



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, JUNE 21, 2023, 5:00 PM
Immediately following Parks Committee.

In person at City Hall, Room 207
Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

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

B. ROLL CALL.

Present: Steven Campbell, Melinda Eck, Craig Stevens

Excused: Chris Wery, Mark Steuer

C. APPROVAL OF THE AGENDA.

Moved by Craig Stevens, seconded by Steven Campbell to approve the agenda for the June 21, 2023 Improvement & Services Committee meeting. Motion carried.

Yes- Melinda Eck, Steven Campbell, Craig Stevens, No- None, Abstain- None

D. APPROVAL OF MINUTES.

Moved by Craig Stevens, seconded by Steven Campbell, to approve the minutes of the May 31, 2023 Improvement & Services Committee meeting. Motion carried.

Yes- Melinda Eck, Steven Campbell, Craig Stevens, No- None, Abstain- None

E. REGULAR BUSINESS.

I. Consideration with possible action on request by Will Liebergen to appeal the storm water charges for the parcel at 1026 North Broadway (held from the May 31, 2023 Improvement & Services meeting).

Moved by Craig Stevens, seconded by Steven Campbell to deny the request by Will Liebergen to

appeal the storm water charges for the parcel at 1026 North Broadway and issue a ten percent (10%) credit as allowed by City of Green Bay ordinance upon receipt of the required application (held from the May 31, 2023 Improvement & Services meeting).

Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Galvin to study the potential negative impact on City parking facilities, especially parking ramps, due the increased vehicle weight of electric vehicles.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the request by Ald.

Galvin to study the potential negative impact on City parking facilities, especially parking ramps, due to the increased vehicle weight of electric vehicles.

Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

3. Consideration with possible action on the purchase of a tilt bed trailer and trailer-mounted air compressor using approved ARPA funding.

Moved by Craig Stevens, seconded by Steven Campbell:

(a) To approve the purchase of a tilt bed trailer from Trail King Industries, Inc. in the amount of \$43,007.50 using approved ARPA funding

(b) To hold the purchase of a trailer-mounted air compressor

Motion carried.

Yes-Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

4. Consideration with possible action on the purchase of a Bobcat Toolcat utility vehicle and attachments using approved 2023 bond funding.

Moved by Craig Stevens, seconded by Steven Campbell to amend the agenda item from one (1) Bobcat Toolcat to two (2) Bobcat Toolcats and to approve the purchase of two (2) Bobcat Toolcat utility vehicles and attachments from Bobcat Plus, Inc. as follows:

(a) One (1) Bobcat Toolcat and attachments to replace Unit 753 in the amount of \$71,183.63 using bonded funds

(b) One (1) Bobcat Toolcat and attachments, new to the fleet, in the amount of \$76,891.23, using previously approved ARPA funds

for total expenditure of \$148,074.86.

Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

5. Consideration with possible action on the purchase of a license plate recognition system for two Parking Division enforcement vehicles (held from the May 31, 2023 Improvement & Services meeting).

Moved by Steven Campbell, seconded by Melinda Eck to deny the purchase of a license plate recognition system for two Parking Division enforcement vehicles (held from the May 31, 2023 Improvement & Services meeting).

Motion passed.

Yes- Melinda Eck, Steven Campbell, No- Craig Stevens, Abstain- None

6. Consideration with possible action on request by Department of Public Works to enter into a

Memorandum of Understanding between the City of Green Bay and the University of Minnesota – Duluth National Resources Research Institute (NRRRI) to allow access to the Tank Farm Marsh property (Parcels 6-18, 6-29, 18-9-A-1, and 18-9-A-4) for data collection and ongoing research.

Moved by Craig Stevens, seconded by Steven Campbell to approve the request by Department of Public Works to enter into a Memorandum of Understanding between the City of Green Bay and the University of Minnesota - Duluth National Resources Research Institute (NRRRI) to allow access to the Tank Farm Marsh property (Parcels 6-18, 6-29, 18-9-A-1, and 18-9-A-4) for data collection and ongoing research.

Motion carried.

Yes-Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

7. Consideration with possible action to amend the 2021 & 2022 Expression of Interest for 2023 geotechnical engineering services to GEI Consultants, Inc. at a fee increase of 10% for subcontracted soil drilling services.

Moved by Craig Stevens, seconded by Steven Campbell to approve to amend the 2021 and 2022 Expression of Interest for 2023 geotechnical engineering services to GEI Consultants, Inc. at a fee increase of 10% for subcontracted soil drilling services.

Motion carried.

Yes- Melinda Eck, Steven Campbell, Craig Stevens, No- None, Abstain- None

8. Consideration with possible action on request by Department of Public Works to award the following contracts at a staff level and report the award at the next Improvement and Services Committee meeting:

- a. BRIDGE 2-23 (ATKINSON DRIVE OVER CN WC RAILROAD B-5-225 PAINTING)
- b. BRIDGE 3-23 (MAIN STREET BRIDGE B-5-141 EXPANSION JOINT RECONSTRUCTION)

Moved by Craig Stevens, seconded by Steven Campbell to approve the request by Department of Public Works to award the following contracts at a staff level and report the award at the next Improvement and Services Committee meeting:

- a. BRIDGE 2-23 (ATKINSON DRIVE OVER CN WC RAILROAD B-5-225 PAINTING)
- b. BRIDGE 3-23 (MAIN STREET BRIDGE B-5-141 EXPANSION JOINT RECONSTRUCTION)

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Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

9. Report the award of contract GBMFD 1-23 STATION 7 WINDOW REPLACEMENT to Commonwealth Corporation in the amount of \$91,932.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the award of contract GBMFD 1-23 STATION 7 WINDOW REPLACEMENT to Commonwealth Corporation in the amount of \$91,932.

Motion carried.

Yes- Melinda Eck, Steven Campbell, Craig Stevens, No- None, Abstain- None

10. Report the award of contract GREEN BAY WATER UTILITY WATER MAIN REHABILITATION to Fer-Pal Construction USA LLC in the amount of \$258,860.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the award of contract GREEN BAY WATER UTILITY WATER MAIN REHABILITATION to Fer-Pal Construction

USA LLC in the amount of \$258,860.

Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

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

A. Granting of Licenses

I. Sidewalk Builder

- a. N&L Concrete Const. LLP
- b. Right Way Concrete Construction
- c. Curb Pioneers
- d. Sherfield, LLC
- e. LDR Utility, Inc.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

- a. N&L Concrete Const. LLP
- b. Right Way Concrete Construction
- c. Curb Pioneers
- d. Sherfield, LLC
- e. LDR Utility, Inc.

Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

F. INFORMATIONAL.

I. Presentation of Private Stormwater Management Practice Inspection Program.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the presentation of Private Stormwater Management Practice Inspection Program. Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

2. Update on pedestrian safety improvement program to install Rectangular Rapid Flashing Beacons (RRFB) and driver feedback signs at various locations across the City.

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the update on pedestrian safety improvement program to install Rectangular Rapid Flashing Beacons (RRFB) and driver feedback signs at various locations across the City. Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

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

Moved by Craig Stevens, seconded by Steven Campbell to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried.

Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

4. The next Improvement & Services Committee meeting is scheduled for July 26, 2023.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

Moved by Craig Stevens, seconded by Steven Campbell to adjourn. Motion carried.
Yes- Melinda Eck, Craig Stevens, Steven Campbell, No- None, Abstain- None

VERBATIM MINUTES

- Let me know when we're ready.
- We are recording.
- Where's your hammer?
- Okay, my hammer . All right. We're starting our Improvement and Services Committee meeting. And we'll start with our roll call. We've got Alder Campbell.
- Here?
- Here.
- Alder Stevens.
- Present.
- And we have Alder Mark Steuer and Alder Chris Wery that have excused absences and we also have myself, Alder Eck. So, we're all here so, for approval of the agenda.
- Motion to approve.
- Second.
- All in favor say "aye".
- Aye.
- Aye.
- Okay. That is approved so, motion to approve or looking for a motion to approve of the minutes.
- Motion to approve.
- Second.
- All those in favor say "Aye".
- Aye.

- All right so we are on to E, regular business, Number 1, consideration with possible action on request by Will Liebergen, to appeal the storm water charges for the parcel at 1026 N. Broadway, held from the May 31 Improvement and Services meeting. And I don't see Will here so,

- He is not.

- Okay so, Director.

- Well at the last meeting we discussed Mr. Liebergen's property and the fact that he did install a storm water management system on his property. Mr. Liebergen was of the opinion that it was an infiltration basin but the information we provided to you last time showed that it was not an infiltration basin, it was a detention basin. And the water was eventually coming out of that basin.

- The last meeting was, that property, for the portion of the property that drains through that basin, he would be eligible for a 10% reduction in his ERUs and staff was directed to go back and investigate. We did investigate and found out that no, that credit had not been requested, of us, for the installation. So Valerie Justesen our Utility Manager has sent the required information to Mr. Liebergen. Once he fills that out and sends it back to us we'll be able to review and grant the request. So, we have completed everything that is provided for under ordinance.

- Okay.

- So what are you proposing with this one?

- Our recommendation would be to deny the request. What he's looking for is, full recovery of his storm water charges, because again he mistakenly thought that water was completely infiltrating and not getting to the storm sewer at all, so he wasn't using our storm sewer system. In fact, the documentation that he provided indicated that water was, after treatment, was actually getting in through the storm sewer so, under the ordinance, ordinance provides a couple different options. If the water is directly discharging to the Fox River or, the bay, we can provide up to a 2/3 credit, but it goes through a storm water treatment device and then into the storm sewer system, the ordinance provides the ability for us to grant the 10%.

- All right.

- So his original request was to refund all of his storm water but we would recommend denial of that, and apply the 10% credit at such time that he supplies the requisite paperwork.

- Was that up to that point he wanted a refund, and then moving forward it would be different?

- Correct.

- So he was requesting it?

- Well I think he was requesting that all past, and future-

- Oh and future?

- That he wouldn't pay because the water wasn't entering the storm system but that's not the case.

- All right chair I'll make a motion to deny.

- So,

- Second it.

- Okay all in favor say aye.

- Aye.

- And that, the not, denial passes. Okay so number 2 consideration with possible action on request by Alder Galvan, to study the potential negative impact on city parking facilities, especially parking ramps, due to the increased vehicle weight of electric vehicles. Uh, Director.

- Oh, Chris Pierlot, the Operations Manager and Parking Manager is here with us tonight. Chris provided me with an email earlier today. He's been doing some investigation into this especially as it relates to parking ramp building codes. And speaking with Assistant Director Brunette, if we were to do something different basically what it would involve would be, if the feds or the state were to change uniform building code, for loads in structured parking. So, short of that there's really not a whole lot we can do but, just to take a look at things to see how we're protected. Chris has done some investigation. So what we're looking at, most building requ-

- Is that what just, I'm sorry is that what is that-

- Nope.

- No that's, a separate item

- what we're looking at here?

- Okay we don't have anything to look at. All right.

- So most building codes require a 50lb. per sqft. and a 2000lb concentrated wheel load distributed over 20" sq. anywhere on a floor. If you do the math that comes out to an 8000lb. vehicle, so that's the standard design. Standard building code involves a factor of safety of 2. So, although you're designing for that, then you put a factor of safety on you're actually designing for a vehicle of about 16,000lbs. The 2023 Hummer electric vehicle is 9,100lbs. The 2024 Silverado half-ton pickup truck EV, is 8,000lbs. Now that compares to a curb weight of about 5,000lbs. on a standard Silverado. The fuel powered F-250 3/4 ton truck can weigh up to 7,500. Now a Tesla, passenger car, The Tesla Model X, I guess that's an SUV is about 5,100lbs. So what we're dealing with here, generally speaking EVs are in that 5,000lb. range. So they're well below the 8,000lb. that we normally design for anyway. Again, ASCE 7, which is the American Society of Civil Engineers publication number 7, is a building load manual. So it tells you typical load cases on different types of buildings. They only allow for 40lbs. per sqft. instead of 50, but they require a 3,000lb. load instead of a 2,000lb. over 20" sq. area anywhere on the floor so there's multiple checks and balances in there. Studies that have been performed, uh, on valet parking of cars, so valet, you're parking them in tight, typically we see light loads of no more than 30 pounds per sqft. So we do think that it was a good question for Alder Galvan to ask, but at this point it appears that our ramps are built sufficiently to withstand the additional loading caused by electric vehicles.

- Okay. So are we looking for like a receive and place on file on this?

- Correct.

- Well, thank you for that information. I'll make motion to receive and place on file.

- I'll second.

- Okay. All those in favor say aye.

- Aye.

- Aye.

- Uh, and that passes. Um, so number three, consideration with possible action on the purchase of a tilt bed trailer and trailer mounted air compressor, using approved ARPA funding. Director.

- Okay. We recently, uh, there, there was money in the 2023 budget that was applied towards equipment purchases. One of the pieces of equipment that was identified was a tilt bed trailer and trailer mounted air compressor. In the packet we have provided you with the quote that our fleet manager obtained from Trail King Industries for that piece of equipment. Um, tilt bed trailer. There's also a memo from Nathan in there, and this has been run through the purchasing department and purchasing department agrees. So we are recom, uh, staff is recommending the purchase of, the trailer,

- Tilt bed trailer.

- Yeah.

- Mounted air compressor.

- Oh it's on here?

- I'm looking to see the, the compressor. And forgive me, it doesn't look like the compressor-

- Is this a new air compressor or are we using a current one?

- No, it's a new compressor, maybe Nathan-

- But it's not a replace, it's not replacing an old piece of equipment this is new to the fleet, I believe.

- You're Right. But yeah. Maybe Nathan forgot, our purchase and forgot to send us the stuff to put in the packet. Yeah, they're two separate items. It's not, the compressor's not being mounted on the tilt bed trailer. The tilt bed trailer is a 40,000 pound gross vehicle weight trailer, so we can haul, large vehicles.

- Yeah. Isn't the whole total like

- The compressor used for something else

- \$140,000 or something?

- Yeah, the trailer was \$40,000. \$41,000.

- I see the \$41,607.50. Oh, wait a minute. Oh wait, wait. \$43007.

- Bobcat was like \$15000.

- Where's that one on the-

- That's the next one.

- That's the next one.

- The, well, there's three things. The second one. The third one? Okay, I did look at that one too.

- The recommendation is to purchase one Trail King TKT 40 LP tandem axle tilt bed trailer from Aring Equipment using the Sourcewell contract, for \$43,007 and 50 cents. Okay. He doesn't have the air compressor.

- Yeah

- I don't see total.

- I forwarded everything that Nathan shared with me and I-

- So what's the total? Just um.

- Okay. So what we're doing is, do not take action on the air compressor at this point.

- Okay.

- So basically I make approval to purchase a tilt bed trailer, and postpone, purchase on the trailer mounted air compressor until we have further information.

- And if I find something to the contrary, I'll notify you prior to-

- Council?

- Council, and we can make the amendment on the floor.

- Yeah, I apologize.

- Okay.

- I should have checked the date of that-

- So, Tara, that's my-

- So do we have a motion? Would you like to second?

- Second it.

- Okay. Um, all in favor say aye.

- Aye.

- Aye.

- And that passes. Okay. Number four, consideration with possible action on the purchase of a Bobcat, Toolcat utility vehicle and attachments using approved 2023 bond funding.

- Okay. And in your packet we have included the requisition request from the fleet manager. Um, again, this is coming off the Sourcewell contract. So it has been competitively bid around, uh, on a statewide contract. Recommendation is to purchase the-

- Bobcat.

- Is it one or two? It's got two of them.
- What was it? What's the total?
- One hundred and -
- One forty eight three seventy five eighty six.
- It sounds like one plus attachments.
- I thought it was one plus attachments. When I was looking at it.
- Well, it has the quantity of one.
- We used to be able to get 2 at that price But that was
- Oh, wow.
- So is this a replacement or adding to the plea?
- That'd be a replacement.
- Okay.
- That was a budget item.
- It, it says it was a bond on the on-
- Okay.
- A bond.
- What the,
- Yeah.
- what was the the requisition request from the fleet manager is two Bobcat UW 56 Toolcats, two sets of pallet forks, 2 68 inch buckets and 1 72 inch mower from Bobcat Plus off the Sourcewell contract, totaling \$148,074 86 cents.
- So in that, but on there it says the quantity is one for everything. So is that incorrect?
- The agenda item may be incorrect.
- Incorrect.
- Rolling.
- Okay. I just want to make sure that we're-
- So do we need to make a recommendation to change this to purchase two Bobcat Plus utility, plus E Um, attachments?

- Yes. And again,

- I see that it's on there

- If there's something, If there's something different, I will advise you before council.

- Underneath your request, request, requisition request on there it says two, but then on that other thing, it looked like it was only one.

- The bill?

- Okay.

- The bill actually does call out two of them.

- All right. I don't know I must be looking at something it only looks like one of everything that- Okay so we have a motion on the floor.

- Motion on the floor try to amend it right here. We better know what we're voting on here.

- Yeah I'll verify.

- With the verification.

- You gonna hold us-

- It states two.

- Find out.

- It says two on the memo, but-

- The agenda says one.

- So are we just gonna go on?

- That is a typo then.

- Okay. So we would,

- So we would make a-

- Because all the process was related to exactly what the fleet manager put in the memo report.

- Right

- So we should amend it.

- Mmhm. Amend the agenda item to reflect 2 Bobcat's with all of the attachments.

- And do we have a-

- And to to approve the purchase.

- Correct.

- So we have a motion? Do we have a second?

- Sure.

- You're seconding it?

- Second.

- Okay. Do you have any reservations?

- As long as it's not gonna be \$300,000?

- No, no.

- Oh okay.

- The two of 'em would be the 148 that's quoted.

- Okay.

- It just was written.

- I don't think we've ever done anything like this so far since I've been here, so.

- Well the agenda,

- Because,

- is being amended to two.

- the first, the first one,

- I know you wanted to be thorough Steve so.

- the first one, total machine price, once you factor everything in is \$67,119 13 cents. The second machine is \$67119.13. Then the mower,

- Okay

- is \$5,707 and 60 cents. Then we got the pallet forks at \$1715, the strobe lights at \$500, the 60 inch pallet forks, so that's the second set of pallet forks, for \$1715, and then the strobe lights, the warning lights on top of the Bobcat for \$500. Total of all items quoted, \$144375.86, dealer PDI uh, and freight charges. Then \$148074.86 is the all in total.

- Okay, so we have a motion by Elder Stevens, a second by Elder Campbell. Um, and, uh, so all in favor say aye.

- Aye.

- Aye.

- And it passes. And we trust that you're gonna make sure that says two. All right, so number-
- Chris and I'll be meeting at eight o'clock tomorrow morning we'll be all over both of these items.
- Okay. Number five, consideration with possible action on the purchase of a license plate recognition system, for two parking division enforcement vehicles. Held from the May 31st 2023 Improvement and Services meeting.
- Okay. Well, we had a discussion at the last meeting about purchasing a license plate recognition software to be utilized by, uh, the parking enforcement officers to help with parking enforcement downtown. And there were some questions, uh, relative to that LPR, uh, system that we were proposing to use. So, Operations Manager Pierlot, uh, did go out and, uh, prepare a fact sheet, uh, which has been included in the packet, uh, to discuss the utilization of that license plate recognition. Um, so that has been included in your packet. Um, I was incorrect. We are still chalking. I know that there has been, um, there has been some legislation talked about. Currently Michigan, Ohio, Kentucky, and Tennessee have prohibited it. It has been discussed in Wisconsin to remove it, but we are currently allowed to, uh, within Wisconsin, the University of Wisconsin Green Bay, in the cities of La Crosse, Appleton, and Milwaukee are currently using the same technology for parking enforcement, um-

- Chalking, or the new system?

- LPR.

- The LPR.

- Right?

- Um, what data is generated by LPR? The license plate number, the GPS position of the vehicle, and a timestamp of the LPR are recorded for each vehicle when it's scanned. And does the LPR identify the vehicle? No. Ownership is only through DMV records, and that can only be accessed after the fact through a DMV certified, uh, information request. The data is typically stored up to 30 days before it's overwritten or deleted. We would not need to keep the data that long and we plan to maintain a data storage of two weeks or less. Where is the data stored? It's on a cloud-based server managed by the LPR provider. So, if you remember the discussion we had when we were talking about the body cameras and, Axon actually stores the data. Same thing here. The LPR vendor would store that data and then overwrite it. They're only gonna give us-

- City of Green Bay has exclusive license rights and ownership to it. No one else can,

- no one else can access

- access it.

- So,

- Legally.

- they, they essentially give us a size of a hard drive, and once that hard drive is full, you gotta start overriding old data.

- Um, it doesn't-

- What's yearly cost on this?

- Yeah, cause it, last time you had the, the cost on it, and it's not attached to this one, at least not on mine.

- I don't have that with me. It was, like 6 or \$9,000 a year, and that's pretty typical. Unfortunately in today's world, the they don't sell software anymore. It's a lot of the stuff is cloud based. Uh, you, you buy the license rights to use the software. That's how they stay in business. We, we have software, throughout D D W, that unfortunately we have to pay an annual fee to have that software.

- But as far as the-

- Where in the past that probably would've been the price of buying the software.

- The equipment itself cost as well. That's not on here.

- Yeah. A total cost was, yeah, again, I don't have that with me. A little over a hundred thousand. Like 105.

- Per unit?

- No, that was for the total package for, its to set up two vehicles, plus the software and the license fee.

- What about annually?

- And annual renewal is, it was like 6,000 or 9,000. Just like remembering if it was a six or nine.

- Where's the funding coming from for payment?

- All this is out of Par-

- Parking capital.

- Yeah parking capital. This is, it's not. It's not. Uh uh. Tax levy dollars. This is parking division fund.

- I'm gonna make a motion to deny this. I think it's an infringement on people's rights. Um, it's making the job easier I understand that. Maybe more efficient, but, with the current way everything is being done, I think it's out of control. So I'm gonna make a motion to deny.

- We have a motion on the floor. And, um, looking for a second.

- I don't know much information about this.

- Alright.

- Okay, so the original request, answering a couple of the questions. Uh, so it's two of the actual systems, total cost for the system. \$105,000, \$105,182 10 cents. This includes a one-time purchase of the equipment, and the first year recurring maintenance, starting in year two, maintenance would be \$6,691 92 cents.

- I guess my question for you would be is how would this improve to what we're currently doing?

- Well, first of all, It doesn't require, um, from a, a processing standpoint, it's a lot faster. The attendant, the PEO who's doing parking enforcement, is able to drive down the street as fast as that camera can read the license plates of the car's parked. Um, you don't necessarily have to, consult, when you're doing chalking you have to verify the chalk mark and make sure it hasn't moved, and so, it's faster. And if the license plate triggers, that it's been in a zone for in excess of the zone period time, you, the attendant can immediately stop, issue the citation, get out, drop the citation on the vehicle, and move on to the next.

- So all it's do, so basically all it's doing is just collecting a plate number?

- Correct.

- Right.

- And then, and then when you drive by there in a half hour, if that it's still there

- In timed or metered zones, it can be used for that. Overnight, when we're out just roaming the city, it's going to pick up the license plate so you don't have to determine, is it a black Chevy Impala with this license plate that's been parked in front of a house for three consecutive nights. So it'll assist with abandoned vehicles, lost or stolen vehicles, things of that nature. Um, you also don't have to worry about data transcription errors when somebody's manually writing something down because the computer's automatically reading the letter and numbers. Um, from a safety perspective, it helps provide one layer of separation between the PEOs and somebody who may not be very happy about getting a parking citation. Um, and then from time to time, we get, uh, requests from police department, um, asking for information, especially when it comes to lost and stolen vehicles, so if they have a lost or stolen plate number, even if the vehicle was parked legally prior to 3:00 AM. As we're riding around, doing parking, night parking enforcement, it's picking up the LPRs. If a lost or stolen vehicle request comes in, a silver alert, um, things of that nature, we can go back. It's not automatically gonna trigger, but we can go back through that stored data and see if that license plate popped up.

- And tell 'em where it was.

- But that's for internal use only that's not shared with anyone except us. And, and we wouldn't share with anyone except police department. In addition, uh, permit parking is a, it's, it would provide a huge advantage. We've gone away from, uh, hang tags and, and doing new hang tags and, in permitted parking lots every month, because you don't just use the same one and use it all year because people start and stop. So you're, you're checking the hang tags. Now, now with the Passport system that we have different software, Passport's a different company, um, it's license plate recognized, so you go into lot F and you see ABC 123, but there's no hang tag it's like, are they and the meters empty, are they an expired meter or are they a legitimate person in this lot? So we've gotta manually check that against our list. Yep. They're good. Good. It's, you know, that's ABC 123 is a legitimate-

- So what, so what you're saying, what this system is-

- This one, it can tie into our known internal list of lot F and it's gonna say ABC 123 and it's gonna talk to itself to our internal computer files, it says ABC 123 is good, and that vehicle's gonna keep going. It's not gonna give the the enforcement person a tag like, oh, that's, that's not a permanent vehicle.

- So for example, you would take all our personal license plates, put it in the system and that system and say, oh, that belongs to Alder, to an Alder.

- No. If you, if you bought a, if you bought a, permit in a, in a paid for a permit in a parking lot, you would. But no, we-

- Because we all got permits.

- And we have the hang tags.

- We have the hang tags.

- Yeah. No, that's, that's a totally different system. That's that's not part of this.

- No, what Chris is talking about, um, just to the west of, Howe elementary school, under the Mason Street Bridge,

- Yeah.

- We have that's lot A? Lot B?

- A and G. There's two of them there.

- So. And we rent spots in lot G to Bellon Hospital employees. They maintain a list of license plates and vehicle types that are permitted to park there. So the PEO can simply drive through there and verify that those, uh, license plates are supposed to be there. And if a license plate pops up that's not on the list, then it'll give you, "Hey, somebody's in here is not supposed be."

- And then let's just say that that person that, or that vehicle that's not on list is ABC 123. Okay, we'll write the citation. We still don't know who's the vehicle that is until we come back and the, and the information is, uh, uploaded like we do every day at the end of the day into the back office software up here in City Hall. And then that software communicates with DMV officially, and then it, you know, it will send in. The next day, DMV come back and say, ABC 123 was Jane Doe at this address, and then that, then the system's updated. But the LPR system is kind of a, dummy head end data collection part. It's, it's the, the, the deeper end, you know, the personal information happens in the back office up here at City Hall under a secure, our own onsite secure server and connection with the DMV. And that's, that happens right now.

- Um, I think-

- I have another question. Sorry.

- Sorry, go ahead.

- So if we were to purchase these, and you decided to get a new vehicle, we could transfer this equipment to new ones?

- Absolutely.

- And do the, is there a lifespan that we know on how long these boxes will last?

- That's a good question. I, I can, I can find out, but you know, all electronic devices.

- Yeah.

- You know, like you say, you buy a computer, as soon as you buy it, it's obsolete. That doesn't mean it doesn't work.

- It's essentially an all weather camera.

- Yeah.

- So the, the part that's exposed to the elements is, for lack of a better way to describe it, it's like a game camera, and then the cords go into the box that's in the passenger compartment of the vehicle. So the sensitive electronics are protected from the elements.

- And it sounds like all hang tags would go away then? Vehicle hang tags.

- Not necessarily.

- Okay.

- More or less hang tags in a, in paid parking facilities.

- Okay.

- Are you done? Okay.

- Yes. Thank you.

- Um, so, uh, I, I, I have a hangup, um, and I know you already know how I feel because I mentioned it last time. Um, it can be open requested, open, open records requested, and you're keeping it for two weeks, but it's still within that period of time. I mean, if it could be, not available open records, um, that would be a different story for me. Um, I know there's a motion on the floor and, uh-

- Chair, I do have another question.

- Yes, go ahead.

- So it says, you, you keep the data for 30 days. Can we shorten that date up, like 15 days?

- Yes. Yeah that-

- It says two weeks. They did say 2 weeks

- Then you, you can keep it this, the provider allows for up to or the way it's set up up to 30 days. Our speculation not having a system, is that we're thinking maybe up two weeks, but it would, could be less dependent on our experience with it if we would have it. Maybe would could-

- Because if we shorten the days, then open records request would kind of be nil to none.

- Yeah, a pure speculation, let's just say for the sake of discussion, we get this system and, and I can't give you any guarantee on what the decision would be, we find, why would we keep any of this stuff past, say day two, just to be safe, cause day one, okay, I got that information, Jane Doe is the violator we got that information in the back office now why do we keep, need to keep this? Maybe on day two it would be deleted. I don't know cause we have no experience with it.

- Cause your hiccup has open records.

- Uh, the violation,

- privacy

- Yeah, because it, it, it is like a, in my opinion, I, I, you know, you said in May-

- Well, with what's happened by our administration this year, I think this is just a, another,

- We're a little,

- we're kind of up against the wall here on honesty and, and I think people have voiced their opinion on, things that have happened at City Hall and, uh, this is just another intrusion in, in my opinion. I'm, I'm trying to stick up for the people I represent. As much as I think this could be efficient, I just can't support it.

- Okay, so. I have a motion on the floor looking for a second.

- You've can second it.

- And I will go ahead and second it. So all in favor say aye.

- Aye.

- Aye.

- I Will have to say no.

- And those against, those not in favor, say nay.

- Nay.

- All right.

- So it's two to one

- Two to the one.

- But I think we should,

- I don't know how that works for you.

- I, I'd like to make a comment. I think we should look at shortening those days if we can.

- We can definitely do that.

- This can still always come back.

- Well, it,

- so what happens now?

- Another proposal.

- We got two to one, so,

- It'll go to council.

- Obviously it's gonna go to council, right?

- Where is it today?

- How's that work?

- Well, it goes to common council with a denial. Anybody could pull the item at common council and it could be debated on the council floor. If the denial is held up, then it's prohibited from being discussed until the new term, new council. So we would've to wait until, next April to bring it back.

- Okay. All right. Um, so moving on to number six, consideration of possible action on request, by Department of Public Works, to enter into a memorandum of understanding between the City of Green Bay and the University of Minnesota Duluth, National Resources Research Institute, NRRI, to allow access to the Tank Farm Marsh Property, parcel six dash 18 six dash nine, uh, 29, 18 dash 9A1, and 18 9 A4, for data collection and ongoing research.

- So we've included the fact that a copy of, uh, some maps showing these parcels. Uh, for the two of you who sit on INS, this should look familiar. The Tank Farm Marsh, uh, is out by the tanks, uh, up by Peter's Concrete, US Oil. We're working on a project for habitat restoration, uh, with the Department of Natural Resources. As part of that project, we had the UW, uh, University of Wisconsin Green Bay, request access to that parcel so they could collect samples, do bird watch, that kind of thing. Um, and you did support that request. University of, uh, Minnesota, Duluth, would also like similar access for academic research. So staff does support the request.

- I thought it sounded familiar.

- Yeah.

- I'll make motion

- I remember that.

- for approval.

- Okay, we have a motion

- Second.

- to approve. Second. Uh, and all in favor say aye.

- Aye.

- Aye. And so that passes. Number seven, consideration of possible action. Sorry I have a mint in my mouth now. To amend the 2021 and 2022 expression of interest. For 2023, Geotechnical Engineering Services, to G E I Consultants Inc. At a fee increase of 10% for subcontract, did soil soil drilling services. Um, Director.

- Okay. We have a process. D P W annually, annually consults with qualified geotechnical engineering firms to perform geotechnical investigations on our project. As part of that process to select these firms, we request an expression of interest from several qualified firms across the state. We evaluate those firms, make a short list of three to four firms every year, um, that we can then get rapid procurement of those services. We do this on a bi-annual basis, but we have the right, when we do that expression of interest, we reserve the right to extend an existing one, in additional two year periods for additional two years, in one year increments. And there's a price escalation built into that, that you can escalate your prices by no more than 5% annually. Now, the way things went with the consumer price index last year, inflation was a lot more than 5%. Um, GEI, who's been proposing and has been a good consultant for us to work with. Um, their internal costs, they were able to limit by 5%, but their subcontracted costs for drill rigs, the actual drilling services, SES, their, their drilling sub, has indicated that they had a 10% price escalation.

- Mm-hmm.

- We could disqualify GEI, because they're not abiding by the 5%. We do have two other firms we can use. We could go through the entire RFEI process again, which likely would have everybody go up by more than 5%, or we could waive the subcontracted 5% escalator clause for GEI. Understanding that it's a one time cost adjustment. And even though it's 10% increase, the actual dollar expenditure, we don't do a lot of drilling in a year. So it overall, we're talking about, probably 2 or \$3,000 difference between a 5 or a 10% markup.

- If I'm understanding, it looked like they said it should be 15, but they're willing to-

- Correct.

- Lower it.

- You are correct.

- Okay. Um, anybody have any questions?

- Hmm mm.

- All right. Do we have a motion?

- Motion to approve it.

- Second.

- All in favor say aye.

- Aye.

- Aye.

- Uh, those opposed say nay. Why am I asking that? We all said aye uh. It passes.

- Because technically you're supposed to say it.

- I guess technically I should, but kind of obvious when we, all three of us. Okay. Um, number eight, consideration with possible action on requests by Department of Public Works to award the following contract, at a staff level and report the award at the next Improvement and Services committee meeting, a bridge, 2 dash 23 Atkinson Drive over CN WC Railroad, B 5225 painting, that's an interesting name, uh, and B Bridge 323 Main Street Bridge, B 5141 expansion joint reconstruction.

- Okay. Uh, just for your edification, when we have a contract bridge 2 dash 23, that's the second bridge contract in 2023 that we left.

- Okay. Good to know.

- Bridge 3 23 would be the third bridge contract. Atkinson Drive over the Canadian National Railroad. Um, there are actually two bridges on Atkinson Drive north of Velp. So between Velp, um, the first one goes over the rail yard, that's our bridge. The second one goes over I 43. That's a DOT bridge.

- Oh, okay.

- Every bridge, and technically a bridge is a structure spanning something that has a length of more than 20 feet. So some, uh, for instance, uh, west Mason Street at Beaver Dam Creek,

- My nemesis right now.

- Yes, that actually, when you look at, it looks more like a culvert, but because it's length, what it's spanning is more than 20 ft. technically is a bridge.

- Mm-hmm.

- The Department of Transportation assigns bridge numbers to all bridges in the state of Wisconsin. So B five B dash five dash I 41, or B dash five dash 2 25, that's the bridge number in the state's database. And then the last part tells you what we're doing. So here on Atkinson Drive, we're gonna be doing bridge painting, and the Main Street bridge, we're doing an expansion joint reconstruction. Okay. So just to give you a, a breakdown of what the contracts are.

- Okay.

- Again, this is because the bids are anticipated to come in in two weeks, and we're not having another meeting for a month. So rather than pull the bridge contracts up, we'd like to get the contracts awarded and get the contractor started so we don't run out of construction season. So staff is simply recommending that we have the ability to award those at staff level and report those out to common council and committee after awarding.

- So you're looking for a motion to refer to staff?

- No, we would be looking for a motion to approve.

- Approve.

- Okay.

- Cause the request is to allow us to do the award, and then report out rather than coming and requesting the award.

- Okay.

- From the committee first,

- Are these, I just wanna ask is, are these part of the,

- They are part of

- the Annual

- the bridge.

- Capital Improvement Program.

- Okay. Go ahead Alder Campbell.

- Did, did something come forward from the state to replace the main street bridge? And what was the other one?

- Not this bridge.

- Yeah, this one-

- Bridge over at East River, kind of down by Karen's pub by Roosevelt there.

- Oh.

- Between, yeah, between Roosevelt and St. George.

- Yeah.

- Got it.

- I know when we think of bridge, we think of like, and it's not.

- And it's not the whole bridge. As you approach the bridge,

- I know where you're coming from.

- where the road comes to the bridge structure itself there's an expansion joint in there, allowing the bridge and the, and the road to expand and contract at different rates.

- Got it.

- I motion to approve.

- Second.

- Okay. All right, so we have a motion to approve a second. Um, all in favor to say aye.

- Aye.

- Aye.

- Those opposed say nay. All right. It passes. Um, I don't think we have to say that right. Um, number nine, report the award of contract G B M F D one dash 23 Station 7, window replacement to Commonwealth Corporation in the amount of 91,932. Director.

- So one of the projects that Green Bay Metro Fire Department had in their capital program for this year was replacement of windows at Station 7. Station 7 is up on the intersection of Humboldt and Huron Road.

- Oh, okay.

- That's Chief Sellin's station. Um, two bids received, one from Commonwealth Construction Corporation at \$91,932, second from Milbach Construction Services in the amount of \$95,185, So very close bidding, uh, was within the budgetary, uh, estimates that fire department had. So fire department has recommended award.

- And I don't see that attached the comparison.

- No, I apologize.

- Okay. I just wanna make sure I wasn't missing it.

- No.

- Usually you do have that on there, so.

- Yep, I will.

- So what recommendation do you want for this?

- After the meeting about that.

- Award, award, contract.

- Report, the award of.

- So we've already made that award of contract. We're simply reporting it out.

- Okay. Receive and place

- To inform the

- on file.

- the committee and council that we made that award.

- Okay.

- Receive and place on file.

- Yes it would be.

- The motion to receive and place on file. Looking for a second?

- Second.

- All right. All those in favor say aye.

- Aye.

- Aye. All right. That passes. Um, Number 10, report the award of contract Green Bay Water, utility water main rehabilitation to Fer-Pal Construction USA, LLC, in the amount of \$258,860.

- And similar, this is a project that's going on on uh, Hazelwood. The water main there is in bad shape, in need of, uh, in need of rehabilitation, but, to dig that entire length of water main up would be a very onerous project. So what they're looking at is applying a similar technology to what we use when we CITD, or cast and place pipe. Uh, when we line our sewers, they're actually doing a lining project on the water main. So this is the first of its kind in our area. Um, again, due to the constraints of when council meetings were due to the various things, water utility wanted to make that move, uh, more quickly than we could accommodate, so we did come to the committee and the common council asking for approval. Uh, this did go to the Green Bay Water Utility. They were happy with it, so they've made that award. We're simply reporting out that a contract has been awarded on behalf of Green Bay Water Utility.

- So we're receiving to place on file.

- Receive and place on file.

- I'll make that motion.

- Okay. We have a motion to receive and place on file. Do we have a second?

- Second.

- All right. All those in favor say aye.

- Aye.

- Aye.

- All right. Uh, that passes. Number 11, report of actions taken by Department of Public Works, renting of licenses, sidewalk builder, N&L Concrete Construction, L L P. Right Way Concrete Construction, Curb Pioneers, Sure Field LLC, LDR Utility Inc. Director do we need?

- So again, these are licenses that we have granted, we're reporting out that we granted the licenses, so receive and place on file.

- You always do that?

- Motion to receive and place on file.

- Bring it back to tell us that?

- We all we always report out that we approve

- Yeah they report what they've done.

- If,

- We changed that a couple of years ago. Uh, to allow the staff to award the license at a staff level and report that out, if we deny a license, they would have the appeal rates before the common council or before the committee. But we didn't, we found we were wasting a lot of committee time discussing things that were foregone conclusion. We want contractors to have licenses to be able to do work in the city. So if we're approving the license, we're simply telling you that we've already approved it.

- Okay? And we have a motion to receive in place on file for Alder Stevens, do we have a second?

- Second?

- We have a second. All those in favor say Aye.

- Aye.

- Aye.

- And that passes. What did I click on? I clicked on something.

- Information.

- Informational. I clicked on something so it went away. All right. Um, informational. Director.

- Uh, well, the first item that we have, have for you,

- Should I read each one?

- is a presentation of a private stormwater management practice inspection program. Uh, we say your Green Bay requires post-construction stormwater management under our municipal ordinances, um, in conjunction with our D N R issued. Municipal, separate storm sewer or MS 4, uh, permit. The permit requires us to track and enforce the long term maintenance on privately held storm water. So, for instance, Mr. Liebergen's system, he can't just install it and then leave it like that. We have to track, on a periodic basis to make sure it continues to function the way that it was intended. We have, uh, so, our procedures are required to include tracking of regulated sites, onsite inspections at least once every five years, documentation of those inspections, and follow up for enforcement with timeframes if we find any corrective measures that are necessary. Our permit expires on April 30th in 2024. There's approximately 268 properties, uh, that controls were installed between 2010 and 2022. Each property may contain multiple stormwater management practices. There might be more than one pond or biofilter or something like that there. Um, we began conducting stormwater man, uh, inspections in June, 2023 with the assistance of an engineering intern, funded through a grant received by UWGB and Stormwater Utility. We've initiated sending out letters for follow up. Uh, for anybody who's required to take corrective action . Now we're not gonna go out there and just enforce. The whole idea is education and getting compliance. So the first round of this, if we notice deficiencies, we're gonna identify what those deficiencies are and then work with the property owner to get those things corrected. It's only going to be, if we get repeated rebuttals or lack of, uh, if lack of action on behalf of that property owner, that we would take a, an action like that.

- Okay.

- Um, we do expect there to be a lot more letters in the first round of inspection that we're doing and not so much in subsequent rounds. So all we're doing is giving you a heads up that we are going to start enforce or, start doing the onsite inspections, consistent with the permit that, uh, we hold the DNR, in case you get questions or concerns from residents of why is the city out here looking at this? It's actually part of our permit.

- Okay. Do we need to receive and place this-

- Receive a place on file.

- Okay. I'm looking for a motion.

- You want do each individual or all of them at once?

- Well, he's not-

- No. That would just be for the first one.

- Okay. That's it.

- No, it's up to you how you want.

- Oh.

- Yes, if you wish you can

- Let's go through all of them and then-
- take all of them in a single vote, so, No use to go ahead and present number two then.
- We just never had 4 informationals.
- I do them all together when it's informational.
- It's rare that we have four.
- It really is.
- Usually it's Director's report that's it.
- Yeah.
- Okay, go ahead.
- Going by procedure here.
- So the second is, is a status report on the RRFB or, rectangular rapid flashing beacon driver feedback sign pedestrian safety project.
- This is the inter-office.
- That's the one I handed out. We will make sure a copy of this is included in the council packet.
- Okay.
- Um, as you know, last year in June, council, uh, approved the allocation of approximately 1.6 million dollars for RRFB and driver feedback signs in conjunction with Green Bay Area Public School District. Um, in addition to just the RRFBs and the feedback signs, it also included the improvement of crosswalk markers, uh, at high visibility or, in high traffic locations with a new type of paint that's more durable and higher visibility. In September of 2022, we ordered the painting machine. Uh, that was received in early 2023 and manufacturer has been onsite to provide onsite training for that machine so that we are ready to go with the paint. Uh, as luck would have it, within the past two weeks or so, we got two summer interns in the signing and marking, so we are going to start painting very, very soon. Uh, truck- Go ahead.
- It's that whole like, kind of digging in or like kind of uh,
- Yep. That's the one.
- etching into the cement.
- The ground laser.
- Okay.
- Yes.
- Awesome.

- So then traffic division prepared a, uh, a list of locations where the, uh, RRFBs would be, providing enhanced pedestrian safety for crossing the streets. These locations are summarized at a table that I've included as page two. Additionally there are maps and the, we've got two maps in there. It's actually the same map, but the first map, concentrates, the, the location of the elementary schools is called out, and on the second map, the middle and high schools are called out. So just to help people get reference if, if you're interested in a particular school and where the RRFBs are, if you're looking for elementary school look on the elementary map, if you're looking for a middle or high school, look on the second map, uh, and it'll get your bearings oriented a little quicker.

- Alder Steuer will be so sad he missed these.

- Well, in addition to the hard copy maps that we provided to you, staff has been working with our GIS department, and this will be put into an interactive GIS map that residents or the Alders will be able to access the locations of the RRFBs, and ultimately, the driver feedback signs, will be either, they'll be red to start. And as the sign gets installed we'll change the color from red to either yellow or green, to indicate that the sign is actually there. So you'll be able to track progress of the project as it's going on.

- Awesome, thank you.

- Uh, we're currently preparing bid documents. There's a concrete base that the RRFB has to sit in, so we're gonna go out and stake the locations of all 63 of the RRFBs, get our utility coordination and clearance done through diggers hotline, and hire a contractor to go pour those concrete bases. Then when the sign assemblies come in, in September, we can start erecting the signs on top of the concrete bases. Uh, staff has been working with the list of locations for the driver feedback signs that's the last page in the document. Uh, we only have the table we don't have the map for that generated yet. Uh, part of that is because, the driver feedback sign, has both a posted speed limit and then a number if you're above the speed limit. So it tells you for speeding.

- Oh yeah, that's what the feedback is.

- Um, as there is some potential modifications resulting from the alternates that the Green Bay Area Public School District is looking at relative to school closures, we're holding off on that until we work with the district to find out exactly what schools may or may not be affected, to determine whether or not the list has to be effective.

- I noticed MacArthur had, uh, 4. MacArthur is one that's gonna be taken down?

- Yeah.

- So those-

- So yeah okay.

- So prior to the meeting, while parks was going on, I did have a brief conversation with Alder Galvan about this, and he was happy with the report and the status of it. So again, that's- That one, And then the last item would be the Director's report. Director's report today is very, very short and I wish I had better news for you.

- Oh no, this isn't one of those, I couldn't have the worse news?

- Well, last Friday, was the final day for Assistant City Engineer, Matt Woicek.

- Oh.

- Matt has left us. He started yesterday as the Assistant Director of Public Works for the Village of Little Chute. So it was a great career opportunity for Matt to move on. We're sad to see him leave, uh, but we do wish him well. So we do have an opening as Assistant City Engineer. Yesterday near five o'clock, Jim showed up in my office and, he had the Traffic Engineer in tow with him, and the Traffic Engineer has informed us that effective August 1st of this year, Dave Hansen will be leaving. He will be heading up the traffic division for the City of Madison.

- Oh wow.

- So we'll also be losing our Traffic Engineer.

- Oh boy.

- When's Dave leaving?

- August 1st.

- That's new to me.

- Well, we just got told.

- So we continue to, on the good news front, uh, we've got two vacant Utility Engineer positions, but Valerie was successful in finding a candidate. All these, all we are pending is a physical.

- Right.

- So we expect that the new Utility Engineer will be starting with us on or about August 1st as well.

- Parking utility?

- What's that?

- Parking utility? You just said utility.

- No, no, no. A sewer Utility Engineer.

- Oh.

- We've got two positions open in the sewer utility right now and we've got one of 'em filled.

- Okay. Is that, uh, the-

- So that's the Director's report.

- Okay. Thank you. And then, um-

- I will recommend a motion to receive and place on file.

- Okay, we have a motion to receive and place on file items one through three. And we have a second.

- Second.

- All right. All those in favor say aye.

- Aye.

- Aye.

- And that passes. So the next Improvement and Services Committee meeting is scheduled for July 26th, and everything will be going to the city council, um, uh, next Tuesday. So we have no public hearing, so I'm looking for a motion to adjourn.

- Motion adjourn.

- Motion to adjourn by Elder Stevens. And,

- Second.

- second by Elder Campbell. All those in favor say aye.

- Aye.

- Aye. And we are adjourned. Thank you everybody.

- Thank you.

- Don't, we don't need to like exit out, right? Because we're not in.