

MINUTES OF THE PUBLIC WORKS COMMITTEE

Meeting of: Wednesday, December 3, 2014
Leawood Justice Center-Community Room, 7:30 AM

COMMITTEE MEMBERS PRESENT:

Carrie Rezac, CHAIR and Councilmember Ward 3
Jim Rawlings, Councilmember Ward 2
Adam Abrams
John Burge
Ken Conrad
Abbas Haideri
Jon Grams
Marsha Monica
Christopher White

COMMITTEE MEMBERS ABSENT

Andrew Osman, Councilmember Ward 1
James Azeltine, Councilmember Ward 4

GUESTS:

Todd Harris, 3003 W 82nd Terrace, Leawood, KS 66206
Councilmember Debra Filla-Ward 1
Councilmember Lou Rasmussen-Ward 2

STAFF PRESENT: Joe Johnson, David Ley, Julie Stasi

Chair Rezac called the meeting to order at 7:39 AM. Introductions of Committee Members and staff.

FIRST ITEM OF BUSINESS: Previous Meeting Minutes

Ken Conrad requested an edit to the Draft Minutes of November 5, 2014; and provided the wording/sentence of what he was trying to say [Page 4 of 5; last paragraph] as it related to suggesting the City look into securing Right of Way in the discussed area.

John Burge-Motioned to approve the edit request.

Jon Grams- Seconded the Motion to approve the revision. All attending members were in favor.
Motion Passed.

Jon Grams- Motioned to approve the Minutes as amended from November 5, 2014.

Marsha Monica-Seconded the Motion; all attending members in favor.
Motion passed.

Chair Rezac: Advised that due to a resident and Council in attendance to speak about New Business (Agenda Item #3), the order of discussion would be to discuss Item #3 (Communications on Projects) before Agenda Item #2 (Selection Process Scoring).

SECOND ITEM OF BUSINESS DISCUSSED: New Business-Review and Discuss external communications on major and long-term projects; such as Capital Improvement Project (CIP) and Sidewalk Improvements (assignment of October 20, 2014). Chair Rezac advised this came forth due to emails received from the Ward 1 area. The Committee E-packet had a lot of information about what has been done in the past; so part of the discussion is about do we change anything and how do we change it if so?

Joe Johnson-Back in 2009, this Committee discussed the same thing. It may work to let Resident

Harris speak first and then direct our conversation towards what you may want to see us do different in addition to what we have already done.

Resident Todd Harris introduced himself and apologized to Joe Johnson and David Ley for his past complaints. Mr. Harris said he let them have an earful on the phone, as he was very frustrated. And in speaking to Debra Filla, he appreciates her responsiveness. In sharing his experience going forward instead of looking backwards. As the City tries to make improvements to the City, especially in Old Leawood, he would like to have the City do that in a way to make sure the residents are fully engaged and informed so they know what the expectations are. Bottom line up front, as a results orientated person, when you look at the neighborhood, it is a perfect project. The runoff of water is engineered perfectly, he couldn't ask for; everything is done right at the end of the day. So no complaints on the design or the process of what it looks like today. It is excellent work.

Mr. Harris-To back up on the experience for lessons learned purposes, I think it all comes down to communication and stakeholder engagement with the constituents to let them know what to expect-What the benchmarks are in the process along the way. And when adjustments are made, also informing them of the adjustments. The City does a very job of this in the Parks & Rec area. I happen to coach a soccer team, and they use like Facebook and email type media to try to keep you informed of rainouts or anything, adjustments, schedules, whatever. I certainly think that one of the ways to engage the stakeholders. I noticed there are door flyers from the contractor in the packet. As a constituent, I would prefer the City to (its great the contractor is going to coordinate a particular amount of work on a day), um but I do not think their coordination is always good with following through (but that's another matter). I would want to see the City-expectations in advance; of what the benchmarks are in advance and then again.

Mr. Harris-The other thing that was lacking was an ability to engage somebody from the City and certainly it shouldn't be the Director of Public Works. I shouldn't have to talk to the Director to try to resolve, figure out or express a concern. And then ensure that the concern is followed out. There ought to be a format where it goes into a web form or any other method. Call a hotline number or a phone number. Because I know the City has an Action Line. I did call that one time and the web site actually led me to the director's address. Again I feel almost ashamed of myself that I would have to reach to such a high level in the City process to just express that I need sod put in my yard and please do not install it on top of the gravel that is there.

Marsha Monica-What are the communication processes that are your concerns?

Chair Rezac-I'm going to really quickly ask you Todd, what did you receive? So we know.

Mr. Harris-I was in a unique situation because I am at the corner of 82nd Terrace and Wenonga. I am the corner house. My street had already been improved on 82nd Terrace. So I got ignored in the communication process. Because my curbs are all nice and new. The problem is the utility companies came in and dug my yard up. They planted fescue seed in June or July on a gravel rock bed. If you saw; I spent-(it's not about me, but), I've spent a lot of money trying to improve my house. If you drove by it you would think, hey, this is the kind of person we want in the community. They spend money and try to improve their yard and also their landscaping and what the house looks like. It was frustrating for me that what I got was fescue thrown on top of gravel. That was one of the concerns-I am adjacent to the project yet. And then they closed the street, of course not to get into the street, but up that one lot into the process. So the workers were parking in front of my house. They parked on my yard. I've got a sprinkler system and they pulled a low boy because they couldn't make the corner. I understand and they pulled a low boy with a big heavy piece of equipment through my yard on the corner. So basically I was like the traffic place. And the neighbors had to park there. The parking was a complete disaster. The neighbors didn't pay attention to parking. They would park where the cement trucks need to back in and they need to swing around. And so if you can't make the swing room, you go through Todd's yard. That's how you fix that. So to me it is a matter of coordination and communication and then maybe we need to ticket and tow people or something. I do not know if they were told. I was in a very interesting situation. They also parked equipment on my yard and it leaked

oil in my grass among other things. Everything is good today. It took awhile to get restored.

Mr. Harris-I think the project started on that street in May or June.

David Ley-It was the first part of June.

Mr. Harris-First part of June and I got my sod laid the very last week of October. I had no idea it was going to happen that long. So how long is the project going to take? As an example. I didn't know I would be inconvenienced that long.

Mr. Harris-One last thing. I think it's unfair to a resident to have to engage a contract manager. I talked to some of my other neighbors; some on Meadow Lane. They had experienced kind of the same thing. I think the contractor's work for the City. And so if there is a way to talk to the City and the City hold their contractor's responsible for doing what needs to be done. But to talk to a contract manager or supervisor, you don't feel like you are really being heard. And the things that they agree to in one particular case, there was a family that had to move and they had curbing and they asked for gravel and the contract manager to put gravel temporarily along where the curb was because the asphalt had not been poured yet so that they could back the moving truck into the driveway. And they said "yes, yes, yes". The day they showed up with the movers no gravel was there. They couldn't move that day, they had to reschedule the move. There is another example. So to engage the contractor and ask the contractor; what authority does a resident have over a contractor to ask for something like that to be done? The City loses visibility over something like that. You don't know that that is a need the resident has if you are going directly to the contractor.

Chair Rezac-to Councilmember Deb Filla-you might want to speak for some of the other residents that you have heard from that are not here today.

Deb Filla-I really appreciate Todd's overall viewpoint of how to get to the better. I do appreciate that you are here to talk about how we can make it better. Because I think that was a great point made-when it's all said and done it is a great project. The other thing I want to say is that no one here, whether it's me, Joe, Dave or anybody thinks that it is a problem to talk to a resident. No staff or Council feels that you are going too high or to be bothered. Joe is the most responsive and so is David. They are the most responsive people to our citizens and it makes me think about talking to past Mayors before we had a City Managed organization. The City Council person, if there was a pot hole, the councilman would have to go get the bids, oversee the project, make sure they got paid, so we were really involved in the past. So this seems really easy to come to a breakfast meeting and talk about how we can tweak the project to make it better.

Deb Filla-The other concerns that were raised by the folks on Meadow was the fact that it was a meandering oversized street. It wasn't the same uniformed width as all the other streets and so it was at some points more than others, narrowed and so the residents felt that they were losing a safety issue because that is what was going on. To me given with the work we have going on at 85th Terrace with the citizens creating a special benefit district, and Joe working extensively on traffic calming. There was a meeting on traffic calming options. They met at City Hall and talked with them on what they wanted to do, because of the major throughfare that has become with Trader Joes. The City included the sidewalk which is a huge walkability plus for the neighborhood to be able to get to Ward Parkway; and then the neighbors added to it the traffic calming device. Part of my thought was is that when citizens all of a sudden wake up and their curbs are getting poured, it's a little late to say gee, I coulda had a sidewalk. So that process-how do we engage neighbors along the way that say if in fact you do want to consider any traffic calming or sidewalk improvements, you are going to have Capital Improvements two years from now and this would be the time to copy the Homes Association. We just recently had a request from Brightwater Association to do curbs. So that requires a level of engagement and as we just completed our master plan for bike/pedestrians and we have a complete streets project and we know the success and desire of the both aging and young population of living where you work and work where you live and be able to get around on a bike and walk; we are responding in like. So this is also a little bit different perspective than back when.

Deb Filla- I also wanted to mention as thoughts to discuss is the media and using other forms of media. Now that we've tried out other forms of media like Facebook with Parks & Recreation and now that we are using our web site more and more. Also the thing of cronology. It really was a learning on the street as to what came forth. I don't know if you haven't been part of a street project, let me just make sure you understand the complexitiy of whats going on.

In old Leawood, we just-when we started out just doing suburbs, nobody got all those right of way areas and areas with the precision as what is built in the neighborhoods today. And so when we go back and do it, you find all the sins of 60 years ago when they didn't have the codes that we do now. So the City asked all the utilities; the gas company to move their gas lines back. Well they took that opportunity to also upgrade their gas lines. KCP&L also upgraded all of their metering. The change in stormwater which used to be collected at the bottom of the hill, now is collected in storm lines up above to catch it sooner and not wait until it all comes down. That then meant two or three water mains on my street had to be backed up to put in the new box culverts. At the top of my street, literally they said the gas line was like a jigsaw puzzle. The gas people felt Miles breathing down their necks to get their work done while they were trying to find their meandering gas lines. The water main was a problem too, so they were digging and digging trying to get that done. Then at certain points the street is taken up and the curbs are taken up. The contractor keeps laying gravel and matting everything down and the curbs go up, then there is the first lay of asphalt. Then there is a final lay of asphalt. Then we heard through the contractor they were going to do that final asphalt with the entirety of 85th Terrace, Meadow and all the Terraces.

Certainly the parking was also an issue. That needs to be a heads up. This is going to be awkward, this is going to be where you put your walking shoes on. Poor Meadow Lane got caught in the rain after they stripped everything and they couldn't park on the street, then it's raining. Literally one day I looked next door and my neighbor is actually helping her backyard neighbor lift the kid and the groceries over the back fence so that they can get things. I was stepping over wet concrete curbs as my husband drove down the road and I grabbed the groceries. There's a little bit where it can be fun, and you get to see your neighbors and we all roll our eyes and say isn't this fun. So you know nobody really got grumpy about it, but then of course you have to have "do not park" signs as Mr. Harris was mentioning because then all of a sudden people are parking too up and nobody can get through and now you can't see and you have an entire block of two laned traffic when there really is only one lane accessable. So I think in terms of the chronology; not necessarialy the time line would be nice but maybe we could have a public meeting where on these big projects, we could have an open house where they come into a section. Let everyone hear from these guys and do the communications up front; as they do it in spades at the back end. And the contractors are also educating.

Mr. Harris-I would like to just add that you made a great point about the gas company because that was another factor. When you look at what the expectations should be as a resident. I had no idea that I was going to get new gas lines and a main come in. I had no idea. Then they show up and they dig a hole in my yard. I got a post card by the way that asked what kind of grass did I want. That was the first communication (I think Public Works sent that out to just let us know about the project). But the gas company also uses all these sub-contractors so you have all these different people from different companies and you do not even know. I work in the security business, and so people knock on my door. Contractors representing somebody and I don't know who they are and if they are legitimate or not. It was a concern for me. And the knocks came at like 7 in the morning and I actually know one of the residents (Mandy Hunter) and happen to know her well. She had the same thing. At 7AM kind of call at her door. They get started early.

Chair Rezac-Joe do you want to go through what the process was for that particular project. Was that a typical process? Or were there some gaps?

Joe Johnson-On the reconstruction projects they are fairly difficult. Generally what is the unknown is when we get ready to start. Of course you know with any construction project we send out the plans to all the utility companies in case there are conflicts or whatever. Well in north Leawood, specifically gas and water, they take that opportunity to come in and redo all their mains. At least that has been fairly

typical with them. That is not something we require them to do, but their lines are 40 to 50 years old and they decide to do that. A lot of times, we are sitting there holding the bag for one, two or three months. We like them to start early; they don't like to start early. And so we are kind of into late June before our contractor can actually start work. Before we even get out there, the utility companies have done a nice job of making a land mine out there. With Todd, we had done a section of his street past his house two years prior. But we had no idea the gas company was going to come back and dig a hole about the size of this table to connect the gas main and relocate the gas main down the rest of the street.

Todd Harris-They will upgrade your meter if it is non-compliant. And mine was non-compliant. So they dig up the whole yard in my case.

Joe Johnson-A lot of those we do not know about. We sit down and they say what they have. We ask them when they think they are going to start and be done and tell them the time we want to start. It works out great in the meeting with them. But once you leave the meeting, we find out they have their own schedule and then in this case, Miles and our other contractor eventually get to the point where they are chomping at the bits with the utility companies because we have a street to build. Generally what happens is where are in late November where we are paving and trying to sod because...

Deb Filla-Asphalt is closing...

Joe Johnson-right. It doesn't do us any good to go in and make the street improvements and then have the utilities come back in and tear it all up again.

Marsha Monica-Does the utility company give any notice to homeowners that they are going to be replacing?

Joe Johnson-I don't know that they do any sort of communication.

Todd Harris-Infrasource (who Kansas Gas uses) had a door hanger similar to what is in the packet. It was a general notice that said they were going to install a new gas line. But then in my case they knocked on my door at 7 in the morning and said we need to get in your house today to put in a new meter on. And your meter is not compliant. And in my case, I had to go to work that day. So that is not going to work.

Jon Grams-Your meter is inside your house?

Todd Harris-No it's so. One is the gas meter when they do this has to have a certain valve on it now. I've learned a lot about gas meters. Because I asked. Mine was old and if it's safety, I want it. That was one issue. The second was now the regulations required by the gas company, but the gas service into your home is installed above grade and my home was built in 1958 and it was installed below grade. So they have to bring it in above grade. Well trying to find in a finished basement where to bring that in is a whole other issue. They don't want to tear up your basement and go through all that. So then they have to dig a line to a point where they can service you. So basically I've got a pipe running down the side of my house. It is about an eight foot run; which I painted it and it looks good enough. And they worked with me to do a good job as best they could. But you don't just-it doesn't happen at 7AM that you get all that fixed. And they want to walk in your house and look inside your house and you are a contractor and I don't know who Infrasource is. I know who Missouri Gas Energy is. And that's the first I learned who Infrasource is was during that encounter.

Ken Conrad-So when I first read this, the question that popped into my mind is: Was this a good project from the eyes of the City? And I've had two street projects in front of mine.

Joe Johnson-Did this go any different than any other street reconstruction? No. Everything that Todd has explained happens on every project and probably the only way to make it better is if we can figure out how to get the utilities to shorten their time frame so that doesn't drag out and then by the time we get to start construction, you know, the residents have had too much of the utility companies and they are already tired of this. Then the City comes in and makes it really fun and rips up the street.

David Ley-The one thing that we had a major problem with in completing was the sod. We were doing several streets in different areas. So they would do a street like Todds street and then they would

come back and they would tell us they are going to sod mid September. Then they wouldn't show up until mid to late October. That was one of the issues we are going to address in the contract next year. Joe Johnson-This issue happens with all our big contracts, they have other contracts, so they are trying to schedule on some of their other projects, we would get a schedule that said on Monday they would be out to do this. And then Monday would come around and no one was there. Other projects had things go wrong; machinery etc. that pulled them back and then they would be to us the following week.

Ken Conrad-It sounds like the utility company may be one of the real issues we have no control over that can really impact schedule.

Joe Johnson-It does and it can.

Ken Conrad-If there was some way we could improve that might help immensely. And then the other thing is my experience has been anyway, the notification hasn't been in depth, but I think the City has always done a good job of notifying to some extent. I think the problem is that as a resident unless you've gone through it or you are in the construction business you really do not have any idea when somebody says, we're going to do this. You can't imagine the mess.

Joe Johnson-right.

Ken Conrad-I do not know how you..maybe what we need is a time lapsed video. I'm serious. If you talk about technology and web sites and all the media we have. Not to scare anybody, but when that big back hoe pulles up and guy sits those outriggers out and all of a sudden you're thinking about your sprinkler heads and wondering if they have the right address.

Lou Rasmussen-I wanted to talk about sidewalk construction. I and a number of other folks created the first sidewalk benefit district in the State of Kansas. And that area encompassed essentially Mission Road from 95th Street to 99th, 99th to Roe, 99th back up to 95th and across 95th. The object at the time was to try to get access to our school which at that time was Marsha Bagby and Lindwood; both of which are gone. The reason I'm here today first of all let me make it very clear right up front. I am for access to our schools by sidewalks. And I have proved that by my actions over many years. But that is besides the point. The point I want to make is that we need to flush out the procedure to be followed here. For example: to establish that sidewalk benefit district the first thing we did was to get the Homes Association involved. Some of you may or may not be aware, the City has ordinances and there are State Statutes that have to do with sidewalks.

The general attitude (and I am part of that) is I don't like a sidewalk in front of my house. Now how can you reconcile that position with the position I just said? The problem is that you pick up liability. And not only from the point of view of monitary liability but also the maintenance liability. So how do we solve that? The way we solved that was by getting first of all a specific identification of the route that you wanted to construct. And I just gave you without lying, the area I'm talking about. The second thing that we did was to get the people involved. Namely the Homes Association to establish the area of the so called benefit district. That's very important because you need to get consent to do that. The next thing we did was to (you talk about partisian politics) we elected very quickly, a proper Overland Park Councilman. We bounced the treasurer out of Johnson County, and elected a new treasurer, etc. This was the fighting fifth ward of Overland Park.

The next thing we did, we picked an engineer and in those days, it was Phil Kline a graduate right out of school of Shafer, Kline & Warren. We then picked an attorney who was knowledgable right out of school and in those days it was Marvin Rainey who eventually became Mayor of Overland Park. The point I want to make is that procedure that was followed overcame the natural objection of the immediate property owner. Because the homes association then picked up responsibility for plowing those sidewalks in snow. The point I want to make is just saying here it would be paid by the City through the Capital Fund (I doubt it); but the benefit district I know from experience works and works well. In those days (and I admit it's a few decades ago) it cost us Twenty bucks a year per-head for that benefit district. And if I recall correctly, O'Brien was was then the Treasurer, worked out a deal where the County collected the money through our taxes. So why am I here this morning?

I'm here to suggesst that this Committee think about the procedure to be followed in detail. Whats the route? Get the homes association involved. Establish a way of getting an engineer involved. We talked about all the problems here you can imagine what it takes going down the street with irrigation

systems today. And I just think that ought to be done. And also in terms of the participation of the City. Remember in those days we have just got rid of urban townships, the cities were all young. They didn't have lawyers and or anything else. Now we do, we've got Patty B. and other people. So maybe some participation with an attorney and with an attorney for the benefit district. So to finish my story, I'd like to recommend that this Committee flush out what people need to do to establish that benefit district and how to go about it. And I'm here to answer any questions that you have.

Marsha Monica-Well I guess I'm confused a little bit. Are we not talking about two different things? Because we have normal street replacement, curb replacement repair replacement type things that are in our plan that we do. I mean we need to notify residents, but it's a little different than creating a benefit district. But I understand your point that especially in the north that people need to know ahead of time, if they want to create.

Deb Filla-The time to do it is then.

Marsha Monica-And I understand that, and I think that's a good point. That if you can go in and send a letter that says we're going to be doing 82nd Street. Is this the time if the neighbors want to have information about forming a benefit district?

Debra Filla-Well by the time they alert you the project is started, it's really too late. You've missed the design stage and missed the education and consensus. Because for example, 85th Terrace, it took 18 months? Several meetings?

David Ley-It started back in 2003 actually. The first petition was in 2003 for us to look at.

Marsha Monica-so the point is homeowners need to be notified at pre-design phase if they want to come in and make any kind of benefit district to make changes to their street. Is that what you are saying?

Debra Filla-Right.

Chris White-Well In listening to Lou and what Marsha is saying, theres at least three issues here. And in reading through the packet, there is an issue of planning, some of the utility issues, there is the communication element and then theres this whole benefit district. Sidewalks, driveway upgrades was brought up in one of the emails. Theres more than one issue that we are looking at this morning. And so I think it's important that we recognize that we have to deal with several items. The benefit district is a project in itself. It would be a good idea for the City to prepare some documents that says if this is something you are looking at, this is how you do it. And I think that is a great idea. I think the biggest problem with being a resident is you don't know about it until you realize you don't know about it. Its happening all around you and you wonder what do we do? Then someone says here is the process. And everytime you try to follow the process, you get "oh no, you have to follow and fill out this and you had to do that 6 months ago. Well I didn't know about it until today" So I think that is a great idea. And that is probably a project itself. But the other two sides of it though communication wise, technology has come along ways since 2005, and there should be ways that come up where we can have email distribution or something like you are talking about for each specific area where if people want to sign up to initiate contract with a given project they can. Is there a way? Everybody else has ways you can set up email distributions.

Marsha Monica-You could go through homes associations and those homes associations can contact their people. They can do an eblast to residents. They HOA would have their emails for the residents.

Chris White-But that doesn't always work. They have web sites. The key is the upgrades. For reference, my business is in building power plants and those are ten year projects and they are all

Lou Rasmussen-What? I built them in three!

Chris White- I have a project that has been going on for five years and no one is moving dirt at all yet. But you have all these things that change, but depending on who you deal with, we set up issues where the sub-suppliers and sub sub suppliers all have to be in these loops and get communications going. There's got to be a way that the City can function that way with the utilities as well, where when they are making plans. It's not a matter of just going to a subdivision and the home owners association

saying hey we've told you. But get people that want to be on an email or regular email distribution to know those things. There is technology out there to do it. So it is something I would say on those planning, it would be worth looking into. Because when we were doing the door hangers and the mailings and stuff that was what we had available. There is a lot more availability now for electronic communications so we certainly can look at it. The other element is the planning. I guess I'm puzzled, why is it we have such a hard time knowing what the utility is, because it sounds like they are always going to do the same thing? So if we know they are going to go in there and tear it up and we know they are going to take a little longer, how come we can't extract the information out of them?

Joe Johnson-Well we know what we are working on. We are working on the 2016 program now and here shortly we will be giving them plans. We anticipate March or April they will start doing the work. But generally they will not start until...

Dave Ley-This year we gave them the plans and they looked at them and thought they were Mill & Overlay plans, even though they are worded Reconstruction Plans. We gave them a letter, we held a utility meeting, they didn't show up, so then we started calling them back, trying to get them on the project.

Chris White-Is there a contact over there? Is there anybody we work with on a regular basis?

Joe Johnson-Yes. We have contacts and we talk them them. But this is not just an isolated thing. (several conversations)

This is very typical.

Chair Rezac-It is almost like we need to go to the next level, the State Level to get the utilities to work with us.

Joe Johnson-And we did that this year with our curb program with Water One. I called their director because they were having their own crews do the work, they didn't want to sub it out. They were getting a couple hundred feet a day and.

Marsha Monica-Can we get any form of formal communication letter or something that says from the utility companies that gives what their expectations are? And what their process is? That we can convey to homeowners?

Abbas Haideri-Was wondering when most road projects happen you see these big electronic sign boards that say the road is shut. How much is it to rent one of those and have a contractor put that out five days before saying we are working on the street. I get mailers and do not pay much attention to them. A sign would be in your face at the subdivision entrance or something like that.

Joe Johnson-We have done that and we have signs that we use. We use those where we have high volumes of traffic because we know that when the road closes we are effecting 20,000-30,000 vehicles so we do give them advanced warning before it shuts down. But on the reconstruction projects, we send notices to the residents to let them know when it will happen. I do not know how you would go in and effectively convey the nightmare that ends up happenings.

Abbas Haideri-Maybe if it's \$50 to \$100 a day to rent one of those and the contractor places it it would only be about a \$500 cost maybe.

Marsha Monica-I don't know that that is going to serve a purpose, that is just one tool.

Abbas Haideri-Right, that is just one thing but maybe it could take away the surprise from the people to let them think, oh there will be a crew in front of my yard today.

Chair Rezac-It sounds like there are many different issues here. One is the utility process. One is communication and that includes social media somehow/emails etc. And the other is the process for adding sidewalks or benefit districts and whether or not the item gets included in the capital improvement project when it's done. So there are three issues I'm hearing. Maybe if we can discuss one at a time.

Marsha Monica- In going back also, in looking at one of the concerns, there was a problem with the

rock and his yard. That would be something in the contract, couldn't you put in there with the construction contract that all the gravel is to be removed?

Joe Johnson-We do, but where the gas company was, they are outside of our right-of-way. In this case on Todd's property.

Mr. Harris-I am in a unique situation. Because my street was not being improved. My curb was not, only my neighbors. So when the gas company dug in my yard, that was outside the scope of what Miles Construction (hired by the City) was going to do. So what happens is, the clay and rock end up on top and they (the gas company) never put the top soil back on top. It doesn't work like that. Fescue doesn't grow like that.

Joe Johnson-In Todd's case, what we told Todd is that since we had Miles doing the restoration with everybody else, we told the gas company to just dress it up and when our contractor gets ready to sod, we'll take care of Todd. Because we had a stricter control.

Chris White-Is he down on the plan, where is the planning. Because when there is no road, people are going to come through your yard. Because some of those residents would really deserve special attention if there are going to be certain high traffic areas converging.

David Ley-Well we could have put "Temporary No Parking" signs out.

Todd Harris-I think that should have been done down there on the corner and then 82nd Terrace comes out onto 83rd up there and they were unloading stuff across on the south side of 83rd and I know they unloaded equipment onto other non-affected residents into their yards. Not sure if that got fixed or not.

Abbas Haideri-Also mentioned an email where they had to change tires because of the work that was going on. I identify with that, after the work done in Camden Woods to replace the curbs there, I had to change two tires on my car. I know construction sites obviously, but maybe there is a little more we can do to tell the contractor that he needs to clean up.

Deb Filla-I want to mention that overall the hope is that we take and not only make it better and increase our opportunity to do special benefit districts if neighbors are so inclined and increase our walkability but to take something and make it a plus. Because there are people that are pleased with what has happened. 85th Terrace Folks are delighted with the sidewalk and delighted with the traffic calming. When you talk about creatures of habit, as you were talking about that, there are folks, and ticketing people; the City did have to do that. People would turn onto 85th Terrace, pull in behind a concrete truck spinning (it's pouring)-this is not a 10 second delay, it's two blocks to go to 83rd. Then they sit there and get agitated after awhile that it's not happening faster. Who's fault is that? It's not the contractor. They couldn't find another route? They had to start ticketing people.

There was a great irony on Meadow Lane, someone asked the Mayor if she was the Queen and could pardon one of their traffic tickets because they were going across 85th Terrace (they are local and live on Meadow) and they were looking at everything and they were only going 15mph and would she be able to pardon their ticket. And she let him know about the decision of power here and that wasn't her pervue. But what was ironic was knowing that Meadow Lane was going to be next. Once it happens to your street, you do not need one extra tricycle on your street during that time. If you have seen the amount of traffic that goes on; the komatsu's that literally when they turn sidewalk, will block the entire street. If you could look up there, there was two of those, all the little bobcats, the trash truck on Monday was trying to get by first with trash and then recycling and then there is the gas utility that is still in there with their trucks and the pick ups of the subs. So the volume of traffic that is there is literally almost impassable from a certain point of time and these guys are great workers. We need to compliment them that the street looks great after asphalt and everybody gets a big puffed chest because they want to have pride in their job too.

Deb Filla-But I think the thing that came across here that I hadn't thought about is just a contact list of the players and who should you call if you have a utility problem? It's not Joe. If it's power and light (well now we are doing our street lights). But in the past it was. But someone said they were calling and the street lights went out, why? I didn't even know that the street lights was part of the project, so to your point-a list of the players and subs and contact points beyond the City Staff to help delineate, so

when it's said and done you give them an explanation during this potential committee meeting of why this is such a good thing. You tell them they are getting a brand new neighborhood. It's 60 years old and you didn't have to pay any taxes extra for it. In my old neighborhood in Brookside, KCMO, we had to pay a special benefit district to get a road. Not a sidewalk, the road itself. And then in terms of equipment on the corner lot homes, that is a good point too. I know that at Meadow and Ensley that became a mini construction site. You got to have someplace to stage and dump the gravel and give them some sort of essential compensation. Emails and other things like that we may have another point on that. Leawood is different. We didn't have HOA's created like you did. We have 1500 in one homes association. There is no email. There are two paper mailings that go out and one HOA Meeting; 1500 homes is a lot of people. On the other hand, Lois Thompson has a list for everyone on Meadow. She has that list as the neighborhood person. We have local lists that we could have collected and some could have taken care of their neighborhoods. We need to find out who those people are. But with that big of an HOA, not necessarily email would work. You could probably find block captains. Some people are retired and are out and about and walk their dogs than others.

Ken Conrad-Back to the sub list. I think when somebody comes and knocks at your door at 7 in the morning and they say we're from such-and-such and they want into your house now, you might want to know that. To take that incident out of the whole thing: I think one of the strengths we have is that we can call Joe and his staff and they are responsive. To have the residents deal with subs-first of all I wouldn't want to deal with a sub. That doesn't work. With a list of contacts and the subs.

Deb Filla-I'm talking about utilities. Because you can't call Joe and just say hey.

Joe Johnson- You would be better off calling us than the utility because all you are going to get is our contact.

Chair Rezac-to that point Ken, when you have those projects going on (Joe and David) are you kind of that project manager or are there some others in your staff who each of these projects are assigned to?

David Ley-Well during design for the Residential Reconstruction, we have Michelle Sherry, our Special Projects Engineer. Michelle does the design and she is the contact while it is in design. Then it switches into construction. Then we have Tom Klotz who is a Senior Construction Inspector and he is out there every day. We do notify everyone two years in advance. So it would be simple enough if we want to add some additional language we can do that and mention if they want to add sidewalks or do traffic calming.

Marsha Monica-I have a question. I read in one of these things here it said there was a contractor on site at all times....is a resident supposed to go find that person and deal with them? If not, then I would say take that out. Don't even have that in the literature. If we don't want residents to have to go find them.

David Ley-Will they will contact the superintendent. If they see them, they will talk with them.

Debra Filla-Miles said that, they gave us a contact point in their literature.

Marsha Monica-It says that in here. It says there is a project manager from the construction company on site during all times, so do you want the residents contacting that person if there is a problem or whatever? That is my question.

David Ley- Yes we like to be aware. We told Miles that anytime you have a conversation with the residents to let us know so we are aware of what is going on. It is nice when they contact us first so we can make sure they follow through to make sure the residents concerns are addressed.

Joe Johnson- It is not a bad thing. Residents have that choice to either call the City or in this case talking to the superintendent out there. It's not the laborer or the back hoe operator, it's the person we are dealing with on a day to day basis. Whether you talk to them or us. My guess is if you are going to make a phone call, 99% of the phone calls are coming to us. The time you would have a conversation with the superintendent is if work is going on right in front of your yard and you are out in the street and they are right there.

Deb Filla-For example she had pavers in her driveway. The people that showed up to lay them down were a bit fuzzy on what the design was. Deb went out and offered to call her driveway people with the

brochure and hand it to them, so they know how it needs to go back down. It's your driveway and you want it back correctly. That is the real time thing. No one else up here is going to know about it. You get the guys on the job in contact and you just do that kind of thing. It's a moving living work of projects.

Joe Johnson-I think what we can do when we get into construction, we can send a letter out that has email addresses for myself, David Ley our City Engineer and this project's inspector Tom Klotz. If things come up and I get an email, I turn right around and send it to Tom. Tom is out there that day and takes a look at it and responds. The same with other Dave. During construction if there is something going on we are able to respond quickly as soon as we get an email. We have put on the City's web site- we have a specific write up just for the reconstruction because of the complexity of it. It goes through and breaks it out. Maybe as part of the letter we can send that out a link so they can get to it. It explains all of it, from design to sodding. It talks about utilities. Removal of the curb removal of the street. It does a pretty good job of what is going to happen.

Chair Rezac-Lets go back to what we are here for- to determine how we want to communicate some of these projects moving forward. It sounds like in that communication, we need to do more explanation about the recon; which includes the utility work that happens up front so people will have a better understanding of really what that utility piece is that they might not realize, as it sounded like that was a surprise. How do we include that recon piece in our communications? And then also within the communication, do we let them know that they have the option for sidewalks?

Marsha Monica-That has to be an earlier communication. Because once we are ready to go to work, it's too late.

Chris White-this one letter went out two years ago. In 2012 they were telling people about 2014. So that is pretty normal, right?

Chair Rezac-So that may be time to decide if they want an sidewalk added or not.

Abbas Haideri-Do we have a master plan that identifies sidewalks and what ones we want?

Marsha Monica-We did a Safe School Route Plan years ago.

Deb Filla-Which is another thing we probably ought to have Public Works review. The City just had a consultant complete a master bicycle/pedestrian/self-propelled Leawood Plan and they did prioritize sidewalks and bike routes and for the dollars and for the buck it's got a pretty detailed plan. It think that is something we are just assimilating into -you know the fabric of our operations.

Abbas Haideri-If that is something that is already there or could be there on the web site, maybe identifying phases we are in then that give opportunity for people to know up front, that yes I'm going to get something potentially in 2016 or whenever.

Ken Conrad-On this 2012 letter when we talk about the sidewalks and it really wasn't mentioned. Did we incorporate sidewalks into this letter? Joe Johnson-No we did not.

Chair Rezac-That is what we were just talking about, adding.

Joe Johnson-It is easy to say incorporate sidewalks. But a lot of things that have to get done to do that; one, we need to go in...

Ken Conrad-I know that sidewalk is really a separate issue, but we need to make sure all of those options that potentially are there for the resident are conveyed.

Chris White-You may need to go in a year before your two year notification; if there is a benefit district; it may require more time two years may not be long enough.

Jon Grams-You don't need a master plan because it's up to the individual homes associations or property owners; because the City is not paying for it. The benefit district is going to pay for it. So it's a matter of the residents wanting to have the sidewalks.

Deb Filla-And they also have to get themselves organized. You can't have two people saying I'm going to have someone else pay for it. There has to be a majority and that can sometimes be a problem.

There are people like Lou saying they don't want a sidewalk and then another desperately wants one.

Lou Rasmussen-But that problem is solved, if you establish the district. I want to be sure Debra you

understand that it takes work.

Deb Filla-No, I understand.

Lou Rasmussen-We, with all due respect to politics, we got the precinct committee people involved, the homes association involved, right up front. The important thing was we had the routes established and we knew the participation of the people on those routes. So we could outline the benefit district.

Deb Filla-That is how 85th Terrace worked. Right.

Lou Rasmussen-So we built in almost from the beginning, from an engineering point of view the benefits of acceptance. One more thing on why I am suggesting that we have a procedure in writing. Remember there is a little abut about private enument. The City cannot issue bonds to replace somebody elses property. If you do, the whole bond issue goes into the tank. In many cases here the City does not own the sidewalks. When you set up a benefit district, then part of it (and that's why we had a good lawyer) you need to establish who essentially becomes the owner of the sidewalks. So that in the future the City can operate those sidewalks or repair them or whatever and bond the property. I do not want to make things more complex than they already are, but that's why I'm recommending that the City set up a small group of people and come out with a procedure to follow; establishing what I just said and the people involved (the lawyer, engineer, the homes association, property owners) and go. That is when if we decide to go into an area and rebuild the streets, we can say okay, we are going to put this piece in now and phase it in over time or even build it in all at once.

Chair Rezac-I would like to know if this committee feels that the establishing for how we are going to do that process for sidewalks, is that worth another committee assignment? To discuss separately from the communication?

Marsha Monica-Thinks it's like a work session. If we need to make recommendations, then a work session with stand alone time to meet. Or if we do not have an assignment next month, to just deal with recommendations for this discussion.

Joe Johnson-We can divide out the items and we can meet as long as we need to meet monthly to talk about these items until we come to some resolution.

Chair Rezac-Does want to get something established for the communication piece.

Joe Johnson-Right, and we can talk about that. There are three different phases. We send a notice out early on to let everybody know what is going on. Then we send out notice when we start doing the survey and design work. And that has a lot of communications; we're designing, we asking them about their sod, if we need Temporary Easements and so we are trying then to incorporate irrigation systems, sod.

David Ley-When we are asking for easements, that is a year out or late-near the time we are about to begin construction.

Ken Conrad-So we have the first letter that is 2 years out. When is the next communication?

David Ley-usually within a few months of when the construction will start.

Ken Conrad-So the one with the check list could be almost 18 months after the first letter. I think that is way too long. I know we are making more work, but the other thing about that is I'll bet there's neighborhoods where the people that got the first letter are not even living there anymore. So my first thought in thinking there ought to be another letter a year out from construction.

Deb Filla-I'd like for them to offer a meeting within the months before construction to let them know what is happening.

Joe Johnson-We can send a letter out once we have a contractor and also let them know who and what the contact information is and what the expectation is and links to the City's web site. So they can go read about.

Chair Rezac- And have that logistics plan; here is where you can park, here is where you can't park or where they will be putting equipment.

Joe Johnson-Well we can't do that part because it changes every single day. Those are things we are not going to be able to do. We do not try to restrict parking unless it becomes a problem because once the street is torn up, residents are upset having to deal with it and then for us to come out and say you

can't park at your house, and you have to park on the other side, makes it worse. We try to hold off on that. If it becomes an issue we can.

John Burge-It seems to me if you are going to have a work session we need to be knowledgeable as to what occurs step by step so we can look at it and make suggestions as to how you can improve it. But until you lay that all out, we can keep going back and forth and really not resolve anything.

Chair Rezac-So at our next meeting/work session to discuss we have: Special Benefit Districts and Capital Improvement Projects relating to Sidewalks and Traffic Calming features and how we get them accomplished. Joe and David if you can have some of that information for us to look at as a starting point. We already have a process for special benefit districts in some fashion.

Joe Johnson-That is by State Statute so there is really not a process; you have to follow state statute. But I think at least for right now the communication part is easy enough to draft. One thing is Parks Department has the ability to use Facebook. They are the only ones in the City that can use Facebook.
Deb Filla-I think we need.

Joe Johnson-The way the policy is, has that set. So it is not like all departments can use it. Parks has the ability to use Facebook as it is set by policy.

Deb Filla-Just so Todd knows that was the first time where the City wanted to experiment with social media so we did it cautiously.

(Unknown person)-It works!

Joe Johnson-And that may evolve, but that is a governing policy that only they have at this time.

Chris White-Joe you know that little sheet you send out about the invisible fences and items (the one we send out 3 months in advance) it has emails, addresses? I get emails for the Council Meeting agendas and whatever. How difficult is it to set up? You have to have a project number for each action on these things couldn't you just set up an email distribution for those things so for each of those sections that people send that card in for, 2 years in advance, instead of 6 months in advance. Where they can say, here's this letter 2 years in advance where we are planning a project for your street. If you want to be involved in it and in notifications between now and 6 months from now, we'll send notifications-but if you want to be in on any of the planning and developments, provide us your email and we will include you on project development. Whatever. How difficult would that be?

Chair Rezac-I think you can do something like that on a letter that goes out 2 years ahead of time. I would be a little leary of only using email because then we are liable if someone didn't get an email then they come back to the City and say they were not informed. I would really rather keep that on them to stay informed.

Chris White-Right and some people don't want to know. A lot of people have no interest, they just want it to happen and they want no engagement. There are other people and honestly if they don't sign up for something, then that's kind of like saying look you can't come back after its all done and say you don't like it, you didn't engage in it. But that provides a process to say if you want to know.

Deb Filla-That won't stop them though.

Chair Rezac-If it's in a letter-if it's on the web page and then if at some point the City Policy changes on social media and Facebook that's three locations they can find out that information.

Chris White-Is there a web site that shows the projects we have and how they are coming along and what the status is on them?

Joe Johnson-No, we list the projects but we do not have status. That is kind of the issue.

Marsha Monica-That's a problem too if you list out and say the sod is going down on Monday and then something happens and it doesn't go down then you have to change it all. That can create more frustration.

Joe Johnson-Well we could say sod starts the middle of September. So there until the end of the year is when it will be sodded.

Chair Rezac-I think you have received enough feedback here to put together a draft about what the

communication should be and when the communication should be and bring it back to the Committee. Marsha Monica-And I think a part of of this may be out of our control. But how can we bring in the utility companies? Is there anyway we can make them more responsible?

Joe Johnson-We bring them in early. No, we've tried. We are not the only ones. This is universal with the utility companies. We live with it. Sometimes we get surprised and we are at the front of their schedule and we think that was nice but that does not happen most of the time.

John Burge-You can lay out a time frame and the first person that is involved in it, if they get behind there, the whole thing is behind.

Deb Filla-A Cronology, without dates, just what comes first. And I didn't really know that recon existed on our page. It's hard to educate people when you don't know what you don't know. That is the point. I think one of the things is the council members need to be more involved. I'm going to take that as a to do to contact the people on the 2016 project. So we get ahead of the curve.

Chair Rezac-so at our next meeting review a draft on the communications from comments today and second discuss the sidewalk/traffic calming process.

The Committee decided continue the assignment/discussion after further information is received from Staff. The Committee thought a worksession just for the Committee members would help as they review; communication procedures, information on reconstruction projects and what to expect in construction and utility coordination. With the holidays, possibly a meeting in about two months.

THE THIRD ITEM OF BUSINESS DISCUSSED: Selection process scoring for the 2015 Curb Replacement Program. Joe Johnson explained how the last time a process was done, comments were that the point spread was too close. Joe had requested to go from a 90/10 rating to a 75/25 rating. With 75% score towards content and 25% rating towards cost.

Jon Grams asked why we can't open up bids.

Chair Rezac / Joe Johnson-We do that with a hard bid. However these are on proposals.

Joe Johnson-said with our Design Build program we have an engineer and a contractor coming together. We send out proposals telling them what we want in their proposal and then they submit a packet. Last time we had a score method, there was only 1 point spread and many consultant teams thought at was too close.

Ken Conrad-What are in these projects the engineer could make different?

Joe Johnson-In this years program of State Line Road, what they will be looking at is narrowing and moving State Line Road to the east a couple feet. For the potential to put sidewalks in certain locations between 83d and 85th Terrace on the west side. We own the right of way on both sides in this next phase. What they will do in this one is look at how we can shift the west curb line, any islands we have, to be able to gain about three feet.

Ken Conrad-where I'm going with this question real quick, I think the whold thing about design build and the selection method was to maintain a level of design excellence and team working together for a project. And not to diminish after what we just went through on the reconstruction project (they are complicated in their own way). But maybe those are projects where its 75/25. I guess I would at this point be prepared to make that decision for a reconstruction project. The road alignment is already there for the most part.

Dave Ley-On reconstruction, we (the City Staff) design.

Joe Johnson-This selection is just for curb replacement, not the reconstruction projects.

Chair Rezac-Something else Ken that you are asking is on the scheduling too.

Ken Conrad-I think why do you use design/build? And typically it is for time and money. Or you have a very unique project type where there is an advantage of a design/build team. So I would like to make sure that this duscussion is context within just the curb replacement of this evaluation system.

Joe Johnson-It is.

Ken Conrad-Because I think every project that is being considered for design/build really has to be looked at. I think if the engineering is a little less demanding, then I think to come back to the price to get the value and to make it simpler, than I don't know that there is a problem with changing it. My question would be is if you went back and you look at the projects we already did. And you took the design build projects and applied your new method, how many changes were made?

Joe Johnson-None. You would have the same outcome.

Ken Conrad-So then my question is, why change it?

Joe Johnson-Well instead of telling them we are awarding a point of 10, 9, 8, 7, 6; we are trying to find a more . . .

Marsha Monica-When you say 90/10; price has to carry a little more weight. So I think the 75/25 makes it look like we are little more conscientious about price.

Ken Conrad-On certain projects you have to be more careful about the price. But I'd like to make sure that this at least from my position on it is in favor, given the project and scope.

Joe Johnson-Yes, this is a very descriptive project, where we have details and what it does is to use as a savings of time and money because once we have a team on board there is a lot of curb that can be done while they are trying to figure out State Line Road. And by the time they figure out State Line Road I'll have all this other work done over here so now I can finish this up. Instead of us designing it and putting it out to bid and not starting construction until June or July/I've already started construction in March. So that is why we wanted to (and we talked about this) you know we want to go through a selection process where we are looking at good teams but we want price to be in it. Because we are giving them lineal feet of curb. We're giving them how many tons of asphalt. So they are bidding it like a standard project. We're just throwing an engineering component in to let them do the design work that is needed on this piece. Because 80% of it, there really is no design work.

Abbas Haideri-One question with low bidders, how many change orders do they hit you with later? Sometimes you get a low bid and then you hire them and then they keep coming back for more.

Joe Johnson-A lot of it has to do with how good your plans are that allowed that change order. Generally most of the time when we have a change order we know where we have a quantity issues; so we overestimate quantities. This year we bid the reconstruction project out. Street lights were a part of the residential reconstruction program, but we weren't done with design, but we needed to get a contractor in there. We figured once we are done with the design we will go in and add a change order. Well he was extremely high so we bid it out. We knew about where it should fall. So we had that option. A lot of times we do look at when the bids come in. If we have a low bid that is way off in left field, we sit down and we talk with the bidder and we make sure they didn't leave something out. If they really made a big bomb, we aren't going to hold their bond. We will say thank you and we won't go down that road. We did that with the first City Hall and that didn't turn out real well.

Chris White-I think what we are hearing is this wouldn't necessarily expand beyond the curb program. But the curb program which is very much linear feet. They pull it out and put it back.

John Burge-Could you have put it out as two bids? One for the curbs and one for State Line?

Joe Johnson-It's a bonded project, so to have two contractors out there makes it a nightmare to track financially and it makes it easier if there is just one contractor doing the work. Once we are done, and we track the payments, then we are done and bond it.

Chair Rezac-So the only difference we are making from last year is the ratio of 75/25 instead of 90/10. The scoring of the cost has changed. And it also helps people that are proposing understand better how they are going to be scored. Because there was a little bit of a concern with them last time.

Joe Johnson-We now have a good method. The contractors were concerned last time. If you're tight it gives you a tight range. If you are way off then it deducts. In this case if you are \$50,000 difference in bid there's 2 to 3 tenths of a point and that's where I wanted to be. If you are a half a million dollars off then you lost 8 points.

Chair Rezac-Part of this I think also this helps the proposers understand better how they are going to be reviewed.

Joe Johnson-And we have talked with some of the teams; mainly the contractors because they are the ones putting up all the money- about the process and the scoring.

Chair Rezac-And they didn't know about all the scoring, so I think this will help maybe this time around understand how this is going to be done.

Joe Johnson-I think on the scoring we need to do something different than what we did last year.

Ken Conrad-Why?

David Ley-Last time it was tight. And the first high bid low bid were like one point separating them. It was \$800,000 difference. That was the issue brought up at that time.

Chris White-It also eliminates disputes from the contractor. Cause when the contractor came back and it was only a half a point away, they want us to let them evaluate and discuss the half point. They keep calling and coming back. If it is that close, they will keep coming back.

Joe Johnson-We want to get a good contractor and engineer and much of it is about speed, but we recognize with this type of project we don't want to make it all about cost, we want to play a little bit more substantial role in the selection process than we did last year.

Ken Conrad-But it didn't make any difference.

Joe Johnson-Well-I know.

Jon Grams-It did make a difference to the contractors. Because they felt like it wasn't a fair deal with one point difference.

Marsha Monica-Because 90% is so much more subjective as opposed to the numbers. They were seeing us judge 90% on how we feel with it.

Joe Johnson- For example: if you would have done if like we did last year, and just by points, low bid got 25, 24, 23, 22, 21. So doing it this new way you would have 25, 21.7, 21, 20.24 and 17.3. So what it does, it penalizes those that have a big spread and those that are close...

Ken Conrad-So instead of losing by a half a point, they lose by a point and half and that doesn't feel so bad.

Joe Johnson-In this one case, there was a 7 point spread instead of a 4. There was a big spread by the ones that were off.

Jon Grams-It should have thrown the high and low out last year. Because the subjective part was various.

Joe Johnson-If we want to do that, then that's fine. In our proposal we can tell them if we rank them the high and the low get thrown out, then we average the rest of it, that's fine.

Marsha Monica-But does then that mean the high doesn't get a chance to get the deal?

Joe Johnson-Well, you would throw the high and the low out. Of the score.

Abbas Haideri-Well Joe it could be just a little bit off. So say everyone, you've got 500, 475, 450 and then you have a 449, do we throw away the 449?

Joe Johnson-If you are looking at it and you are going to throw the high or throw the low out; then it brings a better average, so you would be looking at each individual score. Throw the high score and the low score out and then average it.

Jon Grams-If someone is way off on their scoring, that is what I am concerned about. To me that's the problem. Where you get someone who maybe doesn't like the contractor. Truthfully.

Joe Johnson-And we've had that before.

Jon Grams-That happened a number of years ago. And someone just didn't like this particular contractor, so they gave them nothing.

Jim Rawlings-I think you should just use this as a tool and not as a deciding factor. Because if there is somebody that close when we do the scoring, I'm going to rely on your or the Public Works Department-now you're shaking your head, but you can't just take a scoring and say they have one point more, so they are the winner.

Ken Conrad-I think you have to be careful that if you have a system and it's written down. This is where it has to go to the Legal Dept.

Jim Rawlings-Well, it should be a tool. That's all I'm saying. No, no, no. This is not scientific, it's a tool. The whole thing before was very subjective.

Carrie Rezac-The interesting thing too about when we were scoring last time; not only do you look at the team (when we're talking about the qualification piece, not the price piece) but those schedules-they vary. I know my scores were affected that way. There was somebody that said they would have it done in August and another said October. That allows you to score that piece that is not cost related. It is important to be able to reivew and rank them.

Jon Grams- Well, they can tell you anything. And then they could say it was the weather that held them up.

Abbas Haiderj-One option could be especially if we take the high and the low off, maybe say there is a variation, so more than 10 or 15% variation. Top and bottom go away, then you are just taking the 449 and the 481 out whereas, you've got...

Joe Johnson-Well if I remember correctly, the scoring last time was reflective of proposals. So I don't remember it being.

Jon Grams-You might look at it if you get a chance. I might be wrong, but it just seemed that on the subjective part there was someone that scored.

(Staff looking at past scoring sheets on hand)

Joe Johnson-The low score we had was a 55 and the highest we had was an 88.

Chair Rezac-You could set a percentage and say if it's less than 50% of all the other scores or something like that. I do not know if it's necessary or not, it's up to the Committee.

Jon Grams-Joe, how big is the dollar amount for this project?

Joe Johnson-Six and a half Million Dollars. A 5 million dollar curb program and we'll have a million dollars in overlay.

David Ley- The Construction will be about 4.6 Million and then a million for the overlay.

Joe Johnson-5.7, 5.8 million dollars.

Marsha Monica-So back to the original question. We feel that we need to make a little bit of change on this because we heard back from the contractors that they were uncomfortable with what we did last year and that is why we may be changing it.

Joe Johnson-Yes there were two things. One, last year this Committee made a recommendation that we modify the scoring to make costs higher than 10%. We talked about a 75/25 split. So that is what we are going to do. And then we talked about looking at a better method to score the costs that would show a little more equitable range than just going 10, 9, 8, 7 or however we wanted to do the points 25, 24, 23, 22, 21.

Chair Rezac-Is anyone ready for a motion?

Chris White- Motioned to accept the change to a 25% scoring for cost. Therefore, a 75/25 scoring process (with a formula for the cost) for the Curb Replacement Projects only.

Jon Grams- Seconded the motion. All present members were in favor.

Motion Passed unanimously.

Chair Rezac adjourned the meeting at 9:18 AM.

Minutes transcribed by: Julie Stasi, Leawood Public Works Department