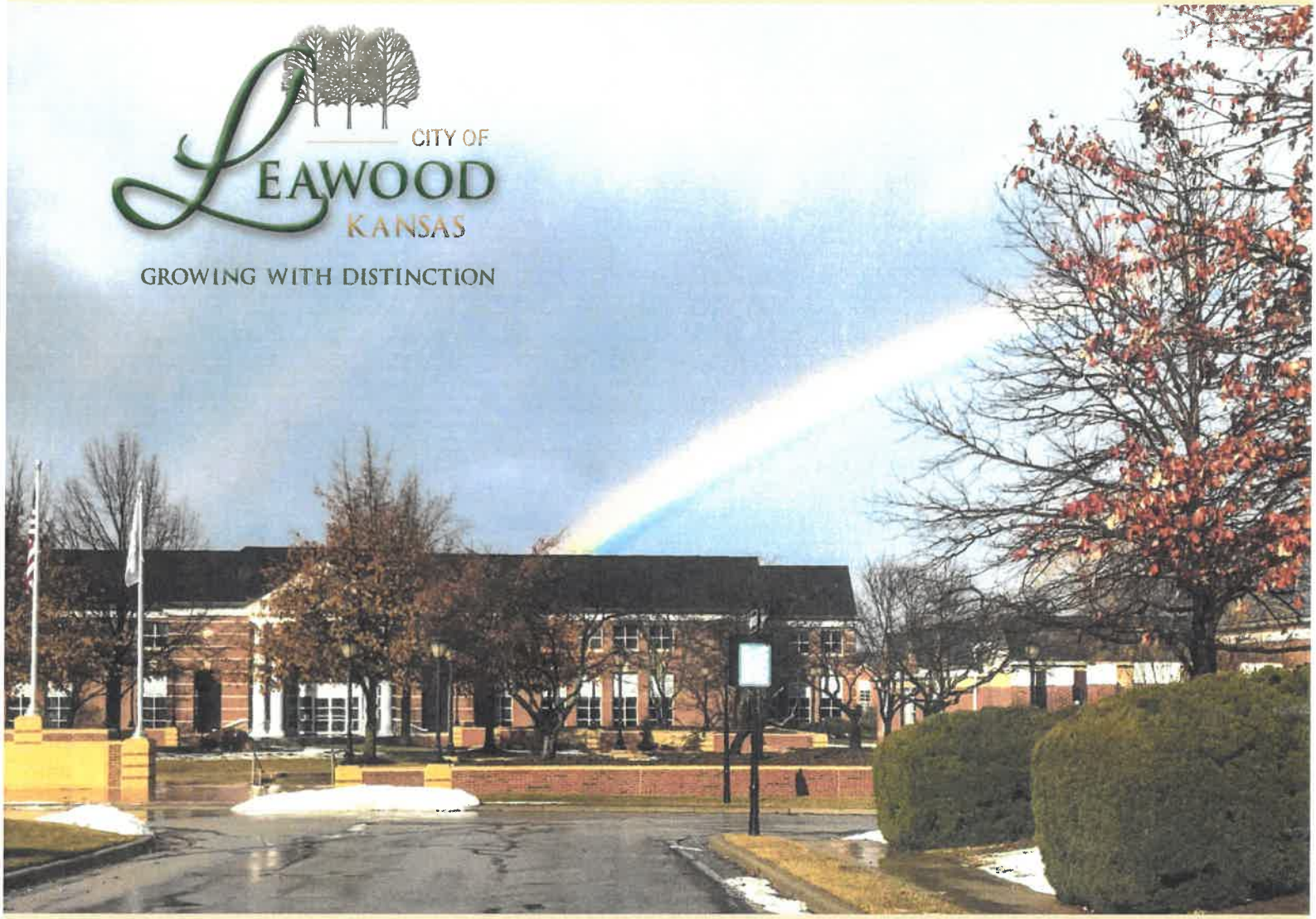
CITY OF LEAWOOD KANSAS

GROWING WITH DISTINCTION



2021-2025 CAPITAL IMPROVEMENT PROGRAM

CITY OF LEAWOOD, KANSAS

City of Leawood
4800 Town Center Drive • Leawood, Kansas 66211
Phone 913.339.6700 • Fax 913.339.6781

April 17, 2020
REVISED*

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

Respectfully submitted before you is the ***REVISED*** 2021-2025 Capital Improvement Program (C.I.P). Besides the changes that were listed on Page 1 in the Original document dated/distributed on March 13 2020, several other changes have been made to the document since the distribution date because of the COVID19 pandemic. Primarily the construction year, and the subsequent bonding year of several projects have been delayed; no new GO debt issuance for 2020; reductions to PAYG capital expenditures; and changes to financial assumptions. The changes include:

ITEM Description
• No GO Debt issuance in 2020; previously planned bonded projects will be moved to 2021 or future years.
• Construction of #80177 (95th Street, W City Limits to State Line) will occur in 2026 instead of 2024.
• Construction of #82079 (Bury Overhead Lines-95th W City Limits to State Line) will occur in 2026 instead of 2024.
• Construction of #80176 (83rd St, State Line to W City Limits) will occur in 2023 instead of 2021.
• Construction of #82070 (Bury Overhead Lines-83rd, State Line to W City Limits) will occur in 2023 instead of 2021.
• 135th St, Nall-Mission (#72075) has been moved from the PAYG Arterial program to the debt-financed projects with construction planned in 2024 (#80178).
• 2021 Residential Streets (#80221) of $3,000,000 planned for construction in 2021 has been removed.
• Construction of #82071 (Bury Overhead Lines-89th, Mission, High Dr) will occur in 2024 instead of 2022.
• Construction of #82086 (Bury Overhead Lines-State Ln, N City Limits to 9300 Block) will occur in 2023 instead of 2021.
• Several projects were moved within the PAYG Arterial Program – see P. 58
• The $1.0m planned annually for Parks projects has been reduced to $600,000 for the years of 2021 through 2025. Staff will be reviewing the planned projects, re-prioritizing, and re-shifting.
• All planned capital equipment for the Police and Fire Departments from the City Equipment Fund will now be purchased from the Public Safety Fund.
• Several capital vehicle and equipment replacements planned for the years of 2021 through 2025 have been delayed to allow for a reduction to an average expense of $1,500,000 for each of those years.
• The 0.95 mill levy increases planned for 2023 and 2025 and 2027 have been removed.
• Several financial assumptions were reviewed and modified – see P. 10.

If you have any questions and/or need further information, please feel free to contact Dawn Long or myself.

Respectfully submitted,

Scott Lambers
City Administrator

City of Leawood
4800 Town Center Drive • Leawood, Kansas 66211
Phone 913.339.6700 • Fax 913.339.6781

March 13, 2020

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

Respectfully submitted before you is the 2021-2025 Capital Improvement Program (C.I.P). The Governing Body will discuss the document at a work session on April 6th and the Planning Commission will review it on April 14th.

The five-year C.I.P. is a document that encompasses capital projects that are integral parts of the City of 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 are taken into account as part of the City's long range financial forecasting. Staff continues to recommend a conservative approach in capital project spending for both pay-as-you-go and for new long-term debt projects. Careful monitoring of capital project costs is essential so that the reserve balances are maintained. This transmittal letter will serve as a guide to describe the highlights and changes.

As a quick reference guide, capital items presented for consideration, which have not been included in previous C.I.P. documents and are included for the first time in this document; or items that have changed considerably from the previous document, are as follows:

ITEM Description and Section	***Page No.***	
ADD: #80176, 83rd St-State Line to W City Limits, $3.5m, from the PAYG Arterial program in 2021 *(cost was too high for PAYG program).*	PP. 20,21,25,28,30,50,51	✓ New
ADD: #80177, 95th St-State Line to W City Limits, $2.6m, from the PAYG Arterial program in 2024 *(cost was too high for PAYG program).*	PP. 20,21,25,44,47,50,51	✓ New
ADD: #82086, Bury Overhead Lines-State Ln, N City Limits to 9300 Block, $5.6m, in 2021.	PP. 20,21,25,32,50,51	✓ New
Move #80173, Park Maintenance Facility construction project to 2022. However, half of the construction will actually occur in 2021, completion in 2022 and bonding in 2023.	PP. 20,21,25,34,50,51	
Moved construction year of #80158, Fire Station #1 Replacement, from 2020 to 2021.	PP. 20,21,25,27,50,51	
Moved Bury Overhead Lines #82071, 89th St-Mission to High Dr from 2021 to 2022	PP. 20,21,25,37,50,51	
Moved Bury Overhead Lines #82082, Mission Rd-85th to 92nd from 2022 to 2021.	PP. 20,21,25,31,50,51	
Moved construction year of #80155, Mission Rd-143rd to Bell Dr, from 2024 to 2026	PP. 20, 21,25,50	
Park Master Plan: Re-prioritize the projects for years 2020 through 2025.	PP. 22,65	
PAYG, Arterial Program: Review and re-prioritize projects; add projects for 2025.	PP. 60,61	
PAYG, 1/8-Cent: Review and re-prioritize projects based on funding availability & construction.	P. 63	
PAYG, Other Projects: Review and add projects, as determined by staff.	P. 64	
PAYG, Art Projects: Review and adjustment to art acquisitions through 2025.	P. 65	

A summary of the sections found in the document include:

- The Overview on pages 5 and 6 under Tab 1 explains the philosophy of the C.I.P.

- Pages 6-10 include the history of the Street Program and the Pavement Condition Index (PCI) system, which the City uses to rate its streets. Per the annual budget document, the projected 2020 overall average PCI of all lane miles is 78.0.

- Page 10 discusses the assumptions for the C.I.P., which is linked to the operating budget. Assumptions made in one or the other (operating or capital) will affect the entire organization. Annually, key assumptions are reviewed and if necessary, revised. These will, again, be reviewed during the development of the 2021 operating budget.

- ✓ Currently, the financial planning model includes a 0.95 mill increase in 2023, 2025 and 2027 changed from 2022, 2024, 2026 in the 2020 budget. The 2019 budget included the same mill increase but in years 2021, 2023 and 2025. Prior to the 2019 budget, the beginning year for the 0.95 mill increase was 2020, followed by 2021 and 2022. Every year, staff has been able to delay any mill levy increase by another year.

- ✓ The other significant assumption is the rate at which the tax base will grow. Over the past ten years, the City's property tax base has increased 3.5% per year on average. Assessed values decreased three years in a row, before rebounding in 2014. However, from 2014 to present an average growth of 4.58% has been realized. The growth for the current year is 5.52% as compared to 4.20% for last year. During the last ten years, real commercial property has grown faster than all other classifications, and currently represents 22% of total taxable property. Residential real property continues to comprise the majority of the total, at 69%, while personal property classifications have dropped in importance, representing 9% of the total. After a recent meeting with the County Appraiser, staff has included a 4.67% increase in Assessed Valuation in the financial planning model for 2021; followed by 4.00% in 2022, 3.50% for 2023-2024, then 3.10% each year thereafter.

- ✓ Staff continues to closely monitor sales tax collections. Revenue of sales for 2019 show collections for the 1-cent City sales tax 0.8% higher than 2018 collections. Most areas experienced growth over the previous year with City use taxes 7.1% higher; and County use taxes 2.7% higher. County sales were 1.3% lower than 2018. Total collections for all areas combined was 1.4% higher than 2018. Presently the financial model projects 2.75% growth for all areas for the years of 2021 through 2025.

- Beginning on Page 11 is a Glossary of Capital and Budgeting Terms for your reference.

- Under Tab 2, which begins on Page 14, you will find the Debt Policy, which was initially approved by the Governing Body in 2000, amended in 2004, 2007, 2010, 2011, 2012 and 2014. The Debt Policy provides guidance to staff on how to manage the City debt.

- Behind Tab 3, beginning on Page 20, are the various Public Works and Public Building projects planned for debt financing through 2030. This page reflects the TOTAL project cost while Page 21 shows the City's obligation. The total of these projects, as shown on Page 24, is $74,638,500 over the next five years. Almost all of the cost, or 98%, of the total will be paid with City funds and 5% from State/Federal funds. There are no projects included in the current plan proposed to be funded with Special Benefit District or Transportation Development District debt.

- The debt-financed Residential Street Reconstruction program continues every other year with a total of $3,000,000 in 2021, 2023 and 2025. Phase III began in 2019 with $3,000,000 planned for every other year.

- The debt-financed Stormwater Improvements Program began in 2018 with $3.0 million and continues every other year, with the amount increasing to $3.5million in 2022. The replacement program will address over 105,000 linear feet of pipe. This program will continue every other year until a total cost of $35 million has been reached.

- Page 22 shows the planned park projects for the years 2020 through 2024, with approximately $1.0 million allocated annually through 2030. These improvements were initially identified after a Comprehensive Park Plan Study was conducted in 2013. The funding source is a combination of Special Parks/Recreation funds, Capital Improvement funds and Park Impact Fee funds, if available. These projects are also shown on page 65.

- Page 23 shows the planned expenses from the Public Safety Fund. These are primarily used for any public safety-related purpose such as equipment, vehicles, or public safety building needs. The annual debt service

payments for the replacement of Fire Station #1 is scheduled to be paid from this fund, with the first payment year of 2023.

- On page 25 is a color-coded list of projects, which indicate the design, construction and bonding years for each project. As mentioned previously, the current plan only includes General Obligation funded projects; no Special Assessment or Transportation Development District funded projects are proposed.

- Tab 4, which begins on Page 26, shows a cost breakdown of each project by scheduled year. Detailed information is presented for each individual capital project.

- The Debt Service information is located behind Tab 5.

  - ✓ Page 50 reflects all of the debt-financed projects and their costs in the year they will be bonded.

  - ✓ Page 52 shows the total dollars needed to pay for all types of current debt along with proposed future 2021-2025 debt.

  - ✓ Page 53 graphically shows the City's debt payments for current existing debt only, by issuance year; whereas Page 54 shows both current and future debt. Page 55 lists and graphically shows the amount of outstanding debt held by the City at December 31, 2019.

  - ✓ Various debt ratios are shown on Page 56. The City of Leawood has consistently been able to realize a rapid pay off in debt, meaning more debt per year has been paid than has been added. Page 57 shows the net direct debt to full value. The rating agencies evaluate this metric as it gauges the potential impact of future debt service payments to the tax base. Full value (appraised value) is a proxy for the capacity of a local government to generate additional revenues to pay debt service.

  - ✓ On Page 58 is a graph of 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 remains well below the 20% target and the 25% threshold throughout the planning period. According to the City's financial advisor, the rating agency looks at the ratios with the TDD debt and then without this debt.

  - ✓ Page 59 shows the total debt at 12/31/19 of $46,850,000 while the statutory limit for Leawood is $331,250,015. Leawood is well below the state limits.

- Under Tab 6, Pages 60-66 is the Pay-As-You-Go Program, which includes cash-financed projects through 2025.

  - ✓ The five-year arterial street program continues the same approach to maximize leveraged dollars. Staff has attempted to keep the City's annual pay-as-you-go portion in the range of $1.4 to $2.0 million per year. The current program for 2020-2025 contains $21,373,100 in improvements planned with neighboring cities and Johnson County. Leawood will assume $13,717,600 of the improvement expense using pay-as-you-go dollars (pages 60-61).

  - ✓ Page 62 details the funding for the Pay-As-You-Go Residential Street Program for the period of 2020-2025, which reflects a 2.5% inflation factor for each year. This program includes funds for the Mill and Overlay treatment, which consists of milling the surface of the existing pavements and laying down a new asphalt surface; and the Ultra-Thin process, which involves an application of a 1" thick asphalt surface. Beginning in 2020 and followed every other year, a total of $100,000 has been included for trail repairs.

- ✓ Page 63 shows the 1/8-cent sales tax projects proposed for the planning period, including $1,371,500 in 2020; and approximately $500,000 to $600,000 annually for the years of 2021 through 2025.

- ✓ Page 64 reflects the cash-financed projects planned through 2025. These improvements are financed from the Capital Improvement fund.

- ✓ Page 65 shows park projects for the years 2020 through 2025. These improvements were the finding results of a Comprehensive Park Plan Study conducted in 2013. Approximately $1.0 million will be expended annually with the funding source being a combination of Special Parks/Recreation, Capital Improvement funds and Park Impact Fee funds, if available. These projects are also shown on page 22.

- ✓ Page 66 is a listing of the "Art" projects that are planned in the City through 2025. Funding for these projects is secured through the City Capital Art Fund, the Public Art Impact Fee Fund, or through donations.

- Tab 7, page 67 shows the current City leases and those being proposed throughout the planning period.

- Behind Tab 8, Appendices includes the resolutions for the various types of capital financing approved by the Governing Body.

If there are any questions please feel free to contact staff.

Respectfully submitted,

Scott Lambers
City Administrator

Dawn Long
Finance Director

Kathy Byard
Budget Manager

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Cover Design By: **MARICA PUTMAN**

The picture on the cover of the document is a beautiful view of Leawood City Hall, located at 4800 Town Center Drive, of a rainbow on a snowy day. The photo was taken by Bob Hicks.

OVERVIEW

- What is a Capital Improvement Project?
- What is a Capital Improvement Program?
- How is the Capital Improvement Program Formulated?
- How are Capital Improvements Financed?
- Objectives
- Infrastructure Programs
- Financial Planning Model Assumptions
- Operating Impact of Capital Projects
- Glossary of Terms

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/or major repair of a comprehensive and non-routine nature. To be defined as a capital project, the project should exceed $100,000 in cost, and should be an expense that is non-recurring (not an operating budget item). Each capital request will be reviewed for financing options, which could include either use pay-as-you-go cash financing or debt-financing. The primary factor influencing this decision is the availability of cash along with the scope of the project, and the project timeline. Common examples of capital improvement projects include the construction of roads and bridges, facility construction, and land acquisition.

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 timing and financing schedule of capital projects for a five-year period. 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 C.I.P. is not a document of long-term certainty. Rather, the plan is reviewed annually, during which time the needs of the City may be re-prioritized and financial status reevaluated. This allows the City greater flexibility in maintaining and promoting an effective level of service for present and future citizens.

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. A composite list of capital improvement requests is created and the administrative recommendations are submitted to the City Administrator and the Finance Department. The Planning Commission is responsible for reviewing the projects presented and included in the C.I.P. document 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 specific 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 a 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, a local government can seldom pay for these facilities through appropriations in the annual operating budget. Therefore, numerous

techniques have evolved to enable local governments to pay for capital improvements over a longer period of time rather than a single year. Most 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.

The C.I.P. includes both Pay-As-You-Go (PAYG) and Debt-Financed projects. PAYG represents capital projects that will be funded with cash, not debt-financed.

OBJECTIVES

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 portions 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 requests 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 Comprehensive Development Plan.
13. To enable the Governing Body to consider long-term responsibilities and to respond appropriately.

INFRASTRUCTURE PROGRAMS

HISTORY OF THE STREET PROGRAM

The Public Works Department began to inventory and rate streets in 1986. Every two years the City's Engineering division rates all City streets. They are evaluated using several factors, which are combined to develop an overall rating. This combined rating is then used to determine when a street should be scheduled for maintenance and what type of maintenance it should receive.

In 2000, the department purchased George Butler and Associates (GBA) Master Series software for the inventory and budget forecasting of streets. This software allows staff 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 Geographic Information Systems (GIS) to aid in data validation. The work history is updated annually and currently includes all streets.

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.

The typical life of a Leawood Residential Roadway:

Year 1	*Construction*
Year 2 - Year 11	*Crack Seal*
Year 12	*1" Mill & Overlay*
Year 13 – Year 23	*Crack Seal*
Year 24	*1" Mill & Overlay*

For Arterial Streets, the Pavement Maintenance Program includes the mill and overlay of streets every ten years. If there are funding limitations, these streets would receive a micro-surface in the interim. For Collector Streets, the Pavement Maintenance Program intends to mill and overlay these streets every fifteen years. If there are funding limitations, these streets would receive a micro-surface in the interim.

Several factors are taken into consideration when rating the pavement condition:

Pavement Patching Estimate	The estimated amount of patching the pavement needs.
Bleeding	When excessive asphalt cement rises to the surface creating a shiny, glasslike, reflecting surface that usually becomes quite sticky.
Raveling	The wearing away of the pavement surface caused by the loss of asphalt or tar binder and dislodged aggregate particles.
Polishing	When the surface of the roadway becomes smooth to the touch, creating low skid resistance.
Scaling	The breakdown of a slab surface to a depth of ¼ to ½ in.
Pop outs	A small piece of pavement that freeze-thaw action combined with aggregate expansion causes to break loose from the surface (these are much smaller than potholes).
Pot holes	Bowl-shaped depressions in the pavement surface.
Shoving	Permanent, longitudinal displacement of a localized area of the pavement surface.
Faulting	A difference in elevation across a joint.
Rutting	When there are pronounced impressions in the pavement along the wheel paths.
Cracking	Cracking can take on several forms, such as fatigue cracking, longitudinal cracking, block cracking, corner cracking, D cracking, and transverse cracking.
Drainage Problems	Such as ponding.
Overall Review	Consider all including the riding comfort of the street.

The overall condition of the curbs, along with the estimated amount of curbing that needs to be replaced, do not affect the pavement rating, but may be taken into consideration.

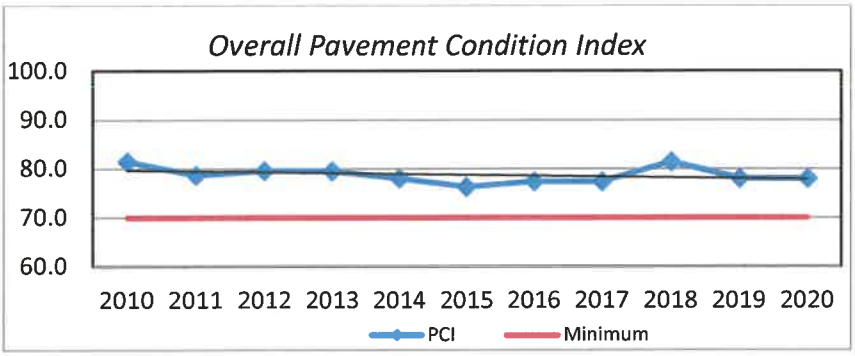
CURRENT AND FUTURE PCI STREET RATING

Pavement Condition Index (PCI) is a numerical index originally developed by the United States Army Corps of Engineers. It is based on a visual survey of the pavement and values between 0 and 100, which define the condition with 100 representing an excellent pavement.

The following briefly describes each parameter used for the 2021-2025 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 are reviewed and established for each distress that affects the condition and life of a street.
- *Maintenance Breakpoints:* The breakpoints were determined by driving the streets, reviewing their ratings and then determining what type of maintenance should be done based on the PCI rating and age of the street.
- *Sequence Steps:* This is used by the model to determine how much funding is needed to maintain a certain PCI; or given a certain budget, can prioritize which streets receive maintenance in order of need and the type of maintenance given.
- *Construction Costs:* Recent bid tabs are used to determine current construction costs for various types of maintenance.

Per the annual budget document, the projected 2020 overall average PCI of all lane miles is 78.0. The percentage maintained in 2018, at the minimum standard of 70 PCI for arterial streets was 70.0; for collector streets was 75.2; and for residential streets was 84.6. The model is updated annually.



ACCELERATED STREET RECONSTRUCTION PROGRAM

In an effort to improve residential streets at a greater pace, the Accelerated Street Reconstruction program was created in 2003. The program allowed for an increased number of streets to be addressed and, further to reconstruct groups of streets in entire neighborhoods at the same time. Phase I began in 2004 and included a total of $10,500,000 over a five-year period of 2004 through 2008, alternating funding of $1,500,000 and $2,500,000 each year. Phase II began in 2009 but was scaled back with $1,500,000 in 2009; followed by $2,500,000 in 2010; $1,275,000 in 2012; $3,000,000 in 2014; and $3,000,000 in 2017. Phase III began in 2019 with $3,000,000 and the same amount is planned for every other year. This program is debt-financed with general obligation debt.

Reconstruction YEAR	Reconstruction Budget	Length(ft) Reconstruction	Bond Year	Total G.O. Bonds Issued	Debt Paid (in full)
2004	$2,500,000	16,312	2006	$2,400,000	2021
2005	1,500,000	7,871	2007	3,763,485	2022
2006	2,500,000	12,617			
2007	1,500,000	6,558	2008	1,571,393	2023
2008	2,500,000	9,564	2010	2,106,752	2026
2009	1,500,000	4,789	2010	1,242,439	2026
2010	2,500,000	8,281	2010	1,942,828	2026
2012	1,275,000	4,152	2014	1,150,000	2029
2014	3,000,000	7,989	2015	2,475,000	2030
2017	3,000,000	6,887	2018	2,590,000	2033
	$21,775,000	***85,020***		***$19,241,897***	
Future Debt Issuance					
2019	*$3,000,000*	*7,452*	*2020*	*TBD*	*2035*
2023	*3,000,000*	*6,163*	*2024*	*TBD*	*2039*
2025	*3,000,000*	*4,698*	*2026*	*TBD*	*2041*

CURB REPAIR AND REPLACEMENT PROGRAM

This initiative received consensus from the Governing Body at the December 5, 2011 work session to be placed into the C.I.P. A total of $5,000,000 was expended annually in four consecutive years, beginning in 2013, to replace approximately 371,000 feet of curbing on arterial/collector streets and 619,000 feet of curbing on residential streets. The debt financing began in 2014 on the first replacement year and will continue for 15 years. The final bonding year was 2017 for the 2016 repairs.

Reconstruction YEAR	Reconstruction Budget	Bond Year	Total G.O. Bonds Issued	Debt Paid (in full)
2013	$5,000,000	2014	$4,770,000	2029
2014	5,000,000	2015	4,592,775	2030
2015	5,000,000	2017	4,490,000	2032
2016	5,000,000	2017	4,525,000	2032
	$20,000,000		***$18,377,775***	

STORMWATER IMPROVEMENT PROGRAM *(a.k.a. CORRUGATED METAL PIPE STORMSEWER PROGRAM)*

This program received consensus by the Governing Body at the July 15, 2013 work session. The City has approximately 106,000 feet of corrugated pipe, which needed to be replaced. This 25 to 30-year-old pipe has extensive rust and much of it is crushed or near collapsed due to construction or utility boring over the years. This program will replace the current corrugated pipe with concrete pipe, which has a lifespan of 75+ years. Most of the deteriorated pipe is located in the area from 123rd to 135th Streets. Including design, construction and restoration, the replacement program is anticipated to cost a total of $35 million. The original intent was to address this over seven years, at $5 million each year. This program began in 2018 with $3.0 million and continues every other year until $35 million in repairs have occurred. In 2022, the amount will increase to $3.5million every other year.

Reconstruction YEAR	Reconstruction Budget	Bond Year	Total G.O. Bonds Issued	Debt Paid (in full)
2018	$3,000,000	2020	TBD	2035
2020	$3,000,000	2021	TBD	2036
2022	$3,500,000	2023	TBD	2038
2024	$3,500,000	2025	TBD	2040

BURYING OF OVERHEAD POWER LINES INITIATIVE

This initiative involves the burying of overhead power lines when repairs and/or replacement of the associated roadway is planned in either the PAYG Arterial program or the Debt-Financed Capital program. The first two projects were approved by the Governing Body in March 2018. While the mill and overlay repairs will be PAYG, the cost to bury the overhead power lines will be debt-financed. The complete list of planned projects and the associated detail can be found in Tab 3. The projects currently underway are:

Project # and Description	*Project Cost*	*Bond Yr*	*Debt Paid*
#82065, Bury Overhead Lines-Mission Rd, 119-127	$1,632,000	2021	2036
#82074, Bury Overhead Lines-Mission Rd, 92 S to RanchMart N Property Line	$988,400	2021	2036
#82082, Bury Overhead Lines-Mission Rd, 85th to 92nd	$1,076,000	2022	2037
#82076, Bury Overhead Lines-Mission Rd, 127th to 133rd	$2,102,000	2023	2038
#82078, Bury Overhead Lines-Mission Rd, 97th Pl to 103rd	$1,077,000	2023	2038
#82070, Bury Overhead Lines-83rd St, State Line to W City Limits	$1,841,000	2024	2039
#82086, Bury Overhead Lines-State Ln, N City Limits to 9300 Block	$5,610,000	2024	2039
#82071, Bury Overhead Lines-89th St, Mission Rd to High Dr	$1,541,000	2025	2040
#82079, Bury Overhead Lines-95th St, West City Limits to State Line	$1,454,000	2027	2042
#82080, Bury Overhead Lines-123rd St, Mission to State Line	$2,382,000	2027	2042

FINANCIAL PLANNING MODEL ASSUMPTIONS

In forecasting the fiscal impact of the 2021-2025 Capital Improvements Program, several financial assumptions have been made. After the close of the current fiscal year, fund balances are reviewed and any changes between the projected and actual ending fund balances for each of the City's funds are included in the financial planning model. Concurrently, staff has begun preparation of the operating budget for the upcoming year. These pieces along with projections from the County on assessed valuation could all affect the capital budget. The key assumptions, at this time, include the following:

	2021	***2022***	***2023***	***2024***	***2025***
Assessed Valuation	3.50%	3.30%	3.20%	3.10%	3.00%
Mill Levy Increase (0.95 in 2023, 2025 & 2027)	0.00	0.00	0.00	0.00	0.00
All Sales Tax Areas	1.50%	1.75%	2.00%	2.00%	2.00%
All Other Revenue	2.00%	2.00%	2.00%	2.00%	2.00%
Interest Earnings	1.00%	1.00%	2.00%	2.00%	3.00%
Interest Rates – GO Bonded Debt	3.50%	3.50%	3.50%	3.50%	3.50%
Debt Service Reserves, % of Expenditures	35%	35%	35%	35%	35%
Operating Fund Reserves, Minimum	8.50%	8.50%	8.50%	8.50%	8.50%
Continuation of the 1/8 Cent Sales Tax	TBD	TBD	TBD	TBD	TBD
PAYG Storm Repairs (source=1/8-Cent Sales Tax)	$500,000	$500,000	$525,000	$550,000	$550,000
PAYG Street Repairs (source=1/8-Cent Sales Tax)	$500,000	$500,000	$525,000	$550,000	$550,000
Street Reconstruction Program (bond year)	$3.0m				$3.0m
Storm water Improvement Program (bond year)	$3.0m	$3.0m	$3.5m		$3.5m

OPERATING IMPACT OF CAPITAL PROJECTS

The impact of a capital improvement project on the operating budget is a key factor in considering the inclusion of a project in the five-year plan. Although the C.I.P. is prepared separately from the Operating Budget, the two budgets have a direct relationship. As capital improvement projects are completed, operation and maintenance of the assets must be incorporated into the operating budget. The operating costs of a project, and any savings resulting from the project, are captured in the Operating Budget. New capital projects should not be undertaken if operating revenues are not available or projected to cover associated operating costs. The City carefully considers all potential impacts before including a project in the five-year plan. These considerations are also included in the City's financial planning model.

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").
Appraised Valuation	The value set upon real estate by the County Appraiser.
Arbitrage	Arbitrage refers to the interest income (or profit) issuers of tax-exempt bonds may be able to earn by investing bond proceeds obtained from the sale of tax-exempt bonds in higher yielding taxable securities. Federal rules prohibit excessive and premature issuance of tax-exempt bonds so governments will not benefit from the investment of bond proceeds in income producing securities.
Assessed Valuation	A value that is established for real and personal property for use as a basis for levying property taxes. The assessed valuation for residential property in Johnson County is 11.5% of fair market value, commercial property is 25% and agricultural property is 30%.
Bond	A written promise to pay a specified sum of money on a specific date at a specified or variable stated interest rate. 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 a city.
Bonded Indebtedness	The portion of a government's debt represented by outstanding bonds.
Capital Assets	Assets of long-term character, such as land, buildings, improvements other than buildings, machinery and equipment.
Capital Expenditure	An expenditure which results in the acquisition of, or addition to, fixed assets. These items have a unit cost greater than $5,000 and a useful life greater than one year.
Capital Improvements	Expenditures related to the acquisition, expansion or rehabilitation of an element of the government's physical plant, sometimes referred to as infrastructure.
Capital Improvement Program	(C.I.P.) 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 financing method.
Capital Project	A capital project is a project that constructs, expands or acquires a City asset, including infrastructure, facilities or large equipment.
County Assisted Road System	(C.A.R.S.) A program which provides funds to the cities of Johnson County to construct and maintain their major arterial roadways.
Community Improvement District	(C.I.D.) This economic development tool is designed to help cities incentivize revitalization in designated areas or districts. The Act passed by the Kansas Legislature allows flexibility to cities. Included is the ability to choose the desired financing option: either a special benefit assessment district; or a sales tax district.
Debt	An obligation resulting from the borrowing of money.

Debt Service	The City's obligation to pay the interest and principal of all bonds and other debt instruments according to a predetermined payment schedule.
Fiscal Year	The time period designated by the City signifying the beginning and the ending period of recording financial transactions. The fiscal year for Leawood is the calendar year.
Full Faith and Credit	A pledge of the general taxing power of a government to repay debt obligations.
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.
Geographic Information Systems	(G.I.S.) A collection of computer hardware, software, and geographic data for capturing, managing, analyzing, and displaying all forms of geographically referenced information.
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.
Kansas Department of Transportation	(K.D.O.T.) The State department which provides for a statewide transportation system.
Lease Purchase Agreement	A contract under which a portion of the lease payment or rent is applied to the purchase price of the leased asset property. Once the full price is paid, the item becomes the property of the lessee.
Long-Term Debt	Debt with a maturity of more than one year after the date of issuance.
Micro-Surface Street Repairs	These repairs are similar to the slurry seal process, however different polymers are used in the process. The City uses this application primarily on collector and arterial streets.
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.
Pay-As-You-Go	Funding budgeted each year in order to pay cash for capital improvements. This funding is used in lieu of issuing general obligation bonds.
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. The interest rate on revenue bonds is generally higher than that for general obligation bonds, and voter approval is seldom required.
Slurry Seal	Slurry seal is a cold mixed asphalt consisting of graded aggregate, a binder fines and additives. It is the most versatile and cost effective way to preserve and protect pavement over time.
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. 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.
Special Assessment	Improvements 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.
State and Federal Grants	State and federal grants-in-aid are a financing method to provide for improvements including streets, storm water, traffic signals, 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.
Storm water Management Advisory Council	(S.M.A.C.) These represent Johnson County funds that are provided to make needed repairs and upgrades to storm water systems in the county. The City's share is normally 25% and the County will match with 75%.
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.
Transportation Development District	(T.D.D.) 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.

DEBT MANAGEMENT POLICY

A key component of the C.I.P. is the availability of general obligation debt capacity to finance capital improvement projects. The City of Leawood formally adopted a Debt Policy, authorized by Resolution #1518, on April 3, 2000. Since that time, the policy has been revised several times, each by another Resolution.

The objective of the policy is to establish parameters for the planning, issuance and management of debt.

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 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 $100,000.

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: *Assessment Methodology.* Upon request by a developer, the City may consider approving an assessment methodology for Special Benefit District [SBD] financing that is based upon the improvement and/or land value for each tract of land or tax parcel within the District, provided that the development project is greater than 20 acres in size; has an approved overall floor-area-ratio [F.A.R.] of .5 or greater; and has received a Certificate(s) of Occupancy for 35% of the total approved square footage. As part of the consideration of this methodology for assessment, the City Council may consider requiring a Letter of Credit.

Section 10: *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 11: *Transportation Development Districts.* The formation of a Transportation Development District [TDD] will be considered by the Governing Body on a case by case basis. The Governing Body will only consider pay-as-you-go [PAYGO] financing funded through a sales tax and/or special property tax assessment. However, bonded indebtedness may be considered by the Governing Body in the case of burying or relocating utility lines. A TDD Project will be initiated by petition pursuant to the TDD Act. The Developer shall comply with all of the statutory requirements of a TDD project. The Developer shall also be responsible for providing a description of the improvements to be financed, a timetable for such improvements to be completed and an itemized listing and estimated total cost of said improvements with the TDD petition. The Governing Body reserves the right to approve any or part of any petition submitted including which costs may be reimbursed, provided, however that in no event shall interest costs be subject to reimbursement from TDD revenues on a pay-as-you-go project. All costs subject to reimbursement from TDD proceeds shall be certified by the City and/or an outside consultant retained by the City prior to any reimbursement payment being made.

Section 12: *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 13: *Other Borrowing Methods*. Financial feasibility studies should be performed for other financing methods such as state loan programs and pool participation.

Section 14: *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 15: *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 16: *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 17: *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. The term will commence with the imposition of the tax.

Section 18: *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 19: *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 20: *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 21: *Coordination of Local Jurisdictions*. The City will participate in communications with overlapping and adjoining jurisdictions concerning plans for future debt issues.

Section 22: *Monitoring*. The Finance Department should continually monitor the City's outstanding debt issues to verify compliance with debt covenants and record keeping.

Section 23: *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 24: *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 25: *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 26: *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]
Revised by Resolution No. 3334 [February 1, 2010]
Revised by Resolution No. 3553 [March 7, 2011]
Revised by Resolution No. 3931 [November 19, 2012]
Revised by Resolution No. 4173 [February 17, 2014]

PROGRAM SUMMARY

The recommended C.I.P. totals $70.7 million in budget expenditures during the five-year period. Of that amount, the City of Leawood will be responsible for $69.4 million, or 98.0% of the total project cost.

Approximately 75%, or $53.7 million, in planned expenditures over the five-year period will be used for infrastructure maintenance projects including the Residential Street Program and the Stormwater Improvements Program.

Capital Improvements Program - PUBLIC WORKS PROJECTS *(Debt-Financed)*
2020 - 2030
Total *Project* Cost - All Projects, by Construction Year

Proj #	Project Description	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80102 ●	Kenneth Road, 143rd to South City Limits											$12,051,000
# 80129 ●	143rd Street, Windsor to Kenneth Rd	$14,607,275										
# 80155 ●	Mission Road, 143rd Street to Bell Drive							$18,991,000				
# 80163 ●	151st Street, Nall Ave to Mission Rd									$15,666,300		
# 80175 ●	Mission Road, 133rd to 143rd Streets			$15,694,500								
# 80176	83rd Street, State Line to W City Limits				$3,510,000							
# 80177	95th Street, W City Limits to State Line							$2,601,000				
# 80178	135th Street, Nall to Mission					$3,163,000						
# 80219	2019 Residential Streets, Phase III-Yr 1	$3,000,000										
# 80223	2023 Residential Streets, Phase III-Yr 3				$3,000,000							
# 80225	2025 Residential Streets, Phase III-Yr 4						$3,000,000					
# 80227	2027 Residential Streets, Phase III-Yr 5								$3,000,000			
# 80229	2029 Residential Streets, Phase IV-Yr 1										$3,000,000	
# 80256	2020 Stormwater Improvements, Yr 2	$3,000,000										
# 80257	2022 Stormwater Improvements, Yr 3			$3,500,000								
# 80258	2024 Stormwater Improvements, Yr 4					$3,500,000						
# 80259	2026 Stormwater Improvements, Yr 5							$3,500,000				
# 80260	2028 Stormwater Improvements, Yr 6									$3,500,000		
# 80261	2030 Stormwater Improvements, Yr 7											$3,500,000
# 80424	2024 Traffic Signal Replacement, Yr 1					$750,000						
# 80426	2026 Traffic Signal Replacement, Yr 2							$750,000				
# 80428	2028 Traffic Signal Replacement, Yr 3									$750,000		
# 80430	2030 Traffic Signal Replacement, Yr 4											$750,000
# 82065	Bury Overhead Lines - Mission Rd, 119th to 127th	$1,632,000										
# 82070	Bury Overhead Lines - 83rd St, State Line to W City Limits				$1,841,000							
# 82071	Bury Overhead Lines - 89th St, Mission Rd-High Dr					$1,541,000						
# 82074	Bury Overhead Lines - Mission Rd, 92 S to N RanchMart Prop Line	$988,400										
# 82076	Bury Overhead Lines - Mission Rd, 127th to 133rd			$2,102,000								
# 82078	Bury Overhead Lines - Mission Rd, 97th Pl to 103rd			$1,077,000								
# 82079	Bury Overhead Lines -95th St, W City Limits to State Line							$1,454,000				
# 82080	Bury Overhead Lines -123rd St, Mission to State Line					$2,382,000						
# 82082	Bury Overhead Lines - Mission Rd, 85th to 92nd		$1,076,000									
# 82086	Bury Overhead Lines - State Ln, N City Limits to 9300 Block				$5,610,000							
	Total	**$23,227,675**	**$1,076,000**	**$22,373,500**	**$13,961,000**	**$11,336,000**	**$3,000,000**	**$27,296,000**	**$3,000,000**	**$19,916,300**	**$3,000,000**	**$16,301,000**

● *Will receive Federal Funds*

Capital Improvements Program - BUILDING PROJECTS *(Debt-Financed)*

# 80158	Fire Station #1 Replacement*		$7,000,000									
# 80173	Park Maintenance Facility			$12,000,000								
	Total	**$0**	**$7,000,000**	**$12,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

** The annual debt payments for this project will be paid from the Public Safety Fund.*

Capital Improvements Program - PUBLIC WORKS PROJECTS *(Debt-Financed)*
2020 - 2030
Total *CITY* Cost - All Projects, by Construction Year

Proj #	Project Description	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80102 ●	Kenneth Road, 143rd to South City Limits											$10,051,000
# 80129 ●	143rd Street, Windsor to Kenneth Rd	$11,708,598										
# 80155 ●	Mission Road, 143rd Street to Bell Drive							$16,991,000				
# 80163 ●	151st Street, Nall Ave to Mission Rd									$13,666,300		
# 80175 ●	Mission Road, 133rd to 143rd Streets			$14,341,500								
# 80176	83rd Street, State Line to W City Limits				$3,510,000							
# 80177	95th Street, W City Limits to State Line							$2,601,000				
# 80178	135th Street, Nall to Mission					$3,163,000						
# 80219	2019 Residential Streets, Phase III-Yr 1	$3,000,000										
# 80223	2023 Residential Streets, Phase III-Yr 3				$3,000,000							
# 80225	2025 Residential Streets, Phase III-Yr 4						$3,000,000					
# 80227	2027 Residential Streets, Phase III-Yr 5								$3,000,000			
# 80229	2029 Residential Streets, Phase IV-Yr 1										$3,000,000	
# 80256	2020 Stormwater Improvements, Yr 2	$3,000,000										
# 80257	2022 Stormwater Improvements, Yr 3			$3,500,000								
# 80258	2024 Stormwater Improvements, Yr 4					$3,500,000						
# 80259	2026 Stormwater Improvements, Yr 5							$3,500,000				
# 80260	2028 Stormwater Improvements, Yr 6									$3,500,000		
# 80261	2030 Stormwater Improvements, Yr 7											$3,500,000
# 80424	2024 Traffic Signal Replacement, Yr 1					$750,000						
# 80426	2026 Traffic Signal Replacement, Yr 2							$750,000				
# 80428	2028 Traffic Signal Replacement, Yr 3									$750,000		
# 80430	2030 Traffic Signal Replacement, Yr 4											$750,000
# 82065	Bury Overhead Lines - Mission Rd, 119th to 127th	$1,632,000										
# 82070	Bury Overhead Lines - 83rd St, State Line to W City Limits				$1,841,000							
# 82071	Bury Overhead Lines - 89th St, Mission Rd-High Dr					$1,541,000						
# 82074	Bury Overhead Lines - Mission Rd, 92 S to N RanchMart Prop Line	$988,400										
# 82076	Bury Overhead Lines - Mission Rd, 127th to 133rd			$2,102,000								
# 82078	Bury Overhead Lines - Mission Rd, 97th Pl to 103rd			$1,077,000								
# 82079	Bury Overhead Lines -95th St, W City Limits to State Line							$1,454,000				
# 82080	Bury Overhead Lines -123rd St, Mission to State Line					$2,382,000						
# 82082	Bury Overhead Lines - Mission Rd, 85th to 92nd		$1,076,000									
# 82086	Bury Overhead Lines - State Ln, N City Limits to 9300 Block				$5,610,000							
	Total	**$20,328,998**	**$1,076,000**	**$21,020,500**	**$13,961,000**	**$11,336,000**	**$3,000,000**	**$25,296,000**	**$3,000,000**	**$17,916,300**	**$3,000,000**	**$14,301,000**

● *Will receive Federal Funds*

Capital Improvements Program - BUILDING PROJECTS *(Debt-Financed)*

# 80158	Fire Station #1 Replacement*		$7,000,000									
# 80173	Park Maintenance Facility			$12,000,000								
	Total	**$0**	**$7,000,000**	**$12,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

**** The annual debt payments for this project will be paid from the Public Safety Fund.***

Capital Improvements Program - PARK PROJECTS *(Pay-As-You-Go)*
2020 - 2030

Total *CITY* Cost - All Projects, by Construction Year

Proj #	Project Description	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
#71029	**Citywide Park Improvements, Year 5** *(2020)*											
	Trails, City Hall Connection to Greenway Trail & Roe Tunnel Repair	$850,000										
	City Park , Pool House Renovation-Design Fees	$90,000										
	City Park , Pool House Equipment Renovations	$325,000										
	City Park , Pool House Renovation/Whale Slide Replacement	$1,250,000										
#71030	**Citywide Park Improvements, Year 6** *(2021)*											
	Ironwoods , Nature Center Hillside Improvements *(Engineering)*		$25,000									
	Trails , Wayfinding Signage		$35,000									
	Tomahawk Park , Replace Playground w/PIP surface		$150,000									
	All Parks , Strategic/Master Plan		$175,000									
	City Park, Rplc Shelters A & B; Add Restroom=Phase I		$615,000									
#71031	**Citywide Park Improvements, Year 7** *(2022)*											
	City Park, Rplc Shelters A & B; Add Restroom=Phase II			$140,000								
	Ironwoods, Nature Center Hillside Improvements *(MP)*			$375,000								
	City Park , Replace Lions Shelter & Restroom			$550,000								
#71032	**Citywide Park Improvements, Year 8** *(2023)*											
	ALL *Parks* , Replace Signage				$75,000							
	TCPKWY Middle Lake , PES Study for future improvements				$50,000							
	Ironwoods , Add Vestibule to Lodge Entrance				$150,000							
	Ironwoods, Pond Outfall Renovation				$400,000							
	96th & Lee , Park Development (MP)				$325,000							
#71033	**Citywide Park Improvements, Year 9** *(2024)*											
	I-Lan Park , Add Irrigation					$70,000						
	City Park , Replace the spray ground @ Aquatic Center					$300,000						
	I-Lan Park , Replace Playground (add PIP surfacing)					$300,000						
	Ironhorse , Replace all Irrigation Sprinkler Heads					$300,000						
	TBD					*$30,000*						
#71034	**Citywide Park Improvements, Year 10** (2025) - *(MP)*						*$1,000,000*					
#71035	**Citywide Park Improvements, Year 11** (2026) - *(MP)*							*$1,000,000*				
#71036	**Citywide Park Improvements, Year 12** (2027) - *(MP)*								*$1,000,000*			
#71037	**Citywide Park Improvements, Year 13** (2028) - *(MP)*									*$1,000,000*		
#71038	**Citywide Park Improvements, Year 14** (2029) - *(MP)*										*$1,000,000*	
#71039	**Citywide Park Improvements, Year 15** (2030) - *(MP)*											*$1,000,000*
	Total	$2,515,000	$1,000,000	$1,065,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
FUND	***Special Parks/Recreation Fund***	***$755,200***	***$600,000***	***$600,000***	***$600,000***	***$600,000***	***$600,000***	***$700,000***	***$700,000***	***$700,000***	***$700,000***	***$700,000***
SOURCES:	***Capital Improvement Fund***	***$629,800***	***$400,000***	***$465,000***	***$400,000***	***$400,000***	***$400,000***	***$300,000***	***$300,000***	***$300,000***	***$300,000***	***$300,000***
	Park Impact Fee Fund	*$205,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
	Budget Carried Forward from 2019	*$925,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
		$2,515,000	*$1,000,000*	*$1,065,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*	*$1,000,000*

Projects will be re-evaluated for the years of 2021 through 2025 to reflect total expenditures of $600,000 per year, instead of $1,000,000 per year (as shown on this sheet).

Staff will be reviewing and re-priortizing these projects.

UNFUNDED PROJECTS - Priority Order

Amount	Project Description
$300,000	*Tomahawk Park,* Restroom/Drinking Fountain
$275,000	*Ironwoods,* Amphitheater Roof/Trusses to Stage **
$160,000	*Park,* 143rd & Windsor (benches, landscaping and art) *** (MP)
$165,000	*I-Lan Park,* Bridge to 3 acres to the south (MP)
$175,000	*Location TBD,* Pickle ball Courts (MP)
$220,000	*Ironwoods,* Community Gardens (MP)
$500,000	*City Park,* Indian Creek Stabilization (NE location)
$300,000	*City Park,* Restrooms-Field 11 & 12
$45,000,000	Community Center (MP)
$47,095,000	**Total**

** = Possible Joint Project (Leawood Stage Co & Leawood Foundation)

*** = Possible New Park, Passive w/Benches & Art Piece/Fountain

(MP) = To Be Determined by 2021 Master Plan outcome

** 2020, Leawood Foundation Project-TCPKWY Restroom at North Lake #71050 $100,000*

(MP) = To Be Determined by 2021 Master Plan outcome

Capital Improvements Program - PUBLIC SAFETY FUND EXPENDITURES *(Pay-As-You-Go)*
2020 - 2030

Total *CITY* Cost - All Projects, by Construction Year

Proj #	Project Description	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Vehicle	Police/Fire Mobile Command Post Vehicle	$477,000										
Equip	Police/Fire Mobile Radios/Scanner	$15,000										
Equip	Police Speed Control Systems						$40,000		$20,000			
Equip	Police Total Station Data Collection Equipment			$13,000							$14,000	
Equip	Police In-Car Camera System				$200,000					$220,000		
Equip	Police Radio Consoles			$250,000								
Equip	Police Radio Replacement *(#75005)*	$42,000	$42,000	$13,000		$350,000	$42,000	$42,000	$42,000	$13,000		$725,000
Equip	Police Automated Fingerprint Imaging System	$50,000				$53,000					$56,000	
Equip	Police Exercise Equipment		$7,000		$7,000			$7,100		$7,200		
Equip	Police Mobile License Plate Readers	$24,000				$28,000	$28,000				$30,000	$30,000
Equip	Police Firearms Simulator				$35,000							
Equip	Police CAD System Upgrade	$68,000			$71,000			$74,000			$77,000	
Equip	Police Electronic Ticketing				$105,000							$110,000
Equip	Police Pan/Tilt/Zoom Cameras		$17,000					$18,000				
Equip	Police X-Ray Machine/Metal Detectors			$32,500					$34,500			
Equip	Police UPS Batteries	$15,500			$15,500			$15,500			$15,500	
Equip	Police Justice Center Records Mgmt System						$230,000					
Bldg	Police Justice Center-Parking Deck Repairs		$280,000									
Program	Police RING Doorbell Rebate *(#76051)*	$15,000										
Equip	Fire Warning Siren Replacements	$40,000	$40,000		$40,000		$40,000		$40,000			$40,000
Equip	Fire Mobile Data Terminals			$70,000				$75,000				$80,000
Equip	Fire Thermal Imaging Cameras			$50,000					$55,000			
Equip	Fire Rescue Boats/Trailer				$10,000				$21,000		$11,000	
Equip	Fire Exercise Equipment		$12,000			$12,000		$12,000			$12,000	
Equip	Fire Commercial Washer/Extractor				$10,000							
Equip	Fire Airbag Lift System										$11,000	
Equip	Fire SCBA Equipment		$200,000						$225,000			
Equip	Fire Hydraulic Rescue Tools						$60,000					
Equip	Fire Emergency Radios	$72,000					$280,000					
Equip	Fire EMS Equipment Upgrade/Defibrillators			$70,000				$200,000				
# 76049	Fire Training Facility - Land/Construction					$1,000,000	$1,000,000	$1,000,000				
	Total	$818,500	$598,000	$498,500	$493,500	$1,443,000	$1,720,000	$1,443,600	$437,500	$240,200	$226,500	$985,000
	Estimated Year-End Fund Balance, Public Safety Fund	*$8,107,554*	*$8,852,422*	*$9,721,751*	*$10,089,450*	*$9,535,960*	*$8,742,287*	*$8,230,505*	*$8,763,933*	*$9,527,117*	*$10,370,126*	*$10,493,723*

Capital Improvements Program - PUBLIC BUILDING PROJECTS *(Annual Debt Service Payments)*

Proj #	Project Description	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80158	Fire Station #1 Replacement*	$0	$0	$0	$560,000	$549,500	$539,000	$528,500	$518,000	$507,500	$497,000	$486,500
	Total	$0	$0	$0	$560,000	$549,500	$539,000	$528,500	$518,000	$507,500	$497,000	$486,500

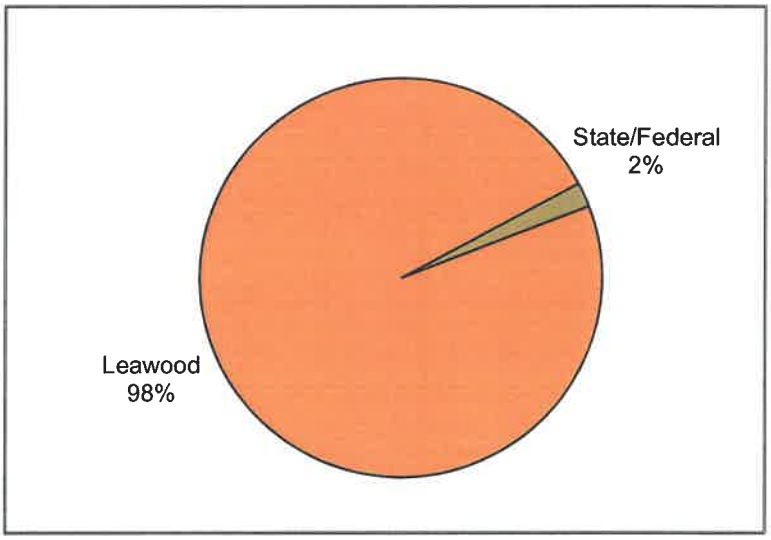
The Public Safety Fund was created to collect the .40 City sales tax which was authorized from April 1, 2007 until March 31,2011. The purpose of this tax was to collect dollars to be used for the construction of the City's Justice Center. The construction of this facility was complete in 2013. Also included in this fund is the City's share of the 0.25% County Public Safety sales tax. This sales tax originally began in 2003 and does not have a sunset provision. Leawood has always placed these sales tax revenues into the Public Safety fund. The above schedule represents the projected fund balance of this fund, annually, along with proposed expenditures.

** The annual debt payments for this project will be paid from the Public Safety Fund.*

Capital Improvements Program
2021 - 2025

Construction Year Cost Distribution by Funding Source

Year	City of Leawood	Special Benefit Dist	TDD or CID Dist	State/ Federal	County	Other	Total
2021	$8,076,000	$0	$0	$0	$0	$0	$8,076,000
2022	$33,020,500	$0	$0	$1,353,000	$0	$0	$34,373,500
2023	$13,961,000	$0	$0	$0	$0	$0	$13,961,000
2024	$11,336,000	$0	$0	$0	$0	$0	$11,336,000
2025	$3,000,000	$0	$0	$0	$0	$0	$3,000,000
Total	**$69,393,500**	**$0**	**$0**	**$1,353,000**	**$0**	**$0**	**$70,746,500**



The 2021 - 2025 C.I.P. is funded by the following revenue sources:

City of Leawood General Obligation Debt: The funding responsibility for the majority of the capital program will be assumed by the City. During the engineering and construction phases of each project, temporary notes will be used to finance the expenses. After completion of the project, general obligation debt will be issued, typically with a 15-year repayment schedule for infrastructure projects and a 20-year schedule for public building projects.

State/Federal and Other: Within the planned five-year period, it is anticipated that 1 project will receive state/federal contributions: #80175, Mission Road from 133rd to 143rd streets of $1,353,000.

Capital Improvements Program
2021 - 2025

General Obligation Bonding Projections and Total City Cost

Project Number	Project Description	2020	2021	2022	2023	2024	2025
# 80129	143rd Street, Windsor to Kenneth Rd	$11,708,598	$11,708,598				
# 80155	Mission Road, 143rd Street to Bell Drive						$16,991,000
# 80158	Fire Station #1 Replacement*		$7,000,000		$7,000,000		
# 80173	Park Maintenance Facility	$12,000,000		$12,000,000		$12,000,000	
# 80175	Mission Road, 133rd to 143rd Streets			$14,341,500			$14,341,500
# 80176	83rd Street, State Line to W City Limits			$3,510,000	$3,510,000	$3,510,000	
# 80219	2019 Residential Streets, Phase III-Yr 1	$3,000,000	$3,000,000				
# 80177	95th Street, W City Limits to State Line						$2,601,000
# 80178	135th Street, Nall to Mission				$3,163,000	$3,163,000	$3,163,000
# 80223	2023 Residential Streets, Phase III-Yr 3			$3,000,000	$3,000,000		$3,000,000
# 80225	2025 Residential Streets, Phase III-Yr 4					$3,000,000	$3,000,000
# 80255	2018 Stormwater Improvements, Yr 1		$3,000,000				
# 80256	2020 Stormwater Improvements, Yr 2	$3,000,000		$3,000,000			
# 80257	2022 Stormwater Improvements, Yr 3		$3,500,000	$3,500,000	$3,500,000		
# 80258	2024 Stormwater Improvements, Yr 4				$3,500,000	$3,500,000	$3,500,000
# 80424	2024 Traffic Signal Replacement, Yr 1				$750,000	$750,000	$750,000
# 82065	Bury Overhead Lines - Mission Rd, 119th to 127th	$1,632,000	$1,632,000				
# 82070	Bury Overhead Lines - 83rd St, State Line to W City Limits			$1,841,000	$1,841,000	$1,841,000	
# 82071	Bury Overhead Lines - 89th St, Mission Rd-High Dr				$1,541,000	$1,541,000	$1,541,000
# 82074	Bury Overhead Lines - Mission Rd, 92 S to N RanchMart Prop Line	$988,400	$988,400				
# 82076	Bury Overhead Lines - Mission Rd, 127th to 133rd		$2,102,000	$2,102,000	$2,102,000		
# 82078	Bury Overhead Lines - Mission Rd, 97th Pl to 103rd		$1,077,000	$1,077,000	$1,077,000		
# 82079	Bury Overhead Lines -95th St, W City Limits to State Line						$1,454,000
# 82080	Bury Overhead Lines -123rd St, Mission to State Line				$2,382,000	$2,382,000	
# 82082	Bury Overhead Lines - Mission Rd, 85th to 92nd	$1,076,000	$1,076,000	$1,076,000			
# 82086	Bury Overhead Lines - State Ln, N City Limits to 9300 Block			$5,610,000	$5,610,000	$5,610,000	
	Totals	**$33,404,998**	**$35,083,998**	**$51,057,500**	**$38,976,000**	**$37,297,000**	**$50,341,500**
	Total Project Cost/Design Year	$13,076,000	$6,679,000	$13,961,000	$11,336,000	$3,000,000	$18,445,000
	Total City Cost/Construction Year	$20,328,998	$8,076,000	$33,020,500	$13,961,000	$11,336,000	$3,000,000
	Total Project Cost/Bond Year	$0	$20,328,998	$4,076,000	$13,679,000	$22,961,000	$26,295,500

Currently there are no ***Special Benefit District*** or ***Transportation Development District*** projects planned for the 2021 - 2025 planning period.

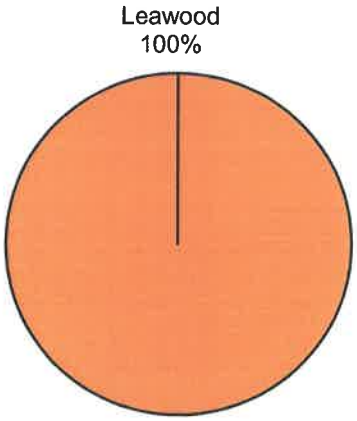
** The annual debt payments for this project will be paid from the Public Safety Fund.*

ANNUAL PROJECTS

2021

80158 Fire Station #1 Replacement*
82082 Bury Overhead Lines - Mission Rd, 85th to 92nd

2 Project(s)
$8,076,000 Total 2021 Project Cost



Fire Station #1 Replacement*

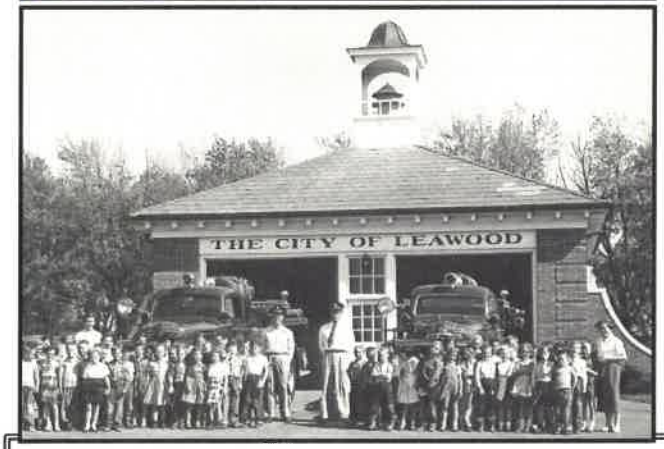
 # 80158

Location: The current station is located at 9609 Lee Blvd; and has been designated as an historic structure.

Description: It is anticipated that the new fire station building will be built on land adjacent to the existing station; where the former Police building stood.

Design Date:	2017
Construction Date:	2021
Project Life:	1 year
Bond Date:	2023
Bond Life:	20
Temp Note Issuance:	Sep-2016
Projected Inflation Factor:	0.0%

** The annual Debt payments will be paid from the Public Safety Fund.*



Fire Station #1 Replacement - 9609 Lee Blvd

ESTIMATED COST

Construction	$5,830,000
Stormwater	0
Design	1,000,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilites	0
Equipment	0
Debt Issuance Costs	170,000
SUB-TOTAL	$7,000,000
TOTAL (w/Inflation)	***$7,000,000***

FUNDING SOURCES

LEAWOOD	$7,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$7,000,000***

Fire Station #1 was constructed in 1949 with a cost of $19,245, financed through the City's first bond issue. On August 19, 2002, Mayor Peggy Dunn issued a proclamation declaring Fire Station #1 an historic structure. Engine 30, the ceremonial use 1949 Ford Central Pumper which was Leawood's first fire truck, is housed at the station.

**The annual debt service payments for this project will be paid from the Public Safety Fund.*

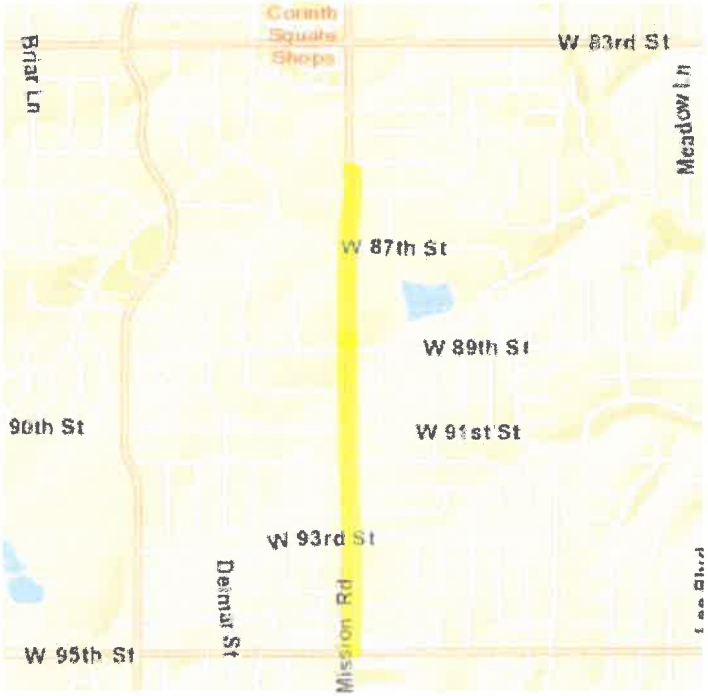
Bury Overhead Lines - Mission Rd, 85th to 92nd

 # 82082

GB ACTION:

Description:
This project will allow for burying of the overhead power lines between 85th and 92nd streets on Mission Road. This improvement will be done in conjunction with the mill and overlay included in the PAYG Arterial 2021 program under project #72082 (see below).
**The mill & overlay repairs will cover Mission Rd from 85th to 95th streets.*

Design Date:	2021
Construction Date:	**2021**
Project Life:	1 year
Bond Date:	2022
Bond Life:	15
Temp Note Issuance:	Sep-2020
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	1,055,000
Equipment	0
Debt Issuance Costs	21,000
SUB-TOTAL	$1,076,000
TOTAL (w/Inflation)	***$1,076,000***

FUNDING SOURCES

LEAWOOD	$1,076,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$1,076,000***

2021 PAYG ARTERIAL PROGRAM

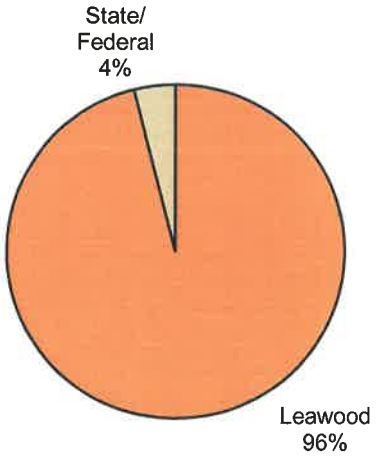
2021 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*		*Proposed CARS Funds*	*Program Cost*
Kenneth Rd, 135th to 143rd Streets	*	72034	Mill/Overlay	$600,000				$600,000
Mission Rd, 127-135 St *(Engineering)*	*	72076	Mill/Overlay/Strm	$300,000				$300,000
Mission Rd, 85th to 95th Streets		72082	Mill/Overlay	$600,000	$150,000	*PV,KS*		$450,000
State Line Road, Phase III		72086	Mill/Overlay	$400,000	$200,000	*KC,MO*		$200,000
Lee Blvd, Somerset to 83rd *(Ph III)*	*	72087	Mill/Overlay	$800,000			$400,000	$400,000
2021 Annual Total				***$2,700,000***	***$350,000***		***$400,000***	***$1,950,000***

ANNUAL PROJECTS

2022

80173 Park Maintenance Facility
80175 Mission Road, 133rd to 143rd Streets
80257 2022 Stormwater Improvements, Yr 3
82076 Bury Overhead Lines - Mission Rd, 127th to 133rd
82078 Bury Overhead Lines - Mission Rd, 97th Pl to 103rd

5 Project(s)
$34,373,500 Total 2022 Project Cost



Park Maintenance Facility

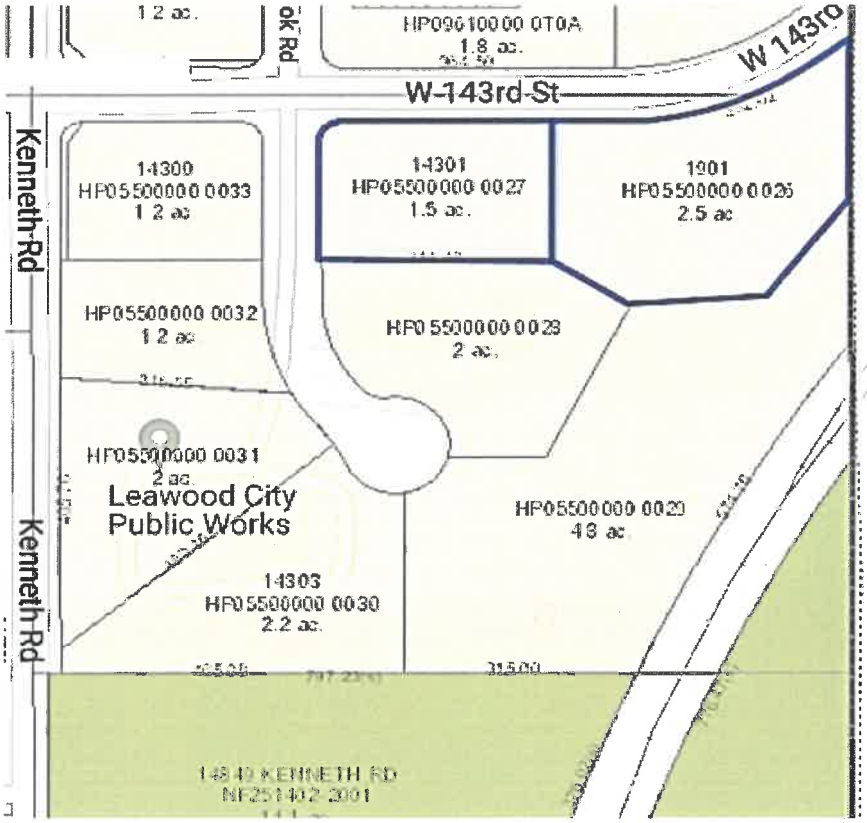
 # 80173

Location: The address of the future facility is 14301 Overbrook.

Description: Construction of a new Park Maintenance Facility on two parcels; 1901 W. 143rd Street and 14301 Overbrook Rd. The previous facility location, at 2008 W. 104th Street, was permanently damaged by the 2017 flood in that location.

The land, totaling 4.0 acres, was purchased by the City in 2018.

Design Date:	2020
Construction Date:	**2022**
Project Life:	2 years
Bond Date:	2024
Bond Life:	20
Temp Note Issuance:	Sep-2019
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	$10,500,000
Stormwater	0
Design	1,200,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	300,000
SUB-TOTAL	$12,000,000
TOTAL (w/Inflation)	***$12,000,000***

FUNDING SOURCES

LEAWOOD	$12,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$12,000,000***

Mission Road, 133rd to 143rd Streets

 # 80175

Location:
Mission Road, 133rd to 143rd Streets

Description:
Improve Mission Road to a four-lane divided roadway between 133rd and 137th streets, and a four-lane undivided roadway between 137th and 143rd streets. Improvements consist of curb and gutter, storm sewers, bike lanes, 8' wide sidewalks on both sides of the street and street lighting.

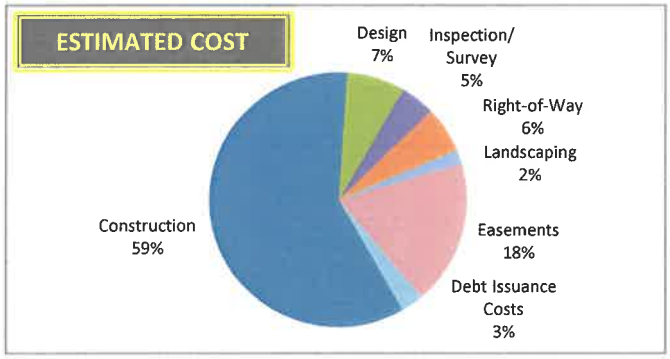
Design Date:	2019
Construction Date:	**2022**
Project Life:	2 years
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2018
Projected Inflation Factor:	15.0%

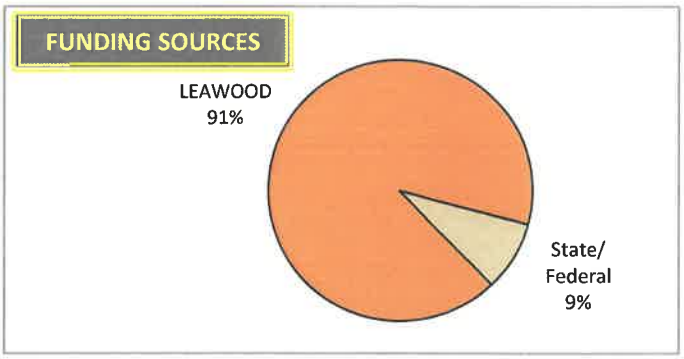
ESTIMATED COST

Construction	$8,100,000
Stormwater	0
Design	1,000,000
Inspection/ Survey	600,000
Trails	0
Right-of-Way	800,000
Landscaping	250,000
Easements	2,500,000
Utilities	0
Equipment	0
Debt Issuance Costs	397,609
SUB-TOTAL	$13,647,609
TOTAL (w/Inflation)	***$15,694,500***

FUNDING SOURCES

LEAWOOD	$14,341,500
Special Benefit District	0
TDD/CID	0
State/ Federal	1,353,000
Johnson County	0
Other	0
TOTAL	***$15,694,500***





2022 Stormwater Improvements, Yr 3

 # 80257

GB ACTION: *July 15, 2013 WSS*

Description:
This project will allow for the replacement of 6,600 linear feet of corrugated pipe. These replacements will be coordinated in conjunction with street projects.

Design Date:	2021
Construction Date:	**2022**
Project Life:	1 year
Bond Date:	2023
Bond Life:	15
Temp Note Issuance:	Sep-2021
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$3,350,000
Stormwater	0
Design	80,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	70,000
SUB-TOTAL	$3,500,000
TOTAL (w/Inflation)	***$3,500,000***

FUNDING SOURCES

LEAWOOD	$3,500,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,500,000***

2022 PLANNED STORMWATER IMPROVEMENTS

As of February, 20120 the replacements are scheduled in the following zones:

ZONE	LOCATION	LINEAR FT
Zone 1	North of I-435	6,074
Zone 2	I-435 to 119th St	9,703
Zone 3	119th-135th Streets (west of Mission Rd)	37,807
Zone 4	119th-135th Streets (east of Mission Rd)	30,050
Zone 5	South of 135th Street	18,000

Bury Overhead Lines - Mission Rd, 127th to 133rd

 # 82076

GB ACTION:

Description:
This project will allow for burying of the overhead power lines on Mission Rd from 127th to 133rd Streets. This improvement will be done in conjunction with the mill & overlay of this roadway in the PAYG Arterial 2022 program under project #72076 (see below).

Design Date:	2021
Construction Date:	**2022**
Project Life:	1 year
Bond Date:	2023
Bond Life:	15
Temp Note Issuance:	Sep-2021
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	2,060,000
Equipment	0
Debt Issuance Costs	42,000
SUB-TOTAL	$2,102,000
TOTAL (w/Inflation)	***$2,102,000***

FUNDING SOURCES

LEAWOOD	$2,102,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$2,102,000***

2022 PAYG ARTERIAL PROGRAM

2022 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*		*Proposed CARS Funds*	*Program Cost*
137th Street, Pawnee to Chadwick	*	72067	Mill/Overlay	$150,000				$150,000
89th St, Mission Rd to High Drive	*	72071	Mill/Overlay	$250,000				$250,000
Mission Rd, 127-135 Streets	*	72076	Mill/Overlay/Strm	$2,220,000	$1,000,000	*CMP Prg*	$1,110,000	$110,000
Tomahawk Creek Pkwy *(Engineering)*	*	72077	Mill/Overlay	$250,000				$250,000
Mission Rd, 95-103 Streets		72078	Mill/Overlay	$400,000	$300,000	*OP,KS*		$100,000
103rd St, Mission-State Ln	*	72091	Mill/Overlay	$400,000				$400,000
2022 Annual Total				***$3,670,000***	***$1,300,000***		***$1,110,000***	***$1,260,000***

Bury Overhead Lines - Mission Rd, 97th Pl to 103rd

 # 82078

GB ACTION:

Description:
This project will allow for burying of the overhead power lines between 97th Place and 103rd Street on Mission Road. This improvement will be done in conjunction with the mill and overlay included in the PAYG Arterial 2022 program under project #72078 (see below).

Design Date:	2021
Construction Date:	**2022**
Project Life:	1 year
Bond Date:	2023
Bond Life:	15
Temp Note Issuance:	Sep-2021
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	1,055,000
Equipment	0
Debt Issuance Costs	22,000
SUB-TOTAL	$1,077,000
TOTAL (w/Inflation)	***$1,077,000***

FUNDING SOURCES

LEAWOOD	$1,077,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$1,077,000***

2022 PAYG ARTERIAL PROGRAM

2022 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*	*Proposed CARS Funds*	*Program Cost*
137th Street, Pawnee to Chadwick	*	72067	Mill/Overlay	$150,000			$150,000
89th St, Mission Rd to High Drive	*	72071	Mill/Overlay	$250,000			$250,000
Mission Rd, 127-135 Streets	*	72076	Mill/Overlay/Strm	$2,220,000	$1,000,000 CMP Prg	$1,110,000	$110,000
Tomahawk Creek Pkwy *(Engineering)*	*	72077	Mill/Overlay	$250,000			$250,000
Mission Rd, 95-103 Streets		72078	Mill/Overlay	$400,000	$300,000 *OP,KS*		$100,000
103rd St, Mission-State Ln	*	72091	Mill/Overlay	$400,000			$400,000
2022 Annual Total				***$3,670,000***	***$1,300,000***	***$1,110,000***	***$1,260,000***

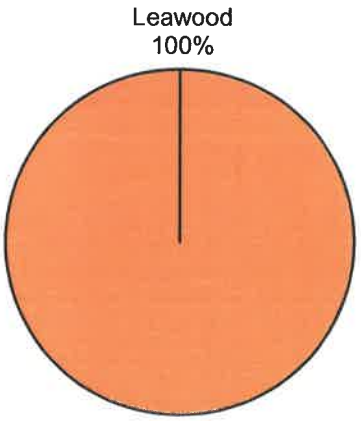
ANNUAL PROJECTS

2023

80176 83rd Street, State Line to W City Limits
80223 2023 Residential Streets, Phase III-Yr 3
82070 Bury Overhead Lines - 83rd St, State Line to W City Limits
82086 Bury Overhead Lines - State Ln, N City Limits to 9300 Block

4 Project(s)

$13,961,000 Total 2023 Project Cost



2023 Residential Streets, Phase III-Yr 3

 # 80223

GB ACTION: *Approval by Governing Body in 2003 and each year thereafter*

Description:
This project will address residential streets where reconstruction has been identified as the solution by inspection and PCI rating. It is the intent of this program to address groups of streets in entire neighborhoods.

Design Date:	2022
Construction Date:	**2023**
Project Life:	1 year
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2021
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$2,650,490
Stormwater	0
Design	0
Inspection/Survey	291,510
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	58,000
SUB-TOTAL	$3,000,000
TOTAL (w/Inflation)	***$3,000,000***

FUNDING SOURCES

LEAWOOD	$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,000,000***

2023 PLANNED RESIDENTIAL STREET RECONSTRUCTION PROJECTS

Street	Length (ft)	Type of Work	PCI	Estimated Cost
Ensley Lane (91st to 93rd Streets)	1,200	Reconstruction	NA	$516,000
Ensley Lane, south of 97th Pl and 99th St	2,493	Reconstruction	NA	$1,071,900
97th Place (Mission Rd to Ensley Lane)	2,470	Reconstruction	NA	$1,062,100
Irrigation/Contingency				$40,000
				$2,690,000

83rd Street, State Line to W City Limits

 # 80176

GB ACTION:

Description:
This is a reconstruction of 83rd Street between State Line and to the western Leawood city limits. The project includes the removal and reconstruction of concrete pavement, curbs and sidewalk ramps, as well as the replacement of streetlights. This work will be completed in conjunction with the burying of overhead lines (Project #82070).

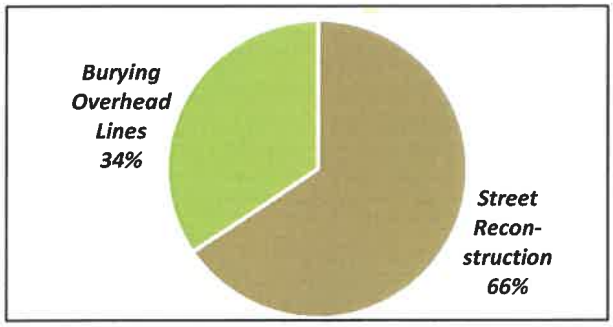
Design Date:	2020
Construction Date:	**2023**
Project Life:	1 year
Bond Date:	2024
Bond Life:	15
Temp Note Issuance:	Sep-2022
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$2,540,000
Stormwater	0
Design	400,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Streetlights	500,000
Equipment	0
Debt Issuance Costs	70,000
SUB-TOTAL	$3,510,000
TOTAL (w/Inflation)	***$3,510,000***

FUNDING SOURCES

LEAWOOD	$3,510,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,510,000***



Street Recon-struction	$3,510,000
Burying Overhead Lines	$1,841,000
TOTAL	***$5,351,000***

Bury Overhead Lines - 83rd St, State Line to W City Limits

 # 82070

GB ACTION:

Description:
This project will allow for burying of the overhead power lines and installation of streetlights on 83rd Street from State Line Rd to the west City Limits. This improvement will be done in conjunction with the reconstrunction of this roadway (Project #80176).

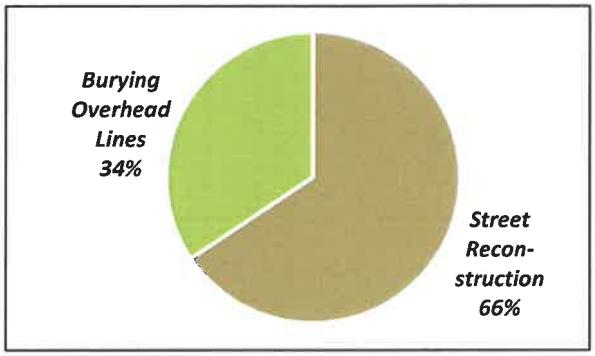
Design Date:	2020
Construction Date:	**2023**
Project Life:	1 year
Bond Date:	2024
Bond Life:	15
Temp Note Issuance:	Sep-2022
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	1,805,000
Equipment	0
Debt Issuance Costs	36,000
SUB-TOTAL	$1,841,000
TOTAL (w/Inflation)	***$1,841,000***

FUNDING SOURCES

LEAWOOD	$1,841,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$1,841,000***



Street Recon-struction	$3,510,000
Burying Overhead Lines	$1,841,000
TOTAL	***$5,351,000***

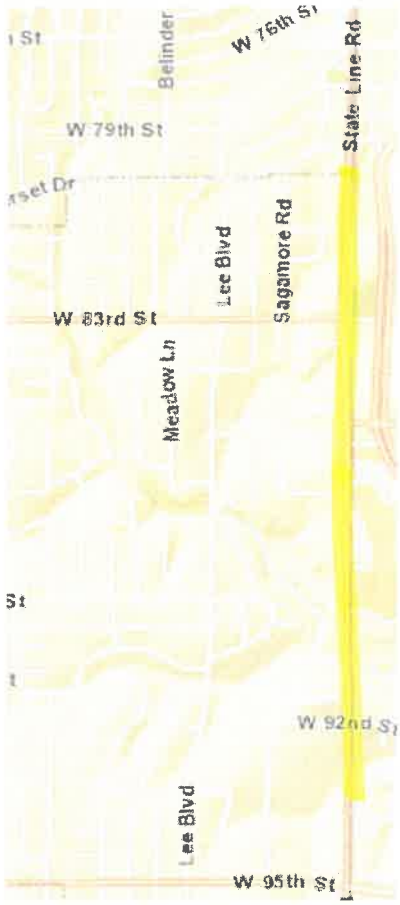
Bury Overhead Lines - State Ln, N City Limits to 9300 Block

 # 82086

GB ACTION:

Description:
This project will allow for burying of the overhead power lines on State Line Rd from the north city limits to the 9300 block. This improvement will be done in conjunction with the mill & overlay of this roadway in the PAYG Arterial 2021 program under project #72086 (see below).

Design Date:	2020
Construction Date:	**2023**
Project Life:	1 year
Bond Date:	2024
Bond Life:	15
Temp Note Issuance:	Sep-2022
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	$0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	5,500,000
Equipment	0
Debt Issuance Costs	110,000
SUB-TOTAL	$5,610,000
TOTAL (w/Inflation)	***$5,610,000***

FUNDING SOURCES

LEAWOOD	$5,610,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$5,610,000***

2021 PAYG ARTERIAL PROGRAM

2021 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*		*Proposed CARS Funds*	*Program Cost*
Kenneth Rd, 135th to 143rd Streets	*	72034	Mill/Overlay	$600,000				$600,000
Mission Rd, 127-135 St *(Engineering)*	*	72076	Mill/Overlay/Strm	$300,000				$300,000
Mission Rd, 85th to 95th Streets		72082	Mill/Overlay	$600,000	$150,000	*PV,KS*		$450,000
State Line Road, Phase III		72086	Mill/Overlay	$400,000	$200,000	*KC,MO*		$200,000
Lee Blvd, Somerset to 83rd *(Ph III)*	*	72087	Mill/Overlay	$800,000			$400,000	$400,000
2021 Annual Total				***$2,700,000***	***$350,000***		***$400,000***	***$1,950,000***

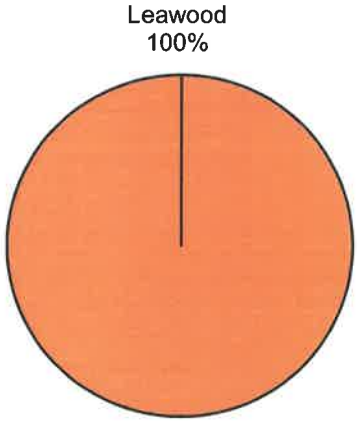
ANNUAL PROJECTS

2024

80178 135th Street, Nall to Mission
80258 2024 Stormwater Improvements, Yr 4
80424 2024 Traffic Signal Replacement, Yr 1
82071 Bury Overhead Lines - 89th St, Mission Rd-High Dr
82080 Bury Overhead Lines -123rd St, Mission to State Line

5 Project(s)

$11,336,000 Total 2024 Project Cost



135th Street, Nall to Mission

 # 80178

Description:
Pavement replacement and street repairs.

Design Date:	2023
Construction Date:	**2024**
Project Life:	1 year
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$3,000,000
Stormwater	0
Design	100,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	63,000
SUB-TOTAL	$3,163,000
TOTAL (w/Inflation)	***$3,163,000***

FUNDING SOURCES

LEAWOOD	$3,163,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,163,000***

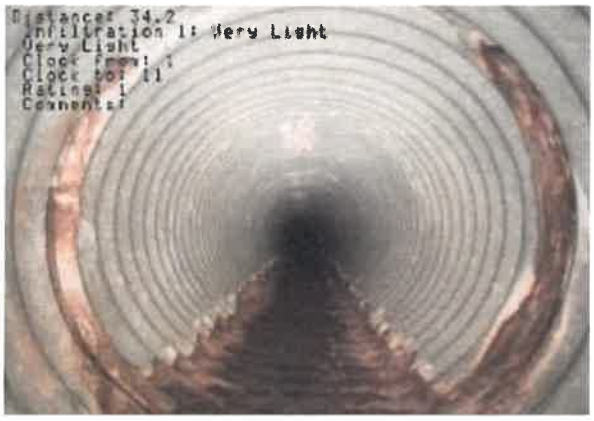
2024 Stormwater Improvements, Yr 4

 # 80258

GB ACTION: *July 15, 2013 WSS*

Description:
This project will allow for the replacement of 6,600 linear feet of corrugated pipe. These replacements will be coordinated in conjunction with street projects.

Design Date:	2023
Construction Date:	**2024**
Project Life:	1 year
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	$3,350,000
Stormwater	0
Design	80,000
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	70,000
SUB-TOTAL	$3,500,000
TOTAL (w/Inflation)	***$3,500,000***

FUNDING SOURCES

LEAWOOD	$3,500,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,500,000***

2024 PLANNED STORMWATER IMPROVEMENTS

As of February, 2020, the replacements are scheduled in the following zones:

ZONE	*LOCATION*	*LINEAR FT*
Zone 1	North of I-435	6,074
Zone 2	I-435 to 119th St	9,703
Zone 3	119th-135th Streets (west of Mission Rd)	37,807
Zone 4	119th-135th Streets (east of Mission Rd)	30,050
Zone 5	South of 135th Street	18,000

2024 Traffic Signal Replacement, Yr 1

 # 80424

Location:
89th Street & State Line; and
88th Street & State Line

Design Date:	2023
Construction Date:	**2024**
Project Life:	1 year
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%

Description:
The existing traffic signals will be replaced and enhanced with radar, opticom and a fiber interconnect.

ESTIMATED COST

Construction	$670,000
Stormwater	0
Design	0
Inspection/Survey	60,000
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	20,000
SUB-TOTAL	$750,000
TOTAL (w/Inflation)	***$750,000***

FUNDING SOURCES

LEAWOOD	$750,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$750,000***

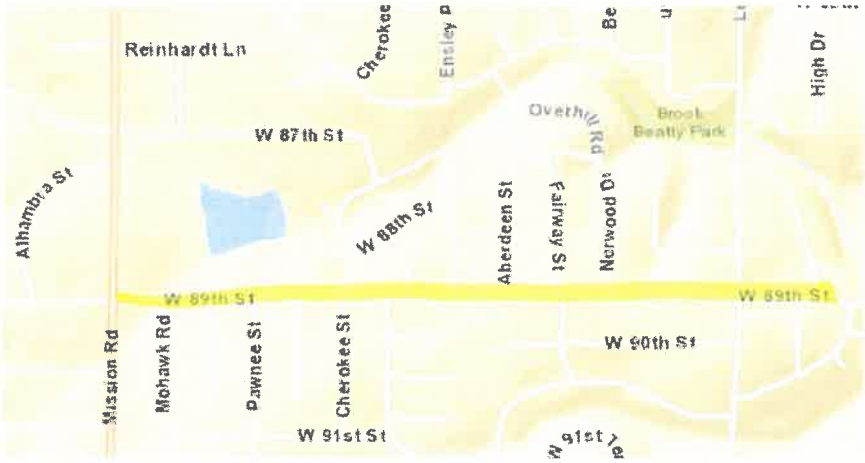
Bury Overhead Lines - 89th St, Mission Rd-High Dr

 # 82071

GB ACTION:

Description:
This project will allow for burying of the overhead power lines on 89th Street from Mission Rd to High Drive. This improvement will be done in conjunction with the mill & overlay of this roadway in the PAYG Arterial 2022 program under project #72071 (see below).

Design Date:	2020
Construction Date:	**2024**
Project Life:	1 year
Bond Date:	2025
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	$0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	1,510,000
Equipment	0
Debt Issuance Costs	31,000
SUB-TOTAL	$1,541,000
TOTAL (w/Inflation)	***$1,541,000***

FUNDING SOURCES

LEAWOOD	$1,541,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$1,541,000***

2022 PAYG ARTERIAL PROGRAM

2022 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*		*Proposed CARS Funds*	*Program Cost*
137th Street, Pawnee to Chadwick	*	72067	Mill/Overlay	$150,000				$150,000
89th St, Mission Rd to High Drive	*	72071	Mill/Overlay	$250,000				$250,000
Mission Rd, 127-135 Streets	*	72076	Mill/Overlay/Strm	$2,220,000	$1,000,000	*CMP Prg*	$1,110,000	$110,000
Tomahawk Creek Pkwy *(Engineering)*	*	72077	Mill/Overlay	$250,000				$250,000
Mission Rd, 95-103 Streets		72078	Mill/Overlay	$400,000	$300,000	*OP,KS*		$100,000
103rd St, Mission-State Ln	*	72091	Mill/Overlay	$400,000				$400,000
2022 Annual Total				***$3,670,000***	***$1,300,000***		***$1,110,000***	***$1,260,000***

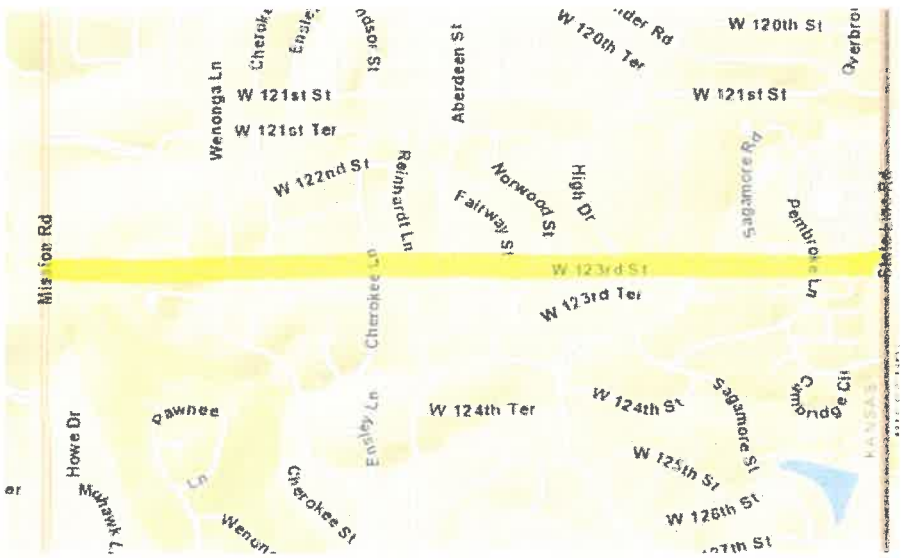
Bury Overhead Lines -123rd St, Mission to State Line

 # 82080

GB ACTION:

Description:
This project will allow for burying of the overhead power lines on 123rd Street from Mission Rd to State Line Rd. This improvement will be done in conjunction with the mill & overlay of this roadway in the PAYG Arterial 2025 program under project #72089 (see below).

Design Date:	2023
Construction Date:	**2024**
Project Life:	2 years
Bond Date:	2026
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%



ESTIMATED COST

Construction	$0
Stormwater	0
Design	0
Inspection/Survey	0
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	2,335,000
Equipment	0
Debt Issuance Costs	46,700
SUB-TOTAL	$2,381,700
TOTAL (w/Inflation)	***$2,382,000***

FUNDING SOURCES

LEAWOOD	$2,382,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$2,382,000***

2025 PAYG ARTERIAL PROGRAM

2025 Program		*Project #*	*Project Description*	*Estimated Cost*	*Funding from Other Sources*		*Proposed CARS Funds*	*Program Cost*
95th Street, State Line to Wenonga	*	72079	Rehab	$1,200,000	$75,000	*OP,KS*	$600,000	$525,000
123rd Street, Mission-State Ln	*	72089	Overlay/Sidewalk	$1,250,000				$1,250,000
143rd Street, Nall to Windsor	*	72090	Striping	$50,000				$50,000
2025 Annual Total				***$2,500,000***	***$75,000***		***$600,000***	***$1,825,000***

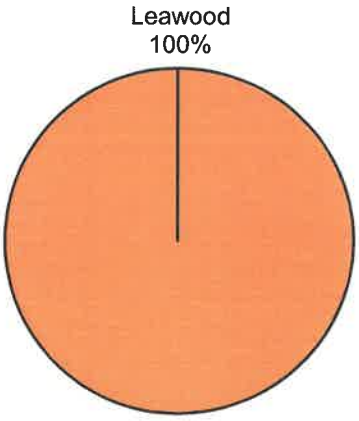
ANNUAL PROJECTS

2025

80225 2025 Residential Streets, Phase III-Yr 4

1 Project(s)

$3,000,000 Total 2025 Project Cost



2025 Residential Streets, Phase III-Yr 4

 # 80225

GB ACTION: *Approval by Governing Body in 2003 and each year thereafter*

Description:
This project will address residential streets where reconstruction has been identified as the solution by inspection and PCI rating. It is the intent of this program to address groups of streets in entire neighborhoods.

Design Date:	2024
Construction Date:	**2025**
Project Life:	1 year
Bond Date:	2026
Bond Life:	15
Temp Note Issuance:	Sep-2023
Projected Inflation Factor:	0.0%

ESTIMATED COST

Construction	$2,665,336
Stormwater	0
Design	0
Inspection/Survey	276,664
Trails	0
Right-of-Way	0
Landscaping	0
Easements	0
Utilities	0
Equipment	0
Debt Issuance Costs	58,000
SUB-TOTAL	$3,000,000
TOTAL (w/Inflation)	***$3,000,000***

FUNDING SOURCES

LEAWOOD	$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
TOTAL	***$3,000,000***

2025 PLANNED RESIDENTIAL STREET RECONSTRUCTION PROJECTS

Street	Length (ft)	Type of Work	PCI	Estimated Cost
Wenonga (south of 103rd St)	1,890	Reconstruction	63.0	$897,750
Condolea Ter, Condolea Dr, Condolea Cir	2,083	Reconstruction	74.0	$1,170,000
Howe Dr (south of 103rd)	725	Reconstruction	NA	$344,375
Irrigation/Contingency				$40,000
				$2,452,125

DEBT SERVICE INFORMATION

The information found in this section provides the projected debt financing schedule for the capital improvement projects planned over the next five-year period. The only type of financing planned through 2030 includes the issuance of general obligation debt. No new debt issuance is planned in 2020; but $20.3million is planned for 2021.

Also included in this section are key debt management ratios to be considered while reviewing projects in the current plan or for future issuance.

Capital Improvements Program
2021 - 2025

Number	Project Description	Constr Year	Temp Note Issue Date	Project Cost	Finish Date	GO Bond Issue Amt	Other/ TDD/SBD	Bond Date	Bond Life
	2020 - No Projects Currently Planned to be Bonded			*$ 0*					
# 80129	143rd Street, Windsor to Kenneth Rd	2020	Sep-2015	$14,607,275	2021	$11,708,598	$0	2021	15
# 80219	2019 Residential Streets, Phase III-Yr 1	2020	Sep-2018	$3,000,000	2020	$3,000,000	$0	2021	15
# 80255	2018 Stormwater Improvements, Yr 1	2018	Sep-2017	$3,000,000	2018	$3,000,000	$0	2021	15
# 82065	Bury Overhead Lines - Mission Rd, 119th to 127th	2020	Sep-2018	$1,632,000	2020	$1,632,000	$0	2021	15
# 82074	Bury Overhead Lines - Mission Rd, 92 S to N RanchMart Prop	2020	Sep-2018	$988,400	2020	$988,400	$0	2021	15
	2021 BONDED PROJECTS					*$20,328,998*	*$0*		
# 80256	2020 Stormwater Improvements, Yr 2	2020	Sep-2019	$3,000,000	2021	$3,000,000	$0	2022	15
# 82082	Bury Overhead Lines - Mission Rd, 85th to 92nd	2021	Sep-2020	$1,076,000	2022	$1,076,000	$0	2022	15
	2022 BONDED PROJECTS					*$4,076,000*	*$0*		
# 80158	Fire Station #1 Replacement*	2021	Sep-2016	$7,000,000	2022	$7,000,000	$0	2023	20
# 80257	2022 Stormwater Improvements, Yr 3	2022	Sep-2021	$3,500,000	2023	$3,500,000	$0	2023	15
# 82076	Bury Overhead Lines - Mission Rd, 127th to 133rd	2022	Sep-2021	$2,102,000	2023	$2,102,000	$0	2023	15
# 82078	Bury Overhead Lines - Mission Rd, 97th Pl to 103rd	2022	Sep-2021	$1,077,000	2023	$1,077,000	$0	2023	15
	2023 BONDED PROJECTS					*$13,679,000*	*$0*		
# 80173	Park Maintenance Facility	2022	Sep-2019	$12,000,000	2024	$12,000,000	$0	2024	20
# 80176	83rd Street, State Line to W City Limits	2023	Sep-2022	$3,510,000	2024	$3,510,000	$0	2024	15
# 82070	Bury Overhead Lines - 83rd St, State Line to W City Limits	2023	Sep-2022	$1,841,000	2024	$1,841,000	$0	2024	15
# 82086	Bury Overhead Lines - State Ln, N City Limits to 9300 Block	2023	Sep-2022	$5,610,000	2024	$5,610,000	$0	2024	15
	2024 BONDED PROJECTS					*$22,961,000*	*$0*		
# 80175	Mission Road, 133rd to 143rd Streets	2022	Sep-2018	$15,694,500	2024	$14,341,500	$0	2025	15
# 80178	135th Street, Nall to Mission	2024	Sep-2023	$3,163,000	2025	$3,163,000	$0	2025	15
# 80223	2023 Residential Streets, Phase III-Yr 3	2023	Sep-2021	$3,000,000	2024	$3,000,000	$0	2025	15
# 80258	2024 Stormwater Improvements, Yr 4	2024	Sep-2023	$3,500,000	2025	$3,500,000	$0	2025	15
# 80424	2024 Traffic Signal Replacement, Yr 1	2024	Sep-2023	$750,000	2025	$750,000	$0	2025	15
# 82071	Bury Overhead Lines - 89th St, Mission Rd-High Dr	2024	Sep-2023	$1,541,000	2025	$1,541,000	$0	2025	15
	2025 BONDED PROJECTS					*$26,295,500*	*$0*		
	TOTAL, 2020-2025			**$91,592,175**		**$87,340,498**	**$0**		

** The annual Debt payments will be paid from the Public Safety Fund.*

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

Capital Improvements Program
2021 - 2025

Levy Supported - General Obligation Debt

Bond Issuance Year Cost Distribution

Proj #	Project Description	2020	2021	2022	2023	2024	2025
# 80129	143rd Street, Windsor to Kenneth Rd		$11,708,598				
# 80158	Fire Station #1 Replacement*				$7,000,000		
# 80173	Park Maintenance Facility					$12,000,000	
# 80175	Mission Road, 133rd to 143rd Streets						$14,341,500
# 80176	83rd Street, State Line to W City Limits					$3,510,000	
# 80178	135th Street, Nall to Mission						$3,163,000
# 80219	2019 Residential Streets, Phase III-Yr 1		$3,000,000				
# 80223	2023 Residential Streets, Phase III-Yr 3						$3,000,000
# 80255	2018 Stormwater Improvements, Yr 1		$3,000,000				
# 80256	2020 Stormwater Improvements, Yr 2			$3,000,000			
# 80257	2022 Stormwater Improvements, Yr 3				$3,500,000		
# 80258	2024 Stormwater Improvements, Yr 4						$3,500,000
# 80424	2024 Traffic Signal Replacement, Yr 1						$750,000
# 82065	Bury Overhead Lines - Mission Rd, 119th to 127th		$1,632,000				
# 82070	Bury Overhead Lines - 83rd St, State Line to W City Limits					$1,841,000	
# 82071	Bury Overhead Lines - 89th St, Mission Rd-High Dr						$1,541,000
# 82074	Bury Overhead Lines - Mission Rd, 92 S to N RanchMart Prop Line		$988,400				
# 82076	Bury Overhead Lines - Mission Rd, 127th to 133rd				$2,102,000		
# 82078	Bury Overhead Lines - Mission Rd, 97th Pl to 103rd				$1,077,000		
# 82082	Bury Overhead Lines - Mission Rd, 85th to 92nd			$1,076,000			
# 82086	Bury Overhead Lines - State Ln, N City Limits to 9300 Block					$5,610,000	
	Totals	**$0**	**$20,328,998**	**$4,076,000**	**$13,679,000**	**$22,961,000**	**$26,295,500**

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

Bond Issuance Year Cost Distribution

Proj #	Project Description	2020	2021	2022	2023	2024	2025
	Currently there are no projects included in the 2021 - 2025 planning period						
	Totals	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

** The annual debt payments for this project will be paid from the Public Safety Fund.*

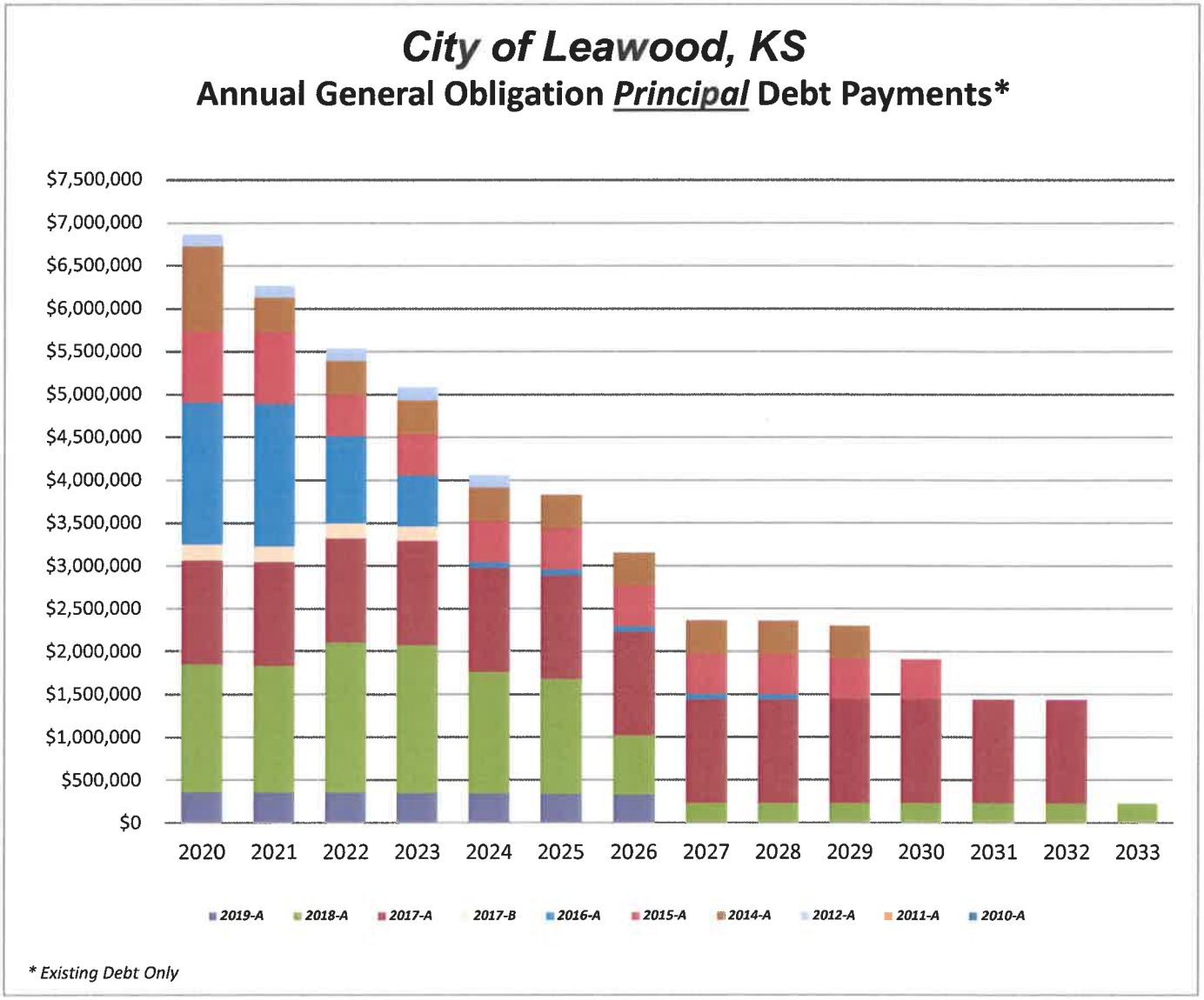
DEBT SERVICE AND LEASE PAYMENTS

	2020	2021	2022	2023	2024	2025
Current Bond and Leases						
General Obligation ***(Principal & Interest Payments)***						
Property Tax Supported - GO	$7,042,580	$6,440,849	$5,518,061	$4,901,058	$4,293,151	$3,915,039
Special Assessments	$1,554,465	$1,266,076	$1,239,314	$1,176,967	$566,561	$545,911
Subtotal	*$8,597,054*	*$7,706,934*	*$6,757,385*	*$6,078,036*	*$4,859,724*	*$4,460,963*
Agency Debt ***(Principal & Interest Payments)***						
Transportation District Debt	$153,250	$148,425	$92,875	$0	$0	$0
Subtotal	*$153,250*	*$148,425*	*$92,875*	*$0*	*$0*	*$0*
Leases ***(Principal & Interest Payments)***						
Property Tax Supported - Leases	$465,931	$441,917	$295,213	$295,213	$295,213	$237,392
Subtotal	*$465,935*	*$441,922*	*$295,219*	*$295,220*	*$295,221*	*$237,401*
TOTAL Current	***$9,216,238***	***$8,297,281***	***$7,145,480***	***$6,373,257***	***$5,154,946***	***$4,698,364***
Future Bond and Leases						
General Obligation ***(Principal & Interest Payments)***						
Property Tax Supported - GO	$0	$0	$2,066,781	$2,433,751	$3,055,837	$5,117,686
Special Assessments	$0	$0	$0	$0	$0	$0
Proposed Agency Debt ***(Principal & Interest Payments)***						
Transportation District Debt	$0	$0	$0	$0	$0	$0
Proposed <u>Future</u> Leases ***(Principal & Interest Payments)***						
Property Tax Supported - Leases	$0	$104,286	$208,571	$312,857	$312,857	$375,357
TOTAL Future	**$0**	**$104,286**	**$2,275,353**	**$2,746,607**	**$3,368,694**	**$5,493,043**
GRAND TOTAL	**$9,216,238**	**$8,401,566**	**$9,420,832**	**$9,119,864**	**$8,523,640**	**$10,191,407**

CURRENT PRINCIPAL DEBT PAYMENTS

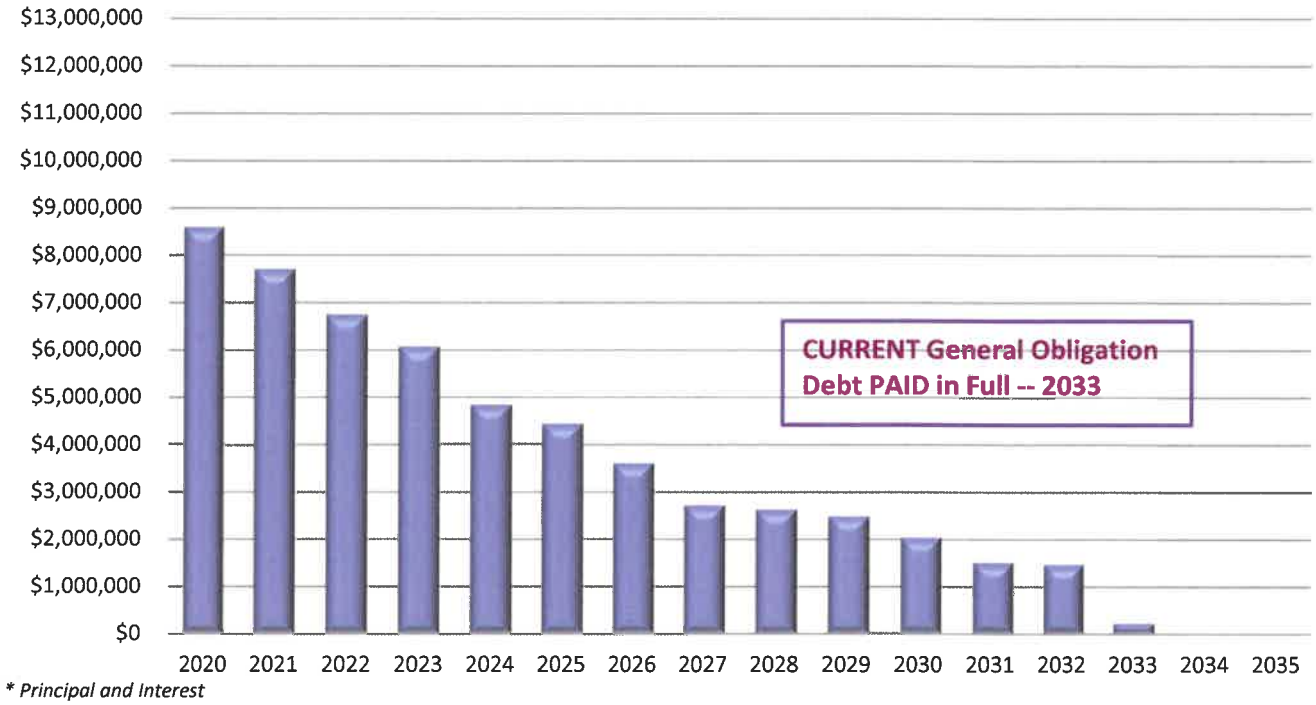
The City's C.I.P. includes capital improvement projects, planned to be debt-financed, over a five-year period. However, the resulting debt payments continue over a substantially longer period. General Obligation Bonds, the primary method of borrowing funds by state and local government, finance projects which have a longer useful life, i.e., streets, stormwater. This financing tool allows for the costs, to be paid for over a longer period of time as compared to pay-as-you-go, or cash-financing. The City borrows from the bond holders and pledges to pay the funds back with interest over a pre-determined number of years, usually 15 to 20 years, depending on the type of improvement. The bonds are backed by the full faith and credit of the government.

The below chart shows the payments for the City's current bond issues, in Year/Series order.



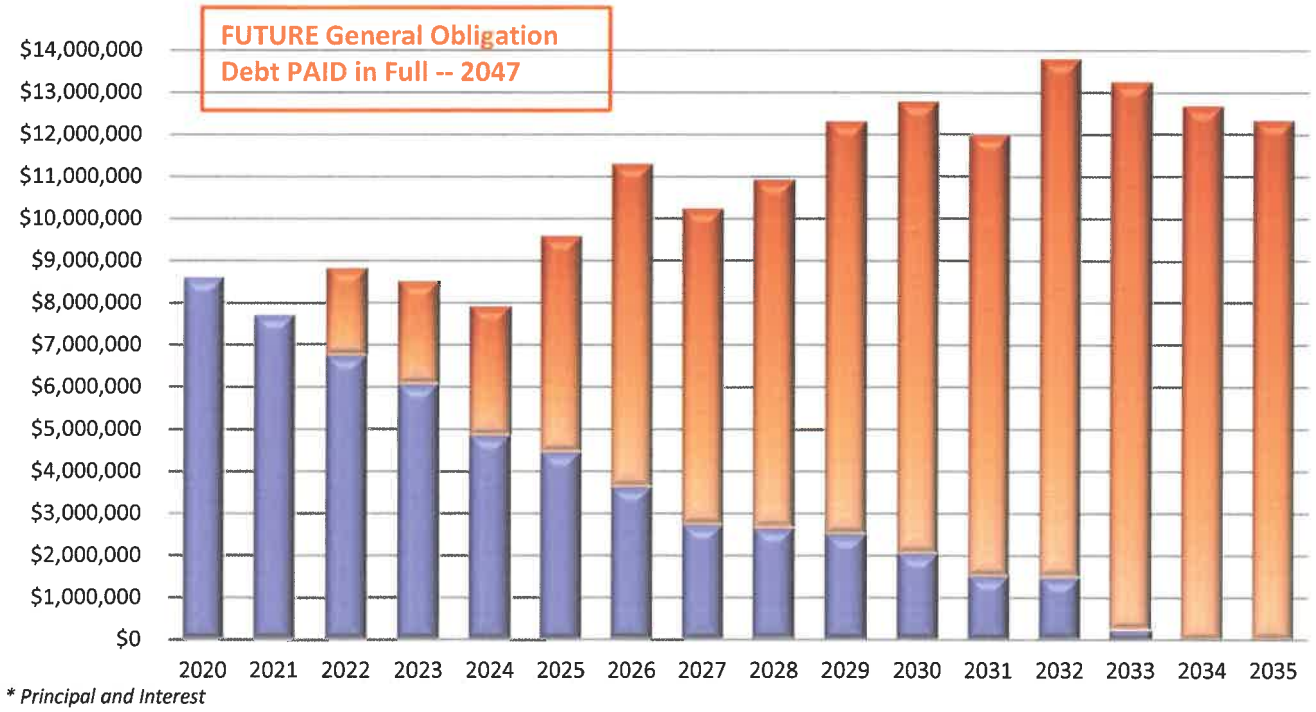
City of Leawood, KS

CURRENT Annual General Obligation Debt Payments*



* *Principal and Interest*

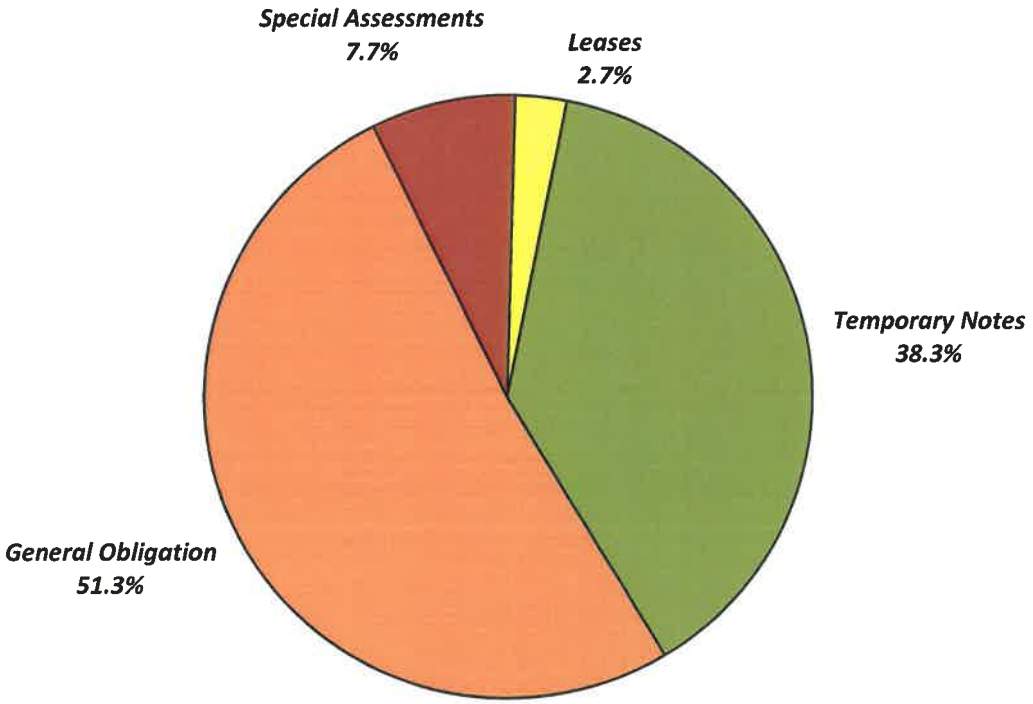
CURRENT and *FUTURE* Annual General Obligation Debt Payments*



* *Principal and Interest*

BONDS, NOTES, AND LEASES OUTSTANDING

	Outstanding 12/31/2019	Percent of Total
General Obligation	$40,731,430	51.3%
Special Assessments	$6,118,570	7.7%
Leases	$2,167,137	2.7%
Temporary Notes	$30,370,000	38.3%
TOTAL	**$79,387,137**	100.0%
Transportation Dev District	*$340,000*	



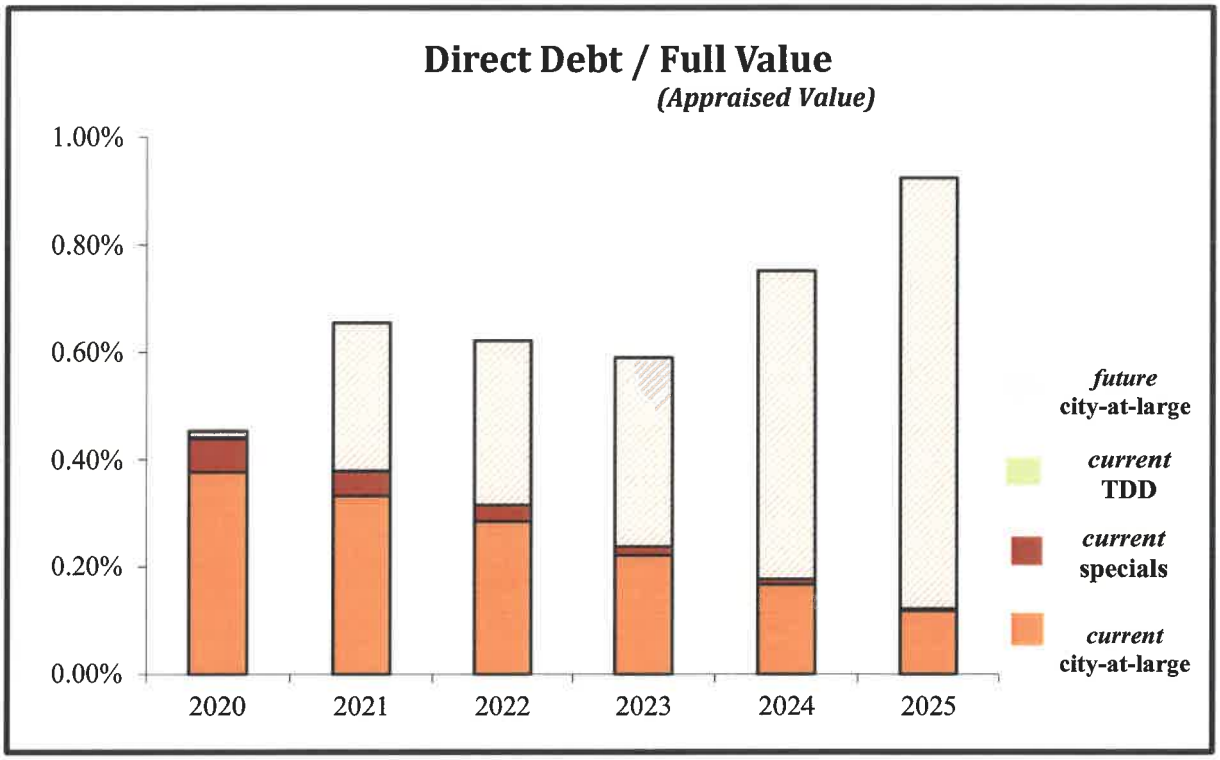
KEY DEBT MANAGEMENT INFORMATION

	← Forecast →							
	2020	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**Standard**
Economy/Tax Base Factors								
Full Value per Capita *(Appraised Value)*	$215,091	$224,661	$232,485	$239,425	$246,572	$252,951	$259,495	**>$150,000**
Projected % Change in Assessed Value	5.83%	4.97%	4.00%	3.50%	3.50%	3.10%	3.10%	**>0.0%**
Debt Factors								
Net Direct Debt/Full Value (1)	0.79%	0.99%	0.95%	0.92%	1.00%	1.19%	0.98%	**< 0.75%**
Net Direct Debt/Operating Revenues (2)	26.49%	14.29%	18.73%	24.14%	15.59%	-3.40%	13.24%	**>0.0%**
(If a negative, the current outstanding debt is higher than the available fund balance and operating revenues in a given year).								
Direct Debt/Full Value (3)	0.45%	0.65%	0.62%	0.59%	0.75%	0.92%	0.82%	**NA**
Direct & Overlapping Debt/Full Value (4)	3.65%	3.66%	3.48%	3.36%	3.35%	3.47%	3.19%	**NA**
Total debt service as a percent of total City expenditures (5)	14.5%	13.1%	14.2%	13.3%	11.4%	13.8%	15.5%	**< 20%**
Debt Service Levy (per $1,000 of assessed value)	5.500	3.000	4.800	8.000	7.350	8.600	8.000	**NA**
Total G.O. Debt at Year-End 12/31	$40.0	$54.0	$51.2	$51.2	$68.0	$87.1	$78.8	**NA**
Principal Paid as a % of Total Debt	21.5%	14.3%	17.2%	16.6%	11.6%	11.0%	14.3%	**NA**
% of New Debt /Total G.O. Debt	21.6%	27.2%	43.0%	39.5%	25.5%	9.5%	0.0%	**NA**

1. *The sum total of current & future General Obligation debt, temporary notes, and capital leases supported by general tax levy revenues / by Appraised Value.*
2. *The sum total of current & future General Obligation debt, temporary notes, and capital leases, less the estimated Debt Service and General fund balances / Operating Revenues. This metric expresses the potential budgetary impact of future debt service. A high debt burden relative to operating revenues implies a possibility that debt will consume a greater portion of the local government's budget in future years.*
3. *General Obligation debt, special assessment debt, and capital leases, excluding Transportation Development District debt (TDD).*
4. *All debt described in #3 plus Leawood's share of debt from Blue Valley & Shawnee Mission school districts, Johnson County, County Parks & Rec and Leawood's TDD debt.*
5. *The Target is less than 20%, not to exceed 25% in any given year.*

DEFINITIONS:			
Net Direct Debt	*This is debt supported by a government's general tax levy revenues; and includes General Obligation Debt, Temporary Notes, and Capital Leases.*	**Full Value**	*The full value represents the Appraised Value for the City of Leawood.*
Direct Debt	*Includes all of the above debt, and Special Assessment Debt, which is to be paid by the assessed property owners.*	**Per Capita**	*Leawood's population is projected to increase 0.5% annually. The 2018 estimate is 35,101.*
Overlapping Debt	*This includes debt issued by the City of Leawood, along with any other debt issued by overlapping jurisdictions, such as Johnson County and the School Districts.*	**Operating Revenues**	*Includes all revenue for the City, excluding Special Revenue fund sources, as those are restricted for specific purposes.*

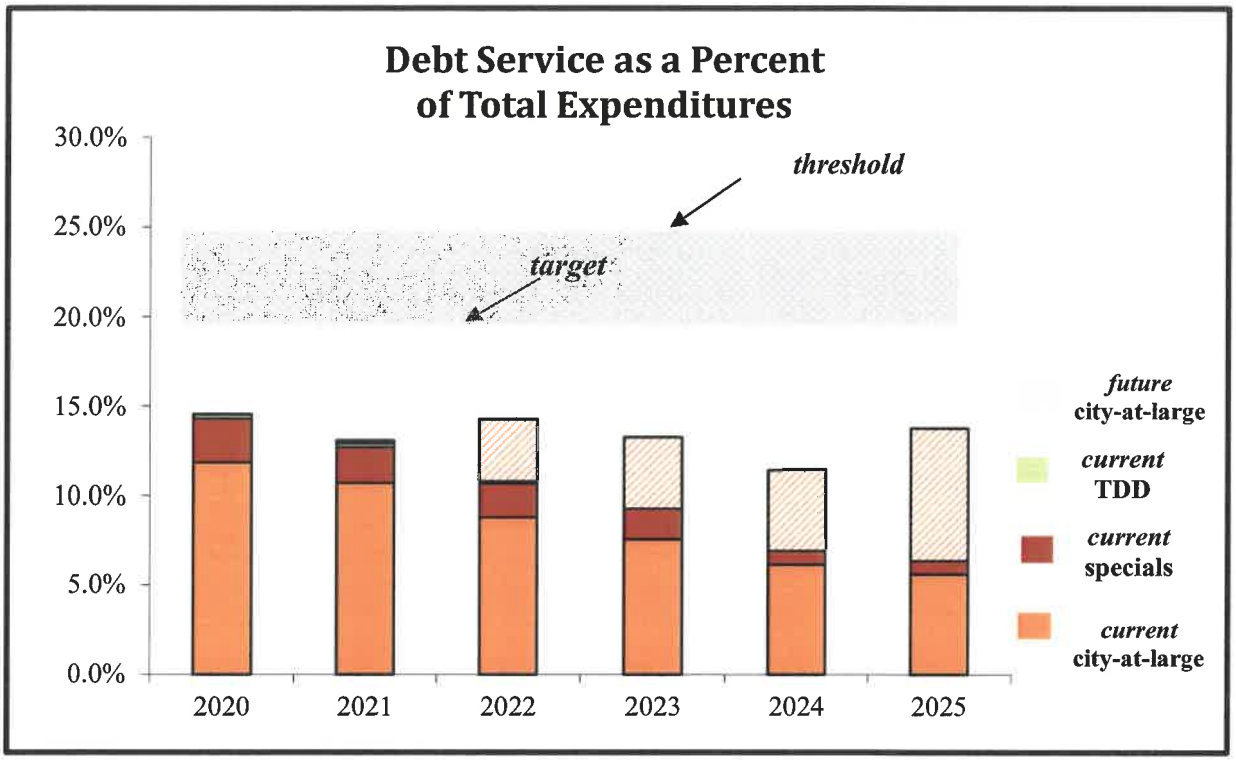
These projections are based on the current assumptions in the City's comprehensive financial planning model.



	2020	2021	2022	2023	2024	2025
Direct Debt as a Percent of Full Value *(Appraised Value)*						
Current Tax-Supported:						
City-at-Large	0.38%	0.33%	0.29%	0.22%	0.17%	0.12%
Special Assessments	0.06%	0.05%	0.03%	0.02%	0.01%	0.00%
Current Agency-Supported:						
Transportation District Debt	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Future Tax-Supported:						
City-at-Large	0.01%	0.28%	0.31%	0.35%	0.57%	0.80%
Special Assessments	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Future Agency-Supported:						
Transportation District Debt	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.45%	**0.65%**	**0.62%**	**0.59%**	**0.75%**	**0.92%**

Net Direct Debt includes only General Obligation debt and Capital leases which are supported by general tax levy revenues. Direct Debt includes all other debt such special assessment, which is self-supported, but excludes TDD debt.

The rating agencies evaluate net direct debt to full value. This metric gauges how onerous future debt service payments could be to the tax base. Full value (appraised value) is a proxy for the capacity of a local government to generate additional revenues to pay debt service.



	2020	2021	2022	2023	2024	2025
Debt Service as a Percent of Total Expenditures						
Current Tax-Supported:						
City-at-Large	11.8%	10.7%	8.8%	7.6%	6.1%	5.6%
Special Assessments	2.5%	2.0%	1.9%	1.7%	0.8%	0.7%
Current Agency-Supported:						
Transportation District Debt	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%
Future Tax-Supported:						
City-at-Large	0.0%	0.2%	3.4%	4.0%	4.5%	7.4%
Special Assessments	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Future Agency-Supported:						
Transportation District Debt	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	14.5%	**13.1%**	**14.2%**	**13.3%**	**11.4%**	**13.8%**
Threshold	25%	25%	25%	25%	25%	25%
Target	20%	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 remain well below the 20% target throughout the planning period.

According to the City's financial advisors, 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.

Debt Limitation Status

Estimated Assessed Value: Real & Personal Property, Utilities	$1,016,446,539
PLUS-Assessed Value, Motor/Recreation Vehicles	$87,720,176
Total Assessed Value	$1,104,166,715
New debt limitation percentage	30%
2020 debt limitation	$331,250,015
Total general obligation debt outstanding at 12/31/19	$46,850,000

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

- Arterial Street Program
- Residential Street Program
- 1/8-Cent Sales Tax - Stormwater Projects
- Other Pay-As-You-Go Projects
- Park Master Plan Projects
- Art Projects

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. The type of of repairs is identified in the "Project Description" column.

2020 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
Mission Rd, 119th to 127th Streets *	72065	Ovly, Crb/Storm	$1,420,400	2019-CMP Prog	$398,000	$1,022,400
Lee Blvd, 103rd to 95th Streets *(Ph I)* *	72066	Mill/Overlay	$330,600			$330,600
Mission Rd, 95th to N City Limits	72074	Mill/Overlay	$200,000			$200,000
127th & Roe, NE Corner *	72088	Retaining Wall	$120,000			$120,000
2020 Annual Total			**$2,071,000**	**$0**	**$398,000**	**$1,673,000**

2021 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
Kenneth Rd, 135th to 143rd Streets *	72034	Mill/Overlay	$750,000	$180,000 *SLwd Impact*	$400,000	$170,000
Lee Blvd, Somerset-83 *(Ph III-Engineering)* *	72087	Mill/Overlay	$100,000			$100,000
Lee Blvd, 83rd to 95th *(Ph II)* *	72054	Mill/Overlay	$2,732,100		$1,235,000	$1,497,100
Mission Rd, 127-135 St *(Engineering)* *	72076	Mill/Overlay/Strm	$300,000			$300,000
Mission Rd, 85-95 (+$75,000 Engineering)	72082	Mill/Overlay	$1,275,000	$590,525 *PV,KS/JCW*		$684,475
State Line Road, Phase II	72085	Mill/Overlay	$400,000	$200,000 *KC,MO*		$200,000
2021 Annual Total			**$5,557,100**	**$970,525**	**$1,635,000**	**$2,951,575**

2022 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
137th Street, Pawnee to Chadwick *	72067	Mill/Overlay	$150,000			$150,000
Mission Rd, 127-135 Streets *	72076	Mill/Overlay/Strm	$2,220,000	$1,000,000 *CMP Prg*	$1,110,000	$110,000
Tomahawk Creek Pkwy *(Engineering)* *	72077	Mill/Overlay	$250,000			$250,000
Mission Rd, 95-103 Streets	72078	Mill/Overlay	$400,000	$300,000 *OP,KS*		$100,000
State Line Road, Phase III	72086	Mill/Overlay	$400,000	$200,000 *KC,MO*		$200,000
Lee Blvd, Somerset to 83rd *(Ph III)* *	72087	Mill/Overlay	$800,000			$800,000
2022 Annual Total			**$4,220,000**	**$1,500,000**	**$1,110,000**	**$1,610,000**

2023 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
Tomahawk Creek Pkwy *	72077	Mill/Overlay	$2,000,000		$1,000,000	$1,000,000
Somerset - UBAS	72083	Mill/Overlay	$500,000	$437,500 *PV,KS*		$62,500
103rd St, Mission-State Ln *(Engineering* *	72091	Mill/Overlay	$500,000			$500,000
2023 Annual Total			**$3,000,000**	**$437,500**	**$1,000,000**	**$1,562,500**

2024 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
89th St, Mission Rd to High Drive *	72071	Mill/Overlay	$250,000			$250,000
123rd St, Mission-State Ln *(Engineering* *	72089	Overlay/Sidewall	$250,000			$250,000
103rd St, Mission-State Ln *	72091	MO/Strm/StLigh	$4,500,000	$2,000,000 *CMP Prg*	$2,225,000	$275,000
2024 Annual Total			**$5,000,000**	**$2,000,000**	**$2,225,000**	**$775,000**

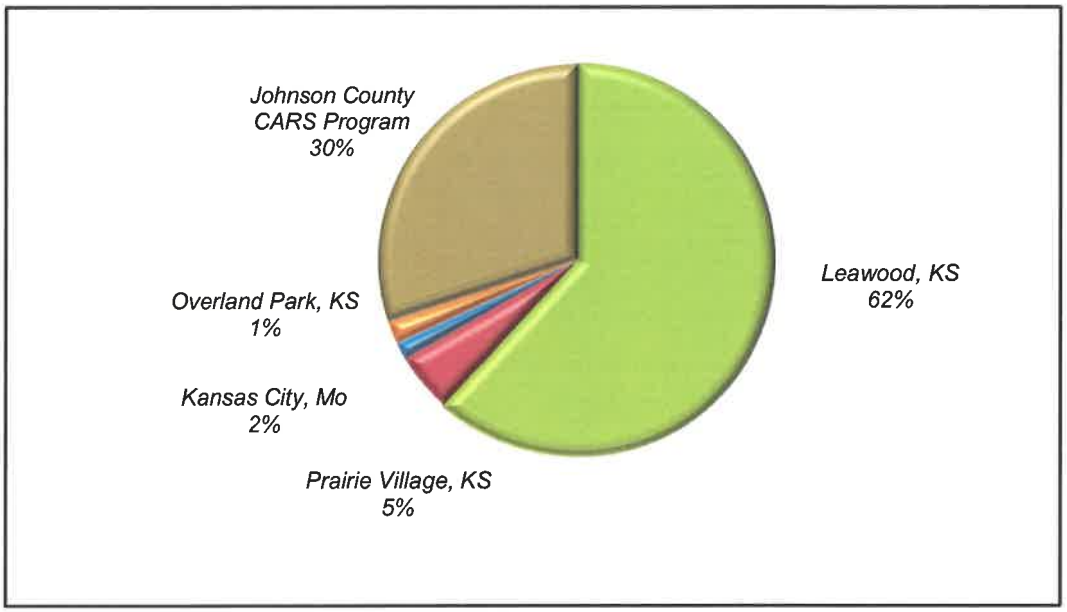
2025 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
123rd Street, Mission-State Ln *	72089	Overlay/Sidewall	$1,250,000			$1,250,000
143rd Street, Nall to Windsor *	72090	Striping	$50,000			$50,000
2025 Annual Total			**$1,300,000**	**$0**	**$0**	**$1,300,000**

** Project administered by the City of Leawood*

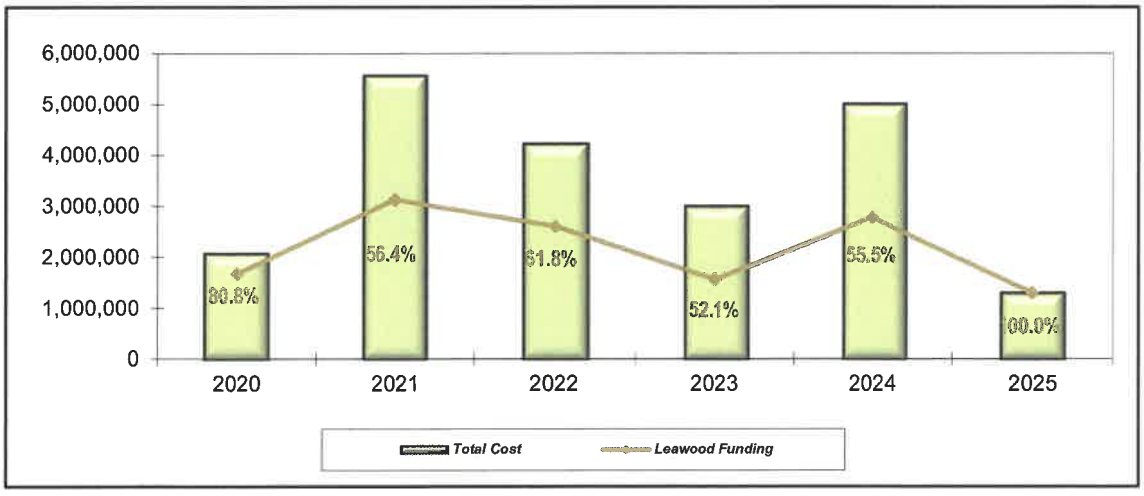
ARTERIAL STREET PROGRAM

By Funding Source:

Leawood, KS	$	13,052,075
Prairie Village, KS	$	1,028,025
Overland Park, KS	$	300,000
Kansas City, Mo	$	400,000
Johnson County CARS Program	$	6,368,000
	$	**21,148,100**



By Program Years:



RESIDENTIAL STREET PROGRAM

This program is primarily funded with Gasoline Tax revenue from the Special Highway Fund and/or from the General Fund. These funds provide for the Residential Mill & Overlay program. It is reviewed annually and changes are made, if necessary, to reflect both current needs and funding availability. A 2.5% inflation factor has been included in each year.

The Mill and Overlay program consists of milling the surface of the existing pavements and laying down a new asphalt surface. Typically this will replace the top 2 to 4 inches of asphalt pavement. Spot curb repairs and base repairs are sometimes included depending on the condition of the road. The process usually takes two weeks to complete.

Previously, the City applied a slurry seal application. In 2017, this application changed to a Ultra-Thin Asphalt Mill & Overlay process; a 1" think asphalt surface which has a 10-year life, as opposed to only a few years for the slurry seal surface. The dollars previously allocated for these applications have been combined with the Residential Mill & Overlay projects to allow for cost savings when bidding the repairs and efficiency with oversight.

2020 Program	Project #	Program Cost
Residential Mill & Overlay	70028	1,912,000
2020 Trail Repairs	70027	100,000
	2020 Annual Total	**$2,012,000**

2021 Program	Project #	Program Cost
Residential Mill & Overlay	70030	1,660,900
	2021 Annual Total	**$1,660,900**

2022 Program	Project #	Program Cost
Residential Mill & Overlay	70032	1,702,500
2022 Trail Repairs	70031	100,000
	2022 Annual Total	**$1,802,500**

2023 Program	Project #	Program Cost
Residential Mill & Overlay	70034	1,745,100
	2023 Annual Total	**$1,745,100**

2024 Program	Project #	Program Cost
Residential Mill & Overlay	70036	1,788,800
2024 Trail Repairs	70035	100,000
	2024 Annual Total	**$1,888,800**

2025 Program	Project #	Program Cost
Residential Mill & Overlay	70038	1,833,600
	2025 Annual Total	**$1,833,600**

1/8-CENT SALES TAX - STORMWATER 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. Voters most recently, November 2014, approved the extension of this tax until June 30, 2021. Approximately half of the tax goes towards increasing the number of streets for rehabilitation.

Year	Project #	Project Name	Subdivision/ Location	Project Description	Project Cost
2020	73004	SMAC IC-04-040	North of I-435, Mission Farms to Lee Blvd	Stormwater improvements *(cost reflects the City's portion only, no reimbursement).*	$200,000
2020	77017	Waterford Stormsewer	Leawood South (Cherokee Ln & Wenonga Ln)	Replace the existing stormsewer to control flooding of property and streets. *(cost reflects the City's portion; this project is 75% reimbursable by the County; remaining cost is $2,084,800).*	$521,200
2020	77018	Patrician Woods Stormwater	W 126th Terr/Delmar	Construction for SMAC project TM-04-006 *(cost reflects the City's portion; this project is 75% reimbursable by the County; remaining cost is $807,200).*	$201,800
2020	77021	Prairie Village Stormwater Project	Cloisters (Rinehart Ln & Wenonga Rd)	Increase the size of the existing stormsewer to reduce flooding of property and homes.	$390,000
2020	77500	Storm Repairs - CAO Approved	Various	This project was approved after the Aug 29, 2018 Stormwater Mgmt Comm suggestion. Any unspent balances from planned storm projects will be placed into this project to provide other repairs.	$58,500
				TOTAL 2020	***$1,371,500***
2021	73004	SMAC IC-04-040 *(continuation of the above project)*	North of I-435, Mission Farms to Lee Blvd	Stormwater improvements *(cost reflects the City's portion only, no reimbursement).*	$500,000
				TOTAL 2021	***$500,000***
2022	77023	Gezer Park Stormsewer	Gezer Park, 13213 Howe Dr	Stormsewer repairs when Mission Road Improvement project occurs.	$110,000
2022	73004	SMAC IC-04-040 *(continuation of the above project)*	North of I-435, Mission Farms to Lee Blvd	Stormwater improvements *(cost reflects the City's portion only, no reimbursement).*	$500,000
				TOTAL 2022	***$610,000***
2023	73004	SMAC IC-04-040 *(continuation of the above project)*	North of I-435, Mission Farms to Lee Blvd	Stormwater improvements *(cost reflects the City's portion only, no reimbursement).*	$500,000
				TOTAL 2023	***$500,000***
2024	77124	2024 Accelerated Stormwater Reconstruction *(specific projects TBD)*	Various	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	$500,000
				TOTAL 2024	***$500,000***
2025	77125	2025 Accelerated Stormwater Reconstruction *(specific projects TBD)*	Various	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	$500,000
				TOTAL 2025	***$500,000***
				TOTAL FOR ALL YEARS, 2020 - 2025	***$3,981,500***

OTHER PROJECTS - IMPROVEMENTS TO PARKS, BUILDINGS, LAND, TECHNOLOGY

Year	Project #	Project Name	Project Description	City Project Cost
2020	49136	Ironhorse Golf Clubhouse, Kitchen Appliances	Replace the original kitchen appliances in the clubhouse kitchen *(life exp=15+ yrs)*.	$150,000
2020	49137	Ironhorse Golf Clubhouse, HVAC Replacement	Replacement of the existing system at the Ironhorse Golf Clubhouse *(life exp=15 yrs)*.	$75,000
2020	71026	Bicycle Route Sign System	Signage on trails/bike routes as identified in the Park Master Plan.	$72,000
2020	71050	Restrooms at North Lake	Shared project with the Leawood Foundation. *(budget = City's share)*	$100,000
2020	74013	Restroom Repairs, City Hall	First & Second years of a 3-yr project to renovate restrooms in City Hall.	$20,000
2020	74056	Ironwoods Nature Center, HVAC Replacement	Replacement of the existing system at the Ironwoods Nature Center located at 147th & Mission Rd *(life exp=15 yrs)*.	$40,000
2020	74057	Oxford School House, HVAC Replacement	Replacement of the existing system at the Oxford School House located at 147th & Mission Rd *(life exp=15 yrs)*.	$14,000
2020	74076	City Hall, Heating Boilers	Replace heating boilers in City Hall building *(life exp=20+ yrs)*.	$200,000
2020	74087	City Hall, Parking Lot	Parking lot asphalt overlay.	$200,000
2020	74105	Ironwoods Lake Silt Removal	Removal of silt and repairs.	$175,000
2020	76048	Fiber Technology Installation, Phase 3	Final Phase: Area south to 154th S will be addressed; connect redundantly to Overland Park and the County at 143rd/Nall.	$100,000
			TOTAL 2020	**$1,146,000**
2021	49140	Ironhorse Golf Course, Parking Lot Overlay	Parking lot asphalt overlay.	$400,000
2021	74013	Restroom Repairs, City Hall	Last year of a 3-yr project to renovate restrooms in City Hall.	$75,000
2021	74082	Aquatic Center Pool	Repaint the pool at the City Park Aquatic Center *(life exp=4 yrs)*.	$70,000
2021	74086	Ironwoods Lodge, Kitchen Appliances	Replace the original appliances at the Lodge *(life exp=15+ yrs)*.	$150,000
2021	74093	Public Works Facility, HVAC	Replace the existing HVAC #6 Unit *(life exp=15 yrs)*.	$20,000
2021	74103/ 74104	FS #2 & FS #3, Garage Doors	Replace existing garage doors at Fire Stations #2 and #3 *(life exp=7+ yrs)*.	$120,000
2021	74106	City Hall, Building Automation System	Replacement of a system to mange all of the heating/cooling controls.	$120,000
			TOTAL 2021	**$955,000**
2022	74059/ 74062	Standby Generators, Fire Station #2 & Fire Station #3	Replace the existing generators at these two Fire Stations *(life exp=15 yrs)*.	$125,000
2022	74067	PW Facility, Overhead Garage Doors	Replace the overhead garage doors at the Public Works Facility located at 14303 Overbrook Rd *(life exp=10+ yrs)*.	$40,000
2022	74088	PW Facility, Parking Lot	Parking lot asphalt overlay.	$100,000
2022	74096	Aquatic Center, Sun Deck	Replace the existing sundeck *(life exp=15 yrs)*.	$35,000
2022	74098	Ironwoods Lodge, HVAC & Controls Replacement	Replacement of the existing system at the Ironwoods Lodge located at 147th & Mission Rd *(life expectancy=15 yrs)*.	$285,000
			TOTAL 2022	**$585,000**
2023	74064	Ironwoods Maint Bldg, HVAC Replace	Replace the existing HVAC unit at the facility *(life exp=15 yrs)*.	$40,000
2023	74068	PW Facility, Salt Dome	Repairs, as determined, on the Salt Dome *(life exp=20+ yrs)*.	$75,000
2023	74084	Justice Center Parking Deck	Waterproof/Repair the current parking deck *(Public Safety Fund)*	$300,000
			TOTAL 2023	**$415,000**
2024	74037	Aquatic Center, Replace/Repair Deck Walls	Repair and replace, as needed the pool deck walls *(life exp=15 yrs)*.	$35,000
2024	74040	Oxford School House, Heat Pump	Replace the existing heat pump.	$6,000
2024	74085	Justice Center, Garage Doors	Replace overhead garage doors at the Justice Center *(life expectancy=7 yrs)*.	$80,000
			TOTAL 2024	**$121,000**
2025	49135	Ironhorse Golf Course, Range Mats	Replace the driving range mats at the course.	$40,000
2025	74082	Aquatic Center, Repaint Pool	Minor repairs and painting of the pool *(life exp=4 yrs)*.	$70,000
			TOTAL 2025	**$110,000**
			TOTAL FOR ALL YEARS, 2020 - 2025	**$3,332,000**

PARKS MASTER PLAN PROJECT LIST

In 2013 a Comprehensive Park Plan Study was completed with the findings discussed at a work session on October 6, 2014 with the Governing Body. Several improvements, to be in compliance with the Americans with Disabilities Act (ADA), were identified as priority; all of these were addressed and completed in 2015. All other items were then prioritized, using the approximate $1.0 million per year. The below improvements are reviewed, and re-prioritized if necessary, annually .

Year	Project #/Location	Project Description	City Project Cost
2020	**71029: Citywide Park Improvements, Year 5**		
	Trails	City Hall Connection to Greenway Trail & Roe Tunnel Repair	$850,000
	City Park	Pool House Renovation - Design Fees	$90,000
	City Park	Pool House Equipment Renovations	$325,000
	City Park	Pool House Renovation (estimate)	$1,250,000
		TOTAL 2020	***$2,515,000***
2021	**71030: Citywide Park Improvements, Year 6**		
	Ironwoods Park	Nature Center Hillside Improvements - Engineering Fees	$25,000
	Trails	Wayfinding Signage	$35,000
	Tomahawk Park	Replace Playground 1/PIP surface	$150,000
	Al Parks	Strategic/Master Plan	$175,000
	City Park	Replace Shelters A & B with one shelter; Add Restroom	$615,000
		TOTAL 2021	***$1,000,000***
2022	**71031: Citywide Park Improvements, Year 7**		
	City Park	Replace Shelters A&B; Add Restroom = Phase II	$140,000
	Ironwoods Park	Nature Center Hillside Improvements ***(MP)***	$375,000
	City Park	Replace Lions Shelter & Restroom	$550,000
	Greenway	Restrooms - North Lake or Fields 20/21 *(*Leawood Foundation Project)*	**Foundation*
		TOTAL 2022	***$1,065,000***
2023	**71032: Citywide Park Improvements, Year 8**		
	All Parks	Replace signage	$75,000
	TCPKWY Middle Lake	PES Study for future improvements	$50,000
	Ironwoods Park	Add Vestibule to Lodge Entrance	$150,000
	Ironwoods Park	Pond Outfall Renovation	$400,000
	96th & Lee	Future Park Construction ***(MP)***	$325,000
		TOTAL 2023	***$1,000,000***
2024	**71033: Citywide Park Improvements, Year 9**		
	I-Lan Park	Add irrigation	$70,000
	City Park	Replace the spray ground @ Aquatic Center	$300,000
	I-Lan Park	Replace the playground (add PIP surfacing)	$300,000
	Ironhorse Golf Course	Replace all Irrigation System sprinkler heads	$300,000
	TBD	Improvements TBD	$30,000
		TOTAL 2024	***$1,000,000***
2025	**71034: Citywide Park Improvements, Year 10**		
	TBD	Improvements TBD ***(MP)***	$1,000,000
		TOTAL 2025	***$1,000,000***
		TOTAL FOR ALL YEARS, 2020 - 2025	***$6,515,000***

(MP) = To Be Determined by 2021 Master Plan outcome

** 2020, Leawood Foundation Project-TCPKWY Restroom at North Lake #71050*

Projects will be re-evaluated for the years of 2021 through 2025 to reflect total expenditures of $600,000 per year, instead of $1,000,000 per year (as shown on this sheet).

Staff will be reviewing and re-priortizing these projects.

April, 2020

UNFUNDED PROJECTS:

Tomahawk Park, Restroom/Drinking Fountain	$300,000
Ironwoods Park, Amphitheater Roof/Trusses to Stage **	$275,000
Park @143rd & Windsor (benches, landscaping and art) *** ***(MP)***	$160,000
I-Lan Park, Bridge to 3 acres to the south ***(MP)***	$165,000
Location TBD, Pickle ball Courts ***(MP)***	$175,000
Ironwoods Park, Community Gardens ***(MP)***	$220,000
City Park, Indian Creek Stabilization (NE location)	$500,000
City Park, Restrooms-Field 11 & 12	$300,000
	$2,095,000
Community Center ***(MP)***	$45,000,000

ART PROJECTS

The following represent planned art projects which have been identified by the Leawood Arts Council/APPI. 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. Beginning in 2007 funds were included annually in the City Capital Art Fund for art maintenance, as needed. The acquisition of one art piece typically occurs over a 2-year period, as reflected below. A down payment is made in the first year and the final payment and site preparation expense (assumed at 15%) occurs in the second year.

Year	Project #	Fund	Project Name/Description	Budget
2020	#79005	13050 Temporary Art	*Acquire either a temporary or a permanent art piece.*	$5,000
2020	#79026	13050 Ironhorse Golf Art (Interior)	*This includes the art piece and site preparation costs.*	$13,000
2020	#79027	13050 "Inspiration"	*Refurbishment of the art piece and installation costs.*	$85,000
2020	#79028	13050 "Women of World"	*This includes refurbishment and installation costs.*	$20,000
2020	#79029	13070 "Skywriting"	*Acquisition and site preparation costs.*	$45,000
2020	NA	13070 Art Master Plan	*Analyze, review and update the Art Master Plan.*	$50,000
			TOTAL Proposed 2020 Projects	***$218,000***
2021	#79005	13050 Temporary Art	*Acquire a temporary art piece.*	$5,000
2021	#79017	13050 Selection Panel (21-1A)	*This includes the down-payment for an art piece.*	$50,000
			TOTAL Proposed 2021 Projects	***$55,000***
2022	#79005	13050 Temporary Art	*Acquire a temporary art piece.*	$5,000
2022	#79017	13050 Selection Panel (21-1B)	*This includes the final payment and site preparation costs.*	$100,000
			TOTAL Proposed 2022 Projects	***$105,000***
2023	#79005	13050 Temporary Art	*Acquire a temporary art piece.*	$5,000
2023	#79020	13070 Art - Former City Hall Site	*Acquisition and site preparation costs.*	$70,000
2023	#79023	13050 Selection Panel (23-1A)	*This includes the down-payment for an art piece.*	$50,000
			TOTAL Proposed 2023 Projects	***$125,000***
2024	#79005	13050 Temporary Art	*Acquire a temporary art piece.*	$5,000
2024	#79023	13050 Selection Panel (23-1B)	*This includes the final payment and site preparation costs.*	$100,000
			TOTAL Proposed 2024 Projects	***$105,000***
2025	#79005	13050 Temporary Art	*Acquire a temporary art piece.*	$5,000
2025	#79025	13050 Selection Panel (25-1A)	*This includes the down-payment for an art piece.*	$50,000
			TOTAL Proposed 2025 Projects	***$55,000***
			TOTAL FOR ALL YEARS, 2020 - 2025	***$663,000***

- Locations for Public Art installations are greatly limited to land that is owned by the City, is not within the right-of-way and is outside of, or not manageable, within a flood zone. Several future art installation sites are identified however, some of those will not be available due to pending projects (City or private development), i.e., 96th & Lee, the 135th Street Corridor, Mission & Lee Blvd (JoCo WW expansion). A revised Art Master Plan will be completed in 2020 to provide insight for future locations.

- **The unaudited ending balance for the Capital ART fund (13050) is $377,040 and the Public ART IMPACT FEE fund (13070) is $162,579, as of December 31, 2019. Assuming that the planned expenses occur as shown above for the years 2020 through 2025 and the $5/per person allocation occurs each year; and an annual expense of approximately $30,000 for art maintenance repairs occurs; the combined ending balance, for both funds, is estimated to be approximately $115,000 at 12/31/2025.**

- The Art Maintenance repairs are afforded and paid from a calculated sum which represents 10% of the value of the piece of art at the time of acquisition. There is not a separate fund for the art maintenance repairs. If repairs are needed in a given year, the funding source is the Capital Art fund balance, where $60,000 is budgeted annually.

The budget shown for these projects are only estimates at this time. The available funding is contingent on: the available funds or revenue collections in each art fund; the actual cost of art pieces purchased in previous years; the final cost of the proposed art pieces; and the amount expended annually for Art Maintenance repairs.

CAPITAL LEASES

The City attempts to use cash to purchase a majority of the routine capital replacements, but in order to maintain cash flow, and to purchase costly items, lease/purchase agreements are sometimes utilized.

Lease Schedule

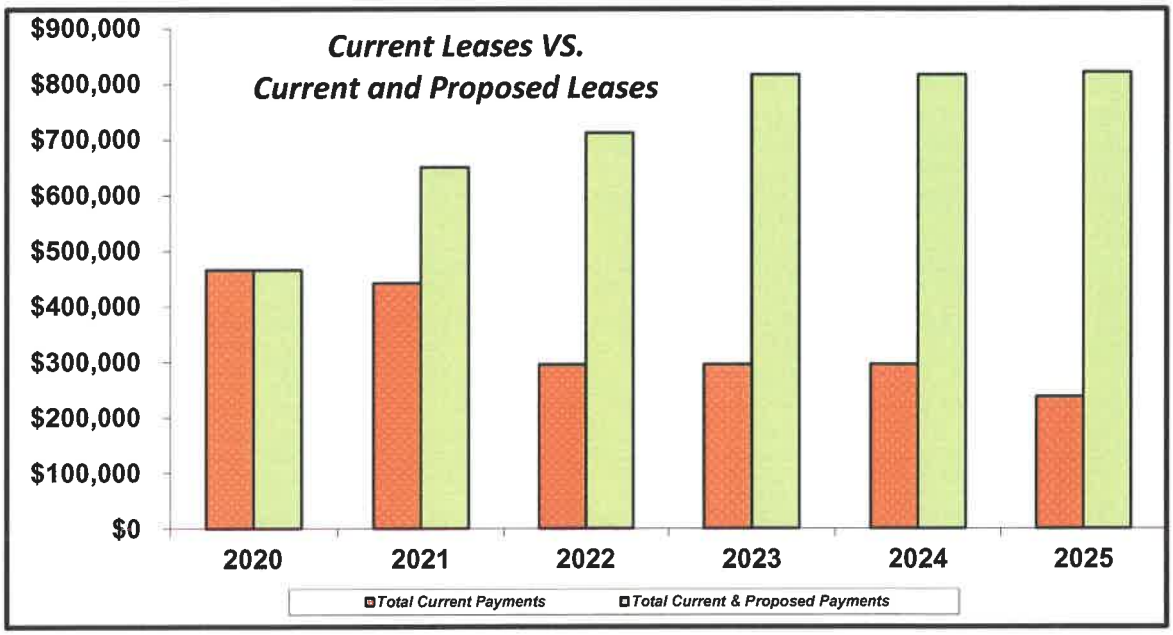
Current Lease Payments *(Principal & Interest)*

Description	Funding	2020	2021	2022	2023	2024	2025	Lease Ends
General/City Equipment								
Fire Pumpers, 2011	Tax Levy	$146,703	$146,703	$0	$0	$0	$0	*2021*
Fire Platform Truck, 2016	Tax Levy	$125,162	$125,162	$125,162	$125,162	$125,162	$125,162	*2026*
Golf Carts, 2018	Tax Levy	$81,836	$0	$0	$0	$0	$0	*2020*
Golf Carts, 2021	Tax Levy	$0	$57,821	$57,821	$57,821	$57,821	$0	*2024*
Fire Quint Unit, 2019	Tax Levy	$112,230	$112,230	$112,230	$112,230	$112,230	$112,230	*2029*
		$465,931	**$441,916**	**$295,213**	**$295,213**	**$295,213**	**$237,392**	

Proposed *Future* Lease Payments

Description	Funding	2020	2021	2022	2023	2024	2025	Lease Ends
General/City Equipment								
Golf Carts, 2025	Tax Levy	$0	$0	$0	$0	$0	$62,500	*On-Going*
Fire Pumper, 2020	Tax Levy	$0	$208,571	$208,571	$208,571	$208,571	$208,571	*2030*
Fire Pumper, 2021	Tax Levy	$0	$0	$208,571	$208,571	$208,571	$208,571	*2031*
Fire Pumper, 2022	Tax Levy	$0	$0	$0	$104,286	$104,286	$104,286	*2032*
		$0	**$208,571**	**$417,142**	**$521,428**	**$521,428**	**$583,928**	
		$465,931	**$650,488**	**$712,356**	**$816,641**	**$816,641**	**$821,320**	

Assumes a 4-year lease term for Golf Carts; and a 10-yr lease for the Fire apparatus.



APPENDICES

- Industrial Revenue Bonds, 1982 (Resolution #598)
- Commercial Tax Increment Financed Projects, 1996 (Resolution #1317)
- Special Benefit District Assessment Policy (Resolution #3761)
- Transportation Development District Policy (Included in the Debt Management Policy)
- Community Improvement District Policy (Resolution #4570)

Resolution No. 598- Industrial Revenue Bonds (1982)

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

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.

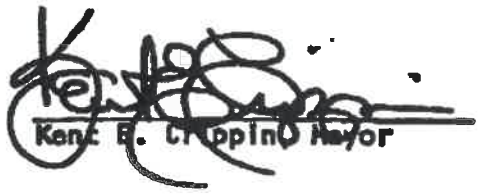
i. The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.

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. AUTHQRITY 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.



ATTEST:

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

APPROVED AS TO FORM:

/S/ Larry Winn, III
Larry Winn, III, City Attorney

CITY OF LEAWOOD
APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS
AUGUST 1982

I. GENERAL INFORMATION

1. _____ _____
Name of Applicant Firm Date of Request

2. _____ _____
Firm Address Firm Phone Number

3. Names and addresses of all persons who would be obligated as either applicant of guarantor of the bond documents:

Name	Address
_____	_____
_____	_____
_____	_____
_____	_____

4. Names and addresses of the principal officers and directors of the firm requesting the Industrial Revenue Bonds:

Name	Address
_____	_____
_____	_____
_____	_____
_____	_____

5. _____ _____
Applicant's Attorney Phone Number

6. _____ _____
Applicant's Bond Agent/Underwriter Phone Number

7. Estimated Amount of Issue: $_____

8. Number of Years for the Issue: _____

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.

_____
Signature

_____
Title

_____
Date

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

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

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

WHERAS, 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 form 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 becomes 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 the in the best interest of the City.

Passed by the Governing Body this, the 5th day of August, 1996.

Approved by the Mayor this, the 5th 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 public improvements such as streets, stormwater management, etc., associated with the real estate development within the City through the use of Special Benefit District Assessment financing for projects with 100% of the property owners requesting the district to be formed.
- To provide adequate assurance to the City for the repayment of any bonds issued for the 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 of the Final Development Plan for a proposed project, the City of Leawood may facilitate new development by providing for the installation of public improvements upon submission of a valid petition (approved by City staff) of the requisite 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 requisite property owners with a financial guarantee (irrevocable Letter of Credit in such form and by such issuer to be acceptable to the City) equal to 35% of the estimated total cost of the improvements in the Benefit District or equal to five [5] years of estimated principal and interest payments, whichever is greater on any long term debt issued under K.S.A.§ 12-6(a)01 et seq.

The acceptance of Letters of Credit will be that the issuing Bank for a Letter of Credit must be rated with at least three stars by Bankrate.com. The Letter of Credit must then be confirmed from the Federal Home Loan Bank of either Kansas or Missouri.

The issuance of Special Benefit District debt will be considered only for projects when the estimated cost of improvements totals $1.0 million or more.

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. At the time any bonds are issued, if the actual cost is less than the estimated cost, then the financial guarantee may be reduced accordingly. The financial guarantee shall be applied annually to satisfy the principal and interest costs of bonded public improvements of the District should any applicable special assessments not be paid when due.

The financial guarantee may be released upon request of the developer when certificates of occupancy are issued for at least 35% of the square footage of the most recent final development plan approved by the City Council. The City Council, by resolution, may release or reduce the funding or financial guarantee after five [5] consecutive years of timely payments of all property taxes and/or special assessments imposed within the approved Benefit District.

Special Benefit District Assessment financing will not be approved if the petitioner(s) has a financial interest in an existing development that has delinquent property taxes and/or special assessments.

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 initiated by action of the Governing Body [and not by petition].

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.

Pursuant to the City's Debt Policy, the Special Benefit District Debt will be financed with a 10-year level payment amortization term, however, upon approval by the Governing Body, Benefit District debt may be extended up to a 15-year term. In no event will Special Benefit District debt be issued when the cost of the improvements to be financed is less than $1 million.

In general, 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.

If a funding or financial guarantee must be drawn upon to pay any delinquent special assessment(s), then such amount drawn will be applied to any parcel(s) in the approved Benefit District that have not made a timely payment, in accordance with the Johnson County Treasurer's Office. If the funding or financial guarantee amount is insufficient to cover the total delinquencies in the approved Benefit District, then the amount will be applied on a prorated basis and recertified to the County.

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.

REFERENCES
Adopted by Resolution No. 694 [03-18-1985]
Revised by Resolution No. 1518 [04-03-2000]
Revised by Resolution No. 1615 [06-18-2001]
Revised by Resolution No. 2072 [09-02-2003]
Revised by Resolution No. 2222 [05-03-2004]
Revised by Resolution No. 2299 [10-18-2004]
Revised by Resolution No. 3257 [09-08-2009]
Revised by Resolution No. 3761 [03-05-2012]

Transportation Development Districts

The policy regarding Transportation Development Districts [TDD] is addressed in the City's Debt Management Policy. The sections relating to TDD debt issuance is reflected below. For more information, please see the section titled "Debt Management Policy" in this document.

Section 11: *Transportation Development Districts.* The formation of a Transportation Development District [TDD] will be considered by the Governing Body on a case by case basis. The Governing Body will only consider pay-as-you-go [PAYGO] financing funded through a sales tax and/or special property tax assessment. However, bonded indebtedness may be considered by the Governing Body in the case of burying or relocating utility lines. A TDD Project will be initiated by petition pursuant to the TDD Act. The Developer shall comply with all of the statutory requirements of a TDD project. The Developer shall also be responsible for providing a description of the improvements to be financed, a timetable for such improvements to be completed and an itemized listing and estimated total cost of said improvements with the TDD petition. The Governing Body reserves the right to approve any or part of any petition submitted including which costs may be reimbursed, provided, however that in no event shall interest costs be subject to reimbursement from TDD revenues on a pay-as-you-go project. All costs subject to reimbursement from TDD proceeds shall be certified by the City and/or an outside consultant retained by the City prior to any reimbursement payment being made.

Section 17: *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. The term will commence with the imposition of the tax.

The City's Debt Management Policy,
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]
Revised by Resolution No. 3334 [February 1, 2010]
Revised by Resolution No. 3553 [March 7, 2011]
Revised by Resolution No. 3931 [November 19, 2012]
Revised by Resolution No. 4173 [February 17, 2014]

Community Improvement District Policy

RESOLUTION NO. 4570

A RESOLUTION AMENDING THE CITY OF LEAWOOD'S COMMUNITY IMPROVEMENT DISTRICT ["CID"] POLICY AND REPEALING RESOLUTION NO. 3930.

WHEREAS, the Kansas Community Improvement District Act, K.S.A. 12-6a26 et seq. [the "Act"] authorizes the governing body of any city to create community improvement districts ("Improvement Districts" or "CIDs") to enable public financing of all or a portion of certain projects or infrastructure improvements in order to encourage and promote economic development, tourism and community investment within a CID; and

WHEREAS, the Act further authorizes governing bodies, in order to pay the costs of such Projects (as defined herein), to impose a sales tax over and above the aggregate amount of the retailers' sales tax contained in K.S.A. 12-187 through 12-197, and amendments thereto, on the selling of tangible personal property at retail or rendering or furnishing services within Improvement Districts in any increment of .10% or .25%, not to exceed 2.0%, to levy special assessments upon property within such Improvement Districts, to issue special and or general obligation revenue bonds payable from such CID sales taxes and/or special assessments, or to reimburse the cost of the Project pursuant to Pay-As-You-Go financing (collectively, "CID Financing").

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

Section 1. Objectives.

The primary objective of this policy is to establish CID guidelines to enable public financing of all or a portion of a Project. A Project should provide a benefit to the public, strengthen economic development, reduce blight, or upgrade older real estate through exterior redevelopment or rehabilitation. Public financing

may be achieved by levying and collecting a sales tax in any increment of .10% or .25%, not to exceed 1.0% ("CID Sales Tax").

Section 2. Scope.

This policy will apply when an owner or developer of land ("Petitioner") submits a proper petition ("CID Petition") and application to create a CID and/or utilize CID financing to fund approved Projects. The authority and decision to approve a CID Petition is within the sole discretion of the Governing Body. This policy is intended to provide guidelines only, and the Governing Body reserves its right to deviate from this Policy when it deems it to be in the best interest of the City.

The City of Leawood may consider establishment of CIDs, when the Governing Body deems it appropriate for certain Projects. In such case, Projects shall be financed by a CID Sales Tax on the sale of tangible personal property at retail or rendering or furnishing services taxable pursuant to the provisions of the Kansas Retailers' Sales Tax Act, and amendments thereto, within the CID. The City, in accordance with the Act and in addition to and not withstanding any limitations on the aggregate amount of the retailers' sales tax contained in K.S.A. 12-187 through 12-197, may, at its sole discretion, levy a CID Sales Tax within the CID area, all of which may be pledged for pay-as-you-go financing of the verified costs of approved Projects.

Section 3. Definitions.

"Cost" means the definition set out in K.S.A. 12-6a27(f) as amended except as further set forth in this policy. The term Cost does not include: (a) costs incurred prior to CID establishment, (b) a developer's attorney's fees, financial advisor fees, real estate commissions, developer fees and fees paid to consultants representing developers, and (c) interest costs. The term "Cost" may include engineering and architectural fees, environmental and geotechnical consultant fees and other similar due diligence expenses associated with a Project. Costs approved for reimbursement associated with an established CID must be as approved by the Governing Body in a development agreement entered into by and between the Petitioners and the City.

"Pay-As-You-Go" means a method of financing in which the costs of a Project are financed without notes or bonds, and the approved and verified costs of a Project are reimbursed after Project completion or

completion of a phase of the Project as monies are deposited in the CID Fund (defined herein), all as approved by the Governing Body in an agreement between the Petitioner and the City [Development Agreement].

"Project" may include projects deemed eligible under this policy and that are otherwise eligible under the Act. The City reserves the right to exclude otherwise eligible Projects under the Act; determine eligible and ineligible projects, and determine the amount of funding for a Project on a case by case basis.

Section 4. Criteria.

The Governing Body may consider establishment of a CID when it determines it is in the City's best interest and provided that it meets one or more of the following criteria:

1. The Project would attract and promote mixed use development.
2. The CID area has unique site constraints making development more difficult and costly.
3. The Project would substantially promote economic development.
4. The Project would incorporate higher standards for the design and construction of improvements than the minimum requirements under the Leawood Development Ordinance.
5. The Project encourages redevelopment, renovation or rehabilitation of commercial properties.
6. The Project incorporates the construction of public infrastructure.

Section 5. Project Eligibility.

The City of Leawood has determined that CID Financing is appropriate for redevelopment or renovation of existing developments that were built at least twenty (20) years prior to the date of the petition. The 20 year period shall be measured from the date of the first building permit issued for building construction in the development. The following Projects pertaining to such developments, if otherwise qualified under the Act, may be eligible for CID Financing under this policy:

A. Projects within the CID area to acquire, improve, construct, demolish, remove, renovate, reconstruct, rehabilitate, restore, replace, renew, repair, install, relocate, furnish, equip or extend:

1. The exterior of buildings, structures, marquees and facilities;
2. Sidewalks, streets, roads, interchanges, highway access roads, intersections, alleys, parking lots, bridges, tunnels, traffic signs and signals, utilities, pedestrian or bicycle amenities, public transit options, drainage systems, water systems, storm systems, sewer systems, lift stations, underground gas, and water mains and extensions;
3. Parking garages;
4. Streetscape, exterior lighting, street light fixtures, street light connections, street light facilities, and exterior benches, walls and barriers;
5. Parks, lawns, trees and other landscape;
6. Awnings and canopies;
7. Bus stops and other outdoor shelters; and

8. Outdoor cultural amenities, including but not limited to, sculptures and fountains.

B. Within the District, to operate or to contract for the provision of parking lots or garages.

C. The following project types are not eligible for CID financing:

1. Roof installation, maintenance or repair;
2. HVAC installation, maintenance or repair; or
3. General maintenance items.

Section 6. Procedure.

The City shall consider creation of a CID for improvements shown on an approved Preliminary Development Plan after receipt of a completed CID application and petition ("CID Petition) and a fee in the amount of $500. The completed CID Petition and application will be reviewed by the City's staff, including the City Administrator, City Attorney and Finance Director.

A. Application.

At submission of the application to the City for establishment of a CID, the Petitioner shall also provide the following information:

1. Evidence in a form satisfactory to the City of the Petitioner's financial ability to complete the proposed project in a timely manner.
2. Documentation substantiating the Petitioner's sources of funding, including the amount/percentage of equity funding.
3. Submission of a pro forma with project feasibility analysis.
4. Payment of all required fees and compliance with all procedural requirements of the Act and the City's CID Policy.
5. Copy of approved Preliminary Development Plan.
6. Draft of a Development Agreement to be executed contemporaneous with establishment of the CID.

B. Application Process.

The City's staff will first review the application and any supplemental information requested by the City Administrator. The review will determine whether the proposed CID fulfills the criteria and objectives of this policy. If the City Administrator determines that the proposed CID meets the criteria and objectives of the policy, a Governing Body work session will be scheduled to review the CID application for preliminary consideration. If the application is favorably considered, then the Governing Body may direct staff to work with the applicant to prepare a formal petition and resolution to call a public hearing.

C. Petition.

The procedure for Governing Body consideration will be in compliance with the Act and this policy and shall meet the following minimum requirements:

1. **Petition Sufficiency**. It is a goal of the Council that the CID Petition be signed by the owners of 100% of the property within the proposed district. However, if the Petitioner submits evidence that 100% participation cannot be achieved due to extenuating circumstances then the Governing Body may, in its sole discretion, choose to accept the Petition with less than 100% participation. In no case shall the signatures submitted be less than a minimum of owners of more than fifty-five percent (55%) of the land area within the proposed district, and owners collectively owning more than fifty-five percent (55%) by assessed value of the land area within the proposed district as required by the Act.
2. **Petition Submittal Requirements**. The CID Petition must contain a description of the following:
    a. The general nature of the Project;
    b. The estimated cost of the Project, supplemented by a preliminary budget describing each element of the Project proposed to be paid for by CID Sales Tax;
    c. The proposed method of financing the Project;
    d. A statement that there will be no assessments;
    e. The proposed amount of any CID sales tax; and
    f. A map and legal description of the proposed District.
3. **Public Hearing Procedure.** The City may, at any time, request such additional information as it deems necessary and appropriate. The CID Petition and Resolution calling for a public hearing will be placed on a Governing Body agenda, after approval of a final development plan for the property [and may be heard on the same agenda].

    After review of a completed CID Petition and accompanying information by the City staff, the Governing Body shall, by resolution, direct and order a public hearing on the advisability of creating such Improvement District and the construction of such Projects therein. Such resolution shall direct that notice of the hearing be given by publication at least once each week for two (2)

consecutive weeks in the official City Newspaper and by certified mail to all property owners within the proposed Improvement District, with the second publication to be at least seven (7) days prior to the hearing and such certified mail sent at least ten (10) days prior to such hearing. The notice of public hearing shall contain the following information:

1. The time and place of the hearing;
2. The general nature of the proposed Improvement Project;
3. The estimated cost of the proposed Improvement Project;
4. The proposed method of financing the costs of the Project;
5. The proposed amount of the CID Sales Tax;
6. Notation that there will be no assessments; and
7. A map and legal description of the proposed Improvement District.

A copy of the notice shall also be made available on the City's website.

4. **Governing Body Findings.** After the Public Hearing is conducted on the proposed CID, the Governing Body shall determine the advisability of creating an Improvement District in accordance with section 7 below, setting forth the boundaries thereof, authorizing the proposed Projects, approving the maximum Costs thereof and approving the method of financing the same. Such determinations will be made by adoption of an ordinance. Any approved CID Sales Tax will be approved by separate ordinance.

Section 7. Consideration.

The Governing Body shall review and evaluate each CID Petition on its merits which may include, but not be limited to the following factors:

1. The Petitioner's history of timely payment of property taxes.
2. Whether the CID meets the criteria stated herein.
3. The total development costs and investment, including estimated Project costs for which public financing and CID financing is sought;
4. Sources of funding, including the amount of equity funding in comparison to CID financing;
5. Similar experience and financial stability of developer or owner;
6. Whether or not tenants for the Project are in place and the nature and quality of the tenants;
7. Economic competition the Project has and is expected to have in the future;
8. The amount and purpose of the funding request, including the percentage of funding for capital costs and public infrastructure costs;
9. Strong consideration will be given to Projects which add to and diversify the Leawood tax base as well as Projects which would provide an extraordinary or particularly unique community-wide economic opportunity. Evaluation criteria to be used in determining economic benefit to the community shall include, but shall not be limited to, consideration of the amount of capital investment and a determination of whether the proposed Project enables

the development and location of new products, services and amenities in the City rather than the relocation of existing City businesses.

10. The Governing Body will give strong consideration for a CID that will be located in a targeted area for economic development or redevelopment, has specific site constraints making development more difficult or costly, or is considered in need of rehabilitation in some way.
11. The City may require higher standards for the design of improvements and materials used in making improvements within a CID. Preference will be given to businesses that practice sustainable design practices, including but not limited to, energy efficient construction, use of recycled materials, use of native and drought-resistant landscaping, and conservation of natural hydrological systems. The proposed use must be clean, nonpolluting and consistent with all City policies, ordinances, and codes. The Governing Body may require additional stipulations or revisions to the approved Final Development Plan.
12. All Projects should be consistent with the City's Comprehensive Plan, street improvement plans, approved Preliminary Development Plans and any special established corridor plans. The City will consult these plans for consistency prior to the City approving any proposed CID. Preference will be given to Projects which enhance pedestrian, bicycle, or public transit options. If a Project requires a rezoning in addition to any rezoning required within the CID, the Petitioner shall demonstrate the Project's compatibility with land use, capital improvement, and other relevant plans of the City.
13. Preference will be given to those projects which bring the existing development into compliance with the City's current Leawood Development Ordinance.

Section 8. Term.

The Governing Body shall review the financial feasibility of each CID and shall use this information in determining the appropriate term of the CID which may be less than the duration allowed by the Act. The CID Sales Tax shall expire on a date approved by the City, but no later than 22 years from the date the state Director of Taxation begins collecting such tax or when the pay-as-you-go costs have been paid, whichever comes first.

Section 9. Financing.

The cost of all or a portion of any approved and authorized Project shall be financed by pay-as-you-go financing based on CID Sales Tax within the Improvement District.

After review and prior to presentation of the CID Petition to the Governing Body, the staff will work with the Petitioner on a Development Agreement which shall be presented to the Governing Body for consideration, contemporaneous with the CID Petition. The Development Agreement must be executed prior to or simultaneously with the creation of the CID and shall address the recommended method of financing, approved Projects and approved Costs, the feasibility of the Project, and other terms the City deems appropriate.

Section 10. Project Funds.

A separate fund shall be created for each CID ("CID Fund") and such fund shall be identified by a suitable title. CID sales Tax receipts shall be credited to such fund. The CID Fund shall be solely used to pay the approved and verified Costs of the Project. Reimbursement of approved Costs may only be made after a certificate of completion of the Project or phase of the Project has been issued by the City.

In the event moneys remain in the CID Fund after the expiration of the CID Sales Tax, such moneys shall continue to be used solely to pay the Cost of the Project. Upon payment of all Project Costs, the City has the authority to terminate the CID and spend any moneys remaining in such fund for the purposes which local sales tax receipts may be spent.

Section 11. Fees.

When submitting its application, the Petitioner shall pay a non-refundable application fee in the amount of $500 to cover City expenses associated with reviewing and processing the CID Petition. The City may also require the Petitioner to submit a retainer or enter into a funding agreement to finance costs incurred by the City for additional legal, financial and/or planning consultants; for direct out-of-pocket expenses and for other costs relating to services rendered for the City to review, evaluate, process and consider the CID Petition.

The Petitioner shall also be responsible for paying an annual administrative fee to cover the cost of monitoring and administering the CID in an amount not to exceed 2.5% of the total approved amount of CID revenues received by the City from the State Department of Revenue each year which shall be deducted from the Project Funds each year.

Section 12. Criteria and Adjustments.

A. **Projected Payoff**. The total amount of CID assistance provided for projects will be based on the economic payoff expectations of the Project and the Project's significance to the community. In general, the goal for Projects would be a 10-year payoff. Longer periods may be considered up to the maximum statutory payoff period of 22 years from creation of the Improvement District if a determination is made that the Project is of community-wide significance.

B. Developer Contribution & Cost Allocation. Each Petition should include evidence that the Petitioner or someone on Petitioner's behalf will do the following:

1. Have the financial ability to complete and operate the Project,
2. Will meet at least one of the following private financing thresholds: (a) provide private financing of at least twenty-five percent (25%) of the total cost of the Project [exterior improvements]; or (b) provide private financing of at least fifty percent (50%) of all work being done on a redevelopment project, including interior renovation. Projects with equity or private financing contributions from the developer in excess of the percent required above will be viewed more favorably,

C. Project Completion. The City will require satisfactory assurance that the Project will be completed in a timely manner in accordance with the Development Agreement.

Section 13: Resolution no. 3930 is hereby repealed.

Section 14: This resolution shall become effective upon passage.

PASSED by the Governing Body this 15th day of February, 2016.

APPROVED by the Mayor this 15th day of February, 2016.

/s/ Peggy J. Dunn
Peggy J. Dunn, Mayor

[SEAL]

ATTEST:

/s/ Debra Harper
Debra Harper, CMC, City Clerk

APPROVED AS TO FORM:

/s/ Patricia A. Bennett
Patricia A. Bennett, City Attorney

REFERENCES
Adopted by Resolution No. 3816 [06-04-2012]
Revised by Resolution No. 3930 [11-19-2012]
Revised by Resolution No. 4570 [02-15-2016]