

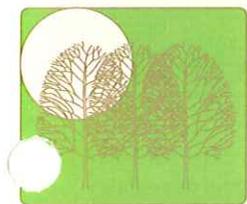
PLANNED



PROGRESS

City of Leawood  
CIP 2010-2014

Growing Green Together



# City of Leawood

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May 18, 2009

To the Honorable Mayor,  
Members of the City Council  
And the Citizens of Leawood, Kansas

Respectfully submitted before you is the 2010-2014 Capital Improvement Program (C.I.P). The five year CIP is a document that encompasses capital projects that are all integral parts of the fiber of the community called Leawood. Besides the typical staging and costing of a project, responsible fiscal management must also include the funding method. Many projects can result in increased operating costs, or future repairs or replacements which compounds the challenges of sustainability. Traditionally the City has used the terms committed and uncommitted designations for projects. Committed projects are those which have been approved and authorized by a resolution, a development agreement, or achieved consensus during the annual review of the CIP with the Governing Body. These projects have funding sources associated with them. The mill levy increases projected in this planning period provide the necessary funding to pay for the cost of debt and the costs of operating the City as well as cash necessary to maintain targeted reserves deemed prudent and to remain financially solvent. Cash for unforeseen emergencies is also anticipated during the planning process. To realistically present all projects, two other categories of uncommitted projects are included, **Desired and Anticipated**. These projects set out unmet community needs, which deserve City Council consideration, but do not have a funding source. At the top of each of the programmed 2010-2014 capital project pages, starting behind Tab 4, you find the word Committed or Uncommitted which has been added to assist in this clarification. Anticipated projects are large annual capital projects such as the Accelerated Street Residential Reconstruction program and the recently added Accelerated Storm Water initiatives. Desired projects are ones requested by a City Committee, Council Member(s), or City staff, but have not been evaluated and discussed by the Governing Body for limited, competing resources and level of priority. Desired and Anticipated projects can be found on pages 53 and 54.

With the rapid changes to the global economy we are recommending a more conservative approach with an ever mindful eye to local and national conditions. While we believe that targeted reserve levels will be able to stay in tact over the next five years, careful monitoring of capital projects are essential so that these reserve balances are realistically maintained.

This transmittal letter will serve as a guide to describe the highlights and changes.

- The Overview on pages 3 and 4 under Tab 1 explains the philosophy of the C.I.P.
- Page 5 includes the history of the Street Program and the Pavement Condition Index (PCI) system, which the City uses to rate its streets. According to Joe Johnson, the City's Public Works Director, the average PCI rating for all Leawood streets is 87.0.
- Next, Page 7 discusses the assumptions for the C.I.P. The C.I.P. is linked to the operating budget. Assumptions made in one or the other budget (operating or capital) affect the entire organization. Annually key assumptions are reviewed and if necessary revised. A projected one mill increase in 2012, 2014 and 2016 is included to be implemented to fund projects which are already committed. The mill increases are necessary to fund the future capital and debt costs and to also meet current service levels in the operating budget.

- The other significant assumption is the rate at which the tax base will grow. The ten year growth rate through 2009 has averaged 7.8% annually and the five year growth rate has been 6.4%. The 2010-2014 CIP Budget includes a range of 0% to 4% increases in assessed valuation, for an average 2.4% increase over the five year planning period. This is a change that staff is proposing to closer align the projections to the current reality which is continually unfolding. The reason for this change is that presently there are a limited number of new home construction permits being issued in Leawood. Residential home values are maintaining but not growing at past historical rates. Also, the number of vacant buildings in the commercial market could cause a re-setting of the lease rates throughout the area on those properties, thus lowering assessed valuations. In addition, tightening of bank credit has affected both residential and commercial development. effect
- The affect of the economic crisis has resulted in increased unemployment in Johnson County. We are closely monitoring our sales taxes. A decline could impact some of the pay-as-you go plans in the out years which are included in this document. If consumer spending retracts, the sales tax based projects will be directly impacted. Presently we are projecting a .5 percent increase in both sales tax and use tax in 2010, followed by an average 3 percent increase in 2011 through 2014 for both sales tax and use tax. We are not anticipating dramatic inflation or deflation at this date.
- Lastly, assessed valuation on business related personal property was eliminated, effective January 1, 2007. Over the planning period, this source will eventually be eliminated entirely thus reducing the base, which comprises about one percent of our overall assessed valuation. The Machinery and Equipment slider, which was created by the Legislator to replace this tax, was eliminated by the State this year, and is not expected to be restored in future years.
- Beginning on Page 8 is a Glossary of Capital and Budgeting Terms for your reference. The definitions of committed, uncommitted, desired and anticipated are included in this section.
- Under Tab 2, which begins on Page 13, you will find the Debt Policy, which was approved by the Governing Body in 2000 and amended in 2004 and again in May of 2007. The Debt Policy provides guidance to staff on how to manage the City debt.
- Tab 3, beginning on Page 20, contains the various capital debt projects planned for the City. The total of these projects on page 23 is \$30,596,050 over the next five years. Approximately 34% of these project costs will be paid with City funds and 11% from special benefit debt. The graph on page 23 also shows that 55% of the anticipated permanent placement of projects and debt (borrowings) during the next five years will be under the TDD authority.
- Projects by type (infrastructure, parks/recreation, and buildings) are shown on Pages 24-26.
- Changes from the 2009-2013 year C.I.P. include:
  - 143<sup>rd</sup> Street, Nall to Mission (#80162) and 143<sup>rd</sup> Street, Mission to Kenneth (#80129) will be designed, but the project will be delayed until 2015. These two projects total \$23,000,000 and except for \$3,300,000 in possible federal funds the remainder would be additional at-large debt.
  - Phase two of the accelerated street reconstruction program will also be scaled back. Initially it was projected to continue along the same schedule as phase one, which equaled \$10.5 million over 5 years. Phase two is programmed at \$6.5 million over the five year period which ends in 2013. In 2014, if conditions allow, another \$2.5 million will be constructed.
  - For the five year arterial street program, we have continued the approach to maximize leveraged dollars. For the five year program we have over \$12,200,000 in improvements planned with our neighboring cities and Johnson County. Leawood expects to fund from pay-as-you-go dollars \$3,900,000 of the improvements. The City received notice early this year from the Federal Government that it would pay 100% for the improvements on 103<sup>rd</sup> Street from Mission to State

Line as part of the Federal Stimulus program. Originally, this project was planned to be funded by the city and matching funds from the county CARS program.

- In the 2009-2013 CIP, an accelerated storm water program was unveiled. This program included \$1,000,000 each year for five years. However, the debt financing of this program has been delayed until 2011 and the amount has been reduced to \$600,000 every other year. A total of \$600,000 in pay-as-you-go funds has been included in the 2009 budget for this initiative.
- On pages 27-28 are color-coded listings of projects to indicate when design, construction and bonding will occur for General Obligation, Special Assessment and Transportation Development District funded projects.
- Tab 4, which begins on Page 29, shows a cost breakdown of each project by scheduled year. Each project detail sheet contains a notes section that provides additional information to the reader.
  - ✓ The list of streets scheduled for repair within the accelerated Residential Street Reconstruction Program (PHASE 2) is included behind the detail sheet for each year. The streets anticipated for 2010 can be found on Page 31; the list of 2012 streets on Page 41, the list of 2014 streets on page 51.
  - ✓ The list of desired projects, which extends through 2014, can be found on page 53.
  - ✓ The list of anticipated projects, which extends through 2019, can be found on page 54.
  - ✓ The list of uncommitted projects which extends through 2019, can be found on page 55.
- The Debt Service information is located behind Tab 5. The committed projects are listed on the top section of Page 57. Projects not yet fully committed by either resolution or developer agreement or a Governing Body work session for the CIP, are shown at the bottom of the page.
  - ✓ Page 58 reflects all of the debt-financed projects and their costs in the year they will be bonded. General Obligation and Special Assessment debt are shown separately. (TDD debt is shown on this page under the section labeled Non Levy Support Debt, merely to give the reader a concept of the various debt issues the City will undertake in the coming years).
  - ✓ Page 59 shows the reader the total dollars needed to pay for all types of current debt along with the committed 2010-2014 debt. Page 60 shows the debt service as a percent of total expenditures. This measurement is a key operating ratio. This graph shows the current projects and the proposed future projects by category, City-at-large, special assessments, and TDD which is overlapping debt. This ratio exceeds the 20% target in 2011 and 2012, but is still below the rating agency threshold of 25%. According to the City's financial advisors, George K. Baum, the rating agency looks at the ratios in two ways. First with the TDD debt and then without this debt. George K. Baum does not feel that this debt will adversely affect our rating agencies, thus this threshold is maintained throughout the five-year planning period. With the approval of pay-as-you go transportation legislation this spring, there is a possibility that some of these projects may not go to long term financing through the city.
  - ✓ Page 61 lists and graphically shows the amount of outstanding debt held by the City at December 31, 2008. The debt ratios approved within the Debt Policy by the Governing Body are shown on Page 62. The City of Leawood has enjoyed a rapid pay off in debt, meaning more debt per year has been paid than has been added. As we look at the next five years, that will change. There are two lines shown for the rapidness of debt pay off, which is a rating consideration by Moody's. The rate at which the City has paid off its debt has been higher than the rates shown going forward. If the City only funded the projects shown as Committed, then it would actually begin to increase the ratio which is seen as a positive.

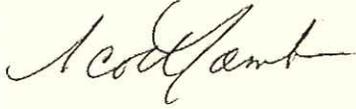
However, if we add all anticipated and uncommitted projects, the percentage of debt payoff dramatically decreases over the five year planning period.

- ✓ As shown on Page 63, Leawood's debt per capita for 2010 will be \$3,600 as compared to the industry average of \$1,200. Debt per capita increases \$737 dollars per person; however this includes the Transportation District Debt (TDD) of \$946 per resident which is not a direct obligation of the taxpayer. Excluding TDD debt, the ratio would remain essentially unchanged from 2009. One other factor has been changed and that is the rate at which the population is expected to increase. The City's Master Plan which was adopted this fall represent a .5% growth assumption. This is lower than the 2% figure financial staff has used in past CIP and Budget documents. The rating agency looks at the wealth of the community when evaluating this ratio. Moody's looks at the demographics of our major employers and considers the impact of major lay-offs, mergers, etc. on the community's wealth.
- ✓ Page 64 shows the debt outstanding as a percent of property market valuation. Throughout the 2010-2014 planning period, this measurement shows Leawood is above the industry standard of 1.5% in 2010 and 2011 with the addition of \$13 million in TDD, debt tips over the threshold. This particular ratio tells the reader that on a per person basis, based on community wealth, the City is below its capacity when the TDD debt is subtracted. The chart shows the source of the debt and the proposed timing, current or future.
- ✓ Page 65 shows the total debt at 12/31/08 of \$58,735,000 while the statutory limit for Leawood is \$254,070,267. Leawood is below the state limits.
- Under Tab 6, Pages 66-74 is the Pay-As-You-Go and includes those Committed to and those Desired through 2014.
  - ✓ Page 67 reflects the arterial and street signal repair program as well as outside funding from other jurisdictions.
  - ✓ Page 69 details the funding for the Pay-As-You-Go Residential Street Program for the period of 2010-2014.
  - ✓ Page 70 shows one possible remaining SMAC project, although we will need to submit this to the County for matching funds.
  - ✓ Page 71 shows the 1/8-cent sales tax projects proposed for the planning period.
  - ✓ Page 72 reflects other committed cash-financed projects throughout the planning period.
  - ✓ Page 73 also includes desired or anticipated projects with no funding. The amphitheater phasing is based on 2007 figures, which were the last figures calculated by the Committee and submitted for inclusion in this planning process.
  - ✓ Page 74 is a listing of the "Art" projects that are planned in the City through 2014. Funding for these projects is secured through monies in the City Capital Art Fund, the Public Art Impact Fee Fund, or through donations.
- Tab 7 contains City leases. Page 76 shows the leases that the City currently has and those being proposed throughout the planning period. The City Hall lease payment (revenue bonds) is also reflected on Page 76. This payment is being made from General Fund operating monies. This project was initially set up as a lease rather than City-at-large debt and will be retired in 2012. Page 76 graphically illustrates the City's lease obligations.

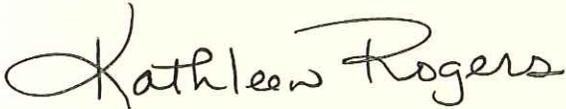
- Behind Tab 8, you will find the supplemental resolutions that are referenced in the Debt Policy for Industrial Revenue Bonds, and for Special Benefit District Debt.

In conclusion, if there are any questions please feel free to contact staff.

Respectfully submitted,



Scott Lambers  
City Administrator



Kathleen Rogers  
Finance Director

<b>1</b>	<b>Overview, Assumptions &amp; Budgeting Terms</b>
<b>2</b>	<b>Debt Policies</b>
<b>3</b>	<b>Program Summary</b>
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# Overview

## What is a capital improvement project?

A capital improvement project is a project that may include the construction of new facilities as additions to the City's assets, renovation of existing structures to significantly extend useful life, and major repair operations of a comprehensive and non-routine nature. To be defined as a capital project, the project must exceed \$100,000 in cost, and should be an expense that is nonrecurring (not an operating budget item). Common examples of capital improvement projects include the construction of roads and bridges, facility construction, and land acquisition. However, certain other large ticket items, such as fire trucks, are considered to be capital items as well.

## What is a capital improvement program?

A capital improvement program is a document that is the result of systematic evaluation of capital projects. The plan serves as a guide for the efficient and effective provision of public facilities, outlining a timing and financing schedule of capital projects for a five-year period of time. In the process of formulating the plan, public improvements are prioritized and costs are projected, thereby allowing the City to take maximum advantage of federal, state, and county funds. However, the capital improvement program is not a document of long-term certainty. Rather, the plan is reviewed yearly, during which time the needs of the City may be re-prioritized and financial status reevaluated. This allows the City further flexibility in maintaining and promoting an effective level of service for present and future citizens.

## What are the objectives of a capital improvement program?

1. To arrive at a balance between needed public improvements and the present financial capability of the City to provide for these improvements.
2. To forecast the public facilities and improvements that will be needed in the near future.
3. To forecast the public financing needs in order to maximize available federal, state, and county funds.
4. To promote sound financial planning in order to enhance and protect bond rating of the City of Leawood, in accordance with the Debt Policy.
5. To avoid, through sound financial planning, dramatic fluctuations of the tax rate.
6. To focus attention on, and assist in, the implementation of established community goals as outlined in the long term goals of the City Council.
7. To serve as a guide for local officials in making budgetary decisions.
8. To balance the needs of developing south Leawood with the needs of the already developed northern and middle portion of Leawood.
9. To promote and enhance the economic development of the City of Leawood in a timely manner.

10. To provide an opportunity for citizens and interest groups to voice their request for community improvement projects.
11. To provide for improvements in a timely and systematic manner.
12. To encourage responsible land use development within the City as well as adherence to the Leawood Master Development Plan.
13. To enable the Governing Body to consider long-term responsibilities and to respond appropriately.

### **How is the capital improvement program formulated?**

Since a capital improvement is intended to schedule major physical improvements, it is necessary to allow all City departments an opportunity to submit capital improvement requests that are anticipated over a five-year period. Likewise, citizens and public interest groups should be offered the opportunity to voice their requests for community improvement projects.

Once a composite list of capital improvement requests have been created, and the administrative recommendations are submitted, the Planning Commission is responsible for reviewing and recommending project priority from a professional planning perspective. The Governing Body is responsible for recommending and prioritizing projects from a budgetary and affordability perspective, as well as examining the need and priority of the projects themselves. The scheduling of projects over a five-year period is based on an evaluation of Leawood's development policies and plans for future growth and the ability of the City to amortize the debt. It is important to understand that the Governing Body is not committed to a particular expenditure in a particular year. Instead, the capital improvement programming process is repeated each year to allow reevaluation of previous requests and consider new requests based on changing community needs and conditions.

### **How are capital improvements financed?**

It is very important to note the direct correlation between sound capital planning and favorable bond ratings. Bonding agencies directly correlate large debt with greater risk. A solid assessed valuation in conjunction with low debt ratio encourages a better bond rating, thereby encouraging a more favorable interest rate for long-term borrowing. A realistic capital improvement program is critically important to a favorable bond rating, as it demonstrates that the City is able to exercise control over expenditures.

Because most capital improvements involve outlay of substantial funds, local government can seldom pay for these facilities through appropriations in the annual operating budget. Therefore, numerous techniques have evolved to enable local government to pay for capital improvements over a longer period of time rather than a single year. Most techniques involve the issuance of bonds in which a government borrows money from investors and pays the principal and interest over a number of years. Long-term debt is issued by the City of Leawood in accordance with

Resolution 1518 as the official debt policy of the City of Leawood. Brief definitions of financing techniques are included in the Glossary of Capital Budgeting Terms on page 8.

# Street Program

## History of Street Program

The Public Works Department began inventorying and rating streets in 1986. Streets were again reviewed in 1991 and 1995. Since 1996, the department has inspected streets every two years. This will occur again in 2010.

The Public Works Department purchased George Butler and Associates (GBA) Master Series software for the inventory and budget forecasting of streets in June 2000. The Master Series software allows us to model the streets with different levels of funding over any number of years to determine if the street pavement condition index (PCI) is decreasing or increasing. The Master Series software is linked with GIS to aid in data validation. The work history is updated annually and currently includes all streets from 1970 through present.

The Master Series software requires certain parameters that are unique to each city to be used for the budget forecast model. The parameters are: pavement deterioration rates for different levels of PCI's, maintenance breakpoints, sequence steps, construction costs, budget inflation and construction inflation.

## Current and Future PCI Street Rating

Due to funding restraints from the State and the City, a program for street reconstruction was developed in late 2003. Phase I of the Accelerated Street Program included a total of \$10,500,000 over the five-year period of 2004 through 2008, alternating funding of \$1,500,000 and \$2,500,000 each year. Phase II begins in 2009 with \$1,500,000; followed by \$2,500,000 in 2010 and continuing this amount every other year until this phase ends in 2013. Phase III is projected to begin in 2014 with the same schedule of \$2,500,000 included in every other year. Per the annual budget document, the projected 2009 overall average PCI of all lane miles is 87.0. The percentage maintained at the standard of 70 PCI for arterial streets is 95.0; for collector streets is 95.0; and for residential streets is 91.0. The model will be updated annually and a current PCI will be calculated.

The following briefly describes each parameter used for the 2009-2014 PCI street rating model:

- Pavement Deterioration Rates: Deterioration rates vary with the age of the street. Streets within the first 10 years of life deteriorate at a slower rate than streets that are 20 years old. Deterioration rates from the previous inspections are reviewed and four unique deterioration rates are developed.
- Maintenance Breakpoints: The breakpoints were determined by driving the streets, reviewing their ratings and then determining what type of maintenance could be done on the street.
- Sequence Steps: This is used by the model to determine how much of the fund should be spent on the various types of maintenance. The first sequence is to select the streets that have been

entered for certain years, then the program selects the streets that are deteriorating from one maintenance type to the next, (i.e. streets that could be slurried this year, but if delayed one more year will be in the overlay budget).

- Construction Costs: The 2008 bid tabs were used to determine current construction costs for various types of maintenance.
- Budget Inflation: A 0% annual budget inflation rate was assumed.
- Construction Inflation: A 4% annual construction inflation rate was assumed.

### **Conclusion:**

We hope that the Governing Body is pleased with the current average PCI street rating of 87.0, compared to the Governing Body goal of a street rating of not less than 70.0. It is the hope of city staff that this type of analysis will provide the Governing Body greater information and will assist you in tailoring your broad goals with specific objectives. Furthermore, this information will provide measurable and quantifiable benchmarks that can clearly be communicated to staff and your constituents.

# Assumptions

In forecasting the fiscal impact of the 2010-2014 Capital Improvements Program, several financial assumptions have been made:

- Cost subject to change depending upon approved final design and construction bids in construction year;
- Oil prices, and oil based products, i.e. asphalt;
- Interest rates are projected to increase .75% from last year's projection. This includes a rate of 5.25% and 5.50% for 15-year tax exempt bonded projects and 20-year bonded projects, respectively, in 2010. An interest rate of 6.00% and 6.50% for 15-year and 20-year taxable issues. For taxable TDD projects a rate of 8.25% is projected;
- State mandated debt limitation established at 30.0% of equalized assessed valuation;
- Changes in state law could affect the amount of property tax collections; for example, the elimination of the machinery and equipment tax;
- Interest earnings are projected at 1.5% in 2010, and 3.0% for 2011-2014;
- Assessed valuation is projected at an annual growth rate of 0.5% for 2010, 0.5% for 2011, 1.5% for 2012 and 4.0% for 2013-2014;
- Using a variance in the City's overall forecasting model of 101% revenues and 99% expenditures plus all the other appropriate financial assumptions i.e. assessed valuation, inflation, etc per the budget policy;
- A one mill increase is forecasted in 2012, 2014 and 2016;
- Timely payment of special assessment debt by special benefit district properties;
- Includes 1/8<sup>th</sup> cent sales tax for capital improvements extended throughout the 2010-2014 CIP. From this tax a portion will be used to support the mill & overlay projects and non-SMAC storm water projects with allocations yet to be determined;
- On city at large projects, construction inflation is generally projected at 6.5% per year. On the Residential Street Reconstruction initiative, the amounts are capped at \$2,500,000 every other year beginning in 2010 and \$600,000 every other year for the Accelerated Stormwater program beginning in 2011;
- Transportation Development District (TDD) project estimates are provided by the Developer. Staff has not indexed these projects for inflation since they generally have been approved through a specific Development Agreement. On developer driven Special Benefit District projects the amount shown in the CIP reflects the amount petitioned and approved by the Governing Body;
- Sales tax projections for the planning period are 0.5% growth in 2010, and 4.0% in 2011, and 3.0% growth from 2012 to 2014.

# Glossary of Capital Budgeting Terms

Ad Valorem Tax

A tax levied on the assessed value of both real and personal property in proportion to the value of the property (also known as “property tax”).

Anticipated Projects

Anticipated projects represent neighborhood street reconstruction and major stormwater repairs/improvements that were originally initiated using a phased financial approach. These projects are seen as necessary to address large areas of capital maintenance. The funding of these multi-year improvements are beyond the five-year planning process, but are expected to continue. Since they are funded annually, the projected mill levy does not reflect any funding to be set aside for these costs after 2014.

Assessed Valuation

The valuation placed upon real and certain personal property by the county assessor as the basis for levying property taxes.

Authorities and Special Benefit Districts

Special authorities or benefit districts may be formed, pursuant to applicable statutory requirements, to provide public improvements. These districts are usually single purpose, providing only a single service improvement. The purpose of forming authorities or special benefit districts is often to avoid statutory local government debt limits, which restrict the ability of the municipality to issue long-term debt. A further purpose is to provide improvements, which may overlap jurisdictional boundaries. Projects undertaken by special districts and authorities are generally financed through the issuance of revenue bonds, although in some circumstances special districts may be granted the power to tax.

Bond

A written promise to pay a specified sum of money on a specific date at a specified or variable stated interest rate. The most common types of bonds are general obligation and revenue bonds. Bonds are typically used as long-term debt to pay for specific capital expenditures

Bond Rating

A rating that is received from Standard & Poor’s Corporation and Moody’s Investors service, Inc., which shows the financial and economic strengths of the City.

Capital Improvements Program

A plan for capital expenditures to be incurred each year over a five-year period, setting forth each capital project, identifying the expected beginning and ending date for each project, the amount to be expended in each year, and the method of financing those expenditures.

Committed Projects

Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year, provided funding and timing allows.

Current Revenue  
(Pay-as-you-go)

Pay-as-you-go financing refers to the method whereby improvements are financed from current revenues including general taxes, fees, service charges, special funds, and special assessments.

Debt

An obligation resulting from the borrowing of money.

Debt Service

The City's obligation to pay the interest and repay the principal of all bonds and other debt instruments according to a predetermined payment schedule.

Desired Projects

Desired projects represent items which have been submitted for consideration into the CIP, but are currently not funded and therefore have not been included in the 2010-2014 CIP plan or in the financial forecasting model.

Fiscal Year

The time-period designated by the City signifying the beginning and the ending period of recording financial transactions. The City of Leawood has specified the calendar year as its fiscal year.

General Obligation Bonds

Many capital improvement projects are funded by the issuance of general obligation bonds. General obligation bonds are full faith and credit bonds, pledging the general taxing power of the jurisdiction to back the bonds. General obligation bonds can be sold to finance the permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. In some circumstances, voter approval may be required.

General Obligation  
Temporary Notes

Temporary notes are to be used as a funding mechanism for capital projects, which will be paid off, by the use of general obligation bonds or other funding sources. General obligation temporary notes are full faith and credit notes, pledging the general taxing power of the jurisdiction to back the notes. General obligation temporary notes can be sold to finance the permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. In some circumstances, voter approval may be required.

Infrastructure

Public domain fixed assets such as roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems and similar assets that are immovable and of value only to the government unit.

Lease Purchase

Local governments using the lease-purchase method prepare specifications for a needed public works project that is constructed and owned by a private company or authority. The facility is then leased back to the municipality, and the title is conveyed to the municipality at the end of the lease period. The lease period is of such length that the payments retire the principal and interest.

Long-Term Debt

Debt with a maturity of more than one year after the date of issuance.

Mill Levy

Used to impose taxes for the support of governmental activities. A Mill Levy is expressed as one dollar per one thousand dollars of assessed valuation.

Property Tax

Ad valorem taxes levied on both real and personal property according to the assessed valuation and the tax rate.

Reserve Funds

In reserve fund financing, funds are pooled in advance to finance an upcoming capital construction or purchase. This pool of funds may be from surplus or earmarked operational revenues, funds in depreciation reserves, or the sale of capital assets.

Revenue Bonds

Revenue bonds are a mechanism used in cases where the project being funded will generate revenue from user fees, such as water or sewer systems. These fees are used to pay for the improvement project. These bonds are not generally subject to statutory debt limitations, as these issues are not backed by the full faith and credit of the municipal entity. However, some revenue bonds, referred to as “double barreled” revenue bonds, have supplemental guarantees to make the investment more appealing. The interest rate on revenue bonds is generally higher than that for general obligation bonds, and voter approval is seldom required.

Special Assessments

Public works projects that more directly benefit certain property owners may be financed in the interest of equity by the use of special assessments. In this method, the directly benefiting property owners are assessed the cost of the improvements based upon applicable formulas and/or policies. Local improvements typically financed by this method include street pavement, sanitary sewers, and water mains.

*State and Federal Grants*

State and federal grants-in-aid are a financing method that have financed many improvements including street improvements, water and sewer facilities, airports, parks, and playgrounds. The cost of these improvements may be paid for entirely by the grants, although in many instances these funds must be leveraged with local funds.

*Transportation Development District*

Transportation Development District (TDD) is a transportation project development tool, governed by state statute. This debt tool is designed to facilitate specific public transportation improvements through the collection of taxes and the borrowing of funds. The revenue of a TDD (most frequently sales tax) can only be used for public transportation and transportation-related improvements or they can be backed by assessments.

*Uncommitted Projects*

Uncommitted projects represent capital improvements where a growth has or will necessitate the improvement; however, the project currently does not have an identified funding source and has not been formally agreed upon for inclusion in the CIP. These projects are shown in the CIP document, but are excluded from the financial debt ratios or mill levy projections.

# City of Leawood

## Debt Policies

## Objective

To maintain the City's ability to incur debt and issue other long-term obligations at favorable interest rates in amounts needed for capital improvements, economic development, and facilities or equipment to provide essential city services.

## Scope

This Policy provides a general guideline to all debt issued by the City regardless of purpose, source or type.

## Responsibility

The primary responsibility for developing financing recommendations rests with the City Administrator. In developing the recommendations, the Finance Director, City Attorney or designee, Public Works Director, and other Department Heads assist the City Administrator. Responsibilities include annual review of debt capacity, quarterly assessment of progress on the Capital Improvement Program, preparation for debt issues and the ongoing responsibility of oversight and evaluation of services provided by the Financial Advisor and Bond Counsel.

### I. Debt Planning Policies

- Section 1: Capital Planning. To enhance creditworthiness and prudent financial management, the City is committed to systematic capital planning, intergovernmental cooperation and coordination, and long-term financial planning. Evidence of this commitment is demonstrated through adoption of an annual Capital Improvement Plan (CIP) and annual assessment of the City's financial condition.
- Section 2: Debt Capacity. Each year the City will review whether it is willing and able to assume new debt beyond what will be retired. The Finance Director or designee shall, prior to the issuance of new debt, or at least annually, calculate the City's statutory debt limit in accordance with K.S.A. 10-308. Debt capacity will be assessed by reviewing debt per capita, general levels of per capita income, debt as a percent of appraised value, debt service payments as a percent of general government expenditures, debt payout over the ensuing ten years, and the level of overlapping net debt of all other local taxing jurisdictions.
- Section 3: Debt vs. Pay-As-You-Go. The City will evaluate annually the relationship between issuing debt and pay-as-you-go financing. The City will consider pay-as-you-go financing for all personal property less than \$50,000.

- Section 4: Appropriate Uses. The City will generally consider long-term financing for the acquisition, maintenance, replacement, or expansion of physical assets having a useful life of at least (5) years. The scheduled maturities of long-term obligations should generally not exceed the expected useful life of the capital project or asset(s) financed. Proceeds should only be used for construction project costs, acquisition of fixed assets, issue costs, debt service reserve requirements, or refunding of outstanding issues. Proceeds from long-term debt may not be used to fund current operating costs.
- Section 5: Timing of Issues. In determining when to issue bonds, notes and other obligations the following factors should be considered:
- a) The timing of other proposed issues, including those by other jurisdictions;
  - b) The timing of the preparation, completion and certification of the City's annual budget including special assessment procedures;
  - c) The availability of the City's audited financial statements for the previous fiscal year;
  - d) The potential impact on the City's bond ratings.
- Section 6: Types of obligations. In determining the type of obligation to issue, the following factors should be considered:
- a) The direct and indirect beneficiaries of the project (i.e. a significantly large proportion of citizens should benefit from projects financed by at-large taxes and other revenues);
  - b) The time pattern of the stream of benefits generated by the project;
  - c) The sources and timing of revenues available for the repayment of the debt;
  - d) The cost-effectiveness of user charges or other revenue sources to the extent available;
  - e) The effect of the proposed issue on the City's ability to finance future projects of equal or higher priority;
  - f) The interest cost of each type of obligation;
  - g) The impact on the City's financial condition and credit ratings.
- Section 7: At-Large General Obligation Bonds. At-large general obligation, property tax-supported financing should be used for those capital improvements and long term assets which have been determined to be essential to the maintenance or development of the City and as permitted by law. Consideration should be given to alternative funding sources, such as project revenues, Federal and State grants, and special assessments.
- Section 8: Benefit District Bonds. The issuance of benefit district general obligation bonds shall be governed by the most recently approved Resolution.
- Section 9: Revenue Supported Obligation. Revenue supported obligations should be used to limit potential dependence on property taxes for those projects with available revenue sources, whether self-generated or dedicated from other sources. Adequate financial feasibility studies will be performed for each project to establish assurances as to the self-liquidating nature of the project or adequacy of dedicated revenue sources.

Section 10: Transportation Development District Obligations. The formation of a Transportation Development District [TDD] and the provisions and conditions under which debt for such projects can be issued, will be considered by the Governing Body on a case by case basis. If sales tax is proposed to pay off the bonds, it would be based on extremely conservative estimates. A TDD Project will be initiated by petition pursuant to the TDD Act. The Governing Body will consider the petition and a reimbursement resolution on the filing of a timely and adequate petition. The Developer will be responsible for construction financing [the City will not participate]. The City will, however, participate in permanent financing upon terms satisfactory to the City but only through a direct private placement arranged by the Developer whereby the lender will satisfy itself with respect to all credit issues. To facilitate this process, a third party Trustee will be engaged by the City through the City Administrator. Costs for the Trustee will be the responsibility of the Developer. The Lender will be required to execute and deliver at closing an investment letter in form and substance satisfactory to the City and its Bond Counsel. The City shall not be committed for the repayment of any portion of the debt whatsoever.

Section 11: Lease and Lease-Purchase Agreements. The City may enter into leases and lease-purchase obligations to finance the acquisition of real and personal property as permitted by law. The Finance Director shall review all proposed leases prior to submittal to the Governing Body. Lease financing is appropriate:

- a) Whenever the introduction of leased equipment and/or a capital improvement results in verifiable operating savings, or interest costs that minimizes the loss on resale value, properly discounted, outweigh the lease financing costs;
- b) Existing or incremental new revenues are available to provide for the lease payments;
- c) The capital asset is deemed important enough (for safety, legal, efficiency, or other reasons) to lead to a reallocation of existing revenues; or
- d) Existing state statutes do not provide adequate or expedient methods of financing.

This Policy shall not preclude the use of operating leases in appropriate circumstances such as for office equipment.

Section 12: Other Borrowing Methods. Financial feasibility studies should be performed for other financing methods such as state loan programs and pool participation.

Section 13: Short Term Borrowing. Use of short-term borrowing, such as temporary notes will be undertaken if the available cash is insufficient to meet project requirements or their use is judged to be prudent and advantageous to the City. Temporary notes may also be used to affect the interim financing of capital projects including benefit district projects so that permanent financing can occur on a more orderly basis. The City will conduct a

cash flow analysis for a forecast period of no less than 12 months prior to issuing short-term notes.

Section 14: Conduit Financing. The City may sponsor conduit financing such as industrial revenue bonds and tax increment financings that are consistent with the City's overall service, development and Policy objectives. The issuance of industrial revenue bonds and tax increment financings should be governed by Resolutions 598 and 1317 respectively.

## II. Debt Issuance Policies

Section 15: Method of Sale. As required by law, City debt will be issued through a competitive bidding process. Bids on long-term bonds will be awarded on a true interest cost basis, providing other bidding requirements are satisfied. Negotiated sales of debt will be considered when the complexity of the issue requires specialized expertise, or when the negotiated sale would result in substantial savings in time or money. The objective in all situations will be to accomplish the project at the lowest overall cost to the City.

Section 16: Length of Debt. Debt will be structured for the shortest period consistent with a fair allocation of costs to current and future beneficiaries or users (Guidelines: - 15 years for General Obligations Debt; 20 years for land, parks and buildings; and 15 to 20 years for Revenue Bonds). Benefit District Debt has a 10 year length, however, upon special approval by the Governing Body, benefit district debt may be extended up to a 15 year term. Transportation Development District [TDD] has a 10-year length however, upon special approval by the Governing Body, this debt may be extended up to a maximum of 22 years, in accordance with Kansas State Statute.

Section 17: Debt Structure. Debt will be structured to achieve the lowest possible net cost to the City given market conditions, the urgency of the capital project, and the nature and type of security provided. Moreover, to the extent possible, the City will design the repayment of its overall debt so as to recapture rapidly its borrowing capacity for future use. The structure should approximate level principal on street projects debt, and level payment for public buildings, land and parks. Level debt service should also be used for revenue bonds. There shall be no debt structures which include increasing debt service levels in subsequent years, except when such structuring will allow debt service to more closely match project revenues during the early years of the project's operation or such structuring is needed to mitigate property tax impacts. There shall be no "balloon" bond repayment schedules that consist of low annual payments and one large payment of the balance due at the end of the term. Normally, there shall be no capitalized interest included in the debt structure unless there are insufficient revenues available from the source of repayment of the debt during the project construction or start up phase.

Section 18: Bond Rating. The City should continually seek to maintain and improve current bond ratings so that borrowing costs are minimized and access to credit preserved. Good

communication with bond rating agencies should be maintained and all necessary financial and economic data concerning the City and its borrowing needs shall be provided to the bond rating agencies as needed or requested. The city shall attempt to structure its debt issuance, prepare its operating budgets, and implement policies that will maintain or improve its existing bond rating. Any departure from prior structuring or budgeting processes that may jeopardize the City's bond rating will be discussed in advance with the rating agencies.

Section 19: Credit Enhancements. Decisions regarding credit enhancements such as Letters of Credit or Bond Insurance will be based upon the City's goal of accomplishing its financings at the lowest borrowing cost.

### III. Debt Administration Policies

Section 20: Coordination of Local Jurisdictions. The City will participate in communications with overlapping and adjoining jurisdictions concerning plans for future debt issues.

Section 21: Monitoring. The Finance Department should continually monitor the City's outstanding debt issues to verify compliance with debt covenants and record keeping.

Section 22: Reporting. Official statements accompanying debt issues, Comprehensive Annual Financial Reports, and continuing disclosure statements will meet (at a minimum) the standards articulated by, the Government Accounting Standards Board (GASB), the Government Finance Officers Association (GFOA), any clarifying guidance from the Securities and Exchange Commission (SEC), and Generally Accepted Accounting Principles (GAAP). The Department of Finance shall be responsible for ongoing disclosure to established national and state information repositories and for maintaining compliance with disclosure standards of state and national regulatory bodies.

Section 23: Investment of Bond Proceeds. All proceeds of bonds, notes and other obligations shall be segregated into separate funds and invested in a manner consistent with those authorized by existing state laws and by the City's investment practices, consistent with safety, liquidating and return. All interest earned on proceeds shall be used to pay costs associated with the projects being financed or used to pay the principal of or interest on such debt.

Section 24: Arbitrage Rebate. The Finance Director shall ensure that record keeping and reporting meets the arbitrage rebate compliance requirements of the federal tax code. This effort shall include tracking investment earnings on bond proceeds, calculating rebate payments in compliance with tax law, and remitting any rebatable earnings to the federal government in a timely manner in order to preserve the tax-exempt status of the City's outstanding debt issues. The City should actively monitor its investment practices

to ensure maximum returns on its invested bond funds while complying with federal arbitrage guidelines.

Section 25: Refunding. Periodic reviews of all outstanding debt will be undertaken to determine refunding opportunities. As a general matter, advance refundings may be undertaken for economic savings when net present value savings of not less than two percent of the refunded debt can be achieved. The City also may choose to refund outstanding indebtedness when existing bond covenants or other financial structures can be modified to improve financial operations. Savings requirements for current or advance refundings undertaken to restructure debt may be waived upon finding that such a restructuring is in the City's overall best financial interests.

REFERENCES:

Adopted by Resolution No. 1518 [April 3, 2000]

Revised by Resolution No. 2221 [May 3, 2004]

Revised by Resolution No. 2789 [May 5, 2007]

# Program Summary

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## Bond Issue Financed

All Projects

Infrastructure Projects

Parks and Recreation Projects

Buildings and Facilities Projects

Bonding Projections – General Obligation & Special Benefit District

# Capital Improvements Program 2010 - 2014

## Total Project Cost - All Projects, by Construction Year

<u>Proj #</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80210	2010 Residential Streets, Phase II-Yr 2	\$2,500,000				
# 80212	2012 Residential Streets, Phase II-Yr 3			\$2,500,000		
# 80214	2014 Residential Streets, Phase II-Yr 4					\$2,500,000
# 80404	Traffic Signal, 133rd & Roe Avenue		\$344,650			
# 80450	135th St-Bury Power Lines (TDD)			\$3,375,000		
# 80451	135th St-Add Third Lane (SBD)			\$3,400,000		
# 80454	Park Place-Parking Structure #2 (TDD)	\$6,966,000				
# 80455	Park Place-Aloft/Element Garage (TDD)		\$6,500,000			
# 80504	2011 Accelerated Stormwater Reconstruction		\$600,000			
# 80506	2013 Accelerated Stormwater Reconstruction				\$600,000	
# 80550	<i>89th &amp; Mission Stormsewer</i>				<i>\$1,310,400</i>	
<b>Total</b>		<b>\$9,466,000</b>	<b>\$7,444,650</b>	<b>\$9,275,000</b>	<b>\$1,910,400</b>	<b>\$2,500,000</b>
	COMMITTED	\$9,466,000	\$7,444,650	\$9,275,000	\$600,000	\$2,500,000
	UNCOMMITTED	\$0	\$0	\$0	<i>\$1,310,400</i>	\$0

Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.

# Capital Improvements Program 2010 - 2014

## Total City Cost - All Projects, by Construction Year

<u>Proj #</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80210	2010 Residential Streets, Phase II-Yr 2	\$2,500,000				
# 80212	2012 Residential Streets, Phase II-Yr 3			\$2,500,000		
# 80214	2014 Residential Streets, Phase II-Yr 4					\$2,500,000
# 80404	Traffic Signal, 133rd & Roe Avenue		\$344,650			
# 80450	135th St-Bury Power Lines (TDD) 1			\$0		
# 80451	135th St-Add Third Lane (SBD) 1			\$0		
# 80454	Park Place-Parking Structure #2 (TDD) 1	\$0				
# 80455	Park Place-Aloft/Element Garage (TDD) 1		\$0			
# 80504	2011 Accelerated Stormwater Reconstruction		\$600,000			
# 80506	2013 Accelerated Stormwater Reconstruction				\$600,000	
# 80550	<i>89th &amp; Mission Stormsewer</i>				<i>\$1,310,400</i>	
<b>Total</b>		<b>\$2,500,000</b>	<b>\$944,650</b>	<b>\$2,500,000</b>	<b>\$1,910,400</b>	<b>\$2,500,000</b>
	COMMITTED	\$2,500,000	\$944,650	\$2,500,000	\$600,000	\$2,500,000
	<i>UNCOMMITTED</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,310,400</i>	<i>\$0</i>

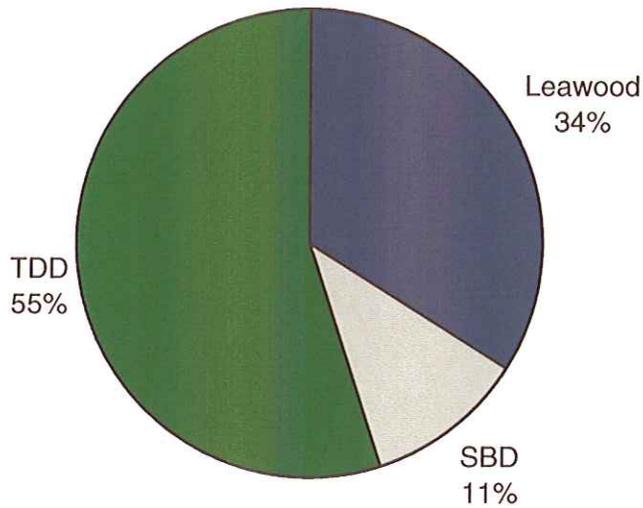
Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.

1. The Total City Cost may differ from the Total Project cost due to funding sources other than Leawood, such as Special Benefit District, TDD, and/or Other Contributions.

## Capital Improvements Program 2010 - 2014

### Construction Year Cost Distribution by Funding Source

<u>Year</u>	<u>City of Leawood</u>	<u>Special Benefit Dist</u>	<u>Transportation Devel Dist</u>	<u>State/Federal</u>	<u>County</u>	<u>Other</u>	<u>Total</u>
2010	\$2,500,000	\$0	\$6,966,000	\$0	\$0	\$0	\$9,466,000
2011	\$944,650	\$0	\$6,500,000	\$0	\$0	\$0	\$7,444,650
2012	\$2,500,000	\$3,400,000	\$3,375,000	\$0	\$0	\$0	\$9,275,000
2013	\$1,910,400	\$0	\$0	\$0	\$0	\$0	\$1,910,400
2014	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000
<b>Total</b>	<b>\$10,355,050</b>	<b>\$3,400,000</b>	<b>\$16,841,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,596,050</b>



# Capital Improvements Program 2010 - 2014

## Total Project Cost - Infrastructure

<u>Project Number</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80210	2010 Residential Streets, Phase II-Yr 2	\$2,500,000				
# 80212	2012 Residential Streets, Phase II-Yr 3			\$2,500,000		
# 80214	2014 Residential Streets, Phase II-Yr 4					\$2,500,000
# 80404	Traffic Signal, 133rd & Roe Avenue		\$344,650			
# 80450	135th St-Bury Power Lines (TDD)			\$3,375,000		
# 80451	135th St-Add Third Lane (SBD)			\$3,400,000		
# 80504	2011 Accelerated Stormwater Reconstruction		\$600,000			
# 80506	2013 Accelerated Stormwater Reconstruction				\$600,000	
# 80550	<i>89th &amp; Mission Stormsewer</i>				<i>\$1,310,400</i>	
<b>Total Annual Cost</b>		<b>\$2,500,000</b>	<b>\$944,650</b>	<b>\$9,275,000</b>	<b>\$1,910,400</b>	<b>\$2,500,000</b>

COMMITTED  
*UNCOMMITTED*

Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.

**Capital Improvements Program  
2010 - 2014  
Total Project Cost - Parks & Recreation Projects**

<b>Project Number</b>	<b><u>Project Description</u></b>	<b><u>2010</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>
<i>Currently there are no projects included in the 2010 - 2014 planning period</i>						
<b>Total Annual Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

COMMITTED

*UNCOMMITTED*

Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.

# Capital Improvements Program 2010 - 2014

## Total Project Cost - Buildings

<u>Project Number</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80454	Park Place-Parking Structure #2 (TDD)	\$6,966,000				
# 80455	Park Place-Aloft/Element Garage (TDD)		\$6,500,000			
<b>Total Annual Cost</b>		<b>\$6,966,000</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

COMMITTED

*UNCOMMITTED*

Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.

# Capital Improvements Program 2010 - 2014

## General Obligation Bonding Projections and Total City Cost

<u>Project Number</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80143	Nall Avenue, 143rd to 159th Streets	\$4,490,000				
# 80189	Roe Avenue, 140th - 143rd Streets	\$440,000				
# 80208	2008 Residential Streets, Phase I-Yr 5	\$2,500,000				
# 80209	2009 Residential Streets, Phase II-Yr 1	\$1,500,000				
# 80210	2010 Residential Streets, Phase II-Yr 2	\$2,500,000	\$2,500,000			
# 80212	2012 Residential Streets, Phase II-Yr 3		\$2,500,000	\$2,500,000	\$2,500,000	
# 80214	2014 Residential Streets, Phase II-Yr 4				\$2,500,000	\$2,500,000
# 80400	Traffic Signals, 128th & State Line	\$366,300				
# 80404	Traffic Signal, 133rd & Roe Avenue	\$344,650	\$344,650	\$344,650		
# 80504	2011 Accelerated Stormwater Reconstruction	\$600,000	\$600,000	\$600,000		
# 80506	2013 Accelerated Stormwater Reconstruction			\$600,000	\$600,000	\$600,000
# 80550	89th & Mission Stormsewer			\$1,310,400	\$1,310,400	\$1,310,400
<b>Totals</b>		<b>\$12,740,950</b>	<b>\$5,944,650</b>	<b>\$5,355,050</b>	<b>\$6,910,400</b>	<b>\$4,410,400</b>
Total Project Cost/Design Year		\$944,650	\$2,500,000	\$1,910,400	\$2,500,000	\$0
Total City Cost/Construction Year		\$2,500,000	\$944,650	\$2,500,000	\$1,910,400	\$2,500,000
Total Project Cost/Bond Year		\$9,296,300	\$2,500,000	\$944,650	\$2,500,000	\$1,910,400

COMMITTED  
UNCOMMITTED

## Capital Improvements Program 2010 - 2014

### Special Benefit District Bonding Projections and Total City Cost

<u>Project Number</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80196	Park Place (SBD)	\$4,743,322				
# 80197	Villaggio Project (SBD)	\$4,500,000				
# 80403	135th & Fontana Traffic Signals (SBD)	\$825,000				
# 80451	135th St-Add Third Lane (SBD)		\$3,400,000	\$3,400,000	\$3,400,000	
<b>Totals</b>		<b>\$10,068,322</b>	<b>\$3,400,000</b>	<b>\$3,400,000</b>	<b>\$3,400,000</b>	<b>\$0</b>
Total Project Cost/Design Year		\$0	\$3,400,000	\$0	\$0	\$0
Total SBD Cost/Construction Year		\$0	\$0	\$3,400,000	\$0	\$0
Total Project Cost/Bond Year		\$10,068,322	\$0	\$0	\$3,400,000	\$0

### Transportation Development District Bonding Projections and Total City Cost

<u>Project Number</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80450	135th St-Bury Power Lines (TDD)		\$3,375,000	\$3,375,000	\$3,375,000	
# 80454	Park Place-Parking Structure #2 (TDD)	\$6,966,000	\$6,966,000			
# 80455	Park Place-Aloft/Element Garage (TDD)		\$6,500,000	\$6,500,000		
<b>Totals</b>		<b>\$6,966,000</b>	<b>\$16,841,000</b>	<b>\$9,875,000</b>	<b>\$3,375,000</b>	<b>\$0</b>
Total Project Cost/Design Year		\$0	\$3,375,000	\$0	\$0	\$0
Total TDD Cost/Construction Year		\$6,966,000	\$6,500,000	\$3,375,000	\$0	\$0
Total Project Cost/Bond Year		\$0	\$6,966,000	\$6,500,000	\$3,375,000	\$0

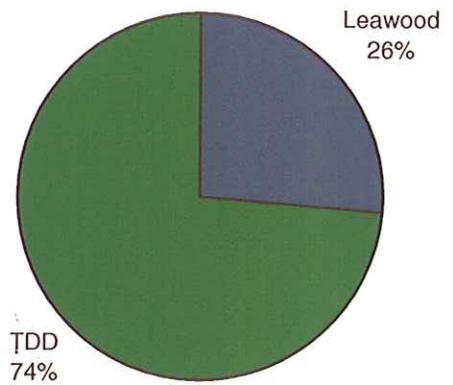
COMMITTED  
UNCOMMITTED

# Annual Projects

## 2010

- # 80210 2010 Residential Streets, Phase II-Yr 2
- # 80454 Park Place-Parking Structure #2 (TDD)

2 Project(s)  
\$9,466,000 Total 2010 Project Cost



COMMITTED  
UNCOMMITTED

## 2010 Residential Streets, Phase II-Yr 2

2010

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80210	<b>Design Date:</b> 2009
	<b>Construction Date:</b> 2010
<b>Location:</b> Various	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2011
<b>Description:</b> Street Reconstruction Program	<b>Bond Life:</b> 15
Reconstruction of 7,041 feet of roadway currently at an average PCI of 70.	

### Estimated Cost

Construction	\$2,320,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$30,000
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$150,000
Sub-total	\$2,500,000
Inflation	0%
Total	\$2,500,000

### Funding Source

Leawood	\$2,500,000
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$2,500,000

**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## 2010 Residential Street Reconstruction Program

Street	Length (ft)	Type of Work	Est Cost
<b><u>Group 10A</u></b>			
87th Street (Mission Rd to Cherokee)	2,184	Reconstruction	629,255
Mohawk Road (87th St to Reinhardt Ln)	676	Reconstruction	194,770
Reinhardt Ln (Mission Rd to 85th St)	1,300	Road Recon (no storm)	348,425
Cherokee Ct (West of Cherokee Ln near 8700)	202	Road Recon (no storm)	54,140
<b><u>Group 10B</u></b>			
Cherokee Place (94th Terr to 93rd St)	1,122	Reconstruction	323,271
Canterbury (94th Terr to 93rd St)	1155	Reconstruction	332,779
94th Terrace (Cherokee Pl to Ensley Ln)	604	Reconstruction	174,025
<b><u>Group 10C</u></b>			
Cherokee Place (S of Wenonga)	409	Road Recon (no storm)	109,620
Cherokee Lane (S of Wenonga)	629	Road Recon (no storm)	168,584
Irrigation/Contingency			75,000
			<b>2,409,869</b>

## Park Place-Parking Structure #2 (TDD)

2010

*COMMITTED Development Agreement, Resolution #2267, Ordinance #2084.*

*Amended by Resolution # 2891 (10/15/07)*

Project Number: # 80454

Location: Between 117th St & Town Center  
Drive, E of Nall

Description: Parking Structure

Design Date:	2007
Construction Date:	2010
Project Life:	1 year
Bond Date:	2011
Bond Life:	22

### Estimated Cost

Construction	\$6,816,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$150,000
Sub-total	\$6,966,000
Inflation	0%
Total	\$6,966,000

### Funding Source

Leawood	\$0
TDD	\$6,966,000
State/Federal	\$0
Johnson County (CARS)	\$0
Other	\$0
Total	\$6,966,000

**Note:** ESTIMATED COST ONLY.

The design and construction years do not impact the City's schedule since the bonds will not be sold until the project is fully operational, per the development agreement.

# 2010 Accelerated Stormwater Reconstruction

**2010**

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80503	<b>Design Date:</b> 2009
	<b>Construction Date:</b> 2010
<b>Location:</b> To Be Determined	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2011
<b>Description:</b> Repair failing curb inlets, junction boxes, and point repairs. Some pipe will be replaced, but these are not significant.	<b>Bond Life:</b> 15

**Estimated Cost**

Construction	\$0
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$0
Sub-total	\$0
Inflation	0%
Total	\$0

*Funding for the Accelerated Stormwater Program has been reduced from \$750,000 annually to \$600,000 every other year, beginning in 2011 and occurring again in 2013, 2015, and so on. The \$600,000 in Pay-As-You-Go funding for 2009 remains.*

**Funding Source**

Leawood	\$0
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$0

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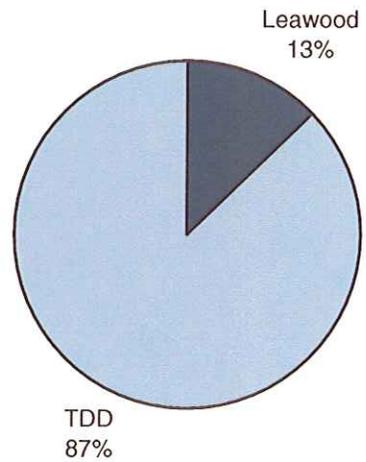
**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# Annual Projects

## 2011

- # 80404 Traffic Signal, 133rd & Roe Avenue
- # 80455 Park Place-Aloft/Element Garage (TDD)
- # 80504 2011 Accelerated Stormwater Reconstruction

3 Project(s)  
\$7,444,650 Total 2011 Project Cost



COMMITTED  
UNCOMMITTED

# Traffic Signal, College & Brookwood

2011

*COMMITTED Approval by Governing Body at 1/7/08 WSS*

**Project Number:** # 80401

**Location:** College Blvd & Brookwood

**Description:** Add traffic signal to the intersection  
of College & Brookwood

**Design Date:** 2010  
**Construction Date:** 2011  
**Project Life:** 1 year  
**Bond Date:** 2012  
**Bond Life:** 15

## Estimated Cost

Construction	\$0
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$0
Sub-total	\$0
Inflation	13%
Total	\$0

*Funding for this project has been removed, and the project placed on the Uncommitted List on P. 55*

## Funding Source

Leawood	\$0
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$0

**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# Traffic Signal, 133rd & Roe Avenue

2011

*COMMITTED Presented to Council 10/6/08, Fact Sheet*

Project Number: # 80404	Design Date:	2010
	Construction Date:	2011
Location: 133rd & Roe Avenue	Project Life:	1 year
	Bond Date:	2012
Description: Install traffic signals at 133rd & Roe Avenue	Bond Life:	15

## Estimated Cost

Construction	\$220,000
Stormwater	\$0
Design	\$30,000
Inspection/Survey	\$10,000
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$45,000
Sub-total	\$305,000
Inflation	13%
Total	\$344,650

## Funding Source

Leawood	\$344,650
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$344,650

**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## Park Place-Aloft/Element Garage (TDD)

2011

*COMMITTED Resolution #2891 (10/15/07)*

Project Number: # 80455	Design Date: 2008
	Construction Date: 2011
Location: Between 117th St & Town Center Drive, E of Nall	Project Life: 1 year
Description: Parking Structure	Bond Date: 2012
	Bond Life: 22

### Estimated Cost

Construction	\$6,350,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$150,000
Sub-total	\$6,500,000
Inflation	0%
Total	\$6,500,000

### Funding Source

Leawood	\$0
TDD	\$6,500,000
State/Federal	\$0
Johnson County (CARS)	\$0
Other	\$0
Total	\$6,500,000

**Note:** ESTIMATED COST ONLY.

The design and construction years do not impact the City's schedule since the bonds will not be sold until the project is fully operational, per the development agreement.

# 2011 Accelerated Stormwater Reconstruction

**2011**

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80504	<b>Design Date:</b> 2010
	<b>Construction Date:</b> 2011
<b>Location:</b> To Be Determined	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2012
<b>Description:</b> Repair failing curb inlets, junction boxes, and point repairs. Some pipe will be replaced, but these are not significant.	<b>Bond Life:</b> 15

**Estimated Cost**

Construction	\$0
Stormwater	\$525,000
Design	\$45,000
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$30,000
Sub-total	\$600,000
Inflation	0%
Total	\$600,000

**Funding Source**

Leawood	\$600,000
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$600,000

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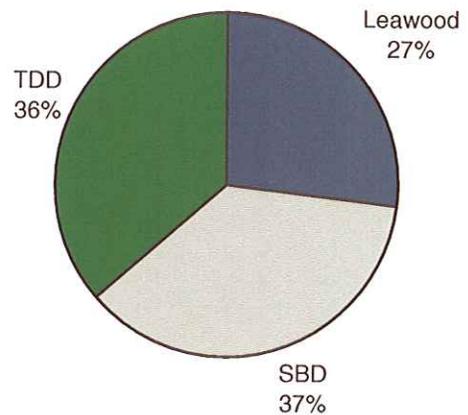
**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## Annual Projects

### 2012

- # 80212 2012 Residential Streets, Phase II-Yr 3
- # 80450 135th St-Bury Power Lines (TDD)
- # 80451 135th St-Add Third Lane (SBD)

3 Project(s)  
\$9,275,000 Total 2012 Project Cost



COMMITTED  
UNCOMMITTED

## 2012 Residential Streets, Phase II-Yr 3

2012

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

Project Number: # 80212	Design Date:	2011
Location: Various	Construction Date:	2012
Description: Street Reconstruction Program	Project Life:	1 year
	Bond Date:	2013
	Bond Life:	15

### Estimated Cost

Construction	\$2,320,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$30,000
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$150,000
Sub-total	\$2,500,000
Inflation	0%
Total	\$2,500,000

### Funding Source

Leawood	\$2,500,000
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$2,500,000

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## 2012 Residential Street Reconstruction Program

Street	Length (ft)	Type of Work	Est Cost
<b><u>Group 12A</u></b>			
Wenonga Road (83rd to Somerset)	2225	Reconstruction	706,778
81st Terrace (W of Wenonga)	976	Reconstruction	310,029
82nd Street (W of Wenonga)	951	Reconstruction	302,088
82nd Terrace (83rd St to Wenonga)	1285	Reconstruction	408,184
<b><u>Group 12B</u></b>			
Wenonga (91st St to 93rd St)	1,600	Reconstruction	508,245
Irrigation/Contingency			75,000
			<b>2,310,324</b>

# Traffic Signal, 95th and Mission Road

2012

**UNCOMMITTED**

<b>Project Number:</b> # 80405	<b>Design Date:</b>	2011
	<b>Construction Date:</b>	2012
<b>Location:</b> 95th and Mission Road	<b>Project Life:</b>	1 year
	<b>Bond Date:</b>	2013
<b>Description:</b> Replace the traffic signal at 95th & Mission Road. This will be a joint project with Overland Park and Prairie Village, KS and administered by Overland Park.	<b>Bond Life:</b>	15

**Estimated Cost**

Construction	<i>This project will be added to the Pay-As-You-Go Program in the Street Improvements Fund in 2010 at a total cost of \$60,000 to the City of Leawood. The remaining costs will be paid by other cities.</i>	\$0
Stormwater		\$0
Design		\$0
Inspection/Survey		\$0
Trails		\$0
Land		\$0
Landscaping		\$0
ROW/Utilities		\$0
Equipment		\$0
Finance/Admin.		\$0
Sub-total		\$0
Inflation		20%
Total		\$0

**Funding Source**

Leawood	\$0
Special Benefit	\$0
State/Federal	\$0
Johnson County	\$0
Other Cities	\$0
Total	\$0

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# 135th St-Bury Power Lines (TDD)

2012

*COMMITTED Approval by 12/15/08 City Council Meeting*

Project Number: # 80450	Design Date: 2011
	Construction Date: 2012
Location: 135th Street	Project Life: 1 year
	Bond Date: 2013
Description: Bury overhead power lines along 3 sides of 135th Street.	Bond Life: 15

## Estimated Cost

Construction	\$3,305,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$70,000
<hr/> Sub-total	\$3,375,000
Inflation	0%
<hr/> Total	\$3,375,000

## Funding Source

Leawood	0
TDD	\$3,375,000
State/Federal	\$0
Johnson County (CARS)	\$0
Other	\$0
<hr/> Total	\$3,375,000

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# 135th St-Add Third Lane (SBD)

2012

*COMMITTED Approval by 12/15/08 City Council Meeting*

Project Number: # 80451

Location: 135th Street

Description: Add third lane for eastbound, from  
Fontana to State Line Road.

Design Date: 2011  
Construction Date: 2012  
Project Life: 1 year  
Bond Date: 2013  
Bond Life: 15

## Estimated Cost

Construction	\$3,330,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$70,000
Sub-total	\$3,400,000
Inflation	0%
Total	\$3,400,000

## Funding Source

Leawood	0
SBD	\$3,400,000
State/Federal	\$0
Johnson County (CARS)	\$0
Other	\$0
Total	\$3,400,000

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## 2012 Accelerated Stormwater Reconstruction

2012

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

**Project Number:** # 80505

**Location:** To Be Determined

**Description:** Repair failing curb inlets, junction boxes, and point repairs. Some pipe will be replaced, but these are not significant.

**Design Date:** 2011  
**Construction Date:** 2012  
**Project Life:** 1 year  
**Bond Date:** 2013  
**Bond Life:** 15

### Estimated Cost

Construction	\$0
Stormwater	\$0
Design	\$0
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$0
Sub-total	\$0
Inflation	0%
Total	\$0

*Funding for the Accelerated Stormwater Program has been reduced from \$750,000 annually to \$600,000 every other year, beginning in 2011 and occurring again in 2013, 2015, and so on. The \$600,000 in Pay-As-You-Go funding for 2009 remains.*

### Funding Source

Leawood	\$0
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$0

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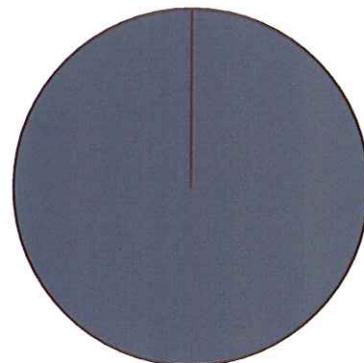
**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# Annual Projects

**2013**

# 80506 2013 Accelerated Stormwater Reconstruction  
*# 80550 89th & Mission Stormsewer*

2 Project(s)  
\$1,910,400 Total 2013 Project Cost



Leawood  
100%

COMMITTED  
*UNCOMMITTED*

# 2013 Accelerated Stormwater Reconstruction

2013

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80506	<b>Design Date:</b> 2012
<b>Location:</b> To Be Determined	<b>Construction Date:</b> 2013
<b>Description:</b> Stormwater Reconstruction	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2014
	<b>Bond Life:</b> 15

## Estimated Cost

Construction	\$0
Stormwater	\$545,000
Design	\$25,000
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$30,000
Sub-total	\$600,000
Inflation	0%
Total	\$600,000

## Funding Source

Leawood	\$600,000
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$600,000

**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

# 89th & Mission Stormsewer

2013

## UNCOMMITTED

<b>Project Number:</b> # 80550	<b>Design Date:</b> 2012
<b>Location:</b> 89th & Mission Road	<b>Construction Date:</b> 2013
<b>Description:</b> Replace the existing stormsewer pipe between 89th Street and 92nd Street between Mission and Mohawk.	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2014
	<b>Bond Life:</b> 15

## Estimated Cost

Construction	\$900,000
Stormwater	\$0
Design	\$30,000
Inspection/Survey	\$0
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$110,000
<hr/> Sub-total	\$1,040,000
Inflation	26%
<hr/> Total	\$1,310,400

## Funding Source

Leawood	\$1,310,400
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
<hr/> Total	\$1,310,400

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

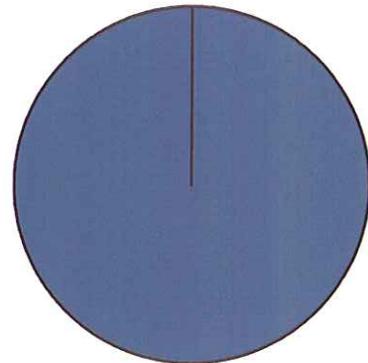
# Annual Projects

**2014**

# 80214 2014 Residential Streets, Phase II-Yr 4

2 *Project(s)*  
\$2,500,000 *Total 2014 Project Cost*

Leawood  
100%



COMMITTED  
UNCOMMITTED

## 2014 Residential Streets, Phase II-Yr 4

2014

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80214	<b>Design Date:</b> 2013
	<b>Construction Date:</b> 2014
<b>Location:</b> Various	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2015
<b>Description:</b> Street Reconstruction Program	<b>Bond Life:</b> 15

### Estimated Cost

Construction	\$2,320,000
Stormwater	\$0
Design	\$0
Inspection/Survey	\$30,000
Trails	\$0
Land	\$0
Landscaping	\$0
ROW/Utilities	\$0
Equipment	\$0
Finance/Admin.	\$150,000
<hr/> Sub-total	\$2,500,000
Inflation	0%
<hr/> Total	\$2,500,000

### Funding Source

Leawood	\$2,500,000
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
<hr/> Total	\$2,500,000

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## 2014 Residential Street Reconstruction Program

Street	Length (ft)	Type of Work	Est Cost
<b><u>Group 14A</u></b>			
92nd St (Mission Rd to Wenonga)	2,200	Reconstruction	770,467
92nd Terrace (Mission Rd to Wenonga)	1,543	Reconstruction	540,378
92nd Place (Mission Rd to 92nd Terr)	1,461	Reconstruction	511,660
<b><u>Group 14B</u></b>			
88th St (West of Cherokee Ln)	140	Road Recon (no storm)	45,609
Ensley Ct (north of 89th St)	305	Road Recon (no storm)	99,363
Future Street			300,000
Irrigation/Contingency			75,000
			<b>2,342,477</b>

# 2014 Accelerated Stormwater Reconstruction

**2014**

*COMMITTED Approval by Governing Body at 3/12/07 WSS*

<b>Project Number:</b> # 80507	<b>Design Date:</b> 2013
<b>Location:</b> To Be Determined	<b>Construction Date:</b> 2014
<b>Description:</b> Stormwater Reconstruction	<b>Project Life:</b> 1 year
	<b>Bond Date:</b> 2015
	<b>Bond Life:</b> 15

## Estimated Cost

Construction	<i>Funding for the Accelerated Stormwater Program has been reduced from \$750,000 annually to \$600,000 every other year, beginning in 2011 and occurring again in 2013, 2015, and so on. The \$600,000 in Pay-As-You-Go funding for 2009 remains.</i>	\$0
Stormwater		\$0
Design		\$0
Inspection/Survey		\$0
Trails		\$0
Land		\$0
Landscaping		\$0
ROW/Utilities		\$0
Equipment		\$0
Finance/Admin.		\$0
Sub-total	\$0	
Inflation	0%	
Total	\$0	

## Funding Source

Leawood	\$0
Special District	\$0
State/Federal	\$0
Johnson County	\$0
Other	\$0
Total	\$0

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**Note:** ESTIMATED COST ONLY. Cost subject to change depending upon approved final design and construction bids in construction year.

## Capital Improvements Program

2010 - 2014

### DESIRED, but UNFUNDED Projects

Funding	Description	2010 Priority	Project #	Desired Begin Date	Estimated City Cost *
PAYG	Curb, Gutter & Median Repairs		72xxx		Unknown
Unknown	Amphitheater Build-Out, Phase II <i>(Parking Spaces)</i>		71005		\$160,000
PAYG	Gezer Park - Additional Improvements		76006		\$253,638
PAYG	Pond & Trail Improvements		71006		\$325,000
PAYG	Ironwoods Park Shelter		71004		\$60,000
PAYG	City Park Restroom/Shelterhouse		76016		\$600,000
PAYG	Lawn/Landscape Improvements, N Side of City Hall		76023		\$250,000
PAYG	Improvements to Roe Ave Trail Tunnel		76024		\$100,000
PAYG	Portable Stage Wagon		NA		\$101,000
Unknown	Amphitheater Build-Out, Phase III <i>(Design/Construct Restroom &amp; Concession, N of stage)</i>		71005		\$500,000
Unknown	Amphitheater Build-Out, Phase IV <i>(Construct/Complete 3D Stage Structure; Finish Lower Level of Stage/Storage)</i>		71005		\$937,700
PAYG	Leawood Town Center Fire Station		80156		\$3,757,000
Unknown	Activity Center		80154		Unknown
					<b><u>\$7,044,338</u></b>

DESIRED projects represent items which have been submitted for consideration into the CIP, but are currently not funded and therefore have not been included in the 2010-2014 CIP plan or in the financial forecasting plan.

\* These costs represent preliminary estimates from March, 2007 and DO NOT include annual inflation growth.

## Capital Improvements Program

2010 - 2014

### ANTICIPATED 2015 - 2019 Projects

CIP Year	Description	Project #	Estimated Total Cost	Bond Year
2015	143rd Street, Mission Rd to Kenneth Rd	80129	\$9,749,250	2016
2015	143rd Street, Nall to Mission	80162	\$10,824,567	2016
2015	2015 Residential Streets, Phase xx-Yr x	80215	\$0	2016
2015	2015 Accelerated Stormwater Reconstruct	80508	\$600,000	2016
2016	2016 Residential Streets, Phase II-Yr 5	80216	\$2,500,000	2017
2017	2017 Residential Streets, Phase xx-Yr x	80217	\$0	2018
2017	2017 Accelerated Stormwater Reconstruct	80510	\$600,000	2018
2018	2018 Residential Streets, Ph III-Yr 1	80218	\$2,500,000	2019
2019	2019 Residential Streets, Phase xx-Yr x	80219	\$0	2020
2019	2019 Accelerated Stormwater Reconstruct	80512	\$600,000	2020
			<u><u>\$27,373,817</u></u>	

ANTICIPATED projects represent neighborhood street reconstruction and major stormwater repairs/improvements that were originally initiated using a phased financial approach. These projects are seen as necessary to address large areas of capital maintenance. The funding of these multi-year improvements are beyond the five-year planning process, but are reasonably expected to continue. Since they are funded annually, the projected mill levy does not reflect any funding to be set aside for these costs after 2014.

## Capital Improvements Program

2010 - 2014

### UNCOMMITTED 2015 - 2019 Projects

CIP Year	Description	Project #	Estimated Total Cost	Estimated City Cost	Bond Year
2011	Traffic Signal, College & Brookwood	80401	\$271,294	\$271,294	2012
2015	151st St, Nall Ave to E. City Limit	80163	\$16,000,000	\$9,000,000	2016
2016	Mission Rd, 135th to 143rd St.	80175	\$10,251,000	\$6,000,000	2017
2018	Mission Rd, 143rd to 151st St.	80155	\$10,000,000	\$6,000,000	2019
2019	Kenneth Rd, 143rd to S City Limits	80102	\$9,650,000	\$9,650,000	2020
			<u>\$46,172,294</u>	<u>\$30,921,294</u>	

UNCOMMITTED projects represent repairs/improvements where a desire or need has been identified, however, the project currently does not have an identified funding source and has not been formally agreed upon for inclusion in the CIP. These projects are shown in the CIP document, but are excluded from the financial debt ratios or mill levy projections.

# Debt Service Information

# Capital Improvements Program 2010 - 2014 Committed Projects

Number	Project Description	Project Cost	Finish Date	GO Bond Issue Amt	Developer/TDD or SBD Amount	Bond Date	Bond Life
# 80453	Park Place-Parking Structure #1 (TDD)	\$8,034,000	2008	\$0	\$8,034,000	2009	22
# 80456	One Nineteen (TDD)	\$4,950,000	2009	\$0	\$4,950,000	2009	22
# 80143	Nall Avenue, 143rd to 159th Streets	\$19,227,400	2008	\$4,490,000	\$0	2010	15
# 80189	Roe Avenue, 140th - 143rd Streets	\$1,286,900	2009	\$440,000	\$0	2010	15
# 80196	* Park Place (SBD)	\$4,743,322	2008	\$0	\$4,743,322	2010	15
# 80197	Villaggio Project (SBD)	\$4,500,000	2008	\$0	\$4,500,000	2010	15
# 80208	2008 Residential Streets, Phase I-Yr 5	\$2,500,000	2009	\$2,500,000	\$0	2010	15
# 80209	2009 Residential Streets, Phase II-Yr 1	\$1,500,000	2010	\$1,500,000	\$0	2010	15
# 80400	Traffic Signals, 128th & State Line	\$366,300	2008	\$366,300	\$0	2010	15
# 80403	135th & Fontana Traffic Signals (SBD)	\$825,000	2008	\$0	\$825,000	2010	10
# 80210	2010 Residential Streets, Phase II-Yr 2	\$2,500,000	2011	\$2,500,000	\$0	2011	15
# 80454	Park Place-Parking Structure #2 (TDD)	\$6,966,000	2010	\$0	\$6,966,000	2011	22
# 80404	Traffic Signal, 133rd & Roe Avenue	\$344,650	2011	\$344,650	\$0	2012	15
# 80455	Park Place-Aloft/Element Garage (TDD)	\$6,500,000	2011	\$0	\$6,500,000	2012	22
# 80504	2011 Accelerated Stormwater	\$600,000	2011	\$600,000	\$0	2012	15
# 80212	2012 Residential Streets, Phase II-Yr 3	\$2,500,000	2013	\$2,500,000	\$0	2013	15
# 80450	135th St-Bury Power Lines (TDD)	\$3,375,000	2013	\$0	\$3,375,000	2013	15
# 80451	135th St-Add Third Lane (SBD)	\$3,400,000	2013	\$0	\$3,400,000	2013	15
# 80506	2013 Accelerated Stormwater	\$600,000	2013	\$600,000	\$0	2014	15
# 80214	2014 Residential Streets, Phase II-Yr 4	\$2,500,000	2014	\$2,500,000	\$0	2015	15
<b>TOTAL</b>		<b>\$77,218,572</b>		<b>\$18,340,950</b>	<b>\$43,293,322</b>		

Committed projects are those which have been approved and authorized by a resolution, a development agreement or during the annual review of the CIP with the Governing Body. During the annual review, the Governing Body will review the projects and may make changes from the prior year, provided funding is available.

\* It is possible that this project could be changed from Special Benefit District (SBD) financing to Transportation Development District (TDD) financing. However, until this is finalized the project is being shown as SBD.

## Uncommitted Projects

Number	Project Description	Project Cost	Finish Date	GO Bond Issue Amt	Developer/TDD or SBD Amount	Bond Date	Bond Life
# 80550	89th & Mission Stormsewer	\$1,310,400	2013	\$1,310,400	\$0	2014	15
<b>TOTAL</b>		<b>\$1,310,400</b>		<b>\$1,310,400</b>	<b>\$0</b>		

GO = General Obligation (city-at-large) Debt  
SBD = Special Benefit District  
TDD = Transportation Development District Debt

## Debt Summary 2010 - 2014

### Levy Supported - General Obligation Debt Bond Issuance Year Cost Distribution

<u>Proj #</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80143	Nall Avenue, 143rd to 159th Streets	\$4,490,000				
# 80189	Roe Avenue, 140th - 143rd Streets	\$440,000				
# 80208	2008 Residential Streets, Phase I-Yr 5	\$2,500,000				
# 80209	2009 Residential Streets, Phase II-Yr 1	\$1,500,000				
# 80210	2010 Residential Streets, Phase II-Yr 2		\$2,500,000			
# 80212	2012 Residential Streets, Phase II-Yr 3				\$2,500,000	
# 80400	Traffic Signals, 128th & State Line	\$366,300				
# 80404	Traffic Signal, 133rd & Roe Avenue			\$344,650		
# 80504	2011 Accelerated Stormwater Reconstruction			\$600,000		
# 80506	2013 Accelerated Stormwater Reconstruction					\$600,000
# 80550	89th & Mission Stormsewer					\$1,310,400
<b>Totals</b>		<b>\$9,296,300</b>	<b>\$2,500,000</b>	<b>\$944,650</b>	<b>\$2,500,000</b>	<b>\$1,910,400</b>

### Non Levy Supported -Special Benefit District and Transportation Development District Debt

#### Bond Issuance Year Cost Distribution

<u>Proj #</u>	<u>Project Description</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
# 80196	Park Place (SBD)	\$4,743,322				
# 80197	Villaggio Project (SBD)	\$4,500,000				
# 80403	135th & Fontana Traffic Signals (SBD)	\$825,000				
# 80450	135th St-Bury Power Lines (TDD)				\$3,375,000	
# 80451	135th St-Add Third Lane (SBD)				\$3,400,000	
# 80454	Park Place-Parking Structure #2 (TDD)		\$6,966,000			
# 80455	Park Place-Aloft/Element Garage (TDD)			\$6,500,000		
<b>Totals</b>		<b>\$10,068,322</b>	<b>\$6,966,000</b>	<b>\$6,500,000</b>	<b>\$6,775,000</b>	<b>\$0</b>

COMMITTED

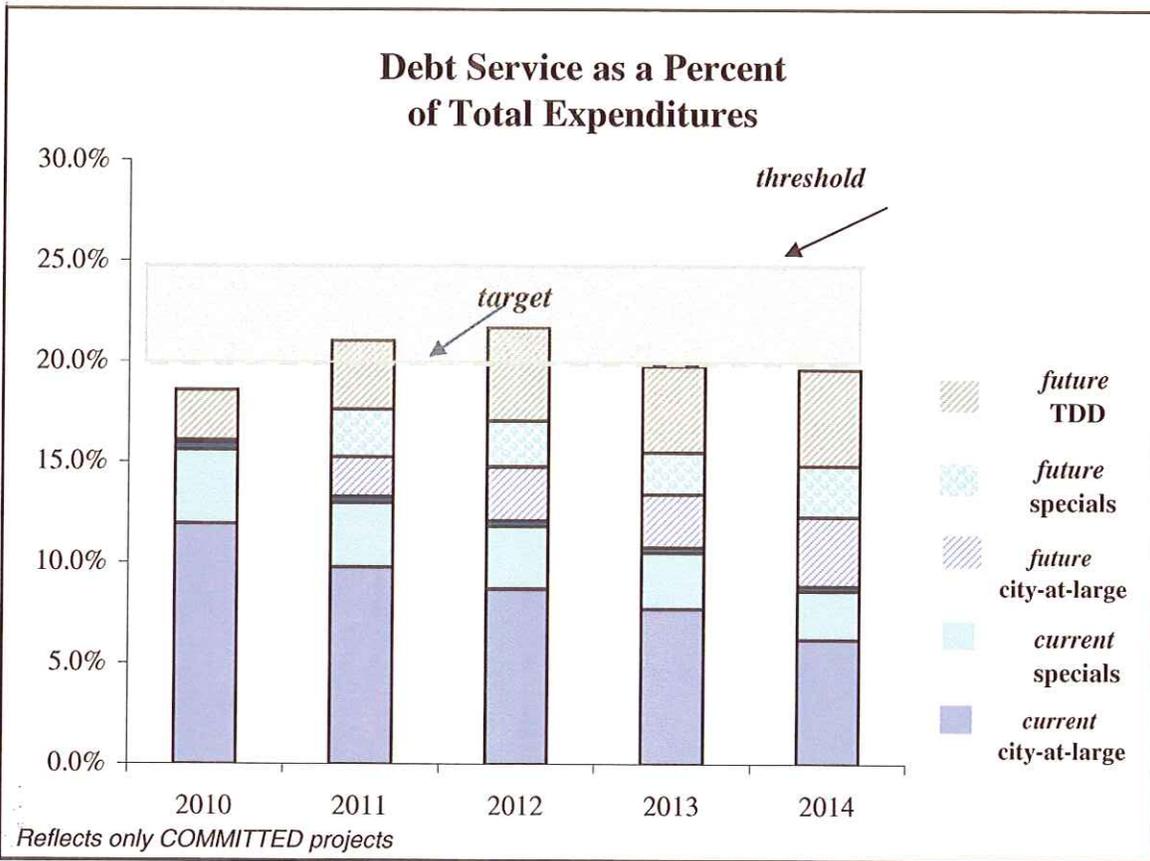
**UNCOMMITTED**

## DEBT SERVICE AND LEASE PAYMENTS

	2010	2011	2012	2013	2014
<i>Current Bond and Leases</i>					
<b>General Obligation</b>					
Property Tax Supported - GO	5,620,320	4,970,942	4,588,457	4,528,922	4,068,292
Special Assessments	1,920,006	1,829,154	1,781,847	1,724,821	1,583,909
Subtotal	7,540,326	6,800,096	6,370,304	6,253,745	5,652,203
<b>Agency Debt</b>					
Transportation District Debt	176,700	175,875	169,675	168,475	171,900
Subtotal	176,700	175,875	169,675	168,475	171,900
<b>Leases</b>					
Property Tax Supported - Leases	201,092	201,092	201,092	201,092	0
Subtotal	201,092	201,092	201,092	201,092	0
<b>Revenue Bonds</b>					
Subtotal	412,988	412,400	190,550	0	0
Subtotal	412,988	412,400	190,550	0	0
<b>TOTAL Current</b>	8,331,106	7,589,464	6,931,621	6,623,312	5,824,103
<i>Committed Projects *</i>					
<b>General Obligation</b>					
Property Tax Supported - GO	0	1,055,376	1,322,295	1,427,448	1,681,362
Special Assessments	0	1,358,554	1,314,871	1,271,188	1,658,171
<b>Proposed Agency Debt</b>					
Transportation District Debt	1,298,114	1,947,970	2,644,417	2,644,417	3,147,854
<b>Proposed Future Leases</b>					
Property Tax Supported - Leases	74,250	74,250	200,250	200,250	578,250
<b>TOTAL Committed *</b>	1,372,364	4,436,150	5,481,833	5,543,303	7,065,639
<b>GRAND TOTAL</b>	9,703,470	12,025,614	12,413,454	12,166,615	12,889,742

*\*Committed projects are those which have been approved and authorized by a resolution, a development agreement or achieved consensus during the annual review of the CIP with the Governing Body. Financial ratios and benchmarks are calculated using committed projects. During the annual review, the Governing Body will review the projects and may make changes from the previous year provided funding and timing allows.*

**The ratios only reflect those projects listed as COMMITTED and does not include any projects listed as:  
UNCOMMITTED, ANTICIPATED or DESIRED.**



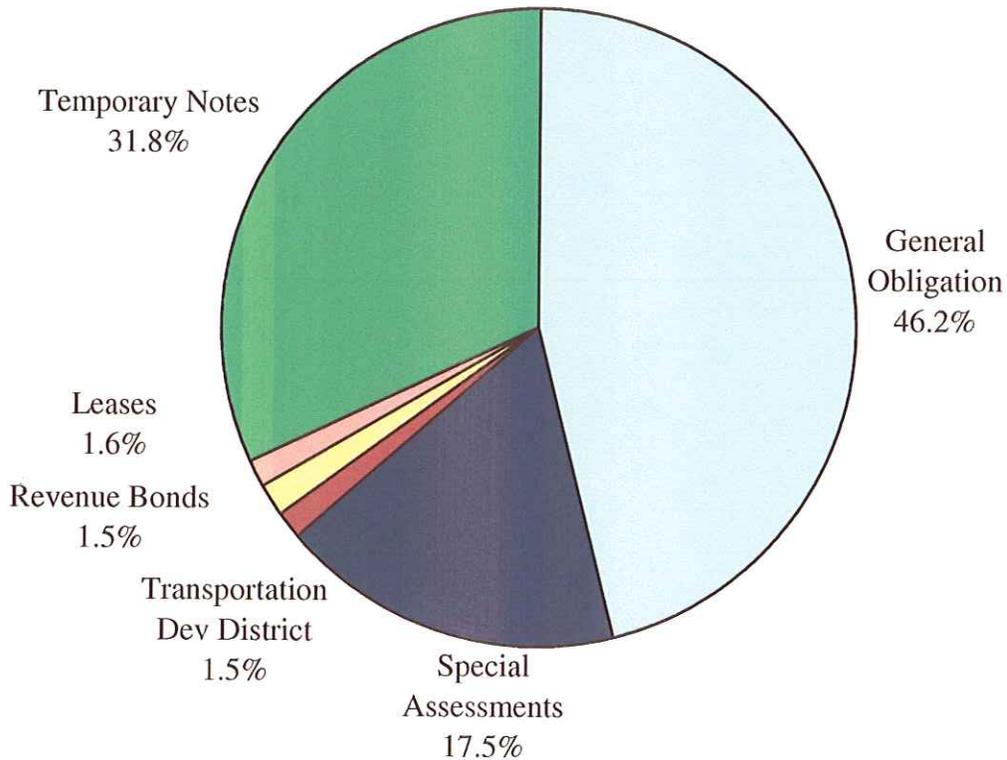
	2010	2011	2012	2013	2014
<b>Debt Service as a Percent of Total Expenditures</b>					
<i>Current Tax-Supported:</i>					
City-at-Large	11.9%	9.8%	8.7%	7.7%	6.2%
Special Assessments	3.7%	3.2%	3.1%	2.8%	2.4%
<i>Current Agency-Supported:</i>					
Transportation District Debt	0.3%	0.3%	0.3%	0.3%	0.3%
<i>Future Tax-Supported:</i>					
City-at-Large	0.1%	2.0%	2.7%	2.6%	3.4%
Special Assessments	0.0%	2.4%	2.3%	2.1%	2.5%
<i>Future Agency-Supported:</i>					
Transportation District Debt	2.5%	3.4%	4.6%	4.3%	4.8%
	<b>18.6%</b>	<b>21.0%</b>	<b>21.7%</b>	<b>19.8%</b>	<b>19.6%</b>
Threshold	25%	25%	25%	25%	25%
Target	20%	20%	20%	20%	20%

*This measurement is a key operating ratio. The graph shows the current projects and the proposed future projects by category, city-at-large, special assessment, and TDD. This ratio is projected to exceed the 20% target beginning in 2011 2012.*

**According to the city's financial advisors, George K. Baum, TDD debt is not included as direct debt but is included as overlapping debt by the rating agencies, thus this threshold is maintained throughout the five-year planning period.**

## BONDS, NOTES, AND LEASES OUTSTANDING

	<b>Outstanding 12/31/2008</b>	<b>Percent of Total</b>
General Obligation	42,618,193	46.2%
Special Assessments	16,116,807	17.5%
Transportation Dev District	1,365,000	1.5%
Revenue Bonds	1,345,000	1.5%
Leases	1,485,649	1.6%
Temporary Notes	29,375,000	31.8%
<b>TOTAL</b>	<b>\$92,305,649</b>	<b>100.0%</b>

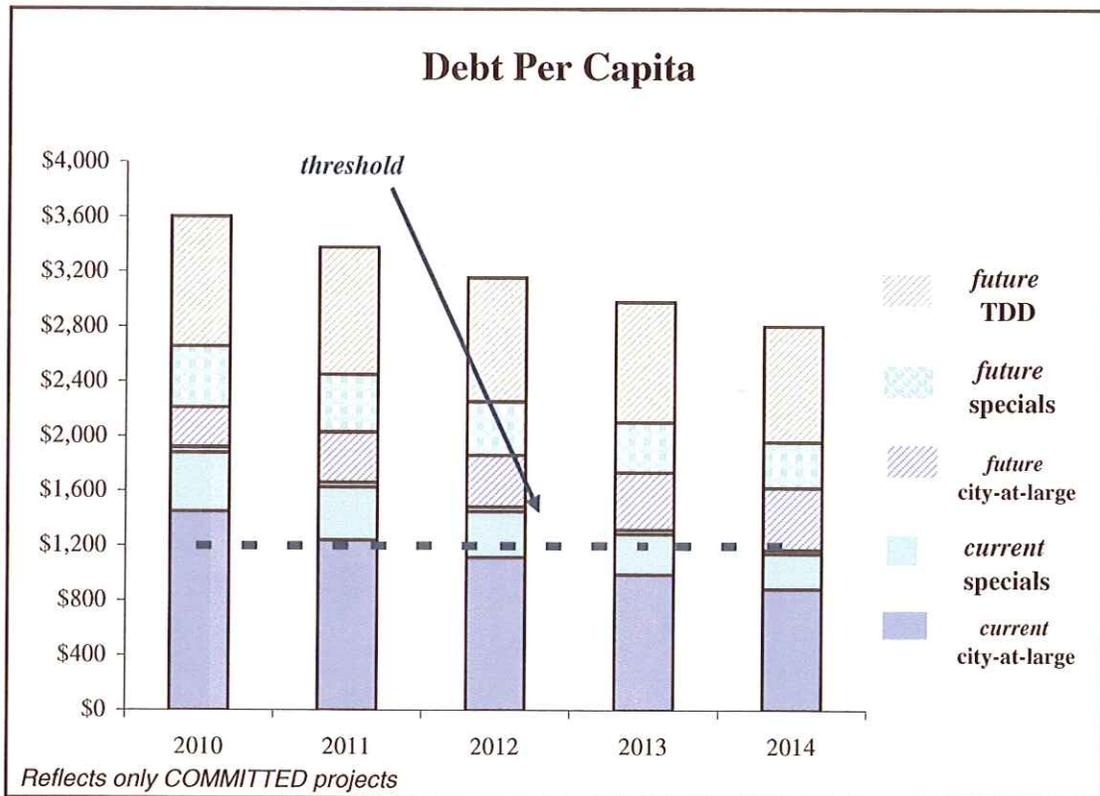


## KEY DEBT MANAGEMENT RATIOS

	← Forecast →				
	2010	2011	2012	2013	2014
<b>Outstanding Debt per capita</b>					
Net Debt (1)	\$1,742	\$1,610	\$1,486	\$1,406	\$1,338
Direct Debt (2)	\$2,615	\$2,411	\$2,217	\$2,068	\$1,928
Direct and Overlapping Debt (3)	\$6,548	\$6,299	\$6,055	\$5,856	\$5,658
<b>Debt outstanding as a percent of full valuation of property</b>					
Net Debt (1)	0.8%	0.7%	0.6%	0.6%	0.5%
Direct Debt (2)	1.2%	1.1%	1.0%	0.9%	0.8%
Direct and Overlapping Debt (3)	3.0%	2.8%	2.7%	2.6%	2.4%
<b>Total debt service as a percent of total expenditures (4)</b>					
	18.6%	21.0%	21.7%	19.8%	19.6%
<b>Debt Service Levy (per \$1,000 of assessed value)</b>					
	6.000	6.000	6.000	7.000	7.250
<b>Debt Payout in 10 Years</b>					
Current Debt (2)	75.63%	77.65%	79.04%	79.56%	77.75%
Current + <i>Only</i> Committed Future Projects (2)	56.69%	60.05%	62.83%	65.98%	68.39%
Current + <i>ALL</i> Projects (2)	16.90%	22.64%	25.98%	30.47%	30.47%

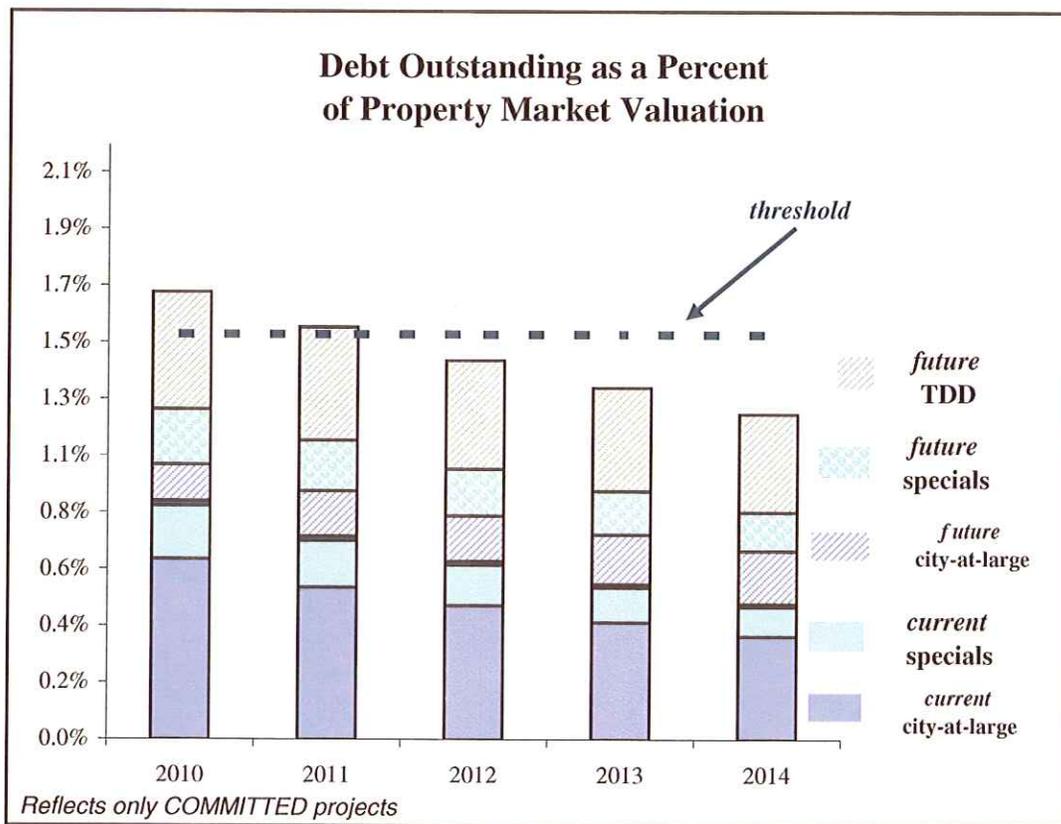
1. General Obligation debt and capital leases supported by general tax levy revenues.
2. General Obligation, Special Assessment debt and capital leases, excluding Transportation Development District debt (TDD).
3. All debt described in #2 plus Leawood's share of debt from Blue Valley & Shawnee Mission school districts, Johnson County, County Parks & Rec and Leawood's TDD debt.
4. The Target is less than 20%, not to exceed 25% in any given year.

*These projections are based on the current assumptions in the City's comprehensive financial planning model.*



	2010	2011	2012	2013	2014
<b>Debt Per Capita</b>					
<i>Current Tax-Supported:</i>					
City-at-Large	\$1,450	\$1,241	\$1,112	\$989	\$885
Special Assessments	\$428	\$383	\$339	\$296	\$257
<i>Current Agency-Supported:</i>					
Transportation District Debt	\$39	\$36	\$33	\$30	\$27
<i>Future Tax-Supported:</i>					
City-at-Large	\$293	\$369	\$374	\$417	\$453
Special Assessments	\$444	\$418	\$392	\$366	\$333
<i>Future Agency-Supported:</i>					
Transportation District Debt	\$946	\$927	\$904	\$879	\$847
	<u>\$3,600</u>	<u>\$3,374</u>	<u>\$3,154</u>	<u>\$2,980</u>	<u>\$2,806</u>
Threshold	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200

As shown in the above graph, Leawood moves aggressively ahead of debt per capita (industry average) of \$1,200 per citizen through 2014. Population is projected to increase approximately .8% annually throughout the planning period.



	2010	2011	2012	2013	2014
<b>Debt as a Percent of Full Valuation</b>					
<i>Current Tax-Supported:</i>					
City-at-Large	0.7%	0.6%	0.5%	0.4%	0.4%
Special Assessments	0.2%	0.2%	0.2%	0.1%	0.1%
<i>Current Agency-Supported:</i>					
Transportation District Debt	0.0%	0.0%	0.0%	0.0%	0.0%
<i>Future Tax-Supported:</i>					
City-at-Large	0.1%	0.2%	0.2%	0.2%	0.2%
Special Assessments	0.2%	0.2%	0.2%	0.2%	0.1%
<i>Future Agency-Supported:</i>					
Transportation District Debt	0.4%	0.4%	0.4%	0.4%	0.4%
	<u>1.7%</u>	<u>1.5%</u>	<u>1.4%</u>	<u>1.3%</u>	<u>1.2%</u>
Threshold	1.5%	1.5%	1.5%	1.5%	1.5%

*This measurement exceeds the industry standard of 1.5% in 2010 but lowers each year thereafter. This ratio helps buyers of city bonds determine how well a city carries its debt load when measured against property appraisal valuations.*

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## Debt Limitation Status

Assessed value, real and personal property, 2009 Budget	\$775,630,412
Plus assessed value, motor vehicles, 2009 Budget	\$71,270,479
Total assessed value, 2009 Budget	\$846,900,891
New debt limitation percentage	30%
2009 debt limitation	\$254,070,267
Total general obligation debt outstanding at 12/31/08	\$58,735,000

### Note

In 1997, the Kansas Legislature repealed K.S.A. 79-5037, the statute that had governed legal debt limits for municipalities since statewide reappraisal in 1989. Based on this action, the legal general obligation debt limit for most cities in the state, including Leawood, returned to the pre-1989 limit of 30% of equalized assessed valuation. Between 1989 and 1997, K.S.A. 79-5037 adjusted the debt limit to account for the effect of reappraisal. During this period Leawood's debt limit was approximately 15.82% of equalized assessed valuation.

# Pay-As-You-Go Program

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Arterial/Collector Projects

Residential Street Projects

Stormwater Projects

1/8-Cent Sales Tax Projects

Other PAYG Projects

Art Projects (APPI)

## Pay-As-You-Go Capital Program 2010 - 2014

Street Improvements Fund, 13020 (Includes the Arterial Street Program and Other Street/Signal Repairs)

<b>2009 Program</b>				Funding from		Proposed	Program
	Project	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	Roe Avenue, 135th-140th Streets	* 72011	Mill/Overlay	\$598,400		\$272,000	\$326,400
	Mission Rd, 127th-135th Streets	* 72012	Mill/Overlay	\$674,000		\$337,000	\$337,000
	State Line Rd, 83rd-95th Streets	72008	Mill/Overlay	\$285,000	\$142,500	KC	\$142,500
	State Line Rd, 95th-103rd Streets	72013	Mill/Overlay	\$330,000	\$150,000	KC	\$105,000
	<b>Annual Total</b>			<b>\$1,887,400</b>	<b>\$292,500</b>	<b>\$684,000</b>	<b>\$910,900</b>

<b>2010 Program</b>				Funding from		Proposed	Program
	Project #	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	103rd St, Mission Rd to State Line	* 72014	Mill/Overlay	\$1,300,000	\$1,300,000	State	\$0
	Re-saw/Fill joints on 135th St	* 72027	Cut/Seal Joint	\$440,000			\$220,000
	State Line Rd, I-435 Ramp to 119th St	72028	Mill/Overlay	\$500,000	\$250,000	KC	\$125,000
	Mission Rd, 95th-103rd Streets	72016	Mill/Overlay	\$702,000	\$365,000	OP	\$249,000
	Nall Ave, College to 119th St	72037	Micro-Surface	\$164,000	\$82,000	OP	\$82,000
	95th & Mission Traffic Signals	72038	Traffic Signal	\$60,000			\$60,000
	<b>Annual Total</b>			<b>\$3,166,000</b>	<b>\$1,997,000</b>	<b>\$594,000</b>	<b>\$575,000</b>

<b>2011 Program</b>				Funding from		Proposed	Program
	Project #	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	104th Street Improvements	* 72015	Mill/Overlay	\$125,000			\$125,000
	Nall Ave, 119th-135th Streets	72018	Mill/Overlay	\$1,953,308	\$790,809	OP	\$977,000
	<b>Annual Total</b>			<b>\$2,078,308</b>	<b>\$790,809</b>	<b>\$977,000</b>	<b>\$310,499</b>

<b>2012 Program</b>				Funding from		Proposed	Program
	Project #	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	Town Center Drive	* 72019	Mill/Overlay	\$300,000		\$150,000	\$150,000
	127th St, Mission Rd to Nall Ave	* 72020	Mill/Overlay	\$430,000		\$215,000	\$215,000
	119th Street, Roe to State Line Rd	* 72017	Mill/Overlay	\$608,000		\$304,000	\$304,000
	115th Street, Roe to Tomahawk Ck	* 72024	Mill/Overlay	\$175,000		\$87,500	\$87,500
	<b>Annual Total</b>			<b>\$1,513,000</b>	<b>\$0</b>	<b>\$756,500</b>	<b>\$756,500</b>

<b>2013 Program</b>				Funding from		Proposed	Program
	Project #	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	117th Street, Roe to Tomahawk Ck	* 72021	Mill/Overlay	\$200,000		\$100,000	\$100,000
	133rd Street, State Line Rd to Roe	* 72022	Mill/Overlay	\$525,000		\$262,500	\$262,500
	Chadwick, 135th south 500 feet	* 72033	Mill/Overlay	\$150,000			\$150,000
	Somerset, Mission to Belinder	72035	Mill/Overlay	\$1,017,000	\$384,500	PV	\$457,500
	<b>Annual Total</b>			<b>\$1,892,000</b>	<b>\$384,500</b>	<b>\$820,000</b>	<b>\$687,500</b>

<b>2014 Program</b>				Funding from		Proposed	Program
	Project #	Project Type	Est Cost	Other Sources		CARS Funds	Cost
	Kenneth Rd, 135th St to S City Limit	72034	Mill/Overlay	\$889,240	\$116,490	OP	\$368,915
	Somerset, Belinder to State Line	72036	Mill/Overlay	\$602,000	\$175,500	PV	\$266,500
	114th Street, Tomahawk Crk to 115th St	* 72029	Mill/Overlay	\$194,000			\$194,000
	<b>Annual Total</b>			<b>\$1,685,240</b>	<b>\$291,990</b>	<b>\$635,415</b>	<b>\$757,835</b>

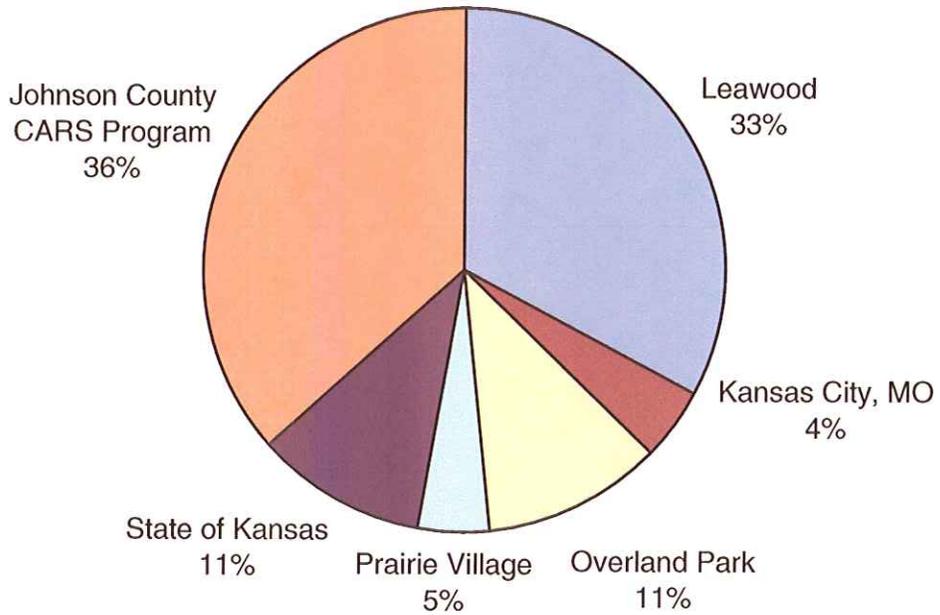
\* Project administered by the City of Leawood

## Pay-As-You-Go Capital Program 2010 - 2014

### Arterial Street Program by Funding Source

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Leawood	\$ 3,998,234
Kansas City, MO	\$ 542,500
Overland Park	\$ 1,354,299
Prairie Village	\$ 560,000
State of Kansas	\$ 1,300,000
Johnson County CARS Program	\$ 4,466,915
<i><b>Total</b></i>	<u><b>\$ 12,221,948</b></u>



**Pay-As-You-Go Capital Program**  
**2010 - 2014**  
**Residential Street Program**

**2009 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70005	\$400,000
Various			Mill & Overlay - #70006	\$800,000
<i>Total for 2009</i>				<i>\$1,200,000</i>

**2010 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70007	\$450,000
Various			Mill & Overlay - #70008	\$800,000
<i>Total for 2010</i>				<i>\$1,250,000</i>

**2011 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70009	\$500,000
Various			Mill & Overlay - #70010	\$800,000
<i>Total for 2011</i>				<i>\$1,300,000</i>

**2012 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70011	\$500,000
Various			Mill & Overlay - #70012	\$800,000
<i>Total for 2012</i>				<i>\$1,300,000</i>

**2013 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70013	\$500,000
Various			Mill & Overlay - #70014	\$800,000
<i>Total for 2013</i>				<i>\$1,300,000</i>

**2014 Program**

Project	Length	PCI	Project Type/Number	Cost
Various			Slurry Seal - #70015	\$500,000
Various			Mill & Overlay - #70016	\$800,000
<i>Total for 2014</i>				<i>\$1,300,000</i>

\* The Public Works Committee recommended the establishment of an annual curb, gutter and median repair program, to be funded with a mill levy increase, not to exceed one mill. At this time neither this initiative or a mill levy increase has been included in the C.I.P.

## Pay-As-You-Go Capital Program

2010 - 2014

### Stormwater Projects

Listed below are both SMAC and other stormwater projects, all financed with Pay-As-You-Go (PAYG) funds in the Capital Improvements Fund. A portion of the SMAC projects will be paid from other sources, i.e., county contributions, federal grants or private contributions.

<i>----- Committed Projects -----</i>				
<i>Project Number</i>	<i>Project Description</i>	<i>Estimated Total Cost</i>	<i>Estimated City Share</i>	<i>Status</i>
DB-04-19 (#73002)	Wenonga, 91st to 93rd Streets Replace the existing storm sewer that is failing and undersized. (May receive 75% SMAC reimbursement).	\$600,000	\$150,000	Design and Construction in 2012
<b>Total Cost</b>		<b>\$600,000</b>	<b>\$150,000</b>	

# Pay-As-You-Go Capital Program

2010 - 2014

1/8 ¢ Sales Tax Revenue

In April of 2000, the citizens of Leawood approved a 1/8-cent sales tax for improvement of City owned storm water projects as well as acceleration of the annual street improvement program. This five-year tax became effective July 1, 2000. In August 2004 voters approved, with 71% of the vote, to extend this tax for another five years until June 30, 2010. Then in August 2008, the tax was extended for an additional five years until 2015. Approximately half of the tax goes towards increasing the number of streets for rehabilitation. Listed below are the stormwater projects recommended for funding, financed by the other half of the tax collected.

<i>Year</i>	<i>Project#/Name</i>	<i>Subdivision</i>	<i>Project Description</i>	<i>Project Cost</i>
2009	#77004 -- 137th Street & Pembroke	Leawood Falls	Install pipe and inlet system to capture and convey runoff from the 10 year event.	\$60,000
2009	#77003 -- 85th St & Reinhardt	Leawood Lanes	Install pipe and inlet system to capture and convey runoff from the 10 year event.	\$210,000
2009	#77009 -- 14601 Delmar	Pavilions of Leawood	Extend the existing storm sewer system by approximately 200 feet.	\$66,000
<b><i>TOTAL 2009</i></b>				<b><i>\$336,000</i></b>
2010	#77005 -- 87th Street & Cherokee	Leawood Heritage	Install pipe and inlet system to capture and convey runoff from the 10 year event.	\$440,000
<b><i>TOTAL 2010</i></b>				<b><i>\$440,000</i></b>
2011	#77010 -- 12819 to 12823 Sagamore	Leawood South	Extend the storm sewer along the golf course to the City pipe system.	\$250,000 *
<b><i>TOTAL 2011</i></b>				<b><i>\$250,000</i></b>
2012	#77011 -- Box Culvert, 87th & Mission Rd	Within Mission Road R/W	Replace existing 13x14 box culvert that crosses Mision Rd. This will be a joint project with Prairie Village, administered by Leawood. <i>(Amount represents the total cost, but half will be reimbursed by Prairie Village).</i>	\$541,200
2012	#77006 -- 12601 Norwood	Royse	Install new storm	\$65,000
<b><i>TOTAL 2012</i></b>				<b><i>\$606,200</i></b>

*\* Staff will monitor the effect of the recent improvements to this area and report the status to the Governing Body prior to January, 2010 to see if this project repair/expense is still necessary.*

# Pay-As-You-Go Capital Program

2010 - 2014

## Other Projects

The following represents projects which have been included in the CIP for other repairs/replacements which are either for non-SMAC eligible and City owned properties. These pay-as-you-go projects are funded within the City Capital Improvements Fund, unless otherwise noted.

<i>Year</i>	<i>Project Name</i>	<i>Committed Projects</i>	<i>Project Description</i>	<i>City Project Cost</i>
2009	#76006 -- Gezer Park		Phase II -- Creation of a park in honor of Leawood's sister city, Gezer Region in Israel. <i>A total of \$302,177 in Special Parks &amp; Recreation funds will be used to finance this project. (Through 2008, a total of \$412,599 has been spent on this project).</i>	\$2,259,701
2009	#49116 -- Golf Course Maint Building Parking Lot		Replace the parking lot adjacent to the Maintenance Building to comply with NPDES.	\$300,000
2009	#49117 -- Golf Course Practice Tee		This second phase of the artificial tee line will complete the replacement of the concrete mat stations & provide 20 more spots on the range.	\$66,000
2009	#76012 -- Park Maintenance Bldg Parking Lot		Reconstruction of the parking lot to reconfigure water flow and comply with NPDES.	\$330,000
2009	#76015 -- Public Works Building Parking Lot		Repair the parking lot to reconfigure water flow and comply with NPDES.	\$110,000
2009	#76022 -- 2009 Accelerated Stormwater PAYG		Repair failing curb inlets, junction boxes, and point repairs. The funds will be used for storm inlet repairs, design and construction.	\$600,000
<b>TOTAL 2009</b>				<b>\$3,665,701</b>
2010	#76017 -- Tomahawk Creek Bank Erosion Repairs		Engineering & trail repairs/improvements for the College trail, the N Lake trail and E City Park trail.	\$1,000,000
2010	#76019 -- Police Building, Roof Replacement		Replace the current Police Building roof. <i>(May not be necessary - contingent on the timing of the Justice Center construction &amp; possible future use of the current Police building).</i>	\$235,000
2010	#49120 -- Golf Course Clubhouse Parking Lot		Replace the clubhouse parking lot.	\$225,000

# Pay-As-You-Go Capital Program

2010 - 2014

Other Projects

<i>Year</i>	<i>Project Name</i>	<i>Committed Projects</i>	<i>Project Description</i>	<i>City Project Cost</i>
2010	#76008 -- Justice Center **		Construction of a Police and Court Facility in 2011-2012, with preliminary design in 2009 and a design build contract in 2010. <i>(This initiative is funded from the Public Safety Fund).</i>	\$16,000,000
<b>TOTAL 2010</b>				<b>\$17,460,000</b>

\*\* The project will be cash-financed through several sources including: sale of city-owned property, a .4% city sales tax levy and .250% county economic development sales tax.

2011	#76010 -- City Hall Roof Repairs/Roof Top Units		Replacement of the City Hall roof, gutters, roof top air units and an air balance of the system.	\$1,100,000
<b>TOTAL 2011</b>				<b>\$1,100,000</b>

<i>Year</i>	<i>Project Name</i>	<i>Desired &amp; Anticipated Projects</i>	<i>Project Description</i>	<i>City Project Cost</i>
TBD	#76006 -- Gezer Park		Additional improvements: Shade structure #2; Shade structure #3 w/retaining wall; Playground equipment; and a Fire pit.	\$253,638
TBD	#76016 -- City Park Restroom/Shelterhouse		Remove Shelters A & B, rebuild shelters and add a restroom facility.	\$600,000
TBD	#71006 -- Pond & Trail Improvements		Dredge N Pond/114th & Tomahawk and Trail Improvements, N/S College Blvd.	\$325,000
TBD	#71004 -- Ironwoods Park Shelter		Construction of a shelter in the cabin area at Ironwoods Park.	\$60,000
TBD	#76023 -- Lawn/Landscape Improvements, N Side City Hall		Repair/replace pavers, plants, trees and improvements to the small amphitheater area.	\$250,000
TBD	#76021 -- Amphitheater, Ironwoods Park		Construction of a permanent stage at Ironwoods Park <i>(Phases II-IV)</i> .	\$1,437,700
TBD	#76024 -- Improvements to Roe Ave Trail Tunnel		Construct a new tow-wall to prevent erosion and installation of LED lights.	\$100,000
TBD	#NA -- Portable Stage/Show Wagon		Purchase a stage to be used at city events and rented out to surrounding agencies.	\$101,000
<b>TOTAL Desired &amp; Uncommitted</b>				<b>\$3,127,338</b>

# Pay-As-You-Go Capital Program

2010 - 2014

## Art Projects

The following represent planned art projects which have been identified by the Leawood Arts Council. This committee is responsible for Leawood's Art in Public Places Initiative (APPI) which is intended to integrate many aspects of art into the Leawood community in order to create a legacy of works to be enjoyed by current and future generations. The art purchases are made from the following two funds: the City Capital Art Fund and the Public Art Impact Fee Fund.

<i>Year</i>	<i>Project Name/Description</i>	<i>Projected Fund Source</i>	<i>Project Cost *</i>
2009	#79001 -- Porch Lights	City Capital Art Fund	\$24,900
2009	#79006 -- Sculpture Garden	Public Art Impact Fee Fund	\$100,000
2009	#79007 -- City Park Art	Public Art Impact Fee Fund	\$10,000
2009	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2009	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$82,944</u>
		<b><i>TOTAL 2009</i></b>	<b><i>\$222,844</i></b>
2010	#79006 -- Sculpture Garden	City Capital Art Fund	\$100,000
2010	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2010	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$93,554</u>
		<b><i>TOTAL 2010</i></b>	<b><i>\$198,554</i></b>
2011	#79011 -- Gezer Park, Rita Blitt Art <i>(Art = \$40,000 + \$10,000 = Site)</i>	Public Art Impact Fee Fund	\$50,000
2011	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2011	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$103,554</u>
		<b><i>TOTAL 2011</i></b>	<b><i>\$158,554</i></b>
2012	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2012	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$108,554</u>
		<b><i>TOTAL 2012</i></b>	<b><i>\$113,554</i></b>
2013	#79004 -- Justice Center Art <i>(in conjunction w/Justice Cntr construction).</i>	City Capital Art Fund	\$75,000
2013	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2013	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$116,054</u>
		<b><i>TOTAL 2013</i></b>	<b><i>\$196,054</i></b>
2014	#79005 -- Temporary Art	City Capital Art Fund	\$5,000
2014	<i>Annual Art Maintenance</i>	<i>City Capital Art Fund</i>	<u>\$116,054</u>
		<b><i>TOTAL 2014</i></b>	<b><i>\$121,054</i></b>

\*Future Art - Yet To Be Determined

Former Leawood City Hall Building Art

\* Project cost has been increased by 15% for anticipated site preparation work.

# Capital Leases

## Lease Schedule 2010 - 2014

### Current Lease Payments (*Principal & Interest*)

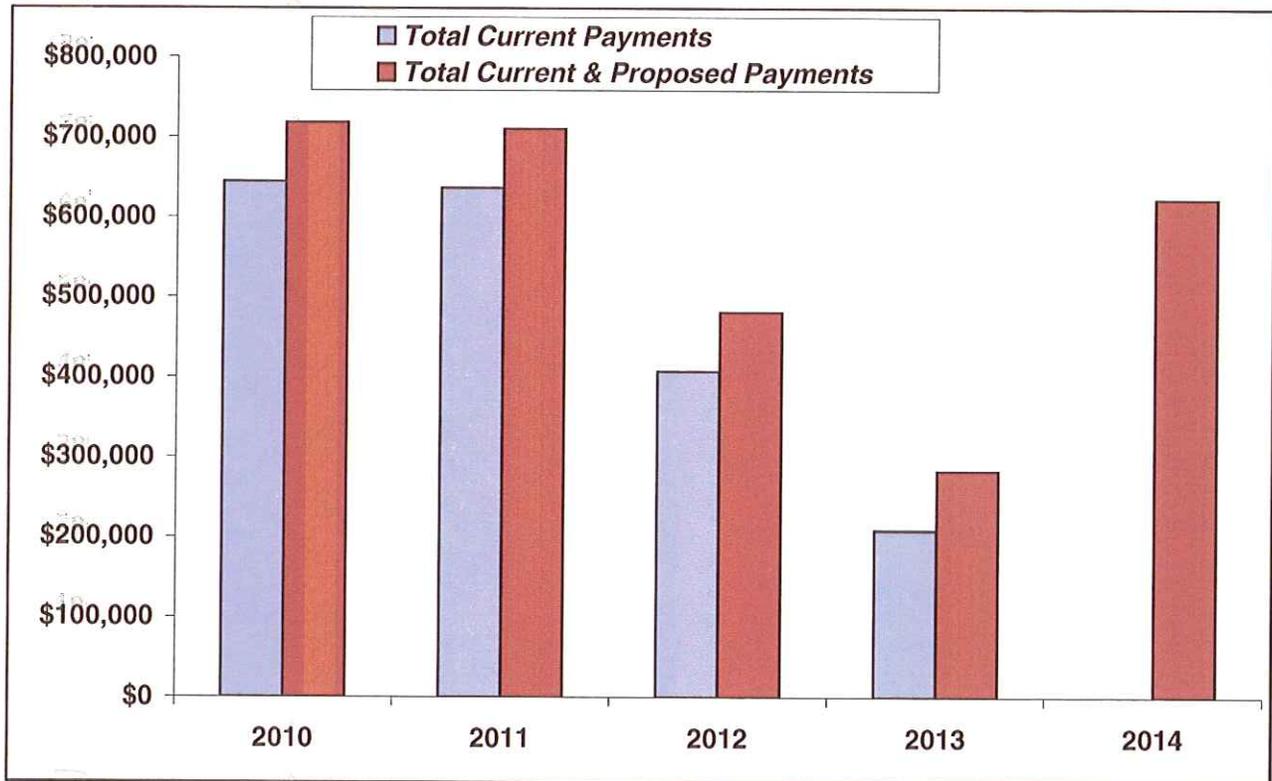
<u>Description</u>	<u>Funding</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Lease Ends</u>
<b>General/City Equipment</b>							
Fire Units 2009	Tax Levy	\$230,950	\$223,929	\$216,621	\$209,013	\$0	2013
Leawood City Hall Bldg	Rev Bonds	\$412,988	\$412,400	\$190,550	\$0	\$0	2012
Golf Carts 2006	Tax Levy	\$0	\$0	\$0	\$0		2009
		<b>\$643,938</b>	<b>\$636,329</b>	<b>\$407,171</b>	<b>\$209,013</b>	<b>\$0</b>	

### Proposed Future Lease Payments

<u>Description</u>	<u>Funding</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Lease Ends</u>
<b>General/City Equipment</b>							
Golf Carts	Tax Levy	\$74,250	\$74,250	\$74,250	\$74,250	\$74,250	On-Going
Fire Pumper (2013)	Tax Levy	\$0	\$0	\$0	\$0	\$137,130	2018
Fire Platform Truck (2013)	Tax Levy	\$0	\$0	\$0	\$0	\$411,400	2018
		<b>\$74,250</b>	<b>\$74,250</b>	<b>\$74,250</b>	<b>\$74,250</b>	<b>\$622,780</b>	
		<b>\$718,188</b>	<b>\$710,579</b>	<b>\$481,421</b>	<b>\$283,263</b>	<b>\$622,780</b>	

## Lease Payments

*Current vs.  
Current and Proposed*



2010      2011      2012      2013      2014

### Lease Payments (Current vs. Current & Proposed)

<i>Current Leases:</i>					
General & City Equipment	643,938	636,329	407,171	209,013	0
<b>TOTAL Current Leases:</b>	<b>\$643,938</b>	<b>\$636,329</b>	<b>\$407,171</b>	<b>\$209,013</b>	<b>\$0</b>
<i>Future Leases:</i>					
General & City Equipment	74,250	74,250	74,250	74,250	622,780
<b>TOTAL Current/Proposed Leases:</b>	<b>\$718,188</b>	<b>\$710,579</b>	<b>\$481,421</b>	<b>\$283,263</b>	<b>\$622,780</b>
<b>Proposed Annual Increase</b>	11.5%	11.7%	18.2%	35.5%	100.0%

# Appendices

**Resolution No. 1317 – Commercial Tax Increment Financed Projects, 1996**

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A RESOLUTION ESTABLISHING A POLICY FOR CONSIDERING AND APPROVING  
COMMERCIAL TAX INCREMENT FINANCED PROJECTS.

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WHEREAS, the Governing Body is responsible for encouraging and promoting the economic health of the City; and

WHEREAS, the Governing Body is authorized by Kansas law (K.S.A. 12-1770 et seq.) to issue special obligation bonds for the financing of redevelopment projects; and

WHEREAS, the consideration and approval of tax increment financed projects is a complex legal and administrative matter requiring clear direction for the Governing Body;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS, THAT:

**SECTION 1. COMMERCIAL TAX INCREMENT FINANCING POLICY**

It shall be the policy of the City to consider requests from qualified applicants to approve tax increment financing for purposes allowed by law and to approve such financing when, in the opinion of the Governing Body, it is in the best interest of the City to do so, and providing that the proposed use and applicant meet the criteria set forth in this policy.

This policy authorizes the City to issue special obligation bonds for the financing of redevelopment projects. Any tax increment as defined by K.S.A. 12-1770 et seq. resulting from a redevelopment district undertaken in accordance with this policy shall be apportioned to a special fund for the payment of the cost of redevelopment project, including the payment of principal and interest on said special obligation bonds.

Any financial risk involved in a tax increment financed project authorized under this policy will be the sole responsibility of the applicant, not the City of Leawood. No general obligations of the City, including full faith and credit tax increment bonds authorized under K.S.A. 12-1770 et seq., shall be considered as part of this policy.

**SECTION 2. TAX INCREMENT FINANCING OBJECTIVES.**

In reviewing requests to approve commercial tax increment financed projects, the Governing Body shall be guided by whether such a project will substantially meet the challenges outlined within the City of Leawood's Economic Development Strategic Plan, including:

- a) Preserve the City's unique character and distinctive atmosphere
- b) Insure the diversity of the City's economic base
- c) Lessen the City's dependence on property tax as a revenue source
- d) Revitalize the City's existing business climate

### SECTION 3. REVIEW CRITERIA

The following criteria will be used by the Governing Body to judge the desirability and feasibility of proposals:

- a) Tax increment financing will be discouraged when the effect would be to grant the applicant an unfair advantage within the local market structure.
- b) Consideration will be given to projects that promote Leawood as a center for major local, regional and national firms.
- c) The proposed use must be in keeping with the character of Leawood, complementing the City's high standards and quality of life, non-polluting and consistent with all planning and development requirements, policies, ordinances and codes.
- d) The proposed use must have a positive impact on the community and not threaten public facilities, streets or other public improvements.
- e) Consideration will be given to redevelopment projects in areas zoned CP-1, CP-2 and/or PI. Proposed projects must promote property investment and urban renewal within existing commercial developments.

### SECTION 4. APPROVAL CONDITIONS

Prior to the approval of tax increment financing, the Governing Body must be satisfied that the objectives and criteria for review established in the policy have been met.

Further, all proposals shall be subject to the following conditions:

- a) The proceeds of special obligation bonds issued under this policy may be used implement the redevelopment plan as outlined in the K.S.A. 12-1773(b) and amendments thereto. As defined by law, none of the proceeds from the sale of such bonds that shall be used for the construction of buildings or other structures to be owned by the applicant.
- b) Any special obligation bond issued under this policy will utilize a maturity schedule payable over a period as short as financially practical.
- c) With regard to any special obligation bond issued under this policy, if the bond is offered to the public, an investment grade rating must be assigned to the issue; if the bond is privately placed, it may be issued without a rating, but must be sold to an accredited investor as that term is defined by securities industry standards.
- d) As outlined in K.S.A. 12-1774, should the City issue a special obligation bond to finance the undertaking of a redevelopment project in accordance with state law and this policy, such special obligation bonds shall be made payable, both as to principal and interest, from:
  - i.) Property tax increment allocated to and paid into a special fund of the city;

- ii.) Revenues of the City derived from or held in connection with the undertaking and carrying out the redevelopment project;
  - iii.) Any private sources, contributions or financial assistance from the state or federal government;
  - iv.) A pledge of a portion or all increased revenue received by the city from franchise fees collected from utilities and other businesses using public right-of-way within the development district;
  - v.) A pledge or portion or all of the revenue received by the City from sales taxes;
  - vi.) Or any combination of these methods.
- e) Should the annual increment fall short of the amount necessary to pay the principal and interest of the special obligation bonds issued under this policy, the remaining amount payable is the responsibility of the applicant, not the City.
  - f) Annual monitoring to insure that the criteria for review established in this policy continue to be met will be required. Should monitoring indicate that the criteria established in this policy are not being met, the tax increment financing of the project will default and the repayment of the special obligation bond will become the responsibility of the applicant.
  - g) The applicant shall pay to the Leawood Economic Development Council an economic development fee equal to ten percent (10%) of the tax increment for the first two years of the TIF project.

Said fee will be required in lieu of a performance bond to insure the successfulness of the project. Should the developer cease to operate and/or abandon the project, said funds will be used to assist in redeveloping the property.

- h) The applicant must agree to and reimburse the City for all costs related to the issuing of the bond, including any legal, financial or administrative research, any costs related to the feasibility study required by Kansas law, and work done in reviewing the proposal, writing the leases or other necessary documents and researching the qualification and financial soundness of the proposal and application, as well as any costs associated with presentation of the notice of bond also with the Kansas Board of Tax Appeals are required by law. The city's Bond Counsel will prepare related documents. The city or its designee will perform a financial evaluation of the application.
- i) The applicant shall comply with all laws of the City as well as zoning and building regulations.
- j) The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.

- k) The Resolution of Internet shall be effective for a period of one year from the date of issue. An extension may be granted by the Governing Body. The Applicant is responsible for all related costs if the bonds are not issued.
- l) An application for a tax increment financed project must be submitted at least twenty (20) days in advance of the Governing Body's consideration of such proposal.

SECTION 5. AUTHORITY OF GOVERNING BODY.

The Governing Body, by its inherent authority, reserves the right to reject any tax increment financing proposal when it considers such action to be in the best interest of the City.

Passed by the Governing Body this, the 5<sup>th</sup> day of August, 1996.

Approved by the Mayor this, the 5<sup>th</sup> day of August 1996.

(SEAL)

/S/ Marcia Rinehart  
Marcia Rinehart, Mayor

Attest:

/S/ Martha Heizer  
Martha Heizer, City Clerk

# Special Benefit District Assessment Policy

## OBJECTIVES

- To provide for certain development within the City through the use of Special Benefit District Assessment financing.
- To provide adequate assurance to the City for the repayment of bonds from benefit district property.

## SCOPE

Property owner or developer wishing to seek financial help from the City to develop within the City.

## PROVISIONS

Following Governing Body approval for the Final Development Plan for a proposed project, the City of Leawood may facilitate new development by providing Special Benefit District Financing [SBDF] for the installation of public improvements upon submission of a valid petition (approved by City staff) of the property owners, the required financial commitment, and acceptance by the Governing Body as required by law. Said commitment is considered to be provided whenever the City has been furnished by all property owners with:

- A. Funding (cash, cashier's check or escrow account) equal to 20% of the estimated principal cost of the project; or
- B. Financial guarantee (irrevocable letter of credit, corporate completion bond) equal to 35% of the estimated principal cost of the project in such form and issuer to be acceptable to the City.

The required funding or financial guarantee shall be provided prior to the City approving any benefit district by resolution of intent or by resolution authorizing the improvement. Cash funding will be used to reduce the amount of project costs covered by special benefit district assessment (general obligation) bond financing. The financial guarantee will be applied annually to satisfy the principal and interest costs of bonded public improvements should any applicable special assessments not be paid when due. The financial guarantee will be released upon request of the developer when certificates of occupancy for building permits are issued for at least 35% of the properties within the development that received the improvements; otherwise the City will be authorized to draw upon such guarantee. At the time the bonds are issued any funds in excess of the developer's contribution, based on the original project estimate and offset by the actual project cost, will be refunded by the city or the financial guarantee shall be reduced by an equivalent amount. The Letter of Credit must be submitted to the City prior to approval of a Resolution of Intent by the Governing Body.

Special Benefit District Assessment financing will not be approved if the petitioner has a financial interest in an existing development that has delinquent special assessment taxes.

Installation of public improvements with special assessment financing may be authorized by the Governing Body without a financial commitment when deemed to be in the public interest and when one or more of the following conditions exist:

1. Improvements are ordered by resolution of the Governing Body.
  2. The majority of land in the benefit district is in public ownership.
  3. The benefit district is in multiple ownership and a majority of the land therein is developed with residences or other municipal buildings.
- C. Special Benefit District Debt has a 10-year length; however, upon special approval by the Governing Body, benefit district debt may be extended up to a 15-year term.
- D. All public improvement projects associated with any approved Special Benefit District [SBD] will be bid by the Public Works Department and administered by the City.

### **PROCEDURES**

Petition form and petition instruction are attached hereto and made a part of the Policy Statement.

### **RESPONSIBILITY FOR ENFORCEMENT**

The City Administrator shall be responsible to the Governing Body for the enforcement of the Special Assessment Policy. The Finance Director shall assist in the implementation of this Policy.

**Please contact the City Clerk's Office to obtain the revised Petition Forms.**

### **REFERENCES**

Adopted by Resolution No. 694 [03-18-1985]  
Revised by Resolution No. 1518 [04-03-2000]  
Revised by Resolution No. 2072 [09-02-2003]  
Revised by Resolution No. 2222 [05-03-2004]  
Revised by Resolution No. 2299 [10-18-2004]

## Resolution No. 598- Industrial Revenue Bonds (1982)

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### A RESOLUTION ESTABLISHING A POLICY FOR CONSIDERING AND ISSUING INDUSTRIAL REVENUE BONDS.

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WHEREAS, the Governing Body is responsible for encouraging and promoting the economic health of the City; and

WHEREAS, the Governing Body is authorized by Kansas law to issue industrial revenue bonds to further that objective; and

WHEREAS, the consideration and issuance of industrial revenue bonds is a complex legal and administrative matter requiring clear direction from the Governing Body.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS, THAT:

SECTION 1. INDUSTRIAL REVENUE BOND POLICY. It shall be the policy of the City to consider requests from qualified applicants to issue Industrial revenue bonds for purposes allowed by law and to issue such bonds when, in the opinion of the Governing Body, it is in the best Interest of the City to do so, and providing that the proposed use and applicant therefore meet the criteria set forth In this policy.

SECTION 2. INDUSTRIAL REVENUE BOND OBJECTIVES. In reviewing requests to issue industrial revenue bonds, the Governing Body shall be guided by whether such an issue would help the City achieve the following objectives:

- a. Attract firms and businesses, which will substantially enhance the economic climate of the City and increase or maintain the job market therein.
- b. Promote Leawood as a center for-Institutional or Corporate Headquarters and Regional Offices for major local, regional, and national firms.

SECTION 3. REVIEW CRITERIA. The following criteria will be used by the Governing Body to judge the desirability and feasibility of proposals:

- a. Industrial revenue bonds will be discouraged when the effect would be to grant the applicant an unfair advantage within the local market structure.
- b. Consideration will be given to proposals for the construction or rejuvenation of shopping center developments, but will not be given to Individual retail establishments.
- c. The proposed use must be clean, in keeping with the character of Leawood, non-polluting, and consistent with all planning and community development policies, ordinances, and codes.
- d. The proposed use must have a positive Impact on the community and not threaten public facilities, streets, or other public Improvements.

- e. The applicant must have a sound financial base Indicated by a Dun and Bradstreet rating or other Index of financial strength, and show that the bonds will be marketable either by producing evidence that they will be underwritten by a registered securities dealer or will be sold in a private sale.

SECTION 4. APPROVAL. CONDITIONS. Prior to approval for issuance of industrial revenue bonds, the Governing Body must be satisfied that the objectives and criteria for review established in this policy have been met. Further, all proposals approved shall be subject to the following conditions:

- a. There will be no tax abatement during the term of the bonds. The project is subject to all appropriate property tax levies during the term of the bonds. Lessee shall agree to pay all utility connections, user and service charges.
- b. The applicant shall pay to the City at the prescribed time a service fee of \$1,500 per million dollars of Issue or \$1,500, whichever is greater, the first year of the issue and \$1,500 per year for the remaining years of the repayment period to cover administration and other City costs. Such service fee shall be In addition to any payment by the applicant to reimburse the City for costs associated with the review of the proposal as outlined in Section 4(g).
- c. Industrial revenue bonds may be used to finance the purchase of land, land improvements, and production related machinery and/or equipment with an asset life span at least equal to the term of the lease. Industrial revenue bonds will not be used to finance the purchase of personal property, except production related machinery and/or equipment, as defined in K.S.A. 79—102, as amended.
- d. The City will carefully examine the bond repayment schedule and will require that the applicant have at least 20 percent unreserved equity in the project. Equity participation does not include professional or consulting fees.
- e. Industrial revenue bonds will not be used to refinance existing debt. This does not include the payment of an existing mortgage on real estate In order to purchase it for the proposed project.
- f. The applicant must occupy 80 percent of the facility's usable floor area unless specific arrangements to the contrary are approved by the Governing Body. Such arrangements would include commitments to purchase or lease space. For applications involving two or more applicants, one of the applicants must occupy 80 percent of the facility's usable floor area.
- g. The applicant must agree to and reimburse the City for costs of any legal, financial, or administrative research or work done in reviewing the proposal, writing the leases and other necessary legal documents, and researching the qualification and financial soundness of the proposal and applicant, as well as any costs associated with presentation of the notice of bond sale with the Kansas Board of Tax Appeals as required by law. The City bond counsel will prepare related documents. The City or its designee will perform a financial evaluation of the applicant.

- h. The applicant agrees to immediate annexation of the property involved if it is not within the City's corporate limits. In addition, the applicant shall comply with all laws of the City zoning and building regulations.
- i. The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.
- j. The Resolution of Intent shall be effective for a period of one year from date of issue. An extension may be granted by the Governing Body. The applicant is responsible for all related costs if the bonds are not issued.
- k. An Industrial revenue bond application must be submitted at least twenty (20) days in advance of the Governing Body's consideration of any such proposal.

SECTION 5. AUTHORITY OF GOVERNING BODY. The Governing Body, by its inherent authority, reserves the right to reject any proposal for issuance of industrial revenue bonds when it considers such action to be in the best interest of the City.

Adopted this 7th.day of September 1982.



Kent E. Crispin Mayor

ATTEST:

/S/ J. Oberlander  
J. Oberlander, City Clerk

APPROVED AS TO FORM:

/S/ Larry Winn, III

Larry Winn, III, City Attorney



II. NATURE OF IMPROVEMENTS

Industrial revenue bonds may be used to finance the purchase of land, land Improvements, and production related machinery and/or equipment with an asset life span at least equal to the term of the lease. Industrial revenue bonds will not be used to finance the purchase of personal property, except production related machinery and/or equipment, as defined in K.S.A. 79—102, as amended.

- 1. Amount requested for purchase of land: \$ \_\_\_\_\_
- 2. Amount requested for land Improvements (bldgs.) \$ \_\_\_\_\_
- 3. Amount requested for machinery and equipment \_\_\_\_\_
- 4. Is the proposed project an expansion or replacement of another existing facility? \_\_\_\_\_
- 5. Is the applicant presently located in the City of Leawood? \_\_\_\_\_

III. PROPOSED USE

- 1. Location of proposed facility \_\_\_\_\_
- 2. Current zoning district of proposed location \_\_\_\_\_
- 3. What business is proposed by the applicant? \_\_\_\_\_
- 4. List products or services to be rendered  
\_\_\_\_\_
- 5. Will the applicant be in direct competition with other local firms? \_\_\_\_\_
- 6. The applicant must occupy 80 percent of the facility's usable floor space unless specific arrangements to the contrary are approved by the Governing Body. Such arrangements would include commitments to purchase or lease space. For application involving two or more applicants, one of the applicants must occupy 80 percent of the facility's usable floor space. What percent of usable floor space will be occupied by the applicant?

Remarks:  
\_\_\_\_\_  
\_\_\_\_\_

IV. OWNERSHIP AND MANAGEMENT

- 1. Describe the organizational structure of the firm (proprietorship, partnership, subsidiary, corporation, etc.)  
\_\_\_\_\_  
\_\_\_\_\_

Note relationship to parent company \_\_\_\_\_

V. FINANCIAL RESPONSIBILITY

1. How many years has the applicant been in business?
  2. What is the equity the proposed applicant is to have in the project?
  3. Describe the form of the equity: \_\_\_\_\_
  4. What is the applicant firm's Dun & Bradstreet rating? \_\_\_\_\_
  5. Will the applicant pledge any other assets to secure the revenue bonds? if so, please explain: \_\_\_\_\_
- 

VI. MEASURE OF ECONOMIC GROWTH AND BENEFIT

1. What percentage of sales will be sold locally? \_\_\_\_\_
2. What is the estimated amount of merchandise and services purchased locally, per year?  
\_\_\_\_\_
3. How many people will the project employ? \_\_\_\_\_

VII. GENERAL CONDITIONS

The following conditions are understood and agreed to pursuant to Resolution No. 598.

1. There will be no tax abatement during the term of the bonds. The property is subject to all appropriate property tax levies during the term of the bonds. Lessee shall agree to pay all utility connections, user and service charges.
2. The applicant shall pay to the City at the prescribed time a service fee of \$1,500 per million dollars of issue or \$1,500, whichever is greater, the first year of the Issue and \$1,500 per year for the remaining years of the repayment period to cover administration and other City costs. Such service fee shall be in addition to any payment by the applicant to reimburse the City for costs associated with the review of the proposal.
3. Industrial revenue bonds will not be used to refinance existing debt. This does not include the payment of an existing mortgage on real estate in order to purchase it for the proposed project.
4. The applicant must agree to and reimburse the City for the cost of any legal, financial, or administrative research or work done in reviewing the proposal, writing the leases and other necessary legal documents and researching the qualifications and financial soundness of the proposal and applicant as well as any costs associated with presentation of the notice of bond sale with the Kansas Securities Commissioner as

required by law. The City bond counsel will perform a financial evaluation of the applicant.

5. The applicant agrees to immediate annexation of the property Involved If It is not within the City's corporate limits. In addition, the applicant shall comply with all laws of the City and all requirements established by the City as stated in zoning and building regulations.
6. The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.
7. The Resolution of Intent shall be effective for a period of one year from date of Issue. An extension may be granted by the Governing Body. The applicant is responsible for all related costs if the bonds are not issued.

VIII. REVIEW PROCESS

1. In order to facilitate the timely processing of the application, please attach as part of the proposal the following Items:
  - a. Copy of the firm's financial audits for the past two years.
  - b. Firm's most recent annual financial report.
  - c. Interim financial statements, to date, for the current fiscal year.
2. An Industrial revenue bond application must be submitted at least twenty (20) days in advance of the Governing Body's consideration of any proposal.

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Signature

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Title

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Date



## 2010-2014 Capital Improvement Program: \$71 Million

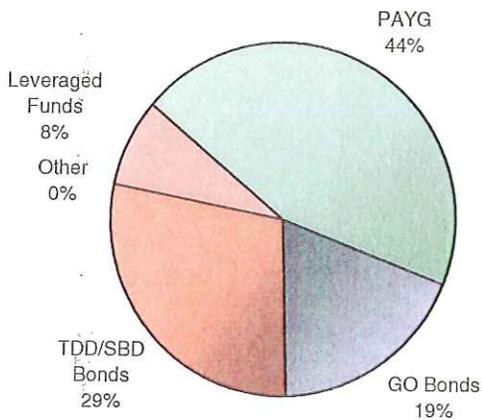
### SOURCES

PAYG	31,755,599
GO Bonds	13,259,244
TDD/SBD Bonds	20,241,000
Other	-
Leveraged Funds	5,712,409
<i>PAYG projects</i>	5,532,409
<i>Bond projects</i>	180,000
<b>TOTAL</b>	<b>70,968,252</b>

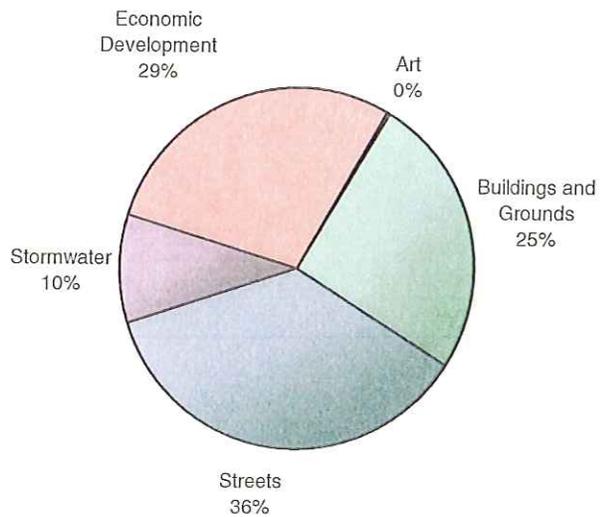
### USES

Art	257,500
Buildings and Grounds	17,885,000
Streets	25,562,152
Stormwater	7,022,600
Economic Development	20,241,000
<b>TOTAL</b>	<b>70,968,252</b>

*by Funding Source*



*by Project Type*



The Capital Improvement Program (CIP) includes both Pay-As-You-Go (PAYG) and Debt-Financed projects. PAYG represents projects that will be funded with cash, not debt-financed. Debt-financed projects include those construction projects which may be funded with the issuance of General Obligation Bonds, Special Benefit District Debt and/or Transportation Development District Debt. As shown above, the 2010-2014 CIP includes a total of \$70,968,252 over the five year planning period for all projects.

This is comprised of projects within several categories: Streets consuming 36%; Economic Development projects which include Special Benefit and Transportation Development Districts at 29%; Buildings and Ground repairs and construction at 25%; and Stormwater projects with 10%. A listing of each project can be found on the next two pages followed by detailed sheets for each project.



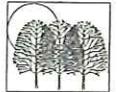
**2010-2014 Capital Improvement Program: \$71 Million  
By Project**

Project Name	No.	2010	2011	2012	2013	2014	5 YR Total
<b>Streets</b>							
Curb, Gutter & Median Repairs	72300	400,000	400,000	400,000	400,000	400,000	2,000,000
Mill & Overlay - 103rd Street, Mission to State Line	72014	1,200,000	-	-	-	-	1,200,000
Mill & Overlay - 104th Street	72015	-	125,000	-	-	-	125,000
Mill & Overlay - 114th St, Tomahawk Crk to 115th St	72029	-	-	-	194,000	-	194,000
Mill & Overlay - 115th Street, Roe to Tomahawk Creek	72024	-	-	164,000	-	-	164,000
Mill & Overlay - 117th Street, Roe to Tomahawk Creek	72021	-	-	-	200,000	-	200,000
Mill & Overlay - 119th Street, Roe to State Line	72017	-	600,000	-	-	-	600,000
Mill & Overlay - 127th Street, Mission to Nall	72020	-	-	200,000	-	-	200,000
Mill & Overlay - 133rd Street, State Line to Roe	72022	-	-	525,000	-	-	525,000
Mill & Overlay - 137th Street, Nall to Roe	72031	-	-	-	-	250,000	250,000
Mill & Overlay - Chadwick, 135th St S 500 feet	72033	-	-	-	150,000	-	150,000
Mill & Overlay - Kenneth Rd, 135th St to S City Limit	72034	-	-	-	-	640,000	640,000
Mill & Overlay - Lee Blvd, Somerset to Mission Rd	72030	-	-	-	-	1,100,000	1,100,000
Mill & Overlay - Mission Road, 127th to 135th	72012	-	-	-	-	-	-
Mill & Overlay - Mission Road, 95th to 103rd	72016	262,000	-	-	-	-	262,000
Mill & Overlay - Nall Avenue, 119th to 135th	72018	-	1,953,308	-	-	-	1,953,308
Mill & Overlay - Pawnee, 137th to 133rd Streets	72032	-	-	-	-	150,000	150,000
Mill & Overlay - Resaw/Fill Joints on 135th Street	72027	220,000	-	-	-	-	220,000
Mill & Overlay - Roe Avenue, 135th to 140th	72011	-	-	-	-	-	-
Mill & Overlay - State Line Rd, I-435 Ramp to 119th St	72028	500,000	-	-	-	-	500,000
Mill & Overlay - State Line Road, 95th to 103rd	72013	-	-	-	-	-	-
Mill & Overlay - Town Center Drive	72019	-	-	300,000	-	-	300,000
Nall Avenue, 143rd to 159th Streets	80143	-	-	-	-	-	-
One Nineteen (TDD)	80456	-	-	-	-	-	-
Residential Street Program - Mill & Overlay	70002	800,000	800,000	800,000	800,000	800,000	4,000,000
Residential Street Program - Slurry Seal	70001	450,000	500,000	500,000	500,000	500,000	2,450,000
Avenue, 140th-143rd Streets	80189	-	-	-	-	-	-
Street Reconstruction	80206	2,500,000	-	2,500,000	-	2,500,000	7,500,000
Traffic Signal, 133rd & Roe Ave	80404	-	344,650	-	-	-	344,650
Traffic Signal, 95th & Mission Rd	80405	-	-	262,900	-	-	262,900
Traffic Signals, College & Brookwood	80401	-	271,294	-	-	-	271,294
Traffic Signals, 128th & State Line	80400	-	-	-	-	-	-
<b>Streets Total</b>		<b>6,332,000</b>	<b>4,994,252</b>	<b>5,651,900</b>	<b>2,244,000</b>	<b>6,340,000</b>	<b>25,562,152</b>
<b>Stormwater</b>							
2009 Accelerated Stormwater PAYG	76022	-	-	-	-	-	-
89th & Mission Stormsewer	80550	-	-	-	1,310,400	-	1,310,400
Accelerated Stormwater Reconstruction	80502	750,000	750,000	750,000	750,000	750,000	3,750,000
Stormwater - 12601 Norwood	77006	-	-	65,000	-	-	65,000
Stormwater - 12819 to 12823 Sagamore	77010	-	250,000	-	-	-	250,000
Stormwater - 137th & Pembroke	77004	-	-	-	-	-	-
Stormwater - 14601 Delmar	77007	-	-	-	-	-	-
Stormwater - 85th & Reinhardt	77003	-	66,000	-	-	-	66,000
Stormwater - 87th & Cherokee	77005	440,000	-	-	-	-	440,000
Stormwater - Box Culvert, 87th & Mission Rd	77011	-	-	541,200	-	-	541,200
Stormwater - Leawood Estates	76013	-	-	-	-	-	-
Stormwater - Meadow Lane	76014	-	-	-	-	-	-
Stormwater - Wenonga, 91st to 93rd Streets	73002	-	-	600,000	-	-	600,000
<b>Stormwater Total</b>		<b>1,190,000</b>	<b>1,066,000</b>	<b>1,956,200</b>	<b>2,060,400</b>	<b>750,000</b>	<b>7,022,600</b>



**2010-2014 Capital Improvement Program: \$71 Million  
By Project**

Project Name	No.	2010	2011	2012	2013	2014	5 YR Total
<b>Buildings and Grounds</b>							
City Hall Roof Repair	76010	-	1,100,000	-	-	-	1,100,000
Gezer Park	76006	-	-	-	-	-	-
Golf Course - Maint Bldg Parking Lot	49116	-	-	-	-	-	-
Golf Course - Practice Tee	49117	-	-	-	-	-	-
Golf Course Clubhouse Parking Lot	49120	225,000	-	-	-	-	225,000
Justice Center	76008	16,000,000	-	-	-	-	16,000,000
Park Maintenance Building Parking lot	76012	-	-	-	-	-	-
Police Building Roof Replacement	76019	235,000	-	-	-	-	235,000
Pond & Trail Improvements	76018	325,000	-	-	-	-	325,000
Public Works Vehicle Storage Facility	76011	-	-	-	-	-	-
PW Maint Bldg Parking Lot	76015	-	-	-	-	-	-
Tomahawk Creek Bank Erosion Repairs	76017	-	-	-	-	-	-
<b>Buildings and Grounds Total</b>		<b>16,785,000</b>	<b>1,100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17,885,000</b>
<b>Art</b>							
Art - City Park	79007	-	-	-	-	-	-
Art - Future Purchases	79020	-	-	-	57,500	-	57,500
Art - Gezer Park, Rita Blitt	79011	-	50,000	-	-	-	50,000
Art - I-Lan Park	79010	-	-	-	-	-	-
Art - Justice Center	79004	-	-	-	75,000	-	75,000
Art - Sculpture Garden	79006	50,000	-	-	-	-	50,000
Art - Temporary Purchases	79005	5,000	5,000	5,000	5,000	5,000	25,000
<b>Art Total</b>		<b>55,000</b>	<b>55,000</b>	<b>5,000</b>	<b>137,500</b>	<b>5,000</b>	<b>257,500</b>
<b>Economic Development</b>							
5th Street - Add Lane (TDD)	80451	-	-	3,400,000	-	-	3,400,000
5th Street - Bury Lines (TDD)	80450	-	-	3,375,000	-	-	3,375,000
Park Place	80196	-	-	-	-	-	-
Park Place Parking Structure Phase 2 (TDD)	80454	6,966,000	-	-	-	-	6,966,000
Park Place Parking Structure, Phase 1 (TDD)	80453	-	-	-	-	-	-
Park Place-Aloft/Element Garage (TDD)	80455	-	6,500,000	-	-	-	6,500,000
Traffic Signals (SBD)	80403	-	-	-	-	-	-
Villagio Project (SBD)	80197	-	-	-	-	-	-
<b>Economic Development Total</b>		<b>6,966,000</b>	<b>6,500,000</b>	<b>6,775,000</b>	<b>-</b>	<b>-</b>	<b>20,241,000</b>
<b>Grand Total</b>		<b>31,328,000</b>	<b>13,715,252</b>	<b>14,388,100</b>	<b>4,441,900</b>	<b>7,095,000</b>	<b>70,968,252</b>



**2010-2014 Capital Improvement Program: \$70 Million  
By Funding Source**

<b>Revenue</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>5 YR Total</b>
Transfer from General Fund	1,925,500	2,165,499	1,149,500	981,500	1,396,400	7,618,399
<i>Art</i>	55,000	55,000	5,000	137,500	5,000	257,500
<i>Buildings and Grounds</i>	460,000	1,100,000	0	0	0	1,560,000
<i>Streets</i>	1,410,500	1,010,499	994,500	844,000	1,391,400	5,650,899
<i>Stormwater</i>	0	0	150,000	0	0	150,000
City Sales Tax	16,440,000	316,000	606,200	0	0	17,362,200
<i>Buildings and Grounds</i>	16,000,000	0	0	0	0	16,000,000
<i>Stormwater</i>	440,000	316,000	606,200	0	0	1,362,200
Alcohol Tax	325,000	0	0	0	0	325,000
Gasoline Tax	1,250,000	1,300,000	1,300,000	1,300,000	1,300,000	6,450,000
County - SMAC	0	0	450,000	0	0	450,000
Other County Contributions	725,000	1,277,000	594,500	100,000	995,000	3,691,500
Overland Park	196,500	790,809	0	0	153,600	1,140,909
Kansas City, MO	250,000	0	0	0	0	250,000
Developer Impact Fees	0	0	0	0	0	0
<i>Art</i>	0	0	0	0	0	0
<i>Streets</i>	0	0	0	0	0	0
G O Bonds Issued	9,703,200	3,250,000	1,365,944	3,332,900	2,060,400	19,712,444
<i>Streets</i>	9,703,200	2,500,000	615,944	2,582,900	0	15,402,044
<i>Stormwater</i>	0	750,000	750,000	750,000	2,060,400	4,310,400
Special District Bonds Issued	10,068,322	0	6,500,000	0	0	16,568,322
TDD Bonds Issued	0	6,966,000	0	6,775,000	0	13,741,000
Temporary Notes	10,216,000	7,865,944	10,107,900	2,060,400	3,250,000	33,500,244
Temporary Notes Payoff	-19,771,522	-10,216,000	-7,865,944	-10,107,900	-2,060,400	-50,021,766
(blank)	0	0	180,000	0	0	180,000
(blank)						0
<i>Streets</i>	0	0	180,000	0	0	180,000
<b>Grand Total</b>	<b>31,328,000</b>	<b>13,715,252</b>	<b>14,388,100</b>	<b>4,441,900</b>	<b>7,095,000</b>	<b>70,968,252</b>



**2010-2014 Capital Improvement Program  
Schedule of Tax Levy Supported Debt Issuance**

Project Name		2010	2011	2012	2013	2014	5 YR Total
<b>GO Bonds</b>							
2010							
80143	Nall Avenue, 143rd to 159th Streets	5,110,000	-	-	-	-	5,110,000
80189	Roe Avenue, 140th-143rd Streets	226,900	-	-	-	-	226,900
80206	Street Reconstruction	4,000,000	-	-	-	-	4,000,000
80400	Traffic Signals, 128th & State Line	366,300	-	-	-	-	366,300
<b>2010 Total</b>		<b>9,703,200</b>	-	-	-	-	<b>9,703,200</b>
2011							
80206	Street Reconstruction	-	2,500,000	-	-	-	2,500,000
80502	Accelerated Stormwater Reconstruction	-	750,000	-	-	-	750,000
<b>2011 Total</b>		-	<b>3,250,000</b>	-	-	-	<b>3,250,000</b>
2012							
80401	Traffic Signals, College & Brookwood	-	-	271,294	-	-	271,294
80502	Accelerated Stormwater Reconstruction	-	-	750,000	-	-	750,000
80404	Traffic Signal, 133rd & Roe Ave	-	-	344,650	-	-	344,650
<b>2012 Total</b>		-	-	<b>1,365,944</b>	-	-	<b>1,365,944</b>
2013							
80206	Street Reconstruction	-	-	-	2,500,000	-	2,500,000
80502	Accelerated Stormwater Reconstruction	-	-	-	750,000	-	750,000
80405	Traffic Signal, 95th & Mission Rd	-	-	-	82,900	-	82,900
<b>2013 Total</b>		-	-	-	<b>3,332,900</b>	-	<b>3,332,900</b>
2014							
80502	Accelerated Stormwater Reconstruction	-	-	-	-	750,000	750,000
80550	89th & Mission Stormsewer	-	-	-	-	1,310,400	1,310,400
<b>2014 Total</b>		-	-	-	-	<b>2,060,400</b>	<b>2,060,400</b>
<b>GO Bonds Total</b>		<b>9,703,200</b>	<b>3,250,000</b>	<b>1,365,944</b>	<b>3,332,900</b>	<b>2,060,400</b>	<b>19,712,444</b>
<b>Temporary Notes</b>							
2010							
80143	Nall Avenue, 143rd to 159th Streets	(5,110,000)	-	-	-	-	(5,110,000)
80189	Roe Avenue, 140th-143rd Streets	(226,900)	-	-	-	-	(226,900)
80206	Street Reconstruction	(1,500,000)	-	-	-	-	(1,500,000)
80400	Traffic Signals, 128th & State Line	(366,300)	-	-	-	-	(366,300)
80502	Accelerated Stormwater Reconstruction	750,000	-	-	-	-	750,000
<b>2010 Total</b>		<b>(6,453,200)</b>	-	-	-	-	<b>(6,453,200)</b>
2011							
80206	Street Reconstruction	-	(2,500,000)	-	-	-	(2,500,000)
80401	Traffic Signals, College & Brookwood	-	271,294	-	-	-	271,294
80502	Accelerated Stormwater Reconstruction	-	750,000	-	-	-	750,000
80404	Traffic Signal, 133rd & Roe Ave	-	(750,000)	-	-	-	(750,000)
<b>2011 Total</b>		-	<b>(1,884,056)</b>	-	-	-	<b>(1,884,056)</b>
2012							
80206	Street Reconstruction	-	-	2,500,000	-	-	2,500,000
80401	Traffic Signals, College & Brookwood	-	-	(271,294)	-	-	(271,294)
80502	Accelerated Stormwater Reconstruction	-	-	750,000	-	-	750,000
80404	Traffic Signal, 133rd & Roe Ave	-	-	(750,000)	-	-	(750,000)
80405	Traffic Signal, 95th & Mission Rd	-	-	(344,650)	-	-	(344,650)
<b>2012 Total</b>		-	-	<b>1,966,956</b>	-	-	<b>1,966,956</b>
2013							
80206	Street Reconstruction	-	-	-	(2,500,000)	-	(2,500,000)
80502	Accelerated Stormwater Reconstruction	-	-	-	750,000	-	750,000
80405	Traffic Signal, 95th & Mission Rd	-	-	-	(750,000)	-	(750,000)
80550	89th & Mission Stormsewer	-	-	-	(82,900)	-	(82,900)
<b>2013 Total</b>		-	-	-	<b>(1,272,500)</b>	-	<b>(1,272,500)</b>
2014							
80206	Street Reconstruction	-	-	-	-	2,500,000	2,500,000
80502	Accelerated Stormwater Reconstruction	-	-	-	-	750,000	750,000
80550	89th & Mission Stormsewer	-	-	-	-	(1,310,400)	(1,310,400)
<b>2014 Total</b>		-	-	-	-	<b>1,189,600</b>	<b>1,189,600</b>
<b>Temporary Notes Total</b>		<b>(6,453,200)</b>	<b>(1,884,056)</b>	<b>1,966,956</b>	<b>(1,272,500)</b>	<b>1,189,600</b>	<b>(6,453,200)</b>



**2010-2014 Capital Improvement Program  
Schedule of SBD/TDD Bond Issuance**

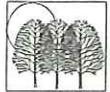
Project Name		2010	2011	2012	2013	2014	5 YR Total
<b>Special Assessment Bonds</b>							
2010							
80196	Park Place	4,743,322	-	-	-	-	4,743,322
80197	Villagio Project (SBD)	4,500,000	-	-	-	-	4,500,000
80403	Traffic Signals (SBD)	825,000	-	-	-	-	825,000
<b>2010 Total</b>		<b>10,068,322</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,068,322</b>
2011							
80454	Park Place Parking Structure Phase 2 (TDD)	-	6,966,000	-	-	-	6,966,000
<b>2011 Total</b>		<b>-</b>	<b>6,966,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,966,000</b>
2012							
80455	Park Place-Aloft/Element Garage (TDD)	-	-	6,500,000	-	-	6,500,000
<b>2012 Total</b>		<b>-</b>	<b>-</b>	<b>6,500,000</b>	<b>-</b>	<b>-</b>	<b>6,500,000</b>
2013							
80450	135th Street - Bury Lines (TDD)	-	-	-	3,375,000	-	3,375,000
80451	135th Street - Add Lane (TDD)	-	-	-	3,400,000	-	3,400,000
<b>2013 Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>6,775,000</b>	<b>-</b>	<b>6,775,000</b>
<b>Special Assessment Bonds Total</b>		<b>10,068,322</b>	<b>6,966,000</b>	<b>6,500,000</b>	<b>6,775,000</b>	<b>-</b>	<b>30,309,322</b>
<b>Temporary Notes</b>							
2010							
80196	Park Place	(4,743,322)	-	-	-	-	(4,743,322)
80197	Villagio Project (SBD)	(4,500,000)	-	-	-	-	(4,500,000)
80403	Traffic Signals (SBD)	(825,000)	-	-	-	-	(825,000)
80454	Park Place Parking Structure Phase 2 (TDD)	6,966,000	-	-	-	-	6,966,000
<b>2010 Total</b>		<b>(3,102,322)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(3,102,322)</b>
2011							
80454	Park Place Parking Structure Phase 2 (TDD)	-	(6,966,000)	-	-	-	(6,966,000)
80455	Park Place-Aloft/Element Garage (TDD)	-	6,500,000	-	-	-	6,500,000
<b>2011 Total</b>		<b>-</b>	<b>(466,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(466,000)</b>
2012							
80450	135th Street - Bury Lines (TDD)	-	-	3,375,000	-	-	3,375,000
80451	135th Street - Add Lane (TDD)	-	-	3,400,000	-	-	3,400,000
80455	Park Place-Aloft/Element Garage (TDD)	-	-	(6,500,000)	-	-	(6,500,000)
<b>2012 Total</b>		<b>-</b>	<b>-</b>	<b>275,000</b>	<b>-</b>	<b>-</b>	<b>275,000</b>
Future							
80196	Park Place	-	-	-	-	-	-
80197	Villagio Project (SBD)	-	-	-	-	-	-
80403	Traffic Signals (SBD)	-	-	-	-	-	-
80453	Park Place Parking Structure, Phase 1 (TDD)	-	-	-	-	-	-
<b>Future Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
2013							
80450	135th Street - Bury Lines (TDD)	-	-	-	(3,375,000)	-	(3,375,000)
80451	135th Street - Add Lane (TDD)	-	-	-	(3,400,000)	-	(3,400,000)
<b>2013 Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>(6,775,000)</b>	<b>-</b>	<b>(6,775,000)</b>
<b>Temporary Notes Total</b>		<b>(3,102,322)</b>	<b>(466,000)</b>	<b>275,000</b>	<b>(6,775,000)</b>	<b>-</b>	<b>(10,068,322)</b>
<b>Grand Total</b>		<b>6,966,000</b>	<b>6,500,000</b>	<b>6,775,000</b>	<b>-</b>	<b>-</b>	<b>20,241,000</b>



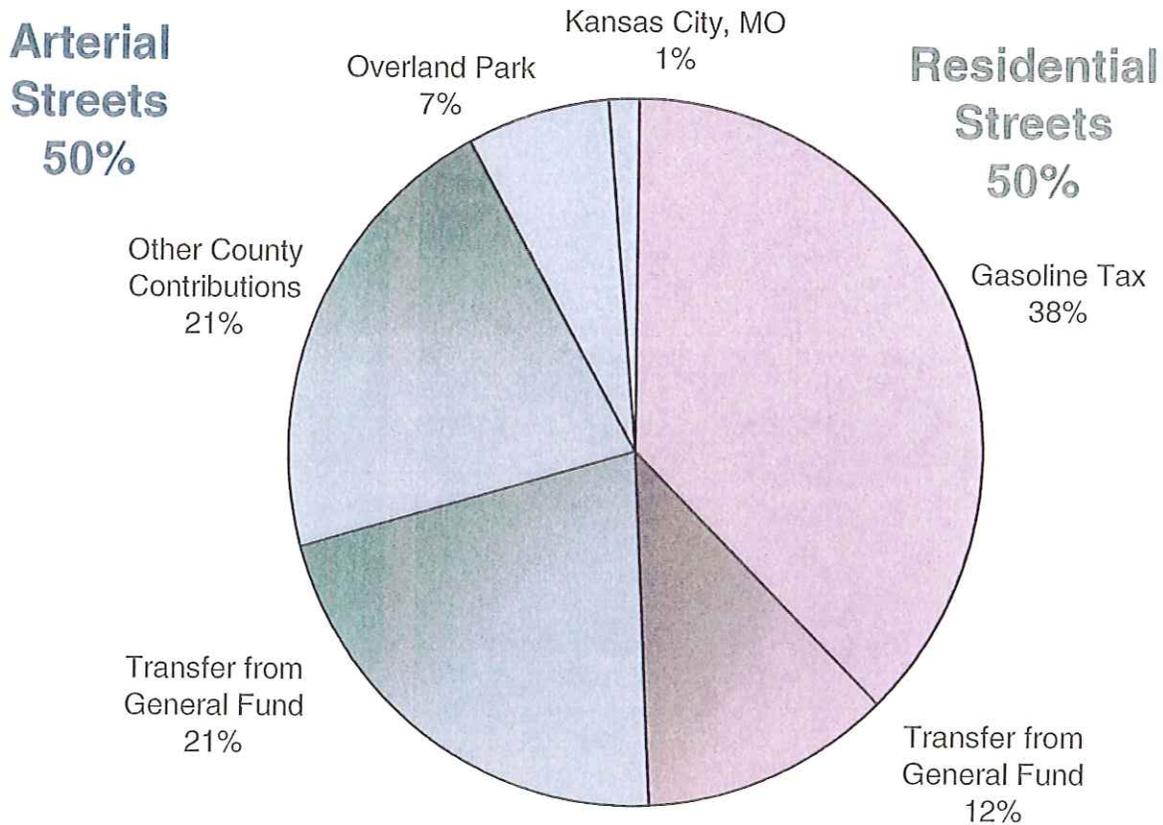
**Schedule of PAYG Program: \$37.3 Million**

Project Category	2010	2011	2012	2013	2014	5 YR Total
Residential	1,650,000	1,700,000	1,700,000	1,700,000	1,700,000	8,450,000
Arterial	2,182,000	2,678,308	1,189,000	544,000	2,140,000	8,733,308
Administration	-	1,100,000	-	-	-	1,100,000
Public Works	440,000	316,000	1,206,200	-	-	1,962,200
Parks and Recreation	605,000	55,000	5,000	137,500	5,000	807,500
Police	16,235,000	-	-	-	-	16,235,000
<b>Grand Total</b>	<b>21,112,000</b>	<b>5,849,308</b>	<b>4,100,200</b>	<b>2,381,500</b>	<b>3,845,000</b>	<b>37,288,008</b>

Funding Source	2010	2011	2012	2013	2014	5 YR Total
<b>PAYG</b>						
Alcohol Tax	325,000	-	-	-	-	325,000
City Sales Tax	16,440,000	316,000	606,200	-	-	17,362,200
Gasoline Tax	1,250,000	1,300,000	1,300,000	1,300,000	1,300,000	6,450,000
Transfer from General Fund	1,925,500	2,165,499	1,149,500	981,500	1,396,400	7,618,399
<i>Residential</i>	400,000	400,000	400,000	400,000	400,000	2,000,000
<i>Arterial</i>	1,010,500	610,499	594,500	444,000	991,400	3,650,899
<i>Administration</i>	-	1,100,000	-	-	-	1,100,000
<i>Public Works</i>	-	-	150,000	-	-	150,000
<i>Parks and Recreation</i>	280,000	55,000	5,000	137,500	5,000	482,500
<i>Police</i>	235,000	-	-	-	-	235,000
<b>PAYG Total</b>	<b>19,940,500</b>	<b>3,781,499</b>	<b>3,055,700</b>	<b>2,281,500</b>	<b>2,696,400</b>	<b>31,755,599</b>
<b>Leveraged Funds</b>						
County - SMAC	-	-	450,000	-	-	450,000
Other County Contributions	725,000	1,277,000	594,500	100,000	995,000	3,691,500
Overland Park	196,500	790,809	-	-	153,600	1,140,909
Kansas City, MO	250,000	-	-	-	-	250,000
Developer Impact Fees	-	-	-	-	-	-
Federal Operating Grants (blank)	-	-	180,000	-	-	180,000
<b>Leveraged Funds Total</b>	<b>1,171,500</b>	<b>2,067,809</b>	<b>1,224,500</b>	<b>100,000</b>	<b>1,148,600</b>	<b>5,712,409</b>
<b>Grand Total</b>	<b>21,112,000</b>	<b>5,849,308</b>	<b>4,280,200</b>	<b>2,381,500</b>	<b>3,845,000</b>	<b>37,468,008</b>



**PAYG Street Program by Funding Source: \$17.2 Million**



The 2010 - 2014 CIP includes a total of \$17,183,308 for all PAYG street projects, both Residential and Arterial.

Residential street improvements include the Slurry Seal program, totaling \$2,450,000 over the planning period and the Residential Mill & Overlay program totals \$4,000,000. Both of these are primarily funded with Gasoline Tax revenue, along with a portion of the 1/8-Cent Sales tax. A new initiative, planned to begin in 2010 is the Curb, Gutter & Median Repair program with a budget of \$400,000 annually. Current assumptions plan for this program to be afforded with a mill levy increase.

The Arterial street improvements are funded with a combination of sources, transfers from the City's General Operating fund, the County CARS program, and from surrounding cities which will benefit from the improvements. For the 2010-2014 planning period the total cost for the Arterial program is \$10,302,108 with Leawood's share totaling \$3,876,699.

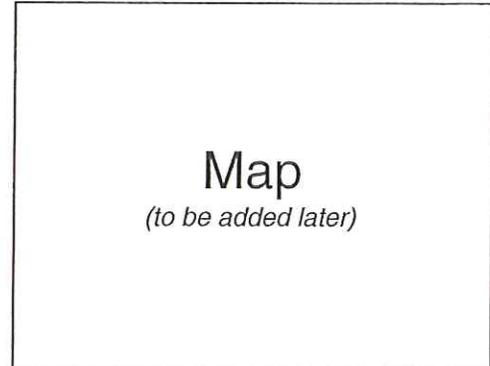


## Street Reconstruction

**Category:** Streets  
**Location:** City-wide  
**Total Cost:** \$9,000,000

**Description:**

This project represents the city-wide street reconstruction program, which was developed in 2003. Phase I of the program included a total of \$10,500,000 over the five-year period of 2004 through 2008, alternating funding of \$1,500,000 and \$2,500,000 each year. Phase II begins in 2009 with \$1,500,000; followed by \$2,500,000 in 2010 and continuing this amount every other year until this phase ends in 2013. Phase III is projected to begin in 2014 with the same schedule of \$2,500,000 included in every other year.



**Project Details:**

Project Number: 80206  
 Authorization: 2007 Resolution #2624  
 Authorization Amount: \$0  
 Bond Type: GO Bonds  
 Bond Date: 2010 2011 2013  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
30,000	Planning & Design	30,000	-	30,000	-	30,000	90,000	0
0	Land Acquisition	-	-	-	-	-	0	0
1,330,000	Construction	2,320,000	-	2,320,000	-	2,320,000	6,960,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
140,000	Financing Costs	150,000	-	150,000	-	150,000	450,000	0
0	Other	-	-	-	-	-	0	0
1,500,000	<b>Total Costs</b>	2,500,000	-	2,500,000	-	2,500,000	7,500,000	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	4,000,000	2,500,000	-	2,500,000	-	9,000,000	2,500,000
0	Special Assessment Bonds	-	-	-	-	-	0	0
1,500,000	Temporary Notes	(1,500,000)	(2,500,000)	2,500,000	(2,500,000)	2,500,000	-1,500,000	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
1,500,000	<b>Total Sources</b>	2,500,000	-	2,500,000	-	2,500,000	7,500,000	0

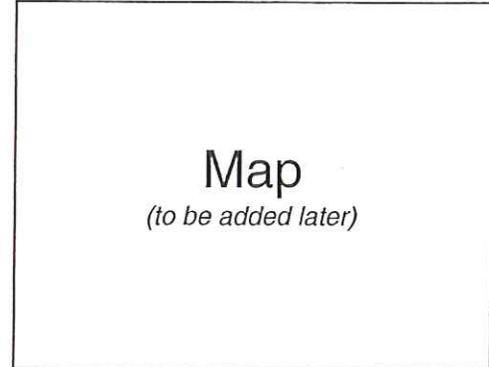
Notes:



## Traffic Signals, College & Brookwood

**Category:** Streets  
**Location:** College Boulevard and Brookwood  
**Total Cost:** \$271,294  
**Description:**

This project will add a traffic signal to the intersection of College Blvd and Brookwood.



**Project Details:**

Project Number: 80401  
 Authorization: Resolution #2767  
 Authorization Amount: \$0  
 Bond Type: GO Bonds  
 Bond Date: 2012  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	45,000	-	-	-	45,000	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	170,000	-	-	-	170,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	56,294	-	-	-	56,294	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	271,294	-	-	-	271,294	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	271,294	-	-	271,294	0
0	Special Assessment Bonds	-	-	-	-	-	0	0
0	Temporary Notes	-	271,294	(271,294)	-	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	271,294	-	-	-	271,294	0

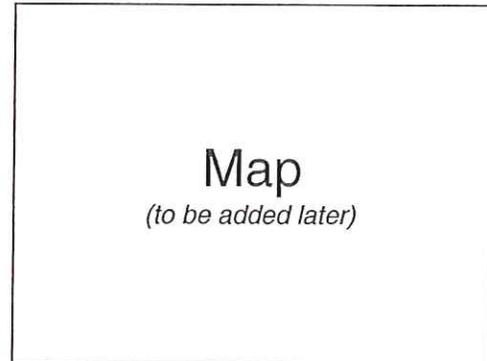
Notes:



## Traffic Signal, 133rd & Roe Ave

**Category:** Streets  
**Location:** 133rd & Roe Avenue  
**Total Cost:** \$344,650  
**Description:**

This project will install a traffic signal at 133rd and Roe Avenue.



### Project Details:

Project Number: 80404  
Authorization: Fact Sheet 10/6/08  
Authorization Amount: \$0  
Bond Type: GO Bonds  
Bond Date: 2012  
Bond Term: 15  
Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	40,000	-	-	-	40,000	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	220,000	-	-	-	220,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	84,650	-	-	-	84,650	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	344,650	-	-	-	344,650	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	344,650	-	-	344,650	0
0	Special Assessment Bonds	-	-	-	-	-	0	0
0	Temporary Notes	-	344,650	(344,650)	-	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	344,650	-	-	-	344,650	0

Notes:

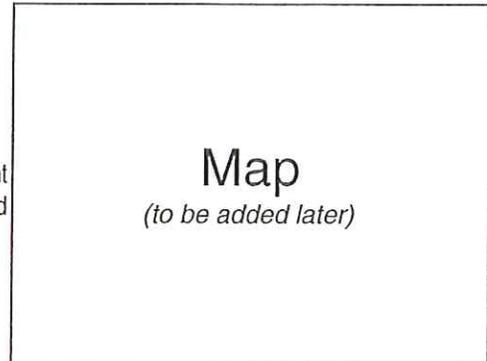


## Traffic Signal, 95th & Mission Rd

**Category:** Streets  
**Location:** 95th & Mission Rd  
**Total Cost:** \$262,900

**Description:**

This project will replace the traffic signal at 95th & Mission Road. This will be a joint project with Overland Park, KS and Prairie Village, KS. The project will be administered by Overland Park.



**Project Details:**

Project Number: 80405  
 Authorization: Uncommitted  
 Authorization Amount: \$0  
 Bond Type: GO Bonds  
 Bond Date: 2013  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	-	-	0	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	-	200,000	-	-	200,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	-	62,900	-	-	62,900	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	-	262,900	-	-	262,900	0
Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	82,900	-	82,900	0
0	Special Assessment Bonds	-	-	-	-	-	0	0
0	Temporary Notes	-	-	82,900	(82,900)	-	0	0
0	Leveraged Funds	-	-	180,000	-	-	180,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	-	262,900	-	-	262,900	0

Notes:



## 135th Street - Bury Lines (TDD)

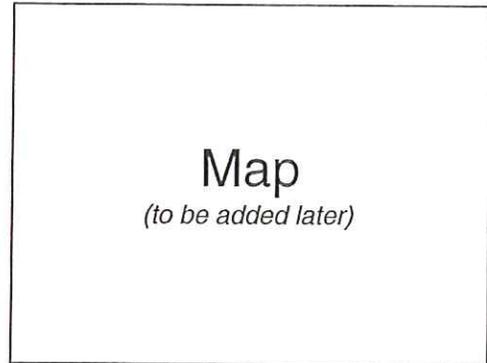
**Category:** Economic Development

**Location:** 135th Street

**Total Cost:** \$3,375,000

**Description:**

This project will bury the overhead power lines along the south side of 135th Street.



**Project Details:**

Project Number: 80450  
 Authorization: Uncommitted  
 Authorization Amount: \$0  
 Bond Type: Special Assessment Bonds  
 Bond Date: 0  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	-	-	0	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	-	3,305,000	-	-	3,305,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	-	70,000	-	-	70,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	-	3,375,000	-	-	3,375,000	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	-	-	0	0
0	Special Assessment Bonds	-	-	-	3,375,000	-	3,375,000	0
0	Temporary Notes	-	-	3,375,000	(3,375,000)	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	-	3,375,000	-	-	3,375,000	0

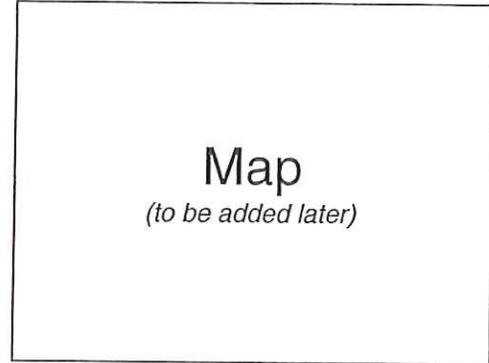
**Notes:**



## 135th Street - Add Lane (TDD)

**Category:** Economic Development  
**Location:** 135th Street, Fontana to State Line Road  
**Total Cost:** \$3,400,000  
**Description:**

This project will construct a third eastbound lane from Fontana to Kenneth Road.



**Project Details:**

Project Number: 80451  
 Authorization: Uncommitted  
 Authorization Amount: \$0  
 Bond Type: Special Assessment Bonds  
 Bond Date: 0  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	-	-	0	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	-	3,330,000	-	-	3,330,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	-	70,000	-	-	70,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	-	3,400,000	-	-	3,400,000	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	-	-	0	0
0	Special Assessment Bonds	-	-	-	3,400,000	-	3,400,000	0
0	Temporary Notes	-	-	3,400,000	(3,400,000)	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	-	3,400,000	-	-	3,400,000	0

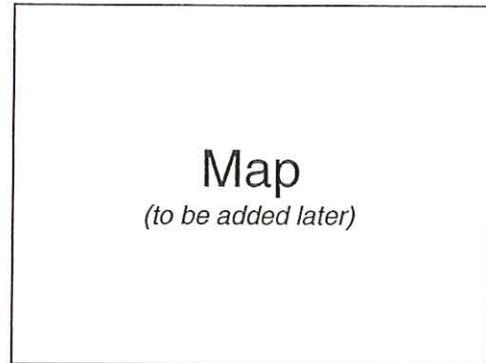
Notes:



## Park Place Parking Structure Phase 2 (TDD)

**Category:** Economic Development  
**Location:** East of Nall, 117th to Town Center Drive  
**Total Cost:** \$6,966,000

**Description:**  
 This project will construct a parking structure in the Park Place development area.



**Project Details:**

Project Number: 80454  
 Authorization: Resolution #2267, Ordinance #2084  
 Authorization Amount: \$0  
 Bond Type: Special Assessment Bonds  
 Bond Date: 0  
 Bond Term: 22  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	-	-	0	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	6,816,000	-	-	-	-	6,816,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	150,000	-	-	-	-	150,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	<b>6,966,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,966,000</b>	<b>0</b>

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	-	-	0	0
0	Special Assessment Bonds	-	6,966,000	-	-	-	6,966,000	0
0	Temporary Notes	6,966,000	(6,966,000)	-	-	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	<b>6,966,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,966,000</b>	<b>0</b>

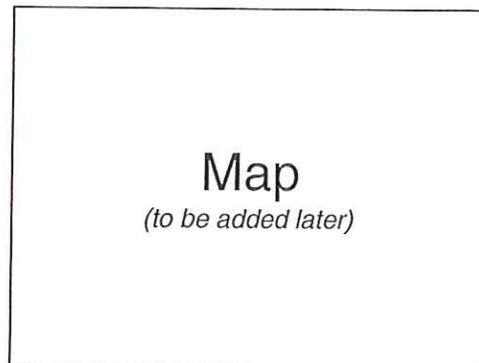
Notes:



## Park Place-Aloft/Element Garage (TDD)

**Category:** Economic Development  
**Location:** East of Nall, 117th to Town Center Drive  
**Total Cost:** \$6,500,000

**Description:**  
 This project will construct a parking structure in the Park Place development area.



**Project Details:**

Project Number: 80455  
 Authorization: Resolution #2891  
 Authorization Amount: \$0  
 Bond Type: Special Assessment Bonds  
 Bond Date: 0  
 Bond Term: 22  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	-	-	0	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	6,350,000	-	-	-	6,350,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	150,000	-	-	-	150,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	6,500,000	-	-	-	6,500,000	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	-	-	0	0
0	Special Assessment Bonds	-	-	6,500,000	-	-	6,500,000	0
0	Temporary Notes	-	6,500,000	(6,500,000)	-	-	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	6,500,000	-	-	-	6,500,000	0

Notes:

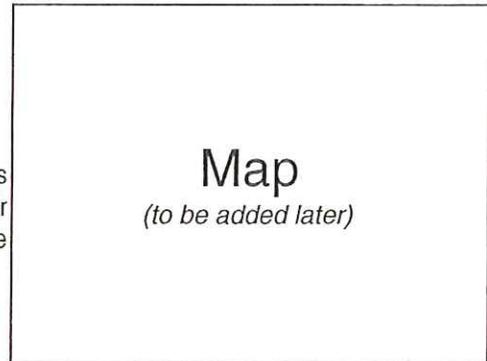


## Accelerated Stormwater Reconstruction

**Category:** Stormwater  
**Location:** City-wide  
**Total Cost:** \$3,750,000

**Description:**

This project begins in 2009 with \$600,000 in pay-as-you-go (PAYG) funds and continues in 2010 with \$750,000 in debt-financing. This amount will continue each year to repair failing curb inlets, junction boxes, and point repairs. Some pipe will be replaced, but these will not be significant.



**Project Details:**

Project Number: 80502  
 Authorization: Governing Body Approval 3/12/07 WSS  
 Authorization Amount: \$0  
 Bond Type: GO Bonds  
 Bond Date: 2011 2012 2013 2014  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	65,000	65,000	65,000	65,000	65,000	325,000	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	650,000	650,000	650,000	650,000	650,000	3,250,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	35,000	35,000	35,000	35,000	35,000	175,000	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	750,000	750,000	750,000	750,000	750,000	3,750,000	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	750,000	750,000	750,000	750,000	3,000,000	750,000
0	Special Assessment Bonds	-	-	-	-	-	0	0
0	Temporary Notes	750,000	-	-	-	-	750,000	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	750,000	750,000	750,000	750,000	750,000	3,750,000	0

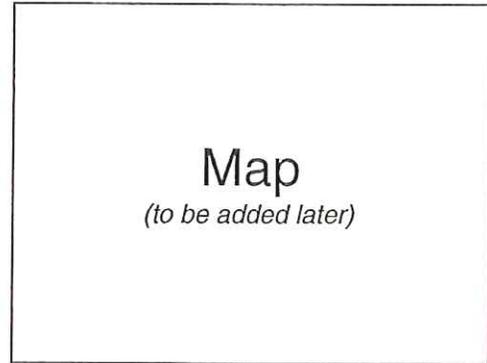
Notes:



## 89th & Mission Stormsewer

**Category:** Stormwater  
**Location:** 89th & Mission Rd  
**Total Cost:** \$1,310,400  
**Description:**

This project will replace the existing stormsewer pipe between 89th and 92nd Streets and between Mission and Mohawk.



**Project Details:**

Project Number: 80550  
 Authorization: Uncommitted  
 Authorization Amount: \$0  
 Bond Type: GO Bonds  
 Bond Date: 2014  
 Bond Term: 15  
 Shared Project: None

Prior	Costs	2010	2011	2012	2013	2014	TOTAL	Future
0	Planning & Design	-	-	-	30,000	-	30,000	0
0	Land Acquisition	-	-	-	-	-	0	0
0	Construction	-	-	-	900,000	-	900,000	0
0	Equipment/Furnishings	-	-	-	-	-	0	0
0	Financing Costs	-	-	-	380,400	-	380,400	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Costs</b>	-	-	-	1,310,400	-	1,310,400	0

Prior	Funding Source	2010	2011	2012	2013	2014	TOTAL	Future
0	PAYG	-	-	-	-	-	0	0
0	GO Bonds	-	-	-	-	1,310,400	1,310,400	0
0	Special Assessment Bonds	-	-	-	-	-	0	0
0	Temporary Notes	-	-	-	1,310,400	(1,310,400)	0	0
0	Leveraged Funds	-	-	-	-	-	0	0
0	Other	-	-	-	-	-	0	0
0	<b>Total Sources</b>	-	-	-	1,310,400	-	1,310,400	0

Notes:



## ARTERIAL STREET PROGRAM

This program is funded from the Street Improvements Fund (#13020) and includes funds for the Arterial Street Program and Other Street/Signal Repairs. The program is reviewed annually and changes are made to reflect both current needs and funding availability.

<b>2009 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
Roe Avenue, 135th-140th Streets	* 72011	Mill/Overlay	598,400		272,000	326,400
Mission Rd, 127th-135th Streets	* 72012	Mill/Overlay	521,400		237,000	284,400
State Line Rd, 95th-103rd Streets	72013	Mill/Overlay	330,000	150,000 KC	75,000	105,000
<b>2009 Annual Total</b>			<b>\$1,449,800</b>	<b>\$150,000</b>	<b>\$584,000</b>	<b>\$715,800</b>

<b>2010 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
Re-saw/Fill joints on 135th St	* 72027	Cut/Seal Joints	220,000			220,000
State Line Rd, I-435 Ramp to 119th St	72028	Mill/Overlay	500,000	250,000 KC	125,000	125,000
Mission Rd, 95th-103rd Streets	72016	Mill/Overlay	262,000	196,500 OP		65,500
<b>2010 Annual Total</b>			<b>\$982,000</b>	<b>\$446,500</b>	<b>\$125,000</b>	<b>\$410,500</b>

<b>2011 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
103rd St, Mission Rd to State Line	* 72014	Mill/Overlay	1,200,000		600,000	600,000
104th Street Improvements	* 72015	Mill/Overlay	125,000			125,000
Nall Ave, 119th-135th Streets	72018	Mill/Overlay	1,953,308	790,809 OP	977,000	185,499
<b>2011 Annual Total</b>			<b>\$3,278,308</b>	<b>\$790,809</b>	<b>\$1,577,000</b>	<b>\$910,499</b>

<b>2012 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
Town Center Drive	* 72019	Mill/Overlay	300,000		150,000	150,000
127th St, Mission Rd to Nall Ave	* 72020	Mill/Overlay	200,000		100,000	100,000
119th Street, Roe to State Line Rd	* 72017	Mill/Overlay	600,000		300,000	300,000
115th Street, Roe to Tomahawk Ck	* 72024	Mill/Overlay	164,000		82,000	82,000
<b>2012 Annual Total</b>			<b>\$1,264,000</b>	<b>\$0</b>	<b>\$632,000</b>	<b>\$632,000</b>

<b>2013 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
117th Street, Roe to Tomahawk Ck	* 72021	Mill/Overlay	200,000		100,000	100,000
133rd Street, State Line Rd to Roe	* 72022	Mill/Overlay	525,000		262,500	262,500
Chadwick, 135th south 500 feet	* 72033	Mill/Overlay	150,000			150,000
Somerset, Mission to Belinder	72035	Mill/Overlay	1,017,000	384,500 PV	457,500	175,000
<b>2013 Annual Total</b>			<b>\$1,892,000</b>	<b>\$384,500</b>	<b>\$820,000</b>	<b>\$687,500</b>

<b>2014 Program</b>	<b>Project #</b>	<b>Project Type</b>	<b>Estimated Cost</b>	<b>Funding from Partner City</b>	<b>Proposed CARS Funds</b>	<b>Program Cost</b>
Kenneth Rd, 135th St to S City Limit	72034	Mill & Overlay	640,000	153,600 OP	320,000	166,400
Somerset, Belinder to State Line	72036	Mill/Overlay	602,000	175,500 PV	266,500	160,000
114th Street, Tomahawk Crk to 115th St	* 72029	Mill/Overlay	194,000			194,000
<b>2014 Annual Total</b>			<b>\$1,436,000</b>	<b>\$329,100</b>	<b>\$586,500</b>	<b>\$520,400</b>

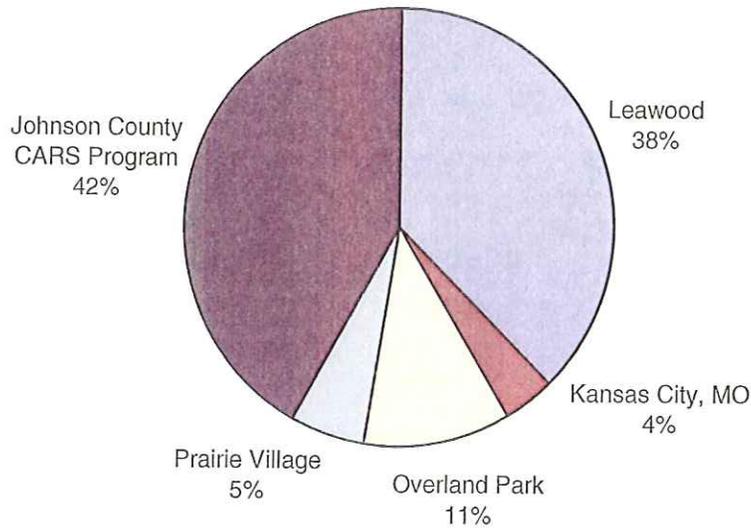
\* Project administered by the City of Leawood



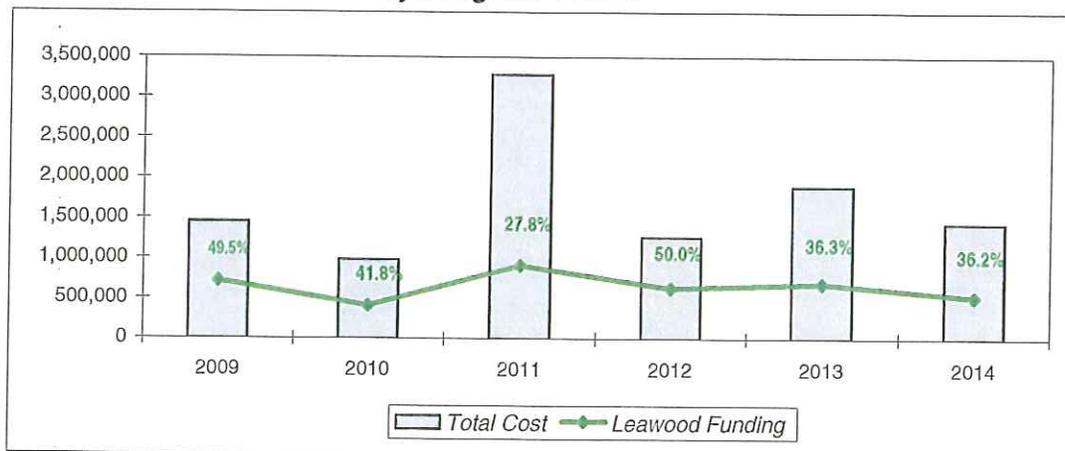
## ARTERIAL STREET PROGRAM

### By Funding Source:

Leawood	\$	3,876,699
Kansas City, MO	\$	400,000
Overland Park	\$	1,140,909
Prairie Village	\$	560,000
Johnson County CARS Program	\$	4,324,500
	\$	<u>10,302,108</u>



### By Program Years:





## RESIDENTIAL STREET PROGRAM

This program is primarily funded with Gasoline Tax revenue from the Special Highway Fund (#12015) and includes funds for the Residential Slurry Seal, Mill & Overlay and the Curb, Gutter & Median Repair programs. These programs are reviewed annually and changes are made to reflect both current needs and funding availability.

<b>2009 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70005	400,000
Residential Mill & Overlay	70006	800,000
Curb, Gutter & Median Repairs	NA	0
<b>2009 Annual Total</b>		<b>\$1,200,000</b>

<b>2010 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70007	450,000
Residential Mill & Overlay	70008	800,000
Curb, Gutter & Median Repairs	72310	400,000
<b>2010 Annual Total</b>		<b>\$1,650,000</b>

<b>2011 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70009	500,000
Residential Mill & Overlay	70010	800,000
Curb, Gutter & Median Repairs	72311	400,000
<b>2011 Annual Total</b>		<b>\$1,700,000</b>

<b>2012 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70011	500,000
Residential Mill & Overlay	70012	800,000
Curb, Gutter & Median Repairs	72312	400,000
<b>2012 Annual Total</b>		<b>\$1,700,000</b>

<b>2013 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70013	500,000
Residential Mill & Overlay	70014	800,000
Curb, Gutter & Median Repairs	72313	400,000
<b>2013 Annual Total</b>		<b>\$1,700,000</b>

<b>2014 Program</b>	<b>Project #</b>	<b>Program Cost</b>
Residential Slurry Seal	70015	500,000
Residential Mill & Overlay	70016	800,000
Curb, Gutter & Median Repairs	72314	400,000
<b>2014 Annual Total</b>		<b>\$1,700,000</b>



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## STORMWATER PROJECTS

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Listed below are both SMAC and other stormwater projects, all financed with Pay-As-You-Go (PAYG) funds in the Capital Improvements Fund. A portion of the SMAC projects will be paid from other sources, i.e., county contributions, federal grants, or private contributions.

<i>Project Number</i>	<i>Project Description</i>	<i>Estimated Total Cost</i>	<i>Estimated City Share</i>	<i>Status</i>
DB 04-19 #73002	Wenonga, 91st to 93rd Streets Replace the existing stormsewer that is failing and undersized. (May receive 75% SMAC reimbursement for this project).	\$600,000	\$150,000	Design and construction estimated to occur in 2012.
<i>Total 2012 Cost</i>		<i>\$600,000</i>	<i>\$150,000</i>	



## 1/8-CENT SALES TAX PROJECTS

In April of 2000, the citizens of Leawood approved a 1/8-cent sales tax for improvement of City owned storm water projects as well as acceleration of the annual street improvement program. This five-year tax became effective July 1, 2000. In August 2004 voters approved, with 71% of the vote, to extend this tax for another five years until June 30, 2010. Then in August 2008, the tax was extended for an additional five years until 2015. Approximately half of the tax goes towards increasing the number of streets for rehabilitation. Listed below are the stormwater projects recommended for funding, financed by the other half of the tax collected.

Year	Project #	Project Name	Subdivision	Project Description	Project Cost
2009	77004	137th Street & Pembroke	Leawood Falls	Install pipe and inlet system to capture and convey runoff from the 10-year event.	\$60,000
2009	77003	85th St & Reinhardt	Leawood Lanes	Install pipe and inlet system to capture and convey runoff from the 10 year event.	\$210,000
<b>TOTAL 2009</b>					<b>\$270,000</b>
2010	77005	87th Street & Cherokee Lane	Leawood Heritage	Install pipe and inlet system to capture and convey runoff from the 10 year event.	\$440,000
<b>TOTAL 2010</b>					<b>\$440,000</b>
2011	77007	14601 Delmar	Pavilions of Leawood	Extend the existing storm sewer system by approximately 200 feet.	\$66,000
2011	77010	12819 to 12823 Sagamore	Leawood South	Extend the storm sewer along the golf course to the City pipe system.	\$250,000
<b>TOTAL 2011</b>					<b>\$316,000</b>
2012	77011	Box Culvert, 87th & Mission Rd	Within Mission Road R/W	Replace existing 13x14 box culvert that crosses Mission Rd. This will be a joint project with Prairie Village, administered by Leawood. (Amount represents the total cost, but half will be reimbursed by Prairie Village).	\$541,200
2012	77006	12601 Norwood	Royse	Install new storm	\$65,000
<b>TOTAL 2012</b>					<b>\$606,200</b>



## OTHER PROJECTS

The following represent projects which have been included in the CIP for other repairs/replacements which are either for non-SMAC eligible and city-owned properties or other repairs to city facilities that meet the criteria to be included in the CIP. These pay-as-you-go projects are funded from the City Capital Improvements Fund, unless otherwise noted.

Year	Project #	Project Name	Project Description	City Project Cost
2009	76006	Gezer Park	Phase II -- Creation of a park in honor of Leawood's sister city, Gezer Region in Israel. <i>A total of \$325,000 in Special Parks &amp; Recreation funds will be used to finance this project. (As of 12/01/08, a total of \$368,600 has been paid towards the entire project).</i>	\$2,211,982
2009	49116	Golf Course Maint Bldg Parking Lot	Replace the parking lot adjacent to the Maintenance Building to comply with NPDES.	\$300,000
2009	49117	Golf Course Practice Tee	This second phase of the artificial tee line will complete the replacement of the concrete mat stations & provide 20 more spots on the range.	\$66,000
2009	76012	Park Maintenance Bldg Parking Lot	Reconstruction of the parking lot to reconfigure water flow and comply with NPDES.	\$330,000
2009	76015	Public Works Building Parking Lot	Repair the parking lot to reconfigure water flow and comply with NPDES.	\$110,000
2009	76017	Tomahawk Creek Bank Erosion Repairs	Engineering & trail repairs/improvements for the College trail, the N Lake trail and E City Park trail.	\$1,000,000
2009	76022	2009 Accelerated Stormwater PAYG	Repair failing curb inlets, junction boxes, and point repairs. Specific projects to be determined later.	\$600,000
<b>TOTAL 2009</b>				<b>\$4,617,982</b>



**OTHER PROJECTS - continued**

Year	Project #	Project Name	Project Description	City Project Cost
2010	76019	Police Building, Roof Replacement	Replace the current Police Building roof. <i>(May not be necessary - contingent on the timing of the Justice Center construction &amp; possible future use of the current Police building).</i>	\$235,000
2010	76018	Pond & Trail Improvements	Dredge N Pond/114th & Tomahawk and Trail Improvements, N/S College Blvd <i>(Special Parks &amp; Recreation Fund)</i>	\$325,000
2010	49120	Golf Course Clubhouse Parking Lot	Replace the clubhouse parking lot.	\$225,000
2010	76008	Justice Center **	Construction of a Police and Court Facility in 2011-2012, with preliminary design in 2009 and a design build contract in 2010. <i>(This initiative is funded from the Public Safety Fund).</i>	\$16,000,000
<b>TOTAL 2010</b>				<b>\$16,785,000</b>
2011	76010	City Hall Roof Repairs/Roof Top Units	Replacement of the City Hall roof, gutters, roof top air units and an air balance of the system.	\$1,100,000
<b>TOTAL 2011</b>				<b>\$1,100,000</b>

\*\* The project will be cash-financed through several sources including: sale of city-owned property, a .4% city sales tax levy and .250% county economic development sales tax.



**OTHER PROJECTS - continued**

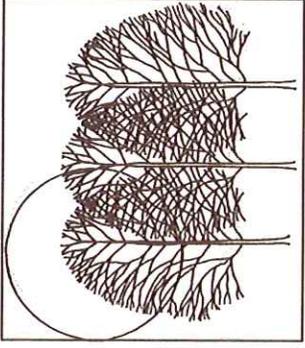
Year	Project #	Project Name	Project Description	City Project Cost
<i>----- Desired &amp; Anticipated Projects -----</i>				
TBD	#76006	Gezer Park	Additional improvements: Shade structure #2; Shade structure #3 w/retaining wall; Playground equipment; and a Fire pit.	\$253,638
TBD	#76016	City Park Restroom/Shelterhouse	Remove Shelters A & B, rebuild shelters and add a restroom facility.	\$600,000
TBD	#76023	Lawn/Landscape Improvements, N Side of City Hall	Repair/replace pavers, plants, trees and improvements to the small amphitheater area.	\$250,000
TBD	#76021	Amphitheater, Ironwoods Park	Construction of a permanent stage at Ironwoods Park (Phases II-IV).	\$1,437,700
TBD	#76024	Improvements to Roe Ave Trail Tunnel	Construct a new tow-wall to prevent erosion and installation of LED lights.	\$100,000
TBD	#NA	Portable Stage/Show Wagon	Purchase a stage to be used at city events and rented out to surrounding agencies.	\$101,000
<b>TOTAL Desired &amp; Anticipated Projects</b>				<b>\$2,742,338</b>



## ART PROJECTS

The following represent planned art projects which have been identified by the Leawood Arts Council. This committee is responsible for Leawood's Art in Public Places Initiative (APPI) which is intended to integrate many aspects of art into the Leawood community in order to create a legacy of works to be enjoyed by current and future generations. The art purchases are made from the following two city funds: the City Capital Art Fund and the Public Art Impact Fee Fund.

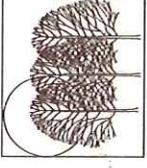
Year	Project #	Project Name	Projected Fund Source	Cost
2009	#79006	Sculpture Garden	Public Art Impact Fee Fund	\$100,000
2009	#79010	I-Lan Park Art	City Capital Art Fund	\$30,000
2009	#79007	City Park Art	Public Art Impact Fee Fund	\$20,000
2009	#79005	Temporary Art	City Capital Art Fund	\$5,000
2009	NA	Annual Art Maintenance	City Capital Art Fund	\$82,944
<b>TOTAL 2009</b>				<b>\$237,944</b>
2010	#79006	Sculpture Garden	Public Art Impact Fee Fund	\$50,000
2010	#79005	Temporary Art	City Capital Art Fund	\$5,000
2010	NA	Annual Art Maintenance	City Capital Art Fund	\$93,554
<b>TOTAL 2010</b>				<b>\$148,554</b>
2011	#79011	Gezer Park, Rita Bliitt Art	City Capital Art Fund	\$50,000
2011	#79005	Temporary Art	City Capital Art Fund	\$5,000
2011	NA	Annual Art Maintenance	City Capital Art Fund	\$103,554
<b>TOTAL 2011</b>				<b>\$158,554</b>
2012	#79005	Temporary Art	City Capital Art Fund	\$5,000
2012	NA	Annual Art Maintenance	City Capital Art Fund	\$108,554
<b>TOTAL 2012</b>				<b>\$113,554</b>
2013	#79004	Justice Center Art	City Capital Art Fund	\$75,000
2013	#79005	Temporary Art	City Capital Art Fund	\$5,000
2013	NA	Annual Art Maintenance	City Capital Art Fund	\$116,054
<b>TOTAL 2013</b>				<b>\$196,054</b>
2014	#79005	Temporary Art	City Capital Art Fund	\$5,000
2014	NA	Annual Art Maintenance	City Capital Art Fund	\$116,054
<b>TOTAL 2014</b>				<b>\$121,054</b>



*City of Leawood, KS*

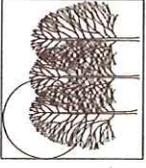
2010 – 2014  
Five-Year Financial Plan and  
Capital Improvement Program

*January 5, 2009*



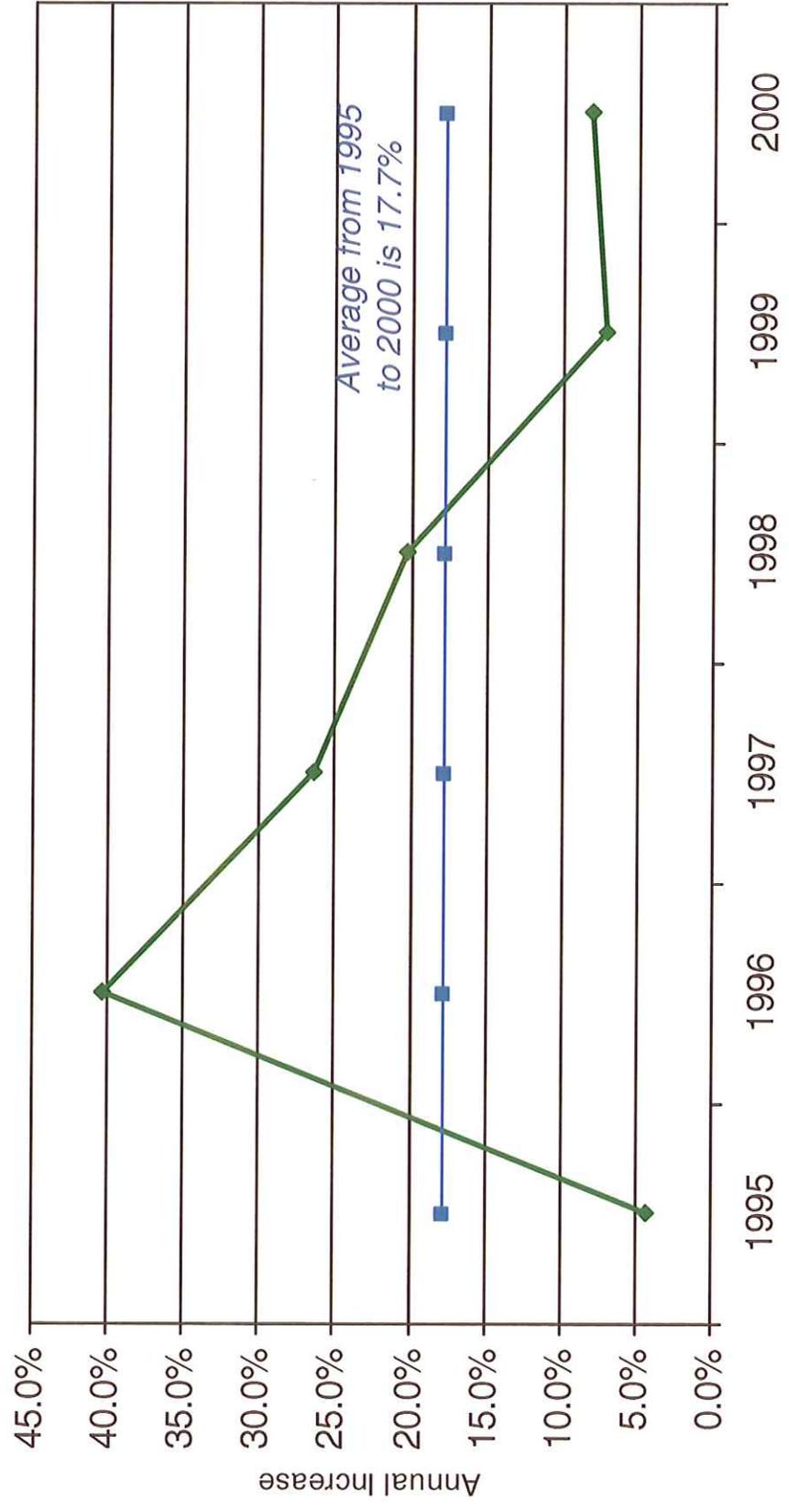
## Five-Year Financial Plan

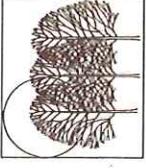
- Revenue Growth
  - Sales Tax
  - Assessed Valuation & Property Tax Rate
  - Other Revenues
- Operating Expenditures
- Maintenance Expenditures
- Capital Expenditures



City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

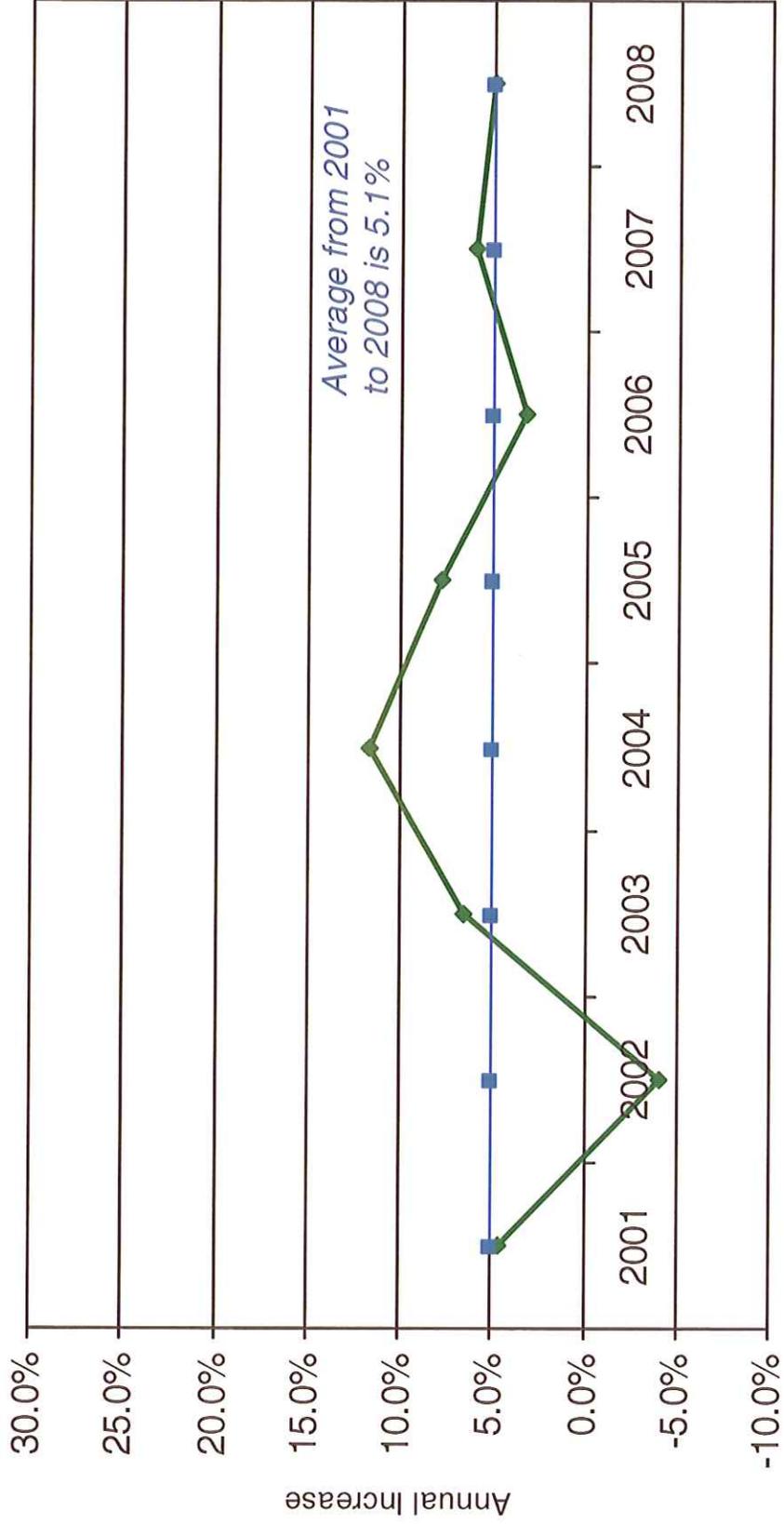
**City Retail Sales Tax Growth Rates 1995-2000**

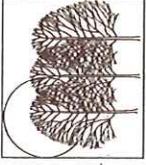




City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

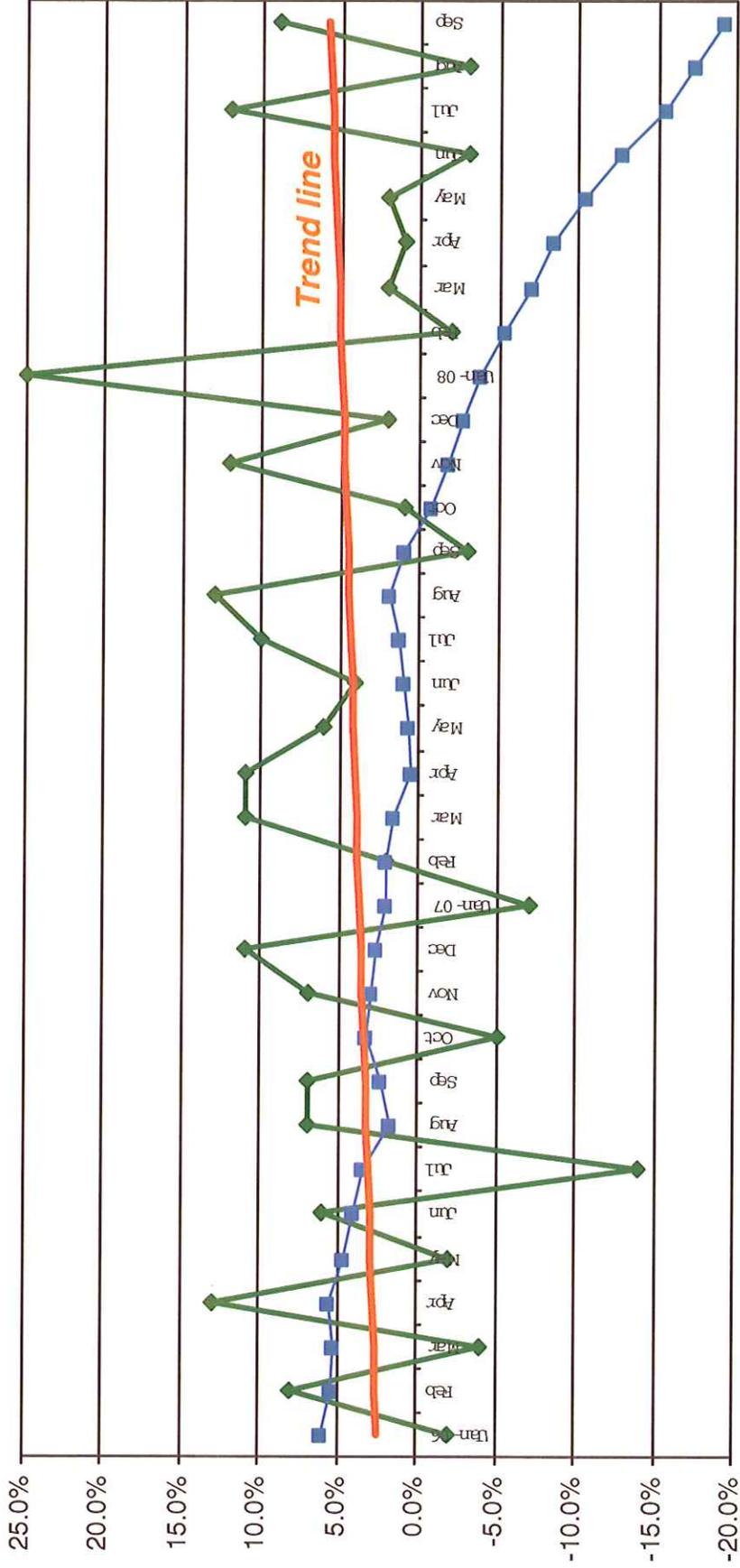
### City Retail Sales Tax Growth Rates 2001-2008



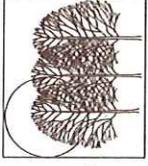


City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

## City Sales Tax Relationship to JoCo Consumer Confidence

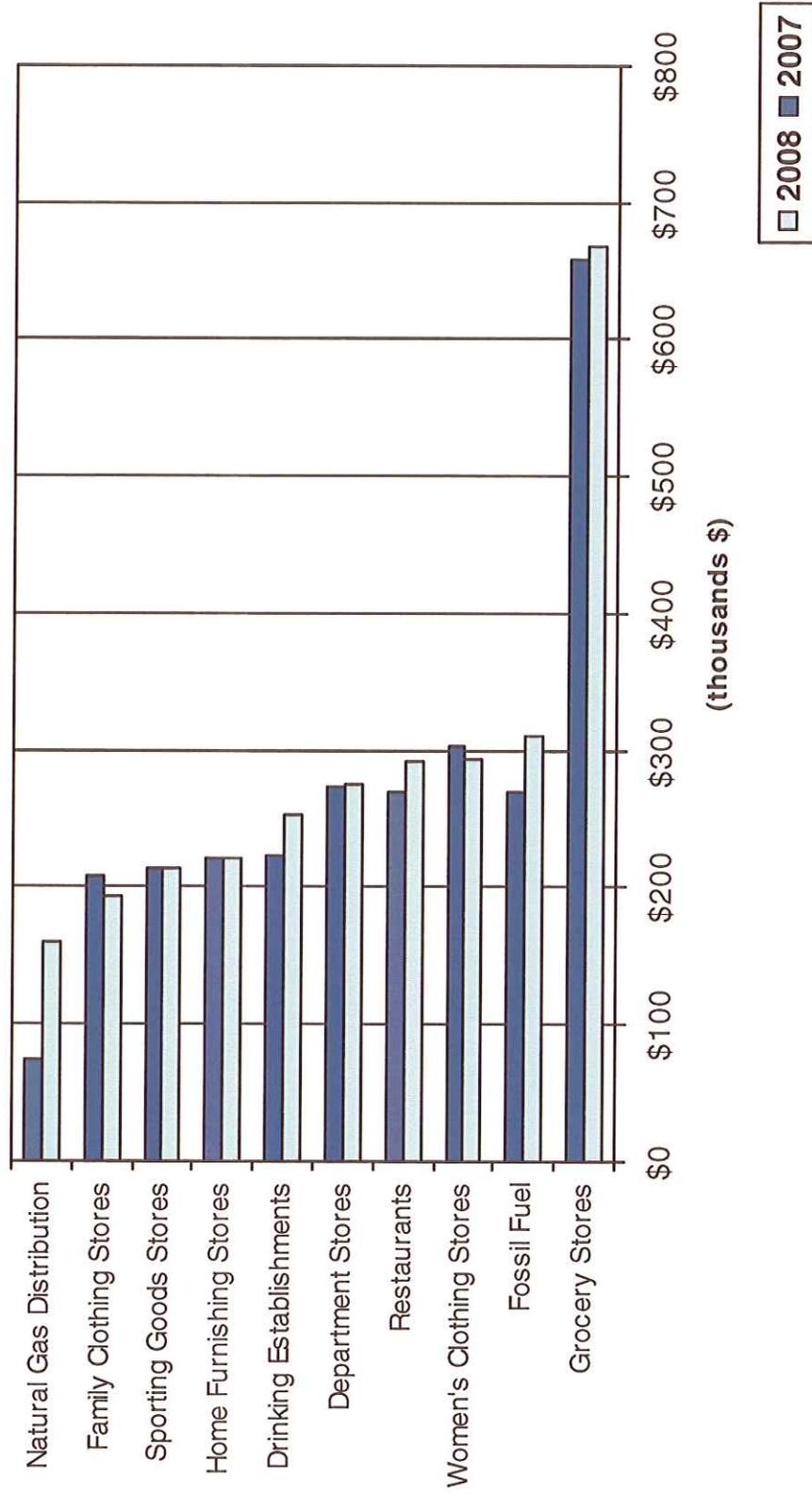


Leawood's sales tax receipts remain strong in the face of declining consumer confidence.

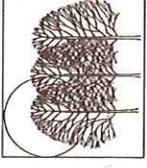


City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

**Top Ten City Sales Tax Categories  
2008-2007 YTD\* Comparison**



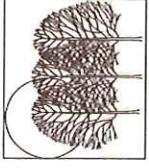
Represents data for Jan-Sep for each year



## City Sales Tax Forecasts

### 2009-2013      2010-2014

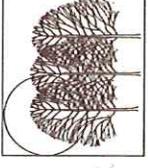
2009	3.0%	2.0%
2010	3.0%	3.0%
2011	3.0%	3.0%
2012	3.0%	3.0%
2013	3.0%	3.0%
2014	NA	3.0%



City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

## Assessed Valuation & Property Tax

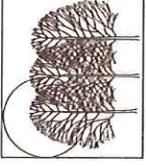
	<u>2009-2013</u>	<u>2010-2014</u>
2009	4.5%	4.5%
2010	4.5%	2.0%
2011	4.5%	2.5%
2012	4.5%	2.5%
2013	4.5%	2.5%
2014	NA	2.5%



*City of Leawood, Kansas*  
**2010 - 2014 Capital Improvements Program**

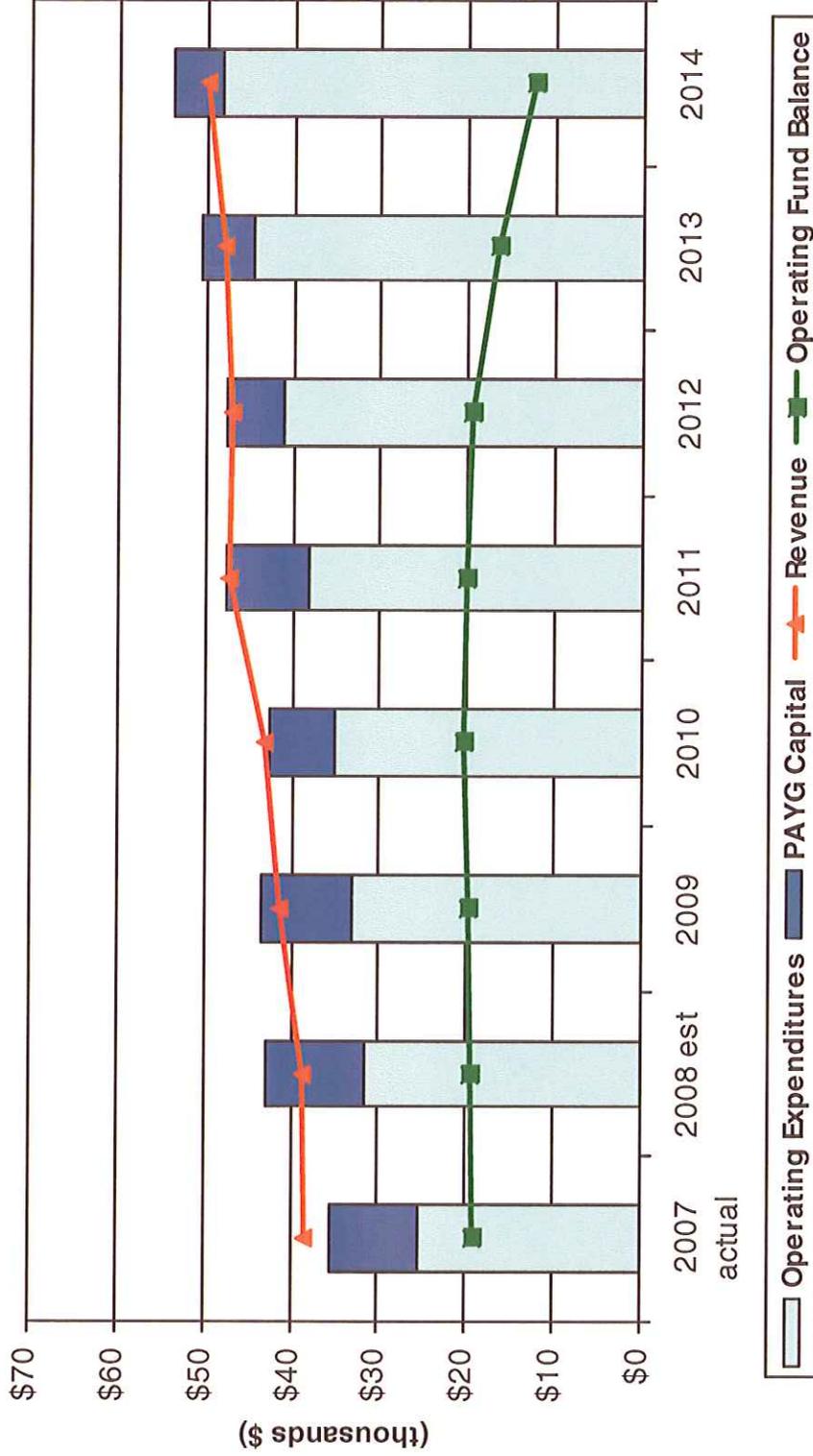
## **2010 – 2014 Assumptions**

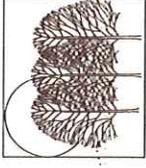
- **Operating Expenditures**
  - 2009 Adopted Budget.
  - No new positions added in 2010; Reduce from 3 positions to 2 positions beginning in 2011 and going forward.
  - 2010 – 2014: 4.0% per year in annual operating growth along with new operating expenditures for the Justice Center, beginning in 2012 of \$300,000/per year.
  
- **Maintenance Expenditures**
  - See Maintenance schedules (rolling stock and minor/major improvements).
  
- **Capital Expenditures**
  - 2009 – 2013 Adopted C.I.P. plan with;
  - Delay of the 143<sup>rd</sup> Street improvement projects to 2015 (\$20.0 million).
  - Reduction of the Accelerated Stormwater program from \$1.0 million annually to \$750,000.
  - Reduction of the Accelerated Street program from \$10.5 million to \$9.0 million over the five-year planning period.
  - Shifting of the Arterial program from 2009 through 2014.
  - Shifting of the Art spending plan.
  - 2014 Annual Program Additions.



City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

### Five-Year Financial Plan Revenues, Expenditures and Operating Fund Balance

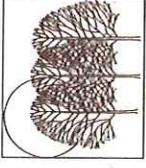




City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

## 2010-2014 Capital Improvement Program: \$71 Million

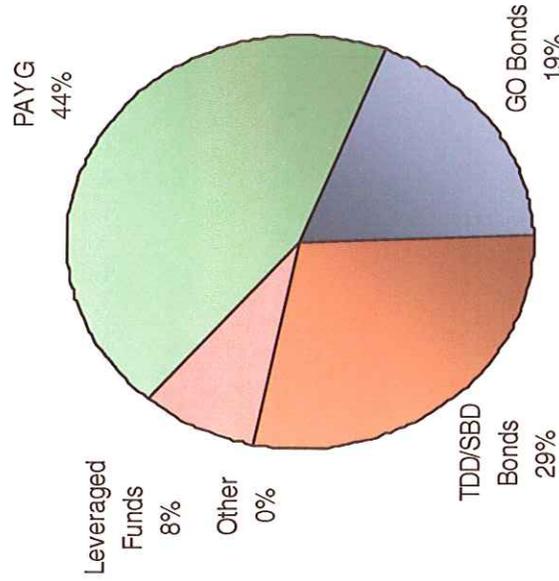
Sources	Uses
PAYG	Art 257,500
GO Bonds	Buildings/Grounds 17,885,000
TDD/SBD Bonds	Streets 25,562,152
Other	Stormwater 7,022,600
Leveraged Funds	Economic Development 20,241,000
PAYG projects	
Bond Projects	
<b>TOTAL</b>	<b>TOTAL</b>
<b>70,968,252</b>	<b>70,968,252</b>



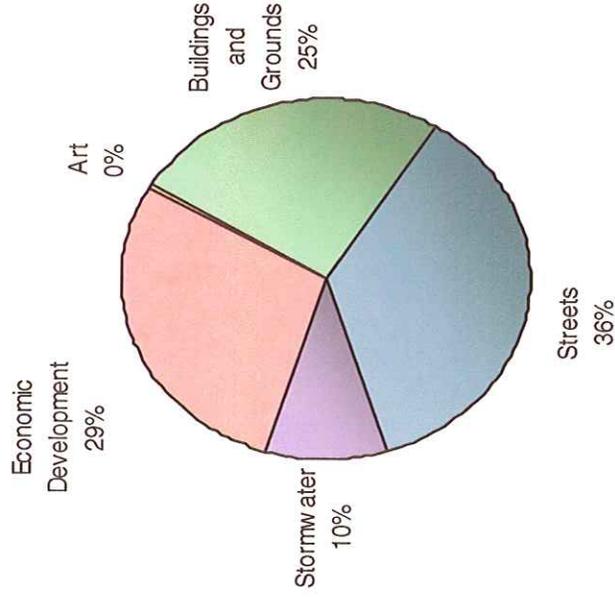
City of Leawood, Kansas  
2010 - 2014 Capital Improvements Program

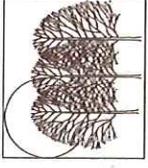
# 2010-2014 Capital Improvement Program: \$71 Million

*by Funding Source*



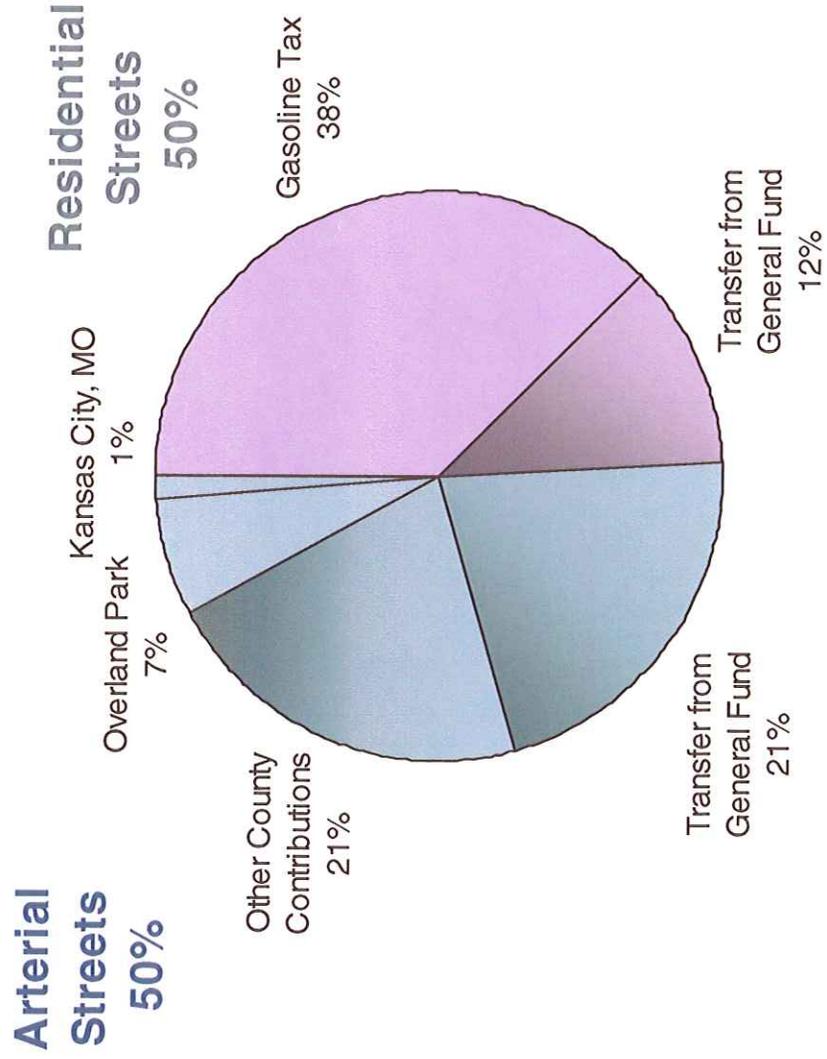
*by Project Type*

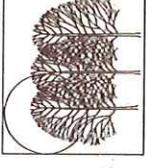




*City of Leawood, Kansas*  
**2010 - 2014 Capital Improvements Program**

# PAYG Street Program by Funding Source: \$17.2 Million





## **CONCLUSION**

- Delay of the 143<sup>rd</sup> Street Projects
- Reduction of Phase II of the Accelerated Street Reconstruction program
- Reduction of the Accelerated Stormwater Reconstruction program
- Delay of Long-Term Bond financing of \$13,600,000 from 2009 to 2010
  - Evaluate the global economy
  - Evaluate the local economy
  - Evaluate debt refinancing opportunities
  - Evaluate the City's Debt Amortization Policy
- Focus on TDD debt financing of the One Nineteen Development and the Park Place Parking Garage in 2009.