



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, OCTOBER 12, 2022, 5:00 PM

CITY HALL, ROOM 207

Immediately following Parks Committee.

A. ROLL CALL.

Present: Chris Wery, Mark Steuer, Steven Campbell, Melinda Eck

Excused:

B. APPROVAL OF THE AGENDA.

Moved by Ald. Steven Campbell, seconded by Ald. Melinda Eck to amend the agenda of the October 12, 2022 Improvement & Services Committee meeting to address item E(2) prior to item E(1).

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Steven Campbell, seconded by Ald. Melinda Eck to approve the agenda of the October 12, 2022 Improvement & Services Committee meeting as amended. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Ald. Steven Campbell, seconded by Ald. Melinda Eck to approve the minutes of the September 28, 2022 Improvement & Services Committee meeting. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action on request by Ald. Steuer to prepare a report on condition and associated repair schedule for the numerous railroad crossings in the City of Green Bay that are in need of repair and to include railroad companies, including the Canadian National Railroad, in these discussion efforts (referred to staff at the Wednesday, August 24, 2022 Improvement & Services

Committee meeting). (Ald. Steuer)

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the report on condition and associated repair schedule for the numerous railroad crossings in the City of Green Bay that are in need of repair and to include railroad companies, including the Canadian National Railroad, and include this work in the five-year Capital Improvement Plan. (Ald. Steuer) Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. Consideration with possible action on the review and award of contract WSG 3-22 WATER HEATER REPLACEMENT- REBID.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve award of contract WSG 3-22 WATER HEATER REPLACEMENT - REBID to Maverick Mechanicals in the amount of \$50,000.

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

3. Report of actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

a. Homestead Concrete

b. J&S Flatwork

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to receive and place on file the report of actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

a. Homestead Concrete

b. J&S Flatwork.

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

E. INFORMATIONAL.

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

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. City-Wide Green Stormwater Infrastructure (GSI) Planning project update and discussion.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to receive and place on file City-Wide Green Stormwater Infrastructure (GSI) Planning project update and discussion. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

3. The next Improvement & Services Committee meeting is scheduled for October 26, 2022.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to adjourn. Motion carried.
Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

VERBATIM MINUTES

- Trying to extend that.
- Okay, good, all right. Welcome to Improvement and Services Committee for October 12th, 2022. We will have a roll call. Alder Steuer, I'm here. Alder Wery?
- Here.
- Alder Eck?
- Oh, here.
- And Alder Campbell?
- Here.
- All present and accounted for. I look for approval of the agenda.
- Motion to approve.
- Second.
- Oh, wait, what's that?
- We would just recommend that E1 and E2 be swapped.
- Oh, okay. That's fine.
- Oh, that makes sense.
- Okay, all right, well, make that motion.
- Make a motion to...
- How would you say it?
- Just to swap the order of E1 and E2.
- Second.

- Who made the motion?
- Campbell, him.
- Oh, I just wanted to-
- He can get the credit.
- Try to get in, like.
- Whatever you wanna call it.
- By Campbell, seconded by Eck. All in favor, please say "Aye."
- [Committee] Aye
- Aye.
- All opposed, that passes unanimously. All right, let's get to it. Number one. Consideration with possible action or request by Alder Steuer to prepare a report on condition and associated repair schedule for the numerous railroad crossings in the city of Green Bay that are in need of repair, and to include railroad companies, including the Canadian National Railroad, in these discussion efforts. Refer to staff at the Wednesday, August 24th, 2022 INS committee meeting. I mean, I could say something. I've discussed this with Director Brunier over time and he's been very forthright coming forward in talking about some of the situations dealing with a federal government entity, like the Canadian National Railroad. And we're just looking at safe process, you know? Just so you don't lose half your vehicle when you cross 'em. So that was kind of the gist of that. And you've done some work on that. And I appreciate the efforts. And I don't know if you can expound a little bit on that.
- Well, we did prepare a memo, which is included in your packet that documents the average rail crossing condition within the city. Surprisingly enough, with the crossings that we have, the average on a 1 to 10 scale is a 5.8 right now, which is surprisingly good, especially for community RR sites. Now those that are bad are really bad. So staff has put together a five-year plan, which is the table that's included in the packet, showing the worst crossings to be addressed. After that plan is completed, the average rail crossing condition in the city will improve from the 5.8 to an 8.1.
- Throughout the city.
- Throughout the city. So...
- That's great, that's great.
- This is the plan that staff has proposed moving forward. And we're just looking for some feedback from the committee on it.
- I'll say something, initially. I'm looking at these graphs, you know, like the five-year rail crossing plan for Watco. And, let's see, the crossing number, the location, the crossing rating. This is the initial rating when you saw it?
- That's the rating right now.
- Right now. So these are, to me, it looks like these are in the process of being looked at and eventually working on them.

- These are the worst?
- These are the worst.
- The lower the number?
- The lower the number's worse.
- Kinda goes on the Peiser ratings, somewhat.
- They're...
- Somewhat.
- They're somewhat like the Peiser ratings. They don't use the same criteria as Peiser. It's an internal criteria that we're using. But yes, it, like Peiser, it's a 1 to 10 scale, with 10 being good.
- So is this a 1 to 10, as well?
- Correct.
- So, committee, if you're familiar?
- I see six of them in my district.
- Well a lot of these are coming off of Quincy Street.
- Yeah, right.
- And up into that industrial area near New Water.
- So, what I was trying to say before is that the 1 to 10 rating, from roads, as well as railroad crossings, there's some similarity as far as the need for repair. So, usually, zero, one, two, three, four. Once in a while, five. It seems like up to four is in need of repair. So, it looks like... Like you said, all through Campbell, quite a few are in your area, and I've driven down Quincy a number of times.
- Well, Eastman too.
- Well, the Canadian National, there's several in mine,
- But are Eastman, it's a split. One side is one way, and the other. But I don't see any Eastman here. And I mean that thing's bad. The whole wood is gone out of it. There's a hole there. And that lady is on top of it.
- Have you...?
- On the corner, Peterson, Ms. Peterson.
- Have you looked at, has the department gone and looked at at these, pretty much?
- Mm-hm.
- Okay.

- Well, at that one, 8009? Well, who did the, the rating, isn't it...?

- Same staff members that do the pavement ratings.

- Okay, so staff.

- They missed that one, then.

- So at least you have, and you have a list of the repair year. Now, is this something, 'cause you remember we had talked about the railroads, you know, being up there, we can't deal with them? But it sounds like you've worked out some cooperative agreements between public works and them. If you could expound on that just a little bit more.

- Well, the way that the program works, in theory, as we notice a railroad defect that is in need of repair, we notify the railroad. If they fail to address it, the council has the ability to pass a resolution ordering them to fix it. With the resolution, I believe they have 90 days to complete the repairs. If they fail to complete the repairs, we can petition the Office of Commissioner of Railroads, in Madison, and have the OCR hearing. And then, the findings of the OCR hearing become final. We tried that route. We couldn't even get the hearing through the OCR. So the OCR, even though it's a state agency, they are funded by the railroads.

- Oh.

- So, instead, about 10 years ago, we approached the rail companies and asked, rather than just your capital program, if we bring match funds to the program, is there a different, is there a way to get these things accelerated? And we were told that if we're willing to participate, it actually goes into a separate program, which is not as heavily utilized because it involves match funding by the local municipality. So we committed to match fund, and it has been things as wide ranging as... There are different types of crossings. Concrete panel, all timber, rubber crossing materials, or your conventional asphalt crossing. The railroad is only obligated to have that asphalt crossing. So on streets where we want an enhanced crossing, like concrete or rubber, we've purchased the materials, and the rail company installs it. Give or take, it's a 50-50 split. If we want to do work on railroad right away, we have to get a flagger from the rail company, which I believe is about 1700, 1500?

- 1300 a day.

- \$1300 a day.

- Can I apply for that one? No, I'm serious!

- You jumped on that quick.

- Not your last job.

- So if we participate in the work, if we purchase the asphalt, if our guys go out there and help with the work, they have waived the flagging fees. They have not required us to get the permits. They're coming down to do the work with us. So their staff were under their permit, and were participating. It has worked out very beneficially for the city. As a matter of fact, Jackie Sapp, the Public Works Manager for Canadian National, up in Duluth, she's got five states under her jurisdiction. And she routinely notifies people in her area, in her territory, that if you use the same approach as Green Bay, Green Bay, Wisconsin is getting more crossings done in their jurisdiction than any other city in her five-state area.

- There you go, we're a leader.

- That's great.
- We're a leader there.
- Yeah.
- Let's keep that going.
- So it was a different way of going about solving the problem, and it required some financial investment on our end, but it's getting the problem fixed. So I was willing to spend some of that money.
- That's money well spent.
- Well, good. I don't know how many years we've been trying to get this done, but it seemed to be like this .
- Yup.
- For so many years, so. Taking a different approach is very, very beneficial here. So, worth it.
- And Watco is a new player to our area. They are a short line vendor. So they don't go interstate. They are completely intrastate. Believe that they started down in the Milwaukee market. They're in several markets around the state. But they came in and purchased former CN assets. So they purchased the Luxemburg spur and the Denmark spur. So the Luxemburg spur starts at the Quincy line, and then, well, actually, it starts near the downtown, and goes north on Quincy to the McDonald warehouses, and then heads out on Eastman, and then...
- Berry Creek.
- That's the Luxemburg spur, then the Denmark Spur heads out...
- By KI.
- Yes.
- Right.
- So, interesting.
- So...
- So are they willing to
- No.
- participate?
- When Watco came into the area, they actually called and arranged a meeting with us to find out what we were looking for in a rail partner. And we explained to them the programs that we had in place with CN, and they were very happy to jump on board and join up with that. So, there was a crossing on Danz Avenue right near Danz Elementary School.
- That's what I was getting to next.

- That was in horrible shape, and they jumped on that right away and got it fixed with us. So that was a teamwork approach on that one.
- Well, good. That's good.
- Well, that's right when we started. And that was right after, when we started in April, shortly after.
- Yep.
- And I was ready to call Alder Stevens and go, "How the hell'd you get that done so fast?" 'Cause he said, "We're just sick and tired of it. And we just got it done."
- Yeah, we got it.
- I wanted to say, "Let's do that to this one over there."
- Well, it's improving. Believe me, I've seen it for 10 years. Nothing. Now, something's-
- Well, they came and put quick fill in where this wood was. 'Cause this one has a wood crossing. And I walked on it. I got pictures of it, actually. There's sections of wood gone. There's a hole there. It's like...
- Is it still out at Danz? Danz Avenue?
- No, no, no, no, no, that one's-
- Eastman, you're talking about Eastman?
- Yeah, Eastman, that's the one.
- Well, I mean we have dates on here for repair. So-
- That one isn't even on here.
- Yeah, I mean there's, I know, I noticed the ones in my district are kind of a little bit out with the industrial park over in my district that, like, Larson and Hinkel, all those, they're in horrible shape . It slows people down, I can tell you that.
- That's, that's in there.
- It is, not till '26 .
- Yeah.
- It's kinda little ways out. But I understand, it's a process.
- Walt Cole is the short rail. Or is it part of the long rail?
- Canadian.
- CN, yeah.
- At least we learned that today.

- Yeah, we did.
- Well, I'm sure the industrial park has a lot of deliveries. So they go through there.
- Well, Hudson .
- Yeah. Between Hinkel and Isabelle was actually proposed for next year.
- I'll trade you for it.
- Yeah, that one I see on there. Just the other one way down, yeah.
- I'll trade you two twos for one five.
- All right.
- Thanks, Mr. Steuer.
- There are no fives-
- I assume... Will this schedule, do you share that with the railroad? To tell them how here's what we're looking at down the line?
- We would, yes.
- Okay.
- We have not yet.
- Okay, and is this best case, worst case, I mean, it's a plan, right? Is there any way...? Everyone's looking to do more quicker, right? That it might be done in four years?
- Uh...
- No.
- It's unlikely.
- Okay, I just...
- We could definitely ask. The problem is they need to be able to provide for their capital programming, and we need to be able to provide for our capital programming.
- But at least this gives an idea.
- Right, and with this, this...
- Right.
- When we bring forward a capital budget. For our CIP?
- Yeah. There's only so much money that the council's gonna allocate to us. And if it goes, we spend more on rail, then we have less on roads.

- And then, my worst one was, is the one on Oneida. It's getting done next year. We were trying to get it done this year, but...

- Right.

- So, and then, Oak, I think's the next in the notes.

- Good.

- Good job, did you think of that little detail? That little way around? Was that you, Steve, who thought of the, the co-funding as a way of getting it into a different bucket and...?

- Yes.

- Okay, well-

- I was gonna say.

- Take credit.

- Yeah, I noticed!

- Yeah, well-

- That's excellent, I mean...

- Nobody had before, for decades. At least 50 years.

- Wow.

- Probably closer to 70. I've seen documentation in our rail files that goes back to the 50s. That describes the cost sharing on the upgraded crossings. So that's something that the city has done forever. And when we were looking at simple maintenance or repair, not necessarily upgrading or enhanced crossing materials, but simply getting 'em back into a rideable shape, again, members of the council had challenged DPW to, "Let's find a way, think outside the box." And I went back, and I was looking through the rail files, and said, "What can we glean from this?" And we looked and said, "Oh, there was a cost sharing component. I wonder if going into some sort of a cost sharing arrangement would help with routine repairs, as well." And I just reached out to Jackie, who's my counterpart with CN and they were receptive to it. So...

- There you go.

- I can tell you as someone who's been here quite a while, it used to be just frustrating.

- Yup.

- People don't understand, you know, what we deal with. With the railroads. And I'm glad you thought of that because my plan, the next plan was pitch forks and torches

- Oh!

- to the railroad offices.

- Wait a minute.
- That was the next plan.
- You're on record there.
- So I'm glad we didn't have to get that...
- Yes.
- Good job. That one that I'm talking about, that was just cold packed. And now they're complaining with all this stuff going on their cars. And their scooters, and their, all that stuff. So...
- Going on their cars?
- How do you report a new one? Who's gonna do that?
- Just send me an email
- Okay.
- With where you
- All right. want us to look. That's all I want to know, thank you.
- Steve?
- All right, anything else? Otherwise, I would entertain a motion to have this received and place on file.
- Do we need action this or...?
- Uh...
- Consideration.
- If you'd like, we could either receive place on file, or we could take an action directing staff to make this part of our
- Let's do that.
- five-year CIP.
- That's what'll I'll do, I'll make a motion to, to approve, as presented, the five-year plan to bring our railroad crossings up to, up to snuff.
- Put that in motions.
- Up to snuff, I'll second it.
- Clean that up, Steve .
- All right.

- Up to snuff.
- Any other discussion? All in favor, please say "Aye."
- [Committee] Aye. Thank you again. Number two. Consider, oh, wait a minute, are we...? No, that's not yet, okay. Consideration with possible action on the review and award of contract WSG 3-22, Water Heater Replacement Rebid. So, we had bid out a replacement water heater for the west side garage earlier this year that had come in substantially over what we had budgeted for the 2022 capital program. Staff went back, re-scoped the project, changed some things around, and rebid it. We received bids on Tuesday, October 4th. Four bids received. Low responsive responsible bidder was Maverick Mechanicals in the amount of \$50,000 even. So staff is recommending award to Maverick.
- Why did I think we didn't get a bid on that one? Is that a different one?
- 'Cause we didn't the first time.
- But he said it was over.
- Is that the one that came back no bid?
- I thought there was nobody.
- There was nobody that bid on it.
- Yes, no bid.
- Okay. We've got so many bids coming in that-
- I'm just proud that I remembered .
- I called a few of my connections and told them about it. I says, "Call the city, find out."
- What were the other bids?
- August Winter & Sons came in at 57,7. Johnson and Jonet Mechanical was 62,270. And Hurckman Mechanical was 63,663.
- All right.
- I don't know why but I'm not, is that in there?
- Is that Maverick, or I'm sorry I didn't...
- Oh.
- Are they local or valley?
- Milwaukee area.
- Milwaukee area.
- It's relatively new.

- I don't-
- See, I never heard of 'em. I heard of all the other ones.
- Those amounts aren't down here, are they? 'Cause usually you put in the, and I don't see 'em.
- That's why .
- Okay, yeah.
- Yeah.
- That's why I was wondering because I, usually-
- Normally, there will be something with the bids. The price is on, I don't-
- Okay.
- Motion to Maverick.
- Second.
- Motion by Wery, seconded by Eck. Any other discussion, all in favor, please say "Aye."
- [Committee] Aye.
- All opposed, that passes unanimously. All right, number three. Report of action statement by Department of Public Works, granting of licenses. You wanna do these separately? Sidewalk builder. A, Homestead Concrete. B, GNS Flatwork.
- We've received place of file.
- 'Cause they were already granted.
- They had, it says "action taken," so.
- Yeah.
- Second.
- Okay, by Wery, seconded by Eck. All in favor, please say "Aye."
- [Committee] Aye.
- Aye. All opposed, it passes unanimously. All right, so now we gotta do two before one, correct?
- Correct.
- For informational?
- Yep.
- Number two, Citywide Green Stormwater Infrastructure, GSI planning projects, update and discussion.

- Not a whole lot of discussion. Included in your packet, is an RFP that went out to engineering consultants for the purpose of preparing proposals back in February of 2022. The common council directed staff to develop a citywide green stormwater infrastructure plan. This is a comprehensive plan on how we're gonna address green infrastructure for stormwater management across the entire city. To accommodate that request, DPW developed the RFP that's included in the packet to solicit proposals from qualifying consultants. The RFP was issued on September 9th. Staff is currently in the process of evaluating the proposals that were received. The GSI plan will be a critical strategy in the city's flood resiliency planning and stormwater management. It'll identify projects and make recommendations for integrating green stormwater infrastructure into both public and private properties to reduce localized flooding, increase green spaces, improve broader quality. We are looking for any feedback that the alders have on the plan RFP we sent out. And we anticipate bringing a recommendation for discussion, possible action, to the committee on October 26th.

- Committee, does...? Have you had a chance to look at it? I peeked at it, um,

- Yeah.

- But I haven't had a lot of-

- I read a little bit, but did someone on staff, or did you see who wrote, like, the preamble part at the beginning?

- Melissa.

- Okay.

- The Sustainability Coordinator.

- I was just curious 'cause it says, "Over the last few decades, the city has experienced more intense rain, snow melt, flooding events." I mean, compared to what? I mean, the last 2000 years or the last 100 years? So, I mean, that's just ... Interesting statement.

- I'll look at it.

- All right. Yeah, I mean... Unless you have graphs here showing all of that

- Yeah, I mean-

- over the years.

- Well, she's going back to 1634.

- It's probably .

- Well, that's what it said in the first paragraph.

- Well, yeah.

- Records-

- What I, what I can answer for you is, if you look at it from the late 1800s through about mid-century, 1955 through about 1965, a lot of the published tables that are available through National Weather Service or Soil Conservation Service, that are utilized for storm water and storm sewer design. So you go to a book on storm

sewer design and they give you rainfall intensity curves for Green Bay, Wisconsin. Those things typically run the data in them, typically, is not more recent than the mid-50s to mid-60s. And, when we compare... When you look at the graph, it's in return. So how frequently the storm occurs. And the intensity and duration is what, the three things that you bring together on that graph. The storms we are seeing now, since probably the early 90s, so the last 30 years, there is a large increase in short duration, very high-intensity storms happening more frequently. So the rainfall events we know are changing over what the published tabular data is. So I think that's all she's trying to get to.

- Alder Eck.

- Is there also the possibility of there's more cement than there was, like, you know, less-

- Absolutely. Nobody's making a value judgment as to why it's happened. Just the fact that it is, and if it's happening, we need to plan for it.

- Well, Camp.

- A favorite of a lot of people, they want Webster Center Section changed.

- You mean, cut the grass?

- They don't care. They wanna start a petition.

- Yeah, it looks bad.

- They want it done. We heard it at the neighborhood thing. I hear it on the street. Everyone asks me, "Is that your district?" I'm like, "Uh, yep."

- Well there were comments about it.

- It depends, I drive down there to- Maybe some of the weed-eating. But the, there's the one almost green, like, grass that looks pretty nice, but it gets infiltrated by the other, I think .

- I think...

- Go ahead.

- If it's okay? I think people are used to it being maintained, and so it looks like it's not maintained. And that is the problem.

- Yup.

- If it looked like a prairie, because

- Looks like

- Because I've seen

- it's not finished.

- a lot of prairies. It doesn't look like a prairie and maybe that's-

- There's, like, leaves coming off the edge, and there's...

- Yeah, it doesn't look, you know, just doesn't look-
- Looks like...
- 'Cause some of it looks nice.
- Four-letter word.
- But I know there are a lot of people are probably against it. But I think, you know, the reason that it was done was for the way the water flow, and...
- First, I told 'em it was under weed control. Second, I told 'em it was there. These aren't retired people.
- It was.
- These are people that run all the neighborhoods. 47 people. Mr. What's-his-name that owns East Run. He approached me and says, "You gotta do something." Now, he owns all, he owns a lot of stuff in town.
- And Gary-
- Yup. I mean, he was the last one that talked to me the other night, and I said "I'm going to a meeting." Second of all, there's a big to-do up in Sturgeon Bay at the city council there, and all them people there that I knew, and I made one little comment on good job to stick up for the fishermen, blah blah blah. How they do their tournaments. And what I got from that is a whole bunch of comments on the city docks, 'cause them are all the fishermen.
- Metro?
- Yep.
- If they've got a way to expedite our dock order, I'm all ears.
- Well, I said it was a supply chain this year. And now I don't know what to tell 'em anymore. There's one guy joked, he says "Yeah right, they won't be in by Labor Day." Well, we're passed that. What do you want me to tell 'em?
- Nobody wants those docks in more than I do.
- Just doing my job.
- So it was a supply chain issue.
- If there was any way for me to do something-
- Did you say last time you just got 'em now?
- driving to wherever they're being manufactured, to personally pick them up, I would do that.
- The last time, though, I asked you about it a couple weeks ago, maybe, didn't you say, "We just got in the docks or the material or something, or they were on their way...?"
- We got confirmation that they were being manufactured.

- Okay, I know you told me something.

- Yeah.

- It was a huge, huge step by a couple holidays. Well, yeah, you gotta, you gotta get into somebody's build slot, too.

- Well.

- Better we gotta put in a fishin' dock.

- Yeah, we did a lot of, you know, speak of the metro boat launch, myself and a citizen who's a diehard fisherman, we went around to all the different Brown County sites where, you know, you can dock and such. And just looking at, and then, of course, that's a county thing, as far as the financing, you know, paying how much percentage does the city get? Why aren't there more fishing tournaments? You know, da-da-da. Any number of, believe me, we covered a lot of that. But it's, I think there's enough interest and I, you know, I think we can move forward, hopefully get some of that stuff done over time. Alder Eck?

- Are those, the ditches, things like that, that's DVW not Parks, or some of the, some of the... 'Cause I know it's a plan, and I believe Dan Ditch, I talked about having people cut less of what is part of the parkway. So I kind of look at it as, sort of, it's... There's, maybe it's DVW and Parks, and they just have two different areas, but it's still the same kind of idea of letting things grow.

- Yes.

- So what, I guess, maybe a thought would be is, if you added a few flowers in there, people would maybe think it looks like it should be there. Kind of like what, um, similar to what they're doing out by the quarry in Howard where there's like, it is, they're trying to grow a, like, more prairie with flowers and stuff.

- Wildflowers.

- Yeah, like a wildflower.

- Bring it up to our consultant.

- Okay.

- Yeah. I think part of it is because it's natural, one of the big entryways of the city, off the highway.

- Yeah.

- You know, I, and for years, I mean just to get, you know, Webster done, I mean, that was huge for the city.

- Well, out by Elway, I mean, it looks like it's maintained as good as my garden, you know? So, I don't know how they compare that. "Why can't it be like that?"

- There's flowers planted.

- And I tell 'em it's a drain system.

- Well, it's because Elway is not meant as a stormwater management device, that's why.

- Right, and I try to to explain that to 'em. Course, we're learning this, and we're learning about it.
- Right.
- But they don't care.
- Okay.
- All right.
- Did I miss it? Did we award this contract?
- Not yet.
- Okay.
- No.
- 'Cause I think they were due back...
- We just wanted to get this-
- Okay.
- on your radar, so you were prepared. We're planning on bringing your recommendation for award at the next meeting.
- Gotcha.
- I'll be looking it over. I'm sure our committee will be looking it over. We'll have, definitely have a list of questions.
- I read it, but it is a lot.
- It's still, there's a lot, yeah, no, you...
- There's a lot packed in there.
- Right.
- Okay, um, so where are we at here?
- Place on file?
- Yeah.
- Okay, you want to motion?
- Motion to receive a place on file .
- Second.
- By Eck, seconded by Campbell. All in favor, please say "Aye."

- [Committee] Aye.
- All opposed, okay. All right, so next, we're doing three or one? Three?
- One. One. Director's Report on recent activities of the Public Works Department.
- One of the things we try to do is make sure we end on a happy note.
- Oh, no.
- We aren't losing any engineers.
- We're gonna give you the bad news first.
- Okay, that's why I was wondering.
- Yeah, no.
- It seems like there's bad news coming.
- Yeah.
- It's probably among the worst news we could give you.
- Oh, no.
- Matt Heckenlaible has taken a position as the Director of Public Works in the City of Two Rivers. Matt's last day with us is gonna be October 20th. 22 years with the department and a wealth of institutional knowledge. So that is gonna hurt the department. We wish him well in his new endeavor, but that's gonna be very difficult for us to...
- Well, no doubt. And again, you know, I don't know. You can look at comparables, you know, with find, you know, with salaries between communities. That's a whole 'nother thing. And I, you know, we've had some issues, I think, over time trying to incorporate some of these folks that come in here with with salaries. So that's just one of my side comments, so. Committee, anything else?
- Last night, we brought forward our portion of the capital improvement program in front of the finance committee. Alders Eck and Steuer were in attendance. So fire, DPW, Sanitary, Storm and Parking all had their opportunity to present their plan last night. The remaining departments will go in two weeks. And a recommendation on approval of a 2023 CIP will then come forward for finance to the committee. So just be aware and watching for them. And then, again, we do wanna try to end on a happy note. The Oneida Street crossing for the CN Howard spur was actually updated last night.
- Oh.
- So it was a temporary repair ahead of the permanent repair? But it wasn't in bad enough shape that we didn't want to get something done. So they went in and removed the timbers and asphalted the holes in.
- Wow.
- We'll see how that plays into the proposed upgrade for next year, to see if maybe we can get away with a little bit less expensive upgrade for next year. But CN was able to accommodate at least something this year.

- Awesome. To get it a little bit more rideable .
- Great job.
- So he waited to tell you that.
- You were holding it-
- You could've talked about-
- You know how hard that was not to say something during your first .
- He's like, "I want to happy note!"
- Good thing there was nothing to make a hard decision on, 'cause he would've did that first to make 'em happy.
- I think one of the good things yesterday at finance, you were talking about, you were talking about various grants and things that might be out there to help offset some bonding, things like that,
- Mm-hm.
- as time goes on. I think that'd be a really good thing as, as we look at budget, you know, just try to do more of that.
- Right, as you're reviewing the capital program, remember that there's two components to it. So, as you see the list of projects from each of the various departments, and it's gonna be in major capital expenditures, which for us is primarily road projects and sewer projects. That's your major capital. Then there's a section on fleet. Then there's a section on equipment.
- Right.
- In your department.
- On all departments.
- Separated.
- The capital program, the CIP that you're going to be asked to act upon is over 700 pages.
- CIP?
- Capital Improvement Program.
- Okay. So it's a five year plan that we're looking at, and we'll be looking at a bond request for the '23 portion of it. But we're also projecting out five years on anticipated needs. When you are looking at the costs that are associated with every department, that's the total cost of those projects. So, for instance, we have Country Club Road in there. Okay? Country Club Road has, like, a \$5 million price tag associated with it, but 80% of that is being picked up by the federal government. So it's only a 20% cost share. However, in the CIP, the full dollar value of it shows up. You have to look at the financials page of the CIP that says, "Here's the total project. This is coming in on grants, this is coming from this source." And what the levee supported borrowing to support the program, so those two components, that you need to be aware of.

- Okay. Well, it's good to know that.
- Cause, otherwise, if you simply look at the cost...
- We're like, "Holy..."
- Yeah. DPW was \$14 million in capital, major capital.
- Yeah, I noticed you guys were the highest.
- We always are.
- Yeah.
- But, of that \$14 million, we only have an \$8 million levy impact. So 6 million of it's being funded elsewhere.
- But I have question. In looking through there, I didn't see anything about, like, the specific salaries for your department. Is that under HR? Is that a separate, because I-
- That's under the budget.
- Okay, so that wasn't part of what we looked at last night.
- Right.
- I looked through the whole thing and I'm like, "I don't think-"
- Day to day operations, what it takes just to run the city? That comes out of the operating budget. If we're looking at investing in infrastructure, purchasing equipment that has a lifespan of so many years, or fleet vehicles that have an extended lifespan,
- Mm-hm.
- that we'll borrow for. And that's part of the capital program. The capital program has a tie back to the operating budget, but only in the, only in the fact that, in the operating budget, there is an item in there for debt service. And the debt service number is analogous to your mortgage payment. You borrowed money to buy your house, and you gotta pay it back every month over a period of time. The debt service payment is what we're paying on the money we borrowed to do the capital program. So, the debt service payment comes out of the operating budget. And that's how the two of 'em tie together. But, other than that, they're kind of separated.
- Okay.
- Make sense?
- Yeah, I guess, I mean-
- Yeah, well.
- I'm having a meeting with the mayor and Joe Feltz and...
- Right.

- Who do you get to be with?
- Diana next week.
- Who's your partner?
- Jesse. Who are you?
- I got Randy.
- You got Randy?
- No offense, Randy.
- That's because you had that-
- I don't.
- Cupcake fight. The cupcake war.
- Um, is there anything else?
- Nope.
- That's the end of the director's-
- All right, this goes to city council next week. I know for all you people-
- He's telling, yeah.
- Which is what, October? Is that October 18th?
- Yes.
- Yes.
- All right.
- Look on your thing.
- All right.
- No, that's, no.
- October 18th.
- It says...
- No, but he gave us that at one time. He gave us all that.
- That's why I have my committee to help me out.

- Yes.
- I looked, I marked them all from what you said.
- All right, so, uh...
- Motion.
- Anything else? Receive a place in file? Do we need...?
- Receiving this on file, the director's file.
- By Wery, seconded by Eck. All in favor, please say "Aye."
- [Committee] Aye.
- All opposed? That passes unanimously. Next meeting is October 26th. For INS. I would ask for adjournment.
- Motion to adjourn.
- Sec.
- Seconded by Campbell. All in favor, please say "Aye."
- [Committee] Aye.
- 57 minutes?
- 57.