



Agenda

**COMMITTEE OF THE WHOLE
GOVERNING BODY
CITY OF LENEXA, KANSAS
17101 W. 87TH STREET PARKWAY**

**FEBRUARY 27, 2024
7:00 PM
COMMUNITY FORUM**

CALL TO ORDER

ROLL CALL

APPROVE MINUTES

November 14, 2023 Committee of the Whole meeting draft minutes (located in the Appendix)

DISCUSSION

1. K-10 Capacity Improvements Project
2. 2024 Pavement Management Program and 2024 Sidewalk Repair Program
3. 2023 Economic Development Report

ADJOURN

APPENDIX

4. November 14, 2023 Committee of the Whole meeting draft minutes

Dist. Governing Body; Management Team; Agenda & Minutes Distribution List

IF YOU NEED ANY ACCOMMODATIONS FOR THE MEETING, PLEASE CONTACT THE CITY ADA COORDINATOR, 913/477-7550. KANSAS RELAY SERVICE 800/766-3777. PLEASE GIVE 48 HOURS NOTICE

ASSISTIVE LISTENING DEVICES ARE AVAILABLE FOR USE IN THE COMMUNITY FORUM BY REQUEST.



COMMITTEE OF THE WHOLE
MEMORANDUM

ITEM 1

SUBJECT: K-10 Capacity Improvements Project

CONTACT: Beccy Yocham, City Manager

DATE: February 27, 2024

PROJECT BACKGROUND/DESCRIPTION:

Representatives from the Kansas Department of Transportation (KDOT) and their consultant, HNTB, will give an update on the status of the K-10 Capacity Improvements Project and discuss the project's timeline, scope, and process.

VISION / GUIDING PRINCIPLES ALIGNMENT:

Vision 2040

Integrated Infrastructure & Transportation

Guiding Principles

Strategic Community Investment

ATTACHMENTS

1. Presentation

K-10 Capacity Improvements Project Lenexa City Council

KDOT Project No. 10-46 KA-6549-01
Publication No. KA-6549.PR4.2024.02
February 27, 2024

Agenda



1. Project Schedule & Status
2. Level 2 Toll Study Results
3. Stakeholder Engagement Summary
4. Analysis of Alternatives at Clare Rd & Lone Elm Rd
5. Preliminary Implementation Plan

Project Schedule and Status

Activity	2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection/Prelim Traffic/NEPA Boundary	[Olive bar spanning Q1-Q3 2023]							
Notice of Intent			★					
Draft Purpose & Need				★				
Alternatives Impact Analysis			[Olive bar spanning Q3 2023 - Q1 2024]					
Preferred Alternative Analysis						[Green bar in Q2 2024]		
Draft Environmental Assessment						★		
Public Hearing							★	
NEPA Decision								★

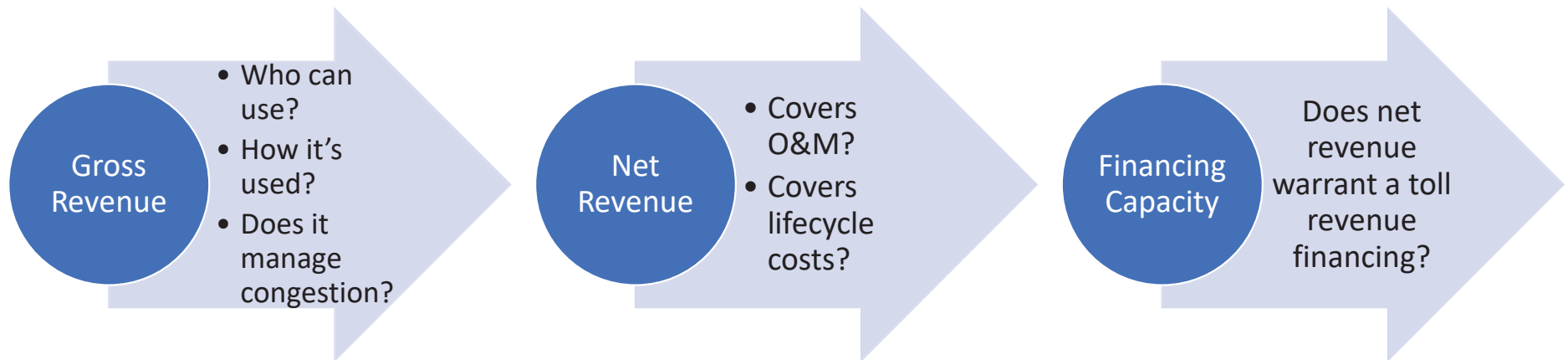
Level 2 Toll Study Results

Toll Feasibility Approach

Will lanes be utilized?

Is it revenue responsible?

Can debt support any capital costs?



Level 2 Toll Study Results Summary



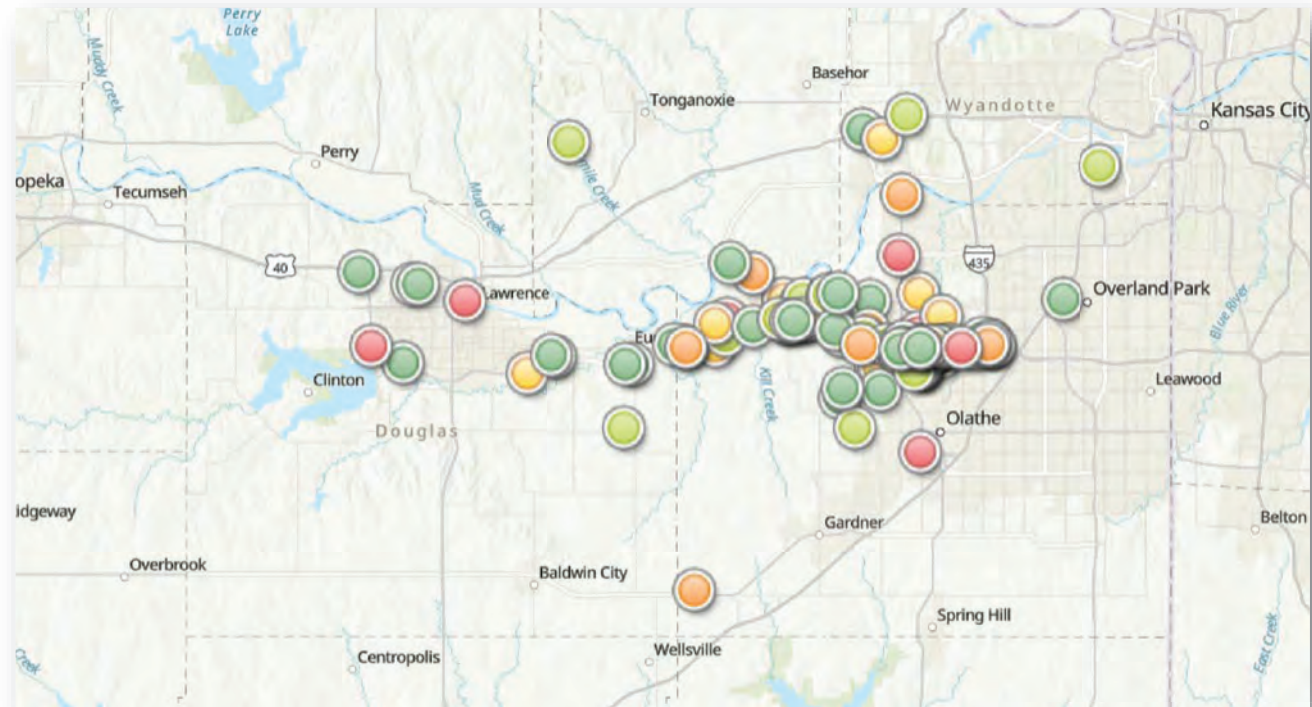
- Open and transitional alternatives are not revenue responsible.
- Hybrid alternative is revenue responsible, but tolls are not projected to increase above the minimum toll rates through 2050.
- Express lanes are not projected to provide a significant congestion management benefit.
- Hybrid alternative has a higher upfront capital cost (+\$45 million) than a highly functional toll-free alternative.
- Projected cumulative net revenue is not a significant source of local contribution.
- **Express Lanes are not KDOT's preferred strategy for K-10 Expansion.**
- **No request for Approval by Olathe and Lenexa City Councils, KTA Board, or State Finance Council.**



Stakeholder Engagement Summary

Public Meeting #1

- Open December 6th through January 5th
- Focused on Purpose & Need
- 459 participants
 - 93 Lenexa residents
- 463 comments received
 - 113 Lenexa residents
- Common Themes
 - Safety
 - Congestion
 - Express Lanes
 - Access
 - Noise
 - ROW



Map shows geographical dispersion of comments. Dots are overlapping to show concentration of comments, so image isn't reflective of all comments.

Colors indicate favorability towards the project.

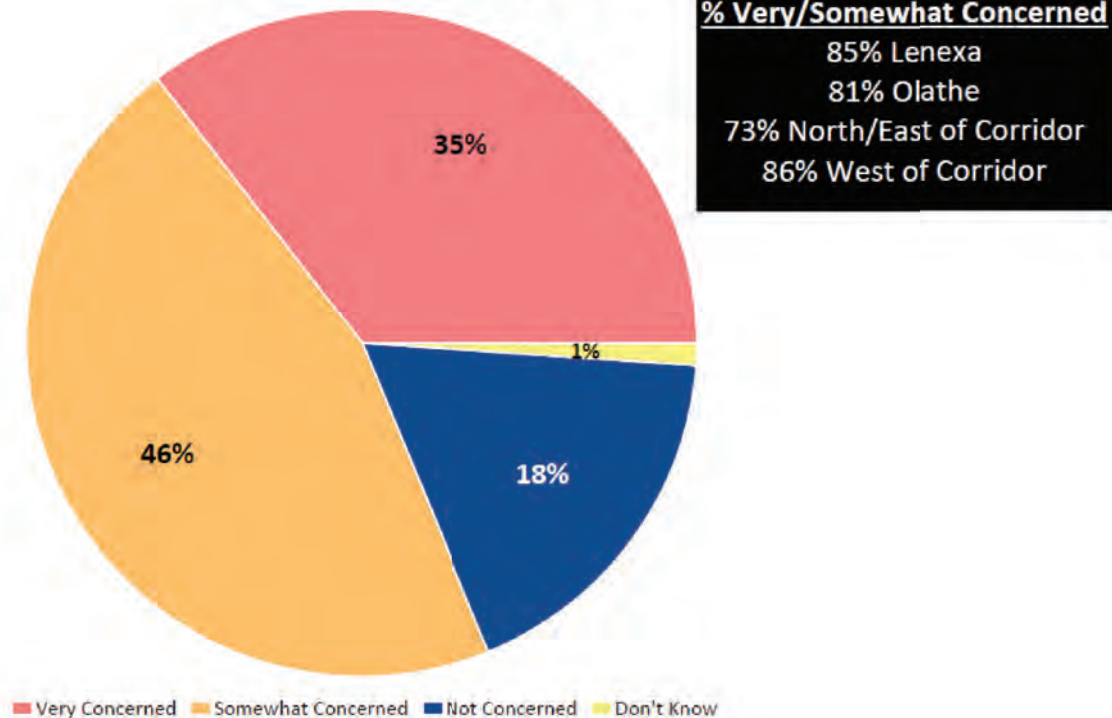
Green is favorable yellow is neutral orange is leaning negative and red is negative

Public Survey Results

Q8. How concerned are you with driver safety when you travel on K-10 between the Johnson/Douglas County line and I-435?

Would you say you are...

by percentage of respondents



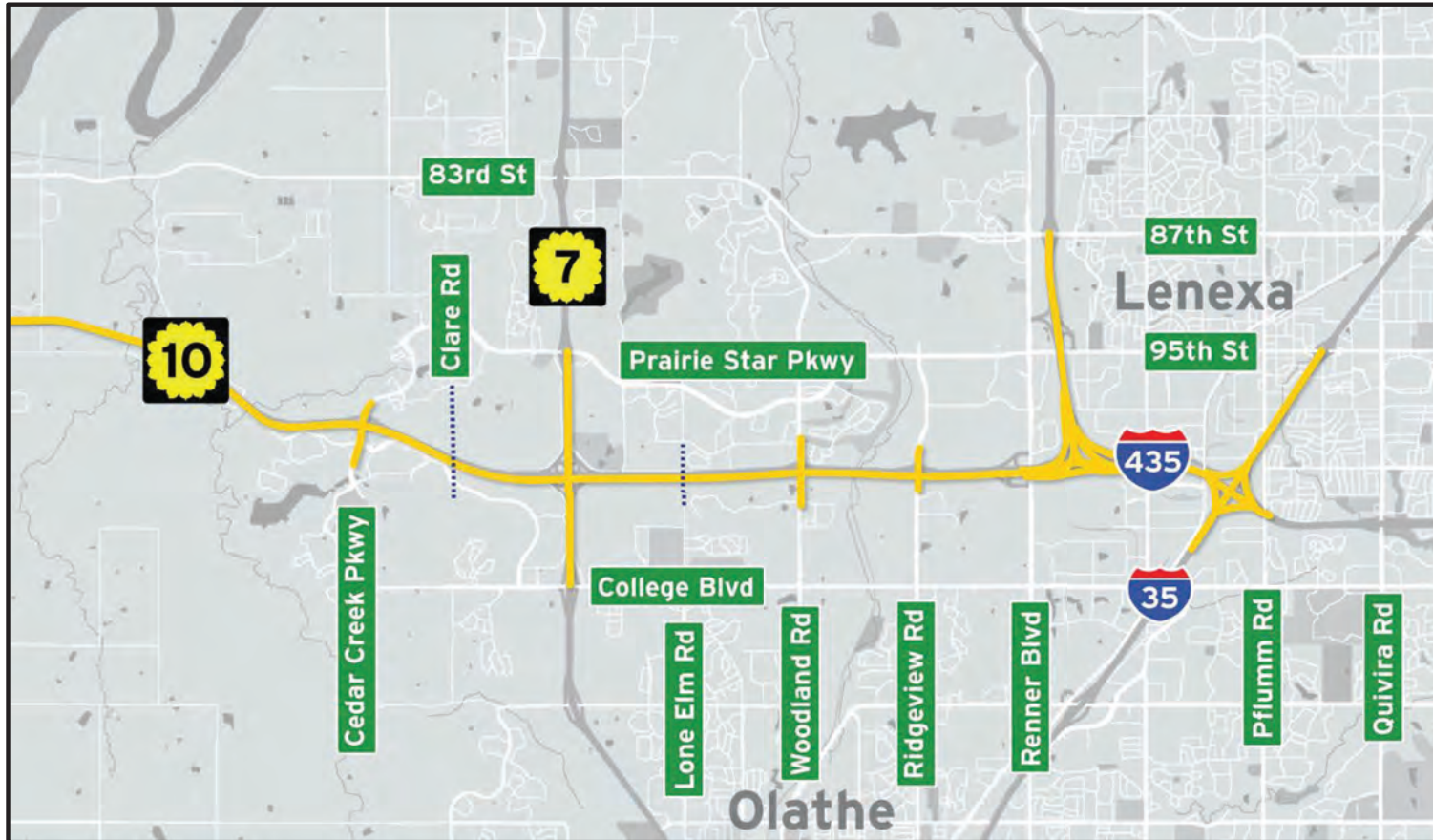
Upcoming Stakeholder Engagement



- City Council Updates – Olathe, Lenexa, De Soto – February/March
- Public Survey #2 – March
- Presentations to Civic Organizations — As requested
- Public Meeting #2 – April – Alternatives Analysis
- Public Meeting #3 – Summer – Public Hearing for Environmental Assessment

Clare Road & Lone Elm Road

Alternatives at Clare Road & Lone Elm Road



Alternatives at Clare Road & Lone Elm Road



Evaluation Considerations

- Engineering
- Traffic & Safety
- Impact or benefit to the local street network
- Environmental impact
- Cost
- Economic benefit
- Public input
- Input from local staff & elected leaders

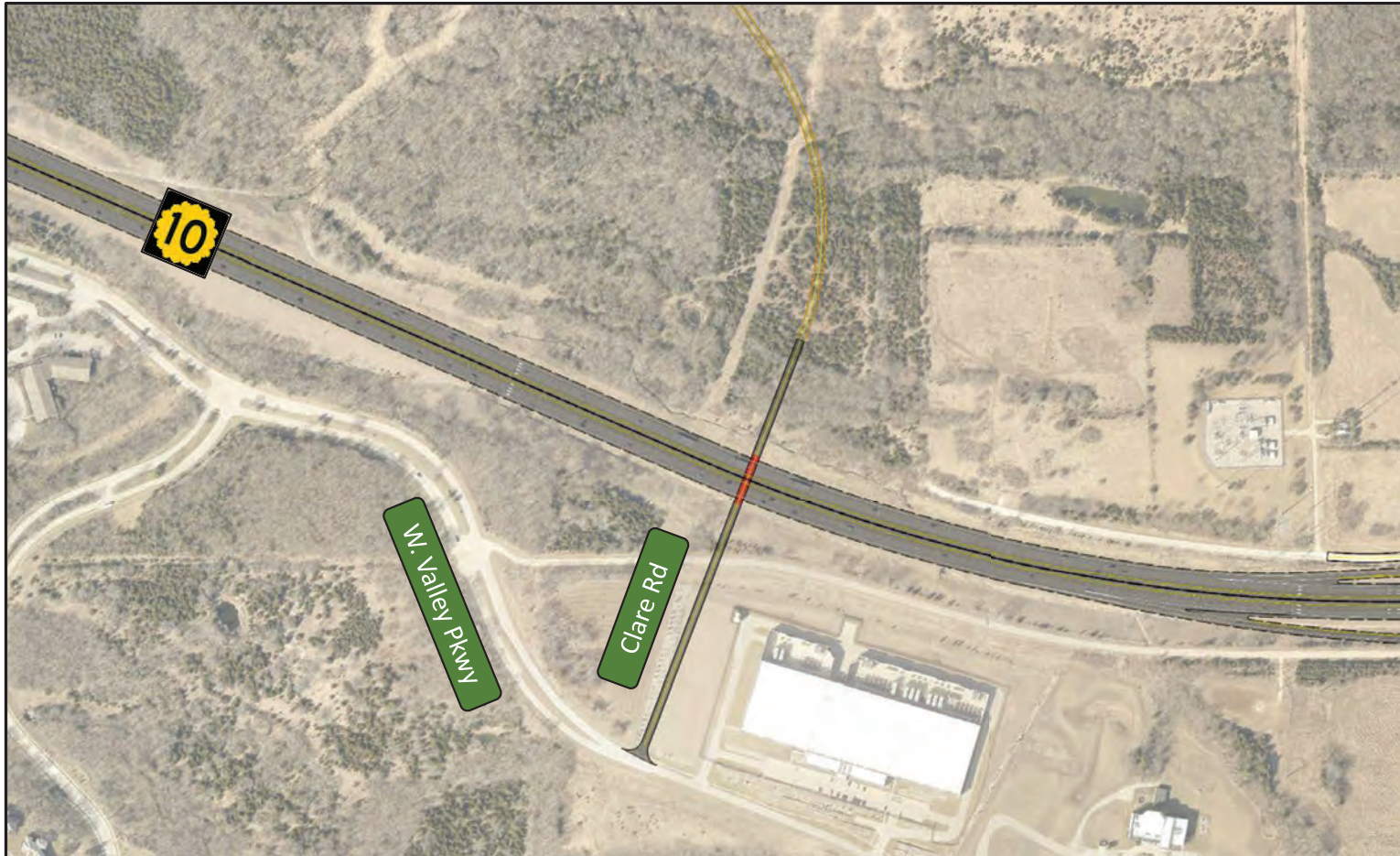
Alternatives at Clare Road & Lone Elm Road



Evaluation Considerations

- Engineering
- Traffic & Safety
- Impact or benefit to the local street network
- Environmental impact
- Cost
- Economic benefit
- Public input
- Input from local staff & elected leaders

Clare Road Overpass

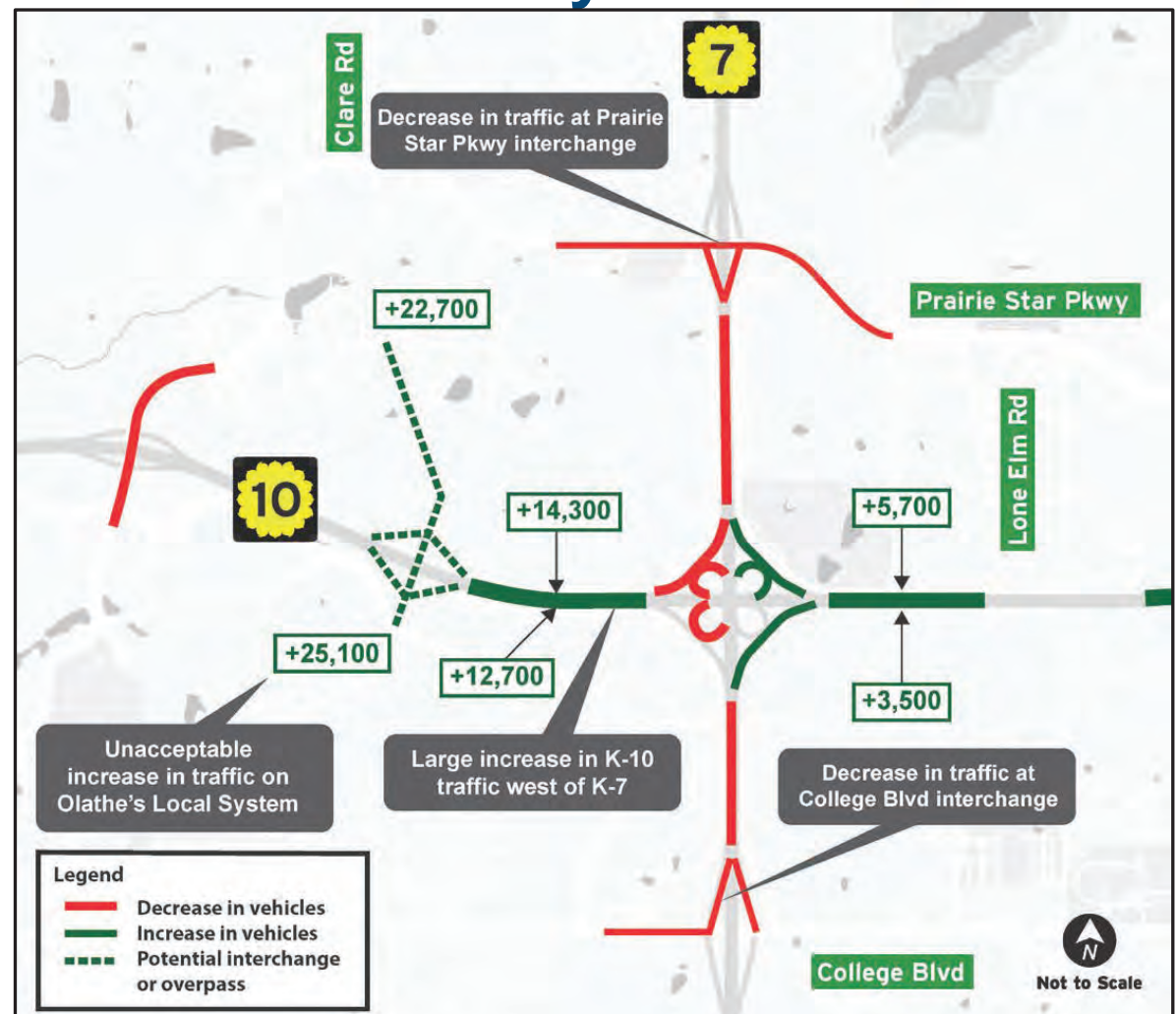


Clare Road Interchange



Interchange at Clare Road Traffic Redistribution – 2060 Build Daily Traffic

- Negatively impacts Olathe local roadways
- Ramp spacing and increased traffic detrimental to K-10 operations
- Interchange at Clare Road not recommended for additional analysis



Lone Elm Road Overpass



Lone Elm Road Design from Previous Study



- Impacts to private properties
- Did not function under projected 2060 traffic

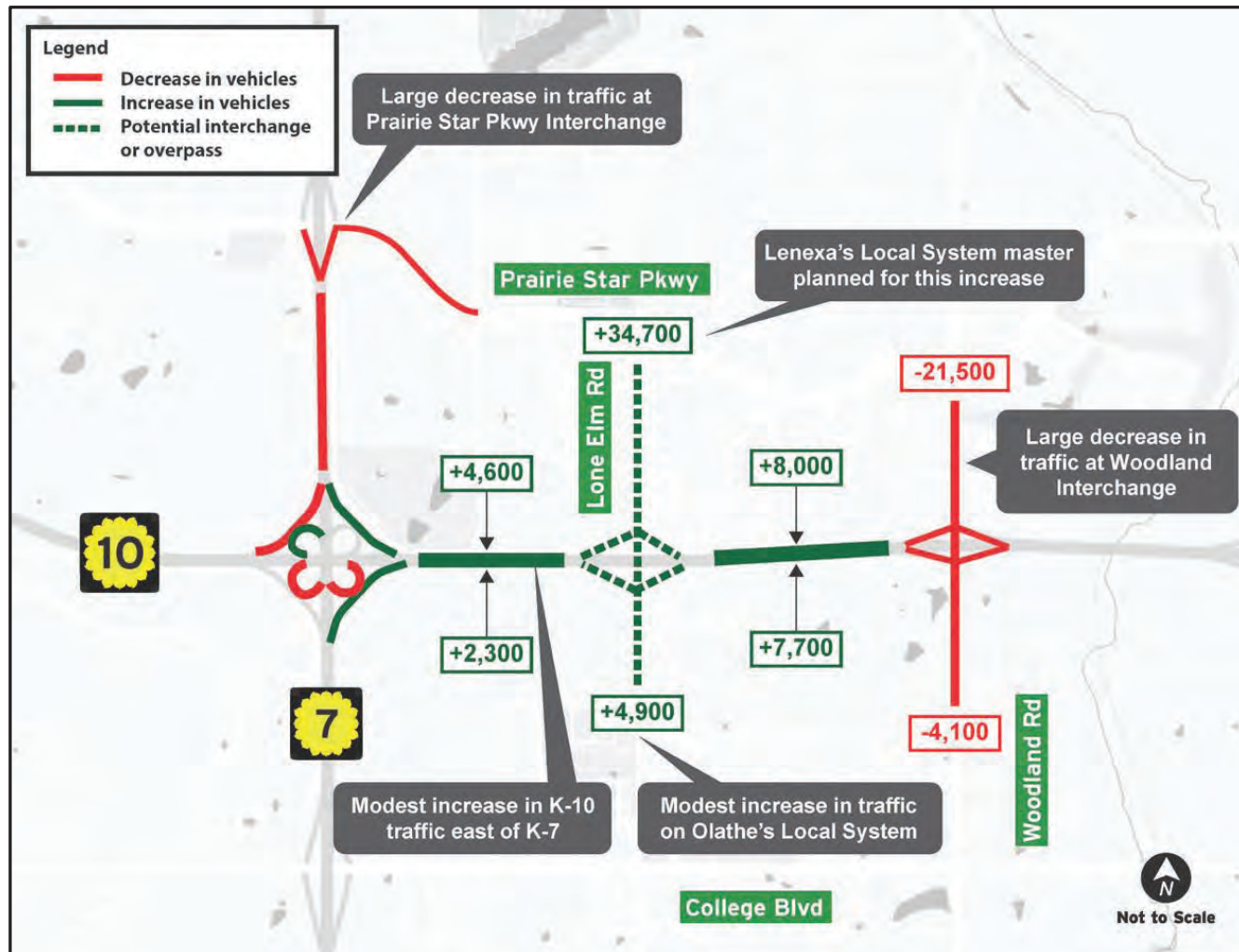
Lone Elm Road Modified Diamond Interchange



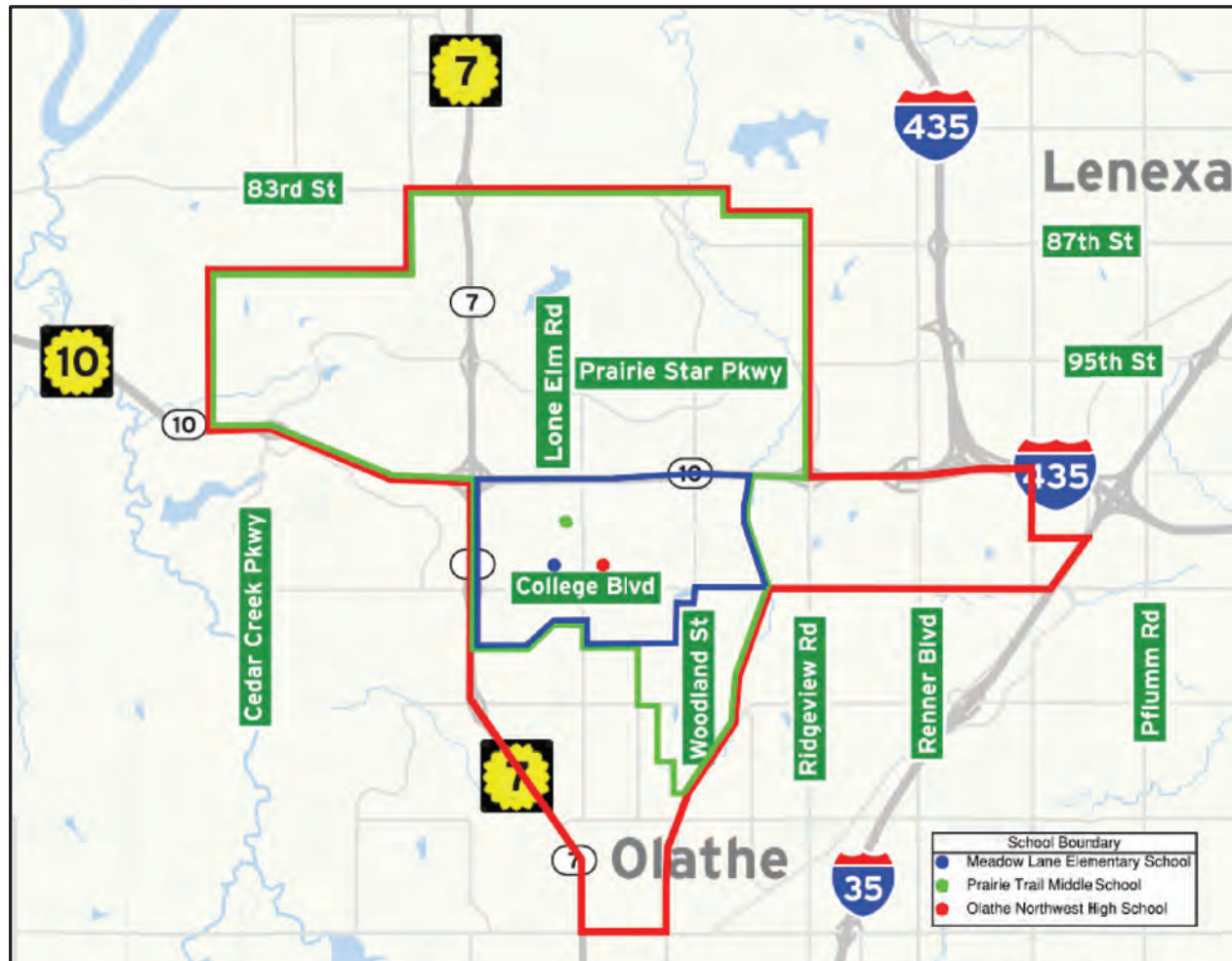
- Reduces impact to private properties
- Reduces utility impacts
- Operates well under projected 2060 traffic

Interchange at Lone Elm Road Traffic Redistribution – 2060 Build Daily Traffic

- Modest increase in traffic on Lone Elm Road
- Improves operations at Woodland Road interchange
- K-10 operates well under future traffic
- Continue evaluation of interchange at Lone Elm Road



Additional Analysis Needed School Traffic and Safety



Lone Elm Road & Clare Road Next Steps



- Do not advance Interchange Option at Clare Road
- Develop traffic redistribution for Overpass alternatives at Clare Road and Lone Elm Road – Does it provide any benefit to K-10?
- Complete Economic Impact Analysis
- Complete School Traffic and Safety Analysis
- Solicit public input on alternatives – Next Public Meeting, Surveys, Focus Groups
- Continue engagement with Olathe and Lenexa City Staff

Preliminary Implementation Plan

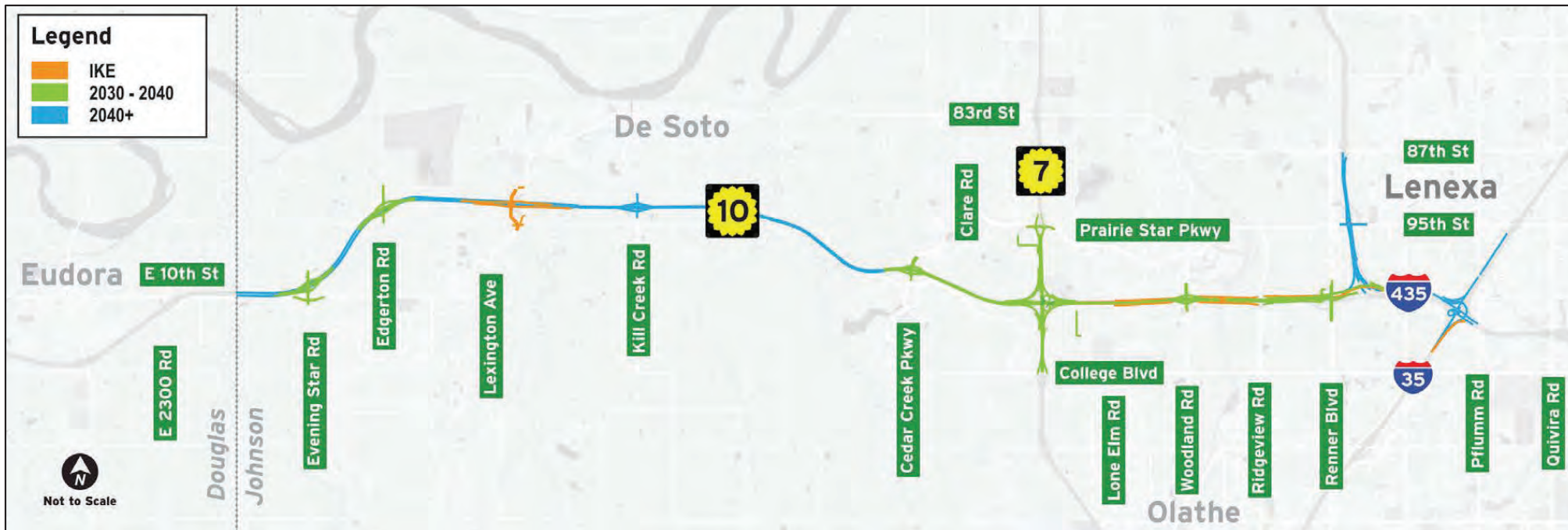
Preliminary Implementation Plan

Guiding Principles



- Focus on addressing existing or near-term traffic and safety problems first
- Consider infrastructure condition in implementation timing
- Greater flexibility with toll-free preferred alternative
- Be mindful of overall IKE program budget and statewide needs
- 3 “buckets”
 - IKE Program Improvements
 - 2030-2040 Improvements
 - 2040+ Improvements

Preliminary Implementation Plan All Improvements - \$1.1 Billion



Questions / Open Discussion



**COMMITTEE OF THE WHOLE
MEMORANDUM**

ITEM 2

SUBJECT: 2024 Pavement Management Program and 2024 Sidewalk Repair Program

CONTACT: Nick Arena, Director of Municipal Services

DATE: February 27, 2024

PROJECT BACKGROUND/DESCRIPTION:

The 2024 Pavement Management Program (PMP) encompasses 50 total lane-miles of road. Approximately 24 lane-miles of neighborhood streets will be treated with an Ultra-Thin Bonded Asphalt Surface (UBAS), and the other 26 lane-miles of roadway will receive a two-inch mill and overlay. Work will also include removing and replacing deteriorated curbs and gutters, replacing sidewalk panels as needed, and installing ADA-compliant wheelchair ramps.

The 2024 Sidewalk Repair Program will entail spot sidewalk repair in the Falcon Pointe neighborhood and will connect gaps on 77th Street, east of Quivira Road.

Staff is currently working to have the 2024 PMP and Sidewalk Repair Program out for bid with work anticipated to begin in late April or early May and be completed, weather permitting, in late summer or early fall 2024. Since Lackman Road is a main arterial roadway, that portion of this year's planned pavement maintenance was eligible for County Assisted Road System (CARS) funding, which has been awarded to the project. While part of the overall PMP, that mill and overlay work will be bid and awarded separately.

FINANCIAL IMPLICATIONS/FUNDING SOURCES:

The approved budget for the 2024 PMP is \$6,651,868. Additionally, the City will receive \$768,013 in County CARS funding for the Lackman Road (87th Street Parkway north to city limits) Project. Funding sources for the 2024 PMP include a portion of the 3/8-cent sales tax, property tax revenue, and the City's share of motor fuel tax revenue (Special Highway Fund).

Pavement Management Program (PMP)	\$6,651,868
County Assisted Road System (CARS) - Lackman Road Project	\$768,013
Total	\$7,419,881

The approved budget for the 2024 Sidewalk Repair Program is \$350,000 and is funded by the Capital Improvement Fund (CIF).

VISION / GUIDING PRINCIPLES ALIGNMENT:

Vision 2040

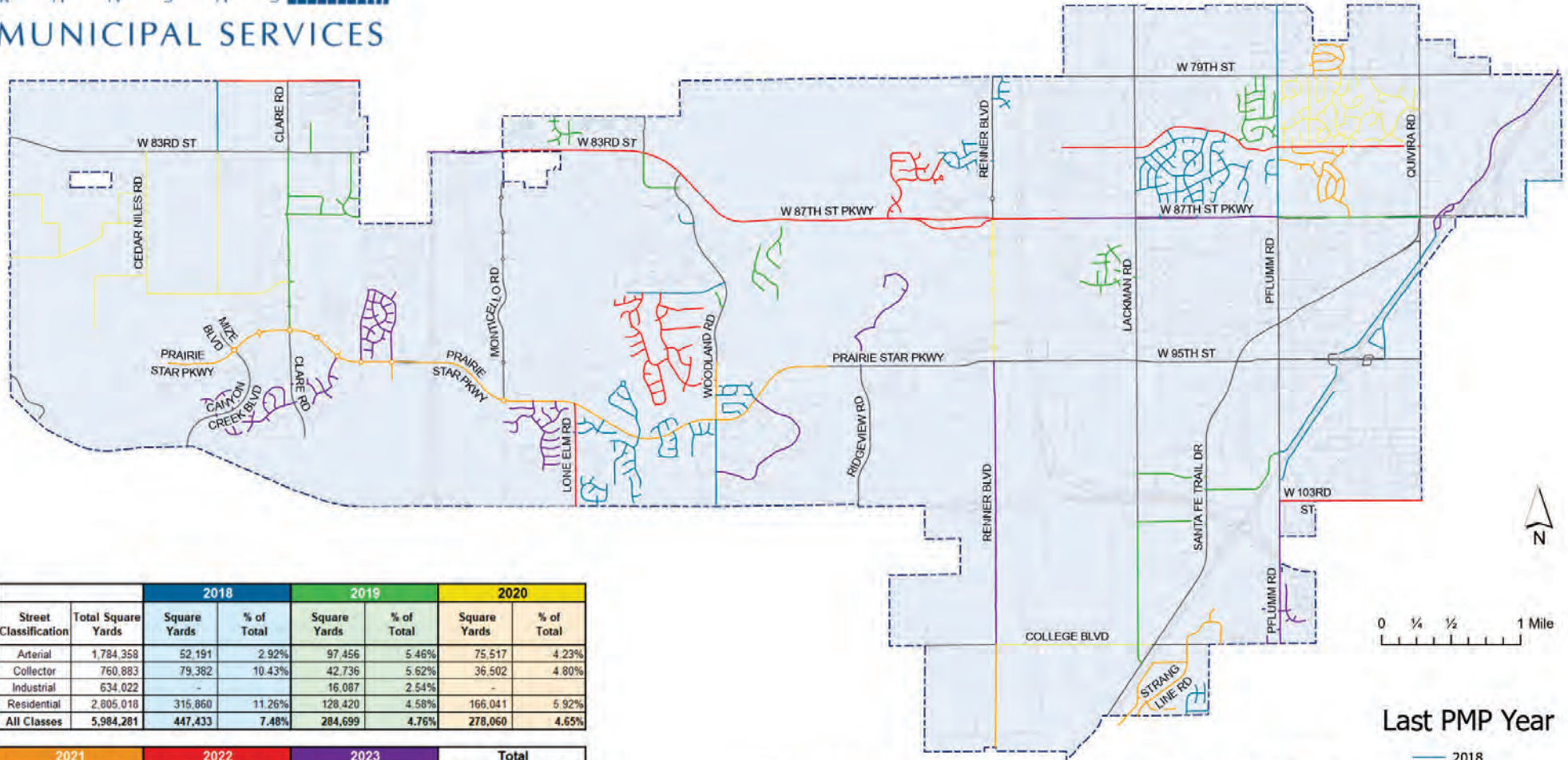
Vibrant Neighborhoods
Integrated Infrastructure & Transportation

Guiding Principles

Superior Quality Services
Strategic Community Investment

ATTACHMENTS

1. Presentation



Street Classification	Total Square Yards	2018		2019		2020	
		Square Yards	% of Total	Square Yards	% of Total	Square Yards	% of Total
Arterial	1,784,358	52,191	2.92%	97,456	5.46%	75,517	4.23%
Collector	760,883	79,382	10.43%	42,736	5.62%	36,502	4.80%
Industrial	634,022	-	-	16,087	2.54%	-	-
Residential	2,805,018	315,860	11.26%	128,420	4.58%	166,041	5.92%
All Classes	5,984,281	447,433	7.48%	284,699	4.76%	278,060	4.65%

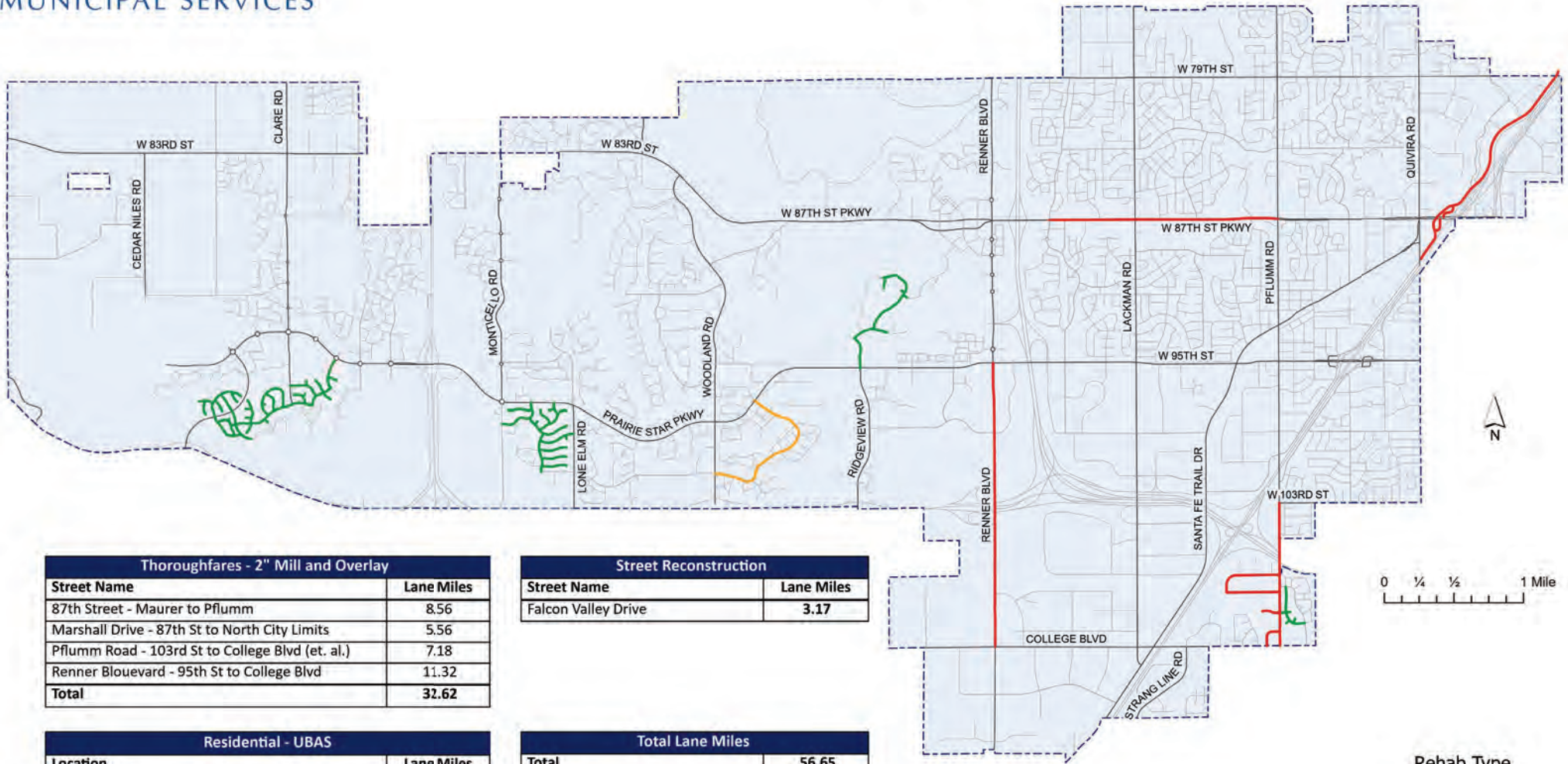
2021		2022		2023		Total	
Square Yards	% of Total	Square Yards	% of Total	Square Yards	% of Total	Square Yards	% of Total
263,602	14.77%	76,080	4.26%	147,407	8.26%	712,253	39.92%
48,696	6.40%	62,337	8.19%	73,286	4.11%	342,938	45.07%
-	-	-	-	5,358	0.30%	21,445	3.38%
60,329	2.15%	133,405	4.76%	143,004	8.01%	947,059	33.76%
372,627	6.23%	271,821	4.54%	369,055	6.17%	2,023,695	33.82%

Asset Type	Unit	2018	2019	2020	2021	2022	2023	Total
		Yearly Totals	Yearly Totals	Yearly Totals	Yearly Totals	Yearly Totals	Yearly Totals	Total
Curb	LF	16,454	8,741	16,116	19,254	23,707	25,925	110,197
Sidewalk	SF	26,777	7,022	12,817	34,028	98,025	53,459	232,128
Trail	SF	25,824	47,045	758	26,501	23,480	11,200	134,808
Ramp	EA	169	46	74	66	80	65	500

Last PMP Year

- 2018
- 2019
- 2020
- 2021
- 2022
- 2023

Proposed 2023 PMP Streets

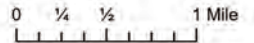


Thoroughfares - 2" Mill and Overlay	
Street Name	Lane Miles
87th Street - Maurer to Pflumm	8.56
Marshall Drive - 87th St to North City Limits	5.56
Pflumm Road - 103rd St to College Blvd (et. al.)	7.18
Renner Boulevard - 95th St to College Blvd	11.32
Total	32.62

Street Reconstruction	
Street Name	Lane Miles
Falcon Valley Drive	3.17

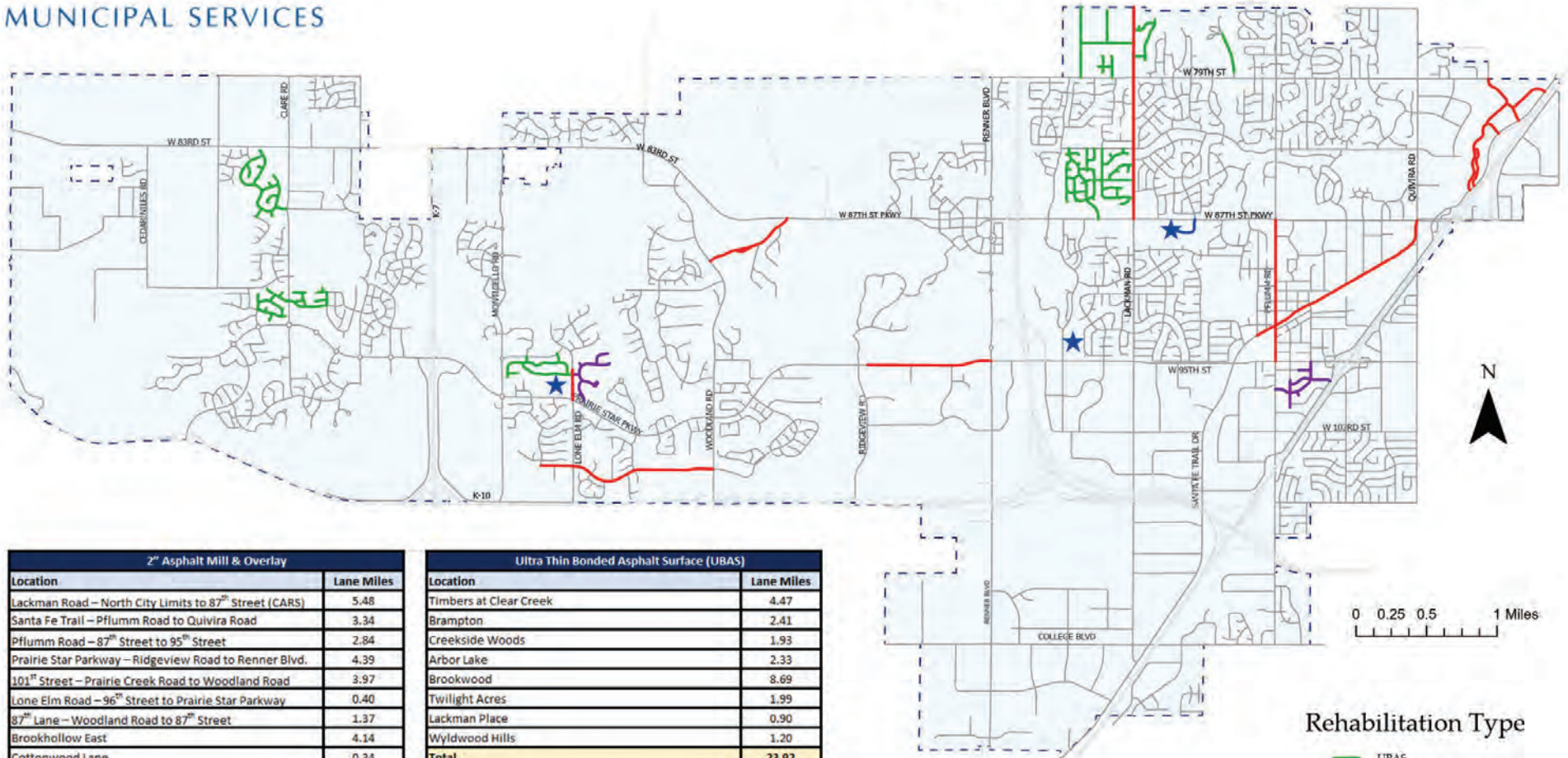
Residential - UBAS	
Location	Lane Miles
College View	1.24
Canyon Creek	9.64
Cottonwood Canyon	2.93
Manchester Park	7.05
Total	20.86

Total Lane Miles	
Total	Lane Miles
Total	56.65



Rehab Type
— UBAS
— Overlay
— Reconstruction

Proposed 2024 PMP Streets



2" Asphalt Mill & Overlay	
Location	Lane Miles
Lackman Road – North City Limits to 87 th Street (CARS)	5.48
Santa Fe Trail – Pflumm Road to Quivira Road	3.34
Pflumm Road – 87 th Street to 95 th Street	2.84
Prairie Star Parkway – Ridgeview Road to Renner Blvd.	4.39
101 st Street – Prairie Creek Road to Woodland Road	3.97
Lone Elm Road – 96 th Street to Prairie Star Parkway	0.40
87 th Lane – Woodland Road to 87 th Street	1.37
Brookhollow East	4.14
Cottonwood Lane	0.34
Total	26.27

Ultra Thin Bonded Asphalt Surface (UBAS)	
Location	Lane Miles
Timbers at Clear Creek	4.47
Brampton	2.41
Creekside Woods	1.93
Arbor Lake	2.33
Brookwood	8.69
Twilight Acres	1.99
Lackman Place	0.90
Wylwood Hills	1.20
Total	23.92

Street Reconstruction	
Location	Lane Miles
Penny Green Subdivision	2.77
Deer Run Subdivision	2.13
Total	4.90

Total Lane Miles	
Location	Lane Miles
Total	56.78

Park Maintenance	
Location	Lane Miles
Electric Park (Parking Lot)	0.34
Buffalo Meadows Park (Parking Lot)	0.44
Sar-Ko Par (Parking Lot)	0.91
Total	1.69

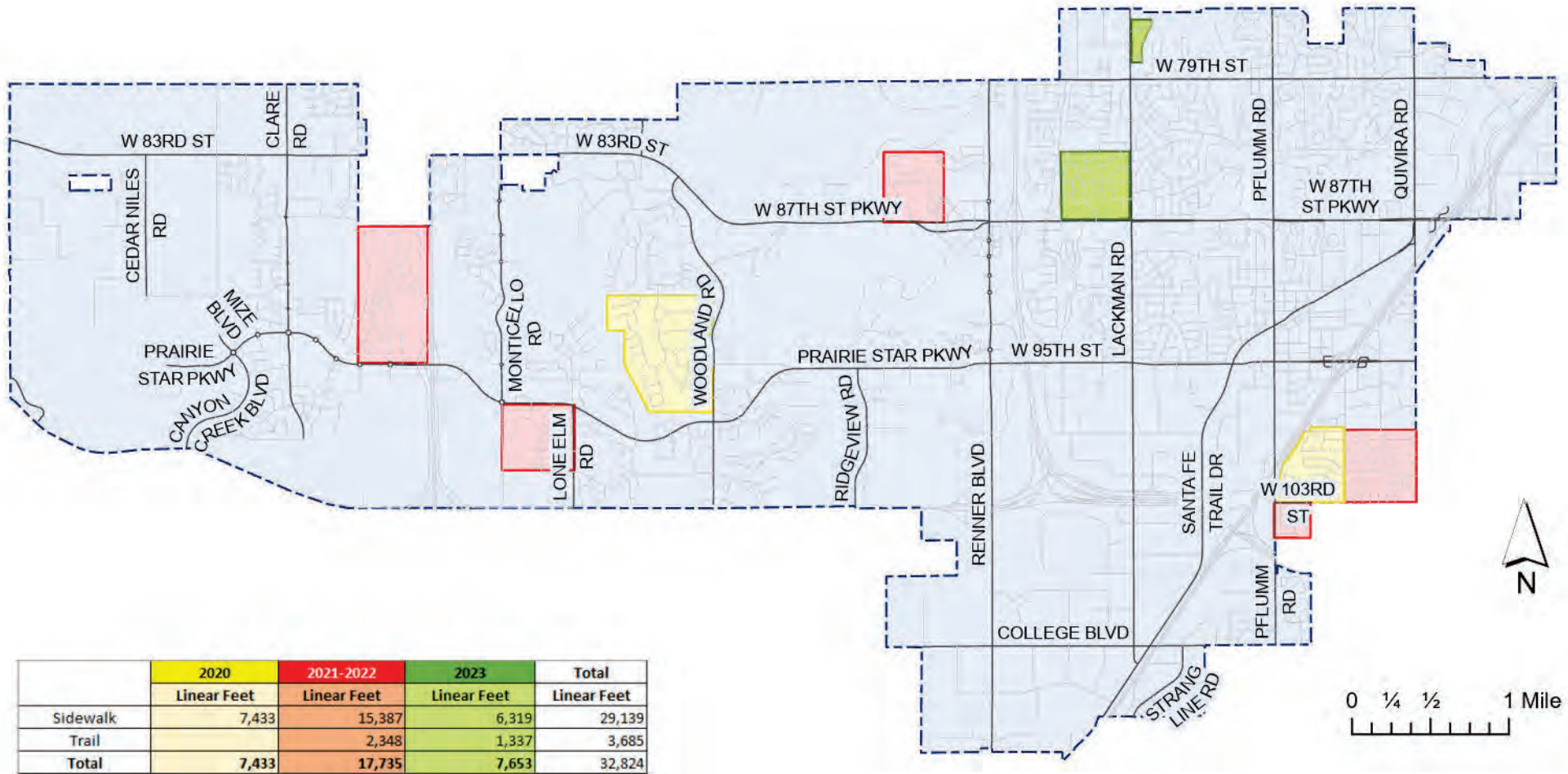
Rehabilitation Type

- UBAS
- Mill and Overlay
- Reconstruction
- ★ Parking Lot Maintenance

Default Folder: L:\1 GIS\Maps\PMP\2024\2024 PMP Streets
Date Saved: 12/29/2023
Prepared by Julius Moore, Municipal Services

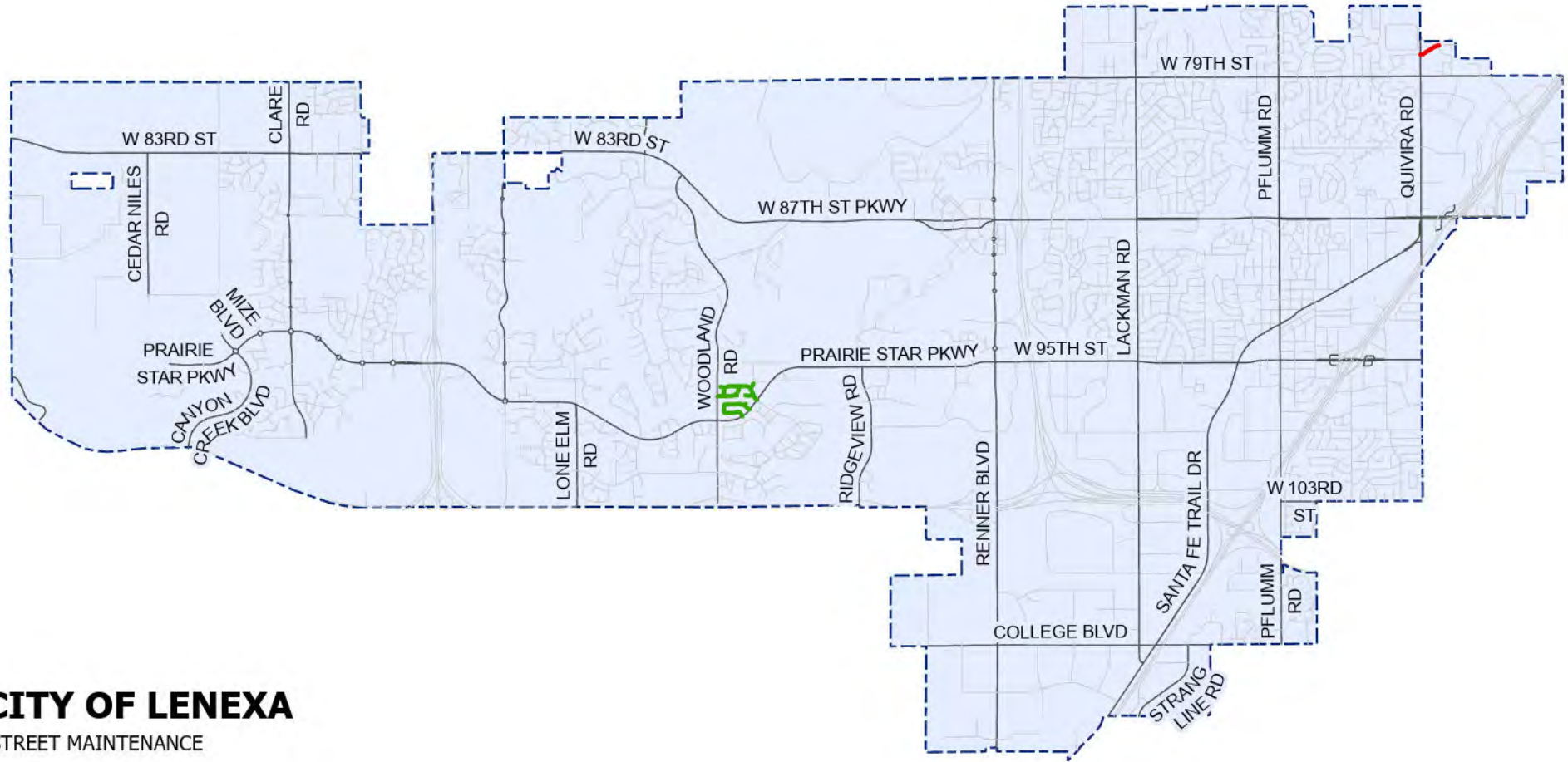
Sidewalk Program by Year

2020 - 2023





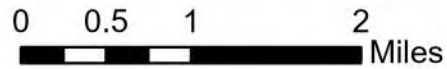
	2020	2021-2022	2023	Total
	Linear Feet	Linear Feet	Linear Feet	Linear Feet
Sidewalk	7,433	15,387	6,319	29,139
Trail		2,348	1,337	3,685
Total	7,433	17,735	7,653	32,824

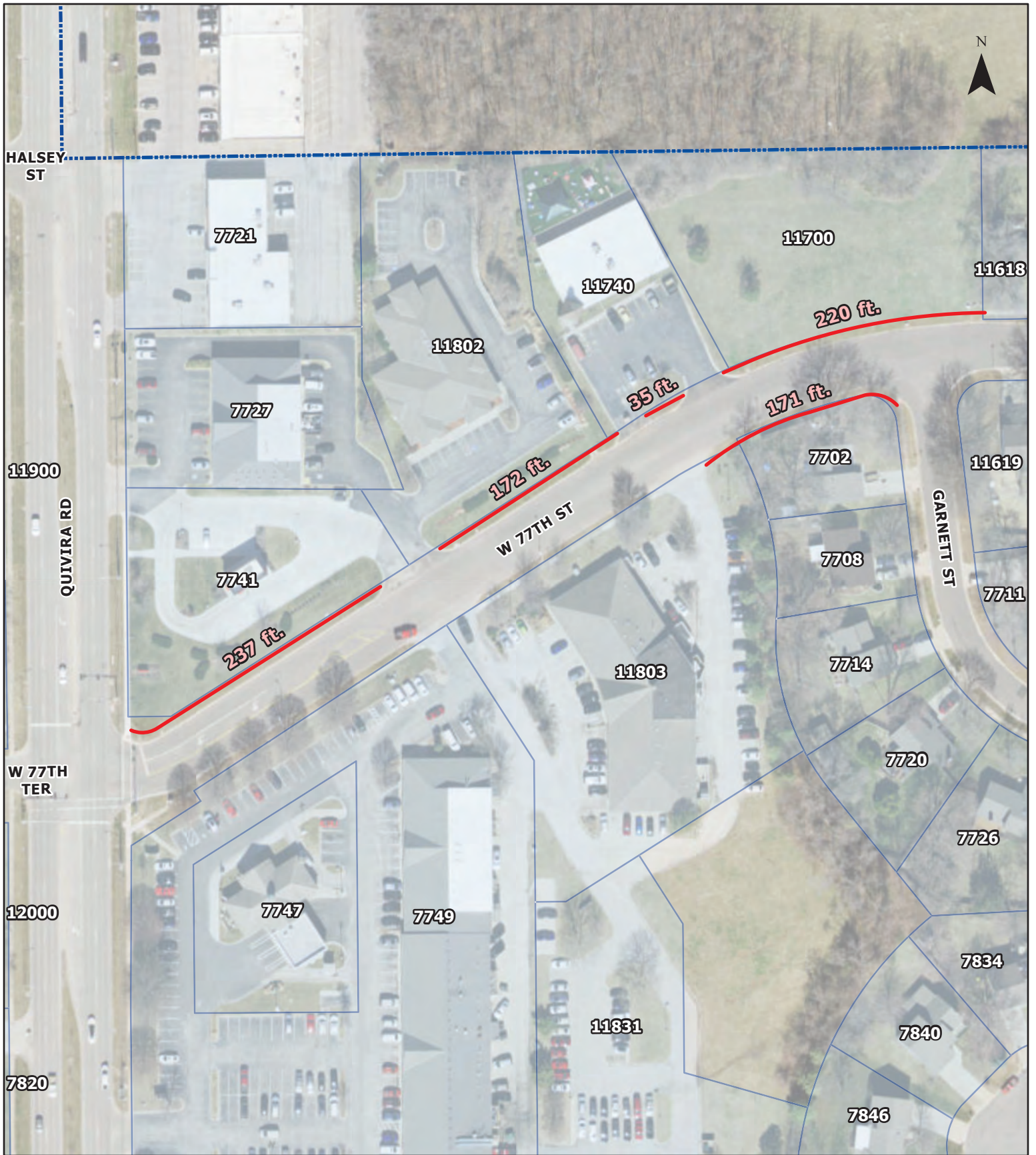
2024 Sidewalk Program



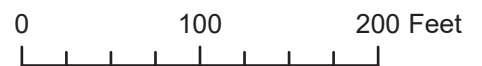
CITY OF LENEXA STREET MAINTENANCE

-  New Sidewalk
-  Sidewalk Spot Replacement





77th St - East of Quivira Rd



- Sidewalk Gaps
- Curb to be Installed
- Remove Existing



ITEM 3

SUBJECT: 2023 Economic Development Report
CONTACT: Mike Nolan, Assistant City Manager
Kyle Glaser, Economic Development Analyst
DATE: February 27, 2024

PROJECT BACKGROUND/DESCRIPTION:

The City uses state-authorized economic development tools to incentivize development, further supporting the City's business plan to methodically expand the tax base over time and support the local economy. State statute empowers cities to use a variety of tools to promote economic development, but the City primarily uses these tools:

- Tax Increment Financing (TIF)
- Industrial Revenue Bonds (IRBs) / Tax Abatements
- Community Improvement Districts (CID)

In 2023, the total appraised value of Lenexa was \$12.5 billion. 88 completed, pending, and active economic development projects used these tools, accounting for approximately 15% of the City's total valuation.

Details of each project are contained in the full [2023 Economic Development Report](#).

VISION / GUIDING PRINCIPLES ALIGNMENT:

Vision 2040

- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation
- Thriving Economy

Guiding Principles

- Prudent Financial Management
- Strategic Community Investment
- Responsible Economic Development

ATTACHMENTS

1. 2023 Economic Development Report
2. Presentation



2023 Economic Development Report

February 27, 2024



Agenda

- Goals & Purpose
- Vision & Values
- Tax Increment Financing (TIF)
- Industrial Revenue Bonds (IRB) and Tax Abatements
- Community Improvement Districts (CID)
- Annual Report Examples

Goals & Purpose

- Invest in community goals (Visions, Comp. Plan, etc.).

“Maintaining competitive economic development policies and utilizing incentives to achieve community goals and ensure high-quality commercial development.” –Vision 2040

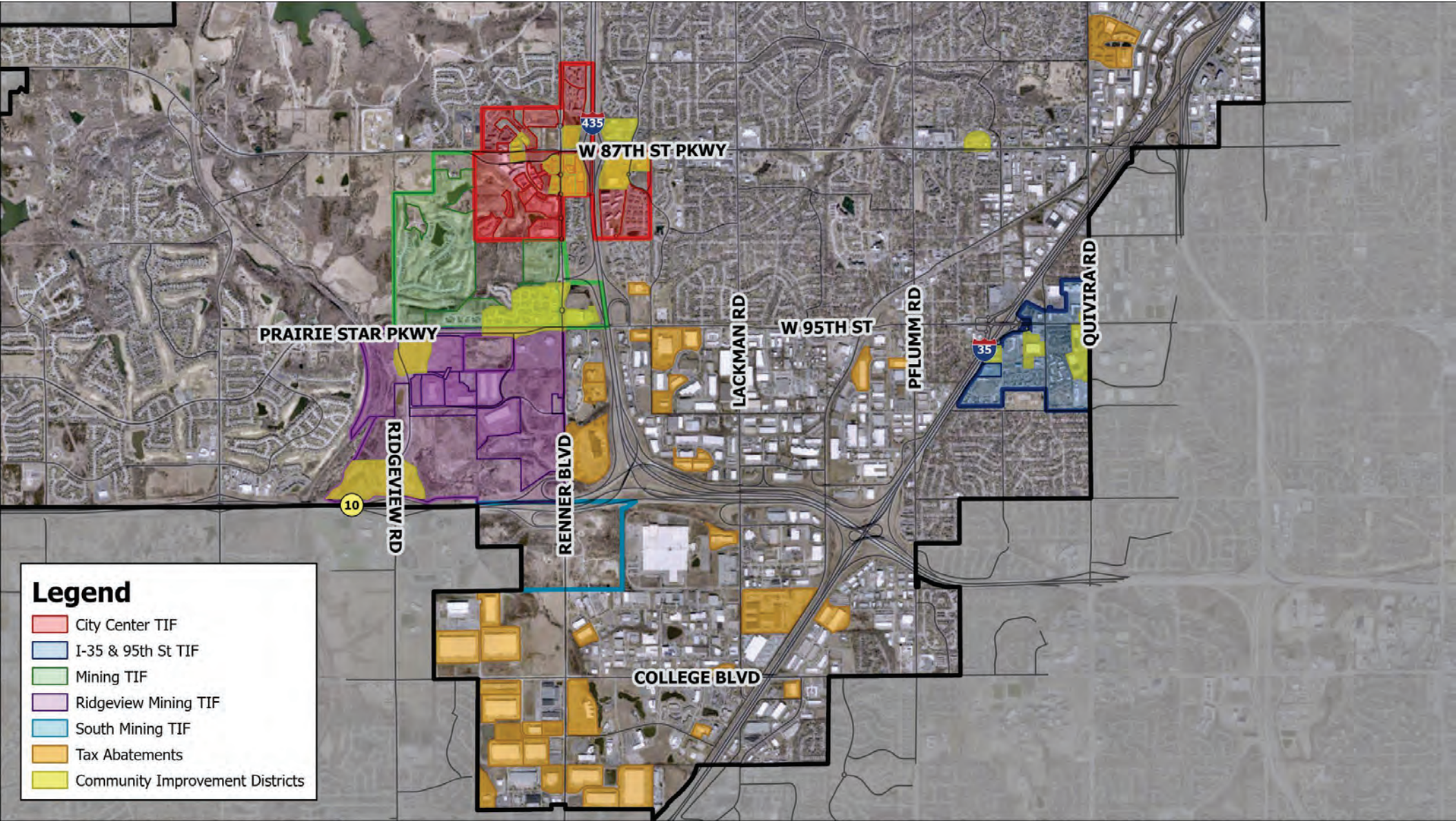
- Maintain the City’s reputation as a development-friendly place.

Support the City’s business plan to balance the property tax base between residential and commercial property owners.

- Create a new and marketable physical asset that will remain as a taxpaying property, even if a specific company moves on.
- Remain competitive – it’s the cost of doing business.

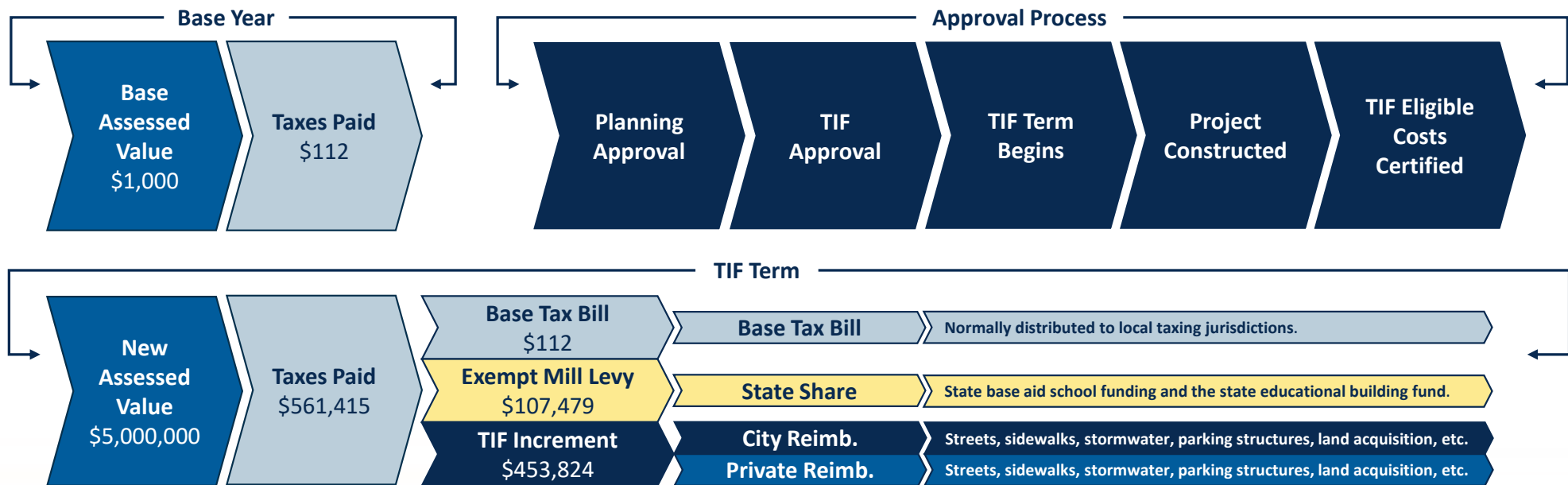
Vision & Values

Vision 2040	Governing Body Guiding Principles
Healthy People	Superior Quality Services
Inviting Places	Prudent Financial Management
Vibrant Neighborhoods	Strategic Community Investment
Integrated Infrastructure & Transportation	Extraordinary Community Pride
Thriving Economy	Inclusive Community Building
	Responsible Economic Development
	Sustainable Policies and Practices
	Values-Based Organizational Culture



Tax Increment Financing (TIF)

TIF is a public-private partnership that captures the incremental increase in property tax generated by the development to reimburse developers and the City for certain TIF eligible improvements.



Public TIF Projects



2015



2021

Ridgeview Road

Public TIF Projects



2015



2019

Civic Campus Parking Garage

Public TIF Projects



2021



2023

87th & I-435 Interchange

Private TIF Projects



The District



Private TIF Projects



2011



2023

Quivira95

Private TIF Projects



2011

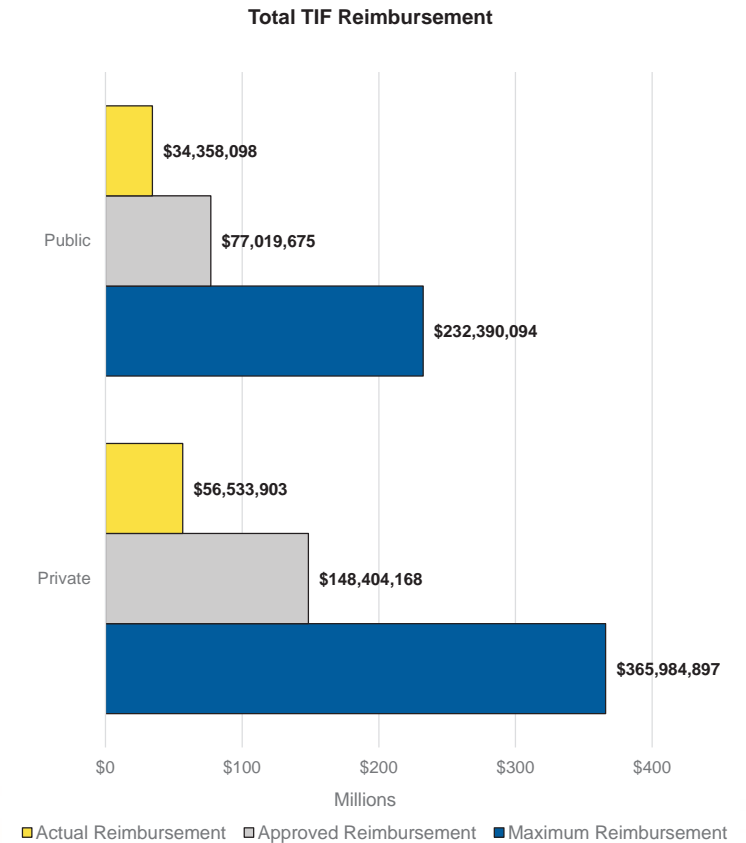


2023

Candlewood and Holiday Inn Hotels

TIF Summary

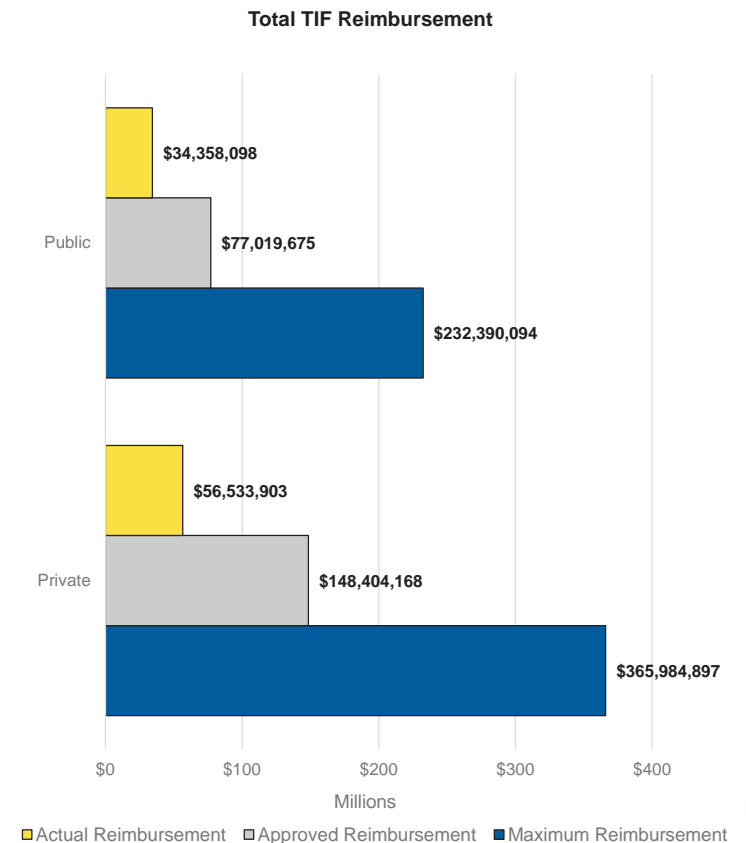
- Active TIF Districts: **5**
- Active Project Plans: **41**
- Complete / Expired Project Plans: **3**
- Base Assessed Value: **\$ 33,428,838**
- 2023 Assessed Value: **\$216,577,126**



2023 TIF Summary

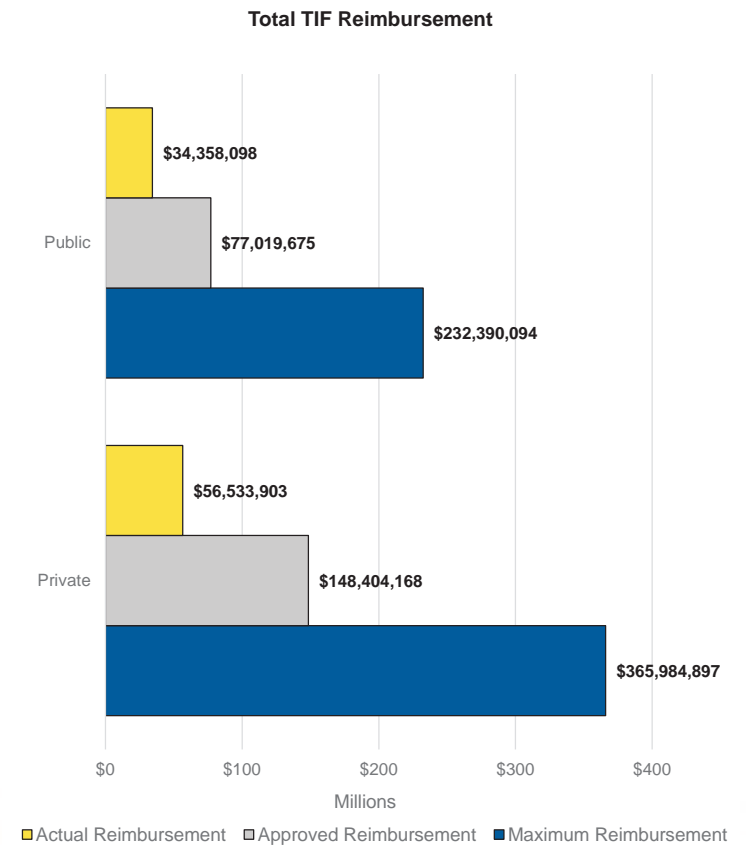
- 2023 Actual Reimbursement
 - Public: **\$4,149,073**
 - Private: **\$7,685,320**

- New Project Plans Approved
 - Advent Health Phase 1 (\$180M)
 - Kiewit K3 HQ (\$57M)
 - Midas Dual Hotel (\$57M)
 - Restaurant Row Phase 1 (\$3M)



2023 TIF Summary

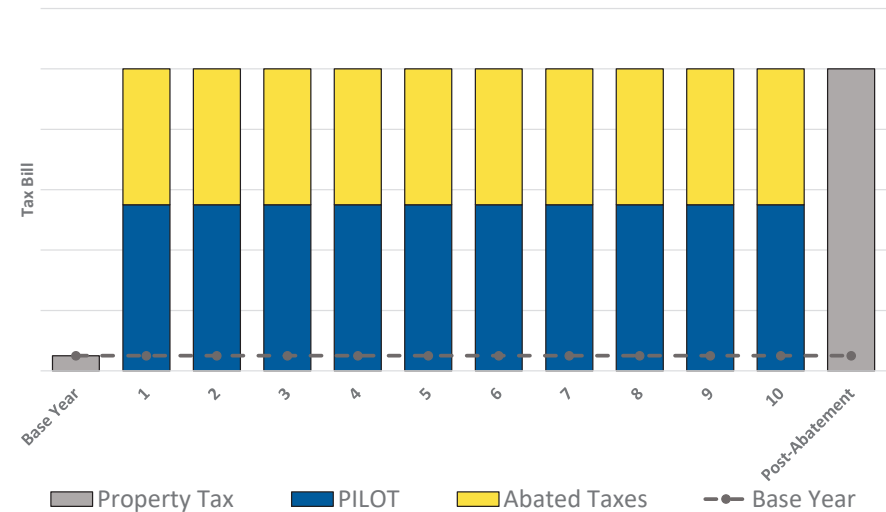
- Public Reimbursement: **\$4,149,073**
 - **\$2.7 million** at City Center for 11 projects
 - **\$1.4 million** for Ridgeview Road



IRBs & Tax Abatements

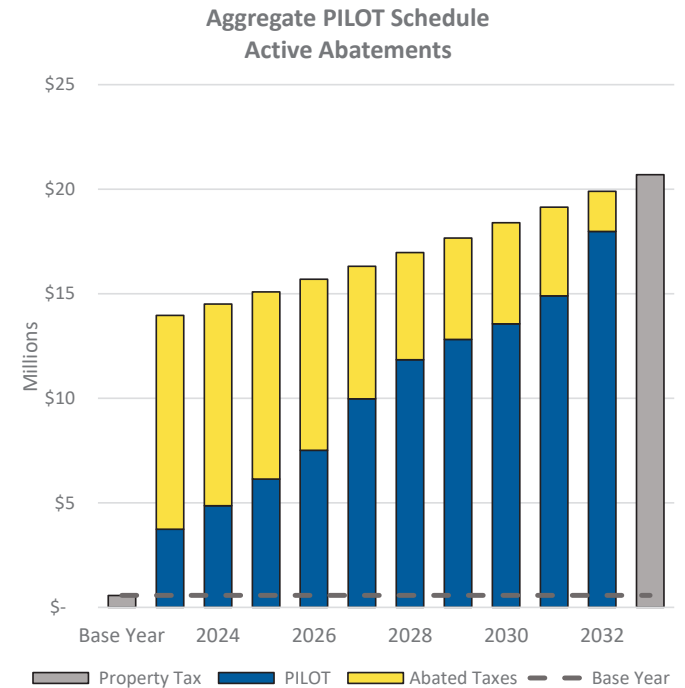
- All projects financed with IRBs are eligible for a sales tax exemption on materials used in construction.
- Projects that make a minimum capital investment may be eligible for a property tax abatement up to 10 years.
 - Developers are responsible for making annual payments for the non-abated portion of their taxes through a “payment in lieu of taxes” (PILOT) agreement.

Standard 45% Tax Abatement Example



IRB & Tax Abatement Summary

- Active Tax Abatements: **26**
 - 2023 PILOT Payments: **\$4,253,610**
- Completed Tax Abatements (since 2000): **11**
 - 2023 Tax Payments: **\$3,372,695**
- Pending Tax Abatements: **4**

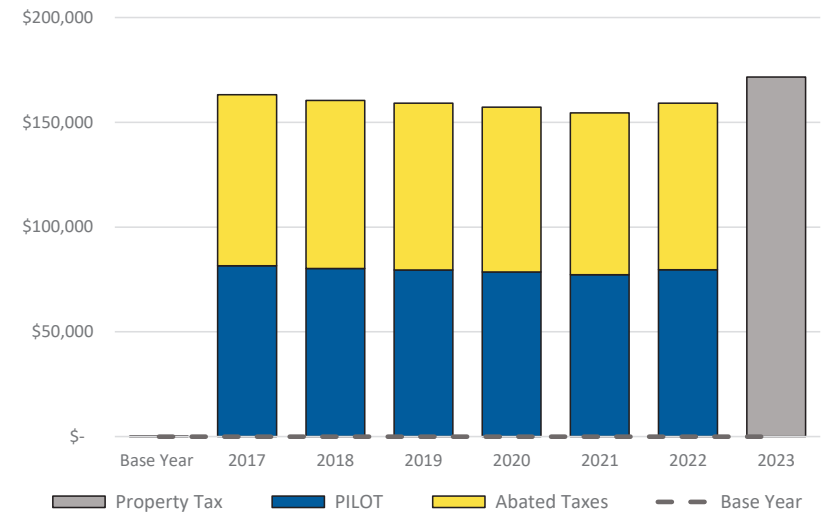


2023 IRB & Tax Abatement Summary

- **One (1) project returned fully to the tax rolls in 2023**
 - Pre-Abatement Tax Payment: **\$9**
 - Total PILOT Payments Received: **\$476,700**
 - 2023 Tax Payment: **\$171,540**

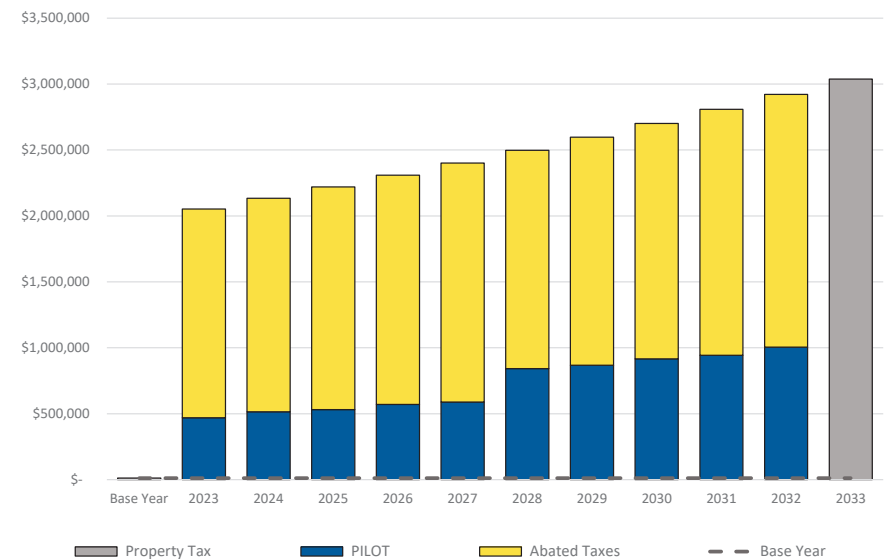


2019

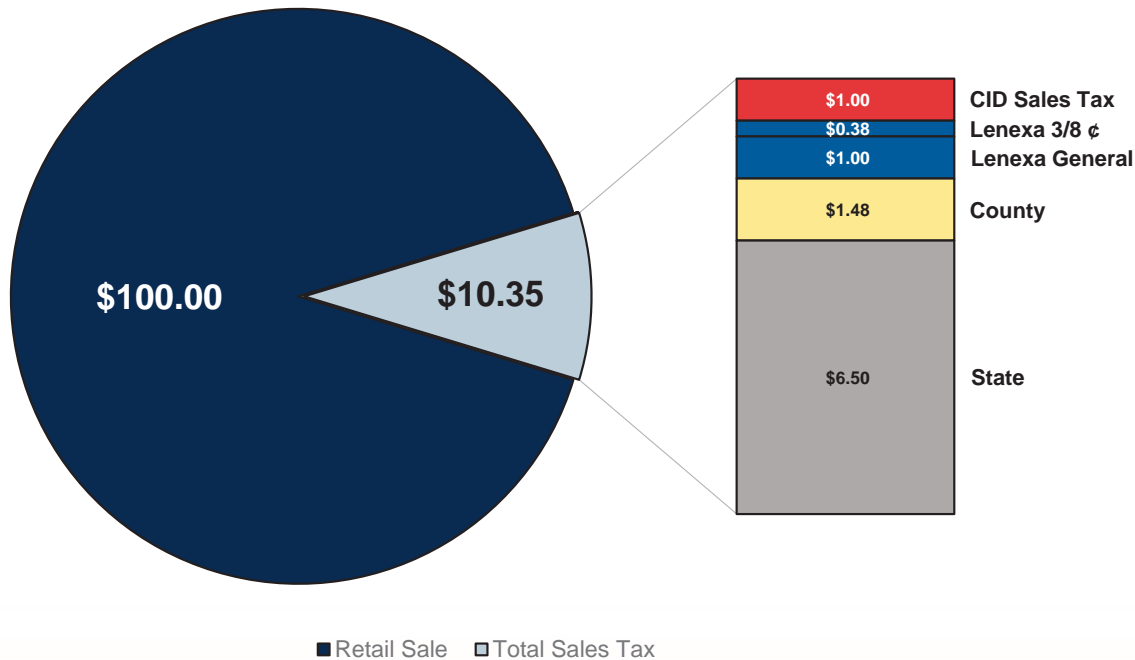


2023 IRB & Tax Abatement Summary

- **Four (4) projects began in 2023**
 - Pre-Abatement Tax Payment: **\$14,776**
 - 2023 PILOT Payments: **\$469,680**
 - Capital Investment: **\$97,500,000**



Community Improvement Districts (CID)



Creates a geographic boundary where an additional sales tax is levied to reimburse development partners for certain eligible expenses within the district.

Private CID Projects



2009

Orchard Corners

2023

Private CID Projects



2012

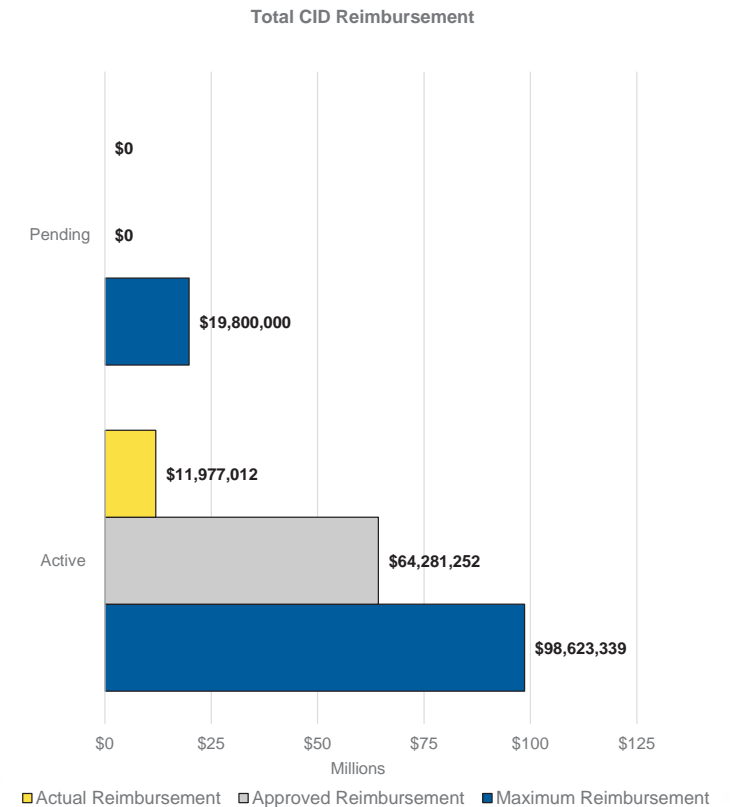


2019

Greystone South

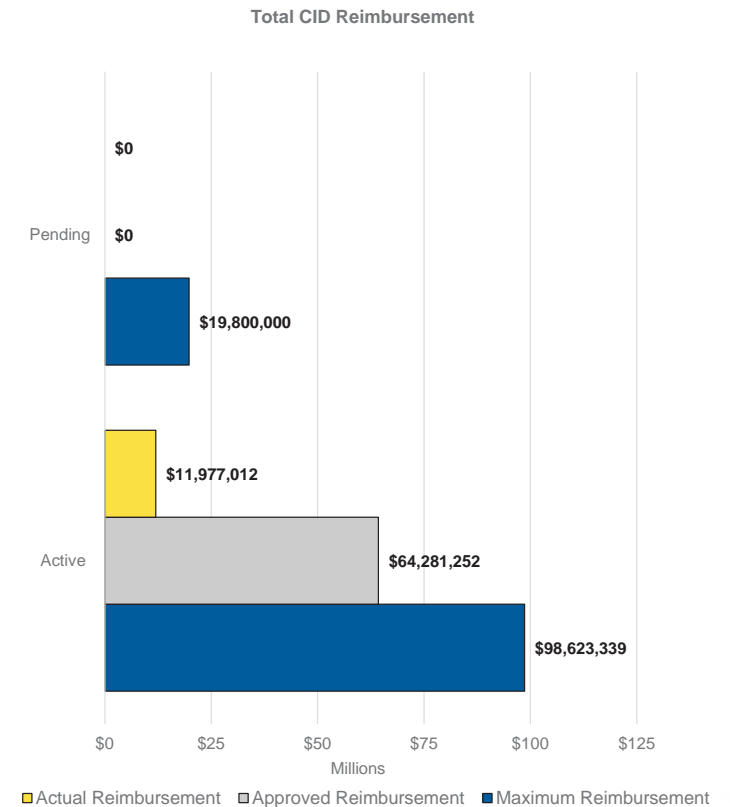
CID Summary

- Active CIDs: 17
- Pending CIDs: 4
- All active and pending CIDs have a 1% CID sales tax, except one.



2023 CID Summary

- Four CIDs approved in 2023
 - Central Green (Sierra Grill)
 - Restaurant Row
 - Midas Dual Hotel
 - Residences at Renner 95
- Four CIDs began their term in 2023
 - Vista Village
 - Living Spaces
 - Retreat on the Prairie
 - Central Green (Sierra Grill)



Annual Report Examples



PROJECT PLAN 1 MERITEX SUBSURFACE DEVELOPMENT

Tools
TIF

Description
Approximately 3.1 million square feet of subsurface business park including warehousing, light manufacturing, and office space between Ridgeview Road and Renner Boulevard south of Prairie Star Parkway. The project plan expired at the end of 2017 and reimbursement ended.

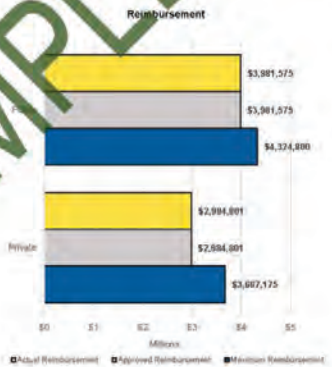
Terms
The developer was eligible for reimbursement of costs associated with roadways, parking areas, subsurface exhaust fans, utility ventilation, excavation, site preparation, as well as other related infrastructure and site development costs.

The City was eligible for reimbursement of costs associated with the construction of 99th Street west from Renner to Ridgeview Road and Dalton Street south from Prairie Star Parkway.

Duration
1998 – 2018

Base Assessed Value
\$66,140

2023 Assessed Value
\$24,940,779



44



PINE RIDGE WEST #31 (CORBION)

Tools
IRB with Tax Abatement

Address
8250 Flint Street

Description
A 58,000 square-foot commercial office building.

Bond Amount
\$10,000,000

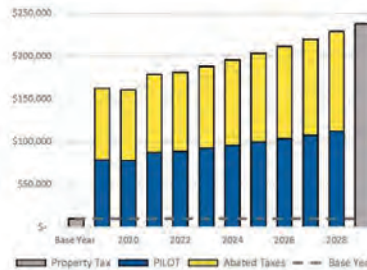
Terms
10 Years
55% Tax Abatement

PILOT
The property will pay an estimated \$940,845 in PILOT payments over the term of the abatement.

Duration
2019 – 2028

Base Appraised Value
\$681,960

2023 Appraised Value
\$6,690,000



70



ORCHARD CORNERS

Tools
CID

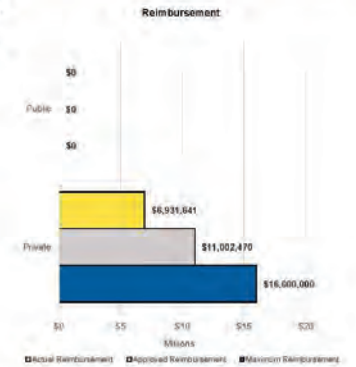
Description
Redevelopment of approximately 203,000 square-foot commercial center located over seven parcels on the southwest corner of 95th Street & Quivira Road.

Terms
The developer is eligible for reimbursement of costs associated with tenant finishes and remodels, exterior upgrades and modifications, parking lot improvements and expansions, and landscaping. The developer is also eligible to be reimbursed for constructing a right-turn lane on 95th Street to southbound Quivira Road.

Rate
1.000%

Duration
4/2011 – 3/2033

2023 Appraised Value
\$26,147,360



87



**MINUTES OF THE
NOVEMBER 14, 2023
LENEXA COMMITTEE OF THE WHOLE MEETING
COMMUNITY FORUM, 17101 W 87th STREET PARKWAY
LENEXA, KS 66219**

CALL TO ORDER

Mayor Boehm called the meeting to order at 7 PM.

ROLL CALL

Councilmembers Karlin, Eiterich, Nicks, Nolte, Roh, Arroyo, Sayers, and Denny were present with Mayor Boehm presiding.

Staff present included Beccy Yocham, City Manager; Todd Pelham, Deputy City Manager; Mike Nolan, Assistant City Manager; Scott McCullough, Community Development Director; Sean McLaughlin, City Attorney; Jennifer Martin, City Clerk; and other City staff.

APPROVE MINUTES

Councilmember Roh made a motion to approve the October 10, 2023 Committee of the Whole meeting draft minutes and Councilmember Sayers seconded the motion. Motion passed unanimously.

DISCUSSION

1. **KDOT presentation regarding the K-10 Corridor Capacity Improvements Project**

Beccy Yocham, City Manager, introduced Steven Cross, KDOT, who presented a review of the K-10 Corridor Project. He said that the corridor has been studied over the years with a transportation study done in 2005, a K-10 interchanges study done in 2006, a K-10/Lone Elm Road study done in 2009, and a I-435/I-35/K-10 Interchange Concept study done in 2011.

Mr. Cross said the project is now in the discovery phase, where they are identifying current and future corridor problems and needs and evaluating various improvements alternatives, which will lead to a preferred alternative and development of an implementation plan. He reviewed the discovery phase schedule, which began in 2022 and goes through 2024.

Cameron with HNTB then reviewed the initial findings of existing and future conditions in the project area, pointing out specific areas with sharp curves, bridge deficiencies, average daily traffic, areas of congestion, and safety focus/crash locations on maps. He said these things direct the project's purpose and the needs to be addressed:

- Enhance safety performance to address high crash areas and congestion related crashes.
- Improve traffic operations by reducing congestion and delay within the corridor to meet existing and future travel demands
- Improve infrastructure condition and address ongoing operations and maintenance needs impacting long-term travel reliability and life-cycle costs.
- Provide flexible transportation choices by accommodating the needs of all users and modes.
- Support local and regional growth through coordinated transportation improvements consistent with current and future land use.

Cameron talked about the work that is ongoing to improve the existing K-10 Highway while these solutions are being developed. He emphasized that many options are being considered such as improving alternate routes, adding technology solutions like ramp metering and message boards, use of transit, as well as adding capacity through additional lanes or express toll lanes. He outlined the environmental assessment process.

Cameron said that some alternatives at Clare Road and Lone Elm Road are being studied in this process, considering the ramifications of doing nothing, constructing an overpass, or constructing an interchange. He showed maps of what each of these would look like and talked how each would be evaluated.

Cameron reviewed the express lanes concept and evaluation process. He said express lanes are considered often when capacity is being added because they reduce congestion for all lanes and ensure trip reliability. He said express lanes would be studied for the entire corridor, but they would most likely be most effective in the eastern section of the corridor, from Cedar Creek Parkway to the Johnson/Douglas county line. He explained the state statute requirements and approval process for toll projects.

Mr. Cross talked about the public and stakeholder engagement that has and will take place from advisory group meetings, public information meetings, and community organization presentations, to electronic newsletters, community surveys, and focus groups. He added that there are specific social media accounts for K-10, as well as a project webpage: www.K10.ksdot.gov.

He reviewed the planned outreach engagement schedule, which began in June 2023 and goes through October 2024.

Discussion followed regarding toll fees and economic impacts, toll studies, the importance of the K-7/K-10 highways quadrant, and concerns about the existing Lone Elm interchange.

2. 2023 Exterior Grant Program Results

Angel Whitaker, Community Standards Supervisor, said the Exterior Grant Program exists to incentivize reinvestment in Lenexa's older homes. A recipient

may receive a 50% match in funds up to \$5,000 to put toward a renovation project on the exterior of their home that provides a neighborhood benefit. Properties are eligible based on the age and value of the home. Where demand exceeds available funding, priority is given to the oldest homes first. Funding for 2023 was \$90,000.

Ms. Whitaker said that prior to 2020, the program was only available to properties located within a Neighborhood Revitalization District with a maximum grant reimbursement of 15%. In 2021, the program was revised to allow citywide participation with eligibility based on the age and value of the home, more types of eligible improvements were added to the list, the maximum reimbursement was increased to 50% with a maximum of \$5,000, and the removal of the ability for participants to utilize the program in conjunction with an insurance claim.

She presented a three-year overview of data from 2021-2023. She noted that the qualifying home value and age were reduced to narrow the applicant pool in 2022. Investments have been made on homes built between 1890 and 1973 with values between \$144,200 and \$292,200.

Ms. Whitaker presented some before and after pictures of projects from 2023. She also shared some of the resident appreciation notes that have been received.

The 2024 program will remain at \$90,000, according to Ms. Whitaker. She said the qualifying criteria will be homes valued at or lower than \$323,500 and built in or before 1977. Applications will be accepted March 1- April 15 and projects must be completed by October 2024 to receive reimbursement.

Discussion followed about the program's improvements, lessons learned, and the potential for future special consideration for veterans, disabled, and long-term residents.

Beccy Yocham, City Manager, presented brief overview of the Citizen Survey results, which will be presented at a December City Council Meeting by ETC Institute.

ADJOURN

Councilmember Nolte made a motion to adjourn and Councilmember Roh seconded the motion. Motion passed unanimously.

The meeting adjourned at 7:56 PM.