

City of Leawood
Planning Commission Work Session
April 10, 2018
2019-2023 Capital Improvement Program

Planning Commission Members in Attendance: Strauss, Hoyt, Block, Coleman, Levitan, Pateidl, Stevens, and Elkins. Absent: Stacey Belzer.

Planning Staff in Attendance: Mark Klein, Richard Coleman, Jessica Schuller, Ricky Sanchez, and Debbie Brenner

Other Staff in Attendance: Dawn Long, Finance; Marcy Knight, Legal; David Ley, Public Works

Chairman Elkins: Before we get started, do you have an introduction you would like to make this evening, Mr. Coleman?

Mr. Coleman: I hadn't planned on one, but I'm glad everyone is here for the Capital Improvement Program discussion. David Ley is the new Public Works Director, if you weren't aware of that. Dawn Long is the Finance Director. If you have questions about the Capital Improvement Plan, we'll all do the best we can to answer them.

Chairman Elkins: I was actually thinking about Ms. Knight because I think this is the first meeting she has attended.

Mr. Coleman: I wasn't aware of that.

Ms. Knight: It's my second at the most.

Chairman Elkins: Do you care to share with us a little of your background and what your role will be with the city?

Ms. Knight: I've worked for the city for 3 ½ years. I was hired as an Assistant City Attorney and Prosecutor, so my forte is more criminal. I advise the Police Department and do all the prosecution. I do attend the BZA meetings, so I cover that aspect. I work on general ordinances with Patty.

Chairman Elkins: Thank you. Welcome. With that, I asked Mr. Ley in advance to give us a little introduction to Capital Improvement Plans 101 and explain our role in the process before we get to the specifics.

2019-2023 Capital Improvement Program

Mr. Ley: Hopefully everyone has had the opportunity to look through their CIP. I'll give you a brief overview. Then we can go through the tabs, and if you have questions on specific projects, we can answer those. The Capital Improvement Program is a five-year document used by the city to identify Capital Improvement Projects and coordinate the financing and timing of projects. It is updated annually to coincide with the budget. Projects can be reprioritized at that time. It is developed in the context of the city's five-year expenditure and revenue forecast.

A project should exceed \$100,000 in cost. Financing options are pay-as-you-go or debt financing. Examples of projects are roads, bridges, storm sewers, facility construction, park improvements, and land acquisition.

The guiding documents of the CIP process include the Parks Master Plan, Pedestrian and Bicycle Master Plan, Impact Fee Programs, and Regional Transportation through Mid-America Regional Council (MARC). Staff reviews current needs and available funding sources. This includes internal discussions on priorities, schedules, and funding as well as maintenance and other requests. The Planning Commission reviews projects and makes recommendations to City Council from a professional planning perspective. Projects must receive City Council approval. Leawood is mostly built out, so it is mostly maintenance projects. Olathe may have tracts of land that don't have sanitary sewer or water, so the CIP would identify when the areas would have utilities. That is where we are today. Planning Commission can review and make a recommendation to City Council. That will be at the next Planning Commission meeting and go to City Council for approval.

Chairman Elkins: You mentioned the Parks Committee. What other citizen input has there been, aside from ours?

Mr. Ley: We have the Public Works Committee that has citizens, and then the Stormwater Committee has citizens, also, along with City Council members. We have these public meetings, at which any of the public can come forward and make comments.

Chairman Elkins: Does the Parks Board participate as well?

Mr. Ley: I'm not sure.

Ms. Long: They don't review the CIP like you do.

Mr. Ley: Do they make recommendations for projects, though?

Ms. Long: Through the Parks Director, Chris Claxton.

Mr. Coleman: We have a meeting to talk about trail improvements, park playgrounds, ball fields, pools, and that sort of thing. They would do that and then she would bring it forward.

Comm. Coleman: Since you have three former members of the Parks Advisory Board, we do talk about projects. For instance, tennis courts have been in here, and they seem to

be an annual type of thing as well as redoing some of the trails. There is input; it is just not as formal.

Chairman Elkins: Thank you.

Mr. Ley: For CIP funding, there is a direct correlation between the sound capital planning and favorable bond ratings. Dawn does a great job with that. A realistic CIP demonstrates the city is able to exercise control over expenditures. Some of the funding comes from gas tax and sales tax as well as two different areas from Johnson County. One is the Stormwater Management Advisory Committee (SMAC), who was funding 75% of flood control projects. They are looking at modifying their funding, so now they will do some flood control at 50% and also fund maintenance projects for stormwater. The other is County Assistance Road System (CARS). We utilize that on the arterial programs for the mill and overlays. They will fund 50% of the project. Mid-America Regional Council (MARC) offers federal grants for transportation. We have impact fees from 135th Street Corridor, South Leawood Transportation, Street, Art, and Park fees.

In the 2019-2023 CIP, the first two tabs are Assumptions and Debt Management Policy. The first sheet talks about the biggest changes from last year's CIP to this year's. The first change is that Governing Body now wants to bury power lines along arterials, so we added that to two projects this year. On Mission Road, we will bury the power lines between 92nd Street to the south side of Cure of Ars. We also will bury the power lines on Mission Road from 119th to 127th Street.

Comm. Levitan: What is driving that?

Ms. Long: It is one of Governing Body's goals to get everything buried along the arterial and collector streets.

Comm. Levitan: Is there going to be a push for residential lines to be buried at some point, too?

Mr. Ley: Not in the foreseeable future at the cost to bury power lines.

Ms. Long: The reason they're looking at these now is these can be bonded; the residential streets' burial of power lines cannot be bonded. Under the same state statute, there may be other ways to get to that point, but we haven't gotten that far yet.

Comm. Pateidl: Has there been a good reason or any reason put forth as to the need for immediacy of this? This wasn't even a twinkle in anyone's eye last year.

Mr. Ley: We had two projects this year. One was the sidewalks along Mission Road, and Governing Body wanted to get the power lines buried. We had to relocate the power lines in order to build the sidewalk. At that point, they asked about the difference in cost to bury those lines. It is a similar situation on Mission Road from 119th to 127th. We are adding a sidewalk from 123rd and 124th, so we have to relocate the power lines. Since we need to relocate, we are burying them. Then, going forward, we will plan that ahead.

Comm. Pateidl: That makes sense. It just seems like this came totally out of the blue. When you say it is in conjunction with road programs, I wasn't thinking sidewalks. I couldn't imagine what a mill and overlay project would do to assist in the burying of power lines. Maybe some clarity in there would be good. It really struck me as strange that it came out of the blue so quickly.

Mr. Ley: We've buried power lines along 135th Street from Nall to Fontana, on Nall from 151st to 135th, and on 143rd Street from Nall to Windsor.

Comm. Pateidl: The city did that, or the developers?

Mr. Ley: The city did Nall and 143rd Street.

Mr. Coleman: On occasion, we have new developers on arterials who sign a statement that they will not oppose a Benefit District in the future so that the city can come in at a future date and bury the lines.

Chairman Elkins: Will this cover the power lines near the shopping center at 95th and Mission?

Mr. Ley: We are going to the north side of Ranchmart. When Ranchmart comes in, it will have a location to begin. It will not go south partly because when Ranchmart comes in, they will have islands for parking. They will need to have switchgear transformers for KCP&L. Since we don't know where the islands would be, we would not know where to place the facilities.

Chairman Elkins: My recollection was the developer for Ranchmart was vociferously opposing a condition that required them to bury the power lines. Did that requirement make it through the entire process?

Mr. Coleman: We're in discussions with them about that. I think they're somewhat interested in pursuing that at this point. We haven't gotten to any details yet, but they're taking a new look at the CID for Ranchmart, which would include burying the power lines.

Chairman Elkins: You answered my question. We're not doing this for them; we're still expecting the developer to do that.

Mr. Coleman: That is correct.

Comm. Strauss: What percent of the city's arterial power lines will this complete over the five-year period?

Mr. Ley: I don't know the percentage, but over the next five years, Mission Road from 119th all the way to 143rd will be buried; 83rd Street along the entire corridor will be

buried; 89th Street, 95th Street, and 123rd Street will be buried. That leaves College from Tomahawk to Nall, 103rd Street and State Line Road, so a significant number of streets in North Leawood will be left.

Comm. Strauss: Would you guess this will complete less than 50%?

Mr. Ley: The first five years will complete less than 50%. This will be an ongoing program for probably 15-20 years.

Comm. Strauss: Is the intention to continue it?

Mr. Ley: Yes. Mission Road from 143rd to 151st would be buried when the street is widened, and the same with 151st Street. Those may be further out. I think 151st Street is in 2029.

Comm. Strauss: Out of curiosity, will this reduce outages?

Mr. Ley: It could, but most of the long-term outages are really the power lines that are knocked down in the rear yards. It takes a long time for KCP&L to get back in those rear yards. The first downed power lines they respond to are the ones along the arterials.

Comm. Levitan: Aesthetically, it will be a huge improvement because some of those trees are so warped.

Mr. Ley: We can move on to Tab 3 if there are no questions. That lists the projects. The first spreadsheet is a list of Public Works projects, and this one goes from 2018-2030. It lists the total project costs. I'm happy to answer questions on any of the projects.

Comm. Pateidl: I'd like to have some discussion on the stormwater improvements. There is a comment made in conjunction with the introduction of the projects that it is to be done in conjunction with the street programs. What does that really mean?

Mr. Ley: From 119th to 127th Street, Mission Road has metal pipe. Is that what you're referring to?

Comm. Pateidl: Yes.

Mr. Ley: While we're doing the street improvements this year, we will be removing and replacing all the metal pipe on Mission Road. We did that last year with Roe Avenue from College to 119th Street.

Comm. Pateidl: This isn't tied to the Residential Street Program at all?

Mr. Ley: No; the Residential Street Program is up north. That storm sewer up north is all concrete.

Comm. Pateidl: I can certainly appreciate that you would be replacing the pipe when you are widening Mission Road or 143rd Street, but what has me perplexed is that this project was first introduced by a motion from the Governing Body in 2013 with a concern that the life expectancy of this pipe was 25 years. Originally, this project was going to be turned over at a rate of \$5 million per year for seven years, to be completed by 2023. As it is now, \$3 million every other year is going to push this work out to the year 2040 before it's completed. There is no allowance for inflation in construction cost or financing cost during that period of time 22 years from now, and there is no identification of what we're going to do, other than we intend to spend \$35 million on fixing some of that stuff. We have no priorities. The picture of one of the pipes is already showing it to be crushed in. Candidly, I get a little concerned about being too focused on numbers and not enough focused on public safety. Who knows where these other street projects are going to be for us to do this in conjunction or if it's even going to come close to fitting this plan? As it relates to one of our opening comments, the purpose of the Planning Commission is to review this plan from the perspective of professional planning. It doesn't feel that way to me. It feels like we're pushing numbers and not projects.

Mr. Ley: We are prioritizing the storm sewer. The first two years of the program, we are obtaining Johnson County SMAC funding, so they're paying for 75% of the project. Some of those costs are not really included as far as long-term costs and financing costs. We didn't include being able to obtain any of that funding through Johnson County. We're planning on being able to use 75% this year, and then in upcoming years, they're going to start funding maintenance projects, which would be metal pipe replacement at 50%. We are looking at replacing the worst storm sewer lines first.

Comm. Pateidl: What have we done to assure ourselves that the worst pipe we have is on 143rd Street, which is supposed to be done in 2019?

Mr. Ley: That doesn't have any metal pipe. Metal pipe is between 119th Street and 133rd Street. It was installed in the mid-'70s and mid-'80s. Prior to that and since that time, all we have is concrete pipe.

Comm. Pateidl: I don't see any road projects in here that would fit in that location.

Mr. Ley: This year's project is Mission Road from 119th to 127th Street.

Comm. Pateidl: On my schedule, it says Mission Road from 133rd to 143rd.

Mr. Ley: That's in the future projects. Tab 6, Pay-As-You-Go Arterial Street Program shows Mission Road from 119th to 127th Street with televising, curb, and storm sewer.

Comm. Pateidl: What you're saying is that you can give us assurance that we've done inspections on these pipes and that those pipes that are in desperate need of being replaced are receiving the priority? If we hold to this schedule, some of those pipes are going to be over 55 years old by the time we get to them. It's mind-boggling to me.

Mr. Ley: We do televise those lines more frequently than metal pipe. If they spot issues with them, they start televising them more frequently. If we had a collapsed pipe, maintenance crew would go in and do a point repair on that section of pipe to be able to keep it going. If we need to keep that pipe in place for ten years and it's not on the schedule for ten more years and is just one section, we would go in and repair that one section. We do televise every five years on the storm sewer pipe.

Comm. Pateidl: Every five years on a pipe that's already beyond its life expectancy. As far as a personal feeling, I object to the fact that we've extended it out to the extent that we have. If we're going to spend \$13 million burying power lines that are fine, effective, and non-threatening to public safety over the next five years and \$9 million, in theory, on pipe that is beyond its life expectancy, to me, I'm wondering whether our overall priorities are correct and if there is a message to go to City Council. At least, that's my opinion on it.

Mr. Klein: This will go the Planning Commission on April 24th for formal recommendation. The Mayor will listen to all the minutes. Anything said on the 24th will be incorporated and will go on to Governing Body as well.

Comm. Pateidl: To the best of my knowledge, this is the only meeting as a Planning Commission where we have an opportunity to express ourselves as far as review is concerned. Taking advantage of that or at least meeting the responsibility as I perceive it and as it is identified in the plan, I made my comments.

Comm. Strauss: To follow up, even though it's only five years, you're assessing the system. Even though they may be very old, they're still functioning.

Mr. Ley: They're still functioning. There are varying levels. We have some large pipe that has rusted inwards. We're going to go in there with crews, flow fill and put concrete back down in the channel bottom in order to continue the pipes' lives. There are things we are proceeding with, whether it is patching the pipe or trying to make temporary repairs to it to keep it going.

Comm. Strauss: What is the downside? I can understand pipes are bent in; there is loss of capacity of flow. What about leakage of storm sewer if there are cracks and other things?

Mr. Ley: Again, if we're getting erosion underneath the pipe, it's an issue. If it's collapsed, we get sinkholes above it. That's an issue.

Mr. Coleman: Governing Body has a goal to hold the mill levy as it is. That is one of the reasons that stuff gets stretched out and not all done in a short period of time. It is so the city can handle the financial amount over a period of time without having to raise people's property taxes.

Comm. Pateidl: Realistically, shouldn't we include something for increased construction and borrowing costs so there is a true picture? If you're going to spend \$35 million from

2018 to 2023, you're going to get a lot more done than if you're going to spend \$35 million from 2018 to 2040. There is an additional cost that will go along with that. Regardless of what the mill levy is at the moment, the impact of that on the long-range cost to the city would be substantial, I believe, if we really put the money out from the budgeting point of view and are realistic.

Mr. Ley: Getting the funding from Johnson County will help, too. That funding doesn't start for maintenance until next year at the earliest.

Comm. Pateidl: That is something new which is great. We can use those amendments with what we believe is going to happen. I just feel like there's a falsity in the expression of what the total cost of taking care of the total problem will be, and it's not just going to be when we get through spending \$35 million because we're not going to quit then.

Ms. Long: I think this is probably looking at it more like the Residential Street Program, where we just designate \$3 million every other year to be spent until the project is complete. You're right; it is stretching it out, but it also allows us not to have to put in an inflation factor for outer years. It just stretches the project out longer.

Comm. Pateidl: That is more my point that this whole plan is being pushed by the numbers and not by the need.

Ms. Long: In the outer years, it is, but we look at this every year and evaluate. If David were to come to us and say that he's got failing pipe and needs more than \$3 million, the Council would look at it. This isn't set in stone; it's just a guide for the years going out.

Comm. Pateidl: Okay, if that's professional planning. I'm off my soapbox.

Mr. Ley: Are there any other questions on the Public Works projects?

Comm. Hoyt: I'll ask one to follow up on Jim's line of questioning. What is the total estimated price of this stormwater/sewer project?

Ms. Long: \$35 million.

Comm. Hoyt: We're saying it's going to be more than that. I'd just be curious to see the projection of what that would be under the assumptions you are using. That might be an interesting number to present to City Council to say that even though it was budgeted at \$35 million, we're doing it on a basis of \$3 million every other year, so in reality, inflation and other factors increase it.

Mr. Ley: We can probably look at that next year when the county develops their maintenance program and their funding so that it can determine how much we can obtain from the county. That will really impact it. Currently, we're discussing doing a 50% match.

Comm. Hoyt: Which, theoretically, ought to more than offset the overall increase in the price of the project.

Mr. Ley: This year, we're replacing \$5 million in metal pipe, and it's only costing the city \$3 million. One of the projects is being funded by the county, so we are jumping a little ahead at the beginning. Going forward, we're hoping to be able to obtain that batch for the future projects.

Comm. Pateidl: That match has come into place since 2013 or 2016 when this was originally established?

Mr. Ley: That is correct. They were going to begin doing that probably next year. They are discussing it right now. Currently, all they've fund is flood control projects. They're looking at doing maintenance projects also.

Comm. Levitan: As far as you can tell in the foreseeable future, concrete is the solution?

Mr. Ley: That is the best solution. On some situations, we will do Insituform or place a line inside the metal pipe, and it just cures in place. That way, we don't have to excavate. If we have a storm sewer line that is 5'-10' from the foundation, instead of digging down and exposing the foundation, we would just repair it.

Comm. Block: At 151st and Mission, should the temporary improvement with the turn lane be listed?

Mr. Ley: That's coming out of the funding for the South Transportation Impact Fee.

Comm. Block: It shouldn't be listed?

Mr. Ley: It is included on Page 50. The project is 151st and Nall, east city limits and is \$541,000, and \$288,000 was added to the project.

Comm. Block: It's all included with the mill and overlay?

Mr. Ley: Correct.

Comm. Block: On Page 20, there is a reference to using that impact fund for 143rd Street. Is it getting double-dipped?

Mr. Ley: It's a different fee, I believe. That's going to be the Street Fee for 143rd Street.

Comm. Block: We approved that report at the last meeting, and I thought there was only \$300,000 total. You're saying they are two different funds?

Mr. Ley: We have the Street Fee, which is currently \$311 per linear feet of right-of-way adjacent to an arterial street. We also have the South Leawood Transportation Fee.

Mr. Klein: That was separate from the reports that you got.

Comm. Block: There's another fund. I thought the South Leawood Transportation Impact Fee was the \$300,000 that's going toward 151st and Mission, but it is not.

Mr. Ley: The South Leawood Transportation \$288,000 is going to 151st and Mission. The Street Fee, which is the fee per frontage is a different fee. When the developer pays that, it gets earmarked for that roadway.

Comm. Block: I just thought there was one pot. I didn't realize there were two pots. Then going back to my time on the Parks Advisory Board, I thought the north pond on Tomahawk Creek had a leak and some engineering was commissioned. I don't see anything to fix that, and I see it's pretty low right now. Is there any plan to fix that?

Mr. Coleman: I don't want to speak for Parks, but my understanding is they have not been able to identify the reason that one pond stays low.

Comm. Block: It just is what it is. How about relocation of the Parks Maintenance Facility? I didn't see anything called out for that.

Mr. Ley: We are working to see how much funding will be reimbursed for the building, and then the decision will be made where to move.

Comm. Block: That won't happen at all in 2018, then?

Ms. Long: I'm not sure what the timing is on FEMA. It's possible we won't receive any funds from FEMA until 2019. I don't know where the City Administrator is in looking for alternatives for them. Right now, we have them in different areas of the city, and it's functioning for right now.

Comm. Block: It doesn't make sense to have a long-term placeholder for them? You just don't know how much it is and that's why you can't have one?

Ms. Long: I think he's got some money set aside actually in the General Fund, but he doesn't have anything on here because we don't have any estimates yet as to what it will cost.

Comm. Hoyt: I'm looking at the Parks Master Plan Project on Page 55. Toward the bottom, it talks about unfunded projects to be prioritized by the Governing Body. Over what period of time would you contemplate those would be prioritized?

Ms. Long: In the CIP document, the Parks Department has been getting so many dollars per year going out to 2026. They've been given right around \$1 million. The Parks Board prioritizes what they feel needs to be done first, and then it comes to City Council, and

they may shift that if they feel it's necessary. I don't have any idea how far out the Parks projects will go.

| Comm. Coleman-Block: The unfunded projects are kind of a wish list.

Comm. Hoyt: They just keep being added to?

Ms. Long: As funds become available. Their money is pretty dedicated, as you can see.

| Comm. ColemanBlock: Those tennis courts have been on there for 5-6 years and keep getting pushed back. Depending on the needs, the projects get moved.

Comm. Hoyt: I know the storage building for the Amphitheatre and some of the other things at Ironwoods have been there forever.

Ms. Long: They do look at these every year. They may have something they schedule two years out but really feel like it needs to be done now, so they'll move stuff around. Looking at the latter years, they don't even have projects assigned to some of these dollars.

Comm. Levitan: You may not be able to answer this, but I assume the park at 96th and Lee will be roughly the size of Brook Beatty.

Mr. Coleman: It is quite a bit bigger. It will encompass everything but the new Fire Station.

Comm. Levitan: The footprint of the Fire Station is going to grow, right?

Mr. Coleman: There will be a Fire Station, yes.

Comm. Levitan: I assume it will be a much bigger facility.

Ms. Long: They're looking at a three-bay facility.

Mr. Coleman: It will be bigger than the old one.

Mr. Ley: The Fire Station is on Page 19. The plan is to start construction middle of next year.

Comm. Block: On Page 41, I noticed the Fire Station Replacement Project says it's going to be completed in 2019.

Ms. Long: The cell tower lease goes through May, 2019, so they'll start construction immediately after the lease is up.

Comm. Block: This says it will be completed in 2019.

Ms. Long: That would be ambitious.

Comm. Levitan: Who's on the tower now?

Mr. Coleman: T-Mobile and somebody else. It might be Verizon. We notified them a couple years ago that they're going away. We haven't heard anything from them.

Comm. Levitan: They haven't come in with an application for something else?

Mr. Coleman: They came in to inquire about extending the lease, but that was not an option.

Comm. Stevens: This may be a little too detailed. As far as the estimating on some of these costs, the residential street reconstruction in Year One is one of several projects that have a cost that is roughly the same at \$300 per linear feet of reconstruction. In Phase Three, it's a similar case. It is more expensive per same amount of roadway reconstruction. It is averaging \$450. The Year Two costs seem to vary quite a bit. Maybe there is some individual reason on these streets. The cost of 101st and Pawnee is \$1,500 per linear feet.

Mr. Ley: We'll have to look at that spreadsheet.

Comm. Stevens: I just didn't know if these were individually estimated based on condition or what the work might entail.

Mr. Ley: We just finished up a program last year, and so we'll look at what that cost is per foot since we're doing a couple thousand feet. We just use that for all the streets coming up at whatever the linear feet is. We'll look at that price.

Comm. Stevens: The Howe Drive one is abnormally low. Again, it was interesting. Is the cost inclusive? Is it based on inflation?

Mr. Ley: Some may have storm sewers, so if there are more storm sewers in the neighborhood, we'll add more money to the project to cover the storm sewer. Are there any other questions? We didn't really talk about Tab 6. That is the Pay as You Go Program. That is where we get into the Arterial Street Program. Every 10-12 years, we try to overlay an arterial street. We utilize CARS funding, or if we have projects with adjacent cities, we'll get into cost sharing. When we do these cost estimates, we also look at the Bicycle Plan. In 2019 and 2020, the plan is to add 2' to the width of Lee Boulevard to add bike lanes.

Mr. Coleman: Is that 2' on each side?

Mr. Ley: Just on one side, or it could be 1' on either side. It will probably be 2' on one side. Then on Tomahawk Creek Parkway, we are also looking at adding bike lanes in

2023. On Page 53, is the 1/8 cent sales tax for storm projects. The tax ends in June, 2021. We are pretty close to filling up all the funding up until that time with projects. With the past storms, we've added the potential for a \$2 million in 2020. We're hoping to get Johnson County SMAC funding for that. We're currently in the middle of a study for that project. We have another project at 8100 Overbrook that just came to us a couple weeks ago from the Stormwater Committee. That's proceeding forward through the county to try to obtain funding.

Comm. Stevens: I have a question on Page 34. It's the only project page that had the highlighted inflation factor. Do the others not have inflation? Is there a reason that was highlighted?

Mr. Ley: On the overhead power lines, I included a bit of cost inflation when I did the estimate just in providing the cost to Finance.

Ms. Long: The residential streets, once again, are a flat dollar amount, so we don't put an inflation factor in there; we just have a certain dollar amount to spend.

Mr. Ley: And if we're projecting that project out five years, we just look at reducing the number.

Comm. Stevens: The individual costs, like you said earlier, might have inflation built in versus an add-on inflation at the top.

Mr. Ley: That's all I have unless there are other questions.

Chairman Elkins: On Page 51 with the Arterial Street Program, the bar graph at the bottom drops off after 2019. What is that graph telling me? Is that the expenditure by program year? There's a percentage of how much Leawood is funding. The bar itself is the total cost. Is that what it's telling me? In 2018, for instance, it is around \$4.5 million, and 64% of it is funded by Leawood. What do you want me to take away from that?

Mr. Ley: The program cost is \$1.8 million in 2018.

Chairman Elkins: What is the bar graph on the bottom of Page 51 telling me?

Comm. Hoyt: On Page 50, it says that the annual total on the Arterial Street Program is \$4.5 million. The \$4.5 million probably is accurate. The question is what the 64% means.

Mr. Klein: Is it just subtracting out the CARS?

Chairman Elkins: Where was the \$1.8 million you were talking about?

Mr. Ley: The program costs for the Arterial Program in 2018 is \$1.8 million.

Ms. Long: I'll have to ask Kathy about that. I'm not sure what that is.

Mr. Ley: It looks like it takes the funding from partner city, which is \$1.4 million for this year, and then the program cost is where it's shown as 64%.

Comm. Hoyt: Program cost means what you're actually going to pay out of city money.

Mr. Ley: Out of the Arterial, but there is also \$843,000 that will come out of the Metal Pipe Program.

Comm. Hoyt: Yes, but the estimated cost is \$4,510,595 for 2018. I guess the question is the clarity of what you mean by estimated cost versus program cost.

Chairman Elkins: I don't mean to hold this up tonight. Maybe just take a look and tell me in a sidebar. I'm trying to understand what that graph is trying to tell me.

Ms. Long: The 64% in 2018 looks high.

Comm. Hoyt: It actually almost looks inverted, so the 64% is what other folks are paying.

Ms. Long: It does look that way. We're pretty consistent down the row on what the city's program cost is. It's a little higher in 2018 but not much. We'll get that corrected.

Comm. Levitan: When Prairie Village did their street upgrade on Mission, they put in LED lights from 75th to 95th. The difference is apparent between the older lights and newer lights. Are there any plans to upgrade?

Mr. Ley: When we bury the power poles from 92nd to Cure of Ars, we will have to put up new street light poles, and that's included in the project. The others are leased from KCP&L. We still pay them a flat fee for the electricity, and they are on the power poles. At this point, with the power poles where they are, we would not be able to put street lights on Mission Road until we bury those power lines. That will be down the road.

Comm. Levitan: It makes a big difference from a visibility standpoint.

Mr. Ley: We do that on our residential street reconstruction. We put LEDs up. If you're in the area of 92nd Terrace off Mission Road and you go back to Wenonga from 91st to 93rd, you'll see LEDs on those streets.

Chairman Elkins: On the art projects on Page 56, generally speaking, are those plots the all-new plots, or does the city have new plots? For Walking Woman, is site prep all-inclusive in this \$115,000, or are there city expenses toward art projects that aren't included? Is this essentially the acquisition?

Ms. Long: I think that includes the site prep. It says under the project name that it does include the site prep.

Chairman Elkins: That's generally the case that all the site prep gets paid out of the Art Fund fee?

Ms. Long: Yes.

Chairman Elkins: It's a little bit of an outlier there and up to the Arts Commission to figure it out. It's interesting that we're spending \$367,000 in 2018, and it drops down to about \$100,000 a year after that.

Ms. Long: I think some of that has to do with the fact that they've had difficulty finding art that they felt was the right piece.

Chairman Elkins: It's all coming to fruition here.

Comm. Levitan: I assume it would depend on the level of development, too.

Ms. Long: You mean where it goes?

Comm. Levitan: And the budget for it.

Chairman Elkins: They note down in the footnote that the Art Impact Fee Fund is currently at about \$800,000, and by the time it is done in 2019, it will be down to \$275,000. It's fine; I'm not being critical. My eye is drawn to the big spike in 2018. I'm curious for you folks who were on the Parks Committee, are the financials for Ironhorse Golf Club even? There are a lot of entries in this CIP for the golf course.

Comm. ColemanBleek: The problem is the golf course is run by another committee. Parks and Rec has no oversight.

Chairman Elkins: I should have known.

Comm. Stevens: A lot of those improvements were needed, and with the new addition, the revenues have been coming in better.

Ms. Long: In 2017, we had additional revenue of about \$115,000. We're hoping that with this year being a complete year and our advertising, we can get some revenue built up.

Chairman Elkins: Is the hope that it's revenue-positive, or is the goal to be revenue-neutral?

Ms. Long: The hope would be to always be positive. It may take several years.

Mr. Coleman: It should be a revenue source. The one we did in Kansas City funds three other golf courses. It makes most of the money in the system. Having those banquet

facilities is a big deal financially. Golf courses have a hard time making money just off rounds and selling merchandise that they sell. Having a banquet facility is a big deal.

Comm. ColemanBleek: Also, the golf course was turning away tournaments because they didn't have a facility big enough. They weren't making money bringing in the rounds, and they weren't bringing in money from the banquet facility for the tournaments.

Chairman Elkins: This is for my own edification. I'm curious about a Firequip?

Mr. Coleman: Was that the water? I think it's the water rescue apparatus.

Mr. Ley: The quip provides a pump, water tank, fire hose, aerial device, and ground ladders.

Chairman Elkins: Other questions or comments?

Mr. Ley: We'll have this in front of you in two weeks.

Chairman Elkins: Is the long-term plan to have a new City Engineer, or are you going to wear two hats for a long time?

Mr. Ley: We have the job posted.

Chairman Elkins: For the time being, you're covering both spots.

Mr. Ley: It's been posted for a few weeks. We went out about the same time Shawnee went out for a City Engineer.

Chairman Elkins: Do they have theirs yet?

Mr. Ley: They do.

Chairman Elkins: If there's nothing else, meeting adjourned.

MEETING ADJOURNED