



AGENDA OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, DECEMBER 13, 2023, 5:00 PM
Immediately following Parks Committee.

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

A. Zoom Meeting Information.

I. Join Zoom Meeting Online:

<https://us02web.zoom.us/j/82206544400?pwd=NDdIbmszNUhBWW9XRUVU5ckIzMjZ2QT09>

Or call in by phone: +1 312 626 6799

Meeting ID: 822 0654 4400

Passcode: 635662

If you wish to speak at this public meeting or leave a comment, please fill out the online [Comment Form](#) prior to the meeting. More detailed [Zoom Instructions](#) can be found online.

B. Roll Call.

C. Approval of the Agenda.

D. Approval of Minutes.

E. Regular Business.

1. Consideration with possible action on request by Department of Public Works to adopt the proposed 2024 Sanitary Sewer Service Charges.
2. Consideration with possible action to approve the acceptance of the \$741,187.50 National Coastal Resilience Fund (NCRF) grant from the National Fish and Wildlife Foundation (NFWF) with a local match of \$82,500 and to authorize the Director of Public Works to enter into necessary agreements.

3. Consideration with possible action on the review and award of contract PARKS 11-23 MURPHY PARK PICKLEBALL COURTS to Vinton Construction Company in the amount of \$117,183.20.
4. Consideration with possible action on request by Department of Public Works to complete a feasibility study regarding creation of a transportation utility to replace the local vehicle registration fee (wheel tax).
5. Report of actions taken by the Department of Public Works.

A. Granting of Licenses

1. Sidewalk Builder

- a. Bayland Buildings Inc.
- b. Highway Landscapers Inc.
- c. Martell Construction Inc.
- d. Quinn & Sons Concrete Construction, LLC
- e. Rabine America Maintenance, LLC

2. Tree & Brush Trimmer

- a. A Four Season Tree Care
- b. Asplundh Tree Expert, LLC
- c. Best Enterprises, LLC
- d. Best Stump Grinding, LLC
- e. Fall-Rite Services, LLC
- f. Fox Valley Tree Care & Landscape
- g. Highway Landscapers Inc.
- h. Holtger Brothers, Inc.
- i. Treeo's Tree Service, Inc.

3. Underground Sprinkler System

- a. Irrigation Company LLC
- b. RainMaster Irrigation Inc.
- c. Robert's Quality Irrigation LLC
- d. The Sprinkler Company, Inc.

F. Informational.

1. Director's Report on recent activities of the Public Works Department.
2. The next Improvement & Services Committee meeting is scheduled for January 10, 2024.

G. Public Hearings.

H. Adjournment.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Improvement and Services Committee meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

December 13, 2023

PREPARED BY

AGENDA ITEM # E.I

Consideration with possible action on request by Department of Public Works to adopt the proposed 2024 Sanitary Sewer Service Charges.

BACKGROUND

The sanitary sewer service charges are determined annually based on the City of Green Bay's approved budget and Green Bay Metropolitan Sewage District 2024 rates. The City's proposed 2024 rate for an average residential customer is \$152.26. The volume charge is \$6.17 per 100 cubic feet.

RECOMMENDATION

To approve the proposed 2024 Sanitary Sewer Service Charges.

FISCAL IMPACT

The proposed rates are based on the City's approved 2024 Sanitary Sewer District Budget.

ATTACHMENTS

1. 2024 Proposed Sanitary Sewer Service Charges
2. Sanitary Sewer Rate History 1999 - 2024
3. Sanitary Sewer Rate History Graph 1999 - 2024

**CITY OF GREEN BAY
PROPOSED 2024
SANITARY SEWER SERVICE CHARGES**

SECTION 42-30. (c)1. NON-MONITORED USERS

(c)1.a. Normal Sewage Strength Parameters Five Year Average

Biochemical Oxygen Demand (BOD)	= 256 ppm
Suspended Solids (S.S.)	= 420 ppm
Phosphorous	= 6.9 ppm
Total Kjeldahl Nitrogen (TKN)	= 40.6 ppm

(c)1.b. Service Charge

Service Charge = Customer Charge + Volume Charge

(c)1.c. Customer Charge

<u>Meter Size</u> (Inches)	<u>Monthly</u> <u>Billed Customers</u> <u>Allowance Amount</u>		<u>Quarterly</u> <u>Billed Customers</u> <u>Allowance Amount</u>	
	(100 c.f.)	(\$)	(100 c.f.)	(\$)
5/8 or 3/4	1	\$ 19.70	3	\$ 42.20
1	3	34.90	9	86.10
1 1/2	5	50.20	15	130.10
2	10	89.10	30	241.90
3	20	196.10	60	554.20
4	30	290.00	90	801.90
6	65	566.80	195	1,581.50
8	175	1,311.50	510	3,672.00
10	250	1,862.30	750	5,332.00

c.f. = cubic feet

(c)1.d. Volume Charge

Green Bay Metropolitan Sewage District (GBMSD) Rates for the current period are:

Volume:	\$1.00924/1,000 gallons
BOD:	\$0.60090/pound
Suspended Solids.....	\$0.69949/pound
Phosphorous:	\$2.60560/pound
TKN:	\$0.84167/pound

Based on GBMSD Rates, Volume Charges are as follows:

The GBMSD charge shall be:..... \$3.88/100 cubic feet

The City charge shall be:..... \$2.29/100 cubic feet

The total volume charge shall be: \$6.17/100 cubic feet

Section 42-30. (c)2. MONITORED USERS

Abnormal Strength Sewage

(c)2.a. Service Charge

Service Charge = Monthly Customer Charge + Quantity Charge
+ Sampling Charge

(c)2.b. Monthly Customer Charge

\$307.00 per month

(c)2.c. Quantity Charges

	<u>GBMSD Rate</u>	<u>City Rate</u>	<u>Total Rate</u>
Volume:	\$0.75491/100 c.f. ^(a)	\$2.29/100 c.f.	\$3.04491/100 c.f.
BOD:	\$0.60090/pound	--	\$0.60090/pound
SS:	\$0.69949/pound	--	\$0.69949/pound
Phosphorous:	\$2.60560/pound	--	\$2.60560/pound
TKN:	\$0.84167/pound	--	\$0.84167/pound

^(a)Equivalent to \$1.00924/1,000 gallons
c.f. = cubic feet

(c)2.e. Sampling Charge

Sample Collection (\$15) & Analysis (\$52.50) = \$67.50 per sample

Sampler Rental = \$42.00 per day

**CITY OF GREEN BAY
SANITARY SEWER DISTRICT RATE HISTORY
(1999 - 2024)**

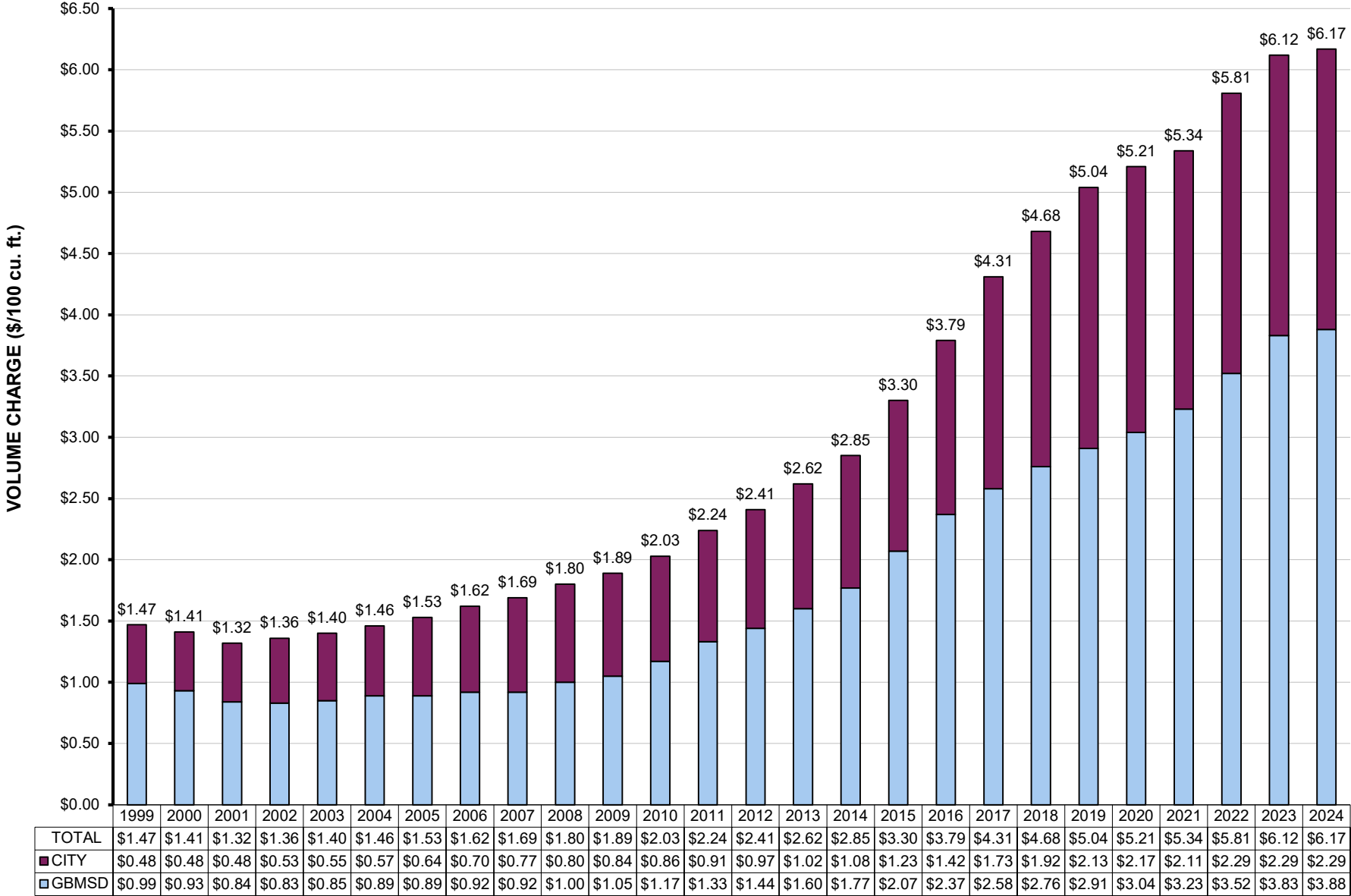
YEAR	VOLUME CHARGE NON-MONITORED USERS			MINIMUM CHARGE NON-MONITORED USERS				QUARTERLY CHARGE (AVERAGE RESIDENTIAL CUSTOMER)	BUDGET
	GBMSD	CITY	TOTAL	I/I	VOLUME	BILLING	TOTAL		
1999	\$0.99	\$0.48	\$1.47	\$3.00	\$4.41	\$5.40	\$12.81	\$39.27	\$12,744,500.00
2000	\$0.93	\$0.48	\$1.41	\$3.00	\$4.23	\$5.51	\$12.74	\$38.12	\$12,300,000.00
2001	\$0.84	\$0.48	\$1.32	\$3.00	\$3.96	\$5.62	\$12.58	\$36.34	\$14,744,000.00
2002	\$0.83	\$0.53	\$1.36	\$3.12	\$4.08	\$5.44	\$12.64	\$37.12	\$14,601,010.00
2003	\$0.85	\$0.55	\$1.40	\$3.12	\$4.20	\$5.44	\$12.76	\$37.96	\$14,707,890.00
2004	\$0.89	\$0.57	\$1.46	\$3.27	\$4.38	\$5.61	\$13.30	\$39.58	\$14,914,160.00
2005	\$0.89	\$0.64	\$1.53	\$3.91	\$4.59	\$4.94	\$13.50	\$41.04	\$15,165,010.00
2006	\$0.92	\$0.70	\$1.62	\$4.29	\$4.86	\$4.62	\$13.80	\$42.96	\$15,234,270.00
2007	\$0.92	\$0.77	\$1.69	\$4.80	\$5.07	\$4.63	\$14.50	\$44.92	\$15,523,730.00
2008	\$1.00	\$0.80	\$1.80	\$5.23	\$5.40	\$4.74	\$15.40	\$47.80	\$15,700,210.00
2009	\$1.05	\$0.84	\$1.89	\$5.41	\$5.67	\$5.33	\$16.40	\$50.42	\$13,977,596.00
2010	\$1.17	\$0.86	\$2.03	\$5.72	\$6.09	\$5.57	\$17.40	\$53.94	\$15,658,490.00
2011	\$1.33	\$0.91	\$2.24	\$6.52	\$6.72	\$5.06	\$18.30	\$58.62	\$16,355,716.00
2012	\$1.44	\$0.97	\$2.41	\$6.60	\$7.23	\$5.01	\$18.80	\$62.18	\$17,593,540.00
2013	\$1.60	\$1.02	\$2.62	\$6.67	\$7.86	\$5.07	\$19.60	\$66.76	\$17,183,170.00
2014	\$1.77	\$1.08	\$2.85	\$6.00	\$8.55	\$5.42	\$20.00	\$71.30	\$18,623,220.00
2015	\$2.07	\$1.23	\$3.30	\$6.59	\$9.90	\$5.41	\$21.90	\$81.30	\$20,000,120.00
2016	\$2.37	\$1.42	\$3.79	\$8.98	\$11.37	\$5.57	\$25.90	\$94.12	\$21,522,582.00
2017	\$2.58	\$1.73	\$4.31	\$9.00	\$12.93	\$5.56	\$27.60	\$105.18	\$24,325,816.00
2018	\$2.76	\$1.92	\$4.68	\$9.74	\$14.04	\$5.93	\$29.70	\$113.94	\$25,995,950.00
2019	\$2.91	\$2.13	\$5.04	\$10.72	\$15.12	\$5.90	\$31.70	\$122.42	\$28,754,196.00
2020	\$3.04	\$2.17	\$5.21	\$10.24	\$15.63	\$6.41	\$32.30	\$126.08	\$31,012,511.00
2021	\$3.23	\$2.11	\$5.34	\$11.52	\$16.02	\$6.66	\$34.10	\$130.22	\$31,176,695.00
2022	\$3.52	\$2.29	\$5.81	\$11.57	\$17.43	\$6.94	\$35.90	\$140.48	\$31,181,361.00
2023	\$3.83	\$2.29	\$6.12	\$11.55	\$18.36	\$8.02	\$37.90	\$148.06	\$34,384,298.00
2024	\$3.88	\$2.29	\$6.17	\$15.18	\$18.52	\$8.50	\$41.20	\$152.26	\$34,761,601.00
% CHANGE	1.31	0.00	0.82	31.43	0.87	5.99	8.71	2.84	1.10

NOTE:

- 1) GBMSD VOLUME CHARGE = Cost of treatment of 100 cu. ft. of sewage with an estimated strength 256/420/6.9/40.6 (BOD, Suspended Solids, Phosphorous, TKN)
NOTE: TKN billing parameter added 01/01/92.
- 2) CITY VOLUME CHARGE = Service charge (per 100 cu. ft.) for such items as administrative costs, sewer repair, maintenance charges, etc.
- 3) I/I CHARGE = Quarterly charge for infiltration/inflow.
- 4) MINIMUM VOLUME CHARGE = Total volume charge x 300 cu. ft./qtr.
- 5) BILLING CHARGE = Cost for water Department to prepare bill.
- 6) QUARTERLY CHARGE = (average residential customer) = 1800 cu. ft. x total volume charge + minimum charge.

12/7/23

SANITARY SEWER DISTRICT RATE HISTORY



YEAR



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

December 13, 2023

PREPARED BY

AGENDA ITEM # E.2

Consideration with possible action to approve the acceptance of the \$741,187.50 National Coastal Resilience Fund (NCRF) grant from the National Fish and Wildlife Foundation (NFWF) with a local match of \$82,500 and to authorize the Director of Public Works to enter into necessary agreements.

BACKGROUND

- NFWF has awarded the City of Green Bay a \$741,187.50 grant through the National Coastal Resilience Fund.
- Grant funds will be used to develop a preliminary engineering design plan for landside shoreline protection and enhancement, causeway, and shoreline redevelopment addressing wave action, flood mitigation, improving water flow between the island and landside, and potential island measures to improve and expand habitat while allowing for waterfront public access and recreation.
- The project area is approximately ½ square mile located along the lower Bay of Green Bay shoreline and waterfront, east of the Fox River and south of Renard Island.
- The grant requires a local match of \$82,500; a \$50,000 cash contribution is pledged by McDonald Companies, \$25,000 in-kind by select City of Green Bay Public Works Department staff, and \$7,500 in-kind by GEI Consultants, Inc.
- City staff from the Public Works Department will be responsible for grant administration and reporting.

RECOMMENDATION

To approve acceptance of the \$741,187.50 NCRF grant from NFWF and authorization for the Director of Public Works to enter into necessary agreements with GEI Consultants, Inc and McDonald Companies.

FISCAL IMPACT

\$25,000 in-kind services by City DPW staff as part of the total \$82,500 grant match required.

ATTACHMENTS

1. NFWF NCRF Grant-Full Proposal with Attachments_06-28-2023
2. National Fish Wildlife Foundation Conditional Award Notification - Project 80528



EasyGrantsID: 80528

National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Grant Information

Title of Project

Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Total Amount Requested	\$ 741,187.50
Matching Contributions Proposed	\$82,500.00
Proposed Grant Period	01/01/ 2024 - 12/31/ 2025

Project Description

This Project will develop a preliminary engineering design plan based on site evaluation, wave analysis, survey activities, and other assessments as needed. The design process will include evaluating various options, considering neighboring properties and projects, coordinating with stakeholders, and building upon earlier planning activities. The deliverable will be a 60% design for landside shoreline protection and enhancement, causeway, and shoreline redevelopment to address wave action, flood mitigation, improve water flow/movement between the island and landside, and potential island side measures to improve and expand habitat while allowing for waterfront public access and recreation. The implementation of the Project will provide a vibrant and welcoming community space.

Project Abstract

Green Bay, Wisconsin is already experiencing the effects of storm surge waves and flooding. The City of Green Bay estimates that as much of a third of the city could experience flooding with a convergence of water levels, wind direction, and a storm event. This is a scenario that cannot be ignored. The Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay project will not only benefit the residents at risk of flooding, but also all who visit the Green Bay waterfront, the Bay Beach Amusement Park, visit the Children's Museum, the light house, or the Bay Beach Wildlife Sanctuary. Creating a nature-based mitigation response to the environmental challenges to the lower bay in a heavily trafficked area provides a visible project utilizing innovative flood mitigation methods as well as an educational opportunity for visitors. Renard Island is one of the few publicly owned areas in Green Bay that could provide access to the shoreline and has the potential to become a great asset to the community, addressing climate change risks and advancing habitat conservation efforts in the Lower Green Bay / Fox River Area of Concern (AOC). Transforming Renard Island and surrounding shoreline into a vibrant wildlife habitat with the potential to provide a communal public space for learning and gatherings is a step towards aligning with the larger collective coastal resiliency initiatives in the Great Lakes region.

Organization and Primary Contact Information

Organization	City of Green Bay
Organization Type	State or Local Government
City, State, Country	Green Bay, Wisconsin, North America - United States

Region (if international)

Primary Contact	Kelly O'Malley
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EasyGrantsID: 80528

National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Position/Title
Phone and E-mail

x ; Kelly.OMalley@greenbaywi.gov

Additional Contacts

Role	Name



EasyGrantsID: 80528

National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Project Location Information

Project Location Description	This project is within the The Lower Green Bay / Fox River AOC. Approximately 1.25 mile of the lower bay of Green Bay shoreline and waterfront to the east of the mouth of the Fox River and south of 55 acre Renard Island. Approximately 1/2 square miles of total area to be improved/restored.
Project Country(ies)	North America - United States
Project State(s)	Wisconsin
Project Congressional District(s)	District 8 (WI)

Permits and Approvals

Permits/Approvals Description:

Permits/Approvals Status:

Permits/Approvals Agency-Contact Person:

Permits/Approvals Submittal-Approval Date:



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National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full
Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment
at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Activities and Outcomes

Funding Strategy: Capacity, Outreach, Incentives

Metric: Resilience - Outreach/ Education/ Technical Assistance - # people reached

Required: Recommended

Description: Enter the number of people meaningfully engaged in the process of the proposed project. Please indicate the groups targeted by outreach efforts and how they will be engaged.

Starting Value	50.00 # people reached
Target value	250.00 # people reached

Note: Building upon previous stakeholder work, a high level of engagement throughout the design process will help to ensure the design reflects the values and meets the needs of the surrounding communities. This project will engage multiple community-level partners and residents to inform the 60% design. This, in turn, will help to maximize benefits for the affected communities as well as increase the likelihood of community leaders advancing the project from 60% design to implementation. Through our efforts, we seek to foster community engagement and pursue collaborative management that will lead to measurable conservation benefits. For this project, key partners, community members and stakeholders include:

- Property owners or residents who would be potentially affected by this project.
- People who would benefit from increasing coastal resiliency in Green Bay.
- Experts, educators, or researchers in topics relevant to the project.
- Community leaders or members of vulnerable groups.
- Representatives from businesses, municipalities, agencies, counties, or non-profit organizations with interest in increasing coastal resiliency in Green Bay.

Multiple avenues for engagement will be pursued. At the beginning of the grant project, key partners and community leaders will be invited to participate on the Project Team. Periodic meetings will be held to give updates to the team and provide opportunities for team members to share feedback and direction. This is also a great way to grow the knowledge and support of key stakeholders for resilience efforts.

As the draft of the design nears completion, key stakeholders and the broader community will be invited to participate in a self-guided tour of the project area. The tour will include large printed proposed designs posted along the existing trail from Bay Beach to South Bay. The prints will provide “before and after” visuals at key focal points comparing the proposed design to existing conditions. A volunteer or project staff member will be posted at each stop along the tour to answer questions and highlight points of interest. Tour participants will be given a handout that describes the project background and purpose. A questionnaire will be included to collect input and feedback on the design from participants. Invitations to the event will be mailed or emailed to key stakeholders. Local media and the broader community will be invited through press releases as well as announcements shared through social media and partner networks. Results will be shared with the Project Team and used to inform design revisions.



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National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full
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Organization: City of Green Bay

Knowing that not everyone will have the opportunity to participate in person, an online option will be provided. This may include a story map paired with an online questionnaire. As the project progresses, one-on-one meetings with key stakeholders who substantially support or oppose the plans or representatives from vulnerable groups may be conducted. This would provide an additional opportunity for those stakeholders to give direct input.

Support and buy-in from community leaders, affected landowners and other stakeholders is critical to the project's success. To help maintain momentum from this planning and design phase into implementation, participants will have an opportunity to sign-up for project updates by email. This will provide an opportunity to let people know how their input was considered and reinforce the claim that the 60% design reflects the community's values and needs.

Funding Strategy: Planning, Research, Monitoring

Metric: Resilience - Restoration planning/design/permitting - # E&D plans developed

Required: Recommended

Description: Enter the number of Engineering and Design plans developed. Generally there will be one plan per project to be constructed.

Starting Value	0.00 # E&D plans developed
Target value	4.00 # E&D plans developed

Note: There are high level concepts in existence now, but no actual concept plans or engineered documents. This project will result in creation of concept plans and partial (30-60%) engineered documents.

Funding Strategy: Capacity, Outreach, Incentives

Metric: Resilience - Volunteer participation - # volunteers participating

Required: Recommended

Description: Enter the number of volunteers engaged in assessment of sites and preliminary design. Please include the percent design to be completed at the conclusion of the project in the notes

Starting Value	0.00 # volunteers participating
Target value	5.00 # volunteers participating

Note: Goal is to have students from the University of Wisconsin - Green Bay or other nearby universities participate in data collection and assessments of the site. No students have been involved in prior efforts completed. This phase would be data collection to support the 30-60% design.



NFWF

EasyGrantsID: 80528

National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full
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Organization: City of Green Bay



EasyGrantsID: 80528

National Fish and Wildlife Foundation –

National Coastal Resilience Fund 2023, Full

Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

I. PERSONNEL									\$50,937.50
Staff Name	Position	Annual Salary	Project Hours	Hourly Rate	LOE (%)	Project Salary	% Fringe	\$ Fringe	Total Personnel
Kelly O'Malley	Project Manager	\$62,000.00	750.00	\$29.81	36	\$22,355.77	30.00	\$6,706.73	\$29,062.50
Kelli Mincheski	Project Scientist	\$70,000.00	500.00	\$33.65	24	\$16,826.92	30.00	\$5,048.08	\$21,875.00
Totals						\$39,182.69		\$11,754.81	\$50,937.50

II. TRAVEL									\$250.00
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Domestic Airfare – Per Flight

Purpose/Destination	Unit Cost	Quantity	Total Cost
SubTotal			\$0.00

International Airfare – Per Flight

Purpose/Destination	Unit Cost	Quantity	Total Cost
SubTotal			\$0.00

Train – Per Ticket

Purpose/Destination	Unit Cost	Quantity	Total Cost
SubTotal			\$0.00



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National Fish and Wildlife Foundation –
National Coastal Resilience Fund 2023, Full
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Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay
Organization: City of Green Bay

Rental Car – Per Day

Purpose/Destination	Days/Duration	Unit Cost	Quantity	Total Cost

SubTotal **\$0.00**

Taxis – Per Trip

Purpose/Destination	Unit Cost	Quantity	Total Cost

SubTotal **\$0.00**

Mileage – Per Mile

Purpose/Destination	Unit Cost	Quantity	Total Cost
Mileage for site access to/from office	\$1.00	250	\$250.00

SubTotal **\$250.00**

Gasoline – Per Gallon

Purpose/Destination	Unit Cost	Quantity	Total Cost

SubTotal **\$0.00**

Per Diem (M&IE) – Per Day

Purpose/Destination	Days/Duration	Unit Cost	Quantity	Total Cost

SubTotal **\$0.00**



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Lodging – Per Night

Purpose/Destination	Days/Duration	Unit Cost	Quantity	Total Cost

SubTotal \$0.00

Meals (no M&IE) – Per Meal

Purpose/Destination	Days/Duration	Unit Cost	Quantity	Total Cost

SubTotal \$0.00

III. EQUIPMENT	\$0.00
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Item Name	Description	Unit Cost	Quantity	Total Cost

IV. MATERIALS & SUPPLIES	\$0.00
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Type	Purpose	Unit of Measure	Unit Cost	Quantity	Total Cost

V. CONTRACTUAL SERVICES	\$690,000.00
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Subcontract/Contract – Per Agreement

Contractor Name	Description	Total Cost
Cason Land & Water Management, LLC	Bathymetry and Topo	\$90,000.00
Brennan (or other based on availability)	Geotechnical Investigation - Soil Borings	\$55,000.00
GEI Consultants, Inc.	Design, Engineering, Data Collection	\$545,000.00



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SubTotal **\$690,000.00**

Subgrant – Per Agreement

Subrecipient	Description	Total Cost

SubTotal **\$0.00**

VI. OTHER DIRECT COSTS **\$0.00**

Type	Purpose	Unit of Measure	Unit Cost	Quantity	Total Cost

VII. TOTAL DIRECT COSTS **\$741,187.50**

VIII. INDIRECT COSTS **\$0.00**

Explanation of Modified Total Direct Cost Base(MTDC)	Rate Type	NICRA Expiration	\$MTDC	Rate(%)	Total Cost

IX. TOTAL PROJECT COSTS **\$741,187.50**



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National Coastal Resilience Fund 2023, Full

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Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Budget Narrative

Budget Narrative: Kelly O'Malley (City of Green Bay) – As a stormwater engineering technician for the City of Green Bay, Kelly understands the value of keeping our community clean and the importance of working with nature-based solutions. In previous positions, she has also provided and implemented sustainability measures and programs, and her mindset toward sustainability will continue on this project. Kelly will act as the main point of contact for the City of Green Bay for the administration and application of this grant funding. Kelli would also lead public stakeholder engagement.

Kelli Mincheski is an erosion control specialist and natural resource scientist with the City of Green Bay. Kelli has actively managed and supported similar projects throughout the Green Bay area since obtaining her Masters in Environmental Science and Policy from the University of Wisconsin Green Bay. Kelli would assist in collecting field data (wetland delineation, wildlife assessments, sediment assessments, etc.) and would actively participate in public stakeholder engagement.

The City of Green Bay will partner with local qualified experts to complete the work outlined in the proposal. This will allow the City to lead the project and donate staff time while also stimulating the local economy.

GEI Consultants, Inc. (Green Bay) Roles and Responsibilities

GEI will provide over 3,000 hours of design and data collection support as follows:

Katie Unke Ehrenberg (GEI) – Project Manager – Based out of GEI's Green Bay office, Katie has successfully managed and completed numerous large- and small-scale projects for private landowners, industries, municipalities, and state and federal clients throughout the Midwest. Katie will be the project manager for this project, keeping coordination between all firms involved seamless to keep the schedule and costs aligned with what was set forth at the beginning.

Brian Majka (GEI) – Restoration Design – Having a diverse background in restoration ecology, including soft shoreline engineering and stream restoration, Brian brings over 20 years of experience, including working in other AOCs. He is also currently leading efforts to develop Natural and Nature-Based Features Decision Support Tools for both New York and Michigan's Great Lakes coastal zones. For this project, he will be lead restoration design helping to develop nature-based solutions that are resilient and practical for the area.



EasyGrantsID: 80528

National Fish and Wildlife Foundation –
National Coastal Resilience Fund 2023, Full
Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay
Organization: City of Green Bay

Samuel Prentice, PE (GEI) – Water Resources Engineer – Sam has over 10 years of experience including hydraulic modeling of natural systems and design for habitat and wildlife restoration at a nearby AOC site with the Wisconsin DNR. His primary focus will be directing the site reconnaissance and data collection needs, coordinating bathymetry contractor, reviewing previous plans and reports to summarize past design efforts, and working as part of the team to select a design to mitigate flooding and use nature-based solutions to restore the project area.

Russell Titmuss, PE (GEI) – Waterfront Engineering – For over 35 years, Russell has been supporting waterfront and coastal projects across the United States and abroad. His vast experience includes the planning design of piers and wharves, industrial and commercial waterfront facilities, small boat facilities, passenger ferry berthing facilities, bulkheads, and shore protection. For this project, Russell will be focused on waterfront structure design and planning, such as wave attenuation and other shoreline protection.

Korin Doering (GEI) – Stakeholder Engagement/Community Outreach – Before joining GEI, Korin was the Winnebago Waterways Program Director for the Fox-Wolf Watershed Alliance. In this position, she managed multiple agencies giving her the skills to compromise, balance, and manage competing stakeholder interests. Furthermore, she has an intimate understanding of the project area and the knowledge of the key players and will work on this project to help manage and engage various stakeholders and partners throughout Green Bay.

Joe Caryl, CCM (GEI) – Construction Review and Cost Estimating – Joe has more than 20 years of experience leading and supporting design and construction teams on many projects around the Fox River, Green Bay, and throughout North America including soil/groundwater remediation, civil infrastructure, and restoration. These projects involved design support, constructability reviews, cost estimating, procurement support and project implementation on a range of projects. He currently consults and reviews cost estimates on construction and remediation projects at GEI will serve a similar role for this project.

Brennan or other qualified drilling contractor:

Supplemental geotechnical surveys (limited geotechnical surveys were completed in support of previous conceptual design efforts, but additional surveys may be needed for full design)

1. Personnel

Personnel -

Kelly O'Malley (City of Green Bay) – As a stormwater engineering technician for the City of Green Bay, Kelly understands the value of keeping our community clean and the importance of working with nature-based solutions. In previous positions, she



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2. Travel

Domestic Airfare - Per Flight -

International Airfare - Per Flight -

Train - Per Ticket -

Rental Car - Per Day -

Taxis - Per Trip -

Mileage - Per Mile -

Mileage for:
Bathymetric/Topographic Surveys
Wetland Delineations and DQA
Wildlife Assessments
Pre-Restoration Monitoring

Gasoline - Per Gallon -

Per Diem (M&IE) - Per Day -

Per Diem for:
Bathymetric/Topographic Surveys
Wetland Delineations and DQA
Wildlife Assessments
Pre-Restoration Monitoring



Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay
Organization: City of Green Bay

Lodging - Per Night -
Meals (No M&IE) - Per Meal -

3. Equipment

Equipment -

4. Materials and Supplies

Materials and Supplies -

5. Contractual Services

Subcontract/Contract - Per
Agreement -

The City of Green Bay will partner with local qualified experts to complete the work outlined in the proposal. This will allow the City to lead the project and donate staff time while also stimulating the local economy.

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Brennan or other qualified drilling contractor:

Supplemental geotechnical surveys (limited geotechnical surveys were completed in support of previous conceptual design efforts, but additional surveys may be needed for full design)

Subgrant - Per Agreement -

6. Other Direct Costs

Other Direct Costs -

7. Indirect Costs

Indirect Costs -



NFWF

EasyGrantsID: 80528

National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023, Full Proposal

Title: Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

Organization: City of Green Bay

Matching Contributions

Matching Contribution Amount:	\$50,000.00
Type:	Cash
Status:	Pledged
Source:	McDonald Companies
Source Type:	Non-Federal
Description:	Chip McDonald, President of McDonald Companies has committed funds towards completion of this design project

Matching Contribution Amount:	\$25,000.00
Type:	In-kind
Status:	Pledged
Source:	City of Green Bay
Source Type:	Non-Federal
Description:	City employees have offered in kind services including labor and equipment

Matching Contribution Amount:	\$7,500.00
Type:	In-kind
Status:	Pledged
Source:	GEI Consultants, Inc.
Source Type:	Non-Federal
Description:	Volunteering of time and equipment

Total Amount of Matching Contributions:	\$82,500.00
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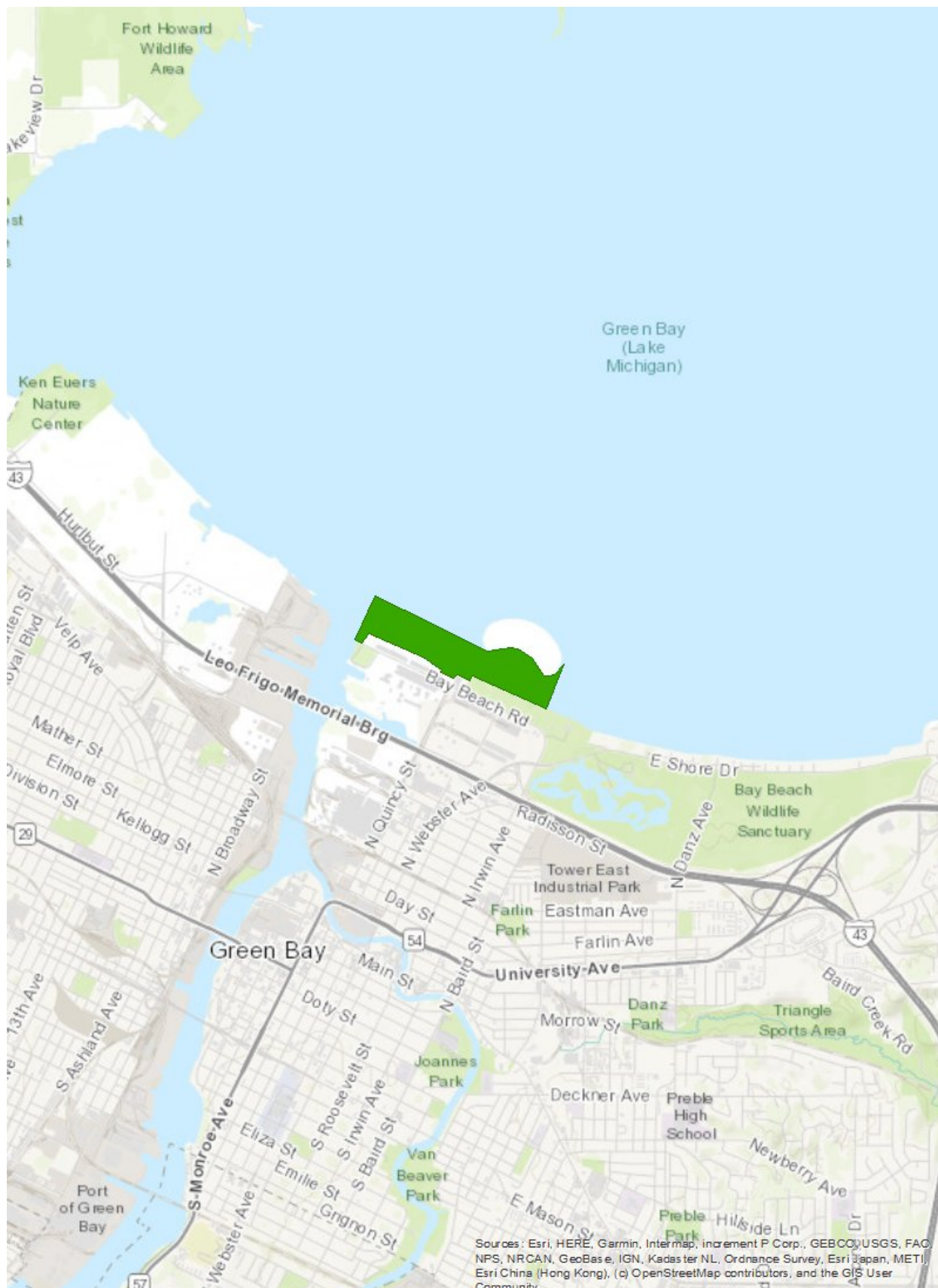
NFWF

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Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



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The following pages contain the uploaded documents, in the order shown below, as provided by the applicant:

Upload Type	File Name	Uploaded By	Uploaded Date
NCRF Full Proposal Narrative 2023	_FULL PROPOSAL_2023-ncrf-proposal-Mouth of Fox River Green Bay.pdf	O'Malley, Kelly	06/28/2023
Project Map	Green Bay NCRF Project Site Map.pdf	O'Malley, Kelly	06/28/2023
Letters of Support	LOS_McDonaldCompanies_ForGreenBay.pdf	O'Malley, Kelly	06/28/2023
Letters of Support	LOS_FoxWolfWatershedAlliance_ForGreenBay.pdf	O'Malley, Kelly	06/27/2023
Letters of Support	LOS_MayorOfGreenBay_ForGreenBay.pdf	O'Malley, Kelly	06/27/2023
Letters of Support	LOS_TheNatureConservancy_ForGreenBay.pdf	O'Malley, Kelly	06/27/2023
Photos - Jpeg	1 - Beach Restoration Area.jpeg	O'Malley, Kelly	06/26/2023
Photos - Jpeg	2 - Renard Island Causeway.jpeg	O'Malley, Kelly	06/26/2023
Photos - Jpeg	3 - Flood Damage Parking.jpeg	O'Malley, Kelly	06/28/2023
Statement of Litigation	Statement+of+Litigation City of Green Bay.doc	O'Malley, Kelly	06/26/2023
Board of Trustees, Directors, or equivalent	City of Green Bay Common Council.pdf	O'Malley, Kelly	06/27/2023
Applicant Controls Questionnaire (Pre 6.15.23)	2023 NCRF Control and Capabilities - signed.pdf	O'Malley, Kelly	06/28/2023

The following uploads do not have the same headers and footers as the previous sections of this document in order to preserve the integrity of the actual files uploaded.



Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay

PART I – PROJECT OVERVIEW

1. Project Context:

The goal of this coastal resiliency and planning project is to develop a unified 30-60% design that reflects the needs of and is supported by the community to reduce wave impacts; mitigate flooding; create habitat for fish, shore birds, and native plants; and improve public access to the shoreline. Coastal resiliency preparedness and mitigation are critical to protecting communities against natural disasters that are increasing in severity and frequency. Green Bay, Wisconsin is already experiencing the effects of storm surge waves and flooding. The City of Green Bay (the City) estimates that as much as a third of the city could experience flooding during a 100-year storm event with the convergence of water levels, wind direction, and other factors. This is a scenario that cannot be ignored. The Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay project will not only benefit the residents at risk of flooding, but also all who visit the City's waterfront, Bay Beach Amusement Park, Children's Museum, lighthouse, and Bay Beach Wildlife Sanctuary. Creating a nature-based mitigation response that addresses the environmental challenges in the heavily trafficked lower bay area provides visitors an educational opportunity to see a project utilizing innovative flood mitigation methods, while increasing recreational accessibility to the lakeshore.

Renard Island and the adjacent shoreline are one of the few publicly owned areas in Green Bay that could provide access to the shoreline. This area has the potential to become a great asset to the community, address climate change risks, and advance habitat conservation efforts in the Lower Green Bay-Fox River Area of Concern (AOC). Transforming Renard Island and the surrounding shoreline into vibrant wildlife habitat, with the potential to provide a communal public space for learning and gatherings, is a step towards aligning with the larger collective coastal resiliency initiatives in the Great Lakes region. That, coupled with a private adjacent landowner who is dedicated to making the area publicly accessible and protecting the natural environment, makes this a unique project located right at the entrance to Green Bay.

A separate, but complimentary project involving Renard Island, sponsored by the U.S. National Oceanic and Atmospheric Administration (NOAA) through its National Resource Damage Assessment (NRDA) process, is in the early planning stages. The NOAA Project is evaluating ways to improve ecological resources along the Bay of Green Bay's south end with the aim to construct offshore shoreline stabilization structures in the shallow waters east of the South Bay Marina. These structures will serve dual purposes of reducing wave energy, mitigating flooding, and providing habitat improvements. The potential for community cultural facilities development on Renard Island's adjacent lands would be enhanced by the mainland shorelines' planned habitat rehabilitation to mitigate erosion and sedimentation in the bay and provide valuable educational opportunities. Furthermore, the project area is part of the larger Bay of Green Bay (the world's largest freshwater estuary). Green Bay's watershed covers ~40,000 square kilometers, and the process to designate it as a National Estuarine Research Reserve (NERR) in partnership with NOAA and the University of Wisconsin Green Bay is underway. The resulting design will also supplement the Army Corps of Engineers dike located just to the east of the proposed project.

Surrounding landowners in the area have been pursuing various improvement projects and plans over the last several years, with community engagement and workshops providing valuable feedback to guide the decision-making process for the public lands. This project will engage and unify the various stakeholders through a larger, coordinated restoration project moving forward with shared goals and a united vision for the improvement of the lower Green Bay area surrounding the mouth of the Fox River.

2. Proposed Solution:

This project will focus on a hybrid approach of hard engineering and nature-based solutions (NBS) to achieve flood reductions, habitat improvements, and increase public awareness. Hard engineering will include gray-infrastructure elements (breakwaters, causeway culverts, pedestrian paths) as part of the project design to combat the very intense energy system of the Great Lakes/Bay of Green Bay. This infrastructure will be in place



to protect the NBS to be implemented in the beach habitat improvements, wetland creation between the shore and Renard Island, and perhaps most importantly to set the stage for future successful restoration projects, such as the creation of a natural area on Renard Island. NBS are a priority and their success in this high energy environment will be supported by the gray infrastructure.

While a lot of background data and concept design information has been completed at this site, a feasible design that collects all this information into one project has not been completed and this will be the focus of this work. This project will develop a preliminary engineering design plan based on site evaluation, wave analysis, survey activities, and other assessments as needed. The design process will include evaluating various options; considering neighboring properties and projects; coordinating with stakeholders; and building upon earlier planning activities. The deliverable will be a 30-60% design for landside shoreline protection and enhancement, causeway, and shoreline redevelopment. These plans will address wave action, flood mitigation, fishery habitats, improve water flow/movement between the island and landside, and potential island side measures to improve and expand habitat while allowing for waterfront public access, recreation, and community space.

A unique aspect of this project will be educating the community and implementing NBS to the greatest extent practical. There is limited access to undeveloped or green space around the Bay of Green Bay and this project will showcase how NBS can function when surrounded by a developed environment. The final design for the project will be driven by community needs, technical feasibility, and cost considerations, with consideration for rock reefs, islands, or other material placement in the bay to buffer surge, waves, and currents. In place of imported material, it may be possible to passively restore coastal wetlands and islands from the annual sediment deposited in the bay from the Fox River. The existing stone groins connected to the South Bay Marina breakwater will also be investigated for current performance in the context of coastal resiliency and if these need to be modified to better protect the community from future storm events. Along the shoreline, raising of the surrounding property will be investigated if hazards from storms, winds, waves, high-water, and surge cannot be mitigated offshore where there is potential for a “green-gray” hybrid approach of NBS and traditional engineered solutions. This approach would also apply to proposed modifications to the South Bay Marina breakwater that is frequently overtopped during high water levels. The proposed design will aid in minimizing overtopping of the breakwater that currently protects South Bay Marina (nearly 200 boat slips), existing infrastructure at the marine center and Green Bay Sail and Paddle, along with the adjacent Bay Beach Road and parking lot. The protection will extend southeast along the shore of Green Bay to mitigate the combination of coastal hazards that have caused historic flooding to these areas.

The existing causeway from the mainland in Green Bay out to Renard Island appears to impede the littoral transport of sediment. This has the short-term benefit of protecting the water quality in this area but hinders the natural process of sediments discharged by the Fox River to replenish the shoreline and minimize future erosion. Part of this project will evaluate if there are ways to improve the existing hydraulic and sediment connection under the causeway to provide improved aquatic habitat, replenish shoreline sediment, and protect from future coastal storm events.

3. **Project Category:** Site(s) Assessment and Preliminary Design

4. **Community Impact and Engagement:**

Key partners and community stakeholders have been engaged throughout multiple planning efforts such as the City’s master planning, Renard Island’s master planning, fisheries and shoreline habitat planning at a nearby marina, and other area projects. This led to the development of the Renard Island Strategic Master Plan, published in 2019. The previous master plan’s ideas included stakeholder perspectives but did not balance feasible/economical ideas with their requests. This project aims to conduct meaningful engagement that educates, sets expectations, and delivers implementable concepts.

Key partners include the City of Green Bay, McDonald Companies, GEI Consultants, New Water (utility), neighborhood businesses and property owners, Children’s Museum of Green Bay, Bay Beach Amusement Park and Wildlife Sanctuary, GB Sail & Paddle, UWGB, and Great Lakes Audubon. Additional stakeholders include area



residents, Wisconsin DNR, USACE, Fox-Wolf Watershed Alliance, university and college representatives, non-profit groups, and First Nations groups connected to the land. These stakeholders will have the opportunity to provide valuable input during the planning process through participation with the project team, meetings, and informational tours. Organizations such as Hands on Deck and Green Bay Sail and Paddle may also provide valuable in-kind informational and educational services.

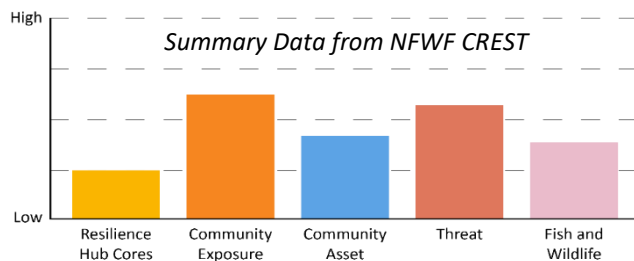
According to the EJ Screen socioeconomic indicators, the City's population is more racially diverse than either Brown County or the state as a whole and has a higher percentage of low-income households. The eastern portion of the Oneida Reservation is located within Brown County. EJ Screen climate change data indicates that the entire project area exists within a 100-year floodplain, has a 75% flood risk, and has a flood composite value of 5. The project addresses climate risk and improves resiliency for vulnerable populations.

Demographics		Immediate Project Area	Project Area and one-mile	City of Green Bay	Brown County	Wisconsin	USA
Approx. Population		3,293 ¹	13,873 ¹	106,095 ⁴	270,036 ⁴	5,892,539 ⁴	33,3287,557 ⁴
Area	Total Area (sq miles)	7.63 ¹	11.12 ¹	55.76 ¹	615.73	65,496 ³	3,796,742 ³
	% Land²	78%	84%	82%	86%	79% ³	93% ³
	% Water²	22%	16%	18%	14%	21% ³	7% ³
Race/Ethnicity*	People of Color¹	55%	54%	32%	20%	19%	40%
	Hispanic Population	41% ²	38% ²	16% ²	9% ²	7.6% ⁴	19% ⁴
Income	Poverty Rate⁴	N/A	N/A	15.4%	9.3%	10.8%	11.6%
	Low Income %¹	45%	50%	38%	26%	27%	30%
Annualized Unemployment Rate¹		9%	8%	4%	3%	4%	5%

Sources: EJScreen Report V2.11¹; ACS 2020 report from EJScr²; US Census Bureau³; US Census QuickFacts⁴

5. Anticipated Community Resilience and Fish and Wildlife Benefits:

According to the NFWF Coastal Resilience Evaluation and Siting Tool (CREST), the project site has moderate-high ratings for Community Exposure, Community Asset, Threat, and Fish and Wildlife. Understanding that higher ratings mean greater importance for each parameter within the tool, the project will provide both social and ecological benefits. This project proposes to benefit wildlife by creating plans for resilient ecological spaces and habitat. Features will be designed to create improvements to fishery habitat off South Bay Marina's shoreline, as well as restoration of their property beach. The community will have public access to this area along a proposed boardwalk that will be a continuation of the existing pathway ending at the Bay Beach Park



property boundary. This boardwalk will continue to a redesigned breakwater that includes fishing opportunities at public fishing piers. The redesigned breakwater is directly adjacent to the mouth of the Fox River, reducing the wave action and flooding risk.

Emergent marsh habitat is a priority habitat for the AOC and will be designed just south of Renard Island. Dominant native species include cattails, bulrushes, river bulrush, bur-reeds, arrowheads, true rushes, and

spikerush. Native plant diversity, including both emergent and submergent vegetation, creates a healthy ecosystem and important resources for fish and wildlife species, including spawning and nursery habitat for fish and anurans. The plants provide oxygen and filter the water by absorbing certain nutrients and preventing harmful algal blooms. Emergent wetlands also may have a positive effect on water clarity by reducing wind resuspension of sediments. Marsh birds, such as rails, Marsh Wren, Pied-billed Grebe, Least Bittern, Piping Plover (WI Endangered), and others use coastal marshes and beaches extensively for feeding and nesting. Additionally, this project will create an attraction on the waterfront, align with goals established in the most recent AOC Remedial Action Plan, and increase the value of Renard Island and neighboring properties.

6. Other:

The prior NRDA funded project is complete and included drafting alternatives through public input. The created



alternatives were largely not implementable due to engineering and geotechnical constraints. The regulatory agencies provided feedback that the alternatives/concepts were unlikely to be permitted or approved. This proposed project will produce alternatives through public engagement that are both economically feasible and permissible by setting expectations for the public while still conducting meaningful outreach. Feasibility of alternatives will be described to the stakeholders. This project will include a description of what features were not implementable so that work is not duplicated, repeated, and past results serve a purpose.

7. **Other Uploads:** Project Area Map Figure

8. **Other NFWF Applications:** None

PART II – SCOPE OF WORK

A. Methods and Activities:

The proposed project will build upon previously completed studies, input from the local community and project partners, and an evaluation of physical, biological, and anthropogenic conditions at the site to develop 30-60% level project designs. The designs will be suitable for project permitting and refined construction cost estimates. A great deal of work has been already completed toward development of the project designs, including significant community engagement that led to the development of the 2019 Renard Island Strategic Master Plan. The project designs will use NBS that restore fish and wildlife habitat while also providing critical functions of reducing erosion and flooding. To refine the project designs, the following activities are proposed.

Community Engagement (Estimated Budget: 6.5%)

Through our efforts, we seek to foster community engagement and pursue collaborative management that lead to measurable conservation benefits. Building upon previous stakeholder work, a high level of engagement throughout the design process will ensure the design reflects the values and meets the needs of the surrounding communities. This, in turn, will help to maximize benefits for the affected communities and increase the likelihood of community leaders advancing the project from 60% design to implementation. For this project, key partners, community members, and stakeholders include:

- Property owners or residents who would be potentially affected by this project.
- People who would benefit from increasing coastal resiliency in Green Bay.
- Experts, educators, or researchers in topics relevant to the project.
- Community leaders or members of vulnerable groups.
- Representatives from businesses, municipalities, agencies, counties, or non-profit organizations with interest in increasing coastal resiliency in Green Bay.

Multiple avenues for engaging community-level partners and residents to inform the design will be pursued. At the beginning of the grant project, key partners and community leaders will be invited to participate on the Project Team. Periodic meetings will be held to give the team updates and provide team members the opportunity to share feedback and direction. These meetings will also be used as opportunities to grow the knowledge and support of key stakeholders for resilience efforts. As the draft of the design nears completion, key stakeholders and the broader community will be invited to participate in a self-guided tour of the project area. The tour will include large prints posted along the existing trail at key focal points from Bay Beach to South Bay that compare the proposed design to existing. A volunteer or project staff member will be available at each stop along the tour to answer questions and highlight points of interest. Tour participants will be given a handout that describes the project background and purpose along with a questionnaire to collect feedback on the design. Invitations to the event will be mailed or emailed to key stakeholders. Local media and the broader community will be invited through press releases and social media and partner networks announcements.

Knowing that not everyone will be able to participate in person, an online option will be provided. This may include a story map paired with an online questionnaire. As the project progresses, one-on-one meetings with key stakeholders who substantially support or oppose the plans or representatives from vulnerable groups may



be conducted. This would provide an additional opportunity for those stakeholders to give direct input. Stakeholder input collected throughout the project will be used to inform design revisions.

Support and buy-in from community leaders, affected landowners, and other stakeholders are critical to the project's success. Results will be shared with the Project Team and through follow-up email communications. Participants will be able to sign-up to receive these project updates by email. This will provide an opportunity to let people know how their input was considered and reinforce the claim that the 60% design reflects the community's values and needs. Follow-up communication will also help maintain momentum from this planning and design phase into implementation.

Site Surveys (Estimated Budget: 33.0%)

In addition to community input, site designs will be largely driven by the physical, chemical, and ecological conditions at the site. Therefore, a critical early step in the project will be to evaluate these elements, which will in turn inform design. Specifically, site surveys and associated deliverables will include:

- Wetland delineation and vegetative assessments, including a Floristic Quality Assessment (FQA) and mapping of existing habitats.
- Assessments of wildlife at or near the site that may be impacted by or benefit from the project.
- Bathymetric, topographic, and utility surveys of the existing site and nearshore areas.
- Collect sediment samples to include in sediment transport modeling.
- Collect sediment samples for environmental sampling.
- Supplemental geotechnical surveys (limited geotechnical surveys were completed in support of previous conceptual design efforts, but additional surveys may be needed for full design).
- Drone flight of the entire project area to display current site conditions and use as a base map for design alternatives analysis.

Site Analysis (16.5%)

The project team will use the information gathered on site to assess the existing conditions that may affect project designs. The site analysis bridges the gap between site surveys and project design and is used to develop designs that are based on sound science and engineering practices and meet the project's functional, ecological, and societal needs. The following analyses are proposed to support design development (although it is possible the exact models and methods may be altered to meet specific project needs):

- Historic Lake Michigan water level data available from the United States Army Corps of Engineers (USACE) and National Oceanic and Atmospheric Administration (NOAA) will be used to assess high, low, and average levels. The water levels will be used to determine both wave heights and ecological communities that will function at both high and low water levels.
- Assess predicted increases in Lake Michigan water level data based on climate forecasting studies. This will enable the group to design with the future in mind and not just for repairs to the current site conditions.
- USACE's Automated Coastal Engineering System (ACES) will be used to assess design wave heights and wave runoff to determine that there are adequate protections for critical infrastructure and habitat.
- USACE's Coastal Design Manual will be used for calculations to develop shoreline protections as needed.
- XBeach 2-dimensional modeling will be used to evaluate sediment transport at the mouth of the Fox River, where flows and sediments will interact with the project site and assess wave propagation and long waves in the Bay of Green Bay.

Design Development (Estimated Budget: 44.0%)

Following the site analysis and preliminary community engagement, the project team will begin to evaluate the different design alternatives that could be implemented at the project site. Part of this exercise will include envisioning the project through an agreed upon set of design goals and objectives. This step is critical to engage the community, stakeholders, and other project team participants to confirm all voices are heard and as much information as possible is included to guide the design process. In addition to selecting goals and objectives, the

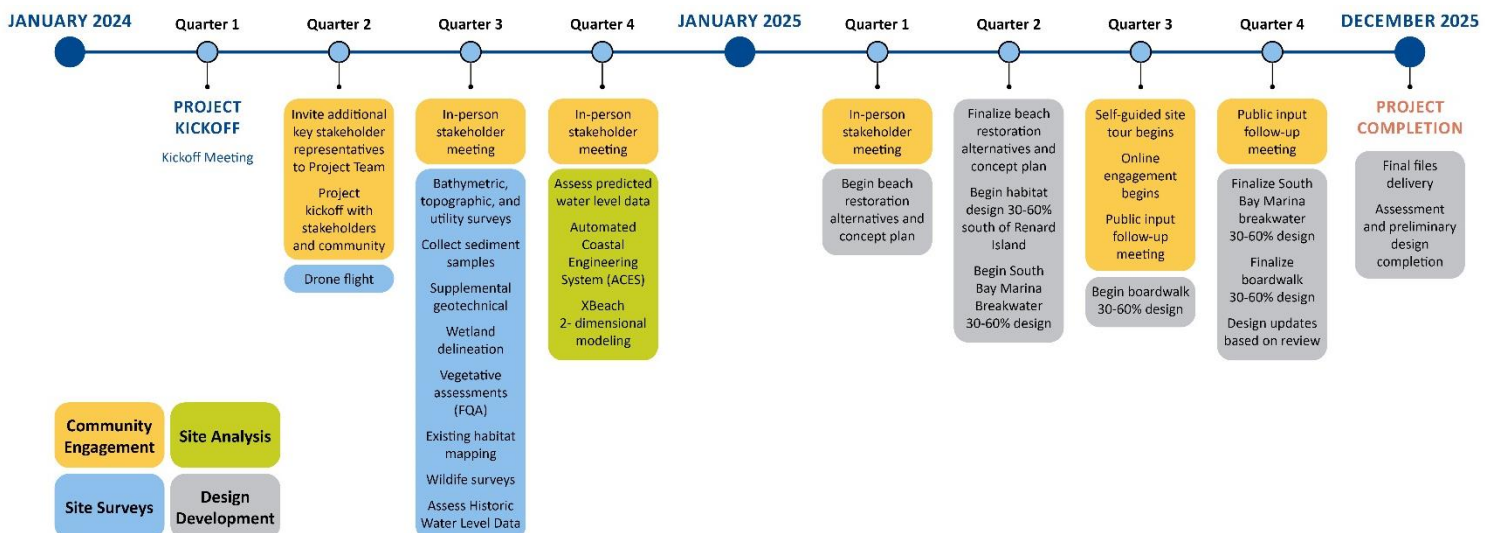
team will discuss the weight of each goal or objective as something that is required, would be preferred, or only to be included if possible. Following the completion of this exercise, a short memorandum will be drafted to document the decisions made to guide the design process.

Design alternates will be generated to meet the selected goals and objectives and will be pulled from existing planning documents for the mouth of the Fox River, South Bay Marina, Renard Island, or the Bay of Green Bay and its adjacent shoreline. It is likely that new design ideas will come from community partners and the project team. An estimated 3-5 designs will be evaluated, and each design alternate will be given equal consideration for meeting the goals and objectives, constructability, likelihood of being permitted, and estimated cost. For the options analysis phase, figures will be created to convey the general concept of each design, but extensive plan sets will not be created. Costs will be estimated to the best extent possible at this early phase using recent completed construction projects in the Green Bay area or projects of a similar nature.

To aid in evaluating alternatives and selecting a design, the project team will utilize the Multi-criteria Decision Analysis (MCDA) tool to objectively select the design that maximizes project goals. The MCDA tool involves using project goals and essential elements to create criteria in several categories, such as aquatic habitat restoration; NBS; coastal resiliency; wetland and floodplain impacts; property owner's future land management; public perception; construction feasibility; long-term management and maintenance; and estimated cost. Input from the project team will be used to refine each criterion and weight it by its relative importance. Then, each alternative is given a relative score based on how well it satisfies each criterion, and alternatives are given a final rank by comparing total scores. GEI's subject matter experts and staff from the City will be engaged in this phase of the project to provide input, provide order of magnitude cost estimates, and address constructability. From this alternatives analysis, the project team should be able to select one design that best meets the project goals and objectives.

The selected design will then be further developed into a 60%-level drawing that could be submitted for permit applications but may not include all of the construction details and specifications. A commensurate-level cost estimate will be included to better prepare the project team for the financial needs of the project. At the conclusion of the project, a basis of design report will be completed to document the community engagement, site surveys and analysis, design development, and list of remaining design, specification, and cost considerations for developing a full 100% design in future years.

B. Implementation Timeline and Milestones:





C. **Monitoring Project Impact:**

The project is within the LGBFR AOC. This project needs to align with the goals of the AOC to show unity and direction by the implementers of all significant restoration project planners and implementers in Green Bay. Goals of this project will follow those shown in the 2021 Remedial Action Plan ([click here](#)).

Capacity, Outreach, Incentives - Resilience - Outreach/ Education/ Technical Assistance – Number of people reached will be monitored through direct tallies during outreach events, both virtual and in person and **Volunteer participation – Number of volunteers** participating will be tracked through partnership with nearby universities (internship hours, volunteer hours, and by volunteer name). **Planning, Research, Monitoring - Resilience - Restoration planning/design/permitting - Number of Engineering and Design plans** developed will be documented by tracking each of the four plans created as part of the project. **Additional Metrics** – a baseline assessment of wetland types and acreage, feet of beach, beach habitat quality acreage, and floodplain acreage currently present will be conducted. This data will be collected for use in future phases of the project to determine how much area was enhanced or restored.

D. **Project Team & Partners:**

ORGANIZATIONS AND KEY STAFF

The City of Green Bay (City) is home to around 107,000 residents and is the flagship city and economic hub of northwestern Wisconsin. With over 70 parks and trails, including Bay Beach Park which is part of this project's geography, the City continues to develop areas for recreation to benefit the public. The City will be the lead for this project and be the one to administer and manage the project funding. The City will also pass on lessons learned from this project to other future project players and similar project teams. **McDonald Companies (McDonald)** has been a family business in northeastern Wisconsin since 1882, evolving their business to the changing economic needs of the area. With their headquarters located along the Bay of Green Bay, they've continuously developed opportunities for their tenants, employees, and communities. Highly interested in recreational opportunities in the Bay of Green Bay, McDonald has invited in the area with South Bay Marina which opened in 2002 and will be helping invest in the property for this project. McDonald will help engage local stakeholders and provide matching funding for this project. **GEI Consultants, Inc. (GEI)** was established in 1970 and is an employee-owned consulting engineering and environmental firm with 54 offices throughout North America, including Green Bay. Providing a wide range of engineering, ecological, environmental, water resources, and geotechnical consulting services, GEI has worked on thousands of projects throughout North America, integrating these core disciplines in project settings such as coastlines, rivers, bays, and lakes. GEI will be the design and investigation lead for all project components, along with aiding in stakeholder management. **Katie Unke Ehrenberg (GEI)** – Project Manager – Based in Green Bay, Katie has successfully managed and completed numerous large to small-scale projects for private landowners, industries, municipalities, state, and federal clients. She has brought several challenging urban projects past planning phases throughout Green Bay and within the LGBFR AOC. Katie will be the PM for this project, keeping coordination between all entities in motion to keep the schedule and costs aligned with what was set forth at the beginning.

Brian Majka (GEI) – Restoration Design – Having a diverse background in restoration ecology, including soft shoreline engineering and stream restoration, Brian brings over 20 years of experience, including working in other AOCs. He is also currently leading efforts to develop Natural and Nature-Based Features Decision Support Tools for both New York and Michigan's Great Lakes coastal zones. For this project, he will lead restoration design helping to develop NBS that are resilient and practical for the area.

Samuel Prentice, PE (GEI) – Water Resources Engineer – Sam has over 10 years of experience including hydraulic modeling of natural systems and design for habitat and wildlife restoration at a nearby AOC site with the Wisconsin DNR. His primary focus will be directing the site reconnaissance and data collection needs, reviewing previous plans and reports to summarize past design efforts, and working as part of the team to select a design to mitigate flooding and use NBS to restore the project area.



Russell Titmuss, PE (GEI) – Waterfront Engineering – For over 35 years, Russell has been supporting waterfront and coastal projects across the United States and abroad. His vast experience includes the planning design of piers and wharves, industrial and commercial waterfront facilities, small boat facilities, passenger ferry berthing facilities, bulkheads, and shore protection. For this project, Russell will be focused on waterfront structure design and planning, such as wave attenuation and other shoreline protection.

Korin Doering (GEI) – Stakeholder Engagement/Community Outreach – Korin was the Winnebago Waterways Program Director for the Fox-Wolf Watershed Alliance. She has managed multi-partner projects giving her the skills to compromise, balance, and manage competing stakeholder interests. She has an intimate understanding of the project area and the knowledge of the key players and will work on this project to help manage and engage various stakeholders and partners throughout Green Bay.

Joe Caryl, CCM (GEI) – Construction Review and Cost Estimating – Joe has over 20 years of experience leading and supporting design and construction teams on many projects around the Fox River, Green Bay, and throughout North America including soil/groundwater remediation, civil infrastructure, and restoration. These projects involved design support, constructability reviews, cost estimating, procurement support, and project implementation. He currently consults and reviews cost estimates on construction and remediation projects.

Chip McDonald (McDonald) – Local Stakeholder/Community Outreach – Chip has actively been engaged in the greater Green Bay community, providing support, as part of the McDonald Companies, to Hands On Deck, a nonprofit focused on empowering people through learning science and art of building wooden boats. Given Chip's connections to the community, he will be vital towards stakeholder and community outreach and making sure all opinions are considered in the project; he has also committed using his property for outreach.

Kelly O'Malley (City of Green Bay) – As a stormwater engineering technician for the City, Kelly understands the value of keeping the community clean and the importance of working with NBS. In previous positions, she has also implemented sustainability measures and programs, and her mindset toward this concept will continue for this project. Kelly will be the main point of contact for the City for the administration and application of this grant funding.

E. Other (Optional):

This project will create an opportunity to advance many of the coastal resilience and mitigation goals that this funding looks to push forward including the following evaluation criteria: **Coastal resilience:** Protecting important community assets through NBS and new waterfront protection will ensure that vital industries and attractions nearby can stay where they are with less threat from impeding rising lake levels and more intense coastal storms. **Education:** Through this project, visitors to the area will get a better understanding of what coastal resilience looks like. We will be able to teach and generate ideas from visitors. **Tourism:** The new boardwalk and additional waterfront features will attract more visitors to the already popular Bay Beach Park area. But by making further modifications to the area, the project will connect South Bay Marina to the park attracting more visitors to engage in boating in the area and generating additional revenue for the City. **Nature-based solutions (NBS):** Careful consideration will be given to what will work well with the delicate ecosystems the project will look to amplify and restore. NBS that can coexist with the needs of the delicate flora and fauna and human populations will be prioritized. **Public access:** The new fishing pier and beach restoration with public access will allow all residents and visitors with great opportunities to utilize the water, while not impeding upon the fragile ecosystems. **Ecological restoration:** The project will look to rejuvenate threatened and endangered species and their corresponding habitats. Additional fish species restoration will lead to increased aqua-tourism and fishing opportunities for visitors.

F. Uploads & Descriptions:

File Name	Credit	Description
1 - Beach Restoration Area	Katie Unke – GEI	Beach restoration area north of the Renard Island Causeway.
2 - Renard Island Causeway	Katie Unke – GEI	Project area visible to the north and south of causeway
3 - Flood Damage - Parking	Katie Unke – GEI	Area south of proposed beach restoration area post storm event.

06/28/2023



National Coastal Resilience Fund Review Committee
1133 Fifteenth St. N.W., Suite 1000
Washington, DC 20005

To Whom it May Concern:

I am providing this letter in support of The City of Green Bay's application for the National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023 Grant. With the support of this grant, The City of Green Bay will develop a preliminary engineering design plan to address wave action, flood mitigation, shoreline protection and redevelopment, and expand habitat while allowing for waterfront public access and recreation at the mouth of the Fox River. This project will act as a step towards aligning with the larger collective coastal resiliency initiatives in the Great Lakes region.

Green Bay, Wisconsin has already begun to feel the effects of storm surge waves and flooding. The City of Green Bay estimates that a sizable portion of the city could be underwater resulting from a storm event. The Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay project will not only benefit the residents and business in this area that are at risk of flooding, but also visitors of Bay Beach Park and Wildlife Refuge.

This project is located in a heavily trafficked area and highly visible area of the lower bay. This unique combination provides an excellent opportunity to offer educational opportunities for the public demonstrating innovative flood mitigation response methods employing nature-based solutions.

We support this project that will transform the mouth of the Fox River and the surrounding shoreline into a vibrant wildlife habitat with the potential to be learning opportunities. Thank you for your consideration.

Sincerely,

Chester P. McDonald

Chester P. McDonald

FWWA
PO Box 1861
Appleton, Wisconsin 54912



Website: www.fwwa.org
Phone: 920.858.3982
Email: fwoffice@fwwa.org

June 27, 2023

City of Green Bay
Attn: Kelly O'Malley
100 N Jefferson St
Green Bay, WI 54301

Subject: Coastal Resiliency and Planning; Improvements for the Community and Environment at the Mouth of the Fox River – Green Bay

Dear Ms. O'Malley,

On behalf of Fox-Wolf Watershed Alliance, I am writing in support of the City of Green Bay's application to the National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023. The proposed work is consistent with the priorities identified by stakeholders across the Lower Fox Basin to mitigate flooding, improve and enhance habitat, and provide public access to the Green Bay waterfront. Fox-Wolf recognizes the importance of this work and supports the City of Green Bay's ongoing efforts toward continued watershed restoration, coastal resiliency, and community engagement.

Fox-Wolf has a long history of working closely with partners across the Lower Fox River watershed and commits continued support to efforts to achieve common goals. We will support the City of Green Bay's work by participating in the project advisory team as well as by continuing our work providing regional coordination of stakeholders across the watershed to address nutrient pollution reduction and through targeted outreach and communications to agricultural producers, conservation partners, elected officials, and the community.

Sincerely,

A handwritten signature in cursive script that reads "Katie Woodrow".

Katie Woodrow
Lower Fox River Watershed Program Director
Fox-Wolf Watershed Alliance
katie@fwwa.org | 920.915.5767



Mayor's Office
100 North Jefferson Street • Room 200
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Phone 920.448.3005
Fax 920.448.3081

June 27, 2023

National Coastal Resilience Fund Review Committee
1133 Fifteenth St. N.W., Suite 1000
Washington, DC 20005

To Whom it May Concern,

The City of Green Bay Public Works Department is applying for a National Fish and Wildlife Foundation, National Coastal Resilience Fund grant (ID # 80528) to support a coastal resiliency and planning project where the mouth of the Fox River meets the Bay of Green Bay. I am writing to convey my fervent support for this project as it will unite the individual efforts of the city, area stakeholders, and private landowners to enhance coastal resiliency, increase shoreline protection, improve wildlife habitat, and provide more public access to the water's edge for the benefit of our entire community.

In recent years, Green Bay has suffered some significant flooding events which has spurred the city to pursue resiliency efforts to help reduce or mitigate these incidents. Among these initiatives are the design and installation of green stormwater infrastructure and the development of administrative code that supports these efforts. This proposed coastal resiliency and planning project aligns with the City's commitment to improve flood resiliency and public accessibility to our waterways.

The City of Green Bay has pledged to support the project with a contribution of \$25,000 of in-kind services in partnership with the adjacent coastal landowner, McDonald Companies, who have also provided a contribution of \$50,000. I hope that the National Fish and Wildlife Foundation will recognize the value of the project and support the City of Green Bay and McDonald Companies by approving the grant application. Thank you for your time and consideration.

Sincerely,

Eric Genrich
Mayor of Green Bay



The Nature Conservancy
342 Louisiana St.
Sturgeon Bay, WI 54235

06/27/2023

National Coastal Resilience Fund Review Committee
1133 Fifteenth St. N.W., Suite 1000
Washington, DC 20005

To Whom it May Concern:

On behalf of The Nature Conservancy, I am providing this letter in support of The City of Green Bay's application for the National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023 Grant. With the support of this grant, The City of Green Bay will develop a preliminary engineering design plan to address wave action, flood mitigation, shoreline protection and redevelopment, and expand habitat while allowing for waterfront public access and recreation at the mouth of the Fox River.

Green Bay, Wisconsin is already experiencing the effects of storm surge waves and flooding. The City of Green Bay estimates that as much of a third of the city could experience flooding with a convergence of water levels, wind direction, and a storm event. The Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay project will not only benefit the residents at risk of flooding, but also all who visit this area.

This highly visible project utilizes innovative flood mitigation response methods by employing nature-based solutions to address the environmental challenges to the lower bay in a heavily trafficked area. We support this project that will transform areas near Renard Island and the surrounding shoreline into a vibrant wildlife habitat with the potential to provide a communal public space for community gatherings and learning opportunities. This will act as a step towards aligning with the larger collective coastal resiliency initiatives in the Great Lakes region.

Sincerely,

Kayla Wandsnider
East River Community Resilience Coordinator









NFWF

Statement of Litigation

Instructions: Save this document on your computer and complete. The final narrative should not exceed two (2) pages; do not delete the text provided below. Once complete, upload this document into the on-line application as instructed.

Litigation: In the space provided below, state any litigation (including bankruptcies) involving your organization and either a federal, state, or local government agency as parties. This includes anticipated litigation, pending litigation, or litigation completed within the past twelve months. Federal, state, and local government applicants are not required to complete this section. If your organization is not involved in any litigation, please state below.

Answer: The applicant is the City of Green Bay, a local government. Therefore, this document is not applicable.

City of Green Bay Common Council

Mayor Eric Genrich



Alderpersons



Jennifer Grant
District 1



Jim Hutchinson
District 2



William Morgan
District 3



William Galvin
District 4



Craig Stevens
District 5



Steven Campbell
District 6



Randy Scannell
District 7



Chris Wery
District 8



Brian Johnson
District 9



Mark Steuer
District 10



Melinda Eck
District 11



Jesse Brunette
District 12

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



INSTRUCTIONS: The Applicant Controls Questionnaire (Questionnaire) is required with the submission of a NFWF full proposal. An authorized representative with adequate knowledge of your organization's capability, competence, resources, policies, and procedures should complete and sign the Questionnaire and submit it along with your organization's most recent Single Audit Report (if applicable). Please do not include copies of policies and procedures unless requested.

NFWF utilizes this Questionnaire to perform a risk assessment and determine an organization's eligibility and capacity to manage a NFWF award. Negative responses do not mean an organization is not eligible for an award. Depending on the type of award and the responses herein, NFWF may require additional documentation and/or reporting requirements to raise an organization's capacity and mitigate any potential compliance, audit, financial, or programmatic risks.

ORGANIZATION LEGAL NAME: City of Green Bay
ORGANIZATION EIN: 39-6005458

Audits and U.S. Federal Funding Experience: the following information provides insight into your organization's experience and performance in administering past awards.

1. Does your organization have a current Single Audit report (within the last two years) on file with the Federal Audit Clearinghouse?

☒ Yes
☐ No

2. If you responded "Yes" above, does your organization's most recent Single Audit report include any audit findings, material weaknesses, and/or significant deficiencies? If yes, please describe whether your organization has implemented the recommended corrective actions to address the findings. If you responded "No" above, select "N/A".

☒ Yes
☐ No
☐ N/A

See corrective actions specified in the audit report.

3. Has your organization been suspended or debarred from any government contracting process? If yes, please explain if the suspension and debarment is still in effect.

☐ Yes
☒ No

Enter response here.

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



4. Has your organization managed a federal award before? If yes, provide a summary of your most recent awards, including period of performance, awarding agency or pass-through entity, federal program, and size of award.

☐ Yes

☐ No

A list of recent federally awarded funds received by the City are included in the Annual Financial Reports and the Single Audit Report (attached).

1. American Rescue Plan Act of 2021 (ARPA) Recovery Funding, awarded in 2021 to be spent by 2026, \$23,695,516 award size.
2. US EPA
 - a. Brownfields Revolving Loan Fund grant, 2020, \$800,000
 - b. Grant for Brownfield environmental site assessments, 2019, \$300,000
 - c. Brownfield Cleanup Grant – Shipyard Redevelopment, 2019, \$500,000
 - d. Great Lakes Restoration Initiative grant for green Infrastructure and stormwater management, Shipyard Redevelopment, 2022, \$565,300
 - e. Natural Resources Damage Assessment and Restoration grant, Shipyard Redevelopment, 2022, \$304,500
 - f. Great Lakes Restoration Initiative grant, Tank Farm Marsh Habitat Restoration, 2021, \$116,155
 - g. Natural Resources Damage Assessment and Restoration grant, Tank Farm Marsh Habitat Restoration, 2021, \$33,750
3. National Park Service – (In-progress – expect to receive final paperwork in next few weeks), Shipyard Redevelopment Phase 2, 2023, \$5,000,000

Note: More grant information can be found in the attached audit documents.

5. In the past three (3) years has your organization, or any unit or office thereof, been audited by an external donor/funder or agent thereof? If yes, please list all such audits and attach copies of final audit reports.

☐ Yes

☐ No

Third party financial audits are performed, no audits are performed by external donor/funders. The 2022 audit documents won't be ready until July but can be provided when complete if needed.

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



Billing and Accounts Tracking Capacities: the following questions help NFWF understand your accounting practices to ensure both NFWF and your organization are able to comply with all funding source requirements.

6. Does your organization have a written accounting manual or written policies and procedures that outline the treatment and safeguarding of assets, methods of cost allocation, if applicable, document retention, cost allowability, etc.? If no, please explain.

☒ Yes
☐ No

Enter response here.

7. Does your accounting system (or other management system) allow organizational expenses to be tracked: (a) to a specific project on which your organization is working and, (b) to specific cost-type categories (e.g., personnel, supplies, travel, indirect, etc.)? If no, please describe the limits of expense tracking at your organization.

☒ Yes
☐ No

Enter response here.

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



8. Is your organization able to perform projects on a cost-reimbursable basis? If no, please note that advance payments are considered on a case-by-case basis and are dependent upon your organization's ability to minimize the time elapsing between the receipt and disbursement of funds.

☐ Yes

☐ No

Enter response here.

9. If your organization is funded by more than one funder, does the organization have procedures to prevent commingling of funds and to ensure costs are allocated fairly and consistently across the various funders? If no, please explain.

☐ Yes

☐ No

Enter response here.

10. Does your organization have a fraud prevention policy that enables the organization to detect, investigate, and report any fraudulent activity immediately? If no, please explain.

☐ Yes

☐ No

Enter response here.

11. Does your organization have a timekeeping system or documented process that allows staff time (including key personnel) to be tracked to specific funding sources supporting the project? If no, please explain.

☐ Yes

☐ No

Enter response here.

Organizational Policies and Procedures: the following questions help NFWF understand additional organizational practices to ensure compliance with varying funding source requirements.

12. Does your organization maintain formal evidence of employment with its employees, and conduct background checks for each employee before they are hired? If no, please explain.

☐ Yes

☐ No

Enter response here.

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



13. Does your organization maintain basic property and casualty insurance? If no, please explain.

☐ Yes

☐ No

Enter response here.

14. Does your organization maintain a written policy on conflict-of-interest? If yes, would your organization's policy on conflict of interest operate to notify NFWF if your organization finds that it is unable to satisfactorily manage a conflict of interest pertinent to a NFWF-funded project? If no, please explain why you do not feel a conflict-of-interest policy is necessary for your organization or the administration of this project.

☐ Yes

☐ No

Enter response here.

15. Does your organization have a non-discrimination policy, and report and act on any instances of potential discriminatory action on the basis of race, color, religion (creed), gender/sex, gender expression/gender identity, age, national origin, disability, marital status, sexual orientation, or military status, etc.? If no, please explain.

☐ Yes

☐ No

Enter response here.

Questions Specific to Budget Line Items in Your Proposal

16. Does your organization use documented procurement procedures for the acquisition of property or services that ensure full and open competition? If no, please explain. Select "N/A" if your project(s) does not involve the acquisition of property or contractual services.

☐ Yes

☐ No

☐ N/A

Enter response here.

APPLICANT CONTROLS AND CAPABILITIES QUESTIONNAIRE



17. Does your organization have a process for determining the appropriate contract vehicle (grant agreement vs. contract for goods/services) and has an appropriate legal/contracting officer confirmed that your organization has the ability to implement the contractual arrangements as envisioned? Select "N/A" if your project(s) does not involve subawards or contractual services.

☒ Yes
☐ No
☐ N/A

Enter response here.

18. Does your organization maintain written policies for property management that include regular inventory audits/verifications? Select "N/A" if your project(s) does not involve equipment or real property.

☐ Yes
☐ No
☒ N/A

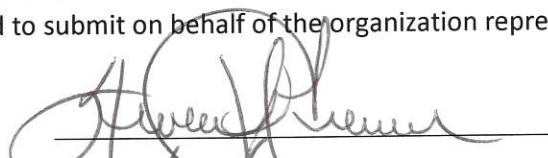
Enter response here.

I certify to the best of my knowledge and belief that the above information is true, complete, and accurate and that I am authorized to submit on behalf of the organization represented above.

SIGNATURE

Date

NAME AND TITLE


06/28/23
STEVEN M. GRENIER, P.E.
DIRECTOR OF PUBLIC WORKS

Kelly O'Malley

From: easygrants@nfwf.org
Sent: Wednesday, November 29, 2023 2:34 PM
To: Kelly O'Malley
Cc: Caleb.Hall-Arnett@NFWF.ORG; Arielle.Mion@NFWF.ORG; Christine.Latil@NFWF.ORG; Mirjam.Kuzee@NFWF.ORG
Subject: National Fish & Wildlife Foundation Conditional Award Notification - Project #80528

Dear Kelly O'Malley:

We are pleased to advise you that the Board of Directors of the National Fish and Wildlife Foundation has approved \$741,187.50 for the Coastal Resiliency and Planning; Improvements for the Community and Environment at the mouth of the Fox River – Green Bay project, pending successful completion of our programmatic and fiscal review process. This award is provided on the condition that these funds will be matched by \$82,500.00 in matching contributions raised by City of Green Bay. Project activities initiated or costs incurred prior to the execution of a Grant Agreement are done at the applicant's own risk.

Caleb Hall-Arnett will be your point of contact for the programmatic and fiscal review process. The Board and staff of the National Fish and Wildlife Foundation wish you the best of luck with your project.

Sincerely,

The National Fish and Wildlife Foundation



Report to the
**Improvement and Service Committee
of the City of Green Bay**

MEETING DATE

December 13, 2023

PREPARED BY

AGENDA ITEM # E.3

Consideration with possible action on the review and award of contract PARKS 11-23 MURPHY PARK PICKLEBALL COURTS to Vinton Construction Company in the amount of \$117,183.20.

BACKGROUND

The work considered under this construction contract is part of the Park, Recreation, and Forestry Department's 2023 Capital Improvement Program, previously approved by the Common Council.

RECOMMENDATION

To award the contract

FISCAL IMPACT

The funding for this project is provided for under the Park, Recreation, and Forestry Capital account.

ATTACHMENTS

1. QUESTCDN_Project Bid Results PARKS 11-23 MURPHY PARK PICKLEBALL COURTS
2. 11-23 Murphy Park Pickleball Courts

PARKS 11-23 MURPHY PARK PICKLEBALL COURTS

Quest Number: 8811195

Closing Date: Tue, 11/28/2023 02:00 PM CST

Posting Type: Construction Project

Owner Name:	Green Bay WI, City of
Owner Contact:	Steven Grenier, P.E.
Owner Phone:	920-448-3100
Solicitor Name:	Green Bay WI, City of
Contact:	Dylan Ferron
Email:	dylan.ferron@greenbaywi.gov
Phone:	920-448-3096
Award Date:	
Comments:	
Award Status:	Pending
Letting Bid Tabulation:	View on vBid

Company	Contact	Phone	E-mail	Amount	Awarded	Comment
Vinton Construction Company	Estimating at Vinton Construction	920-682-0375	quotes@vintonwis.com	\$ 117,183.20		



Parks, Recreation & Forestry Department
100 North Jefferson Street - Room 510
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Phone 920.448.3365
Fax 920.448.3393

12/04/23

To: Steven Grenier, P.E.

From: Kaurie Mihm

Re: 11-23 Murphy Park Pickleball Courts

CC: Dan Ditscheit, PLA
James Brunette, P.E.

The Parks, Recreation and Forestry Department supports awarding Parks 11-23 Murphy Park Pickleball courts to the sole responsive and responsible Bidder, Vinton Construction Company, for the Base Bid amount of \$117,183.20.

Kaurie Mihm, PLA



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

December 13, 2023

PREPARED BY**AGENDA ITEM # E.4**

Consideration with possible action on request by Department of Public Works to complete a feasibility study regarding creation of a transportation utility to replace the local vehicle registration fee (wheel tax).

BACKGROUND

A transportation utility is an approach to fund transportation related costs for a municipality using a parallel methodology to a storm water or water utility. In short, costs to operate a transportation network are billed back to transportation system users on a combination of base fee and user fee. Certain costs, equitably realized by all users, are calculated on an equity basis, while other costs where benefits are tied to a “more use, more benefit” basis are calculated on a per-trip cost. Much like the storm sewer or water bill, costs based on the sum of the base fee and user fee are calculated and billed back to property owners. While local vehicle user fees only charge for vehicles under 8,000 pounds gross weight, and taxes only apply to non-tax-exempt properties, a user fee applies to every property in the City, avoiding one type of user subsidizing another.

RECOMMENDATION

Staff recommends approving the request and authorizing the Director to execute a contract with rA Smith to complete the study.

FISCAL IMPACT

Finance Department has set aside ARPA interest funds to complete the study. This will have no impact on bonding nor on levy-supported budgets.

ATTACHMENTS

- I. raSmith Green Bay TU Discussion 231213 Updated

Transportation Utility Overview and Discussion

City of Green Bay
Information and Services Committee



December 13, 2023



1

What's up with local street funding?

- Funds for street maintenance and reconstruction are not sufficient to meet aging infrastructure needs
 - Roadway service life varies with pavement type and design, underlying soil conditions and traffic impacts
 - A truly sustainable maintenance and reconstruction program would replace streets at the end of their typical service life
- Local street program funds come from three primary sources:
 - General Transportation Aids
 - State shared revenue
 - General revenues (property taxes)
- And often, from:
 - Special assessments
 - Increased borrowing/ long-term debt
 - Vehicle registration fees (wheel tax)

...and Transportation Utilities

2

2

What is a transportation utility?

- A "Utility" serves a community with goods or services that are considered essential.
 - A "Transportation Utility" provides and supports the infrastructure that is essential for safe movement of people and goods throughout the community.

Other municipal utilities provide water treatment and distribution, wastewater collection and treatment, power generation and distribution, and stormwater management.

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How are utilities funded?

Residents and businesses pay user charges based on their proportionate use, or consumption, of the goods or services provided.

- Utility revenues are used to fund some, or all operations and capital costs required to support the utility infrastructure.

Transportation utility user charges are generally based on estimated trips generated per property, or account, as a measure of proportionate system usage.

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Do Wisconsin communities have legal authority to create a transportation utility?

- Creation of a Transportation Utility is based on Home Rule Authority, whereby municipalities have the authority to act:
 - For the good order of the Village
 - For a municipality's commercial benefit
 - For the health, safety and welfare of the municipality
 - And with the ability to carry out its power by appropriation, or by other necessary and convenient means
- Wisconsin Statute does not specifically authorize or prohibit establishment of Transportation Utilities in Wisconsin. Existing statute does authorize creation of public utilities.

Home Rule Authority is the means by which stormwater utilities were initially created in Wisconsin.

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WMC vs. Village of Pewaukee

In April 2022, Wisconsin Manufacturers and Commerce sued the Village of Pewaukee contending that their transportation utility fee (TUF) was unlawful and invalid.

Specifically:

- WMC claimed the TUF is a tax that violates Wisconsin law because of its lack of statutory authorization and uniformity.
- WMC also claimed that the TUF violates Wisconsin law because the Village lacks statutory authority to create a transportation public utility and doing so is preempted by state law.

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WMC vs. Village of Pewaukee



The Waukesha County Circuit Court determined it needed to address three questions:



1. Does the Village have authority to create a transportation utility?
2. Is the TUF preempted by state law?
3. Is the TUF a fee or an illegal tax?

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Q1: Court Decision on the authority to create a utility:

The Village **is empowered to create** a transportation utility.

- Article XI, §3 of the Wisconsin constitution **grants municipalities home rule authority**.
- Wis. Stat. §61.34 grants broad **authority to manage and control village property**, including specifically, highways and streets.
- Wis. Stat. §66.0621(5) expressly grants municipalities broad authority to **create and operate public utilities**, and (1)(b)-(c) to **collect revenue to fund public utilities**.

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Q2: Court Decision on whether the utility is pre-empted by State law:

- The TUF is not preempted by state law.
- Municipalities may enact ordinances if they do not conflict with state legislation.
- There is no statutory prohibition against creating a transportation utility.
- The TUF does not impede the "free use" of highways.
- Specific statutes confer authority to the Village to enact the TUF.

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Q3: Court Decision on whether the TUF is a fee or an illegal tax:

The TUF **is a fee** and **not a tax** because the primary purpose of the TUF is to charge for transportation services.

- The **function of the TUF, how it collects** funds and **what it uses the funds** for confirm that the primary purpose of the TUF is to cover the expenses of providing a service.
- Per Wis. Stat. §66.067(2), a city, **village or town may impose a special charge** against real property for services rendered by allocating all or part of the cost of the service to the property served.
- TUF's methodology determines what developed properties must pay **based on their use** in conjunction with the anticipated expenses associated with the services provided.

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Court's Conclusion on Fee vs. Tax:

"A municipality may levy a charge if the money generated by the charge is used to ⁽¹⁾fund a service provided by the municipality. Because the Village may ⁽²⁾only use the funds generated by the TUF for road maintenance and ⁽³⁾the charges are reasonably related to the road use and the costs of road maintenance, the Court concludes that the TUF is a fee and not a tax."

Three Key TU Points!

1. **Funds a service provided by the municipality**
2. **Use funds only for road maintenance**
3. **Charges are reasonably related to road use and cost of road maintenance**

12

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Waukesha County Circuit Court Decision

Decision and Order Filed March 9, 2023:

"For the foregoing reasons, IT IS ORDERED that WMC's motion for summary judgment is **DENIED** and the Village's cross-motion for summary judgment is **GRANTED**. The Village is to prepare and file an Order for Judgment granting it judgment **dismissing the case and all claims raised in it with prejudice and with statutory costs.**"



Case 2022CV000515 Document 55

13

13

Waukesha County Circuit Court Decision

Decision and Order Filed March 9, 2023:

"For the foregoing reasons, IT IS ORDERED that WMC's motion for summary judgment is **DENIED** and the Village's cross-motion for summary judgment is **GRANTED**. The Village is to prepare and file an Order for Judgment granting it judgment **dismissing the case and all claims raised in it with prejudice and with statutory costs.**"



Case 2022CV000515 Document 55

**On 4/21/2023, WMC filed an appeal on the Pewaukee ruling.
An appellate court ruling is pending.**

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The WI League of Municipalities suggests communities should:

- Place fees collected in a separate fund to be used only for transportation infrastructure purposes
- Collect fees in same manner as other utility charges
- Ensure formula for calculating fees is as accurate as possible
- Treat tax-exempt properties the same as taxed properties in applying any credit policy
- To the extent possible, have a process to allow properties that demonstrate reduced use of street system to qualify for a lower charge

***Per a League of Wisconsin Municipalities June 2020 memo on Transportation Utilities.**

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What key factors are established for setting any type of user charge rates?

User charges should be:

- Cost-based, equitable and set to meet the revenue requirements of the utility
- Allocated among customers in relationship to use and benefit
- Easy to understand and administer
- Stable, in the ability to provide adequate revenues and in the customer's perception of the rates from year to year

Regardless of the type of utility.

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Developing and Implementing a TUF

TRANSPORTATION UTILITY CHARGE

Single-Family Home: \$1.59/mo.

Multi-unit Housing: \$1.32/mo./unit

Commercial, Industrial, Institutional: \$0.75-\$1.26/mo./unit

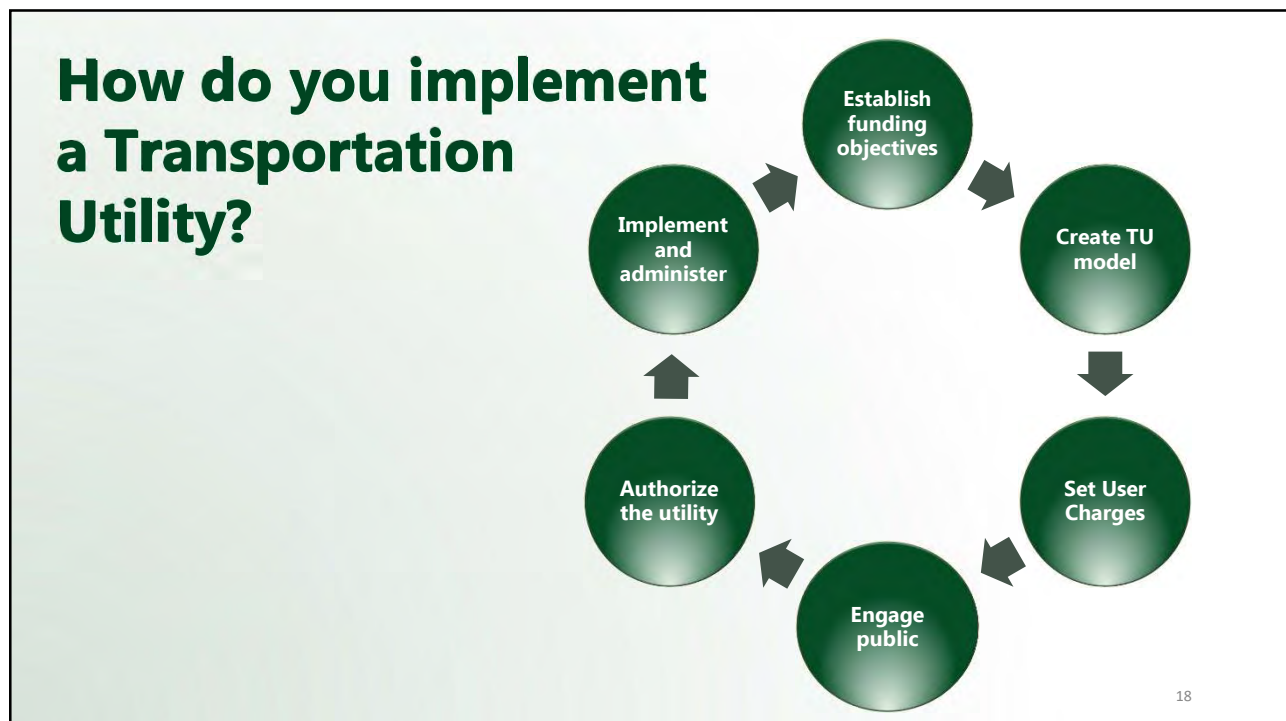
The City of Wisconsin Rapids' Common Council recently approved a transportation utility to fund \$500,000 of operating and maintenance expenses for streets and sidewalks, and eliminate special assessments. The transportation utility replaces revenues from special assessments at \$350,000 and increases road surfacing efforts by \$150,000.

Beginning in July, billing will commence for the vehicle usage of the roadways. Use of the roads is determined by number of trips originating or terminating at each property on an average weekday. The trips associated with each property type is determined by data published by the Institute of Transportation Engineers.

Please visit the City's Transportation Utility website at www.wisconsinrapids.org/transportation-utility for more info.

For other questions and details please contact the City Engineer at 715-421-8251 or pe@wisconsinrapids.org.

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How is a utility rate calculated?

- Set a target budget as required to cover transportation utility costs
 - Replace assessments
 - Reduce borrowing
 - Fill funding gaps
- Assign trips to each property based on its land use and size, or scale
- Summarize the total assigned trips for the entire community
- Divide the target budget amount by the total number of trips, or billable units, to determine a rate
- Apply the resulting rate to each property based on its total trips

The amount each property pays is based on both how it is used and the size, or scale of its use, to calculate total trips.

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How does this relate to individual properties?

- User charge is based on each property's use of transportation infrastructure that...
 - Recognizes its benefit of access, and,
 - The impact of each trip on road condition and longevity
- The user charge is applied in the same manner to all properties, regardless of property use, ownership or tax status

Properties that generate more trips pay more than those that generate fewer trips.

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How are trips assigned to an individual property?

- Identify a dominant land use
- Use Institute of Transportation Engineers (ITE) trip generation statistics to identify a relevant rate of trips generated per Unit
- Determine total Units to define the scale, or size, of the land use (e.g. number of dwelling units in an apartment complex, size of a structure, school enrollment, etc.)
- Multiply the rate of trips per Unit times the total units to calculate total trips
- Apply appropriate adjustments for factors such as seasonal use to determine Assigned Trips

A "trip" occurs every time a vehicle enters or leaves a property.

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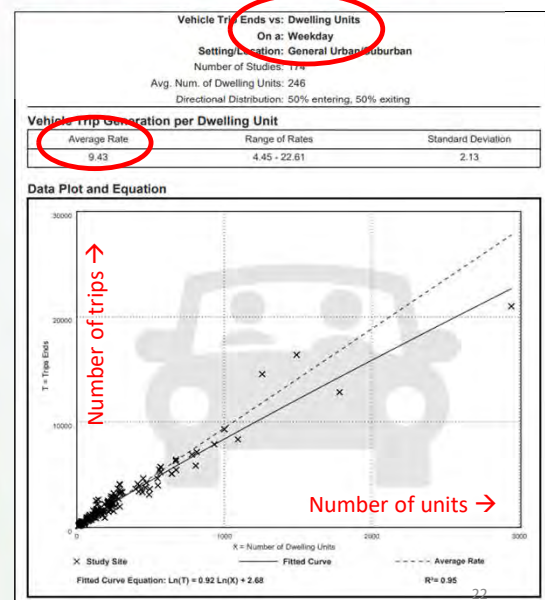
21

ITE Trip Generation Statistics Example

Land Use: 210 – Single-Family Detached Housing

Description: Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Similar trip generation statistics are available for over 200 land uses and are continually updated.



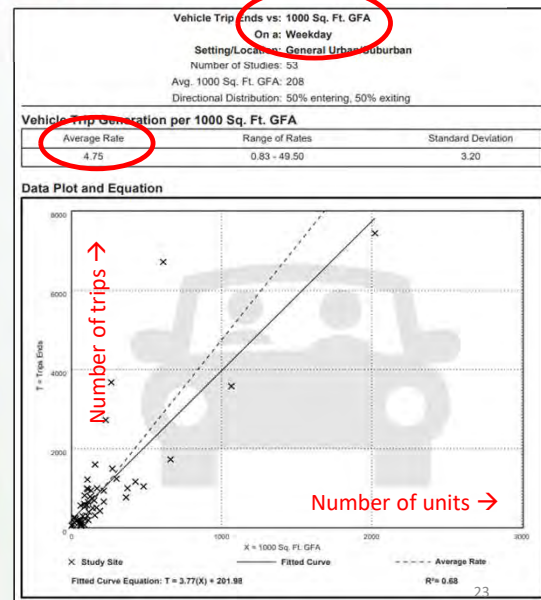
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ITE Trip Generation Statistics Example

Land Use: 140 - Manufacturing

Description: A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.

General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.



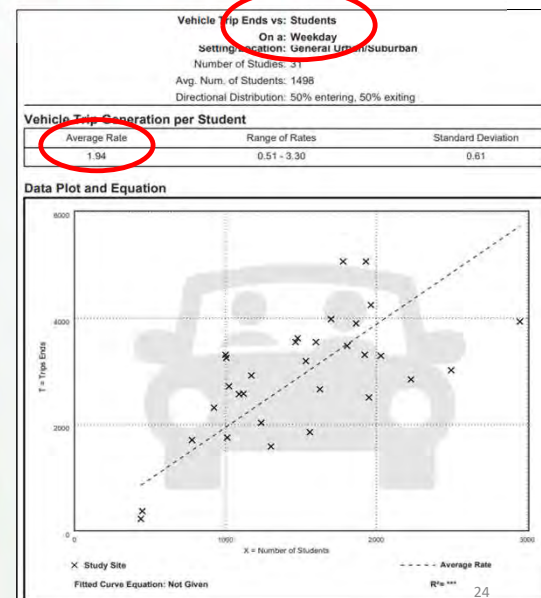
23

ITE Trip Generation Statistics Example

Land Use: 525 – High School

Description: A high school serves students who have completed middle or junior high school.

Middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use 534), and charter school (K-12) (Land Use 538) are related uses.



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How are User Charges determined?

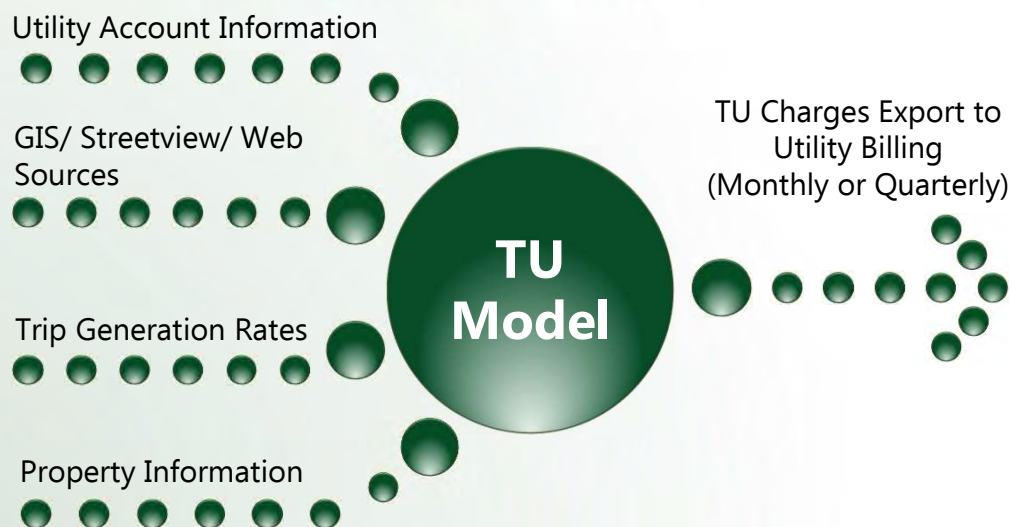
- Assemble available information:
 - Target revenue needs
 - Number of billing accounts
 - Assigned trips for all properties
- Divide the common costs by the total number of accounts to calculate a uniform Base Charge
- Divide the remaining revenue requirement by the total number of assigned trips to calculate a rate per trip
- Multiply the per-trip rate times the total assigned trips for each individual property to calculate the Usage Charge
- The Base Charge plus the Usage Charge determines each property's total User Charge

Only properties that do not generate trips are exempt.
(Undeveloped parcels, parking lots, etc.)

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TU Model Function

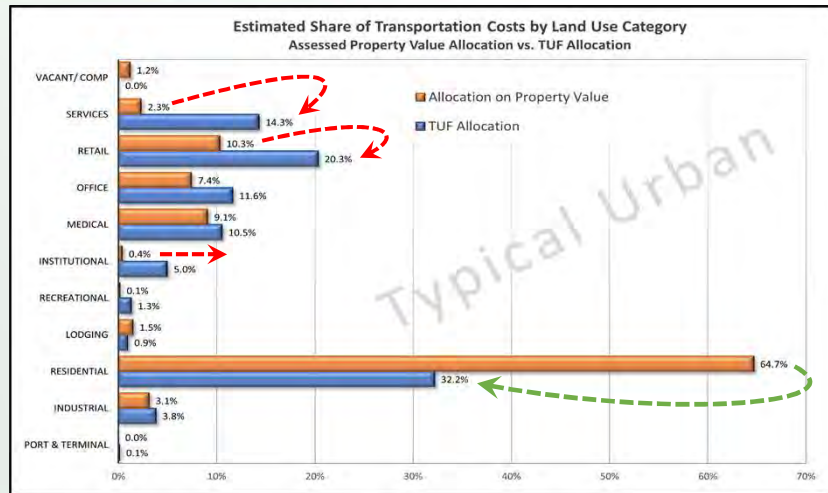


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How does user charge cost compare to property taxes by land use type?

- Property Value-based share (orange bar)
- Transportation User charge-based share (blue bar)



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What are prospective annual costs for average property types? (Urban city)

Annual Charge per Average Weekday Trip: \$ 4.5000 (\$3,000,000 budget)						Annual Base Charge: \$ 8.35		
ITE Code	Land Use Code Title	Avg Wkdy Trips	Per	Representative Size	Trips	Annual User Charge		
						Fixed	Trips	Total
110	General Light Industrial	4.87	1,000 sf	34,000 sf	165.58	\$ 8.35	\$ 745	\$ 753
140	Manufacturing	4.75	1,000 sf	91,000 sf	432.25	\$ 8.35	\$ 1,945	\$ 1,953
150	Warehousing	1.71	1,000 sf	241,000 sf	412.11	\$ 8.35	\$ 1,854	\$ 1,863
210	Single-Family Detached Housing	9.43	DU	1 DU	9.43	\$ 8.35	\$ 42	\$ 51
560	Church	7.60	1,000 sf	16,500 sf	125.40	\$ 8.35	\$ 564	\$ 573
712	Small Office Building (<10,000 sf)	14.39	1,000 sf	5,000 sf	71.95	\$ 8.35	\$ 324	\$ 332
850	Supermarket	93.84	1,000 sf	24,000 sf	2,252.16	\$ 8.35	\$ 10,135	\$ 10,143
862	Home Improvement Superstore	30.74	1,000 sf	136,000 sf	4,180.64	\$ 8.35	\$ 18,813	\$ 18,821
912	Drive-In Bank	100.35	1,000 sf	5,000 sf	501.75	\$ 8.35	\$ 2,258	\$ 2,266
918	Hair Salon	12.10	1,000 sf	1,900 sf	22.99	\$ 8.35	\$ 103	\$ 112
930	Fast Casual Restaurant	97.14	1,000 sf	3,000 sf	291.42	\$ 8.35	\$ 1,311	\$ 1,320
934	Fast-Food Restaurant w/ Drive-Thru Window	467.48	1,000 sf	3,000 sf	1,402.44	\$ 8.35	\$ 6,311	\$ 6,319
945	Convenience Store/ Gas Station	Formula	VFP	8 VFP	950.87	\$ 8.35	\$ 4,279	\$ 4,287

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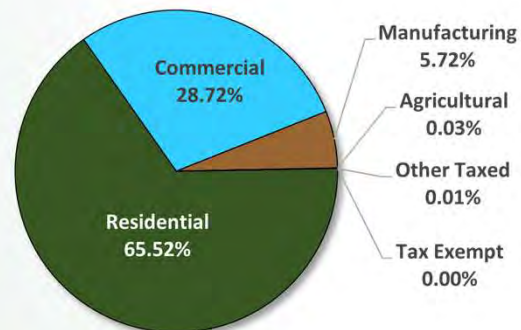
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City of Green Bay Assessed Value and Parcel Count by Land Use

Land Use	Parcels	Assessed Value	Land Area (acres)	Comment
Residential	30,342	\$ 4,012,763,600	9,335	1-2 family; condos
Commercial	2,594	\$ 1,763,604,000	3,975	Comm.; multi-family
Manufacturing	155	\$ 351,225,900	1,186	Manufacturing; Industrial
Agricultural	171	\$ 1,855,500	3,103	Agricultural
Other Taxed	15	\$ 369,700	136	Undeveloped; Prod. Forest Land
Tax Exempt	2,094	\$ 0	7,233	State, County, Village, other exempt
Totals:	35,404	\$ 6,140,495,600	24,968	

**State of Wisconsin parcel data.*

Assessed Property Value by Land Use



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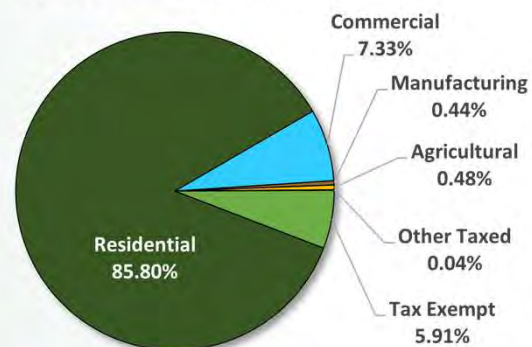
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**State of Wisconsin parcel data.*

Parcel Count by Land Use



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What about utility administration?

- Billing and collection is administered with other existing utility charges
- An appeal process supports review and refinement of charges based on assigned land use, applied scalar units or unique characteristics
- Updates are processed as properties change ownership and use, size or operating characteristics

Utility billing staff administer transportation utility charges with an effort like that required for stormwater user charge billings.

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What's the current TU status in Wisconsin?

Active Wisconsin TU's

- Cities: Neenah, Wisconsin Rapids
- Vlg: Harrison, Kimberly, Pewaukee
- Tn: Gibraltar (Door Co.)

Ongoing efforts

- City: Fort Atkinson; Vlg: Greenville

Currently "On Hold"

- Cities: Appleton, Hudson, Oshkosh, Waupun, Wauwatosa
- Vlg: Little Chute, Greendale, West Milwaukee

Considered, but deferred

- Vlg: N. Fond du Lac (2003), Elm Grove, Winneconne
- Cities: Clintonville, Janesville, Columbus

Terminated per WI Supreme Court Decision

- Tn: Buchanan

Interested? Numerous

** Not an exclusive list; may be others in Wisconsin; several are currently evaluating the TU option.*

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raSmith TU Project List

City of Green Bay
Pop. 106,817

Community	Population	Current Status
Vlg. Of Winneconne	2,350	Dropped
Vlg. Of West Milwaukee*	4,054	Holding
City of Clintonville*	4,534	Dropped
Vlg. of Elm Grove*	6,524	Dropped
Vlg. of Pewaukee	8,195	Active
City of Waupun*	11,515	Holding
City of Fort Atkinson	12,376	Advancing
Vlg. of Greenville	13,163	Advancing
Vlg. of Greendale*	14,652	Holding
City of Wisconsin Rapids*	18,738	Active
City of Wauwatosa	47,752	Holding
City of Janesville*	65,942	Dropped
City of Oshkosh	66,607	Holding
City of Appleton*	74,854	Holding

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Transportation Utility Overview and Discussion

City of Green Bay
Information and Services Committee

December 13, 2023

raSmith



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Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

December 13, 2023

PREPARED BY

AGENDA ITEM # E.5

Report of actions taken by the Department of Public Works.

A. Granting of Licenses

1. Sidewalk Builder

- a. Bayland Buildings Inc.
- b. Highway Landscapers Inc.
- c. Martell Construction Inc.
- d. Quinn & Sons Concrete Construction, LLC
- e. Rabine America Maintenance, LLC

2. Tree & Brush Trimmer

- a. A Four Season Tree Care
- b. Asplundh Tree Expert, LLC
- c. Best Enterprises, LLC
- d. Best Stump Grinding, LLC
- e. Fall-Rite Services, LLC
- f. Fox Valley Tree Care & Landscape
- g. Highway Landscapers Inc.
- h. Holtger Brothers, Inc.
- i. Treeo's Tree Service, Inc.

3. Underground Sprinkler System

- a. Irrigation Company LLC
- b. RainMaster Irrigation Inc.
- c. Robert's Quality Irrigation LLC
- d. The Sprinkler Company, Inc.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

December 13, 2023

PREPARED BY

AGENDA ITEM # F.I

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

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None