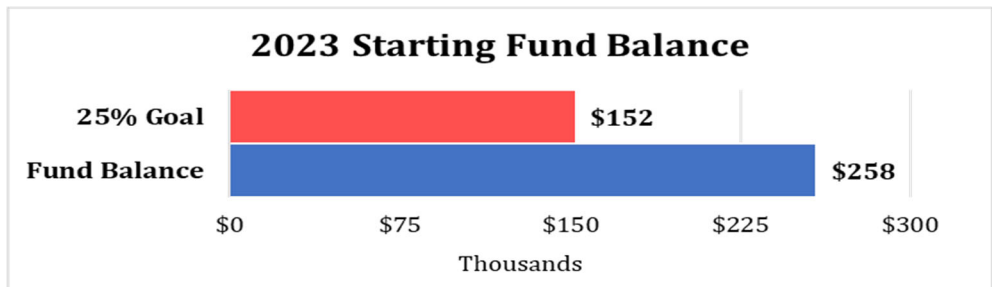
### Wastewater



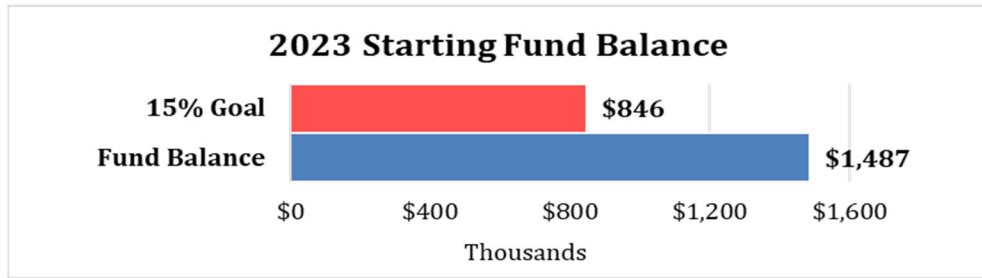
### Electric



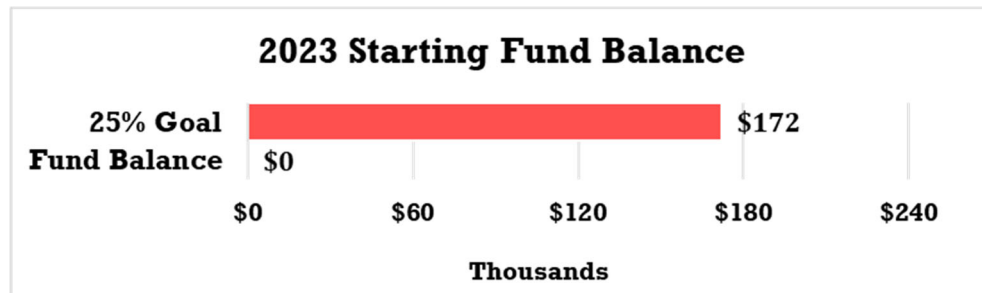
### Airport



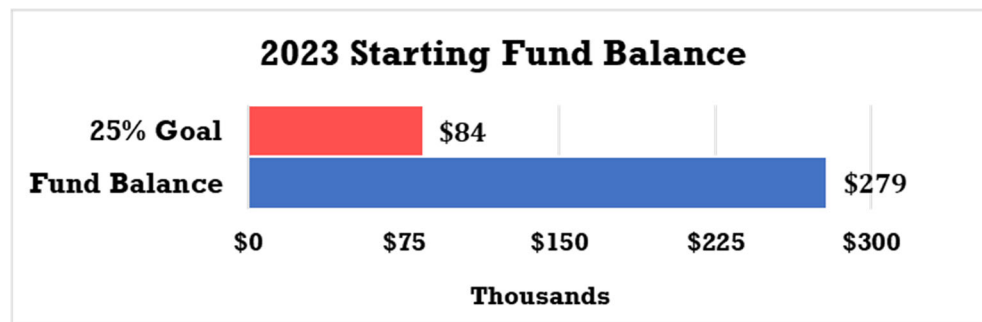
**General**



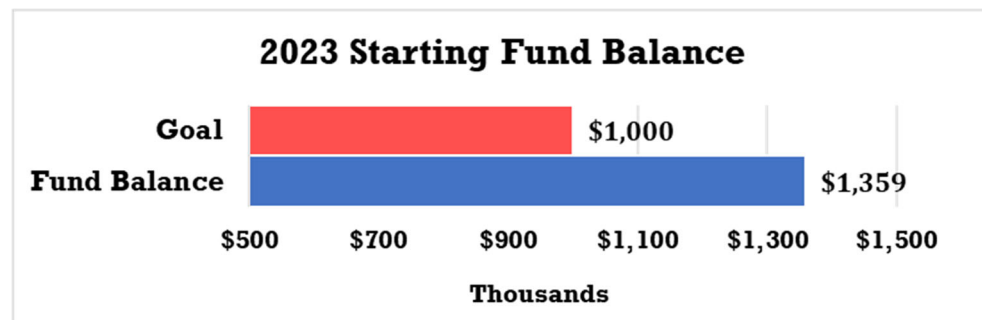
**Employee Benefit**



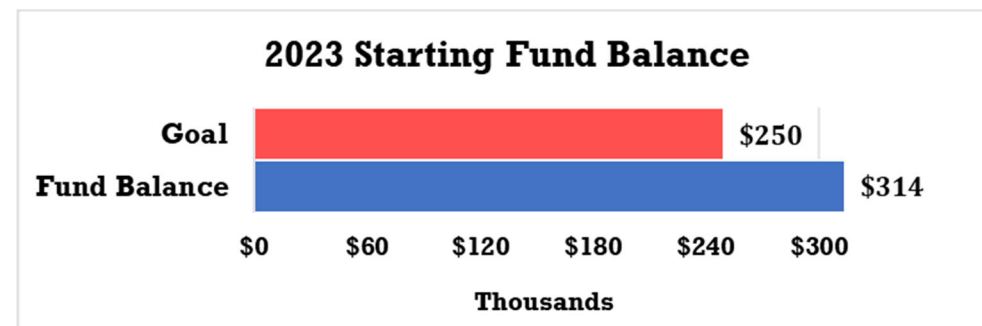
**SPCCH**



**Employee Insurance Claim Fund**



**Public Safety Equipment Reserve**





# Executive Summary

Core Strategic Considerations for the 2022 Budget Planning Process Include:



## Strategic Plan Implementation

The city council approved a new multi-year strategic plan for 2020-2022 in early 2020 and adopted a new 20-year comprehensive plan in fall 2020. The pandemic has delayed several key objectives, but progress is being made. 2022 will target completion of stormwater master plan, cemetery plan, SFL and SRTS plans.



## Pride & Progress Projects Phase III

2022 will bring us near conclusion of the Pride & Progress initiative projects with the completion of the Belmont trail and skate park (grant contingent). The airport runway project is currently slated for dirt work in 2023 with construction to follow in 2024.



## Street Sales Tax Planning

The previous annual process for selecting and financing street maintenance projects on a pay-as-you-go basis has been replaced with a multi-year financing strategy utilizing temporary notes. The third street package will be bid for construction in Spring 2023 based on available funding leftover after N. Ohio project construction.



## Utilities of the Future

The City implemented its long term plan to utilize expiring debt to address employee wages and staffing levels. We must now focus on investing in infrastructure to prepare for our community's long-term growth and development needs, address reliability, and ensure sustainability of operations.



## Community Development Block Grant Projects

Pursue up to \$750,000 CDBG grant for sidewalk rehabilitation in 2022-23. This grant may require that citywide surveys be conducted to determine LMI eligibility depending on timeline when firetruck grant is closed out. The city has not previously identified a source of large scale funding for sidewalks.



## Creation of a Stormwater Utility

Select an engineering firm to complete a stormwater master plan for the City of Augusta utilizing GIS data and drainage basin data already completed by Midland GIS. Council will need to established utility rates and adopt a stormwater utility ordinance to create the utility in 2022.

# Fulfilling the Oath



**The Athenian Oath was recited by the citizens of Athens, Greece over 2,000 years ago. It is frequently referenced by civic leaders in modern times as a timeless code of civic responsibility.**

*"We will never bring disgrace on this our City by an act of dishonesty or cowardice. We will fight for the ideals and Sacred Things of the City both alone and with many. We will revere and obey the City's laws, and will do our best to incite a like reverence and respect in those above us who are prone to annul them or set them at naught. We will strive unceasingly to quicken the public's sense of civic duty. Thus, in all these ways, we will transmit this City not only, not less, but greater and more beautiful than it was transmitted to us."*

## Measuring our Success

Researchers at the John F. Kennedy School of Government at Harvard University identified a different context for determining success in the public sector compared to the private sector:

So, public managers have a difficult time measuring and demonstrating the value of what they are producing. This makes the problem described above - the continuing contention about whether the organization is producing something of value...even more difficult. There is no easily available objective, empirical evidence to decide whether an organization is successful in what it is now doing, or that a given program works to achieve the desired social result. Without an objective standard that can answer arguments about whether things are going well or badly, managers in the public sector have to be engaged in a daily struggle to establish their authority and focus the efforts of their organizations against contending political forces.<sup>1</sup>

Acknowledging the fact that measurements of success are more challenging and less apparent for public officials, how should we evaluate Augusta's performance over the past year? Perhaps success is not a single tangible moment of measurable accomplishment, but rather, continuous motion towards some improved state of being. Under this assumption, success is best interpreted as a *process* instead of a definable end state. Ancient Athenians captured this concept in their pledge of civic responsibility over 2,000 years ago: "*Thus, in all these ways, we will transmit this City not only, not less, but greater and more beautiful than it was transmitted to us.*" Reflecting on Augusta's activities of 2022 through this historical lens, measuring our success boils down to a simple yes or no question:

**Is our community of Augusta in 2023 greater and more beautiful than it was in 2022?**

(Circle one)      **YES**      or      **No**

If the answer to this question is "**YES**," then we have fulfilled the oath and can look back at 2022 as a year of progress and success despite whatever shortcomings or hardships we may have endured. Our goals, objectives, and implementation strategies are aligned with our mission and vision for the community. Our strategic focus is to sustain progress and stay the course with established plans.

If the answer to this question is "**NO**," then our goals, objectives, and implementation strategies may not be aligned with our mission and vision. Our strategic focus needs to be on course correction, which involves thorough reevaluation of existing plans. Reflect carefully on the City's existing strategic plan and provide direction to staff establishing new priorities and operational strategies.

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<sup>1</sup> Moore, Mark and Sanjeev Khagralll. 2004. "On Creating Public Value: What Business Might Learn from Government about Strategic Management." Corporate Social Responsibility Initiative Working Paper No.3. Cambridge, MA: John F. Kennedy School of Government, Harvard University.

# 2022-2023 State of the City

## Recapping 2022:

2022 Successes	2022 Challenges
<ul style="list-style-type: none"> <li>• Executed new 40-year Wholesale Water Contract with El Dorado</li> <li>• Completion of State Street Water Tower Rehab and Substantial Completion of N. Ohio Street and Belmont Trail</li> <li>• 90% Design Airport Runway</li> <li>• Perfected water rights at City Lake</li> <li>• New Businesses: Lori’s Emporium, Bon Bons, H&amp;H Collection</li> <li>• Secured \$8.0+ million in Grant Funding for Electric System Improvements, Redbud Rail Trail, Fire Engine and Skatepark</li> </ul>	<ul style="list-style-type: none"> <li>• Council and executive team turnover</li> <li>• Inflationary Impact on Budgets</li> <li>• Electric costs necessitating rate increases</li> <li>• Play Park Pointe Demolition</li> <li>• Hard to Buy Things - Supply Chain Disruptions</li> <li>• Hard to Build Things – No bids; Costs Going Up for Construction</li> <li>• Stressed out Systems and People</li> <li>• Grants – Too Much of a Good Thing</li> </ul>

## Strategic Goals/Priorities for 2023:

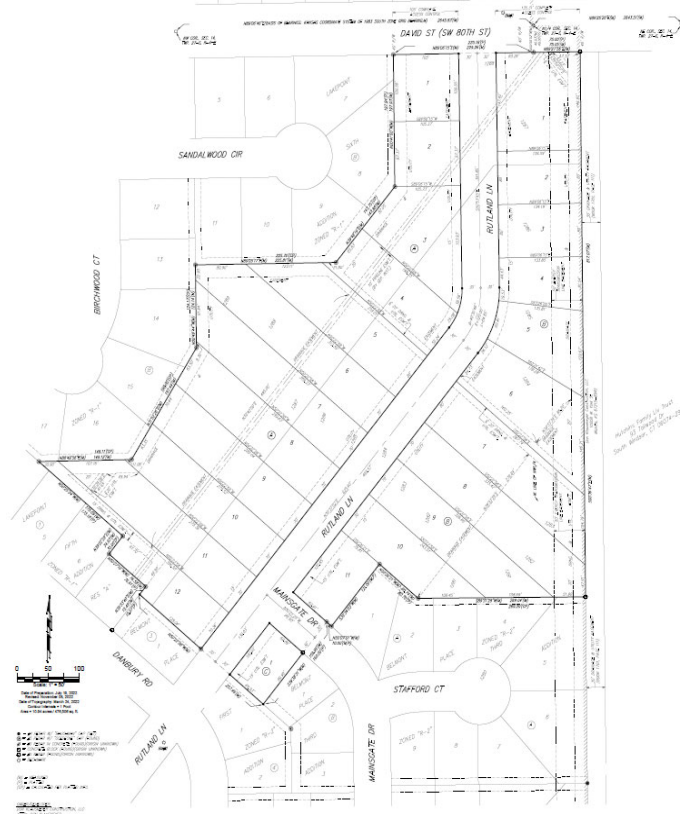
Capital Improvement Projects	Technology Upgrades
<ul style="list-style-type: none"> <li>• Electric Projects – 69 KV, Substation, Industrial Park Feeder, Cooling Towers</li> <li>• Sewer Lift Stations</li> <li>• Skate Park</li> <li>• Community Development Ops Building</li> <li>• Redbud Rail Trail Phase I</li> <li>• MIH Housing Subdivision</li> </ul>	<ul style="list-style-type: none"> <li>• Cemetery Mapping Software - Pontem</li> <li>• AMI Metering</li> <li>• Council Chambers Presentation Equip.</li> <li>• Brightly Asset Management and Work Orders</li> </ul>
Planning Activities	Strategic Initiatives
<ul style="list-style-type: none"> <li>• Stormwater Master Plan</li> <li>• Safe Routes to School Plan</li> <li>• ADA Transition Plan Update</li> <li>• Elmwood Cemetery Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Create Stormwater Utility</li> <li>• A New Niche – Are We a “Trail Town?”</li> </ul>

# 2023 Capital Project Outlook

## Klausmeyer Construction Housing Subdivision

The city was recently awarded the Moderate Income Housing (MIH) grant from the KS Housing Resources Commission. This grant will be utilized as gap financing for a new housing subdivision with 36 units. The City Council will need to move forward with creating the Rural Housing Incentive District (RHID) to supplement the MIH funding. The goal of this financing strategy is to offer the homes for sale without any special assessments.

In January 2023, City staff met with the developer to review planning documents and work to address drainage concerns. It is anticipated that planning documents will be presented to the Planning Commission in March and presented for City Council approval in April. Once approved, the hope is to begin construction in summer 2023.



## AMI Metering Project

The City has received over 1,000 of the Advanced Metering Infrastructure (AMI) water meter sensors and installed over 513 thus far. Implementation will continue throughout 2023. New electric meters are not expected to arrive for another few months.

## Simmons & Lakeside Sewer Lift Stations

This project was delayed until 2022 as a result of not receiving any competitive bids during our recent solicitation. The scope was modified to encourage more bidders, but we still only received two bids with the apparent low bidder (\$692,000) exceeding the engineer's estimate (\$476,250) by 45%. The project was delayed all the way into 2023 due to supply chain issues. The contractor has indicated plans to start with Lakeside lift station in the coming weeks and then move over to Simmons once Lakeside is operational.

## State Street Water Tower Rehabilitation

The State Street water tower finally wrapped up construction near the end of 2022.

## North Ohio Street & Belmont Trail Project

The North Ohio Street Project reached substantial completion and was opened to two-lane traffic in November 2022. Punch list items such as seeding areas adjacent to the construction zone are due by April 2023. The contractor will also return in the spring during warmer weather to re-roll the asphalt when the asphalt is more flexible to smooth rougher area in the surfacing that drivers have observed.

New sidewalks on the south side of Belmont were constructed to complete the pedestrian connection between Ohio Street and Custer Lane. The short section of pavement originally planned for replacement along Belmont was removed from the scope of the project and will be incorporated in a different project at a later date. The city was recently presented with pay application #4, with at least one pay application remaining totaling over \$500,000. The contractor has installed erosion control and seeding.

## **Skate Park**

In January 2023, City Council approved a recommendation by the Park Advisory Board to shift the location for the skate park within Bill Reed Park from the corner of Sunflower and Cron to the open area near Sunflower and State Street in order to avoid special construction requirements over the gas pipeline easement that runs diagonally across the property. The City then received and approved at the February 6 Council meeting a project agreement from the State of Kansas Department of Wildlife, Parks and Tourism for construction of the skate park. City staff has contacted Spohn Ranch (the design build contractor for the skate park) to request a construction agreement to be considered at an upcoming Council meeting.

## **Redbud Rail Trail Project**

In December 2022, City Council approved an engineering agreement with the City Engineer to begin preliminary design for Phase 1, construction of the pedestrian bridge over HWY 54/400. The City Manager presented the project plan to Butler County Commission at their January 24, 2023 meeting. City staff is applying for Kansas Department of Transportation Cost Share program and attempting to secure supplemental funding.

## **CCLIP Project**

At the February 6, 2023 City Council meeting, the Council accepted the City Engineer's revised engineering estimate of \$445,590.70 for the City Connecting Link Improvement Project (CCLIP) for rehabilitation work on HWY 54/400 east of the overpass extending to the city limits (all lanes) and approved award to the lowest responsible bidder, APAC, in the amount of \$442,286.88. City staff is negotiating the agreement with Schwab Eaton for construction engineering services and has proposed a partnership where Schwab handles the administration of the project while using the City's two certified KDOT inspectors for on-site inspection services.

## **Electric Plant Cooling Towers**

Parts have been ordered to complete the cooling tower rehabilitations, but have lengthy lead times before they arrive. Since the ability of the engines to operate is critical in winter, and the engines cannot operate while the cooling towers are offline, crews are waiting until spring 2023 to complete the rehabilitation. If resources allow, the city will submit a budget variance to the BASE grant program to have these units paid for out of grant proceeds.

## **BNSF Mulvane Line Relocation**

In May 2022, BNSF notified the City of Augusta of a need to relocate a section of the 16-18" water distribution line that services the City of Mulvane as a result of their track expansion project between Rose Hill and Cottonwood Falls. They indicated the new track would be in service by June 2023 and that the line would have to be relocated before then. The water line is owned by the City of Augusta and pursuant to the wholesale water contract, Augusta is responsible for the costs of operations and maintenance of the line. BNSF originally indicated that approximately one mile (5,280 feet) of line would need to be

relocated. As of December 2022, this number was revised and is expected to be closer to 2,700 feet located just west of the City of Rose Hill. We have contacted the City of Mulvane to discuss the waterline relocation and to ascertain their interest in being a long-term water customer beyond the term of the current contract, which expires in 2031. Mulvane's water usage is important to the efficient operation of Augusta's water treatment plant. With favorable contract terms, their continuation as a wholesale customer could be a long-term benefit for Augusta when the current contract terms expire.

The City is actively working with BNSF to develop a partnership for BNSF to finance the cost of construction and have the City of Augusta pay down the cost over time. BNSF is working an engineer to develop an engineering proposal for the City's consideration. The project would be financed over a period of 7-8 years, with payments absorbed by the water utility. The City plans to minimize the cost by using smaller, cheaper, more readily available 12" water line to complete the repair.

## **City Lake Dam Repair**

On January 30, 2023, City Council held a work session with the City Engineer to discuss dam repair options. The Council eliminated consideration of the Flexamat solution and approved the engineer preparing bids for the riprap alternatives. The City Engineer has been consulting with local contractors to determine the preferred construction zones and entry areas to complete the repairs. Additionally, staff and the City Engineer are exploring haul routes to minimize the damage to city roadways. An updated street financing model has been prepared to determine the amount of available funding for haul route repairs. Sequencing of this project has become logistically harder with the additional request to complete the city lake intake project.

## **City Lake Intake**

The Augusta City Lake Intake structure is in need of repairs, as noted in our KDHE inspections. Staff has provided information on intake equipment provided by a previous engineer to Schwab Eaton for review. We have a follow-up meeting scheduled with them to discuss the scope of the project and the long-terms needs of the water utility to evaluate the best piece of equipment to meet those needs.

## **Public Works Campus**

The City Engineer has provided a preliminary plat, utility plan, drainage study, and concept drawings for the proposed public works facility (i.e. streets, solid waste, and parks) at 500 Grove. These documents and plans will require quite a few tweaks before we consider them final and are ready to move to the development stage, but we are now making tangible steps towards construction. Our goal is to have the planning process wrapped up by early June so we can begin planning a bond issue for construction while the Council is working through the 2024 budget process.

## **BASE Grant Projects (i.e. Substation, 69 KV, Feeder #8)**

D-J Engineering completed their remaining planned capital equipment purchases to support their business expansion. The final piece of equipment paid for with BASE grant was installed in their new facility in January/February 2023. City crews have been constructing the steel rebar cages for the footings for the southwest substation project. Installation of footings is delayed while engineers resolve floodplain permitting and floodplain map revisions resulting from fill material needing to be installed on the substation site. Engineers are working on identifying the necessary steps to do a conditional letter of map revision and Kansas Department of Agriculture (KDA) floodplain permit. We expect to have an engineering services

agreement with Schwab Eaton and WSP engineering for this engineering work at the February 21, 2023 Council meeting.

Materials for the 69 KV and Feeder 8 project are slowly trickling in. The underground conduit materials have been delivered and are being stored at the electric plant complex while engineers work on securing permitting from BNSF railroad to install the conduit crossing under the railroad to connect to the Industrial Park. The City of Augusta filed with the Kansas Corporation Commission (KCC) a Certificate of Public Convenience and Authority to transact the business of an electric public utility in the state of Kansas on two tracts of land that were previously served by EVERGY, which ceased serving these locations in an earlier action. This land was formally annexed into the City of Augusta and the KCC officially approved the certificate to serve the area on 10/18/2022. These actions were necessary to connect the new substation to the rest of Augusta's electric distribution system to serve customers.



# 2023 Strategic Initiatives





# Strategic Planning

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## 2020-2022 Strategic Plan Review

Augusta's 3-yr strategic plan just wrapped its final year of implementation, although implementation was impacted greatly by the COVID-19 pandemic and other factors. The plan is structured around four primary goals, each with multiple underlying objectives and implementation strategies. The schedule below outlines some of the key accomplishments

### Goal 1: Growth and Development

- Key Accomplishments:
  - Hired City Planner
  - Finalized and Adopted Comprehensive Plan, Zoning & Subdivision Regulations
  - Completed Park System Master Plan Update
  - Successful MIH grant application
  - Construction of Frisco Shops
  - New Retail Shops in Downtown: Free State Cycle works, Walnut Valley Meat Market, At the Park Nutrition & Energy, Renee Michael's Gift Emporium, Butler County Outfitters, H&H Collection, Lori's EmporiYum, etc.
  - Secured \$715,000 in funding to support small businesses through the pandemic
  - Sunflower Trails Grant – Pedestrian Trail Project (\$50,000)
  - KDOT Cost Share Grant – Pedestrian Trail Project (\$75,000)
  - Secured BASE grant funding (\$4 million) for Electric Infrastructure Upgrades
  - Secured \$3.3 million in grant funding for Redbud Rail Trail (transportation/economic development/recreation)
  - Multiple building expansions for DJ Engineering
  - Completed new 40-year water contract with El Dorado
  - Completed RHID creation and secured supplemental MIH grant funding for new housing development
  - Completed Airport runway design
- 2023 Action Items:
  - Hire new Assistant City Manager to oversee community/economic development functions
  - Create Stormwater Utility
  - Complete Platting Process and move MIH housing development to construction
  - Bid airport runway construction project and begin earthwork

### Goal 2: Technology

- Key Accomplishments:
  - Replaced City Hall/Safety Department Server
  - Upgraded to Microsoft 365 Outlook Email
  - Hired TKFast for Cybersecurity and IT Maintenance
  - Utilized SPARKS Funding for Major IT Upgrades (i.e. Asset Tracking and Work Order) Modules, Wi-Fi-enabled tablets, video conferencing, training, etc.)
  - Upgraded almost all computers with outdated operating systems
  - Completed AMI metering pilot project (electric and water meters)
- 2023 Action Items:

- Fully implement utility payment software
- Implement Brightly Asset Management and Work Order systems
- Complete Purchase and install AMI water and electric meters (installation in 2023-24)
- Consider bidding IT services
- Explore options for new financial software for 2024.

### **Goal 3: Attraction, Retention & Development**

- Key Accomplishments:
  - Extended holiday offering for 2020
  - Added Martin Luther King Jr. holiday and floating holiday
  - Employee appreciation month (pandemic)
  - KMIT Gold Star Award Loss Prevention Program 2020, 2021, 2022
  - Reduced Work Comp Premiums 48.5% since 2017
  - Developed Recruitment Video for Public Utilities
  - Implemented Pay Plan Adjustments Citywide (emphasis on Utilities and Public Safety)
- 2023 Action Items:
  - Complete update of personnel manual
  - Host outdoor appreciation event for employees and families

### **Goal 4: Communication**

- Key Accomplishments:
  - Overhauled 2021 Budget document to improve communication of city's financial condition
  - Increased utilization of direct mailed letters for citizen communication (i.e. street projects, community survey invitations, etc.)
  - Added "Project Tracker" tool to city website for construction project updates.
- 2023 Action Items:
  - Complete Revize website redesign
  - Convert Council Meetings to streaming video implementation
  - Conduct Regular Training Drills for Emergency Scenarios (i.e. Flood Events/Cybersecurity/NIMS training)

### **Bike Rack (parked for future)**

- Implement first session of Citizen's Academy
- Implement Performance Measures to Track Effectiveness of City Services
- Lay groundwork for creation of Safe Routes to School (SRTS) plan
- Fully integrate Pontem Cemetery Software with GIS mapping

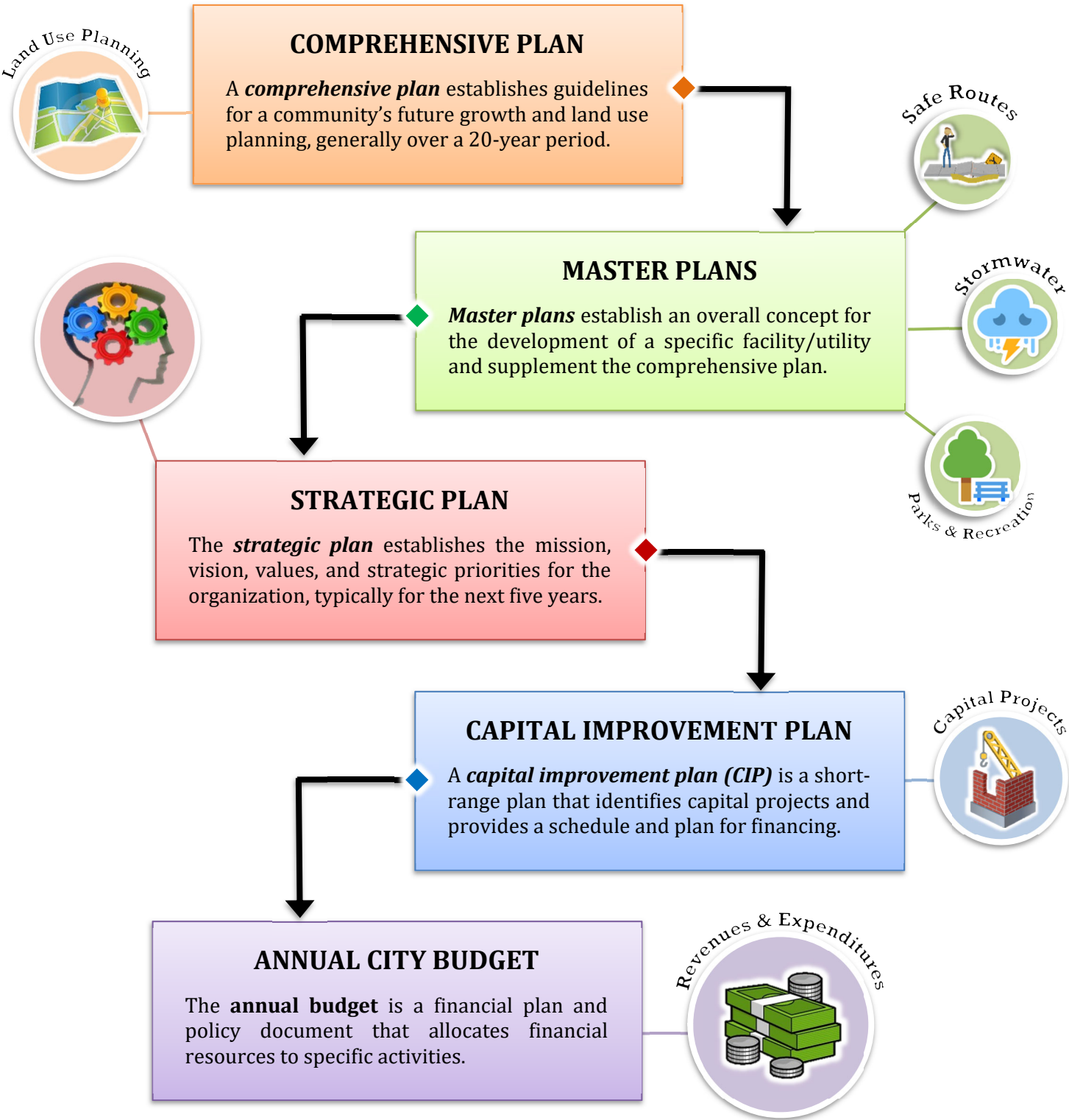
## **Planning Projects - 2023**

The individual master plans for Santa Fe Lake and Elmwood Cemetery did not progress as anticipated with the resignation of our previous city planner. They remain as planning goals for 2023 but will be contingent on hiring an Assistant City Manager to lead the charge as staff is currently stretched very thin.

The Stormwater Master Plan remains as a carryover goal for 2023 from last year. While staff made progress with the GIS mapping and LIDAR work for the southwest part of town, planning activities were delayed as we searched for replacements for our city planner and public safety director positions. The original plan was to complete the stormwater master plan and implement the stormwater utility to pay for the projects identified in the plan. To do the full analysis we need to do, including potential hydraulic evaluation, we may need the funding from the stormwater utility to pay the cost for the master plan itself.

Two new planning activities were added to our plate in 2022 and have been carried over to 2023, including development of a Safe Routes to School Plan (SRTS) and an update to our ADA transition plan. The SRTS plan is a critical component for pursuing funding for constructing and rehabilitating sidewalks in our community. For communities of Augusta's size, we are an outlier in terms of now having an adopted SRTS plan. Our ADA transition plan was drafted in 1992 and is need of revisions and updates to reflect our current facilities and infrastructure needs. The ADA plan will also likely tie into our sidewalk planning as crosswalks and sidewalks must be designed and constructed per ADA standards. Staff began reaching out to consultants in August 2021 to identify specialists with extensive experience in ADA planning. We are currently reviewing a draft request for proposals (RFP) for the ADA Transition Plan.

# City Planning Hierarchy





# Pride & Progress Projects Phase III



## Airport Runway Project

- **Est. Cost: \$11,000,000**
- Land acquisition completed in 2020
- Complete Engineering Design with FAA Grant in 2023
- Begin earthwork in fall 2023.
- Begin construction in 2024 to relocate and extend runway south



## Skate Park

- **Est. Cost: \$220,000**
- Site selected in Bill Reed Park
- Executed LWCF Grant agreement to secure funding
- Reaching out to Spohn Ranch to finalize agreement and plan for construction in 2023



## Community Development Operations Complex

- **Est. Cost: \$5,000,000**
- New facilities to collocate parks, streets, and solid waste divisions at Grove Street Complex
- Electric Distribution will relocate to existing solid waste building.
- Sell Parks facility on Ohio Street



# Street Sales Tax Planning

## Historical Approach

Augusta implemented a local sales tax for street maintenance projects in 1990 and the citizens of Augusta have routinely supported the local sales tax since that time. Most recently, Augusta’s citizens supported a 10-yr extension of the 1% local option sales tax by a 2 to 1 margin in the April 2016 ballot measure. The local option sales tax currently generates approximately \$600,000 per year in resources for street maintenance projects. Historically, the Street Sales Tax Committee reviewed projects on an annual basis and made recommendations to fund an annual program of maintenance activities with cash. Consequently, the scale of the annual street sales tax program was small, affecting only a few blocks per year while the remainder of the City continued to deteriorate. Additionally, the committee had a “worst-first” philosophy that saw large amounts of money allocated towards major reconstruction projects instead of preservation activities to extend the life of existing streets. This strategy changed beginning in 2017 with the implementation of a new “3-yr package” plan utilizing temporary note proceeds.

## The New Strategy

During the 2016 Street Sales Tax Program discussions, city staff presented members of the Street Sales Tax Advisory Committee and City Council with a new financial approach to paying for street maintenance projects. Instead of paying cash for projects on an annual basis, the city now leverages multiple years of revenue through a short term bond issue. The bond issue provides three (3) years of revenue up front, which allows the scale of maintenance projects and improvements to be increased significantly. The city makes annual debt service payments utilizing sales tax proceeds to retire the debt.

**The proposed financing strategy is outlined in the table below:**

2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
*	Street Sales Tax Pkg. #1								
			*	Street Sales Tax Pkg. #2					
					*		Street Sales Tax Pkg. #3		

**\*Temporary Note Bond Issue – Streets**

Instead of ten 1-yr programs, the City will plan for three 3-yr programs. Bond issues totaling roughly \$1.5 million will occur in the years 2017, 2020, and 2022 as demonstrated in the schedule above. After the higher intensity repair projects are completed in the first year of each program, city staff will focus on remedial maintenance activities (i.e. crack filling, sealing, patching, etc.) in the off years until the next bond issue.

## Future Project Outlook

The final street sales tax package #3 will be bid in 2023, but the financing was rolled into the North Ohio Street and CCLIP projects financing package in 2022 to take advantage of lower interest rates before they started rising as a result of the federal government’s work to combat inflation. The street sales tax committee met in late 2021 to prepare recommendations for street projects and developed a phased preservation strategy with widespread impact across large swaths of the community.

# Street Financing Package Example

This financial example from the 2017 street sales tax package demonstrates how the short term package financing works. The strategy adds a cost of issuance for our finance advisor and bond counsel to perform the transaction, plus whatever interest costs are associated with the bonds. In return, the city reduces mobilization costs, per unit pricing, and completes repairs in a timelier manner rather than allowing streets to degrade further resulting in higher costs later for construction.

SOURCES AND USES OF FUNDS	
City of Augusta, Kansas General Obligation Temporary Notes Series 2017-1 -Preliminary-	
Dated Date	05/01/2017
Delivery Date	05/01/2017
Sources:	
Bond Proceeds:	
Par Amount	1,435,000.00
	1,435,000.00
Uses:	
Project Fund Deposits:	
Project Fund	1,390,000.00
Cost of Issuance:	
Financial Advisor	12,500.00
Bond Counsel	8,000.00
Rating Fee	4,000.00
OS Printing	2,500.00
Publications	1,000.00
Paying Agent	750.00
CUSIP Fee	300.00
Kansas State Treasurer Issue Setup Fee	300.00
Bond Certificate Printing Expense	270.00
AG Transcript Approval Fee	250.00
Bond Registration Fee	30.00
Miscellaneous	250.00
	30,150.00
Underwriter's Discount:	
Other Underwriter's Discount	14,350.00
Other Uses of Funds:	
Deposit to Debt Service Fund	500.00
	1,435,000.00

**\$1,390,000**  
Funds available for street maintenance projects (construction only).

**\$45,000**  
Cost of Issuance – 3.2%

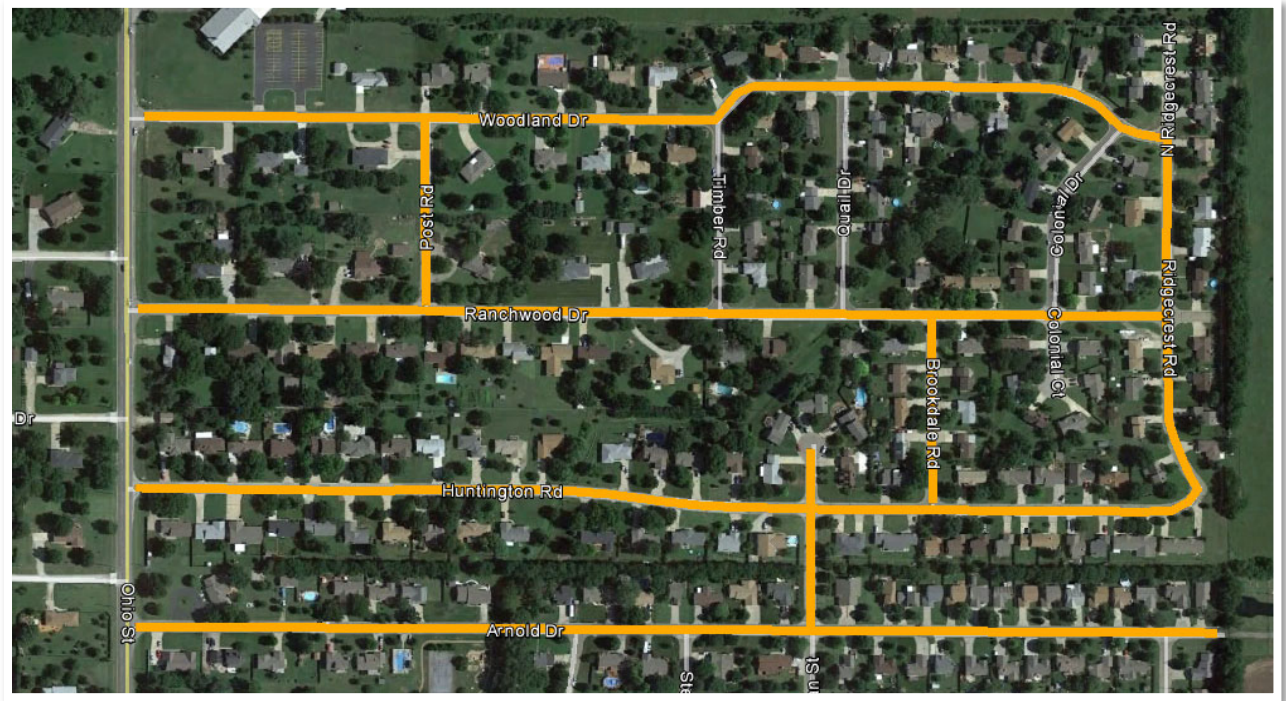
BOND DEBT SERVICE					
City of Augusta, Kansas General Obligation Temporary Notes Series 2017-1 -Preliminary-					
Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
03/01/2018			20,366.67	20,366.67	
09/01/2018	465,000	1.500%	12,220.00	477,220.00	497,586.67
03/01/2019			8,732.50	8,732.50	
09/01/2019	480,000	1.750%	8,732.50	488,732.50	497,465.00
03/01/2020			4,532.50	4,532.50	
09/01/2020	490,000	1.850%	4,532.50	494,532.50	499,065.00
	1,435,000		59,116.67	1,494,116.67	1,494,116.67

**\$497,587**  
Annual debt service payment – 85% of projected annual revenue

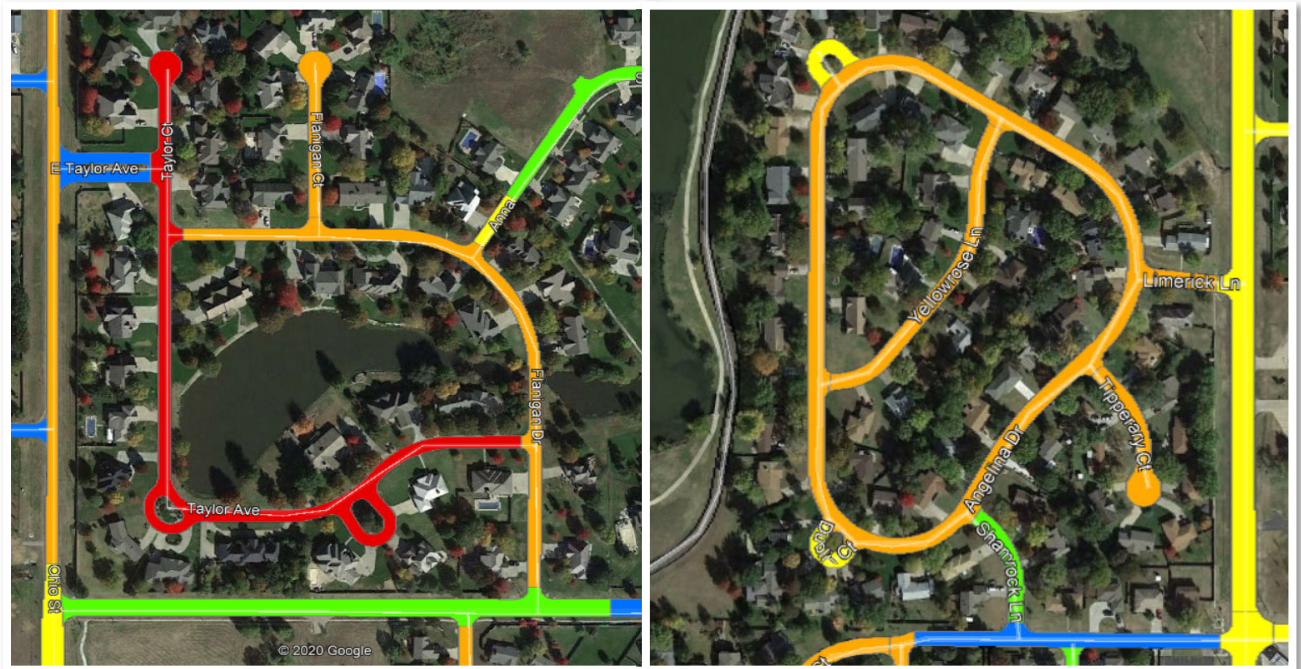
**\$59,116**  
Interest Costs – 4.3%

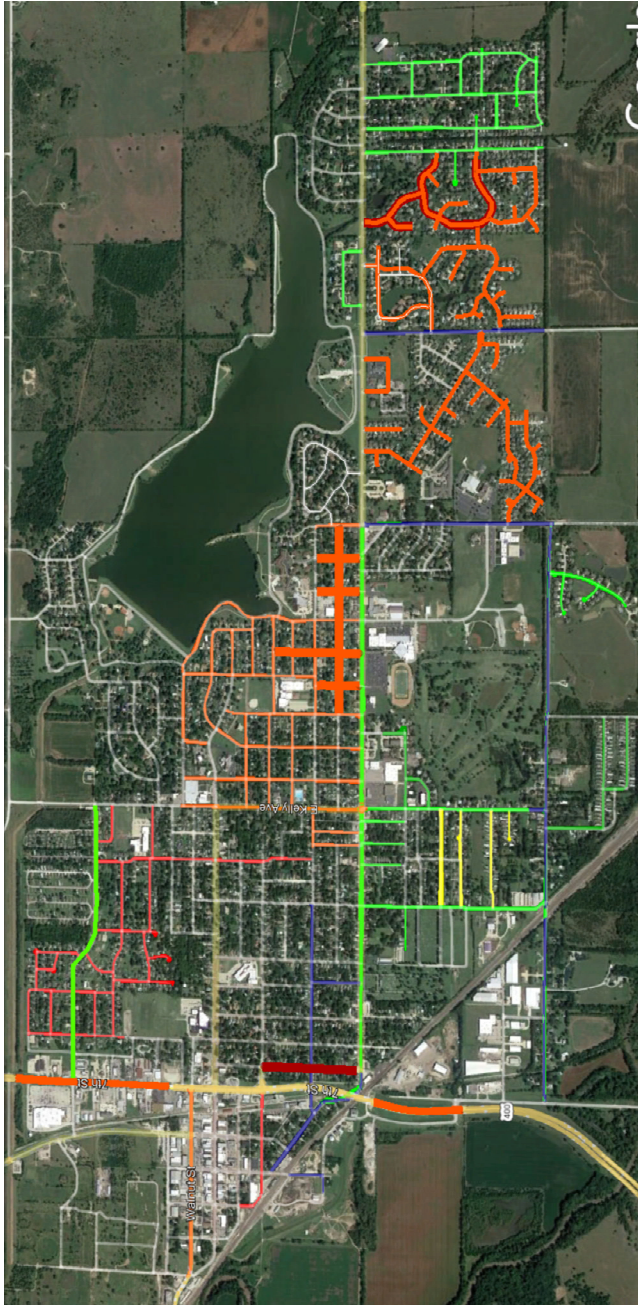


## 2017 Street Sales Tax Program



## 2020 Street Sales Tax Program





## Mill & Overlay and Major Reconstructions

As a result of the new financing strategy, a large number of major maintenance projects has been completed since 2017, including the following:

- Woodland Drive
- Ranchwood Drive
- Huntington Road
- Arnold Drive
- Post Road
- Ridgecrest Road
- Brookdale Road
- Kelly Street (Ohio – Hooper Dr.)
- 13<sup>th</sup> Avenue (Ohio – Johnson St.)
- 14<sup>th</sup> Avenue (Ohio – Johnson St.)
- 15<sup>th</sup> Avenue (Ohio – Johnson St.)
- Taylor Avenue & Taylor Court
- Flanagan Drive & Flanagan Court
- Yellowrose Lane
- Angelina Drive
- Limerick Lane
- Tipperary Court
- Shamrock Lane
- Industrial Road
- Broadway (Industrial – Custer)
- Dearborn (14<sup>th</sup> – Kelly Ave.)
- State Street (Shirley – Sunflower)

Additionally, the city completed the South Ohio Project and recently reached substantial completion on the North Ohio street construction project.

*Crack filling & Sealing Map 2014-2021*

## Preventative Maintenance as a Priority

In addition to major street improvement projects, the city also set aside money annually for preventative maintenance activities to improve the long term upkeep of the road network. Street crews have crack filled about 40% of the city's streets since 2018 and about 90% since 2014. Asphalt rejuvenator has also been added to the 2017 street sales tax projects to extend their useful life before to prolong the need for the next major maintenance project. Rejuvenation and crack filling will be annual activities going forward.



### ***2022 Pilot Projects***

In 2022, the city experimented with new surface preservation treatments to extend the life of our aging asphalt streets. These surface treatments included microsurfacing on Moyle Street between Fanny and Belmont; Slurry seal on Haines and Grand between Dearborn and Ohio Street; and a product called “Onyx” on Sunflower between Dearborn and Ohio and Kansas Ave. between Cron and Ohio Street.



These preservation projects are designed to forestall the degradation process by sealing and adding new driving surface on top of asphalt that is approaching critical maintenance trigger points. Broad application of preservation treatments is one way of stretching our maintenance dollar to get the maximum life out of asphalt before major reconstruction is necessary.



## 2021-2026 Street Sales Tax Financing Model - Updated

Year	2021	2022	2023	2024	2025	2026
<b>Fund 12 Starting Cash Balance</b>	<b>\$1,206,493</b>	<b>\$1,538,320</b>	<b>\$1,901,333</b>	<b>\$152,192</b>	<b>\$175,192</b>	<b>\$155,192</b>
<b>Revenues</b>						
Annual Sales Tax <sup>1</sup>	\$748,722	\$823,185	\$815,000	\$815,000	\$815,000	\$675,000
N.Ohio / 2023 Streets 3rd Pkg. Temp Notes <sup>2</sup>		\$1,667,906				
Old GI Project Fund 75 Cash Balance <sup>3</sup>	\$92,683					
CIP Fund 16 <sup>4</sup>						
CCLIP Grant <sup>5</sup>			\$300,000			
<b>Total Revenues</b>	<b>\$841,405</b>	<b>\$2,491,091</b>	<b>\$1,115,000</b>	<b>\$815,000</b>	<b>\$815,000</b>	<b>\$675,000</b>
<b>Total Resources (Starting Balance+New Rev)</b>	<b>\$2,047,898</b>	<b>\$4,029,411</b>	<b>\$3,016,333</b>	<b>\$967,192</b>	<b>\$990,192</b>	<b>\$830,192</b>
<b>Expenditures</b>						
2020 Sales Tax Temp Notes <sup>6</sup>	\$399,058	\$413,200	\$419,150			
Crackfilling/Sealing/Patching Program <sup>7</sup>	\$51,190	\$119,867	\$75,000	\$125,000	\$100,000	\$100,000
2020/2023 Projects Rejuvenation <sup>8</sup>				\$75,000	\$150,000	
<b>N. Ohio / Pkg. #3 Temp Notes 2022 <sup>9</sup></b>			\$47,772	\$592,000	\$585,000	\$578,000
North Ohio Construction Project <sup>10</sup>	\$99,610	\$1,595,011	\$406,132			
Street Sales Tax Package #3 <sup>11</sup>			\$700,000			
54/400 CCLIP <sup>12</sup>			\$516,087			
City Haul Road Repair - Dam Project <sup>13</sup>			\$700,000			
<b>Total Expenditures</b>	<b>\$549,858</b>	<b>\$2,128,078</b>	<b>\$2,864,141</b>	<b>\$792,000</b>	<b>\$835,000</b>	<b>\$678,000</b>
<b>Total Resources (Starting Balance+New Rev)</b>	<b>\$2,047,898</b>	<b>\$4,029,411</b>	<b>\$3,016,333</b>	<b>\$967,192</b>	<b>\$990,192</b>	<b>\$830,192</b>
<b>Total Expenditures</b>	<b>\$549,858</b>	<b>\$2,128,078</b>	<b>\$2,864,141</b>	<b>\$792,000</b>	<b>\$835,000</b>	<b>\$678,000</b>
<b>Fund 12 Ending Cash Balance <sup>14</sup></b>	<b>\$1,498,040</b>	<b>\$1,901,333</b>	<b>\$152,192</b>	<b>\$175,192</b>	<b>\$155,192</b>	<b>\$152,192</b>

### Street Financing Model Notes

- <sup>1</sup> This represents estimated revenues from the 50% portion of the local 1-cent sales tax for streets.
- <sup>2</sup> This is the total amount of bond proceeds from the combined bond issue (N. Ohio, CCLIP, and Pkg. #3)
- <sup>3</sup> This is leftover cash in Project Fund 75 that can be utilized as cash on hand for N. Ohio instead.
- <sup>4</sup> This transfer from CIP Fund 16 will supplement for cash flow in Street Sales Tax Fund 12 only as needed.
- <sup>5</sup> This is the revenue from the CCLIP grant proceeds for construction.
- <sup>6</sup> Existing debt payments for Lakewood Estates and Knebler Add. Temp. Notes
- <sup>7</sup> This is an annual allocation for Street Division for crack filling/sealing/patching (i.e. remedial maint.).
- <sup>8</sup> This is funding for rejuvenation (chemical) treatments to extend life of recently paved roadways.
- <sup>9</sup> This is the annual debt schedule for Series 2022-B (N. Ohio, CCLIP, and Pkg. #3) with interest only payment in 2023, amortized principal & interest debt payments in 2024-2026)
- <sup>10</sup> Estimated unpaid engineering and construction balance remaining on the N. Ohio project to KS Paving and Schwab Eaton.
- <sup>11</sup> Construction costs for 2023 preservation surfacing program (aka Street Sales Tax Pkg. #3).
- <sup>12</sup> This is the estimated engineering and construction costs for the CCLIP project.
- <sup>13</sup> This is funding held back for repairs to city streets use for haul routes for dam repair project.
- <sup>14</sup> This represents projected ending cash balance for the calendar year; shows positive cash balance in 2026 when current 1.0% street sales tax expires and a new sales tax will have to be voted on by the public.

## Street Financial Model Narrative

Major street repairs and preventative maintenance activities are funded by 50% of a local 1-cent sales tax that is scheduled to expire in 2026. Accordingly, all project financings must wrap up within that window. While the intent is to submit a new sales tax for public vote, for planning purpose, the model presumes that the street sales tax sunsets and expires in September/October 2026. The preceding table provides an updated four-year financing model extending through the sales tax expiration in 2026 incorporating the latest activity from 2022. The model shows the actual 2023 starting cash balance in Street Sales Tax Fund 12 and forecasts out planned street expenditures in three major categories:

### *Street Preservation Activities (Street Crews)*

1. **Crackfilling/Sealing/Patching** – This is the annual program funding for street division crews to complete repair and preservation work throughout the city.
2. **Rejuvenation** – This is an allotment for rejuvenator chemicals to be installed on recently paved road services to restore oils and enhance flexibility to extend the life of the pavement.

### *Projects*

1. **North Ohio** – This is remaining unpaid balances to complete construction/engineering on project.
2. **54/400 CCLIP** – This is local match for construction & engineering for 54/400 CCLIP project scheduled to begin construction in April 2023.
3. **Street Sales Tax Pkg. #3** – This is for surface preservation treatments (i.e. micro surfacing) on a new road package that we plan to bid in 2023. These treatments will slow degradation over a wide swath of the community.
4. **City Haul Road Repair (Dam Project)** – This is a new line item to provide funding for rehabilitating any city roadways damaged from hauling activities for the dam repair project.

### *Debt Financing*

1. **Series 2020 Temporary Notes** – The final payment on our last set of temporary notes (Street Pkg. #2) will be made in 2023.
2. **Series 2022-B Temporary Notes** – The first interest only payment for these temporary notes (for N. Ohio, CCLIP, and Street Pkg. #3) will occur in 2023 with principal payments between 2024-2026.

The financing model is flexible enough and was designed to maintain at least a \$150,000 ending cash balance to provide a cushion if sales tax revenues underperform or if we have an emergency project. This model pays off our planned debt obligations and project costs while preserving funding for a robust annual preservation program led by our street division crews. The model forecasts an available cash balance of about \$1.4 million to be split between Street Sales Tax Pkg. #3 and City Haul Road repairs as needed.

## 2023 Projects Update – North Ohio Street & Belmont Pedestrian Trail

The North Ohio Street & Belmont Pedestrian Trail project reached substantial completion in November 2022. The contractor is working on the punch list items including erosion control and seeding operations. Through February 8, the City has processed three payments to Kansas Paving totaling \$1,278,541.33. Pay application #4 was just submitted by City Engineer Schwab Eaton in the amount of \$75,556.01 and will be considered by the City Council for approval at the February 20, 2023 meeting. This invoice would bring the total amount paid to \$1,354,097.34, leaving an unpaid balance of \$518,679.13.

Staff presumes the remaining unpaid balance will be requested in Pay Estimate #5. Of this remaining balance, \$179,860.02 will be paid out of Pride & Progress Project Fund 56 for the Belmont Pedestrian Trail portion of the project. The remaining \$338,819.11 will be paid out of Street Sales Tax Fund 12.

Contractor	N Ohio	Pedestrian Trail	Total
Kansas Paving	\$1,692,916.44	\$179,860.02	\$1,872,776.46

## CCLIP Highway Projects

The city received a \$300,000 CCLIP grant for the highway section east of the overpass and recently bid the project for construction. The City Council awarded the project to APAC in the amount of \$442,286.88. Construction is scheduled to begin between April and early June. Our local match and engineering costs will be paid out of Street Sales Tax Fund 12 and were included in the temporary note financing for the Series 2022-B financing (including N. Ohio Street, CCLIP, and Street Sales Tax Preservation Pkg. #3).



Contractor	CCLIP
APAC	\$442,286.88

## Brick Streets

Despite our progress in implementing a more proactive and scaled approach to street project planning generally, the issue of brick street maintenance has grown in recent years. There are many pros and cons to brick streets. Brick streets have a long useful life but can be expensive to maintain and make repairs to because they are labor-intensive. Due to the amount of utilities we have installed and in need of repairs underneath brick streets, high cost investments in improving the driving surface will likely be short-lived. The life cycle costs of brick streets are generally better in the long term, but expensive when it comes to short-term repair costs. Largely as a result of these costs and the risk of spending a lot of money and still

ending up with poor driving surfaces, the city has focused most of its resources on repairs to other types of pavement in recent years. However, brick streets still serve a lot of people in our community and we owe them an explanation regarding our strategy for maintaining these streets going forward. Staff believes that engaging in a community conversation about brick streets is warranted to help determine their future so that we can provide our citizens with better answers about how they are being maintained.

- <https://www.rigov.org/DocumentCenter/View/1127/Brick-Street-Plans?bidId=>
- [http://wilmington.granicus.com/DocumentViewer.php?file=wilmington\\_0cf3bdfc1605de4a380ddcf9119ad55a.pdf&view=1](http://wilmington.granicus.com/DocumentViewer.php?file=wilmington_0cf3bdfc1605de4a380ddcf9119ad55a.pdf&view=1)
- [https://assets.lawrenceks.org/assets/agendas/cc/2017/07-11-17/pw\\_cmr\\_brick\\_street\\_maintenance\\_policy.pdf](https://assets.lawrenceks.org/assets/agendas/cc/2017/07-11-17/pw_cmr_brick_street_maintenance_policy.pdf)



# Utilities of the Future

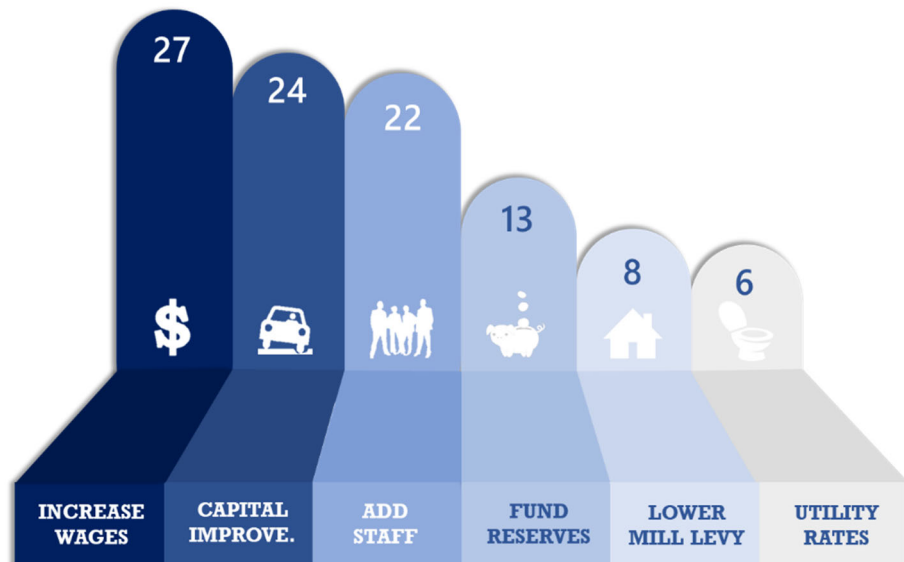
## Utility Funding Potential Uses - 2017

During the 2017 strategic retreat, City Council members were asked to rank a variety of potential strategies to utilize the utility windfall resulting from the expiration of outstanding utility debt by the 2022 budget year. As of January 2022, all of this utility debt is now expired. The following section of this report outlines progress on the **top 3 strategies** identified by the City Council during the 2017 strategic retreat exercise. The exercise forced Council-members to allocate 100 points to each of the potential uses for utility funding; the results of that exercise are shown in the illustration to the lower left.

## Strategies Selected by City Council

### Strategy 1: Increase Wages for Utility Workers

Utility trainees/operators are challenging to recruit and retain given the physical nature of the work, the limited opportunities for advancement, and the overall lower wages (especially compared to the private sector). Increasing wages is one potential strategy for making the positions more attractive and encouraging length of service of existing employees.



### Strategy 2: Invest in Infrastructure Improvements

Augusta's infrastructure is aging. Many areas of the community require major upgrades to improve service capabilities to customers. Staff sees an opportunity to combine these utility revenues with street sales tax money to coordinate utility upgrades and street repairs at the same time.

### Strategy 3: Add Front-Line Staff Positions

The City provides utility services with minimal staffing. Most of our divisional teams consist of a handful of employees, making it difficult to carry out routine services if any one of those positions is vacant or if a single employee is absent for any reason. Most of our utility divisions have experienced staffing shortages in the past couple of years. The COVID pandemic has exacerbated our shortages and made it more difficult to keep up with daily demands.



**Strategy 1: Wage Adjustment Progress**

The city has taken numerous steps to improve wages for city employees since 2017 with specific emphasis on utility skilled trade workers. The table to the right shows the average worker’s wage (non-director level) in 2017 compared to 2023. The average wage for utility workers improved by 32-65%. Comparatively, average wages for the largest general fund department (Public Safety) increased 20% over the same period. The public safety figure is skewed for two reasons: the new specialized model with firefighters paid a lesser hourly rate, and the considerable turnover in the department with newer, less experienced employees replacing longer term employees. For the 13 public safety employees who remain from 2017, their average wage increased from \$22.86 to \$32.25 (or 41%).

<b>Average Wage</b>			
<b>Utility/Dept</b>	<b>2017</b>	<b>2023</b>	<b>%</b>
Solid Waste	14.71	24.25	65%
Water	18.11	24.00	33%
Wastewater	18.26	24.04	32%
Electric	21.54	28.96	34%
Public Safety	21.29	25.59	20%

Growth in average wages was achieved through several strategies. First, the City Council has routinely approved **COLA and Merit increases** since 2014. The city established a pay plan classifying positions by grade with midpoints set based on market analysis. At the 4.0% combined level for COLAs and Merits, a new trainee with no relevant experience starting at the minimum of their grade should approach their midpoint around the 10-year mark and their maximum around the 20-year mark. This is what we refer to as **“pace” of the pay plan**. We evaluate employees on an individual basis to determine if their current wage coincides with this plan pace and make one-time adjustments as budget allows. While not everyone falls perfectly in line, we have made tremendous progress over the past six years.

<b>Year</b>	<b>Budget COLA</b>	<b>Budget Merit</b>	<b>Avg. Merit</b>
2017	1.0%	3.0%	2.25%
2018	1.0%	3.0%	2.31%
2019	1.0%	3.0%	2.45%
2020	1.5%	3.0%	2.64%
2021	2.0%	3.0%	2.58%
2022	2.0%	3.0%	TBD
2023	5.0%	0.0%	N/A
	<b>13.5%</b>	<b>18.0%</b>	

The second strategy involves implementation of skills/certification based pay adjustments for water, wastewater, and electric utility workers to provide additional pay adjustments when specified training levels/certifications have been achieved by the employee. Once sufficient certifications are achieved, workers can progress up the pay grades through promotion to a higher level operator.

Beyond simple wage adjustments, numerous pay grades in the plan have been adjusted to better align with market wages and to address “compression” issues in the pay plan. Compression occurs when there is a significant overlap the wage bands between pay grades and when newer employees are brought in at higher wages than longer term employees serving in the same positions.

<b>Pay Play Adjustments 2017 - 2022 by Grade</b>			
<b>Grade</b>	<b>% Change</b>	<b>Grade</b>	<b>% Change</b>
<b>10</b>	14.0%	<b>60</b>	20.5%
<b>20</b>	18.3%	<b>70</b>	31.0%
<b>30</b>	22.3%	<b>80</b>	21.0%
<b>40</b>	22.5%	<b>90</b>	17.2%
<b>50</b>	15.5%	<b>100</b>	14.0%

Pay grade shifts have mainly been focused in the middle paygrades where the majority of employees fall. For example, the current hire-in wage for new safety officers with no experience (\$19.00/hr) is about 17.6% higher than the starting wage in 2017. The 2022 hire-in wage for new Grade 70 electric journeymen linemen positions (\$30.00/hr) is about 58% greater than the hire-in wage in 2017.

For comparison purposes, the city’s mill levy has increase about 14.4% since 2017 and the CPI inflation index has increased 21.0%. In short, annual COLAs were generally keeping pace with inflation until the major spike in 2021 and have now fallen behind. The pay plan in 2023 is currently about 7-8% behind the marketplace from an inflationary perspective.

## Strategy 2: Investing in Infrastructure

After revamping the pay plan and pay strategies for utility workers, the next major priority identified by Council involved putting money back into our existing infrastructure. Each of our utilities and our streets division have seen major increases in infrastructure investment over the past five years (about \$12.17 million of estimated improvements). Despite these significant investments, utility rates and property tax rates hover around average in the metropolitan region. The tables below summarize investment in major infrastructure projects since 2017:

Completed Infrastructure Projects	Est. Cost	Year
South Ohio Street Project (roads & utilities)	\$3,440,000	2017
Street Sale Tax Package #1	\$1,423,637	2018
Sewer Basin A – Lining & Repairs	\$1,800,000	2019
Street Sale Tax Package #2	\$1,178,945	2020
Electric Distribution System	\$1,050,000	2018-2021
Water Distribution System	\$100,000	2018-2021
North Ohio Street Project	\$1,872,776	2022
State Street Water Tower and Water Meters	\$1,300,000	2022-2023
<b>Totals</b>	<b>\$12,165,358</b>	<b>2017-2022</b>

Upcoming Infrastructure Projects	Est. Cost	Year
Sewer Lift station	\$692,000	2023
CCLIP / Street Projects Pkg #3	\$1,216,000	2023
Haul Road Repairs (Dam Project)	\$700,000	2023
City Lake Dam Repair	\$1,000,000	2023
City Lake Intake Structure	\$500,000	2023
BASE (i.e. Substation, 69 KV, Feeder #8)	\$3,250,000	2023-2024
Airport Runway	\$11,000,000	2023-2024
<b>Totals</b>	<b>\$18,358,000</b>	<b>2023-2024</b>

The city implemented a new financing strategy (discussed in prior section) for street improvements that has dramatically scaled up the scope of street maintenance packages and emphasized preventative maintenance activities to decrease the pace of pavement degradation. The city utilized new financing strategies through CDBG grants and revolving loans to tackle sewer line improvements in one of our large basins. Additionally, the city completed all major upgrades to the WWTP identified in the city’s first CIP plan from 2013 and also purchased new equipment to improve the efficiency of maintenance activities. The electric department has performed several large transmission line projects as we focus on improving reliability and accommodating new development. Revolving loan funding allowed the city to rehabilitation State Street water tower and invest in Advance Metering Infrastructure (AMI) for water meters. Water crews have utilized annual budget allocations to replace undersized and damaged water mains. North Ohio Street, CCLIP, and any projects included in Street Sales Tax Pkg. #3 will exhaust any remaining funds through the expiration of the local 1.0% sales tax in 2026. In summary, we are leveraging resources to improve our physical infrastructure at a much greater pace, but there is so much still left to do.

### *Strategy 3: Staffing Levels*

The city has added tree trimming crews and one additional linemen in recent years to enhance our capacity for tackling needed electric system upgrades. Revamping the solid waste division leadership structure helped achieve stability in the division and continues to allow Augusta to run a lean operation reliably without adding staff. Public safety recruiting improved once the city moved to a specialization model for police & fire. As an organization, our administrative team is on the smaller side and would benefit from additional personnel; however, our primary focus since 2017 has been front-line operational laborers and skilled trade workers.



# 2023 Grant Funding

## Grant Funding

The City was aggressive in pursuing grants in the 2022 calendar year resulting in over \$8.0 million in grant funding for various projects throughout the city. These projects are in early stages or active construction status and require a considerable amount of time and resources to complete construction and keep up with grant reporting requirements. The City has largely exhausted its available funds for matching purposes so pursuing additional grants for any new projects will be difficult in 2023. Staff intends to pursue KDOT Cost Share funding to continue reducing the local match for the Redbud Rail Trail Bridge project. Additionally, staff is coordinating with local tourism related businesses to explore opportunities under the newly announced SPRINT program through the KS Department of Commerce.

**SPRINT**



<b>Due: February 27th</b>	<b>Due: March 23rd</b>
<b>Tourism</b>	<b>Transportation</b>
<b>Cost Match:</b> None	<b>Cost Match:</b> 85/15
<b>Max Grant:</b> \$10 Million	<b>Max Grant:</b> \$1.5 Million
<b>Local Match:</b> None Required	<b>Local Match:</b> KDOT Fund Exchange Dollars
<b>Project Ideas:</b>	<b>Project Ideas:</b>

**Augusta Historic Theater** – Restoration of structured glass façade; roof repairs; HVAC upgrades; and stage repairs.

**Twisted Oz Museum** – Potential upgrades to facilities, including surrounding parking lot and infrastructure; creation of new exhibits.

**Redbud Rail Trail Project** – Request supplemental funding through Cost Share to assist with the local match requirement for the federal Transportation Alternatives grant.



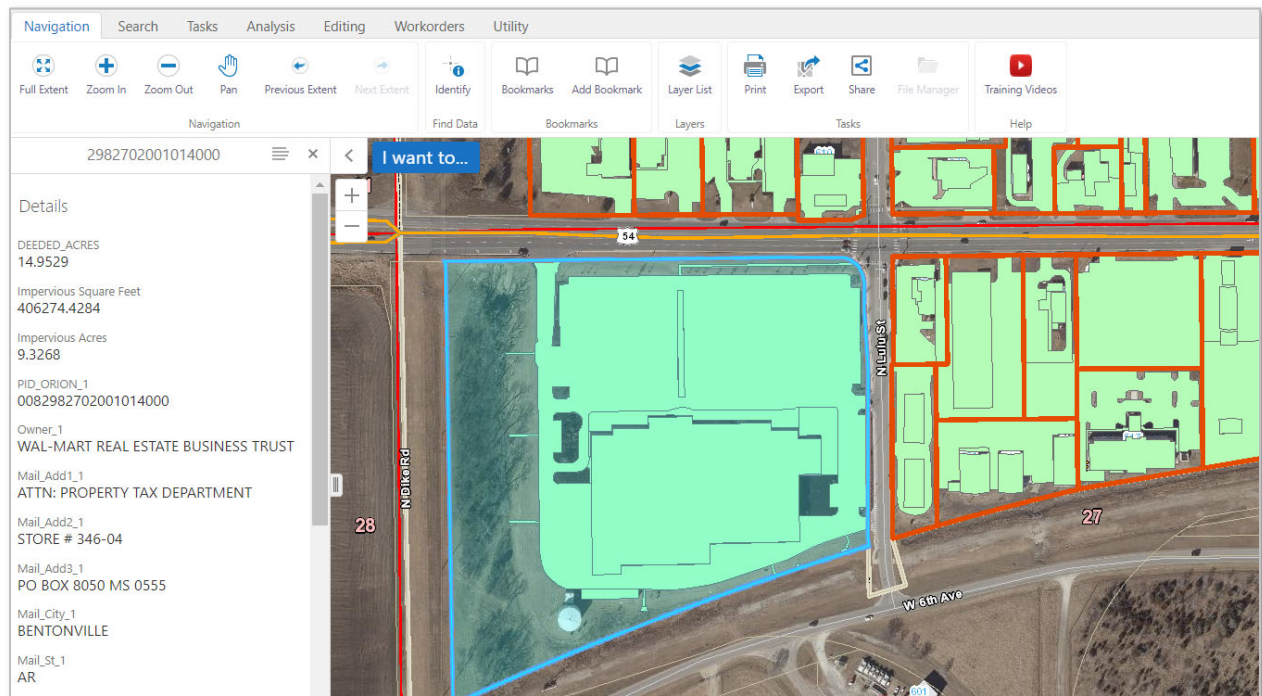
# Creation of a Stormwater Utility

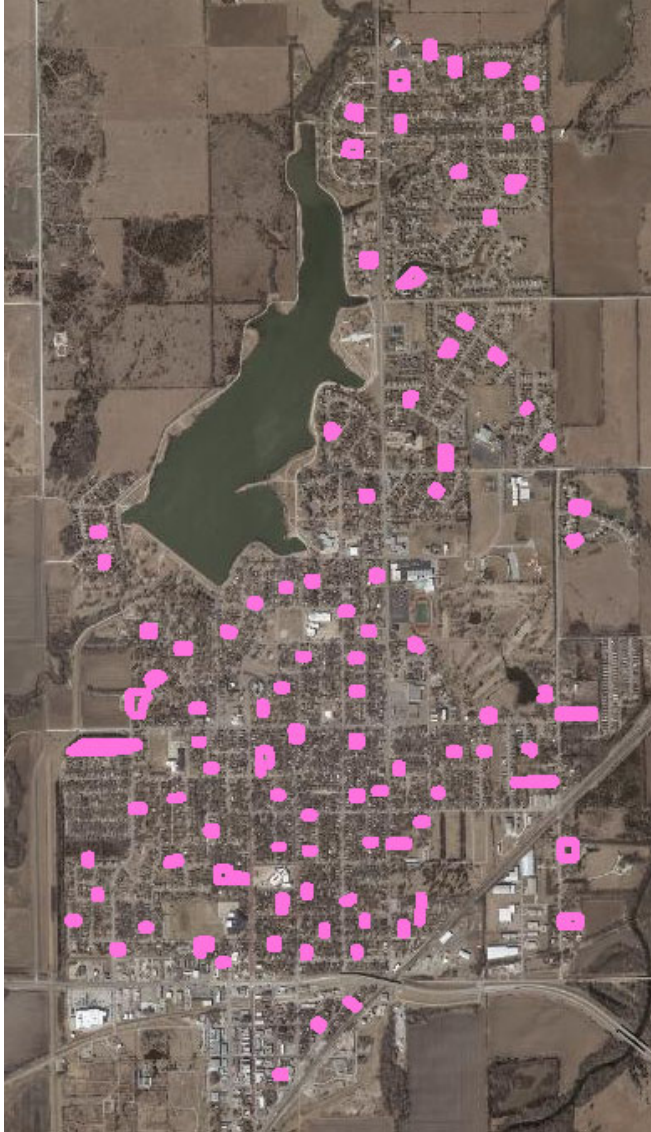
## Background

Creating a stormwater utility has been discussed by the City of Augusta going back as far as 2008-2009. One of the first projects the current city manager worked on for the city was a presentation on stormwater utilities summarizing how they are structured. Since that time, the City has continued to experience flooding. Existing infrastructure has a demonstrated capacity problem during sizeable precipitation events, which unfortunately, have been more frequent than history would have suggested. The city has some existing stormwater infrastructure but the streets are largely responsible for conveying stormwater where it needs to go. This creates a lot of additional wear and tear on streets and contributes to property damage when vehicles and private properties are impacted by street flooding. The purpose of a stormwater utility is to generate financial resources to pay for stormwater improvement projects and flood control to mitigate such damage and disruption in the future. The City Council discussed the need for a stormwater utility after the May 2019 flood and in the 2020-21 Budgets included funding to create the utility.

## Implementation

The first activity completed was the creation of an “impervious surface layer” on the city’s GIS map. This layer maps the impervious surfaces (i.e. pavement, buildings, etc.) that create stormwater runoff by preventing the water from filtering into the ground. Impervious surface serves as the basis for calculating a usage fee to implement for the utility. The city contracted with Midland GIS (now SAM) to create this layer, which was completed in March 2020. All non-residential properties had their impervious surfaces mapped to determine total square footage, which is one of the attributes of the map when you click on property details.





### **Residential Properties (ERU)**

Residential properties are treated in a uniform way with a flat fee in the vast majority of stormwater utilities. This is achieved by taking a representative cross-section of residential properties throughout the community and calculating an average impervious surface square footage for those properties. This average is called the Equivalent Residential Unit (ERU).

With most stormwater utilities, a monthly fee is established per ERU and every residential property pays that flat monthly fee. Our GIS consultant surveyed and calculated the impervious surface for 100 random residential properties in Augusta (shown in pink in the map at left) and determined Augusta's ERU to be 3,725 square feet. If the Council establishes a fee of \$2.00 per ERU, then all residential properties will pay \$2.00 per month.

### **Non-Residential Properties**

Non-residential property types are treated differently. Their total impervious surface is calculated and then divided by the ERU square footage to determine their monthly fee. For example, if Walmart's impervious surface is 37,250 square feet (which it isn't), then they have the equivalent of  $37,250 / 3,725 = 10$  Equivalent Residential Units (ERUs). If the

Council establishes a fee of \$2.00 per ERU, then the Walmart would pay  $\$2.00 \times 10 \text{ ERUs} = \$20$  per month for their stormwater utility fee. The purpose of this type of billing structure is to allocate costs based on usage or contribution since there is nothing equivalent to a water or electric meter for stormwater. This is why the GIS layer for impervious surfaces is necessary to have and maintain on an annual basis to ensure that utility billing is being completed accurately and fairly.

Staff is still reviewing the impervious surface layer of GIS to perform quality control checks before considering this step final. For instance, several properties have gravel surfaces mapped as impervious. That will likely not be in the case in the final version of the map. Other examples that need to be investigated include high school football field, which is currently included as impervious surface. These issues need to be investigated further to determine whether certain parts of non-residential properties truly qualify as impervious or not.

## Stormwater Master Plan

The next phase of our implementation will be the creation of a stormwater master plan. This plan will take the information gathered from the impervious surface and drainage basin maps and use it to evaluate the adequacy of the current stormwater system. One of the objectives of the master plan will be to identify problem areas with recurrent flooding and analyze potential causes and solutions. The stormwater master plan will help identify needed improvement projects and provide general cost estimates to make those improvements.

Staff is planning to do a request for qualifications for engineering services to evaluate firms to create the stormwater master plan. Stormwater infrastructure is incredibly diverse and includes traditional engineering solutions like pipes and culverts as well as innovative new green infrastructure options like permeable pavement, rain gardens, bioswales, etc. We want our selected engineer to consider every tool available to assist us with managing stormwater in our community, and we feel that firms outside our immediate region may be more well-versed in these diverse stormwater tools. Ultimately, we are seeking creative problem solvers that will be willing to consider every tool available to help craft a strategy that is financially viable.

Stormwater Utility Fees Example	
# of Residences	3,500
<b>ERU Fee*</b>	<b>\$2.50</b>
ERU Acreage Avg.	0.085543021
ERU Sq. Footage	3,725
Total Non-Residential ERUs	1475.24
City of Augusta Properties	155.01
<b>Billable Non-Commercial ERUs**</b>	<b>1320.23</b>
Monthly Residential Fees	\$8,750.00
Monthly Non-Residential Fees	\$3,300.58
Annual Non-Residential Fees	\$39,606.94
Annual Residential Fees	\$105,000.00
Total Monthly Stormwater Fees	\$12,050.58
<b>Total Annual Stormwater Fees</b>	<b>\$144,606.94</b>

\* Fee has not yet been established by City Council. \$2.50 used for illustration purposes only.

\*\* City staff still performing quality control (QC) checks on this total.

# **Attachments**

- A. 2022 Year End Fund Balances**
- B. Draft Electric Rate Ordinance**
- C. KDOT Cost Share Fact Sheet**
- D. SPRINT Grant Presentation**
- E. BASE Grant MAP - Electric System Improvements**
- F. Community Development Operations Buildings - Preliminary Plat & Concepts**



# Attachment A: 2022 Fund Balances

Date Printed: 1/12/2023  
Time Printed: 9:58:30 AM

## FUND BALANCE REPORT FOR 1/1/2022 THROUGH 12/31/2022 CITY OF AUGUSTA

Fund Description	Beginning Balance	Expenses	Revenues	Ending Balance
01 GENERAL	(\$1,574,462.50)	\$7,113,380.16	(\$7,029,261.69)	(\$1,490,344.03)
02 LIBRARY	(\$11,696.01)	\$312,909.03	(\$312,909.03)	(\$11,696.01)
03 DRUG REIMBURSEMENT	\$0.00	\$0.00	\$0.00	\$0.00
04 SPECIAL ALCOHOL FUND	(\$19,230.96)	\$18,040.00	(\$11,189.66)	(\$12,380.62)
05 GUEST TAX	(\$71,795.00)	\$9,676.31	(\$22,736.69)	(\$84,855.38)
06 SPECIAL PARKS	(\$141,685.72)	\$86,633.62	(\$97,185.21)	(\$152,237.31)
08 LIBRARY EMPL BENEFIT	(\$9,657.06)	\$90,175.98	(\$90,175.98)	(\$9,657.06)
09 EMPLOYEE BENEFIT	(\$138,120.78)	\$1,668,796.58	(\$1,530,675.80)	\$0.00
10 SCATTERING GARDEN	(\$7,500.00)	\$0.00	\$0.00	(\$7,500.00)
11 CEMETERY ENDOWMENT	(\$82,101.91)	\$9,587.00	(\$14,768.50)	(\$87,283.41)
12 STREET SALES TAX	(\$1,538,320.17)	\$2,128,138.23	(\$2,491,090.92)	(\$1,901,272.86)
13 CID	(\$4,984.99)	\$51,077.32	(\$51,687.86)	(\$5,595.53)
14 INDUSTRIAL DEVELOPME	(\$188,425.25)	\$0.00	(\$100,105.80)	(\$288,531.05)
15 SPECIAL CITY/COUNTY	(\$301,989.06)	\$321,867.28	(\$298,730.91)	(\$278,852.69)
16 CAPITAL IMPROVEMENT	(\$540,728.11)	\$647,334.54	(\$648,189.73)	(\$541,583.30)
17 E-COMM/API LOANS	(\$305.36)	\$12,813.13	(\$12,813.13)	(\$305.36)
18 EMPLOYEE INSURANCE	(\$15,316.75)	\$48,973.29	(\$48,672.52)	(\$15,015.98)
19 INTEREST	\$0.00	\$92,991.41	(\$92,991.41)	\$0.00
20 REFUSE	(\$965,483.02)	\$1,015,962.32	(\$1,037,366.48)	(\$986,887.18)
21 OPIOD FUNDS	\$0.00	\$0.00	(\$2,285.45)	(\$2,285.45)
22 ADPS TREASURY FUNDS	\$0.00	\$0.00	\$0.00	\$0.00
23 SANITATION BOND/INT	(\$8,147.39)	\$126,900.00	(\$130,000.00)	(\$11,247.39)
24 EMERG COMM (2012)	(\$106,633.53)	\$49,485.41	(\$50,539.33)	(\$107,687.45)
26 EQUIP RESERVE	(\$230,786.92)	\$71,628.20	(\$155,200.00)	(\$314,358.72)
28 EMERG COMM	(\$20,082.37)	\$1,227.50	\$0.00	(\$18,854.87)
29 WTR BND DEPREC/RSRV	(\$25,000.00)	\$0.00	\$0.00	(\$25,000.00)
30 WATER	(\$871,719.50)	\$2,297,523.22	(\$2,257,735.65)	(\$831,931.93)
31 WATER SALES TAX FUND	(\$6,696,729.27)	\$373,800.00	(\$1,481,733.56)	(\$7,804,662.83)
33 WTR BONDS P&I	(\$43,094.89)	\$596,537.82	(\$628,446.12)	(\$75,003.19)
34 KDHE WATER LOAN	\$200,244.83	\$452,852.69	(\$465,712.50)	\$187,385.02
35 STORM WATER PROJECT	(\$4,500.00)	\$0.00	(\$20,000.00)	(\$24,500.00)
36 SALES TAX WTRLN IMPS	(\$3,586,916.70)	\$5,785.00	\$0.00	(\$3,581,131.70)
37 P/R CLEARING FUND	(\$508.92)	\$0.00	\$508.92	\$0.00
38 GARVIN PLAYGROUND	\$0.00	\$0.00	\$0.00	\$0.00
39 EMP HEALTH INSURANCE	(\$1,163,083.21)	\$1,425,901.20	(\$1,622,015.41)	(\$1,359,197.42)
40 ELECTRIC	(\$2,090,076.64)	\$12,470,597.47	(\$11,096,081.48)	(\$715,560.65)
41 ELECTRIC RES-BOND PR	(\$850,786.09)	\$159,631.43	(\$1,184,629.92)	(\$1,875,784.58)
45 2002 ELECTRIC P&I	(\$756.90)	\$0.00	(\$3.45)	(\$760.35)
46 KDHE SEWER LOAN	(\$3,499.90)	\$0.00	\$0.00	(\$3,499.90)
47 WASTEWTR RESERVE	(\$89,171.65)	\$8,285.08	(\$25,000.00)	(\$105,886.57)
49 WASTEWATER TREATMENT	(\$451,927.29)	\$244,552.17	(\$575,817.77)	(\$783,192.89)
50 WASTE WATER	(\$625,761.21)	\$884,591.55	(\$828,424.41)	(\$569,594.07)
51 MAUSELEUM	(\$3,431.92)	\$0.00	(\$5.14)	(\$3,437.06)
52 CORP LEVEE	(\$5,769.64)	\$17,166.44	(\$11,396.80)	\$0.00
53 SALES TAX	(\$15,810.61)	\$335,025.42	(\$335,400.54)	(\$16,185.73)
54 ARPA ACCOUNT	(\$713,171.31)	\$0.00	(\$713,498.30)	(\$1,426,669.61)
55 BASE GRANT-CAP PROJ	\$0.00	\$982,657.88	(\$2,000,378.64)	(\$1,017,720.76)
56 2016 PRIDE&PROGRESS	(\$1,840,955.22)	\$662,487.00	(\$294,520.80)	(\$1,472,989.02)
60 BOND & INTEREST	(\$120,897.20)	\$413,668.76	(\$379,593.24)	(\$86,821.68)
64 DALTON PALMER PARK	(\$72.23)	\$0.00	\$0.00	(\$72.23)
65 SKATE PARK	(\$12,400.79)	\$0.00	(\$21,960.59)	(\$34,361.38)
66 LIONS CLUB PROJECT	(\$3,040.24)	\$3,040.24	\$0.00	\$0.00
67 ENTRANCE SIGN	(\$20,000.00)	\$0.00	\$0.00	(\$20,000.00)
69 WAYFINDING SIGNS	(\$12,300.00)	\$241.57	\$0.00	(\$12,058.43)
70 AUGUSTA AIRPORT	(\$334,573.54)	\$655,930.86	(\$597,723.45)	(\$276,366.13)
71 UTIL BILL DONATIONS	\$0.00	\$0.00	\$0.00	\$0.00
74 DAM SPILLWAY	(\$74,795.01)	\$0.00	\$0.00	(\$74,795.01)
77 APPCON TEMP NOTES	(\$740.19)	\$0.00	\$0.00	(\$740.19)
78 2019 BONDS	\$0.00	\$0.00	\$0.00	\$0.00
80 SOUTH OHIO STREET	\$0.00	\$0.00	\$0.00	\$0.00
81 MARSH/DOG DONATION	(\$2,462.02)	\$0.00	\$0.00	(\$2,462.02)
82 DOWNTOWN PROJECTS	\$1,754.00	\$0.00	(\$2,154.00)	(\$400.00)
83 ALLB SIGNS	\$0.00	\$0.00	\$0.00	\$0.00
84 FAA LAND ACQUISITION	\$372,028.19	\$0.00	(\$350,509.20)	\$21,518.99
87 A/P IMPROVE PROJ	(\$50,000.00)	\$50,000.00	\$0.00	\$0.00
88 DISC GOLF	(\$645.00)	\$0.00	\$0.00	(\$645.00)

Date Printed: 1/12/2023  
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FUND BALANCE REPORT FOR  
THROUGH  
CITY OF AUGUSTA

Fund Description	Beginning Balance	Expenses	Revenues	Ending Balance
Totals:	----- (\$25,118,022.93)	----- \$35,917,873.11	----- (\$39,120,808.15)	----- (\$28,320,957.97)

THE CITY OF AUGUSTA, KANSAS

ORDINANCE NO. 2210

AN ORDINANCE ESTABLISHING NEW RATES AND CHARGES TO THE USERS OF THE ELECTRICAL SERVICES OF THE MUNICIPALLY OWNED AND OPERATED ELECTRICAL UTILITY OF THE CITY OF AUGUSTA, KANSAS, CLASSIFYING USES OF THE ELECTRICAL SERVICES IN THE CATEGORIES OF RESIDENTIAL, GENERAL SERVICE/SMALL COMMERCIAL, AND LARGE COMMERCIAL/INDUSTRIAL, AND PROVIDING FOR THE EFFECTIVE DATE OF SUCH RATES AND CHARGES BY AMENDING SECTIONS 15-303, 15-304, 15-305, 15-306, 15-307, AND 15-310 OF ARTICLE 3, CHAPTER 15 OF THE CODE OF THE CITY OF AUGUSTA, KANSAS 2020, AND REPEALING ALL CONFLICTING ORDINANCES AND PARTS OF ORDINANCES OF THE CITY OF AUGUSTA, KANSAS.

**BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF AUGUSTA, KANSAS:**

**SECTION 1.** Article 3, Chapter 15 of the City of Augusta, Kansas 2020, shall be amended to read as follows:

**15-301. Electric services.**

Any person desiring electric current of the Augusta Municipal Electric Light Plant for any of the services herein set forth, and having made a meter deposit for each service required as provided for herein, shall be entitled to receive electric current for the service required for the premises or fixture designated; provided, that the electric wiring and apparatus in such premises or fixture shall conform and continue to conform to the ordinances of the city, relating to the installation, operation and maintenance of electric wiring and apparatus. The electric metering shall be installed as directed by the electric distribution superintendent.

**15-302. Right to discontinue service.**

The city hereby reserves the right to discontinue service to any or all electric customers, without notice, when same is necessary in the repair of the electric system or any part thereof.

**15-303 Rates.**

The users of electrical current or electrical energy from the municipally owned electric utility of the city shall be classified as follows:

- (a) Residential Service
- (b) General Service/Small Commercial Service
- (c) Large Commercial/Industrial Service

The charges under such classified uses of electrical current or electrical energy shall be as stated as hereinafter set forth.

**15-304 Residential Service.**

The application, character of services, and net monthly rate for residential service shall be as follows:

(a) **Application:** To provide electric service for all domestic purposes in single family residences and individually metered apartments when supplied at one point of delivery and measured through one-watt hour meter.

(b) **Character of Service:** Alternative current at approximately 60 cycles, single phase at such voltage as may be available for the service required.

(c) **Net Monthly Rate:**

Base Rate: \$16.00 per month.

Energy Rate: \$0.1516 per kWh.

**15-305 General Service/Small Commercial Service.**

The application, character of services, and net monthly rate for general service/small commercial service shall be as follows:

(a) **Application:** To provide electric service supplied to a commercial customer whose entire requirements on the premises are supplied under this rate at one metering point and customer energy usage is 0 to 15,000 kwh's monthly.

(b) **Net Monthly Rate:**

Base Rate: \$30.00 per month.

Energy Rate: \$0.145 per kWh.

**15-306 Large Commercial/Industrial Service.**

The application, character of services, and net monthly rate for large commercial/industrial service shall be as follows:

(a) **Application:** To provide electric service supplied to a commercial customer whose entire requirements on the premises are supplied under this rate at one metering point and customer energy usage is over 15,000 kwh's monthly.

(b) **Net Monthly Rate:**

Base Rate: \$75.00 per month.

Energy Rate: \$0.145 per kWh.

**15-307 Electric Cost Adjustment (ECA).**

An Electric Cost Adjustment (ECA) will be computed monthly by city staff, which will be applicable to all rate classes. A positive ECA charge may be assessed to customers when the total actual expenses exceed the budgeted expenses in the Electric Fund during a certain period. In the event, there is a surplus of revenue over actual expenses, excess may be carried over to another month or transferred to an Electric Reserve fund.

$$\text{Monthly ECA} = (\text{Actual Costs} - \text{Budgeted Costs}) / \text{Total kWh's Sold}$$

**15-308 Connect fee. (REORDERED)**

The governing body shall establish, by resolution, a fee for each connection to the electrical and water utilities operated by the city for those customers who are currently connected to the system, who have no past due balances with their account in good standing and wish to have their service relocated to another address within the utility system. For those customers who do not currently have connections to the utility system the fee is hereby established in the sum established from time to time by Resolution of the Governing Body of the City of Augusta, Kansas for each connection to the electrical and water utilities operated by the city. Such fee shall be payable each time the electrical or water utility is reconnected at the request of the customer.

**15-309. Electric transformer and service connection fees. (REORDERED)**

(a) The City shall supply and install the transformer and associated materials which are necessary to provide electric service for all new residential, commercial and industrial customers. For underground service, the developer or customer shall be responsible for trenching and the installation of conduit according to city specifications. The City will be responsible for supplying the meter can to the electrician except that the City shall retain and install the meter can for three phase pad mount transformers. The City shall charge an Electric Transformer Fee to assist in the payment of the expenses associated with the provision of electric service to the customer. The Electric Transformer Fee shall be paid to the City at the time the required building permits are issued by the Building Department.

(b) Fees for all overhead and underground three phase service shall be calculated based on the cost to the City for the transformer and associated materials. The City shall work with the customers to identify the amperage load and size of transformer. They city will also document to the customer the cost of the transformers and associated materials.

(c) Single Phase Electric Transformer and Service Connection fees shall be established from time to time by Resolution of the Governing Body for the City of Augusta, Kansas.

(d) Fees for all overhead to underground service conversions shall be calculated on the actual cost of associated wire and materials to the city. The customer shall be responsible for the conduit and installation of the conduit from the meter can to the transformer pad or utility pole. Conduits shall be installed by a licensed electrician in accordance with the most recently adopted National Electric Codes and any local amendments.

(e) For an upgrade of an existing service over 200 amps single phase which requires a new transformer, the customer will receive a credit for the existing transformer and pay the difference between the two transformer costs.

(f) Connection of the overhead service cable to the customer shall be at the service mat or attachment point on the house as applicable. Installation of the meter can, service mast, attachment point and electrical cable from the meter can to the weather head/attachment point shall be installed by a licensed electrician in accordance with the most recently adopted National Electric Codes and any local amendments.

(g) The City retains ownership of all transformers, meters, meter cans and service drop cable or service lateral cable.

**15-310 Interconnection Standards for Customer-Owned Renewable Electric Generation Facilities and Distributed Generation.**

(a) There is hereby adopted Interconnection Standards for Installation and Parallel Operation of Customer-Owned Renewable Electric Generation Facilities dated July 6, 2021.

(b) The adopted Interconnection Standards for Installation and Parallel Operation of Customer-Owned Renewable Electric Generation Facilities dated July 6, 2021, may be amended, and modified in whole or in part by the Governing Body of the City of Augusta, Kansas, as deemed appropriate by the Governing Body.

(c) Distributed generation will be offered on first come first served basis to all customers. In no case shall the City be obligated to purchase an amount greater than four percent (4%) of the utility's peak power requirement for the previous year.

(d) Distributed Generation Customers:

Residential Customers: Any residential customer of the City's electric utility that installs an energy producing system or renewable generator with a capacity of 25 kilowatts or less must first successfully complete and have approved the City of Augusta's "Interconnection Standards for Installation and Distribution Operation of Customers-Owned Renewable Electric Generation Facilities."

General Service/Small Commercial and Large Commercial/Industrial Customers: Any general service/small commercial or large commercial/industrial customer who wish to install an energy producing system or renewable generator with a capacity of 200 kilowatts or less must first successfully complete and have approved the City of Augusta's "Interconnection Standards for Installation and Distribution Operations of Customer-Owned Renewable Electric Generation Facilities."

All distribution generation contracts shall comply with the requirements of K.S.A. 66-1,184 et seq., as amended. The cost of any equipment required to be installed for such attachment or metering and installation shall be the sole responsibility of the customer and such equipment shall not cause damage to the City's electric system or equipment or present an undue hazard to City personnel.

(e) Interconnection Application Fee: Residential, general service/small commercial, and large commercial/industrial customers are subject to a non-refundable processing fee of \$250.00 and must accompany a completed Interconnection Application.

(f) Net Monthly Rate:

Base Rate: Determined by customer class described in section 15-304-306 above.

Energy Rate: Determined by customer class described in section 15-304-306 above.

Appropriately sized generators (as defined in K.S.A. 66-1,184) owned by customer-generators will at times either generate more electricity than the customer can consume on premises or only meet a portion or none of the customers electricity needs. During periods of time when the generator owned

by the customer-generator cannot provide all of the customer's electricity needs, the electricity provided by the electric utility will be billed at the same rate as that established for similar rate class customers that do not own generation. During periods of time when the generator owned by the customer-generator produces electricity in excess of its own needs, and such excess electricity is supplied back to the electric utility, the electric utility shall compensate the customer for this excess energy at a rate that is 150% of the utility's monthly system average cost of energy per kilowatt hour, per K.S.A. 66-1,184.

The City may, at its discretion, either pay the customer for excess energy at aforementioned rate or calculate such payment and deduct from the customer's bill as a credit.

**SECTION 2.** Repeal:

All ordinances, including but limited to Ordinance 2127, or parts of ordinances in conflict herewith are repealed. However, any section of an existing ordinance not in conflict herewith is not repealed and remains in full force and effect.

**SECTION 3.** Effective Date.

This Ordinance shall take effect and be in force from and after publication in the official city newspaper.

Passed by the City Council this XX day of XX, 2023.

Approved by the Mayor this XX day of XX, 2023.

(seal)

City of Augusta

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Mike L. Rawlings, Mayor

ATTEST:

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Erica Jones, City Clerk

## Attachment C: KDOT Cost Share

### Kansas Department of Transportation COST SHARE PROGRAM – Spring 2023



<b>BACKGROUND</b>	The Kansas Joint Legislative Transportation Vision Task Force recommended the Kansas Department of Transportation look at ways to leverage state funding with local and private funding for projects related to job growth and retention.
<b>OBJECTIVE</b>	The Cost Share Program provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system.
<b>AVAILABLE FUNDING</b>	Up to \$11 million is available during the Spring 2023 round. Requested funds must be <b>no larger than \$1,500,000.00 per project.</b>
<b>ELIGIBLE PROJECTS</b>	Construction projects addressing important transportation needs such as promoting safety, improving access or mobility and improving condition or relieving congestion.  All transportation projects are eligible, including roadway (on and off the state system), rail, airport, bicycle/pedestrian and public transit.
<b>ELIGIBLE APPLICANTS</b>	Projects typically will be administered by a local unit of government. Non-governmental applications also will be considered.
<b>LOCAL MATCH</b>	<b>A minimum of 15% non-state cash match is required.</b> Additional consideration will be given to project applications that commit more than the minimum required match amount.
<b>REQUIREMENTS</b>	Candidate projects should include investments providing transportation benefits and are not eligible for other KDOT programs. Candidate projects may receive additional consideration if they support economic growth or aid in the retention or recruitment of business.
<b>SELECTION PROCESS</b>	Applications will be accepted on an ongoing basis beginning Monday, February 20, 2023. General selection criteria include economic development, local contribution, safety, regional priority and letting within the fiscal year it is awarded. Geographic distribution will also be considered during project selection.
<b>HOW TO APPLY</b>	The Cost Share Program application will be available only on the KDOT website, beginning <b>Monday, February 20, 2023.</b>  All 2023 KDOT Cost Share Program applications must be completed through the online application available at <a href="http://www.ksdot.org/CostShare/CostShareProgram.asp">http://www.ksdot.org/CostShare/CostShareProgram.asp</a> by <b>Thursday, March 23, 2023.</b>  A sample application is available on the website to preview. Please contact Michelle Needham with any questions.
<b>KDOT CONTACT</b>	Michelle Needham Economic Development Programs Manager (785) 296-1939 <a href="mailto:michelle.d.needham@ks.gov">michelle.d.needham@ks.gov</a>



# KANSAS

COMMERCE

## State Park Revitalization & Investment in Notable Tourism (SPRINT)

Jonathan Clayton

Director of Economic Recovery

February 2, 2023

## RESPONSIBILITIES



- ADMINISTER SPARK FUNDS DIRECTED TOWARDS THE KANSAS DEPARTMENT OF COMMERCE FOR STATEWIDE PROGRAMS
- APPLY FOR AND ADMINISTER AMERICAN RESCUE PLAN ACT (ARPA) FUNDING THROUGH THE U.S. ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)
- PROVIDE TECHNICAL ASSISTANCE, SUPPORT, AND GUIDANCE FOR LOCAL, COUNTY, AND REGIONAL APPLICATIONS FOR ARPA-RELATED FUNDING

**JONATHAN CLAYTON**  
DIRECTOR OF ECONOMIC RECOVERY



## Today's Discussion

- Eligible Applicants
- Grant Guidelines
- Eligible Uses of Funds
- Application Requirements
- Program Requirements



# ELIGIBLE APPLICANTS

- **State Parks**
- **City & County Governments**
- **DMO (i.e., CVB, Chamber, etc.)**
  - **Museums**
  - **Conference Centers**
  - **Performing Arts Centers**
  - **Entertainment Venues**
- **Tourism-focused Businesses & Tourism Agencies**

## NOT ELIGIBLE

- **Locally Operated Parks**
- **Community Facilities not associated with Tourism**
- **Businesses or Organizations not primarily associated with Tourism**
- **Entities awarded BASE Round 1 & Legislative ARPA Funding**

# SPRINT GRANT GUIDELINES

**\$30,000,000 was allocated from State Fiscal Recovery Funds, as permitted by the American Rescue Plan Act (ARPA). The SPRINT program was approved by the SPARK Executive Committee and the State Finance Council.**

**SPRINT is designed to address the pandemic's impact and support the tourism industry by funding the development and/or improvement of tourism-focused businesses and tourism agencies. Tourism is a key sector for the Kansas economy and local communities.**



# SPRINT GRANT GUIDELINES

**Applicants must request at minimum \$500,000 and no more than \$10,000,000 per application. No match is required by the applicant.**

## OBJECTIVES

- **Increased tourism related economic activity as a result of investments**
- **Development of new tourism attractions to spur regional economic development.**
- **Improvement/enhancement/modernization of existing tourism facilities**
- **Projects are fully completed within the 24-month period of performance**
- **Projects are able to be sustained and maintained in the absence of additional grant funding.**



# SPRINT GRANT GUIDELINES

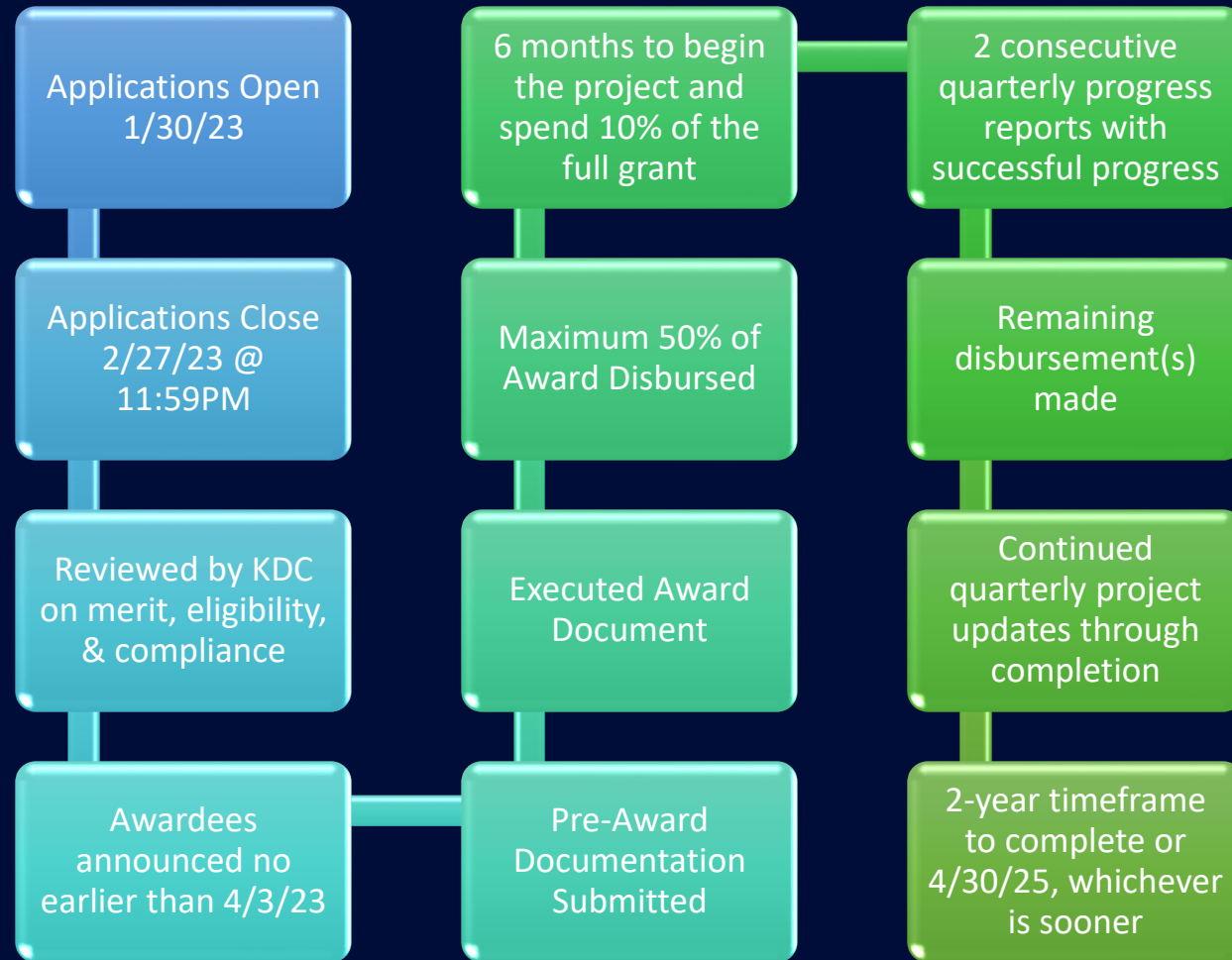
**Projects submitted must demonstrate the ability to be successfully implemented and organizations must complete risk assessment questions.**

**Projects must begin within 6 months of an executed award agreement, and complete within 2 years of the agreement. Engineering reports, architectural drafts, construction costs, material purchases, and approved project-related expenditures would qualify as a successful start within the required 6-month window.**

**Eligible expenses for grant applications can occur no earlier than 7/1/2022.**



# SPRINT GRANT GUIDELINES





## ELIGIBLE USES OF FUNDS



**Infrastructure enhancements, capital projects, & renovations**



**Renovation & repair of indoor & outdoor facilities, roads, and utility connections adjacent to the project site**



**Construction, engineering, & architecture, planning, inspections, and environmental reports**



**Development of public land to create a tourism destination**



**Costs associated with recruitment of new permanent & semi-permanent exhibits**



**Application costs for national museum affiliation**

# APPLICATION REQUIREMENTS

## **PROJECT INFORMATION**

**Project Name, Address, Contact**

## **SAM.GOV REGISTRATION & UEI NUMBER**

## **PROJECT DESCRIPTION & SCOPE**

**Project Narrative, Current Condition, Intended Use**

## **PROJECT FUNDING NEED**

**Reasoning for SPRINT Funds, Other Sources of Funding**

## **PROJECT BUDGET & NARRATIVE**

**Project's Financial Status**

## **PROJECT TIMELINE**



# APPLICATION REQUIREMENTS

## **PROJECT PHOTOS**

**Maximum of 10**

## **PROJECT FIVE-YEAR EXPENSE & PRO-FORMA**

**Provide expenses and incomes for the five years of the project following the completion of the use of all granted funds.**

## **IRS FORM W-9**

## **LETTERS OF SUPPORT**

**Minimum of 1, Maximum of 3; 1 should be from your local DMO**

## **FINANCIAL RISK ASSESSMENT**

**Audits, Organizational Policies, Grant Management**

## **OPTIONAL APPLICATION MATERIALS**

**Project Bids & Estimates**

**Architectural and/or Engineering Reports**



# PROGRAM REQUIREMENTS

## INELIGIBLE EXPENDITURES

- Salaries, general operating costs, or grant administration
- Standalone improvements for public service buildings and community facilities (i.e.: fire stations, police stations, swimming pools, libraries)
- Broadband projects
- Street repairs or improvements not tied to a tourism destination
- Debt servicing, replenishing reserves, or financial restructuring

## PROCUREMENT

All services, contracts, or purchases over \$5,000 must be obtained in a competitive procurement process that allows for transparency and verification.

## REPORTING

Awarded recipients will be required to report quarterly with documentation of all expenditures, including invoices, receipts, and verified proof of payment.



**[KANSASCOMMERCE.GOV/SPRINT](https://www.kansascommerce.gov/sprint)**

**APPLICATION INSTRUCTIONS**

**APPLICATION PORTAL**

**CONTACT INFORMATION**



# QUESTIONS?



# **NEXT WEBINAR**

**WEDNESDAY, FEB. 15**  
**2:00PM**

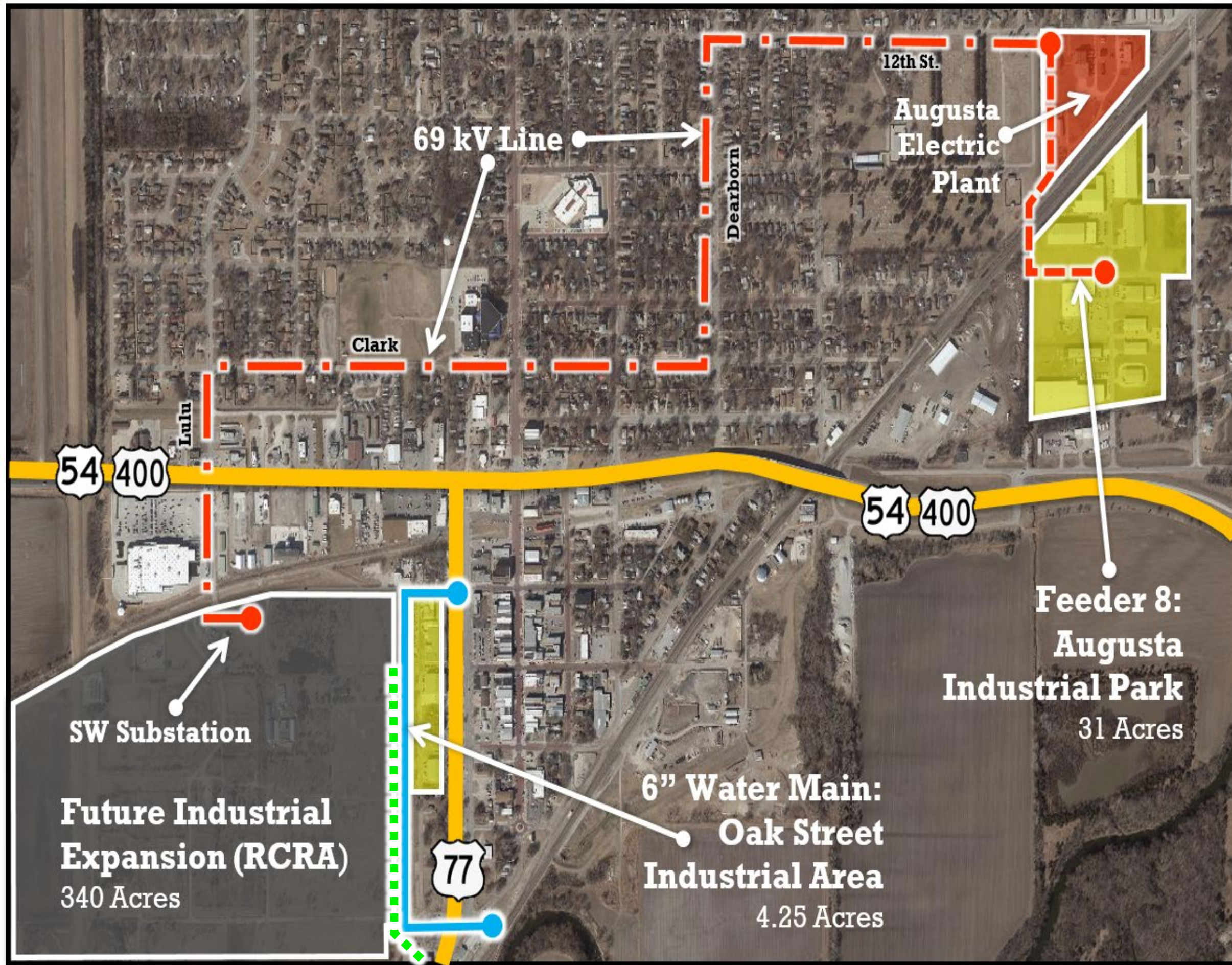




**Thank you.**  
**Jonathan Clayton**  
**Director of Economic Recovery**





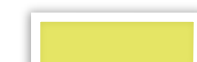
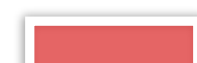
**1000 SW Jackson St, Ste 100**  
**Topeka, KS 66612**  
**[CommerceSPARK@ks.gov](mailto:CommerceSPARK@ks.gov)**  
**620-615-2409**





# BASE Grant

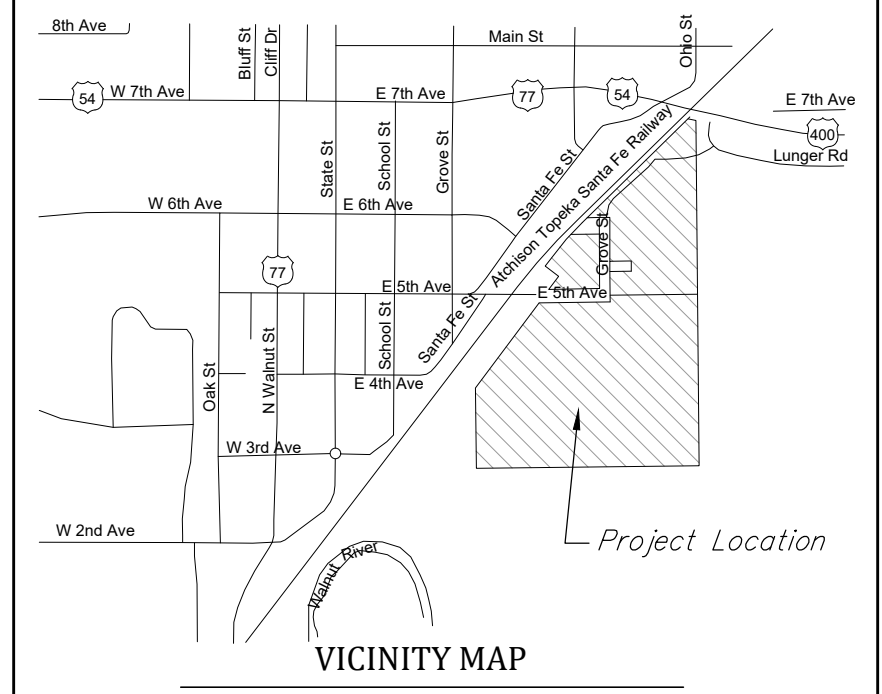
Water, Storm Sewer, and Electric System Upgrades

-  Electric Line
-  Water Line
-  Storm Sewer
-  Future Industrial
-  Industrial Parks
-  Electric Plant

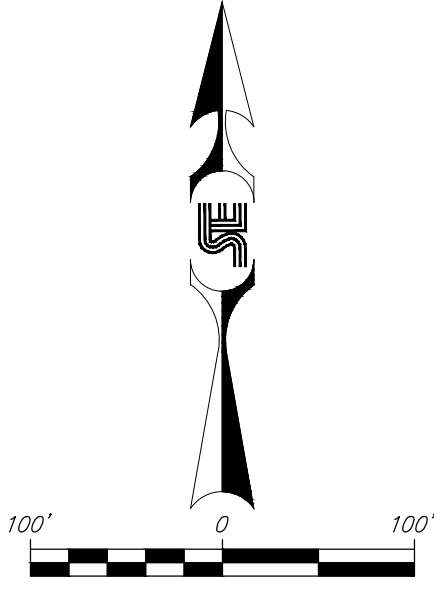
# ONE-STEP PRELIMINARY PLAT

## AUGUSTA PUBLIC WORKS ADDITION

AN ADDITION TO THE CITY OF AUGUSTA, KANSAS  
 A TRACT OF LAND IN THE NORTHEAST QUARTER OF SECTION 27  
 TOWNSHIP 27 SOUTH RANGE 4 EAST OF THE 6TH P.M., BUTLER COUNTY, KANSAS

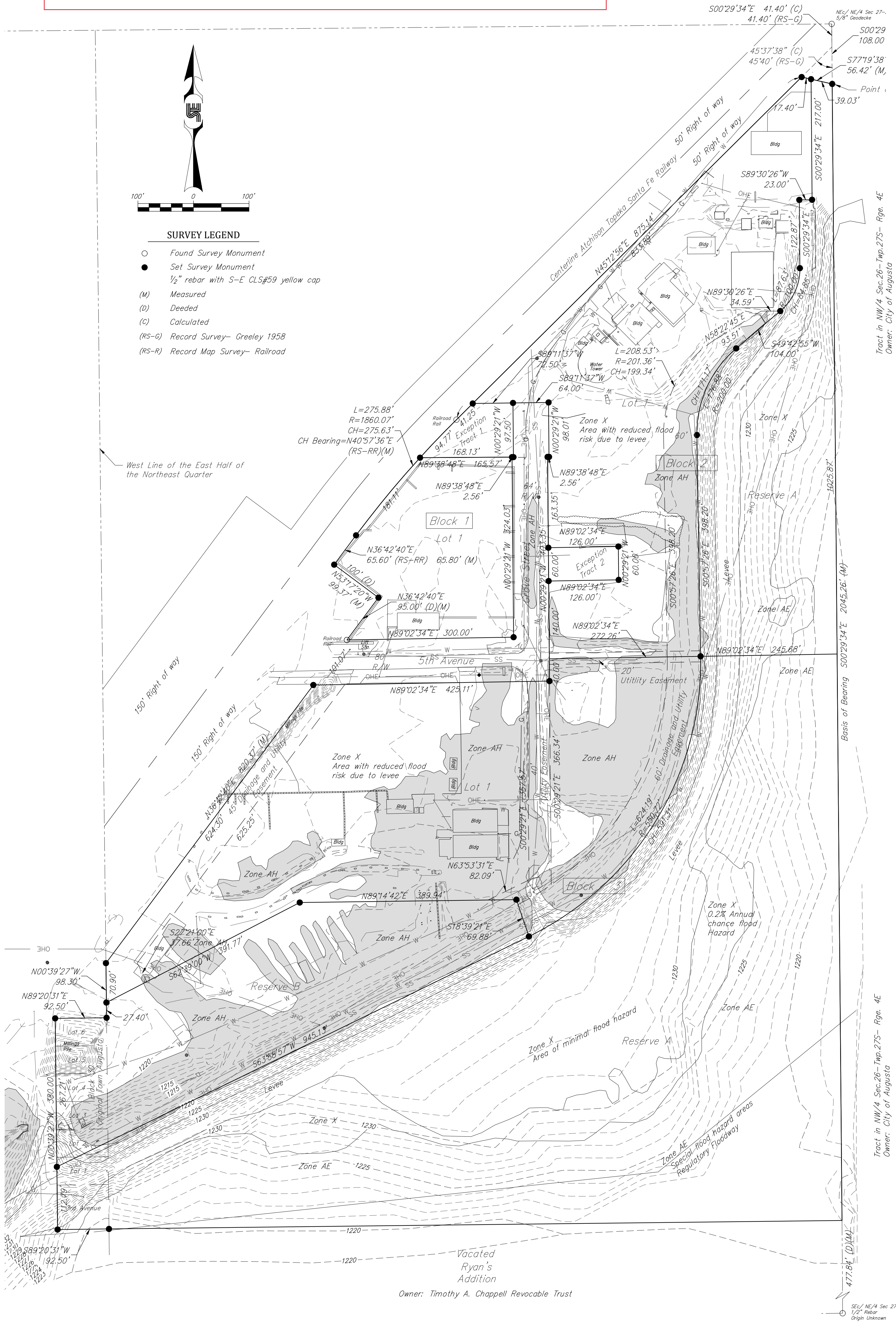


### Attachment F: Working Draft



**SURVEY LEGEND**

- Found Survey Monument
- Set Survey Monument
- 1/2" rebar with S-E CLS#59 yellow cap
- (M) Measured
- (D) Deeded
- (C) Calculated
- (RS-G) Record Survey- Greeley 1958
- (RS-R) Record Map Survey- Railroad



**GENERAL NOTES**

- Owner/Developer: City of Augusta, Kansas, a municipal corporation  
 113 E. 6th Street Augusta, KS 67010
- This property is in multiple FEMA Special Flood Hazard Areas. They are shown on the drawing and defined as follows:  
 Zone X- Area with 0.2% annual chance flood area.  
 Zone X- Area with reduced flood risk due to levee.  
 Zone AH- Area with 1% annual chance of shallow flooding, with a depth of 1-3 ft.  
 Zone AE- Area where the base flood elevations are provided.  
 This information was derived for FEMA FIRM Map Number 20015C011F with an effective date January 22, 2020.
- The Property is in the City Limits of Augusta, KS.  
 Boundary Area: 1,793,615.77 sq. ft. 41.18 Acre  
 Not including Excepted tracts
- Current land use: Industrial
- All zoning information was taken from the City of Augusta Zoning map dated October 19, 2020.
- Reserve "A" Shall be owned by the City of Augusta, Kansas. The Reserve which lies in the floodplain and is bound on the West side of the Reserve by the Corp. of Engineers Floodplain Protection Levee shall not be developed within or upon unless permission is granted by the Corp. of Engineers and FEMA.
- Reserve "B" Shall be owned by the City of Augusta, Kansas. The Reserve which lies partially in the floodplain shall be used for storm-water detention, drainage and public utilities.

Drawing Prepared January 25, 2023  
 File: 22W051 Augusta Public Works Plat  
 Field survey work completed: January 2023  
 Utilities were located by Schwab Eaton field crew visual observations and one-call located markings. One call ticket #22507656

Horizontal Datum: Kansas State Plane South Coordinates  
 CAF = 0.999868361904 for ground coordinates  
 Contour Intervals = 1 foot

All sanitary sewer, storm sewer, water, and streets shall be constructed according to Kansas Department of Health and Environment and City of Augusta Standards. Improvements shall be financed and their installation guaranteed by the State of Kansas.

Utility size and location to be addressed an Drainage Plan and Utility Plan and will be submitted to the City.  
 Minimum building pad elevations shall be provided with the site plan when presented to the City.

Existing conditions: The City of Augusta uses this property for water treatment, and electrical backup generator for the water treatment equipment, City street department and materials storage and composting area for Citizens use.

**BENCHMARK DATA**

Site Benchmark (BM): Railroad spike in North face of 2nd power pole West of intersection of 5th & Grove Streets. Elev. = 1221.31 (NAVD 88)

Datum Benchmark: USGS standard tablet stamped X39 1934 in the North wall of the St. Louis-San Francisco Railway Station, at milepost 484. Disc set vertically in the wall about 4 feet 5 inches above the station platform. BM 41 foot West of the Northeast corner of the station building. NCS PUD# HF0277. Railway station building is currently used by the Augusta Chamber of Commerce. Elevation = 1233.92 (NAVD 88)

**LEGAL DESCRIPTION:**  
 Commencing at the Northeast Corner of the Northeast Quarter of Section 27, Township 27 South, Range 4 East, of the 6th Principal Meridian in Butler County, Kansas; thence on an assumed bearing of S 00°29'34" E along the East line of said Northeast Quarter, a distance of 108.00 feet to the Point of Beginning; thence continuing S 00°29'34" E along the East line of said Northeast Quarter, a distance of 2045.26 feet to a point that is 477.84 feet North of the Southeast Corner of said Northeast Quarter; thence S 89°20'31" W parallel with the South Line of said Northeast Quarter, a distance of 1319.13 feet to a point on the West line of the East half of said Northeast Quarter which is also the Northeast corner of Block 31, Original Town of Augusta; thence continuing S 89°20'31" W along the North line of said Block 31 Original Town of Augusta, a distance of 92.50 feet to the Northwest corner of said Block 31; thence N 00°39'27" W across Third Avenue and along the West line of Block 30 of said Original Town of Augusta, a distance of 380.00 feet to the Northwest corner of Lot 6, of said Block 30 Original Town of Augusta said point being on the Atchison, Topeka and Santa Fe Railway Right of Way; thence N 89°20'31" E along said Railway Right of Way, a distance of 92.50 feet to the Northeast corner of said Lot 6, Block 30; thence N 00°39'27" W along said Railway Right of Way, which is also said West line of the East half of the Northeast Quarter, distance of 98.30 feet; thence N 36°42'40" E along said Railroad Right of Way, a distance of 65.80 feet; thence along a curve to the RIGHT, having a radius of 1860.07 feet, a delta angle of 08°29'53"; along said Railroad Right of Way, an arc length distance of 275.88 feet, thence N 45°12'56" E along said Railroad Right of Way, a distance of 875.14 feet; thence S 77°19'38" E a distance of 56.42 feet to the Point of Beginning.

**EXCEPT FOR TRACT ONE:** Commencing at a Point on the North line of 5th Avenue in the City of Augusta, Kansas, and the East line of Atchison, Topeka, and Santa Fe Railway Company Right of Way; thence N 89°02'34" E, a distance of 300 feet; thence N 00°29'21" W, a distance of 324.03 feet; thence N 89°38'48" E, a distance of 2.56 feet to the Point of Beginning, thence N 00°29'21" W, a distance of 97.5 feet, thence S 89°11'37" W, a distance of 72.5 feet, thence S 45°12'56" W along Right of Way of said Railway a distance of 41.25 feet to a point of curve on the Railroad Right of Way as previously described; thence continuing along said Railroad Right of Way Curve, an arc length distance of 94.77 feet; thence N 89°38'48" E, a distance of 168.13 feet to the point of beginning in the City of Augusta, Butler County, Kansas. Located in Section 27, Township 27 South, Range 4 East of the 6th P.M., and as also described in Book 2022 Page 5230 at the Butler County Register of Deeds.

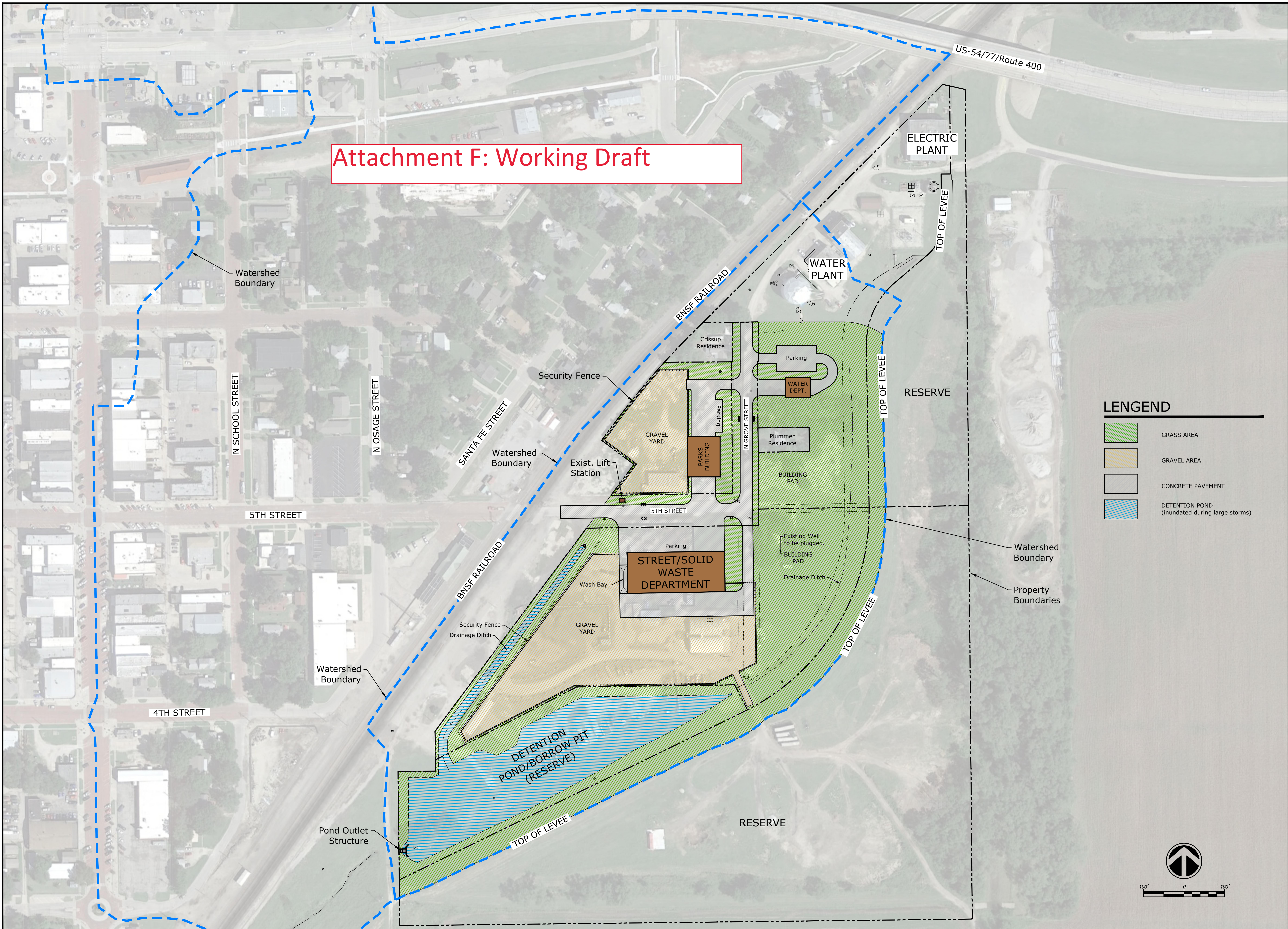
**AND EXCEPT TRACT TWO:** Commencing at a point on the North line of 5th Avenue in the City of Augusta, Kansas, and the East line of Atchison, Topeka, and Santa Fe Railway Company Right of Way; thence N 89°02'34" E, a distance of 364.00 feet; thence N 00°29'21" W, a distance of 100.00 feet, to the Point of Beginning; thence N 89°02'34" E, a distance of 126.00 feet, thence N 00°29'21" W, a distance of 60.00 feet; thence S 89°02'34" W, a distance of 126.00 feet, thence S 00°29'21" E, a distance of 60.00 feet to the Point of Beginning, in the City of Augusta, Butler County, Kansas. Located in the Northeast Quarter of Section Numbered 27, Township 27 South, Range 4 East of the 6th P.M., and as also described in Book 751 Page 133 at the Butler County Register of Deeds.

Said tract containing 41.99 Acres more or less.

Charles R. Robinson, P.S. #1395  
 Schwab-Eaton

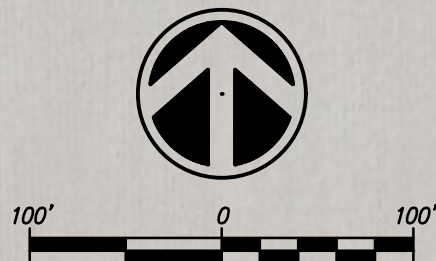


**Attachment F: Working Draft**



**LENGEND**

	GRASS AREA
	GRAVEL AREA
	CONCRETE PAVEMENT
	DETENTION POND (inundated during large storms)



# Attachment F: Working Draft



**LENGEND**

	GRASS AREA
	GRAVEL AREA
	CONCRETE PAVEMENT
	DETENTION POND (inundated during large storms)

