



MINUTES OF THE FINANCE COMMITTEE

TUESDAY, OCTOBER 11, 2022, 4:30 PM

Virtual Meeting. Public may join via Zoom.

Immediately following Personnel.

A. ZOOM MEETING INFORMATION.

I. This item contains Zoom information, instructions, and a link to the Virtual Comment Form.

B. ROLL CALL.

I. Members: Ald. Brian Johnson, Ald. Jesse Brunette, Ald. Bill Galvin & Ald. Jim Hutchison.

Present: Bill Galvin, Brian Johnson, Jim Hutchison, Jesse Brunette-late

Also present: Ald. Jennifer Grant, Ald. Melinda Eck, Ald. Mark Steuer, Fire Chief David Litton, Public Works Director Steve Grenier, Deputy City Attorney Lacey Cochart, Finance Director Diana Ellenbecker, Assistant Finance Director Pam Manley and others

C. APPROVAL OF THE AGENDA.

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to approve.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

D. APPROVAL OF MINUTES.

I. Approval of the Finance Committee minutes from the September 27, 2022 meeting.

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to approve.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

E. REGULAR BUSINESS.

1. For consideration with possible action to accept the State of Wisconsin subgrant of \$36,500 from federal Historic Preservation fund.

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to approve.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

Moved by Ald. Jim Hutchison, seconded by Ald. Bill Galvin to reconsider the agenda.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

Moved by Ald. Jim Hutchison, seconded by Ald. Bill Galvin to amend the agenda, moving Item #4 up after Item #1.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

2. For Consideration with possible action on the 2023-2027 Capital Improvement Plan (CIP).

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to hold.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

3. For referral from Ethics Board at the Common Council meeting on 8/30/22 to approve a review by Cityethics.org for up to \$500.00 of the General ordinance 18-22, repealing and recreating Chapter 2, Article IX, Green Bay Municipal code, relating to Ethics as reviewed.

Moved by Ald. Bill Galvin, seconded by Ald. Jesse Brunette to approve.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

4. A request by Ald. Steuer to the Finance Committee which states: "To discuss, with possible action, the purchase of an app that predicts the blockage of bridges and downtown railroad crossings."

Moved by Ald. Jim Hutchison, seconded by Ald. Bill Galvin to open the floor.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jim Hutchison

Comment from:

Kurt Brandt, 11414 West Park Place, Milwaukee

Rob Miller, 227 S. Van Buren St., Green Bay

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to close the floor.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

Moved by Ald. Bill Galvin, seconded by Ald. Jim Hutchison to open the floor.

Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

Comment from:

Kurt Brandt, 11414 West Park Place, Milwaukee

Moved by Ald. Bill Galvin, seconded by Ald. Brian Johnson to close the floor.
Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

Moved by Ald. Bill Galvin, seconded by Ald. Brian Johnson to refer to staff.
Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

F. INFORMATIONAL.

1. 2022 Contingency Account: \$184,297.00; unobligated is \$57,297.00.

2. The next Finance Committee meeting will be held on Tuesday, October 25, 2022 at 4:30 PM.

G. ADJOURNMENT.

Moved by Ald. Bill Galvin, seconded by Ald. Jesse Brunette to adjourn.
Motion Passed.

Yes- Bill Galvin, Brian Johnson, Jesse Brunette, Jim Hutchison

H. VERBATIM MINUTES.

- All right, I'll call the meeting to order at 5:17 PM. Alder Galvin, Alder Hutchison, Alder Johnson are present. Alder Brunette is excused. I'll entertain a motion to approve the agenda.

- So moved.

- Second.

- We have a motion by Galvin, a second by Hutchison. All those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. I'll entertain a motion to approve the minutes.

- So moved.

- Second.

- A motion by Galvin, a second by Hutchison. Any discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Item E, Regular Business, number one. For consideration with possible action to accept the State of Wisconsin subgrant of \$36,500 from Federal Historic Preservation Fund. Any questions, Alders?

- Motion to approve.

- I second.

- We have a motion by Alder Galvin, a second by Alder Hutchison. Any further discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Item two, for consideration with possible action on 2023-2027 Capital Improvement Plan. I think we're gonna take this in sections. No particular order. Director Ellenbecker, is there a department that you would like to start with?

- We could, it doesn't matter. We either, we have the Fire Department, or we have the whole Department of Public Works and all of his departments.

- Yeah, let's start with Fire, since that seemed to be, Alder Steuer?

- Yeah. A point of order. I just came into the meeting, Alder Johnson. And we, item number four might not take all that long, and I'm just wondering if there's a way we could amend that to bring four before three.

- Make a motion to reconsider the agenda.

- So moved.

- Second.

- We have a motion by Hutchison, a second by Galvin. Any discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. I'll entertain a motion to amend the agenda, to place item four after item one.

- So moved.

- All right. We have a motion by Hutchison, a second by Galvin. Any discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Okay, then we are onto item four, Request by Alder Steuer to the Finance Committee, which states, to discuss with possible action the purchase of an app that predicts the blockage of bridges and downtown railroad crossings. Alder Steuer.

- Thank you, Chair. I was approached by a citizen, Rob Miller, who had been in touch with Kurt Brandt, who, they're both here. I would like them to kinda speak on the matter. As I was coming onto the meeting, there was a train that I had to wait for, for some length of time. So we've all enjoyed the experiences of waiting in traffic and being late for meetings, et cetera. And I've heard about this app that Mr. Brandt has utilized in other cities, and I would like to entertain a motion that you could listen to both Mr. Miller and Mr. Brandt, and I'll have some other comments as well.

- Alder Steuer, just, have you talked to Mike Hronek at all?

- Yes I have.

- Because I know that he has done some work on this.
- He has done some work, and I think there are some other folks that I have met as well that do this type of work. So it might be one of these situations where if we, if the committee feels that it's important to move ahead with this, that we would look at a couple of other vendors, possibly, for something like this. I think it's a proactive approach to, especially our downtown area. So I have talked to Mike Hronek about it as well. So he's familiar with this. So as far as how he feels about it completely, I'm not 100% sure. I think he is pretty wide open.
- I think he's indifferent, if council wants to fund it.
- I'll leave it at that.
- I think Mike will obviously manage it if council chooses to allocate the finance that's required to manage it.
- My sense is that he was okay with it, one way or the other, he would manage it accordingly. But it all depends on financing.
- Okay. Obviously we don't really, the appropriate action, I think, would just be to refer this to staff or we could request that an RFP drafted. But we do have a couple individuals here that sounds like want to speak to it. So I would entertain a motion to open the floor.
- So moved.
- Second.
- All right, we have a motion by Hutchison, a second by Galvin. Any discussion? Seeing none, all those in favor say aye?
- [Alders] Aye.
- Opposed? The motion carries. Okay, if we have members of the public that would like to speak on this item, please just state your name and your address, and feel free to speak.
- Brian?
- Yep, go ahead, Rob.
- I would suggest we start with Dr. Brandt. He has more information than anyone, and I'll follow him, if that's okay with the committee?
- Yep.
- Kurt, do you want to speak?
- Yes, sure. Great. So I can't speak to the protocols or other things that are, that you have to go through for this process. I just want, but I just want to mention that we have answered to the RFP. So there was an RFP. We answered it through our distributor TAPCO, which is one of the larger providers of traffic signals in the state. So we have gone through some of this process. I'm a little confused by it myself. So I'm gonna move on from that, just a historical piece, and say that yes, our application developed over, somewhere about four years and we probably put about a million and a half dollars in development of it. The origin of the technology came from a project we did for Lockheed Martin. We solved one of the top five problems in managing F-35 fighters.

So there's some solid technology behind it. And what we're in the process right now of, a number of different initiatives in Wisconsin, rolling it out, for example, the south, all the counties in Southeast Wisconsin. So we're working on a number of these large initiatives where we can roll out the applications so that we can not only provide service to, for example, first responders, but also the citizens and logistics companies. I believe Rob Miller forwarded you a one page overview. And we have done a ROI analysis on this. We have a standard ROI analysis we do for cities, and we also do analysis where we can bring our system out on a temporary basis and measure rail traffic. Because, quite honestly, most cities don't have any information about that actual rail traffic, other than their personal experience and frustration. So we have lots of data on that. I try not to make this into a sales pitch, but we're just describing what we have. The system works by putting sensors along the crossing, outside of railroad right-of-way. And it delivers the information in a number of different ways, depending on users. So we have mobile applications. We have web applications. We have a Windows application which goes on a screen, and that would be used, for example, in the fire department, as people get rung into, go out on a call. We are also using that same type of screen in some of the businesses in downtown Milwaukee. We're in currently process of rolling that out there. And then there's a Cloud interface, which we're hoping to do a pilot study in Rock County with Motorola, which is the largest market share in the US for computer-aided dispatch. And so we have a working system in Janesville and we're hoping that's gonna be part of that project. So we've put a lot of effort in this and we have I think superior technology to anything else that we've seen out there. And I think that our growth and connected infrastructure is gonna be something we're really pushing. Just to give you a quick history of the interaction with the railroad. Initially they ignored us, and then they didn't like us for a while, because we were advertising the fact that we were solving all these problems of congestion, et cetera. So they felt sort of negative, and then they realized that we weren't being negative towards the railroad, just the idea that the crossing hasn't changed in 150 years. So crossbucks were invented in 1867, or patented in 1867. That's when trains first were transcontinental. That's when roads were dirt and traffic was horses. And we still use exactly the same technology as in 1867 to tell you about when a train is gonna be at the crossing. But obviously the rest of the world has changed quite a bit since then. In 1860, there's a population of 30 million. Now it's 300 million. This average speed of something crossing the crossing was four miles an hour, 'cause it was horses, and now it's 10 times that, or 40 miles an hour. Of course there's crossings that cars go across much faster. And back then the highest building was 50 feet high. And now we have skyscrapers, lighted roads, and the attention span has gone from 20 minutes to nine seconds. So it's a quite different world. However, we haven't changed how we go across crossings. So that's really the goal of our application, is to integrate into the way the world is now and to provide safety improvements, improvements to citizens' productivity. And so losing 10 minutes every time you go to a crossing is a productivity problem, logistics productivity. And the way I got involved in it first, it had to do with first response. I got a call, and at my parents' house, and the ambulance driver said, "You can go to Waukesha or to Wauwatosa but if you go to Waukesha, you might get caught by a train." And I couldn't, I didn't even know what to think at that time. And the same week we got called from our first customer, Fond du Lac, Wisconsin, who told us there the emergency response companies get blocked... Sorry, 20% of the time for an average of eight minutes. And I couldn't believe what we heard and we decided, "Hey, this might be a big problem." We found out it is a big problem. And if you look at some of the links in that one page, you'll see government reports that talk about that. And then we also found out there really wasn't viable solutions out there. The most common thing people look at is Google. And we actually have a video which compares our solution to Google side by side and shows that actually Google doesn't even detect backups in trains. So I don't want to take too much more time, and I just wanted to give you an overview, and love to answer any questions, if you have some.

- Committee, any questions?

- What does this application look like? Is it like a map that you can see if you're traveling across town? Or what are you talking about? What does an individual see?

- Okay, so there's a number of different ways that it's implemented. Here's, oh, you can't, geez, turn this so you can see it. Sorry, so here's the application. It shows you, this is live from an application in Janesville. So there's one view that gives you basic information about those crossings and has notifications. So even if you

have the map, if even if you have the app off, it'll make a notification sound. So you get a notification for an email, you get a ding. Here you get a notification, it's a train signal. And the reason we did that is because there are situations where kids have gone across crossings, with their headphones on, not even knowing about trains. So this actually interrupts anything that you're listening to and lets you know about oncoming trains. There's also a map... I don't know... See if I can get this to work. Let me shut off the background here. Sorry. Okay. There we go. So it might, so there's a map of Janesville, and what happens when you have a train, the train will appear on there, and at each crossing there'll be a indicator, and it'll be a green indicator if the crossing's open, and it'll have a time that shows when the crossing's gonna close. If there's a crossing that is blocked, the indicator's red, and there'll be a time when the crossing's open. There is also an audio version of that same thing. So you don't actually have to be looking at the app to understand that, and that was a request from some of the fire crews that we had talked to that said, "We don't want to have to look at a second app. We just want to know this information." So there's an audio version of this so that you have it on and it'll just give you the audio messages you can hear. So there's a variety of different, like I said, a variety of different ways that that's presented. We also are starting integrations with other types of Cloud providers. It's not likely to be on Google, because we've tried it with Google, and their response time is too slow. So for example, when we send information to Google, it shows up about seven or eight minutes later, which doesn't do you much good. But there are other applications that do have faster response.

- Okay. And then just to follow up, if the city wants to purchase this, then the company, you being the company if you are chosen, would put these detectors, would put these programs together, and then citizens would what, have to buy the app to see it?

- Well, if the city purchases the license, then the citizens get the app for free.

- Okay, so then, okay, I get it.

- Yeah.

- So I think the biggest thing for us right now, first off real quickly, Director Ellenbecker, just have the record reflect that Alder Brunette has joined us. And so I think the biggest thing right now, guys, we gotta stay at a high level on this. This is a little bit unusual where you have a provider talking to us about a product. Obviously we have a purchasing process that would figure out how to handle this. So if we could stay, what I would suggest, at a high level, of the general problem, the concept, rather than drilling too deep into how this particular product works, just because, again, we're gonna have to go through a purchasing process. So if we know if this is something we want to explore, maybe if we could focus on that discussion a little bit more. Director Ellenbecker?

- Yeah, I just wanted to add, I assume this item was gonna be referred to staff? Director Hronek had asked whether or not he should attend this meeting, and I said, "Nope, I don't think there'll be any discussion at this meeting." And so that is why a Director Hronek has not attended this meeting, 'cause at this point we have no funding source, and certainly, like you said, there's a procurement process, if this is something that they wanted to explore.

- Yep. Kurt, could you just, real quickly, a protocol piece, could you just give us your address for the record?

- Sure. 11414 West Park Place, Milwaukee. Do you want the company address or my personal address?

- I don't think it really matters.

- Okay.

- We just need an address, I think.

- Okay. Yeah. 11414 West Park Place, Milwaukee 53224.
- Great. Thank you. Any other questions for Kurt, our guest here? Alder Steuer.
- Thank you, Chair. Just, the general, like a cost, I know we didn't talk about that, but just to get a general idea of what something like this might cost.
- Yeah, so our list price on this is... Oh, we shouldn't-
- No, can't talk about it?
- All right.
- Can't talk about it. All right, never mind.
- I think if you're gonna, if we need to do the pricing and RFP, I don't think we should be discussing pricing.
- Right. Okay.
- Yeah.
- Nevermind. Thank you.
- Yep.
- Okay, Any other questions? Okay, Rob, go ahead, Rob.
- I'd like to speak, I don't have a question.
- Yeah, Rob, if you could state your name and address for the record.
- Yeah, Rob Miller, 227 South Van Buren Street, Green Bay, Wisconsin. My interest here is purely as a citizen. I'm not paid by Kurt Brandt or his company or competitors. Kurt was kind enough to let me use the app, I'm a beta tester on the Janesville app, and it works. I also had an opportunity to speak at some length to Gordon LaChance, who's the IT Director of Janesville. And they've had it for about approximately two years. And it's worked pretty much flawlessly. Even in the negative 33 Fahrenheit. And the technology is generic. I'm not here advocating a particular vendor. I am advocating the adoption by Green Bay of the same technology that Fond du Lac has used for, I think, three years, Janesville for two years. Wisconsin Rapids has purchased this. The City of Milwaukee has purchased this. Kurt has a very nice outline of the advantages. He's got videos. He's got a article from the League of Wisconsin Municipalities, in which an assistant police chief at Milwaukee was outlining his experience as a young firefighter at a railroad crossing on a call. And he watched the building burn down while waiting for a train. And the problem, I had a written document that was submitted to you earlier this afternoon, the problem here is that the federal government has preempted the regulation of railroads. Now this means that the city's ordinance has no application, the state's statute has no application. And I cited the Court of Appeals case, which are free to read at your convenience. So this is generically available. If we can put these kinds of sensors on the surface of Mars, we can put them on the west side of the Fox River. And the pricing might be 15, \$20,000. Alderman Steuer and I have met with competitors who don't have a product in existence. They're at three times this cost. I think it's necessary to have the city, and I think it's gone through a bidding process once before to no avail. Let me remind the City Council that this started in February, 2022, and has not progressed, much to my personal dismay, and to the dismay of people waiting at railroad crossing. So we can also adopt a similar technology with regard to our bridges, and that would be a great advantage as well. In my documentation, I outlined the various advantages accruing to the City of Green Bay, from the standpoint of economics, saving gasoline, from the standpoint of the environment, we're not gonna burn as

much gasoline. From the standpoint of our protective services, the police department, the fire department, emergency services, are going to be able to get to their desired location much, much faster. We're gonna be using our protective services much more efficiently. From the standpoint of tourism, people are not gonna be trapped in our downtown because of a train. There are enormous advantages. Kurt has alluded to the return on investment here. The return on investment is astronomical. And it's time that the City of Green Bay adopted the same technology that is going forward elsewhere in the state. Thank you. I am not an expert on this, but I would emphasize that the technology works. I've seen it work. I'm not paid to say that by anyone. And I'm willing to entertain any questions that anyone might have.

- Committee, any questions? Any other Alders?

- Okay, thank you.

- Thank you, Rob. I'll entertain a motion to close the floor.

- So moved.

- Second.

- We have a motion by Galvin, second by Hutchison. Any discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Committee, what's your pleasure? Alder Steuer, what would you like to see?

- Well, after talking to Director Hronek, he was thinking that it would be referred back to staff, but Mr. Miller did mention that we had this in the works of some sorts back in February. So I would like to kind of go back to that, see what the history is, and see why it's either been held up or delayed, for whatever reason. So I guess that would be one thing. I think just from what I've read on this, I think that this would be a very important technology that the city should look at. Everything comes down to the downtown area, and I have waited for countless trains and boats over time. We all have. So I think this is something that we should look at. As far as what I, I would like staff to definitely look at it, but if there's an RFP process that's already been started, I'd like to continue that as well. I guess that would be my first desire, is to look at the RFP options, and if not, then refer it back to staff to continue.

- Yeah. And Director Hronek and I have had conversations about this on and off, and really understanding kind of where it's best direct impact exists. And I certainly think that's more with emergency responders. So to me it makes sense that we just kind of refer this back to staff, Alder Steuer, whether it's you, me, both of us, could just talk with Director Hronek, figure out, I wasn't aware of an RFP process that had occurred. Sometimes staff obviously can do that, and quite often does, without directive from a committee. So I'm just wondering, maybe we just get his take on that and just we bring it back at a time, then, that's appropriate for him to gather some thoughts and information for us to talk about. Is that okay with you, Alder Steuer?

- That would be, I'd agree to that. I'd like to work with you on that. Yes.

- Sure. Alder Eck, you have your hand raised.

- Yes, I noticed that there's several different members of the Green Bay Metro Fire Department on, and I just wondered if any of them want to share their take on this particular app?

- Good evening, everybody. Chief Litton. I know that Chief Gibbons was just here, and he just left the office, but I know that there was some review of these systems that was going on over the last year. I think that what it got down to, the major stumbling block, was financing, finances, because of the cost of the system. Won't go

further into that, other than to say that. We're certainly willing to look at it further, because obviously the need is evident, just in the geography of our community. But I think it warrants a lot further discussion.

- Okay, thank you.

- Okay, anything else, Alder Eck?

- No, that's it. Thank you.

- Okay, thank you. Committee, I'll entertain a motion.

- Motion to refer to staff.

- Okay, we have a motion by Galvin. Is there a second? Johnson will second that.

- I'll second.

- Any further discussion? Director Ellenbecker?

- I guess I would just like a little clarity, when you refer to staff, what exactly are you looking for? You would like to understand the process of what has already occurred? Obviously we'd have to understand a financing mechanism. Who this would affect? If it was just Public Safety that would be getting this app. And again, we probably would be going out for direction, if there is a funding source, that is when we would go for the full RFP. So I guess I'm just looking for a little more, and again, is it Director Hronek, or I believe Director Hronek had said whether or not that should be also maybe referred to maybe the Traffic Department. It's an app and it's a software that not necessarily IT would have to oversee. That might be actually the actual department at which it would pertain to. So again, I just thought that, we can definitely refer it to staff, and then we can bring you a more comprehensive package back at a later meeting.

- Okay. So is there sufficient enough direction there, Director Ellenbecker?

- Yes.

- Okay.

- Alder Johnson, Mr. Brant raised his hand. He might have something to add, if you'd like.

- All right, we'll have to open the floor again. Is there a motion to do that?

- So moved.

- Second.

- We have a motion by Galvin, a second by Hutchison. Any discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Any opposed? Motion carries. Kurt, go ahead.

- Yeah, I just wanted to mention one thing about the funding. We're currently involved with the Wisconsin DOT and some other of the regional planning commissions going after four different federal grants and some of the other areas to help pay for this. So when the funding discussion, maybe that's another thing that you could put into the follow-along, is to look at the various grants and we can provide information on that, if

that's helpful. Just to add, just so you know, in Southeastern Wisconsin, we have the opportunity to get local investors looking to put in the local match for a federal 20% match on a federal grant. And this is on a two and a half million project for multiple communities. And I expect we could probably do the same type of thing. In Fox Valley, where a local match would be taken care of by a commercial entity, and essentially be zero out of pocket for the municipality. But I don't know if that works yet, because they haven't succeeded. But I just wanted to put out that there's funding opportunities. Thank you.

- Okay, appreciate that, that additional information. Anything else, folks, while the floor's open?

- Motion to close the floor.

- We have a motion by Galvin to close the floor, second by Johnson. Any further discussion? Seeing none, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. All right, we have a motion on the floor to refer this back to staff. Anything else? All right, all those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Thank you, folks, for the discussion. Appreciate it. Okay, so we're back up to item number two now. For consideration with possible action, on the 2023-2027 Capital Improvement Plan. Since the Fire seems to be the smaller of the departments, I think maybe we'll start with Fire, if that's all right with everybody?

- Sure.

- All right, now we don't, staff doesn't have, at least to my knowledge, real specific direction, maybe other than to give us just an overview of their proposal within their five year plan. Any Alders on the committee or outside of the committee that want to see anything specific or additional with this process? Okay, Chief Litton, you get to, you're the very first one then, so you kind of get to set the standard, I guess.

- Fair enough. I'll just go through in order, under the major capital projects, under the general levy items. I don't know what page it's on, Diana's gonna have to, I have a printed a copy here, so I'm not quite sure what page it is in your documentation.

- Are you able to see my screen?

- Yes.

- So I will go to Fire. I will go to their first page. Is the font large enough or does it look okay at this point?

- Yeah, it looks good.

- Okay.

- Yeah, that's perfect. So again, a lot of these projects are just at various stations around around the city. Just things that are in routine need of repair or replacement. Starting with the carpeting at Station 6, that's probably at least 15 years old in the area. Again, used 24/7, 365 days. It's just wore out in areas and needs to be replaced. You'll see down below that, the garage door openers for Station 5 and 6. That's the actual opening devices themselves, and the rails that go along with that. I think we're keeping some of the garage door companies in business here in the city with the amount of maintenance and funds that we throw at them

on a yearly basis. These door openers are wore out, and thus the request to replace them at both of those stations. You'll see down here, right below that, we've got the HVAC, south side of Station 6. So there's two different systems at that station. The north side had work done about six years ago, I believe it was, five or six years ago. And now we need to essentially replace some of the equipment that's on the south side of the building, which includes the community room for Fireman's Park there. And you'll see lot apron repairs and replacement at the Fire Department Shop. That's the ramps that go in and out of the shop, and we have this a problem in many of the fire stations as well, where we have these heavy vehicles that are rolling across asphalt and concrete, where we have major settling problems, and so the ramps need to be replaced, and so that's for the shop, where the vehicles go on a routine basis for both routine maintenance and emergency repairs. Item right below that is the solar array for Station 4. So Station 4 at one point was, I think there was a grant available to put solar panels on there to help with the energy costs there at Station 4. I think because of the condition of the roof at Station 4, we did not do it there. We actually shifted that project over to Station 5. Since then, Station 4's roof has been replaced, and so I'm not sure if there's any funding left in the, I don't know if that was a state or federal grant that came through on the solar panels, but that's an amount I think to supplement what was being requested. The item right below that is the major item in this group, is the replacement of station alerting at all of the fire stations. Essentially we are operating on a 1950 and early 1960 system. I won't even call it technology, because that's not what it is. Essentially this is the way that our stations receive the alerting or the notification that there's an emergency that requires their response. The system that we have is broken. There are not parts available for it. And a technology, obviously, from the last 60 years has improved dramatically, to the point of being able to turn on and off red lights outside the stations, to shutting off gas valves on the stoves when the station's alerted in case they're cooking and they were to forget about that, to lighting their path with the red lights, to ramping up the tones, because there's lot of studies done on the fact that the sudden jolts that our systems currently give to our firefighters is not healthy for their heart, nor their brain. So there's a lot of research on all of that. So that's basically a rebuild of all of the stations, the station alerting that goes along with that. And right below that, the windows of Station 7. We've kicked that can down the road here quite a bit, and we, actually, at one point I think the bid on the station was about 20,000. But given that we kicked it down the road about four or five years, that's the price that we recently just got for replacing the windows of Station 7, which are in terrible disrepair, with a lot of rotting, and it's not possible to keep caulking them because there's no places to caulk them anymore. So that's the amount to replace the windows throughout Station 7.

- Okay. Committee, do we have questions? Maybe, Chief, if I could just put you on hold for one moment here, and I'm gonna actually go back to Director Ellenbecker. Maybe we could have set the stage on this a little bit. I think the intent is that we're gonna go through Fire, we're gonna go through DPW in their various divisions today just so that every alder feels comfortable that they know what's being asked of us. And then, so two weeks from now we're gonna have another meeting. We're gonna go through the other departments. But then, Director Ellenbecker, from a process perspective, are we trying to shift the timing of when we make our bond requests to coincide with the budget process? Are we trying to do that this cycle?

- Yes, there has been an intentional change to try to get our Capital Improvement Plan to kind of go along in parallel with the 2023 budget, or with the budget process. So it's not going to move or shift the request up earlier. It's just going to, so you can see, this is meant so that you can see all the needs for the city and then decide whether or not anything is required and should be added to our 2023 budget, our next year's budget. Most municipalities have their CIPs actually approved about the same time, in unison, like I said, with their budget. So that is our goal. So we are trying to move these forward together so we understand all the needs of the city, and again, what can we afford in the budget, what can we afford in the next year's bonding? I think that, I had this discussion with other alders, the request in total is about 19 million for General Levy for the first year, like for 2023. In the past, historically, we have said we would try to not borrow more than we pay off, but obviously the things we're paying off are bonds from 20 years ago. So as costs goes up, there's a chance, your odds are your requests are going to go up. But what that means is, you are going to see over the next, every year as you borrow more than what you pay off, you are going to see more debt service required in the annual budget. So more money is needed from the, again, the annual levy to help pay for debt service. So again, we're trying to move these two processes forward. Again, what you're seeing in front of you is either all

of the needs that the department heads have asked for, needs or wants. And then obviously their needs that we need to consider. And then whether or not, if they can't all be fulfilled in 2023, can they be delayed? Can they be changed? Can we find efficiencies? Can we find another funding source for these items? So again, the list is in front of you. This was put in together at a point in time, about a month ago. Obviously this is an evolving document, so there's probably something that maybe now should have come off the document. There's probably two more things that maybe need to get added to the document. But this is a point in time when we pulled it together.

- Yeah, and one thing that at least seems missing to me, unless I'm misunderstanding something about this process, is we made some commitments, some future commitments, on purchasing new fire engines that I don't see on here.

- Yes, this book was actually finalized before we, I believe before that was approved. Both of those fire engines are on the list. I think they were maybe in '23 and '25 or '24 and '25. But the price has gone up from what we committed. We also committed to two garbage refuse trucks, which are also on here, but you're right. I did say I would add a note on them, that these have been already obligated, but this book was pulled together. This is the third time that we put it on the packet. So that is, it's been a month and a half ago that this book was pulled together. And then the third item that we also talked about, and we also have the fire station where we allocated ARPA dollars, or not for the fire, well for the fire station, the first phase of really of a fire station replacement, that million dollars of ARPA, that also should be put on here 'cause it is a capital item. Just the funding source would be ARPA. So again, part of this book was pulled together almost a month and a half ago, and so those items haven't been updated. It was, I didn't want to make changes from, so every time you looked at it you would see a different document, and that is something we certainly can do. We can make updates between now and the next meeting, or we, I just, again, I didn't want to make changes and have this change every time you looked at it.

- Yeah, and so the fire engines, are they under the, because I don't have, this thing's 700 pages long, so.

- Yep. Are they under the fleet section?

- Yep, correct.

- Yes.

- Okay.

- There's three sections. This whole book is broke into three sections. There's the major section. There's the equipment section. And there's a fleet section. So there actually is a summary page of each one of the sections, of what's included, like what we're seeing here. Now, this is all the major, you're gonna see it by departments. And again, we have one for equipment and fleet. So whenever you're ready, we can move on to the Fire equipment request, and then we'd have the fleet requests. Do you want to talk equipment for Fire or would you like to jump to the fleet? If you have the electronic document in front of you, it is actually on page 381, the summary pages. It starts with the equipment, and then fleet starts on page 500.

- I think Alder Johnson is locked up.

- Oh. I think it makes sense just to go to equipment, just because that's the way it is in the report, and then go to fleet.

- Can I ask a question first?

- Yes.

- Okay, well going back to the previous document you had up, obviously, and you did allude to it, regarding the ARPA funds for the fire stations. So I see there's quite a few items on here for Stations 1 and 3. And obviously, I know you're saying you don't want to keep changing the document, but those items that are being budgeted now, would then they go towards the new buildings? If say, 'cause these are a couple years out, so going, whoops, sorry, my phone is ringing. Do you get what I'm saying? They're on here, but hopefully they won't be needed, because there'll be a new building by, say your HVAC for Stations 1 and 3 a couple of years from now.

- Yes, I would expect, as we move forward, as we add this item for the fire station consolidation, those two stations, that those items then would come off, because they're really, they were on here assuming that, I'm sorry let me let Alder Johnson back in. Okay, yeah, there would be an assumption that if they are, Fire Station 1 and 3 are going to be new, these other items would come off. They're on here only because there wasn't, that discussion hadn't been had earlier. And that if they aren't replaced, these are items that they're saying that they're going to need in the future years.

- Okay, thank you.

- Sorry about that, guys. My system crashed. But I'm back.

- Good.

- Okay, 'cause I'm jumping in. It sounds like somebody asked a question, got an answer.

- I can real quick, Alder Eck just asked about, there's some Fire Station 1 and 3 on this list. If we were to move forward with potentially replacement of Fire Station 1 and 3, would those items be added to the item or the list? And I said I think they'd come off the list because those are items that, with the assumption that we were not gonna replace them, these are items that would have to be replaced. At this point, if that item moves forward, we add that ARPA item, those 1 and 3 items could come off of this list. 'Cause really at this point, I think the million dollars is to look for what the next steps are, and find the phasing for Stations 1 and 3.

- Yep. Okay, good. Okay. Any other questions on this section?

- Also, yeah, we talked about jumping to equipment for Fire and then jumping to fleet after that, for Fire, so they could talk about the remaining items. So if you're following along in the electronic document, page 381 is the start of the recap of all the equipment by department. And then, as you know, all the detail pages are behind that. So we have some, we'll jump down to the Police, here's the Fire's equipment request.

- Okay, so again, under our equipment request, you'll see the very first item there is a base station radio at Station 9. Again, it's old and antiquated equipment. We are responsible for replacing that equipment at Station 8, \$17,900. And again, those base stations usually have a shelf life or somewhere in the area of 15 years. Sometimes we get 20. I think this particular one is right at the 20 year mark. Then below that you've got gear washer and dryers for both Station 4 and Station 6. That essentially is a high G-force washer extractor that is required at every single station. Every time any of our firefighters go into a fire, car fire, structure fire, vegetation fire for that matter, the smoke and toxins that come off of the fire is carcinogenic, and so they are required to wash their gear every single time in that instance. That's why we have a primary set of turnout gear and then a backup or secondary set of gear for them so that when they're washing their primary, they have a secondary to jump into. So those are replacing units out there that are in bad shape, bad disrepair, and it's just time for them to be replaced. Right below that, the HAZMAT mass spect-e-tron I guess is what I'll call that. Essentially that is a machine that identifies any unknown substance within seconds. Why is that important? Well, if we have any kind of incident anywhere in the city where we have an unknown spill of any sort, our HAZMAT team uses this machine to identify. Give you, for instance at Lambeau Field, we may or may not have people that throw their loved ones onto the field, their ashes. And so every time that happens, obviously it's an unknown. We must test that immediately to know whether or not we have to clear the field and whether or not we have to clear the stands. And so that piece of equipment is extremely, extremely important given

our position in the world, so to speak, and with the number of special events that we have in the community. Again, that machine that we have is outdated. There are no longer any parts for the ones that we have and we are seeing failures with it at this point. So one down right below that you'll see turnout gear. I would point out that this is an area, that item of 133,403, as of right now, we do have the turnout gear in the GO, the General Operating budget request. So if it stays in the GO request, then we'll take this out of this request here, in the CIP. It's been kind of flipping back and forth every year, kind of whether we have funds or don't have funds. It is Finance Department's position, and really my position, that it should be kept in the General Operating fund, not in our CIP. So that is a potential for that to come out, based on what our discussions are with the GO fund.

- Yep. I'll just jump in. Correct, that is really not a capital item, and you're right, over a few years back we started putting it in capital. We're bonding for it, and it's really an operational item, and so we really wanted to move it and it's back into the operating budget. The only other note I wanted to mention is, Chief is talking about the column 2023, and that is the one, the most immediate, whether or not that should go in your 2023 budget or if these are things that we would want to consider for 2023 borrowing or bonding, going forward. But really, the whole, all five years really should be somewhat reviewed because this book, if these items are in there in 2022 forward 25, the assumption is they're just gonna keep rolling and moving forward. So at least the department has warned us and showed that these are needs that, the future needs that are coming. So I just wanted to bring it to your attention. I know we're only really looking at '23, and that's what the Chief is talking about, but any of these items are really up for questions, and really is in this book as future needs. And then I could also, I'm gonna jump to now the fleet page that if you're on the electronic book, it is page 500 of the book, that there is a recap of all the fleet that is being asked for over the next five years. And I will move down to the Fire Department.

- So yeah, you'll see there, Alder Johnson, you were asking about the ladder trucks that we pre-ordered. Diana's highlighting them there right now. So that's in the 2024 bonding, of 1,695,000 each. So that's in next year's bonding and being shown there.

- Director Ellenbecker, can we, for those couple of decisions we made, this one and the refuse trucks I think, can we like color code those so that it stands out that, hey, these are obligated.

- I will look into color coding. These are reports right out of the system, but I will find some way maybe to identify for sure. I will work with our programmer and see what we can do.

- Okay, thank you.

- So going back to our 2023 request, you'll see one ambulance up there, Ambulance 7. That number might be a little bit high. They've been coming in a little bit lower than that, but we are a little concerned with what's going on with supply chain issues and with the kind of increases we've been seeing, we've already seen them in the ladder trucks that we talked about several weeks ago, about how that cost has jumped. But what I will say about the ambulances is this, once we get Ambulance 7 once that one comes in, we will have turned our fleet all over from van style chassis over to truck style chassis. And we did that with a purpose, and number one, the van chassis were breaking down pretty regularly and routinely and they were not built for the kind of beating that we put on them here in the city. Number two, the vans were never four by four equipped and obviously here in the city, with the winter weather that we have, we needed to have four by four ambulances to get them around the city. There was literally times where we were pulling the ambulances around town with a fire engine and so forth and we'd get stuck and have to dig them out, and of course that delays our response, and that's obviously not a good situation. Having said all of that, we've had the ambulances on a four year rotation, meaning that we've been replacing them every four years going forward after 2023, this coming year, we're going to a five year rotation on them because of the truck chassis, with the ultimate eye of getting to a six year rotation. So I think that you'll start seeing these ambulances spaced out over time now, depending on where they're located. Now Station 2 and Station 6, they're our busiest stations. Those might have to stay on a five year rotation, but I think all the rest of them at this point, going forward, you'll start seeing those on a

six year rotation. It's obviously we'll save, have some cost savings for taxpayers going forward, just because of the nature of the vehicle, the heavier duty build on them, and quite honestly, we may get seven years out of them, but I don't want to promise that at this point though, next year at this time I'll be sitting on my deck in Tennessee. So you'll have to call me and complain down there. Anyway, moving down the line.

- Chief, real quickly, since you're on the ambulances, are those staggered?

- Yes, if you look across there, so you'll see in 2025 I think it is, the third column over, you'll see Med 2, and then, if you see in 2026, you'll see Med 6 and Med 8. And then the following year, 3 and 5. So right now those are set up on a four year stagger. You'll see some adjustment in this in a CIP document once we get past this season, like Diana said. If we kept changing them every single time, you're gonna see a different number every time you look at this. So after we get through this CIP request, you'll see us push, some of those will get staggered out down the line a little further out.

- Yeah, and I guess what I'm looking at, and I'm just posing a hypothetical here, but if I'm counting this right, I see seven ambulances? And if you've got that seven years as an example, instead of bonding for any of these, it would be nice if we could just buy one every year through the levy, and then stop paying interest on this kind of stuff. So not necessarily looking to translate this so much as it is to make a broader point about how we look at the entire CIP.

- Yeah, and I would just tell you that if you look at the revenue stream that the Fire Department generates, this year, I think we're gonna end up at about \$4 million in just ambulance billing itself. One year, \$4 million. That's what we collect. So when you start looking at what the costs are here as far as capital things in the Fire Department, much of that has picked up through generating money through, number one, the ambulance billing. And I think that there's a, I've shared this with the Mayor and I've shared this with Diana as well. State law just changed this year. We're still waiting on the Department of Health Services to write the final rules, but there's something out there called Ground Emergency Medical Transport Bill. It's a federal legislation that basically the state had to take advantage of. And because of that, I believe starting in 2024, you're gonna see an additional million dollars, roughly, in revenue line in the ambulance billing. So there's some good news coming on that down the road here. And I, really, what you just said, I think makes a lot of sense, would be to start picking these off. Use the revenue to pay for some of these things as they are needing replacement. And the only other three things we have on there, if Diana scrolls down, we have three staff vehicles that need to be replaced. And the numbers on there are, we don't know exactly what those vehicles are gonna look like, but understand when we put a number in there that that includes buying a vehicle, making sure that they're identified. So in other words, the lettering and the striping and so forth. And then we've gotta put emergency lighting on them and all the ancillary equipment that goes along with them. So those three staff vehicles are cumulatively, I think the newest one there is probably 12 years old, anywhere from 12 to 14 years old, and they are in pretty rough shape. So we actually delayed the replacement of the three chief vehicles, myself and the two assistant chiefs. We pushed those back because our vehicles are in good shape still. So we pushed them back and I imagine that they'll get pushed back several years after this. So these training vehicles are the ones that are absolutely necessary at this point. And I think that covers all of our request, for this year anyway.

- Okay, Committee, do we have any questions on the fleet?

- No.

- Okay. Chief up to you if you want to stay on the line. My hunch is we're not taking any action tonight, but if there are no further questions on Fire Department, we'll move on to DPW.

- Okay. Ours is actually, although long, very easy. What you're seeing here is a combination of road projects and bridge projects. The road projects are intended to achieve a goal of roughly 1.6% of our local street mileage per year. And then the bridge program is reflective of situations with the 30 plus bridges that the city currently owns. So with that in mind, as Chief Litton had identified to you in his conversation, three of the

items that you see in the 2023 bond request, the annual bridge inspections, annual bridge maintenance, concrete crack repair, and the \$10,000 for the deck ceiling, at the request of the Finance Department, we have removed that \$205,000 from our bond request and placed it into our operating budget. So you'll be seeing those items as part of the operating budget. But-

- The one question I had for you, Steve.

- Yes?

- I said that was the one question I had for you, so you beat me to it already.

- Oh! Okay. Yeah, that was a suggestion from Finance, because it is annual maintenance, it's truly maintenance. Historically we had paid for that out of our bonded funds, but it does make sense to utilize our operating budget instead. So with that, if Diana just wants to scroll down, to take a look at what projects we are proposing for next year, and whether the committee has any questions regarding our major capital program.

- Are all of these being engineered already, Steve?

- No.

- So really you're, 'cause I know the engineering cycle takes a little bit of time.

- Yep.

- So pretty much, you can correct me if I'm wrong, but you're waiting to see the decision that we make and then you'll start the engineering process?

- Some of the projects are in engineering already. We take a little bit of a gamble. But the four projects that were delayed, out of the 2022 capital program, over on the near southwest side, we do anticipate those going forward in, they would take priority in '23. So we are going ahead with the design on those. And we are working on the annual street resurfacing program. While the program itself may not be as large as what we have proposed, if the council were to ask for a reduction in cost, it doesn't hurt to have those streets designed and then the design placed on the shelf.

- And that was ultimately why I was asking. I wanted to know if there would be a fiscal impact if we said, "You know what, Steve, you're asking for X amount, we're gonna reduce that." I'm trying to determine if there is an additional fiscal impact from designs becoming essentially outdated.

- Knowing it early in the year prior to construction is definitely going to be helpful. That did trip us up in '22, because we had the bond discussion and approval of the capital program in I think March. And some of those streets were in the design process. So in order to get back on the streets that were ultimately approved for the '22 program, there was some wasted time there, and we're trying to avoid that. But I don't see that happening this year because we're going to know before the end of this year, which will help us plan our design going into early next year a little bit better.

- Okay, thank you.

- You're welcome.

- I got a question on the Main Street over Fox River, the 1.1 million?

- Yes.

- Is this a reoccurring cost? Is it maintenance? Or is it fixing an issue? Or what is that?

- We're replacing the entire electrohydraulic system that runs that bridge.

- Okay.

- The electrohydraulic system is over 25 years old. Probably 10 years ago, a little bit more, during a routine inspection of the hydraulic system, we noticed bronze flakes in the hydraulic fluid, metallic shavings. And the investigation led to a problem with some of the pumps. Because that's a closed loop system, that hydraulic fluid gets pumped out of the pump through the hydraulic motor. There's a lot of moving pieces, let's put it that way. So there was some concerns that, there are four repetitive systems, two on the east side, two on the west side, but they're, for all intents and purposes, they're virtually identical. If one of them failed, the probability was pretty good that all four of them were living on borrowed time. So we've been trying to get this project into the program for more than three years. But it's extremely expensive. So what we did is staff broke it down into more manageable chunks with the hope that we can get some reimbursement from Wisconsin DOT, through the local lift bridge funding.

- Okay, Thank you.

- Yeah, and in Steve's defense, I specifically recall us delaying those items the last couple years and hoping that some of the federal legislation that was coming down could potentially be tapped into. So I just wanted to kind of reaffirm what Steve said, that we have made that decision. At some point we're gonna have to have that moment of decision.

- Yeah. Okay. Thanks.

- Alder Brunette.

- Yeah, Director Grenier, earlier in the summer, I think July, a bunch of my neighbors received letters that the streets out here were being considered for, I think the wording was "preliminarily selected your street to be included, to be reconstructed in 2023". That'd be like Sumac, Sequoia, Shag Bark, Seminole, that whole cluster of streets. I don't see them on this list, unless I'm overlooking something.

- If I had to guess, those streets don't sound like reconstructs. It sounds like they have been tentatively identified for the resurfacing program.

- It's reconstruction, it says right on the letter, and it would be a sewer and street. Water main-

- That's the first time I've heard of those streets coming up.

- Okay, yeah, you might want to, it was a letter sent out by Assistant Director Brunette. July 11th. You might want to just touch base with them. And I'm just gonna, the full disclosure, I received two letters because it is my street, and I did not know that these were being considered either, so I was surprised, just like my neighbors, pleasantly surprised. So I just want that to be known. Not trying to pull any favors or anything. But just if you could look into that, that would be great.

- Now, I would maybe just say, Director Ellenbecker, as we talked about maybe getting this slightly tweaked and updated, if in fact there's something there. Maybe just take note that...

- Yeah, I'm, Alder Brunette, I'm looking at, there must have been a typo in the letter. I'm looking at the preliminary list of resurfacing streets for 2023. Oh yeah, Seminole, Shag Bark, Seneca, Sumac, Trillium, all appear on that list.

- Okay.
- So it was for resurfacing.
- Okay. So are they still, so they're not on this list here, but you think that those are all scheduled to be resurfaced?
- They are on the draft list of resurfacing. And one of the things, we weren't able to get it done for this meeting, but at the top of the screen here, the second line down, you can see the resurfacing program at about \$2.6 million per year.
- Okay, all right.
- What we're going to do is go into the detail sheet that supports every one of these requests, and in the notes we'll put the list of candidate streets that are in each, so that way we've got that, it's tied in. Now to Alderman Johnson's point, some time ago, it's a 700 page document. You're still gonna have to look for it a little bit, but it will actually be in there.
- Okay, fair enough. Thank you.
- You're welcome.
- Director Grenier, one just, and I don't know if this would be a scrivener's error, or if it's, maybe it's not, and you guys interpret it differently, but I look at South Maple, South Maple, Kellogg to Mather. Kellogg to Mather is actually North Maple. And same with Walnut to Kellogg. That would be North Maple.
- Mather to, right.
- And it bring that up because originally it was, it changes the alphabetical order. So if someone's looking for that street, they won't find it.
- Point taken. We'll get that fixed.
- Because I was able to tell some folks in my district that, "Hey, you weren't on this plan." But then I saw it was listed as South Maple, and I said, "Wait a minute, you are on the plan." So they were pretty happy too.
- Okay. We'll get that fixed. So then here you'll see traffic signal repair. We typically try to do upgrades on two signaled intersections per year. There are 101 signaled intersections across the city of Green Bay. So that's to try to get outdated technology, running those signals out, make upgrades to allow for bicycle and pedestrian accommodations. So this will also go along with the Safe Routes to Schools and the Safe Walk and Bike Plan that the city adopted. So in order to do that, we need to change the controller cabinets, the programmable logic controllers, and a lot of the wiring signal standards, and the actual section heads on the signals.
- Director Grenier, just looking at the sidewalk program, before Director Ellenbecker scrolls past it.
- Yep.
- Is that maintaining what we've allocated in the past or is that an increase?
- That is maintaining.
- Alder Galvin? You've brought this issue up, so I just want to give you an opportunity to pontificate on it.

- Well, sure. Obviously, Steve put together a program to try and get the city sidewalks up to code, but they're not funding it. And that's been the problem all along. The money that is allocated for sidewalks could be all used up in one project, and that's what's been happening. We started out like gangbusters when we did an area on the east side and west side that virtually have no sidewalks. Then when we started getting down towards the center of the city where there's much more sidewalks, the funding, obviously there's nothing there. So it's not gonna get done. And I've talked to the Mayor about this. Where do we get the money from?

- Alder Galvin, were you able to learn anything about the Improvement and Services Committee meeting two weeks ago? The reason I ask, during the Director's Report, I had informed, and that's one of the knocks on the CivicClerk minutes that we do now. If they're informational items, those aren't reported in CivicClerk. So the contents of the Director's Report aren't necessarily in the minutes. But one of the things that I identified to the committee, we recently met with a company here in Wisconsin the name is Safe Step. And they are a professional service provider. Not only do they do the horizontal cutting, it's actually a horizontal cut, not a grind, to remove the trip hazards, but they actually also do evaluation. So we gave them our criteria, and they can go out and evaluate the sidewalk for defect, identify what type of defect it is. If it's not a defect that they can correct, they tabulate all those, so we know what we have to put into a future sidewalk bid. But if it's a trip hazard that could simply be sawn off and remove that hazard, they can fix that on the fly. So what I've done is I've authorized them, I signed it last week. We are doing a \$15,000 pilot program to see how much of the defects. We strongly believe, from our experience, that many of the defects that require sidewalk improvement are due to trip hazard, heaved sidewalk. So if we can alleviate 90% of the issues with the sidewalk for 40% of the cost, that will help us go further with the money we have. So we are running a pilot project, and we were looking for a location that was heavily covered tree canopy, narrow terraces, older sidewalks. That just so happens to be about a half mile of sidewalk in the vicinity of Astor Park. So you are winding up as the primary beneficiary of the pilot project. So that is going on as we speak.

- Well, I appreciate that, because, and I think sometimes the city has a take it all down type of thing to fix sidewalks. I had a constituent that had a corner lot and he wanted his sidewalks done. The city came back and took care of the, or pointed out the segments that they were responsible for, leaving him with a \$5,000 potential bill to replace all the sidewalk. After talking to the city and then having the city contact him back, he was able to do a lot of the repair work himself, merely by using a compound to fill holes, mud jacking, and that kind of stuff, and he reduced that bill from 5,000 to \$2,000. I'm just wondering, does the city do this also, or are they just, if it's hit it and hold, they just replace it all?

- We, again, the sidewalk program is probably one of the most misunderstood programs we have. That is not a city responsibility. It's actually the responsibility of the property owner to correct those defects.

- I understand. I'm talking about the city's responsibility where the city has responsibility, that's what I'm asking.

- On sidewalk that the city's responsible for?

- Yes.

- Okay. With that, we have not had the ability to competitively bid something other than a remove and replace. There's not enough vendors out there that have alternate technology. So by bringing in a company who can also do the evals, now it becomes a professional service as opposed to a bid task. It changes the bidding requirements a little bit. So we're doing this pilot study, and the reason for the pilot study is we want to see how it turns out to see if there's a way that we could expand that. And that will definitely, because almost all of the city responsibility sidewalks are heaving due to trees, 90% of them.

- True.

- So there again, we're looking to see, can we get the largest number with the least amount of impact, the least amount of effort, saving those tougher ones for the more expensive treatments?

- So is the idea to start funding more money into these programs so we can get more sidewalks done eventually? At the rate we're going, had we had the proper funding, it would've been 15 years to get our sidewalks up to code. At the rate we're going, none of us will be alive by the time our sidewalks are all up to code.

- Well, there's a lot more going on than the money when it comes to that. We've got two sidewalk contractors out there trying to get sidewalks replaced right now and they can't because they are on quotas for the amount of concrete that they're getting from the concrete plants. Some of our contractors are literally getting one truck a day. That's all they're allocated, which to me sounds idiotic. The largest Portland cement plant in the world is in Alpena, Michigan. That stuff is loaded onto a barge and shipped here into Green Bay to the Lafarge terminal on the west side. There shouldn't be supply chain issues. There really shouldn't. You're not dealing with trucking. You're not dealing with rail. I don't know if it's a situation where they can't get people to work at the plant? If there's no sailors in the Merchant Marine on the lakes? I don't know. But we've been told there is a severe shortage. Wisconsin DOT, in the southeast region, you have to plan bridge pours three weeks in advance, and if you miss your window, if something happens to put you behind where you can't get the concrete delivered on that day, you go to the end of the line, you wait three weeks again. So we could have thrown money at it hand over fist. It wasn't gonna help us, 'cause we can't get the concrete right now.

- Okay, but when we can get the concrete, can we throw money at it hand over fist?

- We can see.

- All right, thank you.

- Okay, now we get into our building repair. So the building repairs for next year are actually relatively minor. So we got electrical over at our Lore Lane facility, that's for sanitation. Exit lighting, emergency lighting, at the west shop. Some window replacements. We've got some windows over there that are in excess of 60 years old. And then some facade improvements, because we have weather getting behind the facade causing damage to the building itself. So that is a pretty good synopsis of the '23 ask.

- Director Ellenbecker, just a quick question. Do we have a policy at all in place, I'm looking at like the \$5,000 electrical repair. I'm just curious if there's like a policy in place that determines when things get bonded? Is there a certain limit that we have to meet or is it just kind of like an aggregate request to address all of these concerns?

- Our Capital Policy would say typically anything over \$5,000, and it should help extend the life of the, if it was a repair, it should extend the life. This one would probably be something we would consider. But it should be maybe operational. But we do. We actually just worked with the Department of Public Works and our auditors this past year to put a Capital Policy in place. And actually we just talked about it today, that we were gonna make sure our policy was, in the beginning, when we finalize and pull a final capital improvement book together. But really, the bottom line is, it's usually 5,000 and it should extend the life or it should have a useful life of more than a couple of years.

- So what we have here is the 5,000 for the electrical at Lore, the 35,000 for the exit lighting, the \$75,000 on the window replacement, and the 650,000 for the exterior facade improvements, which is a grand total of 765,000 in a larger west side garage building repair contract.

- Yeah. And that's kind of why I sort of posed it, Steve, with making the request an aggregate.

- Well, and we can definitely do that Alder. What we were trying to do is show you what made up that 765. But similarly what we could do is make the aggregate request and then in the notes, like I was alluding to, with the resurfacing, put the individual projects into the notes section so you've got that breakout.

- Mm hm.

- So that's the end of our major capital. Then 382, Diana, is-

- Yep.

- How does that total, Steve, like looking at 15.1 million, how does that align with what we've done in the past?

- It's definitely, it's a little higher than some years, but in line with others. The program we're dealing with here shows the total dollar value of some of these projects, not necessarily how we're funding it.

- Right.

- So with a...

- Yeah, I just jumped to the funding page and I was just gonna jump in there and say, those are your full expenses, and if there is another funding source, there is the summary on the back of the page. And so most of these items on the top are really items that would've come from DPW's section. So they are expecting about 1.2 million in assessment. Round about, they're expecting about a half a million from Brown County. Then we have the general levy borrowing. This is where typically Director Grenier sometimes has additional dollars that are left over from previous bonding that he then applies toward his expenses and that helps bring the bond down. He has some state aid. He has some TIF funding that's gonna help fund some of the road projects. He also has an estimated amount of money coming in from Wheel Tax. So, between these, there is potentially already \$6 million worth of that is, different funding sources that will help pay for some of these items that Director Grenier has just talked about.

- So by way of comparison, our pavement and bridge program has a total aggregate value of about 14.4 million. But of that, we are requesting 8.7 million in levy supported borrowing. So we have almost \$6 million in other funding that we're able to bring forward.

- Sure, thank you.

- Okay, so Diana had the equipment there. Brush cutter is, that's actually something that fits on the front of a Toolcat for doing lot cleanups. An industrial floor scrubber for the west side garage. Hydraulic room for a Toolcat. Pallet forks for a loader. A tilt bed trailer. That's for transporting things like Toolcats across the city. If you, except for after nine o'clock at night, if you ever see a traffic signal that goes into conflict flash and it's red on all four sides. The traffic signal conflict monitor, that helps us diagnose what is going wrong, what type of issues we have with the traffic signal controller. As the traffic signal controllers, the PLCs, advance in technology, the old conflict monitors become outdated. We have an air compressor that is failing that we need to get replaced. And then one of our Zero-Turn mowers is at the end of its useful life.

- Any discussion on, when we look at some of these items... I'm financially savvy enough to understand that we can't absorb everything into our operational budget overnight, but any discussion about whether or not some of those things could qualify for operational budget?

- I think they could. And I think what you're going to see is, what one of the largest changes that we made for 2023 budget is we did try to, we added the body cams for police, which is over \$550,000. We currently have it in the 2023 proposed budget. So as we took 200,000 from DPW, and then two years ago we took about 150,000 from Fire for their turnout gear. When I say DPW, we just talked about the annual bridge maintenance, and we've taken some small police expenses. Now we also, this year we also tried moving the \$500,000 of body cams. So you're right, we are intentionally moving some forward. And so again, that is the whole point of bringing the CIP together with the operating budget. When you see your operating budget, you

may say at some point going, "Well we can't move that much out of CIP. We need to move more back into the CIP." Or you always have the other option of saying, "Maybe there's room for another a hundred thousand, maybe you could take off six, 10 out items out of the CIP." So we did intentionally move the body cams out of bonding. We previously bonded one year and then second year we paid through ARPA. So third year is coming around. We moved to operating. If it stays, then we won't have to be bonding for the body cams.

- Okay, thank you.

- We'll jump to fleet?

- Please. Now this is one of the items that I was alluding to before. We've got, there's an enterprise system. We're releasing a lot of our smaller passenger vehicles. That's showing here in the document at 227,175. But, Diana, could you go to page 655, please? As we scroll down, the funding source, it's not coming out of levy supported borrowing. So it's showing in the fleet replacement program, for transparency, but it has no impact on borrowing. So we just want to make you aware of that.

- And Steve, that is, with leases, I guess we haven't been very consistent in the CIP. We now have four departments that are leasing some vehicles. And I think in most other cases we have now removed them from the CIP. We thought maybe we could have a separate page, or really all the leases, we are putting the expenses in the operating side. And then we also have, either you're gonna have levy or you're gonna be offset by sale of equipment.

- Yep.

- So all cases we have now moved, and that was an intentional decision by council about three years ago, four years ago, to start moving to, for support vehicles, to go to a lease option instead of every year trying to replace a handful of support vehicles, bond for them. And our fleet overall was just getting older and older. So when we moved to the lease program, we had intended about 100, and there was 130, 140 vehicles at the time, and over a course of about four years, the plan was to replace and get roughly 40 some vehicles on the lease program each year to start having, get those vehicles that are, some were already 8, 10, 12 years old, and try to get them into, update our fleet, and then slowly again stop bonding for them, and also to get them back into the operating budget. So to Steve's point, yours is in here, but I don't think Police, Inspections, or Parks actually have them in this program. So to his point, this would not be bonded for.

- So again, going down, second line under DPW, the automated refuse truck. Again, that's what Alder Johnson was talking about earlier that we've already committed on. But for this year we are looking at two refuse collection vehicles, a sidewalk tractor, another sidewalk tractor with attachments, then a tandem axle dump truck with a wing and plow.

- That really takes care of DPW's major equipment and fleet. Don't know if there are any more questions on the DPW side?

- Yeah, just a quick question. I see the lease vehicle payments, is that a request to bond to make the lease payments? What is that?

- Nope, that's exactly what we were just talking about.

- Oh, sorry. Okay. Never mind then.

- That really, that could be removed from this document, as that, it will be in the operating budget. This would not be in bonded. It is either gonna be levy or it's gonna be offset. The two revenue sources will be either levy or sale of equipment.

- Okay, got it. I didn't connect the dots that that's what was being discussed. Okay.
- Yes.
- I got ahead of myself looking at other numbers.
- At this point, that would be DPW's, again, major equipment and fleet. And those would be levy supported items, if we move forward, either move them into operation, or if we were to bond for these in future years. What Steve would also be talking about is sanitary storm and parking are also on this document. And those would not be levy supported. They would be funding their own programs. I will go back to major.
- So again, the sanitary sewer program, this is largely in support of either the resurfacing or reconstruct streets, with the exception of the chronic sewer repairs citywide. That is a program where we go through on the sanitary side and we televise basin by basin around the city. And as we identify sewers that are in need of repair or replacement that are not associated with the street reconstruction program, that's what that program, the million dollars is for there.
- So that's an annual necessity, right?
- Yes. And what we've done is we've started with the oldest parts of the city. So we started at the core of downtown and then we are working our way out to the periphery.
- And currently, like how long has that been in place and are we currently bonding that?
- Well it's a combination. With the sanitary and storm, the utility itself, within their operating budget, we transfer about \$2 million out of those utilities into their capital construction funds. So part of it's bonded, part of it's operating funds.
- Sanitary sewer funds?
- Sanitary and storm operate the same way.
- Oh, okay. Got it, yep. Any questions, committee?
- Nope.
- Okay, and then if it pleases the committee, I think what we'll do is we'll just handle Sanitary, Parking, and Storm sequentially, and then jump to equipment, then jump to fleet.
- Yep. That works.
- So Parking Utility, \$650,000 for the last 10 years or better is what we've been programming to keep our ramps operational. So that has been enough. I am concerned that at some point in time, and that point in time is not too far in the distant future, we are not gonna be able to keep up with the ramp repairs at that funding level. However, the larger discussion we need to have at some point, Main Street ramp is our oldest ramp and our smallest ramp. As part of the developer's agreement with Schreiber Foods Incorporated, that ramp has to come down no later than August of 2031. So if we're pushing almost a half million dollars worth of repair into a ramp that has less than nine years worth of life into it, we're not gonna see the return on investment for those types of repairs. So probably within the next two years we are gonna be having, we're starting the discussions at the staff level here in Parking, but we're gonna be bringing that up to the council level as to whether or not we want to cut bait and potentially put that thing on the ground quicker. But then we're gonna have to fund a new ramp as well. So we currently have, we're working on a update to the 2013 parking study,

and that's one of the things we're hoping to get out of that update to the 2013 Parking Study, is the viability of continuing with the Main Street ramp versus looking for a location and putting a new ramp downtown. Going into storm sewer, again, the Arndt Street projects are tied to reconstructs. The Baird Creek dredging is a storm water management. Baird Creek is out on the far northeast side, in Alder Grant's district. That pond has been there for about 15 years and does need to be dredged out. It's filling up and not functioning in a way that it needs to. So again, just going into some of these other, there's, with this proposed roundabout at Packerland and Trojan Drive, there's some storm sewer reconfiguration that would be required there. Into the Howards, of the downtown, the Oaklands, those streets sit at low elevations. So storm sewer are upgrades are extremely costly. We're looking to upsize already big pipes. You're at the downstream end, so all of the water from upstream drains down to here. So if we're out in District 1 and we're replacing a 12 inch storm sewer, a 12 inch storm sewer only costs so much money. We get down into the downtown area where these things daylight out at the Fox River and sometimes we're replacing 80 and 84 inch storm sewer pipes. As you can imagine, they're substantially more expensive. So then we just go into the resurfacing program and continue on with some of our reconstructs. The Seymour Park storm facilities, both the east and west facilities. Van Beek. And that's it for major capital on storm sewer, parking, and sanitary.

- See that Seymour Park, that's only one side of the park?

- That is, yes.

- So am I missing it? Is there, I guess, another substantial amount coming in subsequent years?

- Yes, there will be. I will have to check on that. The East Side Park project is a million dollars.

- Okay. And that's not on here, is it?

- It is not.

- Okay. So Diana, when we were talking about things that need to get edited or added, that would be one. And is your plan to do that one in '24?

- That is up for discussion yet. We still have not come to, Parks Department hasn't finalized a design on either of these, east or west. So we still need to get them to commit to, "Okay, this is what we're having on the east and west side of Ashland Avenue", so we can finalize those designs, and that'll drive the construction schedule.

- Okay, understood. Thank you.

- Okay, Sanitary. So we have, I don't know if you've seen our combination trucks, but in addition to the flexible hoses, they have some two piece rigid metal pipes that hook up on the suction end. That's our bypass pipes that we need to replace. And then a new sewer camera and tractor for doing closed circuit television inspection inside of our sewer. That's how we get a view inside the sewer lines. Parking Utility, we've got a Phase 2 on our meter upgrades and replacements, and some security cameras this year. And then Storm Sewer, it looks like we are not looking to buy anything as far as equipment in '23. Okay. So this is our fleet. So Sanitary Sewer, we've got a 3/4 ton pickup that's due for replacement this year. Some of our sewer equipment, especially once we start getting up into 3/4 quarter ton pickups, in dealing with Enterprise and talking to them about the resale value when the lease is up, due to the amount of modification that we have to do to these trucks, it has been decided that some of these vehicles just don't work for the lease program. So some of them we are continuing to outright purchase and run until they need replacement. So then, Parking Utility, an enforcement vehicle is typically like a Jeep, and then a mid-size pickup, as opposed to even 1/2 ton, those are more like the Chevy Colorado size. Storm Sewer, we are having an issue with our barge. It's getting very old. So we are looking to supplement the barge with a boat, a working boat, flat bottom with a crane, for some of the work that we have to do in the river.

- Is that a purchase?
- Yes.
- Okay.
- All right, Committee, any questions? It's a lot to take in.
- We have a lot of stuff.
- So I'm glad we separated this.
- And as always, if questions come up between now and the next Finance Committee or when this ultimately goes forward, as additional questions arise, by all means, feel free to give me a call.
- Okay. Unless there's any further questions, I think an appropriate motion would just be to hold this until the next meeting.
- I'll-
- I think Galvin whispered that motion.
- I'll second.
- We have a second by Hutchison. Is there any further discussion? Seeing none, all those in favor say aye?
- [Alders] Aye.
- Opposed? Motion carries. Thank you, Department Heads, for that overview. Very helpful. Okay, we are onto item number three. For referral from Ethics Board, to Common Council meeting on August 30th, 2022 to approve a review by Cityethics.org for up to \$500 of the General Ordinance 18-22, repealing and recreating Chapter 2, Article IX, Green Bay Municipal Code, relating to ethics as reviewed. Lacey, have you been hanging out just for this item?
- Yes, but that's okay.
- We could've moved that up ahead.
- I just did other work.
- Sorry.
- No, you're totally fine. I have plenty of other work to do. So this item, I'm just relaying the message from Attorney Bungert, was that we have consulted, Finance reviewed the budget, and if the committee wishes to move forward, the budget can incur the \$500 expenditure.
- Okay.
- Have we determined that it's only going to be \$500 or is it going to be more?
- We received an email back with that as the quote for the estimate, agreeing that \$500 would be the sum that we would pay for a review. It was just an email communication.

- Sure. And how much did we spend on the outside attorney that we've already had review this and go over it?
- Alder Galvin, I don't know the number off the top of my head, I did not ask. Unless Director Ellenbecker knows, I can get back to you with that quickly. I can look it up, if you give me one minute.
- Sure.
- Who was the vendor for that?
- I believe that was Attorney May.
- And would that all have been in 2022 or when would we have spent that?
- I think the process started previous to 2022. I'll check. It looks like, sorry, I just sent a message to Attorney Bungert. She said about \$6,000. It was faster to ask her than it was for me to look up the file.
- Okay. Thank you very much.
- Mm hm. Sorry for the delay on the answer.
- Oh no, no, that's fine.
- Are you good with that, Bill?
- Yeah. I'll make a motion to approve it and get it going and see what they have to say.
- Second.
- All right. We have a motion by Galvin, a second by Brunette. Any further discussion? See none, all those in favor say aye?
- [Alders] Aye.
- Opposed? Motion carries. Item F, number one. '22 contingency account, 184,297. Unobligated, 57,297. Any additional information, Director Ellenbecker, you need to share on that?
- No additional information.
- Okay. Item two. The next Finance Committee meeting will be held on Tuesday, October 25th, 2022, at 4:30 PM. Please just keep in mind, guys, we're gonna be covering the other departments as part of that Capital Improvement Plan.
- Alder Johnson?
- Alder Brunette.
- Chairman, do you know if we are planning on meeting in person anytime? 'Cause I think all the other committees, if I'm not mistaken, are meeting in person now.
- Yep. We've made that request. I guess we were informed that there are still some issues to ensure that we are in compliance with the ordinance, because Council Chambers is really the only room that is equipped to be able to offer in person and Zoom simultaneously. And so when there is a conflict, then that would potentially mean that the committee is not in compliance with the ordinance. So the recommendation from

staff and Law Department was still to wait for the equipment to be delivered, which my understanding is supposed to be this month. So Director Ellenbecker, I see your hand is raised.

- I do have an update. At 9:50 this morning, from Director Hronek, "Committee rooms 604 and 207 are available for hybrid meetings." They were actually in yesterday installing the equipment into Room 207, and that is the room that we historically have had Finance Committee in. They are now available for hybrid meetings. It says, he said, "If you wish to mention that to your committee or board members, the availability of the two rooms for future use, the only change that needs to be done is that you need to unplug the USB core to table", whatever, directions on how to do it.

- So we can be in person next time?

- Yes. As of, yep. Starting as of today, they completed the install for those two committee rooms for hybrid meetings.

- Okay. That would be my preference. Alder Galvin, you good with that?

- Absolutely.

- Okay, so let's plan on that. Thank you for bringing that up, Alder Brunette. I'll entertain a motion to adjourn.

- So moved.

- So moved.

- Second.

- Second.

- I don't know, I think that was Galvin and Brunette maybe?

- It was like simultaneously both. So I'll second it.

- I'll give him the motion. All those in favor say aye?

- [Alders] Aye.

- Opposed? Motion carries. Thanks, everybody.

- All right. Bye.