

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
LAKE MICHIGAN SEWER UTILITY DISTRICT
SEWER UTILITY DISTRICT "D"
9915 39th Avenue
Pleasant Prairie, WI
October 10, 2005
Immediately following the 5 p.m.
Plan Commission Meeting**

A Special Meeting of the Pleasant Prairie Village Board was held on Monday, October 10, 2005. Meeting called to order at 6:04 p.m. Present were Village Board members John Steinbrink, Alex Tiahnybok, Steve Kumorkiewicz, Jeff Lauer and Mike Serpe. Also present were Mike Pollocoff, Village Administrator; Jean Werbie, Community Development Director; and Kathy Goessl, Finance Director/Treasurer and Vesna Savic, Deputy Village Clerk.

1. CALL TO ORDER

2. ROLL CALL

3. NEW BUSINESS

A. Receive 2006 Budget Submission Reports from Village Administrator:

- 1) Engineering Department**
- 2) Clean Water Utility**
- 3) Highway Department**
- 4) Parks Department**

Mike Pollocoff:

Mr. President, tonight we have budget submission reports from engineering, streets, storm water and parks. This takes care of virtually probably two-thirds of the generic encompassing of public works. This is not including sewer and water utility or sanitation. So, again, the department heads are going to run through the budget with you so they can answer any questions you have as to what they do or perform, what the projected expenditures are for this year, what the projected capital improvement plan is as well as objectives for the year. This is just the first part of the budgetary process. I'll be bringing back my recommendations on what can be funded within the limitations that we have placed upon us and what I'm recommending that needs to be funded as modification to the base and what levy rate that would produce. It's going to be really a menu of choices that the Board will be able to pick from as far as how far they can go.

When we look at the items here, especially pertaining to capital, I can tell you right now outside of police cars I don't think I'll be recommending any capital in the budget. Under the levy limits there's not room for that. I'm not recommending that the Board incur debt for any capital. So any capital is either going to have to be through a fee structure or through referendum. But, on the other hand, you need to know the capital needs that are out there. Or, the other option is to reduce operations to fund capital.

Under the levy limits that the State's adopted, our Village mill rate can go up no higher than roughly 3.45 percent accounting for growth that's occurred in the Village for the last year. So we're dealing with a significant restraint that we're going to have for two years at the least.

John Steinbrink:

Mike, when we come to a capital item that will affect operations, can that be pointed out?

Mike Pollocoff:

Sure.

John Steinbrink:

Because there will be a cost for not doing certain things I'm sure.

Mike Pollocoff:

There's going to be deferred maintenance cost, deferred operational cost, and probably deferred to the extent that we're not able to purchase some equipment we'll probably have deferred performance. If we continue to add on and deal with growth in the Village where we have additional roads and we're not able to purchase snow removal equipment, we'll reduce snow at a reduced rate. If the equipment is old and not able to handle it and if we take a plow out of the mix we'll significantly reduce snow removal by not having the same amount of equipment plus more roads. That's a small example, but I'll point those out as we go through.

Feel free to ask any questions. This is a work session. We scheduled this special meeting. I haven't put in public comment or citizen comments, but as always the public is welcome to sit and watch the Board go through deliberations. When we come to our last budget meeting when I make recommendations to the Board, there will be citizen comments and time for that. But the purpose for tonight's meeting is to allow the Board to see the budget that's being presented by the department heads, to be able to engage back and forth with some discussion between the department heads and myself and the Board or the Board amongst each other as we identify and look at some of these expenses.

That's one of the things you need to think about when you look at this budget. You know you have two years where you can't in realistic terms adjust the levy. The Village has had three years up to this point where we haven't adjusted the levy. So think through the process to year three and year four. You're looking at this year, but you're also looking at a municipality that has significant assets that they're going to need work and maintenance and what are the ramifications of the actions that you have to take tonight given the restraints that are placed on you. Unlike the previous three years, the Village did it voluntarily. There's no volunteerism in this. Some you may want to reduce it. I guess there's always the option that if you really get excited about this you can lower it lower than what it was last year if that trips your trigger.

To start off with tonight, our Village Engineer, Bob Martin, will walk through the engineering

budget with you and present that.

1) Engineering Department

Bob Martin:

Mr. President and Board members, tonight I just want to give an overview of the engineering and the impacts on the general fund to be pointed out, and in particular some of the functions of engineering so people can get a better understanding of what we do.

Essentially engineering is comprised of me and three people. The secretary is a shared position with streets and engineering. Dave Goff is the senior engineer and is involved with many of the functions that I'll go over tonight. Keith Dorey is a right of way inspector primarily and gets involved with some engineering, and I'll elaborate on that as we get into it. That's the department.

The majority of our time is spent on new development, which can be either new subdivisions or commercial developments and TID work. Those are kind of the work categories that we're principally involved with. I'll go through those individually to give a little more detail of those also. One thing that I just want to point out is on new commercial developments we do review plans as they relate to infrastructure that's either on this site or off site, and so anything that's built within the Village has an engineering review and those are charged a fee for that. I'm not going to speak much more than that, because it's probably a smaller part of our work right now, but it will be hopefully growing.

New subdivisions you can see that we have a number that are in progress or just starting, and there are still some number that have been identified as areas for development that aren't on here, but they're not within review or they're not quite past conversations, but we do spend quite a bit of time answering development phone calls, e-mails, where's our services, where can I get water, where can I get sewer, where's it located at now? So we get an awful lot of those types of questions almost every day, almost daily. These developments, the ones that are ongoing, you can see there's quite a few subdivisions that these are principally minus the TID work, the Prairiewood on the other side of I-94, really involve actually years of engineering time from concept to final acceptance of the subdivision which is into the paving. So depending on how quickly the subdivision develops, it could be three to five or long years before we finalize those projects so they're ongoing. They can take a number of years.

What we normally do on new developments and principally subdivisions is to review the water main and make sure that's compatible with our system and the same for the sanitary sewer, the storm sewer. We have to review the storm water management and the paving. They can get fairly lengthy. Lighthouse Pointe is one of the newer developments, and there were over 50 pages in the plans. So you can see it takes quite a bit of review time to go through those and make sure they're compatible with our ordinances and so on and compatibility with the systems in particular.

Storm water activities we do quite a bit of work even with Jeff with residential drainage issues. Those are always older, newer and in between. There's always something that we have to go out

and look at or get involved with with drainage issues. Storm water management activities, same thing.

Recently, due to last year, we had some flood mitigation issues. Those linger for years trying to mitigate some of those issues that we had just a year ago. So we're on an improvement plan to mitigate some of the things that happened a couple years ago. Part of that is with the INI studies that both engineering and utilities are involved with. Administratively we do spend, obviously, our fair share in meetings, training, conferences, budget, and also included in there is going to be the vacations, sick, things that are just part of everybody's time.

Highway, I've been involved with some local planning issues and I assist streets as needed. Sanitation had a much bigger involvement initially with planning and development of it. Now just as needed on technical issues. Village projects engineering gets involved with water main extension projects, and that could be primarily for the system or for people that request a water main extension. We get those and they kind of come in groups of three I think. We process those. There are a number of hours that go into just setting them up, getting them to hearing. If they go or not, that's time still spent on those. If they do go, then there's time spent with the engineering. The smaller ones we do in house and same thing with the engineering for sanitary sewer, main extensions, and then we've been involved with a number of special projects, and I'll elaborate on those a little bit later also.

In addition, engineering has been involved with water main extensions, sewer main, storm sewer, paving, grading and other things, a lot of miscellaneous things with the TID projects. As those come up that's more of an administrative thing, making sure that whoever is involved with the engineering we're in touch with and we're involved with any contractual issues that come up during construction.

This gives a quick overview of where the engineering time is distributed. You'll see that new development which I eluded to earlier just under 30 percent of our time is spent for those types of projects, 10 percent on Village projects, and you can see the distribution. Storm water has been 9 percent; TID has been around 8 percent, unbillable around 41 percent. The storm water includes a number of categories. That could be either residential rear yard drainage issues. Carol Beach is one that we've been involved with so that goes into there. We do have a grant with DNR this year, so the storm water management grant that we have and ongoing this year we spent quite a bit of time involved with that, gathering information, working with the consultant, trying to progress that along. I expect that one to go down next year and I expect new development to go up.

The engineering budget is principally personnel services. You can see on the chart just under \$285,000. Contractual services, which can be vehicle maintenance, the cost for cell phones, engineering fees, conferences, supplies include fuel, office supplies which is the paper, and we share costs between streets on printing, for example. So those are kind of rolled into that category. That's the basic entire budget that you've seen in your information as \$312,504, and this is the breakdown.

When you look at projected revenues, we're projecting just under \$200,000 of revenues. That comes from principally the fees for new development. That's the biggest generator. And when

you take the overall budget and subtract out the revenues, the expenses shown there that's the impact on the general fund. That's what that represents. Again, about 44 percent of the review fees and special fees are paid for by new development. Permit fees, that's where we get into the right of way permits where everyone goes in whether it be SBC or We Energies pay fees to work in the right of way. We try to regulate where they're at so they're not in conflict with our utilities and others. The TID is paid around 7 percent, and then sewer and water utility pay about 6 percent of the engineering budget, so that's a distribution of where the fees come from and as proposed.

Again, looking at ways that we can increase a little more involvement with smaller subdivisions, this year we had a 15 lot subdivision that we did the inspection on. And we're going to try to do more of those as there's a lot more on the horizon. So we can take the smaller ones where we don't have to have a big presence but one that's good for us. It fits us good and does pay where we can fit in the right of way inspection in those type of situations where we're getting a little more involved with smaller subdivision inspections.

The one thing that's not typically shown probably in anybody's budget is really what is the value of the service and what's the value of doing it in house. And I think for the Village or any other community it's the engineering for internal projects. It's the meetings that you have an in house expertise to go to where you don't have to hire an outside consultant, pay quite a bit of money for those meetings, and then they're off to another community and so on. So it's keeping a presence and keeping that continuity.

The other thing is we do just a little bit of money, not a lot, but on the assessed projects the up front work has to be done regardless if the project goes ahead or not. So if you pay someone to do that work, then you pay that money and it would be out of the general fund, and if they go ahead then you have to pay for those engineering services. So what we've been able to do in house is provide those types of services at not consulting fees. So it's a savings to both the Village on the front end if they don't go, and if they do go they get a reduced fee because of what they pay and the difference between in house engineering and consulting.

And then there are a number of projects that we've been involved with on special projects. Engineering did a study to look at electrical usage at the booster stations and how we could mesh the rate structures back into operations and how to operate more efficiently and save money with electricity. That would have been I think around a \$20,000 study that was done in house for a lot less than that, then the benefits of the study came out to cheaper operations. That's one example. I believe I pointed that out in the ledger.

These are some of the things we have done in house over the last year, number of water main extensions, and where we had the cost that's shown in there. Where the project isn't completed I put the estimate for the actual construction cost in there. You can see there's some pretty large ones. We try, I guess, pick those projects that best fit us. We don't like to spend a lot of time, but if they're straight forward projects that we can do in house fairly easily, that's the ones that we do outside of the water main extensions where those are pretty straight forward. I haven't seen a real large one that's been requested for assessment that we haven't been able to handle so far.

So if you added up all those costs it's just around \$700,000. Typically a consulting fee would charge in the neighborhood of 15 percent, and that's what the \$105,000 represents, engineering fees for that magnitude of improvement. The in house cost in round numbers is around \$28,000, and some of that cost was consulting fees, because on some of the projects we have to hire some of the survey work done, for example. So that's what we'll farm out. We're not staffed to do it. We don't have the equipment to go out and do that type of work, so we contract it out. But you can see overall the savings to either the Village or the residents was fairly significant in this last year alone.

Special projects, the water utility, that was one that was done in house. Booster station and electrical usage setting, as I mentioned previously, storm water management grant. We try to keep involved as much as we can, because I think the more you're involved the better you understand things and the better things will come out. So that's why we've taken some of the interest and more of a leading role in some of these. The sanitary sewer service area project is one where it's identifying all the flows of a particular section. There's going to be two and I'll give some illustrations of that in a minute. Try to determine what the projected flows are going to be for the future of undeveloped property. That kind of goes along with the planning. It kind of goes along with everything that we know so, again, that's better done in house and it probably saved quite a bit of money because of the work involved.

Part of the 2006 goals are to finalize or get started on many of the projects that were shown earlier. For TID and Prairiewood, those have been started but they're going to require a lot more work. There's several million dollars still left in the TID for work, paving in particular, and many of the new subdivisions are just coming on board so they'll require a lot effort, and when we do that we charge a fee.

One of the ongoing things that we have a water and sewer diversion agreement, and two of the major tasks are to select around a design of gravity center a sewer from sewer D to an existing interceptor sewer, and the second is to select an alignment of forced main to facilitate design and implementation of that. The first one, sewer D, is located, if you can see, Lake Andrea down at the bottom. In general we have to run a gravity main from sewer D and abandon sewer D by the year 2010. That's about a million and a half dollar project, or that was the estimate a few years back. So the more work that in house engineering can do on that is, again, a savings to the community.

The forced main is somewhat similar except it's going to be a forced main instead of a gravity sewer, but we have to go from 73-1 to the interceptor sewer on 104th, and that's not the route, but that's clearly where it's got to go. That's where it's got to start from and that's where it's got to end up. So trying to plan that out, make sure that you get the gravity sewers to go where you want to and do a kind of comprehensive plan of what that area is going to be serviced by. There's not a lot of service down in that area. You can see that there's quite a bit of work involved in that. Again, we'll play as big a role as we can in that project.

TID improvements are going to be a lot of kind of the same that's happened. Sanitary sewer, water main, sewer, paving and grading projects and these are the ones that are listed in the TID right now. So for the water main extension projects there are five water main extension projects in the TID. Storm sewer we have four, and they are fairly good magnitude most of them, and

most of the TID work, again, will be mostly trying to work administratively with the design engineers and contractors, paving projects, grading projects. So there's quite a bit of effort that's going to be involved with the TID.

As far as engineering projects, we've been working on a water model that's coming along pretty nicely, and I think that's served us fairly well so far and that can just get better. Sanitary sewer model we have yet to start on it, but we'll get started on it this year, and hopefully that can be completed in short order. The transportation plan is an effort that was taken on a while back, but I think it's going to serve the Village long-term as we progress and complete that.

The Village INI program is an ongoing, continuous way that between engineering and utilities try to solve some of the water info and infiltration in the sanitary sewer system. All that flow that I was talking about earlier, only a portion of it goes to Kenosha sewer treatment plant right now. But by 2010 we have to take everything over. So everything that goes over there that we don't want in there we have to pay for. So it's a program that short-term and long-term will save money. One thing is to work on a project tracking program that's comprehensive, and that's kind of an ongoing effort. That's the conclusion of my presentation.

Mike Pollocoff:

Before the Board has any questions, one of the things that Bob mentioned is the engineering value. Before we made the decision a few years back to hire an engineer, one is we created the position probably three years before we hired Bob. It's a critical position in the Village. I was hesitant to hire anybody that would apply for it that we didn't have full confidence in, but it wasn't unusual to see engineering bills that were close to half a million dollars a year for engineering work. Somebody who is answering a question that I couldn't answer or detail, you send the consultant \$150 an hour and they give you an answer. Quite frankly, the quality of review that the Village has now on new developments is incredible compared to what we had before. When you look at the impact of that, some of the Board members can relate to meetings where we had people in here screaming and yelling about a new subdivision that went in that caused drainage problems, traffic problems. The engineer who designs it is working for the developer. The developer's interest is getting that project approved and closed out. A consulting engineer who would be reviewing it for us, he's working for us but he's also working in other communities. He sees that developer, and the developer's engineer in other communities, and it's important for them to maintain a compatible and harmonious working relationship.

What we have now Bob is in my almost 30 years in business is the best engineer I've ever known. We get really good work. I've had a lot of comments from SEWRPC and other groups, Kenosha Water Utility and other people that we've really raised the bar at the Village. So the value we get we've really got somebody on board who is a pro that gives us good advice, good insight and through the reports he's done for us has given us some significant ways to save money and operate at a good level. I don't want anybody to think that an engineer is an engineer. We have plenty of meetings where I think if you ask the people in the audience half of them are engineers when they raise their hand and they all have a better way to design it and do something. But they just seem to be missing that mysterious little seal that they can put on plans and assume the liability for. So we have a good engineer.

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Again, his department is really integrated and intertwined between all the activities whether it's streets, storm water, sewer and water, sanitation, community development, the Community Development Authority, the TIF District, my office. He's all over the place. So, with that, if the Board has any questions now would be the time to entertain them.

Mike Serpe:

Bob, your total budget was \$312,504, and money that you receive for doing work for these subdivisions comes out to how much estimated?

Bob Martin:

Just under \$200,000.

Mike Serpe:

How do you contract that out? How do you bill that off? An hourly rate or you do it on the job?

Bob Martin:

Developers get actually kind of, I don't know if it's an equivalent, it's probably a little bit lower than an equivalent consulting fee that used to be paid by the consultants. So for my time the rate is \$100 an hour. For Dave's time it's \$75 an hour, and that's what was paid.

Mike Serpe:

And the difference in your total budget and the amount of revenue coming in, could we improve upon that in any way? Are we missing some fees here somewhere along the line that we can maybe pick up someplace along?

Bob Martin:

The engineer is pretty new. I've been here a little over three years. So with the addition of Dave Goff that just allowed us to have a much larger presence in the field which I couldn't do before. And you can look at what the trends have been for engineering revenues and they've increased every year. We think that's going to continue. I think that when I look at the available time that we have, I'm confident we can add another 10 percent as time goes on. We've got a lot of subdivisions in the mill that are eminent. Last year we had a lot on the books, but they didn't come to fruition for whatever reason. I don't know if it was money, I don't know. But this year there's been a lot of activity in just by what you've seen in those projects. And there's a lot more than that. Again, we get a lot of calls. So I think it's going to go up, Mike. That's the short answer.

Mike Serpe:

That's what I'm looking for and that's good. I think when it comes to engineering costs everything that Bob and his staff does in house on anything but a Village project should be paid

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for by whoever he's doing that for. I don't think we should miss anything. There's obviously no money to cover anything over and above what's needed here.

Mike Pollocoff:

Really, when you look at what falls out to the general fund to the levy it's pretty small. A good chunk of his time, like you said, is developer driven, TIF driven, utility driven which is driven by sewer and water fees. That portion of the work that's general fund related typically is covered by general developer fees because that's what most of that ends up being. But I guess the advice and the work that he gets away from the developers is what goes into the general fund. Kathy, do you have a number on the levy portion that we could attribute to the levy?

Kathy Goessl:

It would be the \$300,000 minus the \$199,000 to the levy.

Mike Pollocoff:

That would get you half a year from a consultant maybe. Maybe a half a year's worth of work. For that we're getting three people. If you look at other things you could do to increase what they charge out, a lot of municipalities in Wisconsin a developer comes to the municipality, let's use V.K., just use the example that we saw at the Plan Commission tonight. He wants to put in a subdivision, here's a preliminary plat, and here's what I have in mind. He goes through the conceptual portion with the Plan Commission to find out if it's acceptable, then the Village or the municipality designs the project. And then he pays the municipality for that design. We know it's designed the way we wanted it. Some developers like that because they're going to pay for an engineer to do it and they're going to pay for us to review it, whereas this way it happens at one level. You roll the dice on what the impact of the development is in the community, how much development is occurring. If you're a growing community and you want to have that complete control on how the infrastructure is designed and the impact on it, that's one way to look at it. And then whatever the overhead is on it ends up being either revenue to the Village to get you through lean times or to take care of other projects. But if you come in to a recession then you've got surplus debt and you've got to deal with that.

Right now there's no way a community our size can get away with a staff--really we should have a little bit more than we do, but we can't get away with less than that, because people are coming up, citizens or whatever, and they have issues they want to have addressed by an engineer, and we need to give them good engineering advice rather than some Kentucky adjustments as to how things are draining or what's going to happen.

Mike Serpe:

One other question, Mike. In the future we're going to be looking at more impact fees for the Village. Are any of those going to impact Bob's budget?

Mike Pollocoff:

No. Impact fees are going straight to capital. So to the extent they would impact Bob is if we have the impact fees that relate to public works like the added facility, the room out there, the police station, he would become involved in that, but some of those are pretty far down the road. As we go through that next round of impact fees for transportation, storm water to an extent, again, that will generate work that we'll either be reviewing or he's going to be reviewing someone's plans to do it. That's one of the things that we've got this constant tension between the home building industry who are saying we're building homes and you're getting taxes off of it, shut up and leave us alone, and then you have the other side saying you have impact fees, we're paying the impact fee, take the fee and shut up and leave us alone. But you've always got this connect between the impact fee that's being paid and operations.

And what the Village is going to be faced with as we're growing is we're going to be collecting impact fees and depending on what they are we're going to be making those improvements for the impact fees or buying the equipment that impact fees will get, but the levy isn't growing so you don't have the staff or the operational wherewithal to operate, to meet operations. That's where we're going to be coming up short, because you can't use any of those things for operations. And if you're under a zero levy and we say we're not going to increase the levy even though we're growing, what you're in essence doing is saying we're going to cut operations because you've got more people to serve and the same staff to serve it so you spread those people thinner and thinner as time goes on so you have less operational staff to take care of more and more people. So impact fees take care of the capital side of the equation but it doesn't take care of the operational side of the equation.

John Steinbrink:

Further comments or questions?

Steve Kumorkiewicz:

Yes, what . . . construction, 3.5 or 3.7?

Mike Pollocoff:

The state has indicated it's under 3.5, 3.45 I think it is.

Mike Serpe:

What do we do with Bob's here?

Mike Pollocoff:

If there's any questions or comments now is the time to make them, or if you're content with what you heard we can go onto the next item.

John Steinbrink:

Thank you, Bob.

Mike Pollocoff:

The next item is public works, which of the public works department it's street and street lighting division.

2) Clean Water Utility

John Steinbrink, Jr.:

Good evening. The first budget I'm going to start with is the clean water budget. The system overview, we're responsible for maintaining and videoing any maintenance that we might have on all the storm sewer mains and all the storm main structures. We have 2,200 storm mainland structures throughout the Village, 75 miles of curb and gutter sections that we have to sweep and take care of the concrete when it crumbles. And we also take care of all the roadway and driveway culverts that we have in the Village.

Most of our funding does come from the tax levy, about 78 percent. That funds our daily operations, and 22 percent, just over \$32,000, comes in as revenues. Those revenues are any clean water compliance that we might have. If a developer needs some sweeping we'll pull the bonds to do the sweeping ourselves, repair some erosion control. And probably the biggest chunk of it comes from the videoing that we do of the storm sewer. Probably started videoing storm sewer about four years ago, and it was really interesting to see that before four years ago the kind of quality projects at work that we were getting from some of the contractors there were a lot of joints that were offset, there was a lot of dirt and debris inside of the structure.

So we go through and we video all of the storm sewers three times. We do it the first time right after it's constructed, and we always find some sort of something in disrepair. Then we'll go through once those repairs are made and video just to make sure that they have been repaired to our standards. Then we'll go back just before the warranty period ends. So just in case something has failed we can make sure to get a handle on it before it's turned over to the Village and it's our responsibility.

I made a detail between the 2005 and 2006 operations that we have. We had a lot of things that were going on in the storm water. I'm going to take a couple minutes to go over it. Our salaries have decreased just over \$25,000, and the bulk of that is because Bob's department and the engineering department spent a lot of time working on the storm water utility. So now that that is not up and going but a lot of that information has been done we're not going to have those costs to incur.

The contractual services we have dropped a substantial amount. We were working on a storm water master plan, and we had a grant for I believe it was \$100,000 that we don't have this year, and I believe \$80,000 of that we came across in 2005. Now since we don't have that storm water master plan, which we were hoping to have completed in 2005, we're not going to have those expenses incurred either.

Supplies and maintenance have increased a little bit. We're finding out that as our storm sewer is

getting older and older we're having more repairs that we're having to do, more inlets that are failing, catch basins are having problems, problems with any old storm sewer systems that are in need of repair. There's more and more of them every year. And then our property liability insurance just kind of rounds it all off. So we're just about \$100,000 less from 2005 to 2006, and that's mostly because of the salaries and the grant for the storm water master plan.

Some of our goals and objectives that we have each year is we try to clean all the storm inlets, sweep the curb and gutter sections, install any roadway culverts or replace any ones that have failed, and we also do the video inspection on newly constructed storm pipe in the Village. The Village has 2,200 inlets that require cleanings of the sump, and we try to do half of them each year, around 1,100. We average about 20 basins a day, so it takes about 55 days with two crew members to complete that task.

. . . some other areas where you might have some construction where we'll go and do it more. One pass consists of 75 curb miles, so we'll have 37 and a half miles of road that has curb and gutter, and then you sweep both sides so you get to the 75 miles. We can average around eight curb miles a day. The sweeper it's not really an Indy vehicle. It goes pretty slow to take care of everything. So at the 37 and a half it's 300 hours to do the 300 curb miles that we have.

We also take care of installing roadway culverts and cleaning ditches. It seems like that we have more and more subdivisions coming on board with curb and gutter; we have less culverts every year to install, so that's a number that the amount of culverts we're installing is putting down but we still have the old culverts that are in place, and about every 30 years we end up replacing those culverts on a request of the residents. Then when we go through and install a new culvert, we'll ditch upstream and downstream from that culvert just to make sure that the water drains properly. We really don't have enough staff or manpower right now to go through and really go through the ditches like we should, so we're pretty much just taking care of problems as the residents are addressing them to us as far as any ditching goes.

For the video inspection that we're doing, I have some pictures. The one on the bottom shows what it looks like inside the van. There's an operator and he runs the camera, and he can see actually what's inside the pipe. You can run the camera forward and backwards. Actually the sewer and water utility has a camera that shoots up into a lateral which is kind of neat. The picture up on the top shows an offset joint that we have. You can see it's offset about four inches. And the problem you're going to have with this during construction is that you're going to have a lot of dirt and debris start washing in through that pipe, a lot of the silt, and then the larger stuff you'll develop a sinkhole and then eventually your road is going to cave in above it. So all the storm sewers that we are acquiring now we're making sure that it's in good shape. We do it three times, when it's constructed, after the repairs are made and then also just before the warranty period is up.

One of the storm projects that we're looking to do or that we need to do is to complete our behind the curb sump line project. I think probably going back to any subdivisions that were older than ten years old that went in they did not put the behind the curb sump lines in. They just ran a sump pump line out, punched a hole in the curb and then the water drains out the curb and runs down into an inlet and everything is good. That's fine for about nine months out of the year. But then there's three months when it's freezing out the water runs out in the curb and it freezes, and

then it builds up and builds up and eventually you can have a one foot ice pocket. That becomes really dangerous for any people that are walking on the road, any cars that are driving by. Staff has to spend a lot of extra time going through extra salting operations, scraping, running out there with the loader. It's something that we've been working on for probably about the last five or six years doing a couple subdivisions or a couple cul-de-sacs at a time. And we're getting down to where there's just maybe 2,800 feet that we have left to do. We'd like to over the next two years wrap up that project that we've been working on.

Here's a flow chart that we have for clean water. This flow chart is going to look very similar as the street department one because we use the same guys on the clean water as we do on the highway department. They might spend 80 percent of their time doing highway projects and 20 percent of their time doing clean water projects. We don't have a separate crew that just does the clean water project.

One of the new programs that we are proposing this year is the clean water utility. Currently all of our capital projects are funded by the general fund as funds are available. Over about the last four years it's been almost next to nothing. It seems like these capital projects, like Mike was talking about, always seem like are the last things that are funded. We get the fire trucks and we get the squad cars, which are all good, but there are a lot of storm projects that we need to have done also.

The capital projects that benefit the community as a whole have been funded entirely by the general fund, and the capital projects that benefit just a specific area have been assessed to the residents in that drainage area, and the Village and the residents split the cost of that project. Then all the operation costs that we have for the clean water utility are funded by the general fund currently.

The engineering department or more specific Bob spends a lot of time going through and developing this clean water utility doing a lot of the legwork on it. We came up with it's going to take about 48 cents per ERU per month to fund operations. So if we end up going through and implementing a storm water utility that's passed out it takes just 48 cents per month from every Village resident just to fund the operations that we're going to have. And then every one dollar additional ERU per month would allow for \$235,000 in capital projects. As part of our storm water master plan we have \$3.1 million in capital projects that have pretty much been brought to the front just by residents. \$3.1 million is quite a bit, and just that each one dollar for \$235,000 in capital projects really doesn't go that far. Also, keep in mind that the \$3.1 million does not include any restoration or reconstruction of any of the existing storm sewer we have in the Village.

Mike Pollocoff:

I'd like to mention, if you want to go back to that slide, John, is that 48 cents per equivalent residential units that funds operation, and the dollar for each ERU would fund capital projects. Right now, as he said, the general fund up to this point has funded capital projects for storm water out of the property tax levy. So that means the power plant has been exempt, any of the taxes and property in the Village that doesn't pay their share of storm water improvements. A good example of where a big hit occurred is when south Kenosha was flooding and a 55 inch storm

sewer was placed from the bike path and kind of meandered cross-country and ended up in Barnes Creek to alleviate flooding in that area. Well, nearly half of the developable area or the drainage basin that was identified in that assessment project was owned by the Archdiocese on the cemetery. That cemetery drains water just like anyplace else, but it's exempt from property taxes so that improvement didn't cost them anything. What it means is you end up shifting it back to those people who are being assessed and then to the Village taxpayers as a whole.

The other thing that happens with leaving storm water improvements on the tax roll is when the TIF District was still in effect, that time period that the TIF District is active, if you put it on the property taxes and you increase the property tax rate, say you increase it ten cents a thousand just to pick a number out of the air, the businesses in the corporate park are going to pay that ten cents per thousand, but that money is going to go to retire the TIF bonds. It's not going to go to pay for the new storm water improvements. Where if it's a utility then everybody who is in the Village who has property in the Village they would pay for that fee going forward. So that's one way that you would end up circumventing the TIF legislation, and you have the corporate park or the businesses and uses within that TIF District pay their fair share of what it costs to operate the clean water utility.

The Village right now we're about a \$2 billion entity in value, and we have almost \$1 billion off the books, another billion that we don't charge any of the improvements to. There's all sorts of reasons why churches shouldn't be taxed and school property shouldn't be taxed and nonprofit foundations shouldn't be taxed and all those things, wetlands shouldn't be taxed. All that's out there, but the one common denominator is that they all use municipal services. I think the real reason for the exemption in the first place was a lot of these places aren't subject to--they're not generating children. They're not generating welfare cases. They're not generating those things that property taxes also go to, but they do depend on us to take care of their storm water, clean their streets, put fires out, bring water to them and things like that.

So as you start balancing out how we're going to pay for programs, what the clean water utility does is it's a utility no different than the electric utility or gas utility. It takes that need for maintaining existing assets, replacing deficient assets which would be ditches or places with no ditches, and putting an asset in there that would be paid for by everybody and then just allocating a portion of those costs by anybody who especially benefited. So as we look forward, as we start moving forward, and I think Wisconsin is going to start heading this way in general, away from a property tax. Once everybody is done with beating the drum on property taxes, at some point government is going to start looking at going to a user charge or finding ways to allocate out the pie so that people who directly benefit pay or people who are getting a pass have to help pay for, too. This is one way that takes care of that.

Mike Serpe:

Mike, presently we have a 50/50 pay on any storm sewer project. We have a hearing coming up in the near future in Carol Beach. Assuming I believe it was \$800,000 or \$1 million or whatever the project comes to I don't know, let's say it's \$800,000. That's \$400,000 from the residents and \$400,000 from the Village. Now with the tax freeze in place, the Village doesn't have \$400,000 to match that fund.

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Mike Pollocoff:

Right.

Mike Serpe:

How is that going to be?

Mike Pollocoff:

It's not that big, its \$200,000 but your example is well taken. What you have to do is you're going to have a referendum, a property tax referendum, to see whether or not the Village residents are willing to have their taxes raised to raise the \$200,000 or \$400,000, whatever the number is, in order to pay for the share of storm water improvements in the neighborhood. That's the remedy for us. Or, to have a clean water utility that takes care of it that way.

The State established storm water utilities, that's how it's identified in the statutes, a few years back in order to meet the requirements of the EPA mandates on improving storm water from a quality standpoint, not a quantity standpoint. If you do that you're going to end up addressing storm water management from a volume standpoint. So the State knew probably ten years ago that the EPA was pushing new standards on. What we have in here doesn't assume--the rules are in court right now and communities are fighting them because really this is one of the bigger unfunded mandates that we're going to be having to--assuming they go through and I think we're going to have to do it, we're going to be have to be coming up just like we do in sanitary sewer going out and measuring what the quality of the storm water effluent is in certain places, keeping a record on it, taking it to a lab and analyzing it, doing everything we do in sanitary sewer now. It's a whole new set of rules and constraints on us that we haven't had before. That's one of the reasons that the storm water utility legislation was put through so it gave municipalities another option to deal with that rather than putting it on the tax levy.

There's more and more communities in Wisconsin that on one hand you're being faced by the requirements to meet those new rules and on the second hand, you're being faced with a property tax freeze. So something gets squeezed out and this is what it is, or you cut operations someplace else. But I think that in looking how we allocate out services and charge that we do have a sizable group of people intentionally and unintentionally that take a pass on paying for their share of storm water improvements or paying for their share of storm water maintenance of the assets. Kathy, do you remember what our assets are for clean water? Do you guys remember how many million do we have? I want to say it's \$24 million but I could be wrong.

Kathy Goessl:

We're still in the process of valuing the storm water assets.

Mike Pollocoff:

But storm water is a big improvement. Storm water isn't small pipes. It's not eight inch mains. Storm water if they're anything they're big. That's an incredible asset that future boards are

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going to be having to deal with. We had to deal with one on French Drive where the whole storm sewer went to shit on us and we had to go do something because it was gone. It had broken down and collapsed so we went out and we fixed it. That was an easy one. That was relatively easy. You start losing a 48 inch elliptical storm sewer pipe and you haven't set any money aside or you haven't done any maintenance on it, all you've done is created a big problem for yourselves. That's why these are difficult steps to take now, but when you look at what the responsibility is down the road it's significant.

Steve Kumorkiewicz:

Actually I compare this with the fire protection that we have now in place. Now it's coming in our water bill and before it was in the taxes. So the only property . . . so actually now it's increased in the volume that the resident pays, because the people who used the service before without paying now they pay, so the resident actually pays less because everybody pays . . .

Mike Pollocoff:

That was one of the things that was the result of the Virchow Krause study when they did that is some people were concerned that while you're taking it off the tax levy I could deduct that, but given the amounts that we're talking about, people are farther ahead to have a fee based on what it would do to their income taxes versus having it be deductible. It's a fee. There's no getting around it. Some people say a fee is a tax and a tax is a fee, but if you're looking at equity and making sure that everybody pays their fair share, property taxes are just awful. It's typically not equitable because the system has been kind of mutated because of all these . . . out there and the variations on them. John, I butted in. Go ahead.

Jeff Lauer:

So I understand if we had a clean water act that would just be for everybody, power plant, every home in the Village?

Mike Pollocoff:

DNR, everybody. It would just be like Steve cited the example on your utility bill you get once a month there's an add on for public fire protection. This would be on there for clean water utility. And people now that don't have to pay anything towards that would be paying for it. I think as you heard from Bob's report the power plant right now they don't pay, and they would have a payment of I think \$140,000 from memory that they would have to contribute. Again, the corporate park is worth roughly a half billion dollars and that money as fees would come in and be contributed rather if we say, no, we're not going to do a fee, we're going to make it at some point a tax. I doubt you're going to make it a tax the next couple years because you can't do any taxes. But at some point when you want to put that tax on they're going to pay it. Those are good people out there and they're going to pay their tax bill, but the law is going to require that that money go to retire TIF debt first before it gets used for storm water. So you're automatically going to discount whatever efforts we get because we're trying to generate economic development which we're doing a good job on, but those guys what they're going to be paying is going to be retiring bonds until that TIF District is resolved unless it's paid through by fee.

That's the other reason why we created a street light utility out in the corporate park, again, so that the existing Village residents aren't paying for the well lighted area which you need out there. Those guys pay it through a utility fee.

Jeff Lauer:

One other quick question and I don't know who to address, Mike maybe. I might have missed it, but how would we be able to calculate the averages, the 48 cents ERU, like my home how does the calculation come in for that?

Mike Pollocoff:

Sure. That was one of the calculations when we did the study that Bob came up with. We took everything and we evaluated what the impervious area was, discounted out for waste areas, marsh, meadow. Bob, you can talk about that, too.

John Steinbrink, Jr.:

That 48 cents per ERU is not what each resident would be paying. That 48 cents per ERU just funds daily operations. So one of the next slides that I have is if you go through just to come up with half million dollars per year, and that would be about \$112,000, that funds our operating and \$387,000 to put towards a fund to use for capital, that would cost each resident \$2.13 per ERU. So the 48 cents per ERU, just the calculation that shows how much it costs just to fund operations. But then that doesn't put anything into doing any sort of capital projects if that answers your question.

Mike Pollocoff:

It doesn't fund depreciation. It doesn't do any of that. Keep going.

John Steinbrink, Jr.:

The second new program that we have would be to investigate the cost of developing a clean water impact fee for new development, and the estimate we have from Virchow Krause is \$6,000 to put that study together.

Any new subdivisions that we have they're going to need the clean water quality monitoring. They're going to need their streets swept. They're going to need their inlets cleaned and videoed on a regular basis just to make sure we don't have any problems coming up. And there's a lot of capital that we're going to have to purchase extra just to keep up with a lot of these subdivisions that are coming on line that Bob had talked about earlier. So we're looking at a new program that we're proposing is investigating a clean water impact fee for new development, and then we can see what comes out of that study as it goes.

But there is a large impact that we're seeing already. Right now we have one street sweeper, and we use that street sweeper for sucking all the inlets and sweeping all the roads. As we develop more and more subdivisions, every subdivision that we have has curb and gutter, has a storm inlet, and so that capital is going to have to increase as the developments keep coming on board.

We do have a program reduction. This probably parallels with something that Mr. Serpe had talked about is eliminating the Village portion of capital projects. We're really not proposing many capital projects, which I'll get into, in 2006, but you would take all the projects that are assessable that we have that make up the \$3.1 million, and the Board passing a policy where the Village Board would not pay for half of those projects. That would be one possible reduction.

With operating expenses only at \$112,000 per year, all we're really doing is putting out the fires. We really don't have much to cut at all. And even if you would eliminate the entire \$112,000, it really won't get you too far at all. So we really had to start thinking outside the box and find some ways to bring some money in or to save some money for the Village as a whole.

The one capital project that we are proposing for 2006 is replacing the bridge at Barnes Creek where it crosses Lakeshore Drive. It's around the 9800 block. The project cost of that bridge is \$180,000. Without going into a thousand words, I think this picture really sums it up. You can see this is actually the west side of the bridge facing east, and you can see it's really starting to deteriorate to the point where all of the wires are showing, all the rebar is showing, the concrete has failed. It's probably getting close to a point where just for safety reasons we'll be forced to close traffic over Lakeshore Drive in that area. It's got some problems up on the top. You can see it's starting to cave in at the structural part where the road is. It's got some problems at the base. It's starting to erode away and undermine. It's something that's getting pretty serious.

One of the problems with closing down Lakeshore Drive at that Barnes Creek area is that there's only one way in and one way out of Carol Beach all the way from 85th all the way down to 116th. If you eliminate people crossing at Barnes Creek I think you really run into some problems with fire protection and police protection and the impact it would have to a resident. So that is the one project that we are proposing for 2006 that would cost \$180,000.

But we do have a lot of projects that we have scheduled for down the road. One of the

assumptions that we made when we put this together, especially in the tax environment that we're in right now with the freeze, this will be making the assumption that we could put some money aside from the storm water utility, otherwise we really won't have any way to fund these projects at all. I guess I throw that out there.

For 2007, and I'm not going to go through every project, but you have just over \$600,000 of projects. In 2008 - \$1.1 million; two projects for 2009 \$171,000, and then five projects for just over \$1 million in 2010. There are a lot of things that need to get replaced and repaired. Storm sewers when you design them are probably good for a 50 year life span. We'll be getting to the point on some of these subdivisions where maybe not in the next five or ten years, but we're going to have to develop some sort of a means to reconstruct these storm sewers once they do start failing, because I'm sure that the cost of the storm sewers is well up in the millions and millions of dollars that we have.

Our capital plan for equipment that we're looking for we're not proposing anything for 2006, but we are looking for in 2007 to purchase a hydrojetter. And the purpose of that hydrojetter is in the winter months when the culverts are filled up with water and they freeze, you get problems when you get a rain and the water starts flowing over the road and icing up all over, and you need to go into that culvert and actually blow hot water through those culverts and open them up so that the water can flow. The price of a hydrojetter that's going to replace our old culvert steamer is \$31,000. And something else is replacing our street sweeper. It was a 1999 sweeper, had a life for eight or nine years, so replacing that one at a cost of \$150,000. And something that's not going to be far off in the future that we don't have listed on here is the addition of another street sweeper at probably just over \$200,000 if you don't have any trade-in cost just to keep up with some of the new developments that we have going on.

This is our culvert steamer that we have. Nobody knows how old it is. We've asked everyone and no one is really sure. I've heard people say the '50s or '60s. What it is there's a large coil with a burner that's on the inside that kind of circulates water around with the pump you see on the outside. There's a long hose and rod, and you take that rod and stick it up into the ice and then it melts the water and you poke it all the way through and eventually it blows the culvert clean. It works probably 15 percent of the time when we have it out, and we'll probably spend three hours getting it going just to blow out one culvert that takes about 10 or 15 minutes. So we don't use it a lot, but it's one of those items when you do use it, it would be nice if you don't spend all day blowing out one culvert.

The last thing I have is just a vehicle list that we have. We have a vac . . . a street sweeper and the video box truck. And then our equipment list we have a Grade All excavator. It's a wheeled excavator that we use for cleaning out the ditches. We have the camera in the video box truck. We have a mini cam that we use for inspecting the small laterals that you would have behind the curb. It can fit into a four inch pipe. We have our antique culvert steamer and then we have a variety of water pumps that we use for when we get bad rains and it floods.

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So that is everything that I have for the 2006 clean water budget and I'll answer any questions if anyone has any.

John Steinbrink:

Questions or comments?

Jeff Lauer:

I guess I just had a question. I kind of like this idea. I saw on page 5 where it's all new subdivisions, you're not going to have sump lines draining into the road as a winter problem. I know in my neighborhood that's a huge problem. But does that mean there's a plan that they're going to be draining somewhere else or is that just for the winter months only?

John Steinbrink, Jr.:

What we're doing with these projects, and Green Tree was the first project that we did this back in the mid '90s. We took the sump pumps where they discharge out of the house, and about a foot behind the curb and about 30 inches below the ground elevation we'll put like a four or six inch pipe depending on how many homes are being serviced by that pipe with the sump pumps, and then we'll run them into the nearest inlet structure that we have downstream. So normally you'll put about maybe six homes into a six inch pipe, and then by that time you'll be running into an inlet. We've done that in Green Tree. We've done it in Tuckaway Trails I believe are the two that I can think of. Then we have the balance of Tuckaway Trails and Whittier Heights. And then all of our new subdivisions have that already in place. So that's just a continuation of an ongoing project that we've been having for going on about the last eight years and we slowly kind of plug away at it.

Jeff Lauer:

Thank you.

Steve Kumorkiewicz:

In Pleasant Homes . . . in the year 2050 . . . doesn't have anything. So actually you'll have to start from scratch. So where are we going to get the money for that?

Mike Pollocoff:

Right now there is no money for it.

Steve Kumorkiewicz:

I was thinking about that.

Mike Pollocoff:

Pleasant Homes did receive a major improvement when the storm water basin was put in to accommodate the water there, and residents on one of the streets petitioned to be assessed for street improvements and storm water but that's all. Outside of that, as is the case with a lot of older neighborhoods in the Village, there are no storm water improvements. You just have ditches. In some cases you don't even have ditches. There just are no improvements. So when the people purchase their lots they purchase for all practical purposes an unimproved lot for storm water, so the Village in the past has said you have to pay for that improvement yourself, and in the case of storm water we paid for half of it. Right now we can't afford to pay for half of it. So one of my recommendations is until we come up with a policy of how we pay for it, we need to eliminate--unless we have a way to pay for these things, we need to eliminate that policy that says we're going to pay for half because we can't afford to pay for half. Unless you have a referendum that the voters say you can pay for half.

Mike Serpe:

It's going to be very interesting in the next couple years just to see what happens with all of this. There's no way that any municipality can run efficiently and keep running efficiently when you eliminate any capital improvements. It's just going to be impossible to operate efficiently and to do as we know we've been doing it today. The previous Board was unanimously against TABOR and for good reason and that's exactly the reason we stood against TABOR because this is going to be a nightmare for the State of Wisconsin. I certainly hope it doesn't last any more than two years, but I can't see anybody coming back in two years from now and say go ahead and go nuts with your tax levy. That's not going to happen.

To try and run a municipality when you can't make capital improvements and keep things updated and keep things going to service the Village or anybody, that's asking a little bit too much. Like I said, it's going to be interesting to see what happens in the future because I don't see anything great coming out of this.

John Steinbrink:

Other comments or questions? Thank you.

3) Highway Department

John Steinbrink, Jr.:

The next budget we'll go over is our streets budget. The streets budget actually includes the Roger Prange Center in it and our street lighting. So you will see some overlap in the presentation versus just going over. I'll mention those separately. Our public works department is comprised of six full-time employees. We actually have five employees that are solely dedicated just to the highway department, and then we have one employee that rotates in with our sanitation department. So we started doing a cross-training program with our four sanitation employees and our one highway employee where every five weeks you spend a week throwing garbage, a week in recycling, a week in large containers, a week throwing garbage, and then

another week doing recycling. And the reason we did that is to allow for vacations. One thing about garbage is you've got to have four guys on it every single day, and so when someone on the sanitation department takes off, you need someone that can just jump right in and fill their shoes. You don't want to have a guy that hasn't done it for two months go out and take a map and drive around and do it. So that's the six full-time employees that we have.

We have four seasonal part-time employees, and these are primarily made up of college kids on summer break, and they'll help complete some of our crack sealing and paving programs. We have a street foreman and then two park employees that when they're not being a foreman for the parks department from April 1st until November, they'll be working in the highway department. Their primary responsibility is the snow plowing and assisting the street crews with that.

Some of the responsibilities that we do in the street department is we maintain all of the ditches for the water lines. We do all the asphalt repairs that we might have, roadside brushing, road striping, leaf collection, storm system activities, take care of the culverts and shouldering. We take care of the road signs, the sweeping, snow removal and crack sealing. You see a lot of overlap with the clean water because it is the same crews doing that work.

We do assist other departments on an as needed basis. For the park and recreation department we help them out with some of their special events. We do some parking control, take out parking lots and operate equipment as needed. For the police department if they need to haul any evidence or need anything towed we'll help them out with that. The fire department once in a while if there's a large fire and they need the excavator out there to smash down a building or bury something or knock down a chimney we'll go out and help them with that. We'll assist the utility department with road repairs as we can and we'll do some land restoration on an as needed basis.

Our public works revenue is primarily from the tax levy. We generate small amount of revenue that's from weed complaints. Someone calls up and the neighbor has grass overgrown in the yard we'll mail them a letter, give them ten days to mow it on their own, and then if they don't we'll go out and mow it for them and send them a bill. Then also with the new subdivisions coming on line we install all the street signs and do some other public works complaints. So 96 percent of everything we do in public works does come from the tax levy.

I'm going to jump onto our street lighting revenue. It's almost 50/50 between what street lights that we have in the Village and Village responsibility, and then all the new street lights that we have are comprised into a street lighting district. So there's probably a dozen or 15 different street lighting districts that you might have in new subdivisions, and they get billed on a monthly basis to offset some of the expenses.

The Roger Prange Center there wasn't a pie chart for that one in there because that's entirely funded by the tax levy. The Prange Center really doesn't generate any revenues whatsoever, the maintenance on a building.

Some of the department goals and objectives that we have we try to keep a bare roads policy throughout the winter. That's something that Pleasant Prairie is known for right now. We made 67 passes last year on the Village roads. Now, that doesn't mean that we had 67 individual snow events, because you could have just a small icing where it might get just a little bit of rain and it freezes and you need to go out and do salt operations. That's one pass and you can be done in three or three and a half hours. But then you have some of the larger ones where you might get an 18 inch snowfall that encompasses three days where that same snow event you might go over the roads eight or nine times. So it kind of depends on the snowstorm that we have. It takes 20 crew and that's minus me. We have 15 snowplow routes that kind of break up the Village. We have four routes as our primary or main routes around schools, the industrial park, around the hospital area. And then we have 11 routes of just subdivisions that we have broken down. We have three people dedicated just to parking lots. They do the fire stations, the sewer plant, the Village office and the Prange and RecPlex. One mechanic on board that we desperately need because a lot of our equipment is 20 plus years old. Some of this stuff is over the last 20 years really been pieced together to make it work.

One of the things we've been really blessed with over the last ten years is having the Roger Prange Center. Before we had that building we kept all our equipment in a potato barn that's over by where Menard's is. We weren't able to keep the plows on the trucks and we didn't have any salt storage. I'm sure that Ronnie can probably talk about this better than me. But when you started for a snowstorm, you'd have to jump in a truck, and keep in mind when these trucks were parked in there they were parked about a foot apart from each other. So you had to climb through windows to get in the trucks into where you have to go. Go outside in the snow, put the plows on, drive down to the County building which is over on 60th and 31, load it up with salt and then start your operations.

We're not quite that tight right now at the Prange, but we are starting to get close as our fleet grows. Then we also have one foreman that kind of mans the operations of it. We spend about 640 hours setting up and tearing down all the snowplow equipment, putting on the wings, putting on the plows, putting on the mag tanks, making sure that everything is calibrated. So it takes about 320 hours to put everything together and about 320 hours to take everything apart. Then we spend over 5,000 hours on an average snow year. We've had years where we've only had a couple thousand hours, and we've had years where we've had 8,000 or 9,000 hours. It depends on the snowfall that we have. Last year we went out 67 times and we were able to accomplish one complete route going through start to finish, coming back and reloading in just under four hours.

Our second goals that we have is we try to hot patch just about 500 tons of asphalt, and we try to patch the asphalt or any of the roads wherever we're going to do our road maintenance for the following year. So let's say, for example, if we're going to do a subdivision like Green Tree for 2007, we would go in in 2006, identify all the asphalt areas that have failed, mark them out, recompact the base, replace any base where it's needed and relay the asphalt. So when the surface treatments come in you make sure we have a solid structure for it. We spend just over 900 hours taking care of that project.

We spend a lot of time on crack sealing. You're going to see those cracks forming in the road, and even a new road after about the third year, and if you don't get those cracks sealed, you start having a lot of water that penetrates under the road. The water gets in the sub base, it will freeze, it humps the road up a little bit and cracks more in that process and gets worse and worse. So we try to do it in the spring and fall when the air temperature is around 70 degrees.

One of the things that we did back three years ago, and Chief Guilbert I'm not sure if you recognize that truck or not, but that used to be an ambulance truck years ago. Actually really not even that many years ago. How we used to crack seal in the past is you would take one pickup truck and pull an air compressor behind it, and that guy would take care of blowing out all the cracks to make sure all the debris is out, and then you would have another pickup truck behind it pulling the crack sealer and that guy would be filling the crack with the kettle pulled behind there. We're actually one of the first communities to improvise a way that we could do both of those road activities in just one pass. So that cuts us down to one operator and one vehicle that's needed. So if we mount an air compressor on that truck, we have a flat rack on the back that holds our safety cones, our signs on the side and our crack sealing material, so now we're able to go through with 25 percent less staff and still do the same operation.

We try to shoulder the main roads at least four times a year. We're not always applying gravel every time but we are pulling the shoulder up. We spend a little bit of time on the local minors. We try to get them every other year. That's basically the subdivision roads that don't have curb and gutter like River Oaks, a lot of areas out in Carol Beach, Chateau Eau Plaines, and then we do a shoulder reconstruction as needed.

We spend a lot of time in the winter brushing the roadsides. We kind of save that activity for the winter months for a couple of reasons. One is that's when we have time to do it. You really can't lay asphalt and you can't crack seal in the winter because it's a little bit too cold. There are no leaves on the trees, so you're really not flinging that material. It seems like the best time to do that.

... do that in the spring and fall. Our goal is to hit all the roads three times. We have a part-time employee normally that takes care of operating the road mower, and it takes about two and a half weeks to go from Carol Beach down to the Interstate to take care of all the road mowing that we do.

We have about five and three quarter miles of gravel roads. Most of those roads are out in the Carol Beach area, and it takes around a day and half to go through and grade all those roads. A lot of times it depends on how much rain we have on how much grading that we do. It seems like whenever there's more rain it makes more potholes. So in a drier year we don't have to go out as much. But in a season when it rains a lot we'll spend a little bit more time out grading.

We spend a large amount of time on customer service requests. Someone calls up and says there's a dead woodchuck in the road or a cat or there's a pothole, we spend a lot of time going out and answering those service calls. We normally have our calls answered within 24 hours. Within 24 hours we'll have that service request complete.

Then we have some personnel goals that we have. We try to spend 15 minutes a week doing

safety training with our crew and equipment training. We might not do 15 minutes do every morning, but we might have a vendor stop out once a year to give a refresher. I guess a prime example something for equipment training would be our crack sealing unit. It's something where the material has got to be at a set temperature, all the pumps have to be operating, there's a lot of maintenance on it. So we might have the crack sealing vendor stop down once a year in the spring and spent four or five hours with all the guys on the crew saying here's what you check, here's the temperature, here's how you operate the pumps, here's the maintenance that has to be done, just to make sure that we're doing everything as officially as we can.

Worker's Compensation it is our goal not to have any Worker Compensation claims whatsoever. We try to do one performance evaluation each year, and all of our crews on the public works including utilities are trained in CPR and first aid. That's something that we've been working with the fire department on. They've been providing all the training for us, and I think it's every other year we spend I think its eight hours the first time to get certified, and then it's a four hour refresher class. And that's something where it's a dangerous occupation that we have. There's a lot of opportunity--you're running the chainsaw, you're running pumps, you're running machinery and it seems like there's always a chance to get hurt. So it's good to know that even if it's not a major accident if it's something where you scrape your finger or bump your toe you're comfortable knowing how to take care of that on your own.

This is our organizational chart. Everything in the left side is a carbon copy of what you saw through the storm water utility. The only thing added onto the right is the additional snow plow at around 80 hours each. The utility department helps us out anytime we get a snowstorm just because we don't have 20 people on the public works department, and a lot of times the part timers are back in school when it's snowing. So the utility departments they really sacrifice and they help us out whenever it snows to make sure all the roads can get cleaned.

A couple of comparisons that we have from 2005 to 2006. A slight increase in the salaries. Contractual services are about the same. Supplies and maintenance are up a little bit, and the property and liability insurance are down a little bit. One of the things that we have new for 2006 is an IT transfer where the IT department takes care of I believe it's on a per computer basis, they go through and charge us X amount of dollars for maintaining that. I do know that's a lot less than what we had to contract out with an IT company. So we have a small increase from \$994,000 to just over \$1 million on the public works budget.

On the Roger Prange Center budget, one of the things that we, again, started in 2006 that we did not have in 2005 is we're actually allocating some salaries. In the past we just had the guys in the public works. If you needed to do some maintenance on the building, we just ended up going over and doing it, and then that money was being paid for out of the public works budget. Now we're actually allocating funds directly to that.

Contractual services we entered into an agreement with a janitorial service that's actually doing the cleaning a little bit cheaper than what we've done in the past. But there are some increases in fuel and natural gas that we accounted for. Supplies and maintenance are staying the same at \$6,500, and liability insurance is up a little bit.

For the street lighting budget the biggest increase is probably contractual services. It seems like

we're spending more money with the contractors out there repairing lights that are under our jurisdiction because we really don't have the personnel or staff to take care of it ourselves.

New programs for the street department. One of the things that we are proposing is to have three more part-time personnel over the summer months. Even not so much in the summer but if we could get someone in the spring and someone in the fall to kind of help out when we do our leaf collection. When I had started over at public works back in '94 we had nine full-time employees doing about two-thirds of the roads that we do now. And we've really leaned down. We've done as much as we could by thinking out of the box for the crack sealer, doing a lot of our processes as far as we do on the street maintenance as efficiently as we can. And we're coming to the point where as we get more and more roads we're not able to perform all the maintenance that we need to on those roads. So we're asking for three part-time maintenance workers at a cost of around \$12,000 each over the summer just to help out with our crack sealing, street sweeping, leaf sucking and different activities like that.

The second request that we're asking for is a personnel change request. As we get more staff on our crew and we kind of diversify, we'll have more staff doing different projects the one time. There is sometimes where we can be doing three and four projects at one time, and sometimes you can't have a truck driver running a crew always. You need to have an operator that really knows what they're doing and understands the process. So we're looking to promote someone from--let me back up one second. We have different pay classifications over in public works. We have the equipment operator which is our top. Those are guys that operate the graders and grade with the heavy equipment. And then the lowest position we have is a truck driver position. They're pretty much driving the trucks and doing all the laboring.

Back about three years ago we created a new position that was kind of a mid range position between an operator and a truck driver. So they might not be operating equipment all the time, but they're kind of operating it maybe 25 percent of the time. You'll need an extra guy out on the grader while they're doing some ditching projects. So as we get more and more projects to do, we're finding a need to have more and more people. So we're asking to bump up one of the personnel that is in the truck driver position up to the mid range position at a cost of \$1,800.

And the last new program that we're looking for is to realign one snowplow truck. I'm not sure if you can tell what that is. This is the inside of one of our 1993 tandem axle vehicles, dump trucks that we have. You can see how it looks kind of ribbed. Those bumps that you see are actually the cross-members and the box is starting to push through the cross-members. So it's getting to the point in this box where it's not all the way rusted through and all the way punctured, but you really need to align that box before it gets damaged anymore. So at a cost of \$3,700 we can put I believe it's a 3/8 inch poly liner in that box and extend the life of it. Here's another view of it. Especially our tandems really get a lot of heavy wear and tear hauling asphalt, hauling rock, being scraped in by the excavators. Our goal is to keep our snowplow trucks a maximum of ten years, but it ends up we're on a 20 year cycle right now, and so this mid range maintenance I guess is something we have to do if we're going to keep our vehicles longer than ten years.

We have two new programs that we're proposing in our Roger Prange budget. One of them is rebuilding the power washer. The power washer is original with the building, and it's a building that we moved into in 1994, and that power washer is used every day on all different shifts. The

police department is washing their cars around the clock. We're washing our plow trucks, washing our garbage trucks, and so the power washer has really been getting a lot of abuse. We have some pump work that we have to do, and then we have some lines that we have to replace on there at a cost of \$2,000.

Then the second program is epoxying, sealing our shop floor at the cost of \$7,500. We really don't have much . . . reference. But on here you can see how the concrete itself is really starting to pit away. We're only really noticing this in our shop area. I believe that that's because when the plow trucks come in they're dripping with salt. That surface really gets abused on a regular basis. There's some maintenance that we have to do to this floor. The cost of \$7,500 would include sandblasting that concrete, patching any of the pits and putting an epoxy sealer on that floor to extend the life of it. I would predict if you don't do anything within the next couple years there's a good chance you'd be replacing the concrete in that shop floor.

Painting the salt shed is the final new program that we have. The salt shed was also original in 1994, and the picture on the left shows the front facing south, and the picture on the right shows facing the west. Those wood structures haven't been painted since the building was constructed in 1994. We got some cost estimates to go through and paint the salt shed front and back at the cost of \$5,500. It's something that I would attempt to do myself, but I really don't have any equipment to elevate myself up that high or anything that we would feel safe doing on our own.

Program reductions. We have two program reductions, and they're interrelated. The first one is to eliminate all snowplow overtime hours on subdivision roads. So our crews work from 7 to 3:30, and right now we have the bare road policy. So if it starts snowing at midnight and done at 6, our crews are out there at midnight and then when everyone goes to work at 7 the roads are clean. This reduction I guess would really put us on the same kind of snowing service as you see in the City and a lot of other areas where sometimes a subdivision won't get plowed out from a heavy snow for about two or three days later. We would still take care of plowing all of the main roads that we have, and we would still plow around the schools and around the hospital, so you would still plow 116th, 93rd, 85th, Cooper and those roads, but any subdivision roads you would only see a truck in there from 7 to 3:30. It's a reduction that you would really see a huge impact on. I guess some of the bad effects for it is any fire protection that has to get to a burning house or an ambulance calling out. They could be trudging through a foot of snow or just wait until whenever we get to it to make the call. Police protection the same way.

The second reduction that we have is a reduction in salt and sodium chloride use. Right now we're applying around 200 pounds per lane mile of a salt and maybe a pound or so per mile of the deicer during all of our operations. There reduction in salt and sodium chloride use means we would go out and still plow the roads but we wouldn't put down any salt. So the snow would be gone but you'd still have the ice on top of the roads.

This map shows the roads that we would plow if the Board would choose to take that first reduction of not plowing any roads during overtime, so you can kind of see down the west end by the Interstate, down by the mall, around 80th and the industrial park, 94th and Old Green Road, 85th and Cooper Road just really are core roads. It takes four snowplows to go out and plow those roads that we have. It would really be a huge reduction in service from what the Village residents are used to having.

In our capital plan for 2006 we're proposing to replace a front end loader. We have a 1991 loader and it's got over 5,000 hours. Normally anything over 5,000 hours means that you're going to start getting into engine problems, transmission problems, some major repairs. We had Brooks Tractor come down and give us some estimates on just everything that's wrong with that loader right now, just to get it up and going, fixing the parking brake, tighten up the steering linkage so when you drive down the road you have some sort of control, and it came up with \$10,000 in repairs if we don't get this front end loader. Here's a couple pictures of it, side view doesn't show too much yet, front view. You can see inside the cab. We've probably gone through and scraped down the inside and all the electronics that are associated in these panels are all starting to rust and corrode. We use this loader for loading all our plow trucks, so it really shortens the life span even if you wash it on a regular basis. The door is starting to rust to the point where it doesn't even close anymore. You almost have to keep it held on by a bungee cord.

Another capital item that we're proposing is a pickup truck for \$20,000. We have to replace a 1990 minivan. The pickup truck that we're asking for is not a new pickup truck. It's just a used pickup truck. We've been buying used vehicles over the last couple years and it seems to be a very cost effective way to purchase capital. You really can't do that for larger equipment because you don't have a lot of snowplow trucks on the auto auction or something like that. But for a minivan and pickup truck it's been working well. Here's a picture of the minivan they were looking at. I think it's on its third transmission. It's well over 100,000 miles. We used to call it the bologna and I guess I'll let you know why. This was our first work release vehicle that we had. And they only fed the work release crew bologna sandwiches every day. So every time they'd shop vac it out they'd find little piece of bologna somewhere in the corner. The interior is not the best either.

Two ton truck with a dump body, being a new vehicle, replacing a 1987 vehicle. The one ton that we have right now has over 280,000 miles on it. It's getting really tired. It's got a lot of miles. This is another vehicle--actually this wasn't an ambulance. This is one we picked up from the police department. At one point it was a stolen vehicle and never found the owner so we were able to acquire it. It had a lot of miles when we picked it up. It was kind of a freebie into our fleet, but now we're at a point where it's really starting to get old and beat up. With the 280,000 miles on it there really isn't nothing original, and it's not as bad as the steamer but it needs a lot of love. We've got some areas where the floorboard is rusting through and the controls are getting bad on it.

And the final capital purchase that we're asking for is a snowplow truck with the side wing at \$120,000. And this will replace a 1985 plow truck. This is what a truck looks like when you keep it for 20 years in the fleet. It doesn't look too bad right now. The exterior has been dinged up a little bit but not too bad overall. But the interior of it is something that's almost getting dangerous to drive. If you look in the middle of the left hand side you can see the wires that are

hanging under there. This thing has been piecemealed in wires. This is one of those vehicles that you spend more time getting all the strobe lights going and making sure that all the blinkers work than you do operating it sometimes. So this is a vehicle that does have its own route. Every time it snows it's out. One of our policies we have in public works is that every truck has to pass a pre-trip inspection before it goes out. So every turn signal, every wigwag, every safety feature that we have has to be operating before that truck goes out on the road. So sometimes whoever is on this route might not get it right away, but eventually it's out there. This box has never been realigned. It's original. We kind of piecemeal it together with the street signs that we have laying around. It's got holes. It's to the point where a liner won't do it any good. This is actually a really good picture because it looks in pretty decent shape, but if you would see it firsthand it's really falling apart.

Next we have our road capital plan. This is actually the same plan that we talked about on June 6th when we talked to the Board, doing the different sorts of surface treatments including the chip seal on Bain Station Road, micro pave on some of the subdivisions that have the curb and gutter, mill and pave on some of the arterials that have . . . cross-section, and any roads that have really gone where a surface treatment won't help them at all, actually pulverizing up the road, relaying down new asphalt. And then there's one area on 93rd Street, once the sanitary sewer is reconstructed there, doing a total reconstruction of the road.

Something that's kind of interesting to see is when you chip seal 24,000 square yard of asphalt and it's only costing \$18,000, but when you need to do a reconstruction on 3,000 yards of asphalt it costs over a quarter million. So roads are something that we really haven't addressed on a regular basis. The road conditions are getting worse and worse over the years. There's ways by doing these surface treatments you can extend the life from 20 years to 30 years or 40 years. I was talking with some DPW directors at the national conference in Minneapolis, and they're actually getting over 60 years before they need to do a pulverize and reconstruct down the road, because they do a surface treatment every six years. So sometimes intuitively it doesn't make sense to put down these surface treatments, but I guess if you look at the bigger picture if you can extend the life cycle of these roads it's a very cost effective way to do maintenance.

I'm sure Mike will touch on this a little bit, too. I'm sure we're going to have a hard time coming up with a million and a half dollars to do this program. It's maybe something that would have to go to a referendum or some other funding source. So we have about a million and a half dollars to do the road maintenance. This is just a real, and you probably can't see real good, but it shows some of the maintenance that we plan on doing. Anything that is showed in yellow are roads that we'll be crack sealing to do future maintenance on, and then we'll be doing our patching also on those roads.

Some of the things that we do require before we do a reconstruction on a road is we make sure that all the utilities are in and in good working order. So we do have some areas in the Village where they do have a poor road and actually I believe Kathy's road is probably one of the worst roads we have in the Village. But they don't have water so until they get water we're not going to go through and put in new road. We spent a lot of time going through and determining and coordinating with the utility five year master plan to find out when water is proposed to go in, when sewer rehabs are going to happen, when storm water is going to happen. The worst thing you want to have happen is to go through and spend a lot of money reconstructing the road and

then two years later run right down the middle of it with a storm sewer rehab or a sanitary sewer rehab. It just doesn't seem to make any sense. So we're very sensitive in making sure that we address all that.

And then just kind of a summary of the project as a whole that we have. I'm not going to go through every year, but it ends up being \$8.7 million. It's an expensive project to do over the course of six years, but that's where our roads are right now. Probably one of the biggest complaints I know that I receive, and I'm sure a lot of Board members receive, is that my road is in bad shape and I need a new road and they're all true. We do have a lot of roads that need replacing, but one of the first things that we really need to focus our funds on I believe is making sure that the roads that we do have last as long as we can make them.

I have a couple maps that show proposed maintenance for the next six years. I'm not going to go into detail with them. There's a lot of factors and a lot of . . . need to align before these all come into play. But we have maintenance plans for 2007, 2008, 2009, 2010 and 2011. I guess one of the things that we could do, and it's not always the most popular thing to do, but going back to the chip seal is the chip seal was the cheapest way to do maintenance on the road, about 65 cents a square yard, versus doing a micro pave at \$3, but there's a lot of other factors you need to consider when doing this.

Mike Pollocoff:

John, go back to your road plans there. The lime green on that what is that?

John Steinbrink, Jr.:

The lime green on here these are all the roads that we're going to be crack sealing. These have been exported in PDF and copying pages so maybe we lost some of our resolution. But what's shown on this scenario would be limes green are the roads that we plan on crack sealing.

Mike Pollocoff:

You need to pop that up on your ledge there.

John Steinbrink, Jr.:

That's not on there. My mistake. We'll be sure to get that updated. Any other comments?

Alex Tiahnybok:

And it's not on '07 and beyond because it's just not planned yet? Because we have crack seal in '06 but then—

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John Steinbrink, Jr.:

We do plan on crack sealing every year, but we just didn't go through the exercise of identifying all the roads. We plan on doing about a quarter million square yards per year of asphalt, and we just came up with the plan for 2006. We still plan on doing a quarter million roads in '07, '08, '09, '10 and '11. We're just not planned out that far yet.

Steve Kumorkiewicz:

. . . 13 years after. Every time somebody complains about their street I say come and take a look at my street. It's a good example of . . . my street is one of the worst ones. I tell them to go out and take a look at my street.

John Steinbrink, Jr.:

This program is not a guarantee that these roads are going to be done at these years. Especially, Steve, in your area I believe you need a water main reconstruction and you also need a storm sewer project. So when I coordinated with Ronnie I believe they plan on having those projects done in or by 2007, so that's why we put it on the schedule to be the year after those capital improvements are in place. So as long as the sewer and water and storm sewer projects fall into place, this will fall right afterwards. It's really hard to project what's going to happen six or seven years out with all these capital projects, but this is kind of our best estimate that we have based on the information right now.

Steve Kumorkiewicz:

. . . I think my street is one of the worst in the area because we've got 41st Street that's about 10 feet or 12 feet above the level of my street. So every . . . from 41st comes down . . . I can see coordinating everything, sewer and storm sewer.

John Steinbrink, Jr.:

Road maintenance is definitely a hot topic. Like I said before, it's something that everyone comes up to me and said my road is a piece of junk. We'll go out there and it is. But unless we have the funds allocated to make repairs there really isn't much we can do. We can only patch so much and we can only crack seal so much. And there's a point where patching and crack sealing really doesn't even help. A prime example is over by Kathy's house. I'm going to keep picking on her. I don't think there's a piece of asphalt that's bigger than six inches in diameter over there. So you really can't patch it, you can't crack seal it. You have to wait until all the capital improvements come through and go with it then.

John Steinbrink:

With the increase in crude oil prices what has that done to the price of asphalt?

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John Steinbrink, Jr.:

Asphalt has increased a little bit. It really hasn't hit as hard yet because a lot of the major asphalt players like Payne and Dolan, for example, they buy all of their asphalt material for this year it's already bought in advance. So we did go through with all these numbers and we did add five percent every year. If it's 10 percent or 15 percent, it's kind of hard to tell with that volatile market exactly what's going to happen. But there is a direct relationship with the price of crude oil and asphalt definitely.

Mike Pollocoff:

At some point, too, this happened last time we had some big scale up in oil prices, it starts approaching that concrete level, then no matter what the market is doing asphalt just doesn't get any higher. So once they bounce up to what it's going to cost to go curb to curb, then that's the max. That's the high number for asphalt, whatever concrete is. It will approach it. It will get there.

Alex Tiahnybok:

The operating expenses pages, obviously it's some software that we're using to generate, for example, like in the—

John Steinbrink, Jr.:

You mean the \$7,900 for the IT allocation?

Alex Tiahnybok:

No, what I'm referring to is page 11 and 12. It's obviously a formatted thing showing where we're at in 2005 versus plan and then some historical data like '03 and '04 information. My question is on your capital plan pages, let's take page 41, for example. That's your equipment capital plan. Would it be possible, just so we know where we've been, to add let's say since we have '03 and '04 and '05 to date, would it be possible to add columns as a convention to these forms so we can look and see what kind of capital spending has occurred in the past so that when we look at '06 and '07 we know what kind of growth we're looking at?

Kathy Goessl:

This capital plan is also done with a software program, and the software program we can print prior years. We have not kept historical information in here. This is basically our planning forward document, so currently we could not do that quickly in comparison purposes. We don't have that built into the software at this time. We can probably look at that in the future to gather historical information in there, but right now it's not there. We have reports that have historical information on that we can provide.

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Alex Tiahnybok:

I'd really like to see that.

John Steinbrink, Jr.:

One of the things, Alex, maybe that would help you out is on our equipment list I believe that we have the year, or I can get you the year from all our equipment that we have where you see the road grader is 1987, the router is a 2000 and so on and so forth. If we go down to our vehicle list that we have here, it kind of shows which vehicles are 2002, 2003, 2004, 1989. So maybe we can use that as an easy way to identify how old a lot of our capital is.

Alex Tiahnybok:

There's the vehicles one, and then there's the road improvements one. If we could somehow either incorporate it into this format or some other format if we could just get the historical background of where we've been.

Kathy Goessl:

We have reports for the last number of years in an Excel file format that summarizes our capital expenditures for the last two or three years.

Alex Tiahnybok:

If I could get a copy of that.

John Steinbrink:

Other comments or questions?

Jeff Lauer:

I just have I guess a question or comment. I know part of the presentation on page 22, I'm sorry, that's not the right page, but it's regarding eliminating overtime for snow plowing. I'm not sure how the rest of the Board feels about that, but it might be--I would be a little bit concerned if we get heavy snowfall and we don't start plowing subdivisions until maybe 7, only because if the fire department has to get in there, ambulance, police department, etc. Maybe if the Village is looking at reducing that maybe we can work something out to do that. Because I know the snow plowing ever since I've lived here has been good.

John Steinbrink, Jr.:

What we kind of do right now for snow plowing, since we only have one guy per each route, and we really don't have enough staff to have multiple crew relieve each other, I try to send the guys home by 10 p.m. and we have them back at 4 in the morning. That's currently what we're doing. The reason we do that is that's when a guy really needs to sleep that six hours. So if you have

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some travel time back and forth maybe they're only sleeping five hours. But if we start our snowplow operations--a lot of them in the morning will start at 4 a.m., because then most of the roads are cleared by 7 and all of them are clear by 8 when everyone is going to work. So right now we're not doing any from around 10 p.m. until like 4 a.m.

Jeff Lauer:

I thought I heard you mention 7 to 3:30 and I kind of kept that in my mind.

John Steinbrink, Jr.:

That would be another reduction. You were correct. What we're looking to do now is actually taking that back a step further and taking down anything from 3:30 after work or until 7 in the morning would kind of be a reduction. So instead of snow plowing from 3:30 p.m. until 10 p.m., you would just stop at 3:30 and then instead of coming back at 4 a.m. you would start plowing at 3 a.m. So you're losing maybe four and a half hours in the night and three hours in the morning of snowplow time.

Mike Pollocoff:

That's what the City of Kenosha does.

Jeff Lauer:

That was my question. That would help with the morning traffic.

Steve Kumorkiewicz:

(Inaudible)

Mike Pollocoff:

Lose a lot. The thing about plowing from 4 to 7 is there's nobody out. You start plowing at 7 you're plowing with everybody driving. Same thing at night.

Steve Kumorkiewicz:

I understand, but you don't have a choice.

Mike Pollocoff:

You have a lot of choices. In all the departments you're going to see some things that we've done for years that can be cut. If you want to eliminate a service or if you want to charge a fee or something like that, that's one way to do it. Historically the Board has not said let's cut 10 percent across the board because sometimes 10 percent in some activities means you're not going to do it anymore. Rather we've identified certain things that people can understand or relate to when we say let's not do this . . . one program we made 10 years ago is we said we're not going

to provide free paramedic service to people outside the Village. When we pick them up we're going to charge them. And then we expanded that and said we're not going to provide free paramedic service to anybody, and when we pick them up we're going to charge them, and that money is going to be used to reduce the levy. That was an example of program reduction. So they can take a lot of flavors.

But, as John said, he's got six guys in the department and then you cut one guy you could be cutting across the board, you could be minimizing a lot of services, and through program reductions he's proposing that these are things where you can still keep the roads cleaned. It's not going to be at the same level that the residents are used to, but the mains will get done and sooner or later we'll get into the subdivisions as time permits within the existing working schedule.

Steve Kumorkiewicz:

(Inaudible)

Mike Serpe:

Nobody wants to pay extra taxes, and right now aside from the department heads and the Board we have one citizen in this audience who is paying attention to what we're doing who probably understands exactly what's going on with costs and everything associated with it. The minute that we make a decision, whether it be to eliminate some snow plowing or eliminate salting or whatever and mother nature takes its course and at two o'clock in the morning dumps six inches of snow on us and we don't get out there until 7, they're going to scream and holler. They don't care. The first thing is don't raise our taxes, but now we want our streets plowed. Which leads me to the thinking that maybe we should take a little time and put into the *Village Times* newsletter and put some information in here and survey and say we're in tight times and we don't have the money to do a lot of things here. When push comes to shove what do you want to see less of? Let's see where that goes. Right now Gus is the only guy here representing the citizens other than the Board members and the department heads. And no matter what we do we're going to pay hell for it.

John Steinbrink:

The State tried that program last year with cutting back on snow plowing and that lasted up until the first snowfall and all of a sudden we're out plowing and we're still trying to figure out how to pay that bill up there. But that, again, was money that went to the counties to plow the roads. I think it depends on each storm and the intensity of the storm, the timing of the storm and what time of day. Then you have to weigh the cost of letting that ice and snow become packed like it is in the City on the streets and then the cost of trying to remove that at a later date. Those are all variables we're going to have to look at here.

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Steve Kumorkiewicz:

. . . they carry themselves . . . they lower and believe that the . . . up to three weeks later. Remember that one, Mike? That was discussed . . . two or three weeks after the snowstorm is when the community or the municipality . . . due to a snowstorm. That was discussed in one of the conferences. Do you recall that? Actually the sun just melted the snow on the ice.

John Steinbrink, Jr.:

One of the other indirect costs, or maybe not indirect cost but it will cost someone at the end of the day, is that there's almost a certainty that you're going to have more accidents on Village roads and subdivision roads just because of the ice pack and not having bare roads.

John Steinbrink:

Other comments or questions?

4) Parks Department

John Steinbrink, Jr.:

The final budget I'll go over this evening is the parks budget. There's a brief overview in the parks department. We have 12 part-time seasonal employees that pretty much start on staff as soon as school's out and they pretty much go back to school and leave. So they're on board about 12 weeks out of the year. And we have 12 of those part-time seasonal employees. We have two full-time park foremen that are on the parks from April 1st until October 31st because the grass grows spring, fall and summer, so those guys are really stretched out in the spring and fall.

Then something that we start to try to really make our capital work efficiently is two years ago we started working our crews four ten-hour days. So now instead of instead of using that lawnmower for 40 hours a week, we can use that same lawnmower for 70 hours over the course of the week. We've gotten by about the last five years really not having to increase our lawn mowing capital I guess you'd call it just by doing that. So we're really trying to use as much of the capital as much as we can right now. And then we have one day where both the crews overlap, and those are the days we schedule our large projects. And then the park foreman works for the streets division plowing snow and brushing, whatever projects we might have from November to March.

One of the things that the Board adopted is the impact fees for parks at \$632 per unit, and that money is used to develop new parks. 60 percent of it goes to fund the neighborhood parks, and 40 percent of it is combined for our community parks and trails. So I guess just for round numbers if it were \$100 per unit, and we have a map which I'll show you in the next slide, 60 percent of that goes towards that park that's in your neighborhood, and then 40 percent of it goes to community parks and trails. We talked about one of our goals in the parks department, and we have Vandewalle working on the master parks plan, is making some sort of a trail system that would tie the Carol Beach Lake Michigan area with the bike trail to a couple of points, a couple of community parks, Highpoint Park as a community park, a bridge crossing over 31 and getting

over to Prairie Springs Park.

Something else that we're looking to do for trails is Bob had showed the gravity sewer coming from sewer D down to just north of Lake Andrea. They're going to have a maintenance easement along that gravity sewer line and making a trail that would tie in Pleasant Prairie Park with Prairie Springs Park. And then the last thing they're working on as a core system is going through and tying in Prairie Springs Park somehow with the preserves that they have down on Russell Road in the western end of the Village.

The master park plan Vandewalle is working on five neighborhood parks making a detail plan for them. Creekside Neighborhood Park right on 93rd and Highway 31 which they're moving dirt on right now, coming up with a detail plan for that neighborhood park. Village Green Neighborhood Park just north of the Village Green Subdivision. Doing a reconstruction of the Pleasant Prairie Neighborhood Park over by 104th and Bain Station Road. Coming up with some sort of a finalized plan for Momper's Woods area on Highway 31 just south of 165, and then finally developing a new neighborhood park in the Unit W area which is just east of 7th Avenue and just north of 90th Street.

This spreadsheet is pretty busy. We're not going to go through every number in it. But the Village is broken up into 13 different areas that we have. And each of these areas is a neighborhood plan that Jean Werbie and her staff have been working on. So we're planning to have one neighborhood park in each of these communities. And then some of these parks will function as a community park. So it will be a larger park, more acreage, more parking, more activities on there. So with the total amount of buildout that we have based off our 2020 comp. plan is I believe 15,860 . . . add the \$3.4 million and \$2.2 so just over \$5.6 million to put towards parks and trails. It's something that's really needed in our community. Right now we have a couple of parks where we really don't have--as these new subdivisions come on, we need a way to finance the playground equipment and the trails that connect all these parks.

This next slide shows our different areas or different zones we have based on neighborhoods. It started off with area 1 on the northwest corner. It's all based on the neighborhood plan that CD has been working on and all the way down to the Carol Beach park areas 12 and 13. We tried to plan it out where we at least had one neighborhood park in each area. Some of those parks are functioning as community parks to have a way where for generations to come we'll have a good course of recreation.

We're not just planning for active recreation like softball fields and soccer fields and playgrounds which are all great, but we're actually working on developing passive parks also, making some trails and some ways we can tie in the Chiwaukee Prairie, doing something with the Momper's Woods area because we really have some treasures out there that we need to develop.

Our park division responsibilities - there's a lot of different activities that we spend out there. Most of these activities are done out in the Lake Andrea area, prepping softball fields, soccer, football, taking care of picnic areas. We do some contract work helping out the Danskin Triathlon, Pleasant Prairie Triathlon, Prairie Family Days. We spray and oversee all the parks that we have whether it's in Becker Park, Woodlawn or Carol Beach Park, and we also clean up all the garbage weekly in all the parks.

As far as assisting other departments, we do mow all the green areas and maintain the landscaping, so we take care of the grass at the fire station, Station 2 and Station 1, and we also mow all the grass on the lift station, booster stations for the utility department.

The goals and objectives that we have, we have 45 mow sites in the Village. We try to mow them on a weekly basis or as needed basis. We spend just under 3,000 hours doing that. Building maintenance we clean the bathrooms at Prairie Springs Park, take care of the tot lot, just different general activities that we have. But the equipment maintenance we spend every day the crews are taking care of all the lawnmowers, sharpening the blades, greasing them, checking the oil, doing all the servicing. We spend about 592 hours over the course of the season taking care of the lawnmowers, weed whackers, push mowers that we have.

Fourth goal is maintain Village landscape areas. We have two crews and we try to fertilize especially in the ballfield areas because it's such a heavily used field three times a year, because if you don't put down that fertilizer, if you don't overseed the diamonds are just going to die out. I think there's an activity on those ballfields in Prairie Springs Park north and south sides and also on Pleasant Prairie Park at least six days out of the week, and then the seventh day there's pickup games going on or youth practicing out there.

We spray once a year for dandelions and any other weeds that might come up. We do a lot of Round Up around our landscaped areas so we don't have to spend so much time weeding in all of our mulch beds, just under 1,000 hours doing that as our goal per year.

We prep nine softball fields. We have a two crew. it takes them about five hours six days a week for about 26 weeks, so we really spend a lot of time prepping softball fields for RecPlex. One of the things I'd like to add, too, is that I believe three of our part-time park workers are funded by RecPlex for taking care of the ballfields and everything else that we might do. We water the ballfields. We drag them level every evening before the game and mark all the fields. Our goal is with the softball fields is to have them all prepped in about three quarters of an hour per field. We stripe our soccer fields, we do all the setup of garbage cans and clean up our picnic areas and we take care of the parking lots at the Village hall and the RecPlex lots and Prange. And both of our foremen are certified playground inspectors so they'll go out to each of the playground sites just to make sure all the swings are safe, all the slides and everything else that we have to reduce any injuries that we might have and make sure all the equipment is kept up as good as it can.

Personal training is the same training that we have for the other public works employees with the equipment training, whether it's on new lawnmower safety training. We have 14 people working in our parks department, and 12 of them are high school or college kids. So you're really taking a lot of these kids from square one. We're probably one of the only for our size parks department that really doesn't have full-time staff dedicated just out in the parks. We have two guys that are out there nine months out of the year and everyone else, and then there's no one out in the parks those other months, so we really rely on our part-time staff, and so we do a lot of training on what a pre-trip inspection is, how to check oil, how to safely drive a mower to make sure we don't have any accidents. We try to reduce our preventable accidents by 100 percent, and that's the training that we talked about and then we do performance evaluations. And we also train everyone in CPR and first aid.

One of the park projects that we're proposing for 2006 is to re-roof and paint the park pavilion over by Carol Beach Unit 1. It's on maybe 8th Avenue and 110th or 111th area. This is something that's just going to increase the building maintenance count 244 by about \$3,000. There are already two layers of shingles on the roof. It needs some paint. If you've ever gone up to the pavilion it's really getting worn down. It's the only pavilion that we have in the Village right now, and staff would really like to try to make it last as long as we can and keep the amount of maintenance to a minimum on it.

Here's our organizational chart. Kevin and Leroy as our park foreman 9 months out of the year, and then we have 12 park workers that we have each under--Leroy will have six and Kevin will have six. We have two work release supervisors that work two week on and then off two weeks as a part-time. And they take care of our work release program inmates that we have. One of the 12 kids that we have out there by the time we're done prepping the ballfields and mowing the grass and picking up the garbage there really is not a lot of time to do anything else. So anything else that comes up as far as weed whacking, picking up roadside garbage, any activities like that is all done by our work release program members. We normally have between two and six members depending on how bad people have been I guess over the course of the month.

To just go over operational expenses, salaries are up a little bit with rate increases. We're not asking for any new personnel. Contractual services went from \$7,800 to \$8,900. Some of that money was spent doing that roof. Supplies and maintenance a lot of fuel increases I guess is one of the things, too, that we kind of factored in. It seems like we're always running at least four lawnmowers eight hours a day, and then our liability insurance. The grant total went from 288 up to a 213 proposed.

For new programs that we have in the parks we're looking at installing port-a-potties in all of our parks. One of the issues that came up was in the Lake Michigan parkland not having any port-a-potties out there and some other areas in Carol Beach and having some requests from the Park Commission to have some port-a-potties in all of our parks from Memorial through Labor Day. You take those four parks at about \$500 each and extra pumping and cleanup due to vandalism. For some reason a port-a-potty is just a magnet for vandalism, so we'll have to find some ways to stake down port-a-potties or do something to make sure we keep any extra charges down. So that's our first new program is port-a-potties in all of our remote parks.

And the second one that we had just came up at our Park Commission meeting last Tuesday which was improving the Lake Michigan parkland. We're looking at approving it from just maybe 150 north of the Tobin Creek area and just down south to about 113th Street area. One of the problems that we're having down in the Lake Michigan area is with boats and more in particular jet skis zipping around down there and there's people out there swimming or using the lakefront. A lot of people are in jet skis out there flying around. There really is no barrier, no means to ensure that any people using the lake area are safe from being hit by a jet ski. The jet skiers are docking up on shore over by the jetty. So we put together what it would cost to buoy off an area maybe going out about five or six feet deep. This would be an area in Lake Michigan where we wouldn't have any lifeguards. It would be like a swim at your own risk type beach area where if somebody wanted to go out and use it they would be safe from having any jet skiers buzzing too close to them. So the big buoys that we need to have out there is based on I believe

100 foot is \$200 apiece at \$2,400. The small orange buoys are only \$5. We need 24 of those and two in between at \$120. The rope and chain anchor blocks and signage that identifies this as a swim at your risk.

And then the restroom space. We're trying to make some sort of an enclosure around the port-a-potty where you could lock it up at night and open it back up in the morning so it doesn't get vandalized and torn up as much. That's something where you would put the port-a-potty in there on a seasonal basis. Keep in mind that this \$7,800 does not include the labor to set up or tear down. It's just the capital expenses that it would take to get the program going.

Program reductions we have two of them. The first one would be to eliminate any landscaping costs that we do, so we wouldn't do any of the overseeding, spraying Round Up. We wouldn't do any seeding in any new dirt around the park. It would save about \$9,000. You probably really wouldn't notice the difference in it for about the first year. But once those weeds start taking over in the landscape beds you would see more labor going through and pulling weeds by hand, or you would just eliminate the landscape beds altogether and just mow it with a lawnmower.

The second reduction that we have is elimination of two part-time park employees at a savings of around just over \$11,000. Right now one of the things that we're struggling with is that we have all these new parks coming on board. We have Creekside Park we're looking at, we're looking at Village Green Park. We have Momper's Woods and additions to Pleasant Park. You really hate to go backwards, but it's a reduction that we put in. So I guess you would take the reduction of the two part-time park employees, taking them out where we would just have 10 versus 12. They would probably have to come right off of our mowing crew. So you would probably see the grass not mowed on a regular basis. The retention basins wouldn't get mowed how they should be. It would be something you would definitely notice. You wouldn't do any landscaping or much new in landscaping. It's definitely something everybody would notice when they drive through the Village.

For capital equipment that we have, we have a 1996 Gator, so it's going on ten years old and it's starting to have some engine problems. It's going to probably need a new engine next year. We've been kind of gimping it along. It's one of those vehicles that we use for prepping the ball diamonds. We use it for getting from point A to point B out in the park, whether you're weed whacking or hauling mulch in it. It's a real fast way to get around the park without driving a pickup truck on the grass area. It's used for dragging the beach and a lot of other items in the park. It's \$8,000 for the Gator.

We have a 1977 Army truck that we call it because we got it from Army Surplus. It's built like a tank. It's a ton and a quarter truck. It doesn't have any power steering. It's just getting old. It's getting to the point where it's almost 30 years old. We're using it right now because that's one of the vehicles we have in our fleet and we need it for operations, but we'd really like to get something else. So we're proposing to purchase a used one ton pickup truck. And then this one ton pickup truck we could use to upgrade some of our plow vehicles in the parking lots.

One more thing we're looking at closing is two zero turn mowers. That's like those little cabodas that you see driving around. The price is \$12,000 each, and those would replace two

1997 mowers. Here's a picture of one of the mowers. The mower is going on eight years old, and now that we're using our equipment 70 hours a week versus 40, the life span is getting really worn on it. We're already rebuilt the deck a couple times, the bearings and shafts and everything else on it. And it's to the point where we really need to purchase new decks for them and it costs \$3,500 apiece, so it would be \$7,000 for new decks if we don't get the zero turn.

Something else with the zero turn mowers is that he can probably cut 25 or 30 percent more grass with the zero turn mowers as far as maneuvering around trees and landscaped areas. Something we did a couple years ago which has really helped is we purchased 11 foot wide John Deere mowers and we have two of those. So how we staff our mowing crews is we'll have a smaller mower like this, drive around all the landscaped areas and the edges, and then the big mower just runs up and down doing as much volume as it can so we can get in and out of these mow sites as quickly as we can.

The last one I have is for the redevelopment of Pleasant Prairie Park, and it's something that we're not sure if it's going to go or not going to go. There's one parcel. If you look at the blue hatch, 104th is the street on the right hand side. It's not labeled, but it runs north and south or up and down. The property that we just acquired was just beneath that blue hatched area. There's one property that we have left in there. If something would happen, if that would come up for sale, that would really complete a lot of the frontage off the 104th area for the Pleasant Prairie Park. So putting some money in there I'm not sure if it's going to come up for sale or not, but if it does we'd have something for it.

Here's a list of our parks division equipment and vehicles. Our newest pickup truck that we have in the fleet is ten years old and it goes down from there. I'm not going to go through all the equipment, but a lot of our 1145's, that's our six foot wide lawnmowers are starting to get a lot of hours on them and getting up in age, and the replacements are starting to get pretty pricey. I guess any questions you might have on anything for the parks division budget.

Steve Kumorkiewicz:

The only question I've got is . . . I was of the understanding that we couldn't touch Lake Michigan, it was a federal lake. Can we do that? Can we put buoys in there?

Mike Pollocoff:

Sure.

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Steve Kumorkiewicz:

Do we need permission for that or no?

Mike Pollocoff:

No, not for buoys. If we were going to do any structure there we would need to get permission on that, but just to put some buoys out as long as it's land that we own we can do that.

Steve Kumorkiewicz:

How far out from the beach?

John Steinbrink, Jr.:

You really don't want to have a depth. I guess it's not so much how far out but you go by the depth of water that it is. So what they try to do over by Prairie Springs Park is keep it between five and six feet deep. So however far out it takes to get to that five or six feet. I wouldn't recommend going over 50 feet or 75 feet if it's that shallow.

Mike Pollocoff:

The scam on this is there are jet skies going out there, and there are people that are trying to bathe on the beach and they intermingle and it's not healthy, not to mention the fact some of the sewage isn't healthy either but that doesn't stop them. So by doing that it kind of limits their exposure and limits access to them. I think one of the things, people being what they are, at Lake Andrea there's somebody watching everything out there and those buoys will probably last a couple weekends and they'll be gone. They'll cut the rope and the buoys will be floating. That's round one of what John's got on there. And then we'll do round two and round three because we will be solely relying on a patrolman cruising by and knowing what's going on there.

But the Park Commission went through this and there's a lot of different ways to skin the cat. Taking care of the jet skis would seem to be the most pressing issue to justify an area that was going to be swimming only so they couldn't get in there. One of the problems is we just don't have complete control over all the land along the lakefront there. We have the majority of it, but it's not contiguous. There's always some piece that kind of breaks up a big contiguous piece where you can't get it all under control.

Alex Tiahnybok:

Regarding, John, the distance off shore of the buoys, I've got to believe there's some standards. I don't know if they're federal standards or state standards. If you go south of the Illinois border there's a beach north of North Point Marina. That is buoyed out and I'm pretty confident it's a set distance. So we might want to look into that.

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Mike Serpe:

I think you're going to have to look at something first. Anywhere in the lake it's not our jurisdiction in the first place. It belongs to the County. So if anybody is going to do anything in the lake it should be Kenosha County. The meandering shoreline is where we stop our jurisdictional authority. Any further into the lake than that belongs to Kenosha County.

Mike Pollocoff:

I'm sure they will be glad to do it.

John Steinbrink, Jr.:

To answer Alex's question, I can refer that to Lynn Boehm. She's the aquatics director over at RecPlex and I can find out some information from her and get back to you on exactly whatever standards that we might find out. I don't think it will change the price too much. The price is really on a north and south distance, but if the new program doesn't go through to make sure that we set it up properly.

John Steinbrink:

You may want to check with the County also.

Mike Pollocoff:

They could be looking for a new park.

John Steinbrink:

They may object to our doing something in the lake also.

Mike Pollocoff:

Probably.

John Steinbrink:

Other questions? Hearing none, thank you very much.

John Steinbrink, Jr.:

Thank you for your time.

John Steinbrink:

We've covered Items 1 through 4, correct?

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Mike Pollocoff:

Yes.

John Steinbrink:

Comments or questions on the presentation this evening?

Mike Serpe:

Our next meeting is when?

Mike Pollocoff:

Wednesday.

Kathy Goessl:

The next Board meeting has some departments presenting next Monday, and then there's a meeting Wednesday I believe after the DOT meeting at 7:30 or 8:00.

4. ADJOURNMENT

**SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KUMORKIEWICZ;
MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 8:45 P.M.**