

PUBLIC WORKS COMMITTEE MINUTES

The Leawood Public Works Committee met on Friday, July 8, 2008, at 7:30 AM in the Main Conference Room at Leawood City Hall.

Committee Members in attendance:

Julie Cain (Ward 4 Councilmember)
Ken Conrad
Michael DeMent
Chair Mike Gill (Ward 3 Councilmember)
Marsha Monica
Gregory Peppes (Ward 1 Councilmember)
Sherman Titens

Committee Members absent:

John Burge
Jon Grams
Kip Strauss

Guests in attendance:

Phil Gibbs, Leawood Business Owner and Leawood Resident

Staff members in attendance:

Joe Johnson, P.E., Director of Public Works
David Ley, P.E., City Engineer
Julie Stasi, Administrative Services Manager

The meeting was called to order by Chair Mike Gill 7:45 AM.
Chair Gill began introductions of himself and new committee members.

- **The first item of business was approving the minutes from the Public Works Committee Meeting of April 4, 2008; along with the Ad-Hoc Contract Review Committee Meeting minutes of April 18, 2008.**
Sherman Titens motioned to approve the minutes, motion seconded by Michael DeMent. All members were in favor.
Greg Peppes chaired the Ad-Hoc Contract Review Committee and said staff had done a great job on the contracts. Motion approving minutes carried, including the Ad-Hoc Minutes of April 18th.

Ken Conrad had a couple of comments regarding the Contract Review; asking if the Professional Services Agreement was a master agreement. Contract Example No. 4 titled "Agreement for Professional Services [e.g., design]-smaller amount, professional insurance requirements-no bond". Section III has "Term of Agreement" and it is renewed every year.

Joe Johnson-Advised most of these are not going that long, for a year. We have a standard engineering agreement that is about 85 pages long for design of roads. We have shortened it for small design or survey work. We have one or two contracts that go for a year that we use when we have consultants help do plan reviews; however, they are only for a year.

Marsha Monica-Ken, your point is that it should not be renewable?

Ken Conrad-[FIRST NOTE]: When I first started to read it, it talks about what the services are and the compensation and the term of agreement said it was only good for a year. I understand that there are probably short tasks, but wondered, is this a master agreement that you would sign with a professional and then give them work orders like the scope of what they are working on? (Like to review a set of plans, or to design a small item for a park etc would be a work order).

Joe Johnson-No, actually the term of the agreement is generic. The term of the agreements that we have are 30 days, 60 days or 90 days or whatever we select for the specific job. We have two that we have that are for a year that we try to submit (traffic studies or flood studies to do an outside review).

Ken Conrad-If you were to have one for one drainage basin and then four months later you wanted the firm to do another one, you would have a master agreement and then you would just assign work orders to it. It just wasn't real clear.

Joe Johnson-Actually the term of agreement on this (this is just a copy of one of the agreements we had) the term of agreement actually changes to the specific contract that we do.

Marsha Monica-Are you saying the jobs are not specifically identified in this?

Joe Johnson-Most of them are specifically identified for a certain purpose. For example, we have a contract with Olsson Engineers. Olsson does our traffic study review on new commercial developments. It is spelled out that they are hired for a period of one year for a lump sum fee and in the scope it defines "will submit plans, when necessary for their review of the traffic study". Most of the contracts we have are for a specific project and for specific services needed in generally a short duration.

Julie Stasi-the main contracts we have "approved" right now, we have an 80 page long standard that is used for road construction. The City has small projects that we run into with our facilities that we need. We have tried to modify the large approved contract down and every time it has to go to our Legal Department for page after page review and they came up with this smaller contract.

Joe Johnson-The samples given to the committee are all contracts we have used for the past 2 to 3 years and have been reviewed individually by the City Attorney.

Mike Gill-A good point was made, because this really is a one-off agreement with the City. It is not a Master; it says the services in Exhibit A. It does not contemplate a structure of replenish able work orders. So it is a one-off and I think Ken's point is if you have a one-off, why would you have another agreement. You have a definite term for that one-off project and this kind of contemplates an on going course of

business with multiple types of work. So maybe Patty Bennett our City Attorney can take a look at this one.

Ken Conrad-[SECOND NOTE] Example Contract #4, typo on Page 2, Paragraph #1,- Professional Liability. The paragraph calls out “*not less than **Two Mission Dollars (\$1,000,000)**, each claim/aggregate and shall provide City with certification thereof.*” **Numbers do not match.**

Ken Conrad-[THIRD NOTE] Example Contract #4; Page 3, in the middle Paragraph 6 Notice of Claim Reduction of Policy Limits. “*The professional, upon receipt of notice of any claim in connection with the Proposal . . .*,” Should the word “*Proposal*” be “*Project*”?

Joe Johnson-I’ll let Patty look at that. This is generally something that has been drafted by the City Attorney, so I’ll ask her to take a look at that one.

Ken Conrad-[FOURTH NOTE]-Example Contract #4; Page 3, Paragraph 6 Notice of Claim Reduction of Policy Limits, last paragraph in it’s entirety. “*In the event the City shall determine that the Professional’s aggregate limits of protection shall have been impaired or reduced to such extent that the City shall determine such limits inadequate for the balance of the project, the Professional shall, upon notice from the City, promptly reinstate the original limits of liability required hereunder and shall furnish evidence thereof to the City.*”

Ken Conrad-Understands what the intent is here, but, basically if there were a lot of other claims against their insurance, we are requiring that the professional increase his insurance and reinstate the original limits of this says liability. I don’t know if that should be “coverage”. That is kind of a tough question. I think the real issue is that I’m sure that people would sign it, but it could be very difficult to enforce. Again just from a perspective of being too close to this kind of a thing, but if my insurance is fully tapped I’m not sure I’m going to be able to go get more insurance. You may be asking for something that we can’t get. If I had 2 million dollars of insurance and then I had five other projects going on. If I went back to my insurance company and said I needed another 2 million, they might say I was a bad risk for them at that time and it may not be doable at that point.

Joe Johnson-Yea, but I think from our City Attorney’s point of view, the way our insurance is written on our main contract, we have had issues with that, with consulting firms. It’s written to protect the City more than it is to be fair between the consultants and the City.

Greg Peppes-So we know if they can’t get the insurance, then we don’t want them.

Joe Johnson-Exactly. Although Patty is going to (this year) she wants to sit down and look at just how our liability and how she has written the professional liability and make changes and make recommendations to it. But after this, this is what it is. The group thought those were good points mentioned.

Marsha Monica-These are something that can be noted and discussed to Patty about.

Ken Conrad-Having been asked to look at it, I would really think it could be hard to do. On one of the clauses, it reads independently of the one up above. The one above

says if it goes down by more than 100 you have to tell us and then the next paragraph it says if the City determines that it's inadequate then you have to put up more and it doesn't necessarily tie to a reduction.

Joe Johnson-Actually that is our master of our liability insurance on our approved standard design contract. Our City Attorney will agree she is not real comfortable with how it is written currently, but she'll tell you that is just how it is right now and she would like to take a look at it and make some recommendations to the City Council on making some modifications. But right now this is what is adopted by the Council. So it just carries through for our original design contract.

Michael DeMent-Do you know when she looks at the liability will she consult with any of the consulting firms? I know it is designed at one level to protect us and not the consulting firms, but sometimes they can offer an insight on how you can protect the City but not make it so totally for one.

Joe Johnson-Actually HNTB has offered their risk manager office to review and help look at it when she did that. Also in the beginning when we came up with the approved standard we worked with a couple professionals. We had Harold Phelps with PEI and another principal from another engineering company with the Ad-Hoc Committee at that time that Lou Rasmussen chaired. When we came up with our Standard Design Contract and our Construction Contract review to make sure that we were or we weren't so far off that we couldn't get anybody to work for us. So legal is in agreement that it does need some updating, she has not had the time to do it yet. Once it is updated, it would affect all the agreements. We would not have to go back and adopt each one; we would just make those changes with a standard piece for all.

Joe Johnson-A lot of firms do not really like our master agreement and sign it on good faith. Or track record has been good with the history of this liability part. We have not dinged consultants from something that they shouldn't have been dinged for. We usually do not ding them for anything, so we've been fortunate and they have performed well for the City.

Joe Johnson-These are what we use now, but they are not "APPROVED" standards. The Council wanted the Committee to review these since we have been using them and give an acknowledgment that these are good for the City to use at this point. The Council wants to have a consistent contract, that it has been reviewed by the City Attorney and it's been reviewed by this Committee and accepted by this Committee.

Marsha Monica-Motioned that the Committee has reviewed the contracts and made appropriate comments as to being referred to legal counsel for this year. Moves that the review has been made with comments referred to the legal department for advisement and that the City go forward; authorizing continued use of the contract samples sending to the Council for approval.

Sherman Titens-Seconded the motion. All members were in favor. Motion passed.

- **The next item of discussion was NEW BUSINESS regarding the Curbs along State Line Road.** Joe Johnson said the biggest heartache for him along State Line is that the west side of course is Leawood and the east side is Kansas City Missouri. It

is very difficult to get routine maintenance. Kansas City's policy on curbs is that it's the property owner's responsibility. The City of Leawood and Kansas City Missouri have an Interlocal agreement as far as how we divide the maintenance. Leawood maintains everything north of I-435 that is outside of the State right of way and Kansas City maintains every thing south of Carondolet which is outside of the State right of way. We have several areas both islands on State Line Road and the outside curbs. The islands are the worst.

We do have Interlocal agreements with Kansas City and finally this year we did get some cooperation. Their philosophy is that their mill and overlays is their general maintenance. Anything outside of that, curbs, anything, then becomes a major construction project or a Capital Project. And State Line Road is not on their radar scope for any sort of capital project in the next fifteen (15) years. The best we get, is a mill and overlay, but those do not address curbs. We have either island curbs or the outside curbs and the outside curbs are always the owner's responsibility.

It has been an obstacle because we've tried to do normal maintenance on State Line like we would do on our other streets. We haven't done a whole lot of preventative maintenance. Actually I drove down State Line road a couple weeks ago when we starting having conversations about State Line Road and looked at the curbs. There were about seven (7) miles linked of State Line Road from 79th to 135th Street. Of that, there's probably 5 to 6,000 feet of curb out of seven (7) miles that you could keep and those curbs probably in the next three or four years will start to deteriorate. We're looking at 7 miles of curb just on the Leawood side and in looking at construction costs, it is about \$240,000 per mile so that is close to 1.7 to 2 million dollars if you replaced all the curb on State Line Road and some of the islands. That is just Leawood's side. Staff has not addressed the KCMO side. We have asked for their interest in making a capital project to do some major maintenance on State Line, which would be to replace curbs, replace the islands, upgrade some of the traffic signals but that is not something that is on their radar scope.

We did talk to KCMO and they are going to mill and overlay State Line Road from 79th to 92nd and we did convince them to redo the islands there on the south side of 89th Street. There are two down at the bottom of the hill that are the worst that are out there. Between 85th Terrace and 103rd Street, the islands are 50 years old and need to be replaced too. We are going to work with KCMO to see if we can do a mill and overlay program down to 103rd Street and get the islands replaced and that should be scheduled for next year, but I can't guarantee that they are going to look at doing that.

The bigger question is, do we look at trying to just address the Leawood side and replace the curbs? The straight curbs along the properties on the Leawood side and then actually, at our expense look at redoing the medians the whole length of State Line Road (from 103rd to 79th Street)? Then as you go south, we have a section at Carondolet up to stopping just north of College Boulevard and a fifth turning lane that goes all the way down State Line Road. Staff has been waiting for KCMO to say yes and that it is time for them to do a capital project, but does not know that that is ever

going to come about.

Marsha Monica-Have we ever formally sent KCMO something that lists the items in our assessment that need to be put on their list? Do we need to have the Mayor send a letter to them and elevate it a little so that it is in writing that one official has requested this of another?

Joe Johnson-We have spoken to two or three engineers that work in their maintenance department and in their engineering department-constantly. That may have some benefit. As far as Public Works staff talking with Public Works staff, they have more issues maintenance wise than State Line Road. They have many other major maintenance items.

Marsha Monica-So we are getting no help from Kansas City Missouri, probably no help in the future, so what do we want to do on the Leawood side, and that is the question.

Joe Johnson-Right. If we do something it will be on the Leawood side and be replacing our curb and the question is do we also work on the medians and the islands ourselves? We can look at the critical ones but eventually they will all have to be replaced.

Michael DeMent-What is the cost of the islands and medians? What is the Kansas City Missouri side cost that we would be taking on if we did that?

Joe Johnson-Estimated \$2 million dollars to do it all. We have about \$240,000 per mile and we have about 7 miles, so about 1.7 million for the curb. Figures are about \$3 to \$400,000 to do the islands.

Michael DeMent-So a couple hundred thousand would be their share. As part of perhaps going to the Mayors, has there been any discussion of their ability for their council or for public works to basically let us front the money and they pay us back in small annual increments?

Joe Johnson-No, the last time we did a joint project was 92nd Street Traffic Signals and that took us seven (7) years. I do not know who we would talk to, to get KCMO moving. It took us five years to get an Interlocal Agreement to just share in the cost and do a joint project.

Marsha Monica-Because it's the property owners responsibility to do the curbs on the Mo side, we have no real reason to go in and do that side.

Joe Johnson-We would not touch the east side, we would just run a brand new curb down the west side of State Line Road and then look at what islands would be appropriate.

Marsha Monica-Missouri has a pretty good deal, because the area they have agreed to maintain is south of 435 and that is all fairly new.

Joe Johnson-It is except for the curb. On both sides it is bad. We have filled the gutter of it with asphalt, it has eroded so badly. State Line, just south of 119th Street on the west side down to 121st is bad. That is when we called them to say that they had some bad curb they needed to fix. KCMO's response was to tell us that the curb was the property owner's responsibility.

Marsha Monica-If we did this would it be in lieu of something else, where do we finance something like this? Is this a major capital project for Leawood?

Joe Johnson-Yes, we are talking about \$2 million. It would be something brought later this year when the City looks at its 5 year Capital Improvement Program. We would make a recommendation to the Council for the funding and then what year.

Question-If this was along Mission Road, where we own both sides of it, would we be doing something right now?

Joe Johnson-Generally, how we would have taken care of it would be when we go in and do a mill and overlay project (example 123rd Street). We would mill and overlay it and rip out the curb that is bad and put in brand new curb. Currently we are replacing the curb on 123rd because it is similar to what State Line is. We would include it in our mill and overlay projects. Rip it out, put a new patch down and overlay an entire new street.

Ken Conrad-Asking about the maintenance responsibility of the road.

Joe Johnson-The normal maintenance runs for Leawood from 79th Street to 103rd Terrace. Leawood does both sides, snow removal, curb repair, pot hole repair, sidewalks. Kansas City does their general maintenance from Carondolet to the south area. Kansas City generally does asphalt patch. They will do street lights, traffic signals and pot holes. We do the same thing, but then we also replace curb and sidewalk repair in addition to the signals and street lights.

Phil Gibbs-His business is located in Leawood's Ward 1 at 90th & State Line. We take care of our property but we do not get the discount on our property like residential does, but yet we've been told that we have to pay for our curb because it is a Kansas City Missouri rule, not a Leawood rule. Mr. Gibbs said he is very familiar where the State Line is in their location at 90th & State Line, the State Line is on the east side of the east curb. In other words, all of State Line about where he says he starts the maintenance is all in Kansas. The State Line is on the east side of State Line Road, it is not in the middle. When you go south down by Hallbrook, Hallbrook State line is on the west side of the curb. So the reasons that people before us and all that came up with that decision to maintain is that the south end is all Missouri and the north end is all in Kansas. Somehow there has always been an agreement like this mill & overlay that Joe keeps mentioning is in Missouri, but apparently they are going to do that.

Phil Gibbs-The situation is that our building was built in 1973; the road is 40 to 50 years old. Mr. Gibbs distributed pictures of the area in his business location. If you look to the north by Commerce Bank near 89th it is terrible. You can say it's in Kansas City Missouri, but actually with the real State Line, it is in Leawood and look at the curb there. [Pictures were taken April 2008]. There are 36,000 cars a day going by here and it doesn't give Leawood a very good front door to our City by the way it looks. Something needs to be done or the north part of Leawood is going to go downhill. If the infrastructure isn't taken care of and the streets look bad, then next people are not going to take care of their homes or businesses in the north part of

Leawood. To me, along State Line in the north part, it's not a good place to live. Normally-as an example, I complimented Public Works this morning, they slurry sealed our streets they replaced the curb before they slurred where I live in Ward 2 and it looks great. I'm real happy to be there and I'm going to keep up my home, but the business area all along State Line is very bad and I think we ought to take care of it somehow.

Chair Gill-In looking at the situation, we have to ask 1) is there a need? Yes, it appears there is. 2) Follow up and joint cooperation with Kansas City Missouri is needed. Maybe this should be Mayor to Mayor or City Manager to City Manager. What is the timing and the future for mutual responsibility?

As far as maintenance goes, Leawood maintains North of I-435 and Kansas City Missouri maintains south of I-435. The property lines generally correspond with who maintains what. If we were going to do curb repair could we do curb repair only on the west side or are we now in a situation where north of 435 we've got to do both sides and south we couldn't do either side?

Joe Johnson-North of 435 the majority of the curb is within the City of Leawood. South of 435, the west curb line is in the City of Leawood. State Line Road runs somewhere out there.

David Ley-when we widened the roadway, it winds somewhere out of the roadway but probably the south bound outside lane is in Leawood and everything else is in Kansas City.

Joe Johnson-The curb line is in Leawood on the west side. When you get north of 435 then the state boundary shifts to just east of the curbs.

David Ley-From 103rd to 85th Terrace, I believe all of that, I think the east curb is in KCMO (I believe). We have a map in the office we can get to refer to.

Joe Johnson-It meanders back and forth and it gets within the back of the curb and then within 4 to 5 feet outside the back of the curb and then eventually it scoots over and follows the centerline.

Marsha Monica-Staff needs a recommendation to put this on as a proposal of a Capital Improvement Project. Because we won't get any help from KCMO?

Joe Johnson-Well this is a discussion as an issue has come up. We have worked with Kansas City Missouri to do the mill and overlay jointly. We have not had much luck in doing a joint project to actually rehabilitate State Line Road. The question is, is that something that the City wants to do? To address it by itself and make it a capital improvement project?

Marsha Monica-that is really our only option. Whether we address it by ourselves or not at all.

Chair Gill-I think it's more complicated than that. I think there are three things here.

1. Is there a need? At a minimum, this group is in agreement that the curbs and infrastructure along State Line need to be repaired.

2. We need to follow up with Kansas City. This would be an easier fix if we can do it jointly with Kansas City Missouri. I think we should make a recommendation that we have the City go Mayor to Mayor or City Administrator to City Manager and try to get an upper executive buy-ins or joint project and we can talk about timing or whatever. But we need to find out if it's not in the cards. Michael DeMent-As part of a clarification for the future about mutual responsibility so that there is an equitable addressing of this issue.

Sherman Titens-We really are talking about a Master Plan for State Line; and have under that comprehensive document for all these different things. That is what they need.

Chair Gill-as we digress on that, one of my biggest concerns on the council has been for the past decade, what do we do to preserve the integrity of Kansas properties along State Line? We have residential properties we have commercial, we have commercial property that really is in serious need of re-development and then we have south of 435 ...so I think you're probably right.

3. If Kansas City Missouri is not going to do something jointly, then we need to figure out how we go solo. I think that is complicated. Because of where the State Line actually falls. Conceptually to me, you would do the west side of State Line all up and down and that sort of is the signature of Leawood; right everybody assumes the State Line is down the center of the road. But reality is everything north of 435, the curbs belongs to Leawood in general and everything south of 425 belongs to Kansas City Missouri.

Joe Johnson-I do not hold out for a whole lot of hope for Kansas City to ante up for anything. So does the City say we'll look at north of 435 because that's probably the area with the most need of improvements? Or do we say look, we're going to do it, it's our road, we appreciate Kansas City Missouri's help but you know what-from now on it's going to be our nickel. We'll do curbs on both sides and the pavement and that's how it's going to be done.

Chair Gill-That's not a satisfactory answer either Joe because if they let State Line go to hell in a hand basket south of 435 then we haven't accomplished anything. We've just moved one problem from the north to the south.

Ken Conrad-South, most of Missouri is all residential and I would suspect that they would put more pressure to keep that section of the road updated.

Marsha Monica-Yea it is, from Carondolet south until you get to the strip mall area at 128th it's mostly residential.

Ken Conrad-So coming back to what Phil Gibbs was talking about. It is a concern in north Leawood, there is no question that the stretch of road on State Line-- the better it is the more attractive and the more likely people are going to stay residential. I know there has been discussion from 103rd north to 95th Street of what Leawood is going to do in that property there just because it probably isn't our typical R-1 Residential. I think the maintenance of the road and the appearance as Phil said is extremely important. I agree that they have just let the part to the south go bad, but I

think if they have residents who have their houses there they may be more likely to put pressure on Kansas City Missouri to keep it up. Actually in the same way we are trying to do to keep it up. I think a total re-evaluation of how it's addressed would be great. Is that a sub-committee?

Julie Cain-Was in Chicago driving north last weekend and they had something called the Chicago Gateway Green Expressway Partnership. It's new and very impressive. Kind of what we were talking about. They had people on the Wisconsin side and people on the Illinois side partner together and they had different corporations adopt. In this case it was green islands and they had parks all along. They had the corporations buy in and adopt parts of this beltway going north. If we were coming up with a comprehensive plan, I'm sure Ward Parkway and some of these major things along there would be very interested in having it look nice. They had special signs that said this island was sponsored by this corporation etc. It was very well done and you could envision that. It would take a lot of planning and a lot of cooperation but that partnership was very, very impressive driving along there.

Marsha Monica-I think it's time to make State Line a signature. Instead of just sitting here and talking about spending 2 million dollars to replace curbs and infrastructure do we need to see if we can get when Ken said and make a boulevard study and come up with a plan for State Line from 79th to 135th and maybe see if they would buy in and give us some money to do the plan. Then start working on the plan.

Joe Johnson-That is a 5, 10, 15 year process. The street needs to be fixed today. A joint project done all the way would be about 3 ½ million dollars. We were looking at \$240,000 per mile and we have about 7 miles, so 1.6 million just to do the curbs on the outside and that does not address the islands.

Marsha Monica-When you hit those islands going north, I will say, it's not a very pretty area.

Ken Conrad-If you had billboards, it would look like Wornall Road.

Sherman Titens-I think there is a need that would support in light of what the Metcalf initiative is in Overland Park. Whether it's good or bad, it's come to everybody's attention and everyone is aware that there is a master plan on Metcalf. The mental part is in place and I think we can do the same on State Line. Recognize that that doesn't get the curbs fixed tomorrow and it may be that there are two pieces to this. One, the maintenance has got to get done no matter what. But along with it we need to take a look at how do we take a State Line and create signature in particularly when we own both sides of a huge hunk of it.

Joe Johnson-They looked at it several years ago as an option to make State Line a four lanes north bound. And then Ward Parkway would be south bound. To do anything different than what is out there today you are going to go right back into peoples front yards or businesses, and there is just not the right of way to do. There is not the space to make boulevards and to make islands down the middle of State Line Road. And they recognized that 10 to 15 years ago. One of the options was to make

State Line Road one direction and then the other direction would be Ward Parkway. It went from 103rd north a bit as an option. But it would cause the purchase of homes in the middle.

Michael DeMent-The Master plan kind of approach might be the carrot to get Kansas City to put in it's share on the work because if the Mayor would write to the Mayor and say as you are invested in regional approaches, State Line has been identified as a gateway off and on for both cities...we have a great opportunity and we can do an immediate spruce up but have been getting pushed back from your staff. Outlining what needs to happen on the short term, do that as a sign of good faith and then let's look at a master plan for State Line and then you have something that you can use to show to other suburban communities. Regionalism, as Funkhouser sees it, which might actually be viable and produce do-able results. That might be the argument that gets him to put some pressure on Public Works to come in with an equitable investment.

Joe Johnson-I don't know that it's Public Works more than it is their Governing Body saying here is the funds of all the capital projects we have; moving some money to allow it. It will be an Interlocal agreement with one of the cities administrating the contract to go in and do the work.

Mike Gill-They have a funding mechanism though; they are just going to assess the property owners on the Missouri side. We ought to look into their funding options too.

Joe Johnson-Yes and they may. I do not know when they come in and do an actual capital project and redo the curb whether if that is their means of reimbursing themselves or what. They have 500 million dollars from sales tax and they approved funding that gave them 500 million to reduce their number of capital projects when they invented SEEMO. I'm not sure where they are at with that funding.

Marsha Monica-On the islands at 89th, can we just go in and rip those out? They are so bad.

Joe Johnson-We actually talked about that and the two on 89th are going to be done this year. They are actually going to be replaced this year and had they not been replaced, that's exactly what we were going to do. I was going to send out our own crews and just rip them out and patch them back and stripe them. We did convince KCMO that they needed to be there so they are going to do those two islands.

Chair Gill-Being -.I'm hearing a consensus that we need to go deeper and relatively quickly to come up with some recommendations for the council. Questions Joe, can we delegate to ourselves further investigation into this or do we need to go to the Council and get a pointer? I would like to work with Scott and Peggy and get some dialog going but also be thinking about some of these other alternatives with north/south, east/west curbs, master plan and sharpen our focus. Maybe bring this back to the next meeting with some thoughts.

Joe Johnson-One option we could take a look at and this would be just to address the curb on our side, but if we wanted to kind of do it in the fashion that we generally do

it in. I don't think we can do it this year, but next year we'll be looking at going from 92nd to 103rd and work with Kansas City next year for a mill and overlay. We could look at when we do the CIP, look at funding and then Leawood would do a curb project early on in the year to get the curb replaced and then KCMO come in and we would have a joint project with KCMO to do the mill and overlay. At least we could replace all the curb outside curb on our side prior to the mill and overlay and at least be ahead of the game on that section and then maybe figure out how to. David Ley-Curb that is on the east side that is in Leawood, would we do that too? Joe Johnson-I don't know.

Sherman Titens-Cant we keep doing this under the maintenance of our part of State Line? We don't need the city council to approve that.

Joe Johnson-No, we need approval of the dollars to do it. If that is beyond what our crews can do.

Sherman Titens-I mean when you get to that point. But as far as the study, the discussion isn't that what this committee's supposed to do.

Chair Gill-That's what I think too, I agree Sherman.

Ken Conrad-So would it make sense that the first thing to do is to have a clear understanding of where the actual State Line and State Line Road are. And what are the current agreements in place? Joe you know these, but as I'm sitting here trying to think of the next step I'm still a little confused on where the responsibilities are and what are the "deals to date". That would help us to know what the next step is, although I concur with the comments that something does need to be done sooner rather than later.

Joe Johnson-Yes, we have a map that shows where the boundary is and the Interlocal Agreement that describes the general maintenance that gets done on a daily basis. I don't know if the assumption was on the east side of State Line Road that involved property in Kansas City Missouri that are paying property taxes if they City gets stuck with the curb, and that has always been a joint project with the two cities as far as major maintenance (mill and overlays) and if it never got to the point where we've addressed the curbs.

Ken Conrad-Maybe the best thing to do is to revisit those and maybe even you and with your counterpart just from a beginning to plan this. This is really kind of the first step to make sure we understand what we think we are supposed to be doing.

Marsha Monica-Julie Cain brought up a new concept that we haven't really ever talked about in getting corporate sponsorships involved. I do not know really how you do that but I would think that if you wanted to do something like that you would have to have more of a boulevard type look as opposed to just a street. I hate to lose that comment because in these times where everybody is looking for money and cities are always looking for money am not sure how to go about that, but it is a good comment.

Michael Dement-In that vein, for a future meeting it might be beneficial to have someone from the Planning group with KCMO who is responsible for the focus, plan for Kansas City which basically envisioned that you would take certain geographical

areas or major roadways like a State Line and bring in corporations and not for profits to serve as anchors and catalysts for developing the amenities and in creating infrastructure. A chat with them on lessons learned for a short period of time might give us a better sense of if that is feasible or effective for an area like State Line.

Chair Gill-This should be a number one agenda item for our next meeting. Greg, Julie or I will report to the Council that we are looking at this issue. Joe, if you and David could develop the answers to the key questions Ken addressed so we can understand the lay of the land, State Line Agreements in place and deals to date on where the State Line runs (basic information) so the committee members can know. Also if we can get some suggestions, suggested approaches that we could consider that would in game get us curbs along State Line and then the island. So how can we get there? I will take it to do to talk to the Mayor about having her contact Funkhouser and or having Scott Lambers talk to someone to explore if there is any interest and try to get a better understanding of what might work. Let's keep on the table, the corporate sponsorship and lessons learned points so that we do not lose them. We could also put Mid America Regional Council (MARC) on the punch list too.

- **The last agenda item: Timing of the Public Works Committee Meetings.**

Chair Gill-There is never a perfect time for everyone.

Sherman Titens-Asked that this be mentioned, thinks we should have some fixed time of the month for when we meet so we can plan for it.

Other committee members agreed, even if the meeting is cancelled and there are no assignments.

After discussion, the group chose to meet on the 3rd Tuesday of every month at 7:30 AM.

Meeting adjourned at 8:42AM.

Minutes transcribed by: Julie Stasi, Admin Services Manager
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