STATE OF KANSAS)
WYANDOTTE COUNTY)) SS SPECIAL SESSION, THURSDAY, NOVEMBER 5, 2020
CITY OF KANSAS CITY, KS)

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, November 5, 2020, with ten members present online. Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; Townsend, Commissioner First District; McKiernan, Commissioner Second District; Johnson, Commissioner Fourth District (arrived at 5:17 p.m.); Kane, Commissioner Fifth District; Markley, Commissioner Sixth District; Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District; and Alvey, Mayor/CEO presiding. Ramirez, Commissioner Third District; was absent. The following officials were also in attendance: Doug Bach, County Administrator; Bridgette Cobbins, Unified Government Clerk; Alan Howze, Melissa Sieben, and Emerick Cross; Assistant County Administrator's; Misty Brown, Deputy Chief Counsel; Kathleen VonAchen, Chief Financial Officer; Mike Taylor, Public Relations Director; Jeff Fisher, Executive Director of Public Works; Jeff Miles, Interim Fleet Services Manager; Vincent Billaci, Street Division Manager; and Dave Reno, Public Works Program Coordinator.

MAYOR ALVEY said before I call the meeting to order, I want to announce that due to COVID-19, individuals are attending remotely. All participants joining by phone should mute their phones when not speaking to avoid background noise. During the meeting, please make sure that you announce yourself by name and title every time you speak so that the public participating knows who is speaking. This is critical given the number of remote participants in his current guidance from the Kansas Attorney General.

MAYOR ALVEY called the meeting to order.

ROLL CALL: Kane, Markley, Walters, Philbrook, Bynum, Burroughs, Townsend, McKiernan, Alvey.

NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Thursday, November 5, 2020, at 5:00 p.m. by way of Zoom and online

for a presentation on an overview of the proposed Legislative Program followed by Winter Weather Report by Public Works.

Due to COVID-19 the public will be able to observe or listen to the meeting live on YouTube or UGTV or through Zoom.

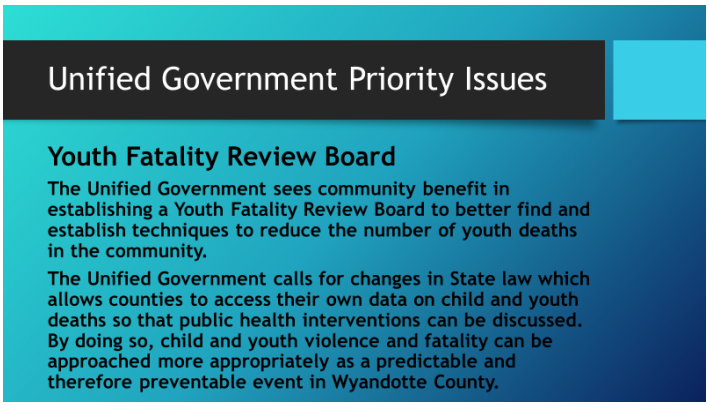
CONSENT TO MEETING of the governing body of Wyandotte County/Kansas City, Kansas, accepting service of the foregoing notice, waiving all and any irregularities in such service and in such notice, and consent and agree that we, the governing body, shall meet at the time and place therein specified and for the purpose therein stated.

Mayor Alvey said we have two presentations tonight; the proposed Legislative Program followed by the Winter Weather Report by Public Works.

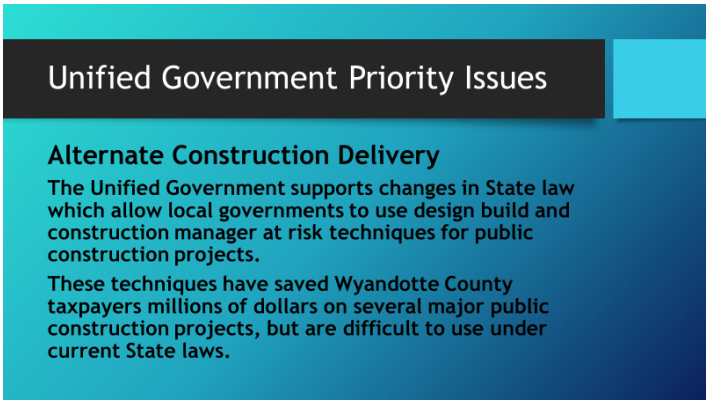
Doug Bach, County Administrator, said this evening the first part of our agenda is to go over a proposed 2021 Legislative Program as we consider this both for our State Legislative Program and Federal Legislative Program. Last year the Commission told us that you wanted to break up this session per years. We had always just come together, offer comments to it, and then come back and met with our delegation regarding our program. It was indicated last year it would be good for our Commission to meet first, go over it, discuss this and then we would move forward. So, this is really part one. We will go through it to make sure this is the direction we want to go on the different items that are laid out and then in a couple of weeks we will invite members of our delegation to come in and have an opportunity to convey with them some of the thoughts we have for this years program.

With that, I'm going to recognize Mike Taylor who serves as our Lobbyist in Topeka and has for a number of years. He's going to walk through this, what we have proposed in this years' agenda.

Mike Taylor, Public Relations Director, said I'm going to go over some of the new items. 2021 Legislative Issues, I'm going to talk about some of the new issues that have come into the fold and there are some kind of unique issues that we haven't traditionally seen.

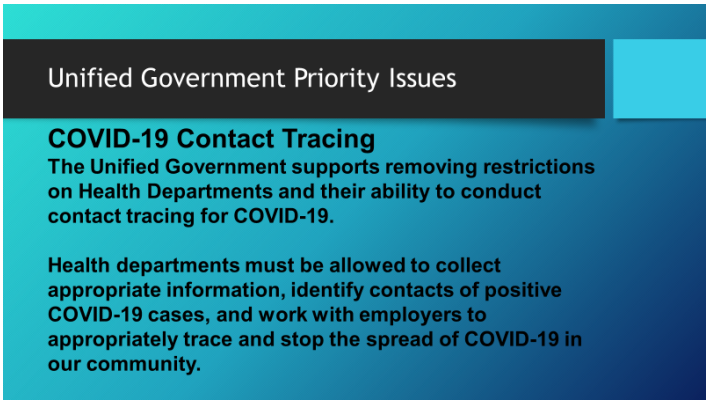


One of the first ones is a request by the Health Department and this is the establishment of a Youth Fatality Review Board. The Health Department believes it would be a big benefit for us to be able to better find and establish techniques to reduce the number of youth deaths in the community. This would allow us, not so much by name, but to review the number of deaths whether it be by homicide, suicide, car accident. The Health Board talked to you a little bit about that last week. The hitch is, it's going to require a change in state law to allow us to access that information about those deaths. We're going to ask for a change in state law that would allow us to have better access to that information and be able to do some analysis and, hopefully, the goal would be then to see how our youth and youth is defined in this by ages 1 to 24 years of age and maybe come up with some prevention techniques or some other things that would allow us to better deal with that issue.



The next one is Alternate Construction Delivery. This was requested by Public Works and what it would do, it would allow local governments less restrictive ways to use design, build or construction manager at risk techniques as opposed to the traditional, that we're all used to, the traditional bid process. We've used this technique and the most recent example of that is the Turner Diagonal Project which finished millions of dollars less and months and months ahead of schedule because we were able to hire a contractor who could design and build simultaneously. The problem is, again, the state law is pretty restrictive on how we could use that.

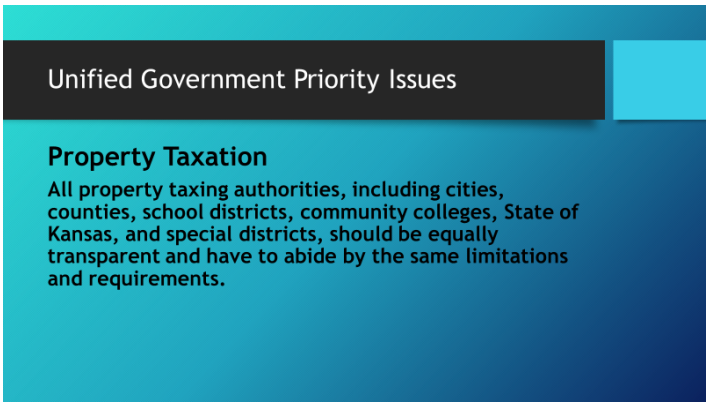
We've also used a similar technique down at the Kaw Point Wastewater Treatment Plant and, again, it saved us a lot of money, so Public Works would be very interested and I know other Kansas communities are as well in us trying to seek some changes that would give us more latitude in using these kind of new techniques to increase the timeline on projects and save taxpayers money.



Another health issue is on our contact tracing with the COVID and one of the problems the Health Department tells me is that there are restrictions, and these have to due with privacy regulations, but we are pretty restricted in the information we can get. So, if a person tests positive for COVID,

in order for us to say alright, who were you with in the past 10 days, for example, and then we can go contact those people and instruct them they should probably be tested as well.

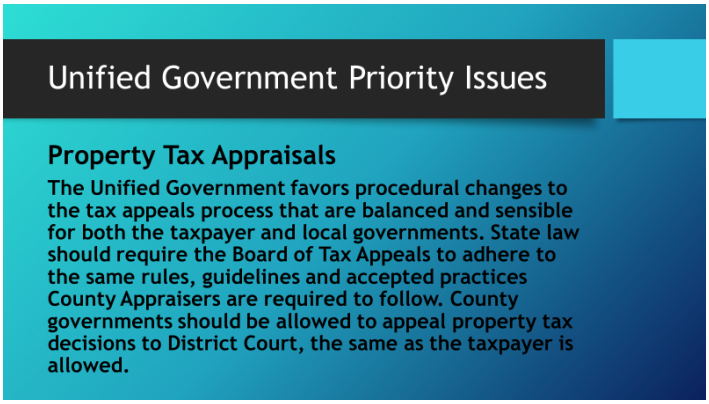
The problem is we're not allowed to have access to a lot of that information because of privacy concerns. The Health Department would like us to get some changes to that to allow them better access to that information so that we can do a better job of tracking down and, hopefully, controlling the spread of the COVID virus.



Property Taxation; if you remember, last year there was an effort to pass legislation called the Truth in Taxation Law and supposedly it was based off of a law in Utah although it was not exactly the way Utah did it. This was much more restrictive and if we raised taxes above where we were the previous year, we would have to report all of this.

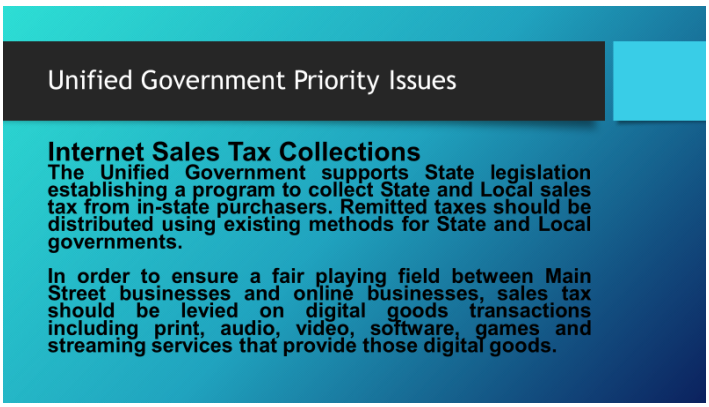
The big complaint that we had was they didn't allow any exemptions, so if we built a new $300K project that suddenly went on the tax rolls, that's obviously going to increase the taxes we collect, but we wouldn't be able to exempt that and count that as new growth and we think that was totally wrong. The other thing is, they didn't apply it to school districts, community colleges or the State of Kansas itself which whenever assessed value goes up in a community, the State of Kansas collects a lot more money off of their 20 mils for schools and 1.5 mils for State, but they wouldn't have to report it the same way.

One of our big arguments, and it will be again this year if it comes back, we should all be equally transparent with that and have to face the same kind of limitations. By the way, that bill did pass the legislature, but we were successful, and by we, I mean the League and Association of Counties and ourselves involved in that got the Governor to veto that legislation. It didn't go into effect and we think it may come back.



We think Property Tax Appraisals kind of tied together with this would be another issue and has been for the last couple of years. This is the same policy that was in our program for the last couple of years and that is asking the State Board of Tax Appeals to adhere to the same rules, guidelines, and accepted practices that our County Appraiser has to use. Right now, as you all know, there has been some crazy, I'll call them crazy, decisions by the Board of Tax Appeals on what properties are actually valued at and they give these big breaks and it costs us a lot of money and gives really some unfair breaks. So, we're asking that they put into the law or the procedures that the Board of Tax Appeals have to follow the same basic rules that we do when we appraise that property.

The other thing is, they made a change a few years ago that said the taxpayer is able to appeal a property tax decision or an appraisal to District Court, but we're not as the County, allowed to do that. We think that's probably unconstitutional, certainly wrong, and that we ought to have the same right as an individual taxpayer to be able to appeal a voted decision to the District Court.



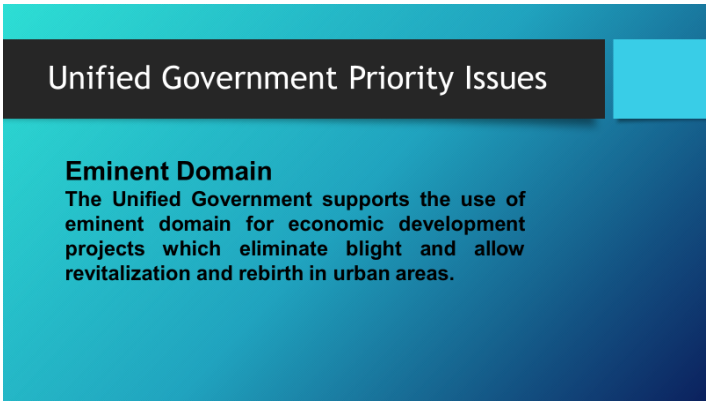
An oldie, but a goody, one that's been around forever, and we hope that we can get this law actually put on the books in Kansas, and many companies are already following it, but that's Internet Sales Tax Collections. Many, many businesses from Walmart to a lot of others are now following this and they are remitting the local and state sales taxes. If somebody goes online and orders from Amazon or from some third party seller, that they should have to collect the sales taxes that would be due as if they purchased that at a store in the Legends, for example. It's been a big fight for a number of years.

The Wayfair decision which went in front of the Supreme Court two years ago said no, that's appropriate, internet sales tax companies should have to collect that sales tax and remit it to the state and local governments. So, we're going to push and try to get that once again pushed and try to get that on the books.

Another one we've tried for a number of years is Medicaid Expansion. We've been so close, so close many times. Last year even though the Majority Leader of the Senate, Jim Denning, a Republican came together with Governor Kelly and they worked out a compromise and together, jointly, introduced this bill to allow Medicaid Expansion and it was blocked by other leaders in the Senate and not even allowed to have a vote. One of the reasons that happened, quite honestly, is because that leadership knew the votes to pass this, and it had already passed the house, the votes to pass this Medicaid Expansion there were the votes on the Senate floor to do that which is why they held it up and wouldn't allow it to be voted on or else we would have had Medicaid Expansion probably two years ago, certainly last year.

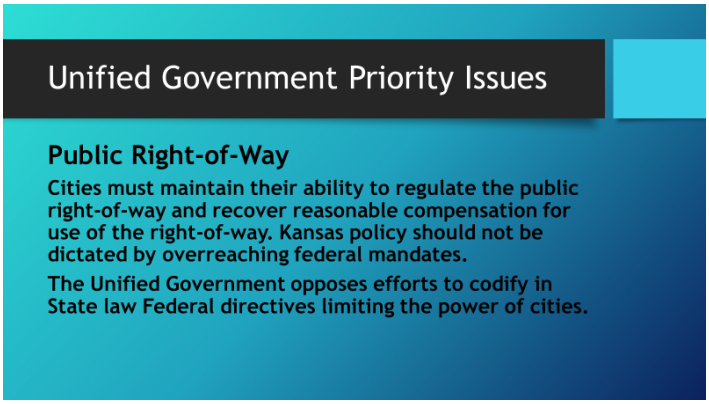
As you can see on the screen, it would help more than 10,000 of our uninsured Wyandotte County residents and create—given the health care is so big in our community, the estimates are

this would create almost $68M in new healthcare spending and create hundreds of new jobs because so many more people would have access to health care.



This is one that's been a standard in our platform for a long time. We still, even though it's prohibited, support the use of eminent domain for economic development projects which helps eliminate blight and allows for revitalization and rebirth in urban areas. That was blocked a number of years ago after a decision called the Kelo Decision came out of the United States Supreme Court and said that it was wrong for a government to take property from a private individual and then hand it over to, for example, a developer to do a new development. It was left then to the states to decide how the states would do that.

The State of Kansas, even though we fought it hard, chose to actually prohibit that practice and, quite honestly, we were one of the last cities in the state to use this and we did two projects with it. We did the Sun Fresh at 18th & I-70 when we took down that old abandoned truck stop and we used it for the Indian Springs project and those were, as far as I can tell, the last two economic development eminent domain projects that was done in the state of Kansas. We are going to ask again, and I won't get into a lot of detail, but we may well be asking to see if we can't revisit that issue because we think it would be beneficial.



Public Right-of-Way; this was also an issue from last year and we, quite honestly, lost this battle. This has to do with largely the telecom companies that want to go into our right-of-way's and put up monopoles or other things particularly now as 5G is growing. We do have some regulation agreements with them, but pretty much they can come in any time they want and hang these microwave oven size transmitters on their lines that run between poles or go in and put in a pole and stack those on them.

We've got an example of it right down the street here, 6th Street, where you can look as you're headed around the corner from Barnett over to Ann, you can see those transmitters and it's an astatic issue, but also we think we ought to be able to have more control over the use of our right-of-way's.

We think, even though the telecom's won a big victory last year and got that bill passed, we think and have picked up intelligence information, they're going to come back and ask for even more, so we're going to work with other cities and ask that we have more control of our right-of-way, that the telecom companies, particularly, can't just come in and tear up our right-of-way's and put poles or transmitters wherever they want without having some kind of agreement with us or permits.

This is one that Commissioner Walters has asked for, for a couple of years and we're putting it in. As you know, the way motor vehicle taxes work, the calculation is tied to your ad valorem mill levy. The long and short of that is, in counties with a higher mill levy and that means schools, community colleges, the city, the county, you're going to pay higher car taxes as well because the formulas are tied together.

Counties with lower mill levies, the car taxes are cheaper and that's on the same vehicle and Commissioner Walter's thinks that, and it's a good idea, thinks that we ought to try to equalize that so that no matter where you register your car, if I'm driving a 2018 Honda CRV, I could register it in Wyandotte County for the same cost that I could register it and pay my taxes in Saline County.

The problem with this is to equalize those motor vehicle taxes, we're going to get a lot of flack from counties where they have the lower tax and that's going to be kind of a big fight, but we're going to see what we can do to pitch this idea. I've talked to the Association of Counties about it for a couple of years and they're not really on board with it, and I don't particularly want to take this issue on alone, but we're going to see if we can't build a coalition and at least get this considered by the House or Senate Tax Committee.

Those are kind of the new issues that I see coming up in 2021and, of course, you always have to be quick in responding because things come up that you never anticipate, but we'll see what happens.

The other thing I want to mention is, we're not sure how the legislative session is going to work this year because of the COVID pandemic. They adjourned way early last year, so that they didn't all have to be around each other. You know 125 members in the House, 40 members in the Senate, but the legislative rules do not allow for Zoom meetings and I'm not sure how you would actually conduct a Zoom meeting in floor debate with 125 people. So, they are going to have to visit that issue to figure out if we're actually going to be meeting in person. They've been doing committee meetings via live streaming, but in terms of doing the full body, that's not really in the legislative rules. They would have to get together and change that rule if they want to try to that by Zoom. I'm watching that closely to see exactly how they decide procedurally to actually go ahead and hold the legislative session starting in 2021. Hopefully, the pandemic will be waiving and over but I'm not seeing any signs of that yet.

That's kind of a big overview and I'll be glad to take questions and open it up for your discussion.

Commissioner Walters said my thank you for adding that item. I wanted to explain just a little bit more and hope I can get the rest of the commissioners to support this. I think, Mike, in your presentation the assumption is that somebody at the State would do a lot of arithmetic and come up with sort of an average revenue amount or taxation amount and apply that across the board and some counties would have their fees lowered and some counties would have their fees increased. It doesn't have to be that way. For example, they could find the lowest cost county across Kansas

and establish that as the benchmark and if some county loses revenue, they have every ability to increase their mill levy to make it zero out and, likewise, if some county increases their revenue, they have every right to lower their mill levy to zero it out.

The commissioners of the county have every ability to make this a zero net revenue affect, but right now I just see a lot of inequity. It just so happens that just last week a new neighbor stopped me and said you know I had to pay $200 more to register my vehicle when I moved from Shawnee and there's yeah, you do, and we can't do anything about that. So, that's a little frustrating.

If they would adopt this, each county commissioner would have absolute control over how they tax their citizens, so that's my perspective on it.

Mr. Taylor said I think it's a good idea. When I first brought this issue to the Association of Counties I think, Jim, it's probably been three years ago, I got a lot of pushback on it and I'm going to take it to them again to see if I can't change their perspective on this. I certainly wouldn't want to go in and have the Association of Counties opposing this, but if I can get them to at least stay neutral or maybe if I'm a good enough lobbyist, I can get them to help us support some legislation to get this pushed.

Commissioner Walters said when I mentioned this to Lew Levin, his first reaction was well we would lose revenue. If we lower our taxes on vehicles, we will lose revenue. Well, yeah, but if that's a concern, we can always raise our mill levy if we want to make sure we don't lose revenue, but it gets us in control instead of the State and removes the incentive for people to register their cars outside our county which is frequent. Believe me, it's frequent.

Mayor Alvey said the Alternate Construction Delivery; I appreciate the fact that Jeff Fisher brought this forward. It seems like that ought to be an easy move since I thought I heard the Transportation Secretary describe that part of Governor Kelly's and her approach moving forward to expedite projects across the State was to use this very methodology and it was used on the Turner Diagonal. There was a little bit of pushback I thought when they first tried it, but the Turner Diagonal ought to be the proof case that this is an effective way.

My only concern is that I often hear from folks, and I hear it at the Kansas League of Municipalities, it is the same way—similar to the Property Taxation. The issue there is that

somehow local governments are not competent to do what they need to do, therefore, the State Legislature has to be in charge even of local government. That seems to be a common thread that comes out. Other than that complication, it seems to be the Alternate Construction Delivery ought to be a slam-dunk.

Mr. Taylor said, Mayor, I would hope so. I think we will and traditionally on this issue when it has come up, to just make little tweaks to it, there has been pushback from the heavy constructors and from a lot of the traditional contractors who are used to going through the traditional bid process. So, before the session starts, if you all want to leave this in the program, I'm going to reach out to my contacts with those groups and try to minimize some of that opposition. I think they would still be able to get as much business as they ever did. For some reason there is a fear that if we go out under design, build or construction manager at risk, that they are going to lose business and I don't think that's true, so we're going to have to make a good case to convince them that no, and it's worked well. Again, we've got the Turner Diagonal and the Kaw Point facility to point to how it has worked so well for us and saved taxpayers millions of dollars.

Mayor Alvey said it brings projects to fruition much faster with fewer design changes because it's all part of the same process.

Mayor Alvey said the other thing on the Property Taxation, I don't know that that piece fully captures—that that statement fully captures what that proposal is or that initiative is. In the Senate, I believe, it's requiring us to send out an additional communication which would simply increase the cost of communication, but what I think is lost in this is there is an assumption that somehow people do not have adequate opportunity to attend to—or what moves a county commission is making or a city is making in terms of mill levy when in fact it's my experience that's it's a very transparent straight forward process. It's almost like—I think it's attacking a strawman. So, I just think maybe on that piece we need to flush out what that initiative is that is being brought forward and what specifically—maybe we need to adopt the language from the League of Kansas Municipalities on that.

Mr. Taylor said right, and a lot of that language that I had there is from the League and for brevity I shortened it some, but if we look back into the Tax and Finance section, there's a little more detail, but I agree with everything you just said. We opposed it on all those grounds you just

mentioned. I just thought it would be a little lengthy to put every bit of that language because it was a complex bill. One of our big objections on that, and it will still continue to be, is that it didn't give us any kind of an exemption for new development and growth which the Utah law that they said was a model of was actually exempted new growth. Like I said, if we built a new $300M development somewhere and that goes on the tax rolls, we would have to notify taxpayers that we're collecting more revenue than we did the previous year even though that revenue didn't exist before. We think that just doesn't make any sense at all. I agree and we can flush out a little more language if you want, but we're exactly on track with the League on that and all of those arguments.

Mayor Alvey said having met with the Senator who is proposing this, frankly, I believe it is just a bit of posturing to present herself as being advocate for taxpayers when in fact she is actually increasing the revenue burden, I mean the cost burden, because she wants to double down on the notices and how they go out. I could not discern in any way how this would increase transparency. What we do is already transparent. It's out there, it's straightforward. It just seems to me a strawman.

Mayor Alvey asked, questions or comments from the Commission? Seeing none, thank you Mike for that presentation. That will take us to our next topic which is the Winter Public Works Program and I will pass it back on to Mr. Bach.

Doug Bach, County Administrator, said the next item up is just an update to go over with the Commission some of the things we have in place as we anticipate the winter months coming upon us. With cold weather comes snow and ice and we have operations set forth to work with that, so our team is here this evening. They will run through just a few things that we're doing so the Commission will understand what we do when we see snow come in during the day or overnight.

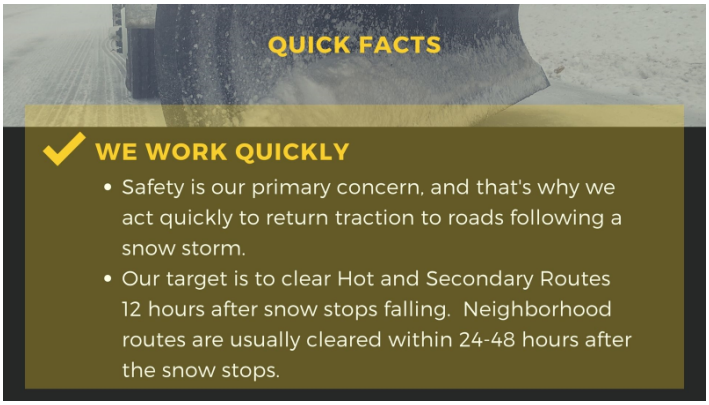
I will recognize our Director of Public Works Jeff Fisher to lead off for the team.

Jeff Fisher, Executive Director of Public Works, said I will recognize a few people that joined me for the presentation. We have Vincent Billaci, our Streets Manager; Jeff Miles, our Fleet Manager, and David Reno. I'm really excited working with these guys. They are really making some meaningful improvements.

Before I get started on the presentation I did want to make a quick update. You might recall about a month ago we were supposed to make this presentation and, unfortunately, that day we had a serious accident with one of our teammates, Tim Saint. He has been in good hands, he has been real strong, his family has been real strong. We stay in constant contact with him and his wife. He's went through some pretty serious procedures, but all in all he is doing as well as you could possibly expect, and we are looking forward to having him back one day soon.

Winter Weather Operations; we've made this presentation for the last couple of years to roughly describe or highlight our programs, our procedures, our protocols. I think most people appreciate this service quite a bit and respect the work that's done. We get a lot of positive feedback so we're real excited about getting started this winter. Obviously, we're expecting weather and we're ready for it.

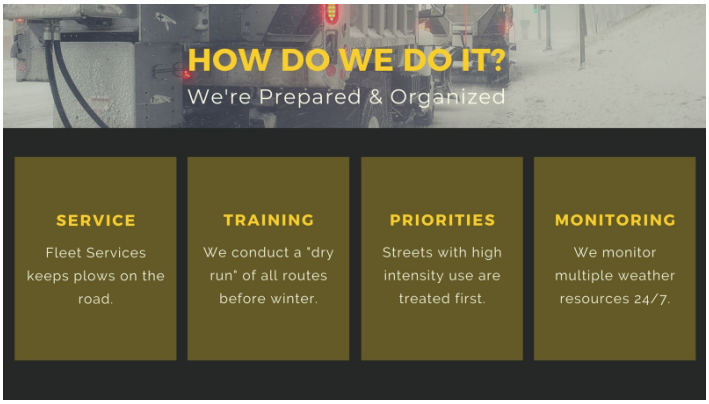
You've heard us mention, at least me, a few times that we have a big system to manage. We have 2,400 lane miles in Kansas City, Kansas. That is 400 lane miles bigger than Overland Park to give you a reference. This crew does an excellent job in winter weather and we aim to continue doing that. Over the last 5 years we've used—we've averaged about 9,700 tons of material. Last year we had about 13 storms and 7 of those were within a 12 day period. That was a rough stretch. It really challenged our resources. We did an excellent job though.



Safety obviously is paramount for not only the public, but our drivers. We take a lot of precautions. In fact, I will say we are moving to 12-hour shifts this winter from the 16-hour shift schedule. That is primarily for the safety of our drivers and the public. We believe we're going to get—we're going to do some excellent things with this. It's tough on these drivers to be out there in the middle of the night plowing and then go for 16 hours, so we're going to shorten it to 12 hours. We're excited about that for our drivers.

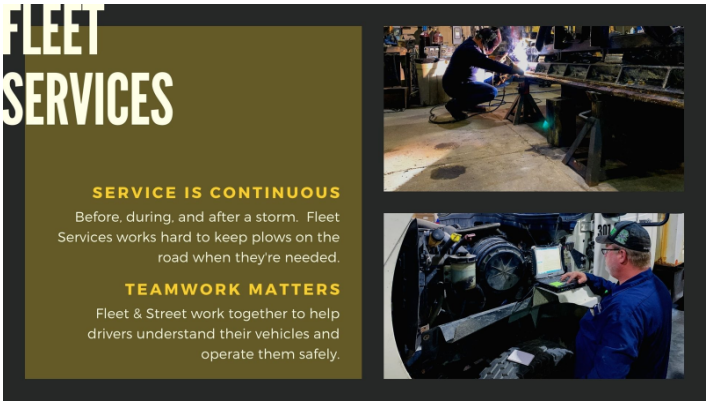
Our target is to clear hot and secondary routes in 12 hours after the snow stops and the neighborhood routes within 24-48 hours. I will say this winter might be particularly challenging because of COVID. As you know, this summer we had 21 vacancies in the Street Division alone and I know there are a number of vacancies in Parks that are a big part of this operation. We have our (inaudible) in. It takes a little time, so we have Water Pollution Control employees that are stepping up and jumping in and getting trained and we're excited about that. Of course Parks is always a big help, so I think we will be able to deliver, but it might be a little tricky for us.

I will let Jeff Miles take it over for a little bit.



Jeff Miles, Interim Fleet Services Manager, said I'm going to start out with training. Some of you guys remember last year that we did our first annual rodeo out at the Indian Springs Mall. This is something that a lot of other cities, most other cities I should say, has done for several years. We started last year and just kind of tippy-toed in it. This year we really raised the bar, made it much more challenging. We had 49 participants and I'm happy to say the Mayor was one of them who did quite well, and Vinny wanted me to pass on that as soon as you get a CDL, Mayor, you can out and help drive these trucks with us. We did have the Street Department, we had Water Pollution Control, and I'm happy to report through this more challenging course everybody improved from last year to this year and that includes—of course, we do this not only for a team building event, but as well as for new employees. Instead of just sending them out in the middle of a winter storm, this gives this a weight in a safe environment to practice and the veterans, it lets them sharpen their skills as well.

In addition, we did partner up with the city of Prairie Village and the city of Edgerton as well and they came out and helped us make the course. Next year our goal is we're going to compete side by side with other municipalities to just continue to raise that bar.



I will shift to service now. Very similar hours. We're going to the 12-hour shift as well as Streets for our teams safety as well but getting prepared for the winter in Fleet Services is really a three event. We start in late summer and Vinny's team puts all the piles together. They bring them in the Fleet. We do a complete once over on them making sure they're operational and ready to go for the winter as well as what we've stepped up is calibration. The spreaders you see in back of all the trucks require constant calibration to where it's putting just the right amount of salt down on the street. Too much is obviously detrimental to our infrastructure and not enough is not being productive, so it's a calibration that we do and that we're putting down just the right amount and ultimately save from wasted salt as well.

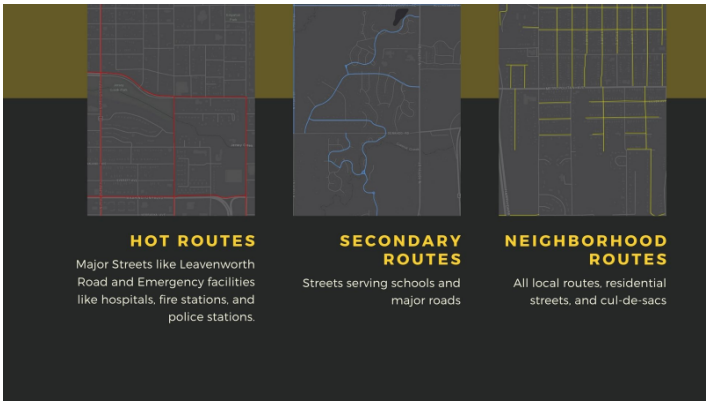
Once an event comes, our crews come in to work—they identify hours as the street crews and they're on hand to do normal repairs when there are no snow trucks in our shop, but when an emergency happens, an emergency repair or even a plow, we have several plows that are backup plows. They will bring the trucks in and we do a quick swap out and get the trucks right back out on the streets.

After an event is a very important part of service as well. Vinny and his team does a great job of cleaning the vehicles to keep them from corroding and causing damage. They bring them into us, and we do a post event inspection of the trucks and get them prepared for the next event.

With that said, I'm going to shift it off to Vinny and he is going to go over route priorities.

Vincent Billaci, Street Division Manager, said before jumping into route priorities, I will mention the monitoring we do throughout the season. We are constantly monitoring the weather, road temperatures and any incoming systems. We utilize a service called Weather or Not which

gives us detailed forecast specific to our county as well as the multiple local meteorologist gets prepared for each event.



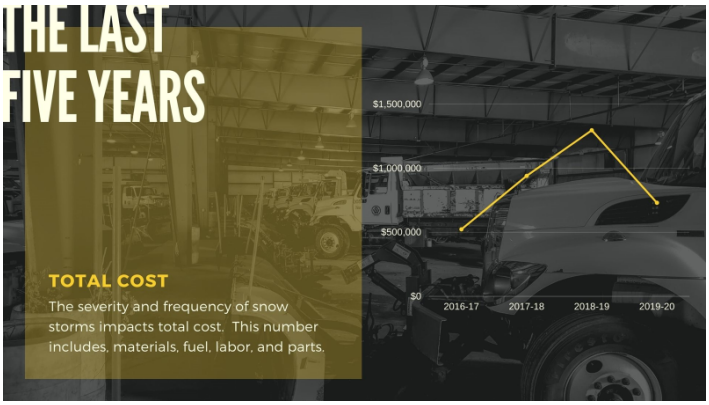
Snow routes are prioritized based on traffic volume as well as the speed of travel on those roads. The first we have is hot routes. These are main roads such as Parallel, State Avenue, Metropolitan and any roads with emergency facilities or hospitals. From there we move on to secondary routes. These are collector roads out in neighborhood routes that feed the hot routes. Last we have neighborhood routes which are, of course, residential roads, cul-de-sacs and dead ends.

Just the different types of events and how we respond to those. A minor event is going to be a trace to 1 inch, and this was the majority of our storms last year. We'll have a crew in, and they will at least be treating the bridges and potentially more on the higher end of this. A moderate event is 1 to 3 inches. We'll be treating hot routes and secondaries on these. A heavy event is 3 to 6 inches of snow. We get a lot of assistance from Parks & Rec on those and we'll be plowing and treating all routes. Snow emergency; anything over 6 inches. By ordinance, the Director of

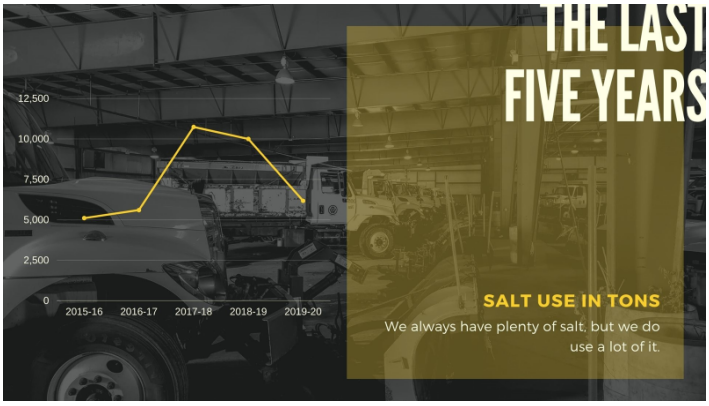
Public Works can declare a snow emergency at any of these levels, but it will most likely be at this higher event.

For those that recall, we actually did this in November of 2018. Snow emergency, until it's terminated, no vehicle shall operate in a manner in which they can become stalled by reason of not being equipped with radio tires, snow tires, or having tire chains. It's likely in conjunction with a snow emergency a parking emergency will be declared. With this, no parking is allowed on designated snow routes and all vehicles must be removed within two hours of the declaration.

With these type of events we will again receive a lot of assistance from Parks & Rec and we will be plowing and treating all routes.



This graph shows the 5-year average of the total cost, so this is materials, labor, fuel and any parts that were used. It's directly related to the number of events as well as accumulation totals. Last season, the 2019-2020 season, we had 13 events but only two of those were over 3 inches. The rest were dustings and the couple freezing fog events. As Jeff mentioned, January was a particularly tough month. We had 7 events in 12 days.



This graph again, it's a 5-year average of the salt usage. Again, it's directly related to the number of events as well as accumulation totals. From here I will turn it over to Dave Reno.

Dave Reno, Public Works Program Coordinator, said first, I really do need to recognize that Jeff, Vinny and Miles were part of Build A Culture which appreciates the importance of communications really on a fundamental level. Our team values this work, and we actively apply ourselves to improving on it every day. For the last two years Public Works has taken a number of important steps towards increasing our communications both internally and externally. Internally our snow crews are actively communicating with the Police Department, Fire Department, with BPU during snow storms and this is really very important because it contributes to community-wide safety benefits. If an ambulance needs to get access to a house at the bottom of the hill to save a life, our snow crews won't just know about it, they'll be on-site to make sure that ambulance has the access that it needs. If an icy tree falls into the street and 20,000 residents lose power, our snow crews won't just know about it, they'll be on-site to make sure the BPU has a safe access that they need to get the heat turned back on.

Now, externally, Public Works actively engages the community through neighborhood organizations, business associations, public schools, of course; through our website and then on social media. Every year Vinny and I travel to one or two Livable Neighborhood meetings and give a presentation to our local neighborhood leaders about what they can expect during a snow storm, how our crews prioritize routes, who they can call with issues, and of course what they can do to help us be even more efficient than we already are.

In addition to those presentation to Livable Neighborhoods, we also travel out to local groups by invitation. So, for those watching at home, please do feel free to reach out about us to

present at one of your neighborhood meetings. We're happy to get out there, get your questions answered. Even this year, it's by Zoom instead of in-person.

In addition to these sort of traditional approaches to community engagement, Public Works also has embraced the use of social media to provide really real time updates about our activity before, during and after a snow event.

Throughout the course of a snow storm we're going to post at least three times on the Facebook page and that's at city of KCK, so the first post almost always describes what we're doing whether that's pretreating neighborhood routes or monitoring an incoming storm with expected low temperatures and heavy snow. The second post usually follows a number of hours later and it lets our community know how things are going. Are hot routes clear, is there still time—do we still have some tough patches of ice out there, what about we're just finishing up stuff, working through neighborhood routes, that kind of thing.

Now, the third post that follows generally shows up when snow operations are complete. This is the time when crews are heading home for some rest, vehicles are being repaired by Miles and his crew and, of course, traction has been restored to streets. Although we may still have crews out touching things up, really at this time operations have wound down and the process of preparing for the next storm has begun.

Last year Public Works also started doing something new and for the most part it really runs in tantum with the posts that appear on social media. What is it? It's easy. It's communicating directly with our local school districts about snow operations, so we do this through in-text message thread with leaders or their designees throughout the course of a storm. The method is really similar to the one on social, but it's really geared toward keeping our districts informed about conditions on the road. This communication helps our school officials make more informed decisions about not just potential school closing, but the safety of staff that are still right now are working in local schools. We continue that communication now. We're going to continue it moving forward and I think everyone involved agrees that it really does add quite a bit of value to the work that we do on behalf of the community.

On a quick final note, I want to speak just a little bit about adding a value to our community. There is a type of outreach we perform that doesn't always have direct educational benefits to snow removal operations, but it really is none-the-less an extremely important community engagement endeavor and so what is it. It's easy. It's called having a little bit of fun.

Here's a great photo of that fun in practice. Last year we thought it might be cool to have some local students paint a snowplow as sort of a pilot program and after asking around a bit, Ms. Alvarado's preschool class M.E. Pierson Elementary said that they would be happy to paint a snowplow, and this is the result. So, a huge shoutout to M.E. Pierson and Ms. Alvarado's class again this year given the success of this pilot and really the interest it generated, Public Works would like to continue to do this and we would like to expand this opportunity to more schools in the future. Obviously, COVID-19 has thrown something of a wrench in the program for this year, but we're certainly still interested in continuing in the future as the health and safety allows.

With that said, I will send the presentation back over to Jeff so he can cover another interesting Winter Weather Program.

Mr. Fisher said this is real exciting. We hoped to have this off the ground by winter but with COVID impacts we weren't able to do that. It will be ready sometime maybe in February. It is a Salt Brine operation. Most people have noticed the white stripes on the KDOT system in other cities. That's Brine and we will have that same system that will be used to improve safety ahead of a storm, to improve effectiveness of the operations that we normally have, and so we're all

looking forward to that. Vinny's team and Jeff's team, this was a big team effort; Streets, Fleet, Water Pollution Control, Facilities, and Parks all involved in making this thing happen. It will be quite an enhancement to the operations.

Those teams—everybody involved takes a lot of pride in this. They work really hard, they work long hours, it's challenging. There are some things that the public can do to help. Obviously, in winter weather if you don't have to go somewhere, please don't. If you can avoid parking on the street, that would be appreciated. This presents a number of different challenges and makes it very difficult for the drivers to do an effective job and in a lot of cases makes it difficult for folks to get to where they need to go safely.

Property owners are responsible for mailboxes. Please secure your mailbox. If it's not, it's very possible that the snow pushed to the side from the plow will push it over. When you're shoveling the driveway, when you're looking out to the street from your driveway, shovel to the right. If you shovel to the left, it's highly possible the snowplow will come by and push it back into your driveway.

For folks with kids we encourage you not to allow them to make snow caves and piles along the street or in cul-de-sacs. Our drivers may not see them, and we don't want that, so please don't let the kids make snow caves in the piles.

I will let Mr. Reno and Mr. Billaci run through some frequently asked questions.

Mr. Reno said these are just some questions that we hear every year and so Vinny and I thought it would be useful to just run through them real quick. Vinny, the first question is up. I promise no curveballs on here. Why isn't that snow truck plowing the street? **Mr. Billaci** said as mentioned previously depending on the event and accumulation totals, we might not be plowing, or that particular driver could be traveling to their assigned route.

Mr. Reno said Question No. 2, Why is snow blocking my driveway? It's super annoying. **Mr. Billaci** said we definitely don't do that intentionally. One way you can prevent this, as Jeff said, looking out to the street as you're shoveling your driveway push that snow to the right. That prevents the snowplow from dragging it back through. Also, snowplows are going to make numerous attempts down each street to clear it, so waiting until the plow is completely finished with your road before shoveling will also help this.

Mr. Reno said what about this next one here. What knocked my mailbox over? **Mr. Billaci** said the answer to that is the snow knocked it over. As Jeff mentioned, snow is quite heavy especially when you think of an entire lane of snow being pushed to the side, so it's very important to make sure your mailbox is sturdy and withstand that weight.

Mr. Reno said lastly, why is that snowplow not applying salt to the road? **Mr. Billaci** said, again, I mean they may only be plowing at that time or the operators could be heading to their assigned route or could be heading back to get more material. Mr. Fisher, it's back to you.

Mr. Fisher said that's all we have. We'll entertain any questions you might have.

Mayor Alvey asked any questions or comments from the Commission. Seeing none, I'm going to say thank you for that update. It was very informative, and I liked that little last piece. The real question is why is there snow anyway, period. Just get rid of the damn stuff.

MAYOR ALVEY ADJOURNED
THE MEETING AT 5:49 p.m.

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Bridgette Cobbins
Unified Government Clerk

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