



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, FEBRUARY 27, 2019, 4:00 PM
CITY HALL, ROOM 207**

PLEASE NOTE TIME CHANGE

A. ROLL CALL.

Present: Chris Wery, Brian Johnson, Andy Nicholson, Excused: Jesse Brunette

Others present: Rick Jensen, Celestine Jeffreys, Dan Ditscheit

B. APPROVAL OF THE AGENDA.

Moved by Ald. Brian Johnson, seconded by Ald. Chris Wery to approve. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Ald. Brian Johnson, seconded by Ald. Chris Wery to approve. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

D. REGULAR BUSINESS.

1. Consideration with possible action on request by Ald. Steuer on the review of parking policies near the Brown County Courthouse.

Moved by Ald. Brian Johnson, seconded by Ald. Chris Wery to receive and place on file request by Ald. Steuer on the review of parking policies near the Brown County Courthouse, and have staff make an offer to Brown County for parking alternatives. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Wery on future repairs/upgrades to Shawano Avenue from Ashland to Oneida (held over from the February 13, 2019 Improvement and

Services Committee meeting).

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to approve the motion by Ald. Wery to direct staff to contact WisDOT regarding future repairs/upgrades to Shawano Avenue from Ashland to Oneida to add this section of roadway to the WisDOT 6-year program. Motion carried.

Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to approve as amended. Motion carried.

Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

3. Consideration with possible action on request by Ald. Wery that the City take ownership and/or maintenance of the drainage pond serving Hannah Street (held over from the February 13, 2019 Improvement and Services Committee meeting).

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to receive and place on file request by Ald. Wery that the City take ownership and/or maintenance of the drainage pond serving Hannah Street. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

4. Consideration with possible action on the Department of Public Works Capital Improvement Program for 2019.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to hold the Department of Public Works Capital Improvement Program for 2019. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

5. Consideration with possible action on the review and award of the contract ELEVATOR MODERNIZATION GREEN BAY CITY HALL - REBID (held over from the February 13, 2019 Improvement and Services Committee meeting).

Moved by Ald. Chris Wery, no second. Motion failed. Vote: Yes- Chris Wery, No- None, Abstain- Andy Nicholson, Brian Johnson

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to forward to Common Council with no recommendation on the review and award of the contract ELEVATOR MODERNIZATION GREEN BAY CITY HALL - REBID. Motion carried. Vote: Yes- Chris Wery, No- None, Abstain- Andy Nicholson, Brian Johnson

6. Consideration with possible action on application for Tree & Brush Trimmer License by Best Stump Grinding.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to approve application for Tree & Brush Trimmer License by Best Stump Grinding. Motion carried. Vote: Yes- None, No- None, Abstain- None

E. INFORMATIONAL.

1. Director's Report on recent activities of the Public Works Department.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

2. The next Improvement and Services Committee meeting is scheduled for March 13, 2019.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to approve to adjourn the Improvement and Services Committee meeting. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, No- None, Abstain- None

VERBATIM MINUTES

- Services committee to order. Let it be recorded Wery, Nicholson, Johnson are present. Brunette's excused. Approval of the agenda. So motion by Wery and Johnson are discussed. Are you all in favor?

- [All] I.

-approval minutes.

- Second.

- Move by Johnson, saved by Wery. End of discussion. You're not all in favor.

- [All] I.

- Motion carry regular business. One, consideration of possible action on a request by Alderman Wery on future repairs and upgrades to Shawano Ave. from Ashland to Oneida.

- You skipped one?

- Did I?

- I wonder if, it must be in a different--

- Wonder if you're in an old meeting?

- I might even have a hard copy, is that it?

- Yeah.

- Lestoyer, okay. Let's do, okay.

- I think you're in, two weeks ago meeting.

- All right, two weeks ago? That's probably why I'm not in here. Let's consideration of possible action and request by Alderman Steuer and review of parking policies in your Brown County Courthouse.

- This is where it says joint.

- We received a letter from John A. Vanderlease, clerk of courts for Brown County. Recently there was an individual who was testifying in circuit court over at the Brown County Courthouse. And he was the, surprisingly enough, he was the victim of a stolen vehicle. He was testifying on behalf of himself getting his vehicle stolen. And while he was in court, the court hearing had been delayed so the time expired on his meter and he received traffic citation for an expired meter. So clerk of courts and Judge Hammer are requesting that we allow folks who are providing testimony in the courthouse, park at the meters and not pay or plug the meters. Chris Puralot, the operations director and parking manager responded to Mr. Vanderlease and identified that the meters can only be used for the duration that's on the meter, a 30 minute, one hour, two hour meter. Anyone who's not sure of how long they're gonna be parking or is gonna be parking for an extended period of time, should be parking in the ramp. And it's simply a matter of convenience. These folks want to park immediately outside of the door, go in, testify and get back in their car and leave without having to walk through the ramp. Unfortunately it's not how our parking system works. Again, the meters are there and providing that kind of a dedicated meter would be extremely difficult for us to enforce, because there's no way for us to tell why that vehicle's parked there. There would be an opportunity we could possibly talk about having Brown County essentially hood the meters. And pay the meter hood rate and that would dedicate some stalls on the street for their use, but again, we would have now way to police that, to determine who's properly parking there or improperly utilizing those on-street stalls. So we have responded back to the clerk of courts and to Judge Hamburg indicating that this is not something that parking division is necessarily interested in because of the difficulties in enforcing it, and because the option for longterm parking exists simply by crossing Walnut Street at the Jerry Street ramp. So there is a ready solution there and we know that jurors and people going to courthouse are routinely advised that if you're going to be here beyond an hour, utilize that longterm parking facility. And when Alderman Steuer first identified that he was going to bring communication forward and talk to him about it, he thanked me for giving him the information but said there was a request. So he wanted to bring it forward and have me talk about it so.

- I mean it's Alder Johnson, is this a common occurrence or are we trying to manage an exception here?

- In my opinion, I think we're talking about an exception. I've heard about one maybe, this one came up. This individual wanted to contest the ticket, but it was a properly issued ticket. The meter was expired. So it was no error in why the ticket was, why the citation was issued. So the individual was advised, because it was not an improperly written ticket. It would have to be contested down at muni court and the individual didn't want to go down to muni court to contest it. They paid it. Well, by paying the ticket that's de facto admission of guilt. So you can't even contest it at that point.

- So does the county have a couple stalls they can just designate for--

- They do not. The city parking utility would give up our stalls.

- Does the clerk's office communicate with witnesses? I presume when--

- That is my understanding.

- So they could in theory put in their communication longterm parking is available in the city parking ramp?

- Based off of what Mr. Purlide identified in his email back to the clerk of courts, it's my belief that they routinely do that already. This person who was testifying simply chose the more convenient location because he thought he was gonna be in and out. Not only was he not in and out as quickly as he thought, but the case before him delayed the proceedings by almost an hour. So he was in the courthouse longer than he anticipated. Often times from what I've been told. Often times a bailiff or somebody within the courthouse will go out and re-plug the meters, which technically is a violation of the two hour parking solution in the first place. But this individual couldn't run out and plug the meter because they were either on the stand or cued up to go on the stand and may have missed that call to go up and testify while they were out plugging the meter.

- So how heavily are those meters over there utilized and would there be an option to release a couple of them to the county for a fee that they can then designate for witnesses?

- I think the option is there. They are very heavily utilized meters. We would be charging the maximum daily rate on the meter, so it would not be a loss of revenue to the city. Again, the biggest problem that we would have is for us to be able to determine whether or not the person utilizing the stall is indeed authorized to do so. That would almost require that the county would have to issue some sort of voucher or some way of communicating that that's the vehicle that deserves to be using the spot at that time.

- Well, that's kind of my point. I don't know that I think the city should necessarily get involved in managing a parking need for the county. I mean the county needs to manage it, but if there's a way for us to give the county an option, and that option being, hey county, if you want to lease these stalls from us, here's the rate. You need to manage who's parking in your stalls.

- And that I think is about the only other option that we would have is they would have to pay the \$10 daily fee for each of the meters that they want and then they would be responsible for policing it as well.

- Okay, thank you.

- What are the wishes of the committee?

- I just move to receive a place on file and just ask the staff to maybe make some type of offer to the county if--

- We can do that.

- And I think you guys can just handle that without it having to come back to committee.

- Sure.

- We should receive in place on filing it and referring it to staff to negotiate whatever they can accomplish. Is anybody worried under discussion, you're now all in favor?

- [All] I.

-carried. Okay, two, consideration of possible accident and request by Alderman Wery to future repairs upgrade Shawano Ave. from Ashland to Oneida. Wery?

- Thanks for holding us up. You asked about the street, I know it's in some rough shape. I'm just wondering if we kind of know, I know the state's involved about Shawano.

- Yep. Okay, I just had a conversation again yesterday. I had one about a year ago with the BOT. So I talked to Dan Seigerstrom who is the project development supervisor for Brown County. And this is a connecting highway, so major reconstruction or program cycle type events are covered primarily by state and federal funding, but maintenance activities would be a city function. So pothole patching becomes a city function. Did discuss this with Dan yesterday and he confirmed the conversation we had last year. And that conversation is that this stretch is not in the DOT's six year plan right now. If the city were to request, they could start evaluation to determine whether or not they want to include it in the six year plan. At this point, the way that the state's programming cycle works, their life cycle cost analysis for a pavement, they would likely be looking at doing something very similar to what they did back in 2005, which was an S hole overlay of the concrete street. And what we see now is that asphalt is delaminating for the underlying concrete. So when it gets hit, it peels up in large chunks as opposed to crumbling. Good possibility that that could happen again. Dan did talk to me about some new treatments they have that help eliminate some of that delaminating that we're seeing now. Dan also did share with me that he's not sure exactly what the program looked like back in '05 when that project was constructed or in 2004 when it was approved. But that type of a project would never be approved by DOT for construction again. They simply don't want to put those thin asphalt lifts on top of concrete because Dan remembered the project. At the joints, the concrete pavement underneath, the joints are failing which is causing the raveling that travels up and then we start with the issues that we're seeing. The fact that we got a good 10 to 12 years out of it in the first place, is actually rather surprising. So if there's a silver lining, that's it. The other thing that I did discuss with Dan was when we look at a street improvement project, we also take a look at the underlying utilities. And my belief is the utilities out there are probably in need of significant repair. The water main is probably of a vintage that it needs replacement. So when we did the Bell Avenue project, Bell went straight from original pavement to reconstruct, which is an oddity with the DOT. But the reason that it was considered for a full reconstruct right away was because when we had to

replace the utilities, we would've destroyed so much of the pavement that there was nothing left to rehab. And that very likely could be the case out here as well, so what we would do is we would get together with our staff, take a look at the sanitary and storm sewers out there. Then we would coordinate with water utilities and see what the age of their infrastructure was. And what potential impacts would happen if we had to replace all of those underground utilities, and how that may also affect the project. We would then put all that data together, submit it the DOT and ask them to consider this for a future project. But even if they said, oh my God, yes, we're all over this one, we'd be looking six years out. We're gonna have to limp this thing along the way that we have been with some pretty significant patching, like we have the last two years.

- Steve, do you recommend doing that route? At least trying--

- At least it gets it on the DOT radar. Right now, it's not even on the radar.

- 'Cause, and you know, my daughter goes to Westin. She asks all the time about that street.

- Yeah. There is an alternative, it's not a very powerful one. And the alternative is, and I did confirm this with Dan as well, because it's connecting highway, they will participate if it's on their schedule. If instead, the city wanted to fully fund that reconstruction, they would authorize us to do so, provided we follow their design criteria. And they would thank us very kindly for our retribution.

- Johnson.

- Steve, you mentioned, and this just surprises me that we're happy with the fact that we got 10 to 12 years out of it, but we're not even on their six year radar.

- Correct.

- I mean, that's shocking. So my question is when we have these highways that run through the city that need repair, I mean what's the process that the state uses for determining how these roads get on their radar?

- It has changed quite a bit. Ever over the last 10 years, and that's why I say back in 2004, 2005, when this project was originally scoped, the way their life cycle analysis was structured was they were looking to get 35 years out of a concrete pavement. Somewhere between 35 and 40 years. Then they assumed that it would be milled and get an asphalt overlay and that would last 10 to 12 years. Then you would do another asphalt overlay. That would last another 10 to 12 years and then you'd be due up for a reconstruct. They have sort of changed some of those now. The mid 2000 to 2010 range, heading up towards the higher end of that decade, they were looking more at ride quality, and that's when the first started introducing some of the treatments to getting on pavements earlier, to extend their life. And the way Dan described it me yesterday, he said now they're trying to squeeze every day of life that they can out of these things. So they are getting a project accelerated is very, very difficult.

- I know, and I've seen some media and you may not have a real capable response to this question, but I've seen in the media recently that Tony Evers has proposed reducing the funding on major interstate projects and instead redirecting that more towards local projects, based on his proposal

there. Would that affect projects like this and could we potentially see more funding, depending on what the state legislature does?

- It may, depending on how they define local projects. Again, because, the way we've sort of taken a look at it, majors are interstate projects, widening or expansion capacity enhancement type projects. So the highway 15 project in county that's been on the shelf for God knows how long. The zoo interchange down in Milwaukee, those types of projects are what we normally consider to be majors. In our parlance, local projects are Gray Street and Mather, okay? This is a principle arterial on a connecting highway, that's kind of in the middle, so we really don't know how that would fall under the governor's definition of a local or a major.

- Okay.

- So we're waiting to see what that definition is as well.

- Sure. Thank you. Alderman Wery.

- Thank you. I think it's worth doing the studying on the utilities and see if we can at least light a little fire under it. It doesn't hurt, right? Otherwise it's not even on the radar, like you said.

- Absolutely, so.

- Either way we have to limp along, but we might as well.

- Right. I guess what our recommendation to the committee was going to be is to direct staff to get this in, at least get the paperwork over to the DOT to try to get it included in their program, and then continue with maintenance activities to the best of our abilities.

- That'd be my motion. Second.

- Okay, motion by Wery to that effect and same by Johnson our discussion. Here now all in favor.

- [All] I.

- Motion carried. Three, consideration of possible acts and request by Alderman Wery that the city take ownership and were maintenance of the drainage ponds serving Hannah Street. All in order.

- Thank you, Mr. Chairman. And maybe this one will be resolved. In the past, it seems like we've have issues with a lot of overgrown weeds and then we have to go out and cut it. Have we had, is there an owner of that who's been doing the work that we know of? It seems like they've disappeared And we've been doing the work all the time anyway.

- There was supposed to have been a home owners association that was formed and apparently that has dissolved.

- So what would we do in most cases then, 'cause we do the work anyway, right? Nobody else was there to do it.

- Well, we've, no actually, we don't. It would be cut for nuisance.
- Yeah, good point.
- Like long grass and weed.
- Who do you bill?
- The property owner then. There's actually easements on two properties. So it would be those two property owners who wind up getting billed for it.
- People who are next to it?
- Yeah, they're actually, if you look, we've included in the packet. We've included a diagram and you can see that it's actually, there's an easement, but it's on each of these two properties. So they're the property owners. Then I don't know if you, I did kind of give a little overview. I don't know if you were able to see that. When this subdivision was planned, our staff recommended against doing what they did, 'cause this was kind of a cheap way out, and we knew it was likely not going to be successful. So we really strongly advocated for them not to do this, but the developer at the time, wanted to get in, and oh no, we'll make sure the home owner's association, there's gonna be deep restrictions filed and all this kind of fun stuff. So those things do appear on the plat. I did review the plat up in our office, so all the language is there. But when the houses were built, there's supposed to be backyard drainage ditches to direct water down to these ponds. When the houses were built, they simply filled the ditches so there's no way to convey the water down here in the first place.
- So that's a collector bound with nothing feeding?
- They're not working very well at all.
- Where's the pond at?
- I think it's right there.
- That's the pond?
- And there's one there too.
- Oh okay, they look dry.
- Yeah, I remember when miss went in and--
- Well, if memory serves, I believe this was Creative Custom Homes at that subdivision.
- Yep, yep.
- So there were several issues with that particular developer all around the area.
- So the properties next to it, they don't own this property right?

- No, they do.
- Oh, so this is the park?
- Yeah, so they actually own the parcel.
- Okay.
- And then the HOA was supposed to fund the work.
- Does it have to be a drainage pond then if there's nothing draining through it? I mean is that?
- Well, technically according to the DNR, there has to be a storm water management system out there, for the subdivision.
- Is this one? It seems nothings.
- The way that they're designed, they're designed actually, I believe the one on the west side of the road is a dry pond and it discharges closer to the railroad corridor. And that's an infiltration basin. So it's not like the one to the west side, it's not like a conventional pond. It fills up and then it's designed to infiltrate back into the ground bar.
- Have these homeowners been in contact with your office at all?
- To the best of my knowledge I don't think so at least not recently.
- I try to explain it to them the best I can, but it's pretty much their property to maintain.
- Yeah, and if, I did have a conversation with Matt Heckenlie who oversees the utilities. Matt reminded me that the city didn't want it back when the subdivision was put in, the city doesn't want it now. Because it doesn't function, we would not be able to realize any of the MS4 credits, which is the whole reason that the storm water utility exists was because of the MS4 permit. So we would incur expense without getting any benefit. We would not be any closer to compliance with our MS4 permit by taking the storm water system over. What we would likely wind up doing is going back to the original design and we would have to invest a significant amount of money. We would actually go, we would cut the ditches back in. We're gonna go through people's backyards if they've got sheds or fences what have you. It's all coming down because we would restore the system back to its original design. Judging by your reaction, I think you understand why we're a little hesitant to do that.
- I do, Chris.
- I haven't heard of any flooding complaints.
- Correct.
- So it's not like there's been a lot of water standing that hasn't gone anywhere. So since it's not serving its purpose, if it were to shrink in size.

- We can't advocate that.
- No, no, I'm not advocating it, but if it did.
- I can't tell you that a lot of our facilities have been subject to increased scrutiny from DNR since we had the notice of violation. If DNR goes out there and notices there's an issue, they could probably come back against the property owners.
- It'd be very rude.
- Well, and the facilities are on the two properties so it's extremely unfortunate for the people who bought those two lots. I agree with you 100%.
- I know they're stuck in between, they're maintaining it.
- Rock and a hard place, yes they are.
- That's something the whole neighborhood was supposed to do and they were guaranteed this neighborhood association was gonna pay for it, and then they disappeared.
- Yup.
- Now they're left maintaining something that isn't really working. Okay. Guess we'll--
- Receive and place on file?
- Yeah.
- We're gonna take care of it and--
- I had a quick question.
- Oh, Alderman Johnson.
- How many of these do we have like this throughout the city, Steve?
- I don't think that many
- I don't think there are many, this may be one of one for all I know.
- And the reason, from a, I can empathize with the homeowners here and of course you often times, it woulda been part of the association I presume.
- Correct.
- That voted to dissolve and they had to vote there. But my question is more so when you have a property owner who maybe isn't fully aware of the consequences that could occur by allowing this

type of easement. And this might be a little over the top and why I asked how many of these we have. You know, if there's some type of exit strategy or dissolution strategy, right, when these things expire, that, hey, before you can do that, these things need to be met. Of course the easy thing is property owner, take care of it, no issue. But in situations where it's not that easy.

- Several of the other facilities in it, the infiltration basins complicate things even more, as opposed to a conventional pond. 'Cause generally speaking the infiltration basins, it looks and acts more like your lawn than a pond does. Whereas a pond has a very distinct appearance, okay? Generally speaking, the ponds wind up on separate parcels. They don't wind up as an encumbrance on a parent parcel, a residential parcel. Most of the residential subdivisions that have sole water management associated with it that's particular with to the subdivision itself, we did have language written into the developer's agreement that if you build the facility up to city standards and you get it to a point where it's functional, it's demonstrating that it's working the way that it has been, you have the ability to petition the city to take it over. Because we knew that this one very likely was not gonna function the way somebody intended, we didn't have that language in with the subdivision flat.

- Okay.

- Would there be a process to not require this or how would we go about doing that? If the homeowner would appeal to state, to us, to?

- Well, I think that's kind of what they've done with the communication to you. They're trying to make an appeal.

- See what the options are.

- And unfortunately, I think the only options are status quo, or if the city were to take it over, then we would very likely--

- Oh yeah.

- Be ripping through people's backyard.

- I think that's not a suggestion or a request All right, I think for now this is verification.

- And just for edification though, how do we prevent this in the future? That's why we have the requirements that we do in the developer's agreements. If it's, and we have three different ways of building subdivisions. I think we may have gone over this, we may not have in the past. Option one is the traditional subdivision where a developer comes in, has an idea. So they come in with a preliminary plat, we sit down and look at the plat. Identify where some of our management's gonna go and that kind of good stuff. They plat out the lots. Send it into us. The plat gets recorded, then city staff designs the infrastructure that goes along with that. We bid, we build. Option three, if we're gonna go out of order, option three is the developer build. Where the developer designs and builds everything. It's all subject, we do the reviews all the way through. We inspect it during the construction. When they're done they dedicate the improvements over to the city. The benefits of that, there were no assessments, because they funded it entirely on their own. They did not have to follow public bidding statutes, so if they had a relationship with a contractor where they could get work done at a better price than we could do it, that was on them 'cause they were funding the

whole thing. And timing was a big thing because our bidding process has some inherit to it. Whereas they didn't have to bid it out, they could turn around literally two days after they got the signed plans back from the city, saying we approve of your plan. They could be under construction. Back when this three option development came through, the city was still obligated to prevail wage statutes in the state of Wisconsin. Now those have gone away because we had paid per prevailing wage and the developer did not. Sometimes we were able to do it cheaper as well. The option two is a hybrid between one and three, which is why I did them the way I did. The developer designs everything, then takes the biddable plans and turns them over to the city and we let the contract then build it. So there's the three ways of doing that. With all three of the options, we are involved and we require that storm water management be approved by the city before you're allowed to proceed with any construction. Matter of fact, stormwater management system has to be constructed before you start doing the residential subdivision. That's the safeguards we've put in, learning our lessons.

- I believe it comes back now, I think it was John Shaleen and his group who did this with I'm not gonna mention the business. And guaranteed there would be a--

- Yeah, Creative Custom, I think that was Gary Weinman and that crew.

- They set up the group and they disappeared and kind of left all the homeowners in a lurch. And they didn't know what to do so. They had people on the far end who were wondering why they were paying for something. Their water wasn't gonna flow anywhere near this, right?

- Yeah, and you know, sometimes we've run into instances with developers, with real estate agents, where it's not, there's no ill intent. But information isn't communicated. And then you wind up, we've got a subdivision out in the far east side, Eaton Heights, the first edition. The original Eaton Heights, Eaton Heights first edition. Where the plat required the sidewalks to be installed before a strip of occupancy was granted. The developer built the house, didn't put the sidewalk in, sold the house. The people moved in. Two years after the fact, we found out, and now they're on the book for putting sidewalk in. They're not real happy about that. That happened like two years ago. So I mean things like this have happened in the past and any time that we run into a situation that gives us the opportunity to work either within our own department or working with other departments to try to close those holes up so it doesn't happen in the future.

- Well hopefully this'll be a good lesson and I'll communicate to them their options.

- Motion received and placed in file?

- Yeah.

-by Johnson under discussion here, now in favor? Need to push security. Okay, four, consideration of possible action in Department of Public Works Capital Improvement Program, 2019, Director Grenier.

- We have handed out to you a copy of the 2019 draft Capital Improvements Program. This should be the bulk of our meeting tonight so we'll walk you through it. The first page is subdivisions. So new subdivisions on the east side. You'll note after Bradley Estates, there's a number three in parentheses. What we tried to do is identify the type of subdivision. So the last conversation was actually kind of timely. Bradley Estates Sitka Heights are both developer built. Those are carry over projects from last

year. Those are Bradley Estates will be on the south side of Ontario Road. Or south of Sitka Street, just west of Ontario. So if you're familiar with where Chris McCallum Park is, Dan Schmitt lives immediately to the west of Chris McCallum Park. This would be due south of Dan's house, and Sitka Heights would be immediately to the west of Dan's house on the north side. Eaton Heights second edition is out north of Humboldt road, west of Spartan. Grandview Place, Alder Johnson, you may not be as familiar with that one as Alder Nicholson and Wery are, but that was the bunker out by the Wood's Golf Course. So what we're looking to do is extending the sewer across and getting the first phase, that's both park places that multi-family, that went in there a couple of years ago. They're looking at getting some apartments and townhouses in to start that subdivision. And then Excalibur phase three is the finalization of Paula Street out to Sussex.

- About halfway out.

- Okay. Out in the Red Smith area. So subdivisions don't have a city, typically have a city cost to them, where you see on the, because Eaton Heights is a traditional subdivision, the way that we would assess is based on a assessment, the assessment numbers that we had adopted at the last meeting. Those assessments for sanitary are based on a sanitary storm sewer is based on a 12 inch storm sewer. As you start adding properties together, the pipe has to get larger 'cause you're taking more and more flow. So we would assess the storm sewer, given a number, and then the difference between actual cost and construction, and what we assess becomes a city cost. We pay that up charge for the larger pipe. Whereas if you're doing a developer build, because you're probably not the contractor is at a better price than what we're bidding out, you just assume all those costs and we don't pay the up charge. The developer does. So there are a couple locations here where we do have some city cost on sanitary and or storm but that is typically not seen on subdivisions that we have the build out on pine acre estates on the west side. Going to the second page, now we start getting into the meat of our program, the DTW program. So South Chestnut Avenue, between East Mason and the cul-de-sac south, that cul-de-sac south was formerly Sixth Street. So Alders Nicholson and Wery may remember when we vacated the Sixth Street right away in about 2008, that habitat for humanity put homes in on both South Maple and South Chestnut. We built cul-de-sacs down there. We're going from that cul-de-sac back up to Mason Street here. Then the second project takes it between Howard and Art Street. Springdale Lane, that is off of Ninth Westpoint, goes up into the Lily and Bushay property, parks department has a small park over there. The intent there is to get public access to the Bushay property and then she can build her own streets, or plat her own streets within her property. But we do need to get municipal access on that property so she can develop. We now go to North Webster Avenue. This is the section between Main Street and East River. Again, we're doing the project from the East River up to Radisson as part of a DOT contract. This piece is just a little stub about a block and a half long that needs to be filled in. And we're gonna do that during the final phases of the major project. Go ahead and get this taken care of so from Main Street all the way up to I-43, we're gonna be brand new and we won't have to come back here for 40, 50 years. That is going to require the reconstruction of storm sewer, sanitary and water main as well. So that'll be a full reconstruct. Edgewood and Harvest, there was a small piece of Edgewood Lane or on city's east side that the right away has been platted. This is in district two and there is 410 feet I guess, okay, that's a gap. So the road comes up, it's supposed to be sort of a u-shaped drive. And it comes up, makes the curtain and just dead ends. Same thing, comes up and dead ends, so there's a gap in the middle that has a cul-de-sac on it, which is Harvest Court. Property owner approached us about a year or so ago, said she wanted to subdivide the property and sell the lots off and in order to do that, we gotta get this road Page three, we go to the national highway system routes. And that's where we find our North Websterproject. Pavement and storm sewer are part of the project. This year we do

the water main and sanitary last year. We don't have any NHS routes. On the west side, STP, that's a surface transportation program, that's the Sitka Street. So I was talking about the two subdivisions near Chris McCallum Park. This is the street that runs between them. In order to get the utilities out to the subdivisions, we have to reconstruct the streets 'cause there's no utilities there right now. We're also moving forward with Gray Street. Last meeting we brought forward the design contract for Gray. So we're anticipating going forward with this, we'll finish off that design contract. Page four, we get into primarily our other projects. So we start off with the West Mason Street traffic signal replacement. The LED signal lamp replacement. That's the two projects that we've talked to you about with the equipment purchase last week. The 90 10 cost share from DOT for the traffic safety improvement projects that are going out on the west side this summer. So you see the total cost is one point one million for each of those two projects, but the city outlay is 110,000 only, 10% of the total project cost. Rail crossing repairs, we have I believe three rail crossings that were a total of five. There's three of them that are in Canadian nationals program for this year. Elizabeth south of university, Irwin at Eastman and Ninth at Ashland. So they have those in there. What we've also noticed is with the Webster Avenue construction project that started the utility project, that started last year and then the pavements gonna go this year. We've got traffic detouring up Quincy to Radisson and a lot of traffic is self-diverting Quincy at Clause. And those two road crossings have just been almost obliterated. As a matter of fact, stopped to see me again today. She said that at Radisson at Quincy, the pavement in between the rails is gone. It's now so you drop down in between the rails. So we've been hounding CN to get out there and get that patched up. But both of those crossings have been beat because of the heavy truck traffic, so those are gonna need to be replaced this year. Get into bridge repair so we have 45,000 in general bridge maintenance. We've got over 30 bridges here in the city. And there's little things here and there that need to be taken care of in each one of them. Weezer Street, that pedestrian bridge has been identified for probably the last three years as being in need of significant repairs. So we've got \$200,000 going into there. We've got a design contract for the West Mason Street on beaver damn creek that's at the bottom of Fireman's Hill. So that's to hire a design consultant. Main Street Bridge at Fox River, we have bid that project out. We've been having some problems getting folks to bid on it. The hydraulic system that operates the lift bridge needs, without getting too complicated, there's motors that drive pumps and the pumps drive something else and it's all connected with hydraulic fluid. Basically the control modules, the pumps and the hydraulic motors that operate that bridge, have reached the end of the useful service life. So we have to replace all of that stuff and the downside is if we don't we have a failure. We'll wind up with a bridge that's either stuck open or stuck closed for months on end because we can't even get the parts to repair these things anymore. That was the first option we looked at was rehab or augmentation. And the parts were 1998 vintage, hydraulic motors and pumps don't exist any longer. Let's see here. We're also going to be doing some inspection, or design for the Mason Street over the East River Bridge on the east side here. Take a look at designing a deck overlay. Required annual inspections. There are some bridges that need to be inspected annually, as opposed to biannually. And \$25,000 to design a new structure for Taylor Street over Beaver Damn Creek. That is in near proximity to--

- Home Depot?

- I'm trying to think.

-

- No, the elementary school.

- No, you're thinking south, this is north.

- Oh, oh! Okay, okay, so this is, okay, this is the structure that has the structural deficiency in it. Okay, I thought we were down in--

- No, this is the north.

- Okay. My mistake. So this would be up closer, just north of Home Depot, where Larson Road cuts off to the west. There's a bridge that's been identified up there as having some, I think we had Low limit?

- I believe so.

- So we're doing some design there. Our annual projects, asphalt resurfacing. That's our annual blacktop residential street program. There's also, when we do that resurfacing program, we let the contractors a part A and a part B. The part B is the actual asphalt. The part A is curb and gutter work and associated pavement repairs that need to be done before we can do the resurfacing. So that's why you see pavement repairs for the surfacing program is a separate line item. They're two different contracts. Then we also have \$60,000 in there for pavement repairs, asphalt patching. I always struggle to find a couple of examples that everybody knows. So I tend to pick one on the east side, one on the west side. West side bond between Military and Taylor, there's some real long stretches off there by Helen Keller that have longer asphalt patches on them. East side, Superior Road, as you come up from Bear Creek up towards Sitka Street, running parallel with I-43. There were some frost use in there so there's like 80 foot long patches that are one lane wide. That's not a resurfacing street, but it's bigger than what our crews can handle. So we use our resurfacing contractor to do some of these longer pavement patches on a street that wouldn't otherwise be ready for a resurfacing or reconstruct. So we just account for that separately within our bonding. Concrete pavement repair city wide, as the name implies, if we've got concrete panels and chip broken, so what have you. That's just routine maintenance work that happens across the city. Mud jacking can be anything from, more often than not, we use that on curb and gutter on our resurfacing streets. We try to mud jack the curb and get it to drain properly before ripping it out and replacing it 'cause it's about one fourth the cost. So we've got about \$30,000. That number is based on historical averages. And then with the sidewalk replacement, some of that contract is on city sidewalks, so things that are from usable buildings, city parks or curb branch, which would not yet assess back to adjacent property owners. Page five is our sewers section. So we about six seven years ago, we started in the city core, we started expanding out doing base and televising. And by doing that, getting a look inside of the pipe, we can get a better evaluation of what condition that pipe is in. Whether it needs to be cleaned, whether it needs to be rehabilitated or maintained. Things like that. So we do hire a contractor and Matt has identified eight basins for sanitary televising. This has definitely helped. We've been recognized by EPA for implementing this program, because we went from an 11 or 12 year rotation of inspecting our sewers to about a six year rotation. So we're definitely getting our bang for the buck, plus with that program, that basin televising, down below the last item in this page is chronic sewer repair citywide. That's repair projects that we found from the basin televising. So it's definitely eliminated back up to when we do our annual recap of sanitary issues, and you've seen those sanitary back-up calls continuing to decrease. Those two items are largely a major contributing factor of that. As Radisson Street, sanitary sewer, this would be between Green Bay Packaging and Ferrell Gas. So the same location as the railroad crossing I was just talking about. We lined that

sewer a couple of years ago and shortly after we put the liner in, there was a water main break. The water pressure underneath actually caused the line in the flow light of the pipe. The worst possible location where the water should be flowing. It caused a pillow to form and then the liner cured out like that. So it actually created the blockage in the sewer. Now along the edges of the pipe where that comes back down, the only two places that are on that line are Green Bay Packaging Container Division and their corporate offices. There's enough capacity in that pipe that neither one of them has suffered any problem. But it's not an advisable situation. This does constitute a blockage, and over time, it's gonna be a problem. So we've been working at it for about three months, trying to cut that blockage out of there so we can get a new liner in there. And we've exhausted everything. We even invented a couple of things over in the east side shop for our cutter, trying to make it work a little bit better. And it's simply not working. The only thing we really can do, we're gonna wind up having to dig down there and replace that section. Being that it's on an extremely busy street and that street is a detour, during the Webster Avenue construction. It's gonna get expensive and the reason you see the price tag is because the piece that's still blocked is directly under the railroad tracks. So coordination and the costs implications that go along with dealing with Canadian is what's causing the issue there. Niyabrah Trail.

- That's the one on 54.

- Oh, okay, every time I see it I forget where that is. The University Heights business park, that expansion area off of 54 near the tunnel sky. When you peel off onto 54, heading out to Luxembourg, immediately after getting onto 54 on the north side of the road there's a mobile station that's been empty for many, many years now. That drained into a force main that flowed into the town of Scott, then eventually came back around in the city pipes. And we've got this arrangement with neighboring municipalities in a lot of different cases, where one of our residents drains into their, we pay them, they pay GBMS, kind of thing. So that's how this arrangement was and it wasn't a big problem, until last year when the town of Scott abandoned that force main. They don't need it any longer and we're the only ones left draining into it. So because the station is empty right now it's not hurting anybody, but the station can't be developed or redeveloped or occupied or anything else until it gets sewer service. We need to provide sewer service back to that station. And the East Mason siphon elimination, got a couple of locations around town. East Mason Street near John, East Mason Street at the East River is one of them where we have what I refer to as inverted siphon. So they go down under the river and based on their design, that siphon actually sucks the waste water through. In order to make the siphon work properly, you actually have to neck the pipe down to increase the suction pressure and a lot of hydraulic engineering goes into it. But because of that, they are prone to blockages, so we've had back-ups in the East Mason Street cycle. We've had blockages in the Gross Street siphon in the past. We're looking to eliminate those siphons. It's an old design technology and with advancement in conveniences for a living, some of these things are liabilities rather than assets, like they used to be. One of the big things that we're seeing, and we're not alone, everybody in the world's dealing with it, is wipes. Personal care wipes. Box says flushable. What flushable means is that it will pass through your toilet. Doesn't mean it's a decomposable wipe and what they do is they wind up clogging on something, and the siphon is a good place for them, causing back-ups and a lot of problems. You really want to make yourself ill looking at something that's morbidly fascinating, just type in fog bird. Fog is fat oil grease, so a fog bird and there are videos of fog birds that have developed. London is notorious for them. London, England. They took one out that was 21 tons of fat oil grease, baby wipes, that kind of stuff. Just this big greasy log of gunk that plugged up a 84 inch sewer or something like that. Pretty disturbing. Quincy Street--

- Your YouTube habits seem disturbing to me, Steve.
- What's that?
- Your YouTube habits seem disturbing to me. What you're looking up for fun.
- When you work in this industry, it's amazing the kind of things that you do with your free time. Quincy Street lift station, that's up, it's kind of right under I-43 on Quincy Street. I think it's our biggest lift station. The flap gate on the discharge, it's intended to stop the river water from backing up and causing the pumps to cycle backwards. Flat rate has been in since the station was originally built, pastneeds to be repaired so we got a project in there for that. We started on dyke inspections last year. The dyke that runs out along the bay. This year we're starting on maintenance. So we got the first \$50,000 plugged in there. We're gonna start with tree and brush elimination, that kind of stuff. So the dyke didn't get into the shape that it's in right now overnight. We're not gonna be able to repair it overnight, but here we're gonna start picking away at the stall.
- The entire length of it?
- We're gonna take off and see how far we can get with the \$50,000.
- Is that from roughly GB all the way to?
- I don't know if the dyke goes all the way out there. It may turbinate short of GB.
- Just shy of
- I want to say that it stops, it peters out kind of by where East Shore connects to Nicholai. Maybe a little further out.
- So any trees growing in the dyke you're going to be taking out?
- Yeah.
- The roots probably tear it up?
- Well, the hope is that if you take the tree down, then just allow the root mass to decompose, that we won't cause as much damage to the dyke and it'll be able to sort of heal itself a little bit. Howard Street, Pearl to Broadway.
- And that was straight through
- No cost in that.
- Okay.
- Look down below it to the basin one way.

- Oh, okay. We originally had that listed out as, my apologies on that. We originally had that listed out as a separate project. That's actually part of the basin. One panel 108, and basin 106. Stone water project that's listed further down on here. Dan's Farland storm sewer upsizing. We started up in the northern part of the old Preble with a lot, over the past couple of years we've done Elizabeth Street. I think we did one on Farland. A couple of the locations up there where we're upsizing storm sewer to alleviate flooding conditions not associated with a reconstructor or resurfacing. So this is another one of those that's on the list for this year. Sitka's Fruits store water facility is a carry over project from last year that goes along with the Sitka Avenue reconstruction and the two subdivisions that we talked about at the beginning. Storm water facility vegetative maintenance, that's an annual contract that we do. See, I've got that still listed as 2018. It's 2019. Street sweeper dewatering basins. When we run the street sweepers out, they come back and there's a mixture of liquid and solid that we swept up off the street. We have to dewater that, bring the decant of water up the Green Bay metropolitan sewage district for discharge and treatment there. And then the dry solids we can actually bring to a landfill that is considered to be a solid waste because of the contaminants that are picked up in there. We really haven't had a good way of dewatering that stuff. So what we're looking into doing is Matt Heckenlay was just out at a conference. And it's essentially like a 20 yard roll off box. It's got a liner in it. So we can start taking care of that, managing that waste the way it should be managed. Grandview Stonewater Facility. We did talk about the Grandview subdivision. This is a stormwater facility that goes along with that. It's about a million and a half dollars, but if you look, there's no city cost. That's a developer cost. Basin's 110 and 108 and basin 106, that's the lift station improvements that are going in on South Broadway. One is up Broadway at Howard or up in that general vicinity.

- Howard and Pearl.

- Howard and Pearl, and then the other one is down.

- Clinton and extended.

- Yeah, pretty much where the shipyard is going in. Again, this is all known flooding issues primarily associated with the old slew that goes up as far as West High School. So everything up between Shipyard and West High that we had the high water conditions, that's what these two. And these were the two lift stations that were identified for the state and district tax money. So that's where that lasttax money, that's where it's being sent is on these two. We've actually, when you folks authorized us to go ahead and order the stormwater pumps for lift stations a couple of meetings ago, that's where the money came from. That was out of the state and district money. Then we have sewer repairs city wide. That's just, we got a phone call from somebody saying there's a problem. We go investigate and there's a problem with the sewer. We have to have a contractor come in and take care of it right away. That's what that program is. TB inspection for sewers 2019. We talked about basin televising earlier. The TB inspection of sewers line item is actually the streets that are gonna be in the 2020 program. So we go out and we do the televising on there to determine what type of sewer work is needed for next year's program. Sewer rehabilitation for the resurfacing program, this is the sewer contract that goes along with the resurfacing program. We're just tracking the sewers separately from the pavement. Many storms city wide, I think folks are real familiar with that. Root treatment city wide, we do have a contractor that we hire every year. It's a chemical root treatment process that they inject the chemical down near the sewer lines that kill the roots as an alternative to going in and cutting them mechanically. If we can use the chemical root treatment, it's the better option 'cause it's longer lasting. Again, I did talk to you about the chronic sewer repairs city wide.

How that tied into basin televised. Page six is our tenth program. Erie Road, we did a project on Erie last summer to get us down. It provides service to Nature's Way as part of the developer's agreement with Nature's Way. It did allow us to go all the way down to the south city limits. That will open up an additional 200 or so acres for development at the I-43 industrial park, so we're gonna go ahead and get that taken care of. We do have money shown in here for the Grandview east side interceptor. And as I alluded to earlier with that Grandview subdivision, this interceptor will cross through that Grandview place development and get over to Northview.

- Grandview.
- Grandview Road that comes south on Grandview Road, at least south of Mason Street.
- It's south of Mason, that's what that is.
- Okay, and what that will do is provide sewer service out to the east city limits from roughly about a quarter of a mile north of Finger Road. Half mile north of Finger Road to about a quarter to a half mile south of Mason Street. So we'll have this whole big swath in there that's now a sewer service. Not necessarily a tiff, but that area's now open for developments. It's currently farm land and we can expand the business park if we got sewer service out there. Because it does directly impact the tiff, it is a tiff eligible expense. So the infrastructure being funded by a tiff is always a good thing. Then in tiff 14, this is the infrastructure that is going to support both the breakthrough fuels project and the shipyard. So there's a reconstruct on, oh I'm sorry. Tiff 14 is rail yard, not shipyard. So this is going into extend Kellogg Street, between Broadway and Donald Driver and then taking Donald Driver and Bond from its current northern terminus limits, up to Bond and then back out to Broadway. So that's gonna open up for the TWG development and the condos, townhouses and then whatever's going interior. But again, getting that development in there. And that money was bonded, I think the tiff bonding was two years ago, so we don't have to get new money for this. When we get to the last page, you'll see that there's zero dollars in tiff bonding here. Then tiff number five, this is shipyard. This is all out of the bond request, that two million dollars from last year. And this is gonna reconstruct Art Street, Bridge Street and Pearl Street. We got Bridge and Pearl in there kind of as placeholders. Those aren't gonna go until next year. We just want to make sure that folks are aware of that so that when you see it next year it's not a surprise. And that we are thinking things through holistically in the area. Art Street is going to go this year and it's being designed by a consultant. Then we get down to the nitty gritty, which is the last page and that's how do we pay for all of this? About eight point four million dollars in pavement related items, fees and contingencies is another million and a half. So our total program is about nine point nine million dollars. We receive about \$115,000 in state aid for the localimprovement project that's dedicated to the resurfacing program. We're carrying over about four point nine million dollars. That's the carry over projects that you see with the stars. And then vehicle registration fees. That's when we talk about the wheel tax. You will note that we are at one point five. And we originally had talked about two point one. Since we enacted the vehicle registration fees, I continue to stay in contact with other municipalities who have enacted wheel tax. And what I'm hearing across the board is anticipate whatever the number was that DOT gave you, anticipate 30% of that going away because you have people who are carrying a Green Bay address, that live in Howard, Bellevue, Edgewater. And they call in and they get that changed and you don't get the money. And you have to go back to them. Had a conversation with finance department and we have been fielding those calls since October. And Dianna said there are a lot of them. So she gave me some projections right now. We are currently on track. We got two months worth of data in. But assuming that cart gets sold relatively uniformly throughout the course of the year, we're on

track. We're collecting about \$110,000 a month in vehicle registration fees, which only nets out to about one point three million for the year. So it's a bigger hit than we thought. I think this is a little big of an oddity. I think maybe more cars are sold in the summer, so the registration fees will come up a little bit over the summer. I would rather be wrong low than guess high and not have the money to pay for stuff at the end. So we're estimating this year at one point five million dollars in vehicle registration fees. And once we get a year under our belt, I think we'll have some better data to work on for the future. So just for this year, I would like to stay with that one point five estimate. We did promise you that we would provide you with a wheel tax summary, so that has also been provided to you. We were anticipating in the 700 to 750 range. I thought I brought it up. Apparently I didn't. That's okay. For assessments and based off of the streets that are in this year, what we otherwise would have assessed comes out to about 783, almost 7835 in assessments. So that's being covered by, that was from what I understand that was the number one concern with the wheel tax, is eliminate those assessments and fund them out of here. So that tracks well with where we thought. Program expansion and reduction in borrowing, we had figured that somewhere around 450 I think, 425 or 50. We're here at 496, we do have a much larger, more expensive program than we had and this is money we otherwise would have to bond for. So that was definitely something that was in line with what we were expecting. This year we do have some rail crossing upgrades that are in need of attention. I don't expect this to be at this level on an annual basis. The big thing that killed us there was the two crossings on--

- Radisson.

- Yeah, Radisson, thanks. Radisson and Clause because of the detour of traffic and those things getting beat on as badly as they did. Otherwise, we probably would've been down around 50,000 or something like that for rail crossing repairs. So this is where the one point five million dollars wheel tax money is going. Get into the storm sewers, we're at about almost 12.7 million dollars in storm sewer projects this year. Again contingencies, we are estimating at about three quarters of a million dollars, so it's about almost a 13 and a half million dollar project. We had three point six million dollars of carry over funding. The stormwater utility is part of our budgeting process. We have some cap reserves so we're utilizing about one point five million dollars in capital reserves, plus one point five million that was in the budget, stormwater budget that's being transferred over. The \$750,000, we're showing as that's the last of the stadium district tax money that was dedicated to those two lift stations. So we want to make sure that's accounted for here. Sanitary sewers, almost four point one million dollars in programs. \$650,000 in contingencies, so the program is about four point seven in total. We're carrying over almost one point one million dollars from last year. But again, you look for the asterisks, you'll see the carry over project. As part of our sanitary sewer district budget, there is a line item in there that says transferred out to capital projects that we adopted at budget time. That's that two million dollars, so we're gonna have to bond about one point six million in sanitary. Parking ramp repairs, this is an annual project. This is what we do to make sure that we keep the parking ramps up and operational. It's about a \$650,000 every year. DPW, we have some windows that need to be replaced over at the east side shop. We've got some asbestos pile that needs to be taken out and disposed of at the east side shop. We have a renovation at the west side shop for the men's shower room, and we have held off on doing tuck pointing at the west side shop for the last five years. And it's gotten to the point where we can't wait any more. So we're looking at putting \$100,000 in there for tuck pointing. Go to the center and this is our summary. So we have about three point four million dollars worth of need in pavement. \$140,000 for the garage. Six million dollars and change for storm. A little over one point six million dollars in sanitary, and \$650,000 in parking ramp repairs. Again, as we told you the three tips, that cash already exists so we do not have

to bond for it. Our total bond request this year is gonna be about, well it's 11 million 854 thousand dollars. None of that is tiff supported. Six million dollars is stormwater utility supported, so the storm pays its own sanitary because they're a utility. They pay their own. And four point two million dollars of that is gonna be levy supported debt. The 11 million dollar bond request compares to the eight point four eight million dollar bond request last year, and 12.5 in 2017. So again, we are doing everything that we can to try to hold the line on bonding and be as frugal as we can, but still get the program to the level that the alders have asked us to get it to. So a lot of information to drop on you guys tonight.

- Questions or concerns? Go Alder Johnson, Wery next.

- Just a couple here Steve. You talked about replacement of the railroad crossings off of Quincy both at Radisson and Clause.

- Yes.

- Because they've been damaged maybe a little bit more aggressively as a result of the detour. My question is does it make more sense, and of course you're the engineer, I'm sure I already know the answer. But why wouldn't we patch those until that construction is done, and reconstruct them when that traffic is less?

- We anticipate that's gonna happen, but we will have to order the materials this year to ensure that they're here in time for the construction in time to do the replacement over. We have to order the materials in 2019, so I have to have the cash on hand to order the materials. We will do the work after Webster's back open.

- Okay. And of course part of the reason I'm asking is and I'm looking at the will tax revenue. Not only are we taking in less, but then of the amount that we have available, we're putting a big chunk towards railroad crossing. And I understand, it needs to be done, but of course, I think the concern that I hear the most is roads. So that's why I ask the question. The other question is related to lights. And I know everything's a priority when it comes up. What did I see, like a million dollars are going towards repairing street lights? Where did I see that?

- The DOT project?

- Yeah, is that--

- No, that's traffic signals.

- And yeah, that's what I mean. Sorry, so is that DOT funding yet?

- If they, when we're having discussions, to me a traffic signal is the red, green and yellow. And a light is a street light.

- I'll remember that.

- I had to program myself so when I get confused quickly. It's a traffic signal, yes.

- And I'm sorry, I can't find the page that it's on right now. But how is that project being funded?
- Page three four. We applied for and were awarded two grants. Traffic safety, highway safety improvement grants.
- Okay, I see. So we're only accountable for 10%
- \$110,000 for each, yes. Overall project cost is about one point one million. It's a 90 10 cost share.
- Okay, and of course, again, my direction was can those wait a year? Can they wait two years? But if we're only looking at 10% costs, I understand now.
- Yep.
- The asphaltting piece, and this, I mean, Alder Wery and Alder Nicholson may know the answer to this, because they've been here before. But one point three million for asphalt resurfacing. When do you make the decision about which streets are going to be resurfaced?
- Oh, generally speaking, it's about two to three years before the street's done.
- Okay, so this money and this budget, I'm sorry. I'm not sure I understand that.
- We put a program together about two to three years before we actually do the street. So if you were to, I can't do it for you immediately, but if you were to come into the office on Friday, we'd make an appointment and you'd say, Steve, I'd like to talk to you about the streets you're planning on doing in 2021, we'd be able to provide you with a list of streets we're gonna be doing in 2021.
- I'll be there.
- So two to three years out is when we're planning these streets. We used to do a postcard survey and that was three years ahead of it.
- I remember that day.
- We don't actually do the survey, but we're still picking streets in advance.
- Okay, and I can do a one on one meeting with you to have that conversation. So one thing I've heard tossed around a little bit, particularly during the campaign cycle here, is that we used to do 3% of the roads, now we only do 1%.
- In the last 30 years we have never done 3% of the roads.
- Okay.
- 3% is an arbitrary number that was picked because it's twice the one and a half that we're currently doing.

- So I mean, percentage of roads, is it even a metric that you use to talk about progress on roads? And I think ultimately what I'm getting at here is the question that everybody wants answered and that is what's it gonna take for us to get the condition of our streets up to an acceptable level?

- The answer is not a very popular one. It's gonna take four more engineers. And four more engineers is about between 550 and \$600,000 on tax levy. Which at \$58,000 per penny, we're over 10 cents worth the tax levy, which is more than our levy limits allow us to go out for the entire city.

- Can we farm that out?

- We could. We hired one engineer, I don't think, councilman, you were on the committee at the time. We actually contracted with an engineer from--

- Patrick.

- What?

- Patrick Engineering. And we actually brought him in house so he was embedded with our staff. That one engineer for the year cost me \$200,000.

- So and I get that you say it's not a popular discussion, but I'll say that it's a discussion I want to have. But I'm looking to you for guidance about whether this is the time to have it, or I presume you're having a five year plan like the other departments--

- Yes, we are.

- For finance. Maybe that's the appropriate time to have that conversation. But I want you to know that I'm not afraid to have that conversation. I think we need to talk about it.

- The other thing that we are doing and it's starting to be reflected in this year's plan, my staff is looking, we are also identifying streets that are candidate for resurfacing that do not have sanitary storm or water upgrades necessary. If we can simply go in there, mill it, black it and get out of there, we actually have those streets. We've expanded the resurfacing program this year to try to get those numbers up and that's how we're looking at doing it.

- Okay. You talked about the dewatering of the waste with the vehicles. You know, it just kind of occurred to me, I would presume now that the Fox River clean up is done, they're gonna probably do some type of decommissioning with that treatment facility. The one that's over by GP in that area. I just bring it up because that's basically what they did with the sediment, right? That they pulled off the river, is they dewatered it.

- Yep.

- And they trucked it out. I just bring it up as something, I don't even know if that makes sense but--

- No, I started off with the project and then over time, when Jim came on board, it makes more sense for Jim to be involved with this. So we have worked hand in hand with that Fox River clean up

group over the last several years. For us to reach out and have a conversation, even if they got equipment that they might be disposing of at less than market price.

- Right. Well, you can think to--

- But we're gonna print something up.

- I mean I even think to if we're having this problem, some of our local municipalities might be having that same problem. And is there some kind of group purchase that could potentially make sense there?

- Absolutely, that's a great idea.

- What I don't know is if that equipment can do what you need it to do.

- It can. What I need to find out is if they have something small. Because obviously their equipment's massive. They're doing thousands of tons and I need to dewater a street sweeper.

- Sure.

- 6,000 gallons or so.

- And then the last question that I had, when we look at the support of borrowing for stormwater utility and sanitary, and I look over obviously at the revenue rates from those, is it correct to assume that the debt service on those particular bonds are then covered through those respective revenue buckets?

- It is correct.

- Okay, so our rates are enough to cover the maintenance on those two things?

- Well, that's why our rates, that's part of the reason why our rates are inching up, because we have to cover the debt service. And that ties into the other conversation that we just had relative to increase the amount of road work we're doing. It's not just the road. When we reconstruct the road, we have to make sure that the utilities under it are gonna last at least as long as the road does. Otherwise, we're putting good money after bad. You put a brand new street and two years later the sanitary sewer has a problem. Now we gotta dig up that brand new street to fix the sanitary. So we want to take care of everything at once. As we increase the amount of streets that we're doing, that's going to increase the amount of sanitary, storm and water that can be done. Sanitary and storm, we have a little bit more latitude with, because we control those utilities, and if that means I have to raise people's sanitary rates by a dollar, okay, that's what we're gonna do. But water utility is PSC regulated and they have a water commission. I can't just tell them, oh, by the way, we're doing this, and you guys gotta raise your water rates by this much. It requires a little bit more finesse and cooperation.

- And maybe just one more, as a hypothetical. We look at your request to bond 12 million, we'll round it up. If I said, hey, you know what Steve? We want to give you 14 million. Could you even do anything with that extra money in the coming year in terms of road repair?

- Actually I can't.
- Or what's the cycle?
- I can't. My staff is maxed out right now.
- So it's the engineers that you need before you can even do something with added funding.
- And several of the projects that you've seen here, we actually have consulting So I'm already using farm belt work.
- So what's the soonest, if again, hypothetical we give you additional funding? What's the soonest that we could see an impact on that? Next year?
- I would say it's about 18 months between the time that you give me a go and seeing an impact, because it's gonna take me six months to hire somebody. Engineers aren't out there. We just got it through a couple of recruitments. We're getting people with business degrees applying for engineering positions. I can't get degree engineers to apply. There's not enough people going into engineering in the first place. There's not enough people of the engineers who are going to engineering school. Nobody's going into civil, and anybody who's coming out with a civil engineering degree, because the economy is taking off right now, they're all going into private practice and making money. So nobody wants to work for municipality.
- So I would maybe let personnel kind of address that, and I think it sounds like something you need to talk about. But if we're talking about 18 months to do something, it seems to me that now's the time we oughta be talking about engineering additions.
- I agree with you.
- And I'm the new guy at the table. How unprecedented is it to bond for the addition an engineer? Because their work would still--
- It violates our bonding policy.
- Okay. So that has to be paid through the annual budget.
- Yeah, our bonding, it's not important. I guess it is a bonding policy, isn't it?
- I think so.
- The asset your bonding for has to have a life exceeding term of the bond. That personnel doesn't because an engineer could leave tomorrow.
- Does the contract, an engineering contract?
- With that, I don't know. I guess I would ask you to have that conversation with finance and law. I'm not the proper person to discuss that.

- And I don't even know sitting here if that's the right decision. I'm just asking the question to get some information, because I want to see more roads fixed.

- I don't disagree with you.

- And I want to figure out how we can do that.

- And the reason I say 18 months, like I said, it's gonna take at us at least 16 months to get somebody on board. And then once I get them on, our experience has shown it takes a full year for them to be comfortable in the saddle. Generally speaking, it takes two years for them to be proficient, but in a year they're functional.

- Okay, thank you.

- Anything else Johnson?

- I'm good, thanks. Yeah, we have to figure something out with that engineering. It seems like we're always adding people. And we're geared up and then we lose 'em. Then it takes two years to gear up and then we're losing 'em. So we're always in that--

- Recruit and train.

- And then they leave once they get trained, right?

- Well, I can tell you that I have received a lot of thank from other public works departments for providing them with well trained engineers.

- Great. The wheel tax summary, it's a really, if I'm hearing this right, there's really not much we can do with it. We get to approve it and review it every year, but what could we really do with it? We couldn't add a street. If we asked you what's the next poorest street that almost made the cut and if you had a little more money you would've done, could we just add it in and say farm out the engineering to whatever engineering firm? And do this extra street? Right? Whatever the next street is on this list. Hickory Hill from Oneida to 12th Street for instance if we're gonna pick one out of the air.

- Well, I can pick some too.

- You know, And then we get to review and look at what can we really with it if we're so hamstrung year and a half out?

- One we haven't done.

- It's more of a report than a, 'cause me too would like to see. Part of me, yes, was eliminating the assessments, but I've always hounded on the doubling. And maybe that wasn't super realistic, but I firmly believe we had to do a lot more. Obviously our income's not gonna be anywhere near what we thought it was gonna be so that hurts it right from the get go. If you had another \$600,000 would you have been able to added a couple more streets?

- Again, this year I don't think we could have just because of the situation we're in with the engineering staff. Every year, every month, my staff gets worse each time they get better. I went through and took a look. In the six years that I've been the director here, I didn't count if a position turned over more than once. I simply looked, how many of the people in the engineering department were sitting in that seat six years ago when I took over? And we had, in engineering, we had 71% turnover. At administrative division, I've got an excess of 100% turnover. When you actually add up that some of those folks, some of those positions have changed hands multiple times, I think that was out of 135% turnover in engineering in six years. So again, as you alluded to, when you're in that train, recruit, lose cycle, the efficiencies go away. Now we've got a pretty stable group of people and we're starting to get more pushed out with the same group of people. Comparable to where we were in 2008, when I got here, we had some long term employees. So that's going to help. We are continuing to work with some consultant engineers, getting them on board. Developing some efficiencies and how they're doing some design with the hope of farming more work out. Obviously it's gonna increase in cost, because I've gotta be a consultant. But if that's what we need to do, that's what we're going to do.

- I think we have to, 'cause it's impossible to have that discussion with somebody out in the community, Joe or Mary, whoever and say, well, we'd love to do more roads, but we don't have an engineer. Every year say that. They look at you like you're crazy. We need roads! Well, we can't.

- We don't know what we're gonna see after a year with the vehicle registration fees. I'm hoping the numbers come up. But I, physically I've got to be conservative on this. And if the numbers do come up, then absolutely, that's exactly what we want to do. If we can get an engineer on staff, that's great. But if that doesn't work out from our budget perspective, then we've gotta go to plan B and plan B is contracting.

- The \$500,000 that looks like it's probably just going for a reduction of borrowing, right? The 496?

- Well, otherwise we would have to bond. That's what it means, yes.

- If that were shifted into a project, would that get too much, if anything? I mean it would pay for an engineer hardly? It would but then how much of a road would that do? Let's say at 100,000, 150,000 for an engineer. We have 300,000 for a road. How much a road would that do? A small residential street that would be, surfacing?

- A couple blocks.

- Okay, so I mean, is that something we can even do if we shifted it? Do you have a next street, you could say hey, whatever street it is, Maple Street, or, ah, he says fine. Maple's rough

- We could definitely look. We do have--

- You must have some streets that are like right there and it's two, three, four blocks long and it just needs to be scraped off and redone.

- Yeah, we can definitely do that. I will tell you, my goal is the finance committee.

- I know they want to bond, we all want to bond. But we also want to do more streets so we kind of-
-
- It's gonna get tight.
- Oh sure.
- I've been trying to balance things the best I can.
- Yeah, and then it looks like you've very complete there. It's appreciated. I'd be in favor of moving that over and picking off your next street. I don't know if you have any numbers on that, if you could have it ready for finance or ready for counsel?
- What I could do is I could tell you we're gonna try, but I can't promise you I can get another street in.
- Could you throw together some numbers for us so that we at least have a discussion?
- Yeah, we can take a look at it, sure.
- Yeah, if you could, I would appreciate it. 'Cause that was a big, big thing. Yes, get rid of assessment, but do more streets. And then I had a question on the parking ramps. The 650,000 on repairs. That's for two ramps, right?
- That's actually on all three.
- Three, okay. So if we added another ramp in the future, we can add another, well, it's probably new so it might not need repairs.
- It's not necessarily scalable on number. It's more function of each.
- Okay. Nothing was ever factored in somehow with--
- Nope.
- That we built in a, that's a big number for parking ramps.
- Yes, it is.
- When we build a parking ramp, we need to figure out fund that they can just build up repairs within. Can we support that with fees in the ramps to--
- It's a discussion we want to have with you and that's exactly what we're looking at doing is raising our parking rates to cover that. And what we're doing right now is we're taking that and using it to cover the debt service. But rather than borrowing the money and doing debt service to put a fund in there to cover it on our operating budget, yeah, that's definitely a better way.
- We don't want sky high rates, but we need to--

- Exactly, again we're balancing between bonding and--
- Steve, didn't we address that. Maybe about six, eight months ago I got turned down? Raising the fees for the ramps?
- I think the fee raised it, but I think the argument on it was that there wasn't necessarily a plan. So if you came back with a plan and said this is what we need it for, I think you'd get more support for it.
- Well, let's see the plan.
- I think what you're remembering, Alder Nicholson, was--
- Last summer, I think it was last summer.
- Well, the one that I remember and maybe I'm remembering wrong.
- We were in room 310.
- Yeah, we were talking about the parking agreement that the lot at the, on the corner of Broadway and Walnut. And bumping that up to try to get some unrestricted funds.
- Like a fund for a future ramp.
- Yeah, yeah, that's the jist of it.
- Isn't that related to what we were just talking about?
- Yeah, it's a parallel discussion.
- Well, let's have a plan.
- Yep.
- Let's have a plan, let's get that going. We already wasted eight months, nine months on it. So, Alderman Wery, anything else?
- Well, I think for now that's, given the realities of what we have coming in with the revenue, at least the getting a handle on it, and knowing that we'll hopefully have some numbers on, maybe picking off another project, which we're hoping we can do, I'm fine with moving this forward.
- I got a question, Steve. What about Main Street? Go with the flooding over on the east side? Is that in this Capital Improvement Program?
- No, that is not in this year's program.
- Why is that?

- You would have to, I can't tell you offhand. I would have to have a discussion with Matt Heckalike.
- Okay.
- Matt is the one who selected--
- Well, that's why I want to keep that going on every agenda.
- Yeah, definitely.
- So why can't we deal with that in this report?
- What I would say is Matt picked the streets based on the order of importance that he's seeing.
- The council reviews it and then they decide what's, they basically decide then, don't they? When it comes to financing?
- As far as selecting the actual--
- The finances, where we want to spend the money.
- Don't you think there's something more?
- Yeah.
- If you wanted to add? If we did a where and a what.
- I mean, I would like to see Main Street addressed in this. With the issues that we had last summer. Is that possible, Steve?
- Personally I don't think it is. I think it's cost prohibitive. We're not gonna be able to solve that problem in one year. That's gonna involve upsizing sewers all the way from behind McDonalds.
- Well, how do we start it then, Steve?
- Well, we are starting to pick it off with some of these other projects. For instance, when we picked up the Elizabeth Street storm sewer last year, that took that university piece. One of the things that Matt is looking at and he's working with is the developers who are looking at redoing something over at the East Town Mall. And we're looking at putting underground linear detention basins in underneath a parking lot at East Town. So that'll slope all the water that's coming off the hill from even getting down to that main and Mason intersection. And by slowing that water down, the water that falls, gets into the storm sewer, has a chance to get downstream, before the stuff in the tanks winds up getting down there. So you use the same pipe twice kind of thing. So we're working on some other things besides simply making a bigger pipe.
- But eventually don't we need a bigger pipe?

- Not necessarily. If we can slow that water down, so we can use that same pipe multiple times, that's probably gonna be a heck of a lot more cost effective than trying to build a bigger pipe 'cause--
- But will that take care of the problem?
- Yep.
- It will.
- Yeah.
- Well, when do we see that then?
- Again, we continue to work with the developers, part of that's gonna be dependent on when that developer decides to do the modifications on East Town Mall property.
- Okay, and that can be what?
- Were they given an extension recently, right?
- It could be years, that could be years, Steve, right?
- It could be years. In addition to that, when we're resurfacing, when we're reconstructing streets, we're doing storm sewer upgrades at that time. That's why the storm sewer cost associated with the resurfacing program continues to jump up the way that it has.
- I guess I'd like to see something done, something more than just wait for a developer. That could happen in 12 to 25 years from now. I mean we gotta wait for a developer? I mean, really?
- I mean that report had 100 million dollars worth of issues around that same thing, right? So what's the next step for that issue as a whole? I mean, I get it. Your interested in Main Street, but I agree with you. What's the next?
- Yeah, I put something in over five years ago on that. I'm still waiting, nothing's happening. We're waiting for a developer. I mean, is that what we want? It's not what I want. A lot of people live in the area. So what can we do, Steve? That's my question. What can we do?
- To be honest with you Alderman, I don't know what more outside of don't do this project, do this one instead. Like I said, here we have been working in that Farland area, Farland, Elizabeth, Eastman, Preble Street, not town of Preble, for the last couple of years. That's where the SmithGeorge. That's gonna tie into that Webster Avenue storm sewer. We've been working up there. And here again this year we're putting another \$800,000 into Dan's and Farland. The resurfacing program, when we look at sewer rehab for the resurfacing program, there's one point five million dollars in storm sewer work that's going on as part of our resurfacing program. And a lot of those streets are in the Preble area. So you don't necessarily see a particular street called up as CIP, because all the streets that are part of the resurfacing program have storm sewer work. We're picking away at it every time we do a street. So it's not that nothing's happening.

- What is happening then over at Main Street?

- Offhand I can't tell you. I would have to take a look and find out what streets are part of the resurfacing program this year. But streets that are draining to those main street sewers, we're doing the upgrades. We just keep picking away at it and moving forward.

- Right, when is Main Street gonna be picked away? Schwartz, Mason Street? You know, I put that in over five years ago, Steve, and we're looking at Farland and for the second time. When are we gonna take a look at Main Street? I guess I'd like to see Main Street included somewhere. I mean, I've been waiting for over five years, Steve, when I put my first communication in. It got buried. And now I had to put another one in after we had a perfect storm. So I guess what are we doing with that area? I guess what are the concerns of the committee?

- Sure, is this going to the next finance committee? Basically is it that quick? Yeah, okay, so there's really no time. Is there something that you can bring, an option or two regarding that Main Street corridor? , I don't know?

- Well, there are no, that's gone. We're talking about the issue, two biggest issues we've got with that Main Street area, is number one, that used to be Ellis Creek. Ellis Creek is in a box now. Back in the 70s, we took Ellis Creek and put it in a pipe. There are newspaper articles. I've got copies of them in my office where the DNR said you're not allowed to do that. The public works director at the time said, "Watch me." And he did, okay. The other issue is something that we also see in areas on the west side, where the storm sewer was designed. Now some of it was our design. A lot of it was the old town of Preble. A lot of the town of Preble's sewer work design period. They just stuck a pipe in the ground and hoped for the best. Some of them were designed for a two year storm. Some of them were designed for a five year storm. We designed to a 10 year storm and people criticize us for that, that it's not big enough. The development, when the sewers were designed, it assumed that it was gonna be a certain density of development. And the basin was going to be this big, okay? We've got one of them that discharges by George Pacific. The Broadway Mill. The original design for that line assumed 350 acres at what we refer to as a C factor of point two. So think 20% density for comparative purposes. In actuality, that basin is over 500 acres and it's got a C factor of point five. So it's under designed by almost a factor of three. Okay, you have to start at the discharge plate of the river. And go all the way up Liberty to Ridge and upsize the entire sewer if you want to fix it. That's the situation we're stuck with on Main Street. So instead of, I don't know that I can build a pipe big enough to hold the water I need to build without it sticking out of the ground. So instead what we're doing is we're trying to do other things on streets that are draining into that sewer to slow that water down, so that the Main Street water can get out before the side street water gets in.

- And we have to wait for the developer. That could be over 20 years from now.

- Not necessarily.

- Not necessarily?

- We're talking to the developer about us going in there. But it's working with the developer.

- Don't we pretty much hold all the cards, and I think they're extension ran out at the end of the year, right? So I don't even know, are they really still preceding? Maybe you would know more than me, with that East Town development. We gave them through the end of December, didn't we?
- I don't know the particulars on the extension. But yeah, they are still working on it, yeah.
- So you would need funding to do a project, if we just did it.
- Well, I would also need permission from the property owner. I can't go on a private property and just build something.
- Well, with all the negotiations and everything, how much money you need in case we have to go, and let's say we do have permission?
- I will have to check with Matt to find out what the cost of the East Town Mall detention project is.
- Okay, when can we get that into this then?
- Tiff.
- It's in the tiff.
- Offhand I don't know.
- When can we find out, Steve?
- I will have to check with Matt tomorrow morning to find out if he has something even more than a concept design. If it's just a concept design on how big he thinks its gotta be and we have to sit down and actually design the underground detention system, then I'll have to find out what the schedule is for design. Then we're gonna have to make sure that we get permission to enter the property.
- Okay.
- Will this be about as big as the one that was put in with the Packers or even bigger?
- No, it's gonna be the same.
- Okay.
- Same general size, maybe a little bigger.
- That parking lot, built huge.
- Any other questions? Questions Alderman Wery?
- No, I don't think. I appreciate you guys being willing to try to grapple this. And you give good reasons to why we can't do stuff, but for the average citizen, they just hear excuses. And I don't mean, I'm not ripping you, they just hear oh God, that's why we can't do it.

- If Matt has an idea, then how do we get that into this program, Steve?
- I think we can do it.
- We'll bring it back.
- Okay, so do we hold this then?
- All we're doing is we're delaying our ability to get anything done this year, but yeah, that would be your answer. I will tell you that it has--
- I'm just asking for help, Steve, that's all.
- It has always been staff that has selected the projects.
- Oh, that's fine.
- It has always been that.
- I guess my question is I've been trying to work with you on years on Main and Schwartz and Mason. When do I get a piece of the pie to solve that area?
- You've been getting them. As we do the streets over there, we have been upgrading the sewers. When Matt came in and gave you the report a couple of months ago, he was showing all of the red lines that have been turned into green in the Preble.
- I guess I'm more specific with Main and Mason, right in the area to pick and save. Not Elizabeth and down in I don't know what you call it, Johnson Creek or down in that area. But basically right where all that flooding was for the last couple years.
- And the two instances that come to mind were a 500 year storm and a thousand year storm. I don't care how big you make that pipe, it's not gonna handle it. It's simply not, I can't build a pipe big enough to take those storm events.
- I've had issues before on that area and Schwartz and Mason Street. And they didn't have a perfect storm or whatever you call it. It was just basically a heavy rain storm. I'm not talking about the one from last year. I'm talking one over the years.
- A lot of that is when you see stuff that's left over from the town of Preble. And as we are reconstructing or resurfacing those streets, we are bumping those storm sewers up to current design.
- Well, can you work, finance isn't gonna work for another two weeks. So can you bring back a report to this committee when we meet next? And then if we've got a number, if your staff has it, then Alder Nicholson can try to add that to the report at that time. Does that make sense? Because next council meeting's next week. We're still not taking this issue up at the next meeting.

- Is that true Steve?
- Yup, and we're meeting the day after the next finance committee.
- Okay, then we're gonna have to meet before, aren't we?
- That could be a problem.
- Looking for help, Steve, that's all.
- I understand, I understand. There's only so much I can do and I was gonna tell you under the director's report that we've got the next meeting scheduled for Wednesday, March 13th and we were gonna recommend that that start at six o'clock, because we have to have two public hearings.
- That's fine, but let's get to the issue on maybe a special meeting to see if Matt can give us a figure.
- I will sit down and work with Matt to see what we can come up with.
- Thank you.
- And if you could, Mr. Chairman, maybe at that meeting have the back to the other issue of shifting the money from the wheel tax for a road, and then we can handle them both at the same time and see if that should be--
- Yep, again.
- That would be easier.
- Again, I'll pick another street and we'll stick it in there and we'll boost up the bonding by another \$500,000. But I'm going to be very honest with everybody up front, it's likely a paper typer. I have given you everything that my staff can do.
- And that's why we're talking about farming it out. I gotta hear reasons why we can't do stuff. I don't care, people don't care. They want it done. Let's find a way to do it. I'm getting impatient with it. I understand, completely understand, but when you try to explain that, people are like don't care, get it done. Let's figure out a way. Am I wrong?
- No, you're not wrong. If you're wrong, I interrupt you. That's what I'm getting.
- There's a frustration in the community that we're not getting it done, and we're not. Whatever the reason is, it doesn't matter. It doesn't matter, we're just not getting it done.
- Proper motion then is to hold until our next meeting?
- Your decision.
- I know. I'm gonna ask to the committee.

- Of course our next meeting is after the finance so we're not gonna be able to give them that report.
- Then we'll have it before finance.
- And then we'll also have another meeting for the--
- We'll just have those two items on the agenda. Motion by Wery to hold and then we will basically talk to the committee and find out a time where we can meet.
- And I'm not trying to be rough on you guys. Whatever you need, let us know. Honestly, if it's more--
-
- I'm just asking for help, Steve.
- In that five year plan, great. If you need to farm more out, let us know and we'll back you out. I mean we gotta get this done. The community has said this is what they want. Give us ways to do it and we'll help you.
- Second.
- Second by Johnson on our discussion. We're now all in favor.
- I.
- Nays, motion, carry, moving forward. Five, consideration of possible action under review and word of a contract elevator modernization Green Bay City Hall rebid. Director Grenier.
- Not gonna defer to Director Ditscheit. We discussed this at finance committee last night, and based off of what we heard at finance, if you'd like us to award this contract?
- Yeah, so at last night's finance committee, they approved the bond request of I believe \$570,000 in additional bonding to pay to award the base bid the three alternates and then \$80,000 for contingency. So based on their recommendation, which goes to the fall city council next week I think we would recommend that you award the bid. And then you can talk about it as a whole next week if you want to at the council meeting.
- Sounds good.
- But I would recommend approving it at this point.
- Okay, any questions or concerns? If not, I'll entertain a motion. If to approve working the elevator modernization to Green Bay City Hall, read it.
- That would be construction for base bid and all three alternates in the amount of \$900 \$2,345.
- And there's a motion on the floor to approve by Wery. Second by. Okay, the motion failed. Alderman Johnson, do you want the floor?

- I'll just express the same concern I did at the last meeting, which is almost a million dollars tax payer funds without a competitive bid. We've got one bid. I have no idea if we're paying the right price here or not, but aside from that, it goes back to, I understand the elevator needs to be serviced, but a lot of things need to be serviced right now, and could this thing carry on another year? And potentially open us up to some additional bid opportunities?

- But we bid this twice. We held meetings with perspective contractors. We've done everything that we could to make sure that we had the best bidding environment, and only one contractor liked to submit a bid.

- And I'm not questioning the process, Steve.

- I think we can bid this thing seven times over the next year and not get anything different. That's my professional opinion is I think this is it. I don't like to splunder money period and I recommend you forward this thing.

- How significant of a priority is this? I mean what's the relation here?

- If the elevators fail, city hall becomes not ADA compliant, which is a big deal.

- But both elevators would have to fail at the same time.

- Yup, they are the original elevators from 1956. In my professional opinion, and Dan's professional, we've talked about this a lot. The potential is there. We had one elevator go down two years ago.

- Yeah, two to three years ago. It was down for two weeks because they couldn't find a replacement part, so they had to fabricate a part locally. If we do have a catastrophic failure on the elevators, where they both fail at the same time and we do have to replace the system, those elevators would be out for months, not weeks. By the time we find the funding to do it, by the time we bid out the project and then actually order the parts and do the project and have it constructed, it's months that those elevators would be down and that would cause a lot of chaos for public meetings, for the general public to access any of the departments. It would be very problematic. Typically elevators like ours last 30 to 40 years. Ours are over 60 years old. I can't tell you if they're gonna last another year, another five years. I can't predict that, but I will tell you we're on a time clock where these could fail at any time. They typically, we usually have one break down probably about once a month. Usually they're up pretty quick within the same day, but sometimes they can be down several days. So they do break down quite often and I guess as a staff, we're conscious of the age of these and the fact that if we were to have a catastrophic failure, it would be very problematic to run the city hall.

- Refresh my memory, did the second bid go down at all?

- The second bid went down about \$150,000 from last fall.

- Yeah, okay.

- Right around there. Something.

- You want to make a motion, Alderman Johnson? You want to just send it to city council?

- Yeah, that's fine.
- Okay. We'll just send it to city council with no recommendation. For number six--
- Although we have the city council.
- Pardon?
-
- Consideration of possible action application and tree and brush trimmer license Best Stump Grinding Director Grenier.
- They build a license with us in the past, recommend approval.
- Motion by.
- Approved.
- Wery to approve, said by Johnson, our discussion here none. All in favor. Nays motion carry. Director's report Grenier.
- As I mentioned to you earlier, we're recommending that because we have two public hearings that need to be held on March 13th--
- Six o'clock.
- That we recommend start time of five o'clock for the regularly scheduled, unless we have a special meeting at which time we can have the, if it's just gonna be the public hearing, start that at six.
- Sound good.
- Obviously we've been dealing with a lot of small and ice events. The storms keep stacking up about every two to three days. Staff is doing everything that they possible can to make sure that we're managing this. The one over the weekend was just absolutely bizarre. We only had about six hours between the time the snow started to fall and the time the temperatures started to fall below freezing to try to get around the city and do as much as we could, so the intent there was trying not to do damage. Get things at least traveling cleared out. Today helped out quite a bit. But we've got storms, another one coming Friday and another one coming Sunday if the weather reports are to be believed. We ran out of places to actually plow the snow two weeks ago. Major arterials, we were plowing. It was coming right off in the banks and clearing, loading up the outside lanes, so we did go into a snow poll. Pulled everything downtown so we could reopen the parking lanes. Started getting out on the major arterials. Then we got hit with another storm. I've know I've been getting a lot of complaints relative to sidewalks and sidewalks not being cleared. Out of four motorized sidewalk units, I had three of them broken down due to damage and overuse. We went out, we rented two units, I broke one of those. Went out, we rented four snowblowers, conventional walk behind snowblowers just to get on things, and I broke two of those.

- I can't imagine some of this stuff under this light snow is like a diamond material, trying to you broke a tipper.

- Well, obviously with the Tool Cats.

- Oh yeah.

- The Tool Cats have salt units on the back, so after we plow then we salt, but when Tool Cats are broken down, I even lost that capability. So everything from hydraulic lanes on motors to busting pins and hydraulic cylinders on my grater wings from hitting these icy banks trying to plow stuff back. I mean--

- Flamethrowers.

- That might be an option.

- Fairly inexpensive.

- Steve, I know you're getting a lot of pressure and questions from different people. And I know I'm getting a lot of questions in particular from the commercial area within my district. Obviously a very heavy pedestrian front. I mean, we've got people climbing snow banks. I'm looking over at Copper Rock, they literally had someone in a wheelchair get stuck the other day because they've got no sidewalk there. I mean, when can we maybe expect something over in that area?

- We know it's there. You're on the list. We're getting there as quickly as we can.

- How do we get up that list?

- I can check with Tony to find out, or I have no problem with you calling Tony Feetser to ask where you are on the list. But we have been coming out of plow recovery.

- And I understand that. And that's why I say, there's just been other areas in the city that's been cleared. And of course, I get there's priorities, but much to Chris' point, the residents just want to see it done. And so they come to me, and be like well, the east side of the river had it done. How come I'm not done? And no matter what excuse I give them, it doesn't settle them. They just want to know when it's gonna be done. And so I'm happy to talk to Tony, but I think sometimes it helps too if you can put a bug in his ear. I'm thinking about that poor person that got caught in a wheelchair and if someone wouldn't have come around, they're stuck there waiting until someone comes to help them. Because there literally is no sidewalk left over there. So.

- Well, the honest answer is the unpopular answer. And that is it's actually the business's responsibility to get rid of all that.

- And where would you have them go with it?

- I don't know what to tell you.

- And I can get it's an unpopular answer, but that's not the answer we gave some other parts of the downtown area, so the answer we give to other parts was that we took care of it.
- And we've said, we will take care of this. We gotta get there. And I don't know when that is.
- All right.
- Okay, I'll accept the motion to receive a place of file by Wery,Johnson, under discussion, here all in favor?
- I.
- 'Kay, motion to adjourn. By Wery, second by Johnson. We're adjourned.