

# BOARD OF SUPERVISORS

Brown County



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## PLAN, DEV. & TRANS. COMMITTEE

Bernie Erickson, Chair  
Dave Kaster, Vice Chair  
Dave Landwehr, Norbert Dantine, Tom Sieber

### PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

**Monday, July 27, 2015**

**Approx. 6:15 p.m. (or to follow Land Con)**

**Room 161, UW Extension**

**1150 Bellevue Street**

### **NOTICE IS HEREBY GIVEN THAT THE COMMITTEE MAY TAKE ACTION ON ANY ITEMS LISTED ON THE AGENDA**

- I. Call Meeting to Order.
- II. Approve/Modify Agenda.
- III. Approve/Modify Minutes of June 22, 2015.

#### **Comments from the Public**

#### **Communications**

1. Communication from Supervisor Schadewald re: Request an update on facility usage studies.

#### **Public Works**

2. 2016 Five-Year Capital Improvement Plan for Public Works.
3. Discussion re: Options and/or Solutions for Manor House Building in Morrison.
4. Discussion re: 45 mph Speed Limit from Mill Center to FF on Highway C.
5. Ordinance Dealing with Revision of Speed Zone on CTH V, Village of Bellevue.
6. Ordinance Dealing with Revision of Speed Zone on CTH C, Town of Pittsfield and Village of Howard.
7. Summary of Operations.
8. Director's Report.
- 8a. Budget Adjustment Request (15-50): Any increase in expenses with an offsetting increase in revenue. (Added to agenda July 23, 2015).

#### **Airport**

9. Discussion of development around the airport by developer Garritt Bader.
10. 2016 Five-Year Capital Improvement Plan for Airport.
11. Open Positions.
12. Budget Status Financial Report for June, 2015.
13. Director's Report.

### **Port & Resource Recovery**

14. Resolution re: Rescinding May 21, 2014 Renard Island Causeway Ownership Transfer Resolution. *Motion at February Meeting: To use any legal means necessary to obtain an easement at Sauk Road from the City of Green Bay to access the causeway and Renard Island. June motion: Hold for one month.*
15. 2016 Five-Year Capital Improvement Plan for Port & Resource Recovery.
16. 2015 Port Strategic Plan-Request for Approval.
17. 2<sup>nd</sup> Qtr Port Budget Status Report.
18. 2<sup>nd</sup> Qtr Resource Recovery Budget Status Report.
19. Director's Report.

### **UW-Extension**

20. Budget Status Financial Report for June, 2015
21. Department Opening Summary
22. Director's Report

### **Planning and Land Services**

Land Information – No agenda items.

#### Planning Commission

23. Budget Status Financial Report for May, 2015 and June, 2015.
24. Budget Adjustment Request 15-45: Any allocation from a department's fund balance.
25. Resolution Authorizing Submittal of an Application for the Community Development Block Grant – Housing Program for small cities.
26. 2016 Five-Year Capital Improvement Plan for Planning and Land Services.
27. Update re: Development of the Brown County Farm property – *standing item*.
  
28. Property Listing - Budget Status Financial Report for May, 2015 and June, 2015.

#### Zoning

29. Budget Status Financial Report for May, 2015 and June, 2015.
30. Request for waiver of shoreland permit double fee.

**Register of Deeds** - No agenda items.

#### **Other**

31. Audit of bills.
32. Such other matters as authorized by law.
33. Adjourn.

Bernie Erickson, Chair

Attachments

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

**PROCEEDINGS OF THE BROWN COUNTY  
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, June 22, 2015 at Austin Straubel International Airport, 2077 Airport Drive, Green Bay, Wisconsin.

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**Present:** Chair Bernie Erickson; Supervisors: Norbert Dantine, Dave Kaster, Tom Sieber, and Dave Landwehr

**Also Present:**

Supervisors Hoyer & Clancy  
Tom Miller (Airport Director)  
Paul VanNoie (Public Works Director)  
Paul Fontecchio (Public Works – Engineering Manager)

Brandy Younger (Public Works - Business Manager)  
Cathy Williquette (Register of Deeds)  
Chad Weinger (Director of Administration)  
Dean Haen (Port Director)  
Chuck Lamine (Director of Planning)  
And other interested parties.

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**I. Call Meeting to Order.**

Meeting was called to order by Supervisor Bernie Erickson at 6:30 p.m.

**II. Approve/Modify Agenda.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to approve the agenda as amended with omitting Items 22-24 and move Item 25 up behind “Comments from the Public”. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**III. Approve/Modify Minutes of April 27, 2015.**

**Motion made by Supervisor Kaster, Seconded by Supervisor Dantine to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**1. Review minutes of:**

- a. Harbor Commission (January 12, 2015, February 9, 2015, February 16, 2015, and March 9, 2015).
- b. Planning Commission Board of Directors (March 4, 2015 and May 6, 2015).
- c. Solid Waste Board (January 19, 2015, February 16, 2015, March 16, 2015, and April 20, 2015).

**Motion made by Supervisor Sieber, Seconded by Supervisor Kaster to suspend the rules to take Items 1a, b & c together. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**Motion made by Supervisor Sieber, Seconded by Supervisor Landwehr to approve Items 1a, b & c. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**Comments from the Public**

*Although shown in proper format, Item 25 was taken at this time.*

**Reasons for Turnover Report**

**2. PD&T Committee - Month of April, 2015.**

Weininger informed that they were working on doing exit interviews to get better data on while people were leaving.

**Motion made by Supervisor Dantine, Seconded by Supervisor Sieber to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**Communications**

**3. Communication from Supervisor Hoyer re: Assessment of outdoor coal piles on the western shore of the Fox River as a health risk and a source of airborne pollutants, as well as proposals for remediation and elimination of the health consequences on our citizenry. *Held for two meetings.***

Erickson informed that this went before the June County Board meeting and it was received and placed on file. Hoyer informed that regardless of how the board felt he was continuing to work on the health and trying to find a way of monitoring to pay for that, not necessarily through county funds but through some other means. He had gotten in touch with the EPS, District 4 in Chicago where they had moved coal piles. The key to that coal pile moving was the petroleum coal not the coal that was more dusty but dust that had far more pronation effects. They were trying to balance what was actually being stored there which as far as he knew was simply coal verses what the EPA knew. Erickson responded that close to 12 years ago there was a study on it and it was determined that it would take every bit of federal and state grant money that the county would have and that the City of Green Bay would have, 10 years in order to do anything with those piles to move them. That was 20 years of grant money that would not be used by any of the municipalities.

**Motion made by Supervisor Landwehr, Seconded by Supervisor Kaster to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**4. Communication from Supervisor Gruszynski re: The County Board work with the Brown County Extension and the County Executive to support and fund a "Community Gardens" organizer staff position in the 2016 budget. *Referred from May County Board.***

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**Register of Deeds**

**5. Budget Status Financial Report for April, 2015.**

**Motion made by Supervisor Sieber, Seconded by Supervisor Landwehr to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**6. Property Fraud Alert.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to hold for one month. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**UW-Extension**

**7. Budget Status Financial Report.**

8. **Director's Report.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Landwehr to hold Items 7 & 8 until next month. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**Planning and Land Services**

**Land Information – No agenda items.**

9. **Planning Commission - Budget Status Financial Report for April, 2015.**

**Motion made by Supervisor, Seconded by Supervisor to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

10. **Update re: Development of the Brown County Farm property – *standing item.***

Planning Director Chuck Lamine informed that last Thursday was the ribbon cutting and opening ceremony for the Major General Jacob Brown Veterans Manor out on county farm property. It was a nice ceremony, great turnout as well as media turnout. 50 units of affordable housing for veterans, as of last Thursday they had 41 leased already which was outstanding to have that done at the time of opening. Of the 41 that were leased 33 were from Brown County, 8 were from surrounding counties. He believed that was one of the concerns of the housing authority, would they be attracting people. This was truly indicative that there was a need for this type of housing within the community. One of the comments that he had heard were people that were moving into the facility the next day, several of them were sleeping in their cars that night. He felt they could all be really happy. It was a two year project to get that to go forward, a lot of work, a lot of effort and a lot of meeting on this item. It was open and beautiful and it really turned out nice. It was something for the community to be very proud of.

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

11. **Property Listing - Budget Status Financial Report for April, 2015.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Sieber to suspend the rules to take Items 11 & 12 together. Vote taken. MOTION CARRIED UNANIMOUSLY.**

12. **Zoning - Budget Status Financial Report for April, 2015.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Sieber to receive and place on file Items 11 & 12. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Supervisor Clancy informed that he had attended a meeting in the Treasurer's office regarding a building located in the Town of Morrison and unincorporated Village of Morrison formerly known as the Manor House. The roof was caved in, the basement was filling up with water and going into the next door lady's apartment, there was mold and a rodent problem. The land owner was absent and you couldn't find him. The ownership had been transferred three times and this particular LLC had eight other parcels in Brown County where they couldn't find him to get money from him.

Landwehr questioned if this was something they should send to Corporation Counsel for an opinion because people shouldn't be able to take a problem property and transfer it to and LLC so you could run from it. Clancy informed that they did have someone from Corporation

Counsel but not knowing town laws he suggested referring it back to the town attorney. However, they had to do something before the other lady brought suit against them to do something. It was a Catch 22.

Clancy informed that the Town of Morrison had contacted Aaron Schuette from Planning and the Health Department to see if there were ways for some sort of reclamation or razing to get rid of the varmints so that this place could be leveled.

The county had \$27,000 in it for back taxes and there were special assessments against it. The problem was that they started to condemn this three years ago and it was not followed through. They were going to start condemning it again and in the meantime they were trying to see if there was a grant program where they could get funding to take a building down to protect the neighbors from mold and rodents.

He reiterated that the property was an LLC so they didn't have anyone to go after. It was going to fall back on Morrison and these rural towns didn't have deep pockets. If there could be some sort of a deal worked out where they could get something for compensation. They figured it would be between \$20,000-\$30,000 to tear it down and level it. He didn't know if there was asbestos in it.

Clancy stated that the county wouldn't take it because they would have to then take care of it. Weininger believed they did after the third year. The Treasurer had been taking them. Erickson informed that residential properties with back taxes, the county would take them, sell them and try to get what they could out of them to cover taxes, if there was anything above and beyond that they sent it back to the owner. The City of Green Bay had been knocking houses down themselves and then they own the property. Weininger asked to speak with the Treasurer on this. He questioned if they had Community Development Block Grant funds. Lamine informed that they had money to repair and rehabilitate. If they could get a housing project in there they could use those funds. It was his hunch it was too far gone and might be impossible to do. He knew that if there were contaminated sites on the property there were some grant funds potentially available to protect the county, they could look into that. Erickson asked Weininger to check with the Treasurer and report back next month as this item was technically not on the agenda.

#### **Port & Resource Recovery**

**13. South Landfill and Resource Recovery Park Master Plan (15 minute presentation) - Request For Approval.**

Haen informed that this was an effort that they had worked on for about nine months on the Solid Waste side, a plan for their South Landfill in the Town of Holland. This was a joint effort and they spent a significant amount of money to figure out what to do and how to plan for that South Landfill, the County Board, Solid Waste Board and staff had worked at this with their BOW partners.

Presentation provided (attached).

**Motion made by Supervisor Dantine, Seconded by Supervisor Landwehr to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

**14. Resolution Reaffirming Support for the Great Lakes-St Lawrence River Basin Water Resources Compact.**

Erickson informed that he had asked Haen to redo this after he was at the ports emporium. It was basically a ruling where you couldn't remove water from the Great Lakes.

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

15. **Resolution re: Rescinding May 21, 2014 Renard Island Causeway Ownership Transfer Resolution. *Motion at February Meeting: To use any legal means necessary to obtain an easement at Sauk Road from the City of Green Bay to access the causeway and Renard Island; Motion at March County Board: Hold for 60 days and return to the PD&T Committee.***

**Motion made by Supervisor Sieber, Seconded by Supervisor Erickson to hold until August. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

16. **Director's Report.**

Haen spoke to the Director's Report in the agenda packet – Items to include: Recycling Compactor and Building Expansion, Harbor Assistance Program Funding, Pharmaceutical Collection Program, Fox River Fiber Notice of Claim, 1990 Dock Wall Lease, 2015 Resource Recovery Stakeholder Meeting and Regional Composting Feasibility Study.

**Motion made by Supervisor Landwehr, Seconded by Supervisor Sieber to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

#### **Public Works**

17. **Budget Adjustment Request (15-40): Any allocation from a department's fund balance.**

This adjustment was to utilize a portion of the Asset Maintenance fund balance for the water main check valve installation project at the CTC. The total estimated project cost was \$20,000, of which \$14,000 had already been budgeted for in the Asset Maintenance Fund.

Kaster questioned if this was a new check value as the facility wasn't that old. Brandy Younger informed that they were mandated to put them in.

Replying to Sieber, Van Noie informed that the Asset Maintenance Fund was usually used for emergency items. They had used it last year as they had some hot water heaters at the jail that were off. This year they were digging into it because some of the money they had budgeted for a project was shifted over to a roof repair. They were asking for money so they could finish the project that they originally had budgeted for. Younger informed that they had budgeted \$50,000 for the fund but they used \$36,000 to help with the remaining carryover needed for the Sophie Beaumont parking lot. Now with this check valve request they didn't have enough in there to cover it all so they needed \$6,000 of the fund balance. If Facility Management came in under they had to pay back the Asset Maintenance Fund before the excess went to the General Fund.

**Motion made by Supervisor Landwehr, Seconded by Supervisor Dantine to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

18. **2014 Annual Financial Report (as required by the State of Wisconsin).**

Van Noie informed that the only thing that was on this annual report that they hadn't talked about before was that they reduced their expenses. It was suggested by their auditors to

capitalize some of their fringe benefits as part of the land improvement work.

Sieber informed that he got nervous when he saw under Current Assets Receivable it said private and asked for a quick explanation what private was. Younger informed that those were small jobs that they bill for private companies. A lot of blocks that were around here where they need road closures for private events like Cellcom, they would be billing them to close those roads. She believed they had to bill Sanimax before for cleaning up a spill of theirs. They consider them miscellaneous billings but they weren't government or municipalities so they put it under private.

With regard to machinery and equipment, traded in and sold, Erickson stated that after the trade, it made the book value of the new equipment go up because you add the book value of what you had left on the piece you traded in. Younger responded that technically cost was less because they did get that trade and then they had to add the book value of that trade. So now they were depreciating the book value. Dantine questioned why it was being depreciated, he believed it was a tax thing, the county didn't pay tax so what was the reason they depreciated their equipment. Younger informed that they followed the state guidelines based on the class of each piece of equipment as to how many years used for life, the estimated salvage value and the used for life they wanted to do straight line depreciation on that equipment less the salvage value. Younger informed that it was an asset, if you capitalize an asset you depreciate it over years. Dantine believed that happened in the business world, not government world. Van Noie informed that they charged to municipalities on shared work. It was a guideline on how much was allowed to be charged to municipalities, it was the basis for revenue generation.

Younger added that there was a Machinery Committee, people from other counties made up the committee and based on all the cost turned in by all the counties except for Milwaukee County, because they contract out their equipment, Brown County had to send in reports to them so that they could see the different categories of their equipment and the revenues. They take in all that data and do a five year lookback and come up with the new rates. Through all this paperwork, that's how they got their rates for charging townships.

**Motion made by Supervisor Sieber, Seconded by Supervisor Dantine to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

19. **Summary of Operations for April, 2015 and May, 2015.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

20. **Director's Report.**

Van Noie referred to the info and reports in the agenda packet and spoke to the list of various projects (CTH ZZ, CTH EB, CTH C, CTH NN, CTH GV, CTH X, CTH T, Sophie Beaumont Parking Lot, County Bridge & Highway Condition Reports, Twelve-Hour Days and Staffing Reports) and their statuses.

With regard to CTH ZZ, Engineering Manager Paul Fontecchio brought the committee up to speed with the proposed project. The south portion from Wrightstown to the north, they got STP-Rural money for the design, a \$600,000 design contract due to the complexities being so close to the river, and Local Bridge Aid money secured for the 2019 roadway section and 2018 bridge over the East River. Part of this they will be addressing the complete streets and bike facilities. There were some conceptual ideas on how to position the trail, the river and the



road. There was one spot that kept failing by Meadowlark Road. It dropped another couple feet; it was off the edge of the shoulder so far. If you look at the bulge, it was in the river. The soil in the river was soft so as they put more material on it kept shoving out into the river. They were trying to maintain the road for a few years, as long as the crack was in the shoulder, they will keep adding gravel. They needed to come up about half way, step that over so that they were pulling the earth mass, the pressure, away from the river. It seemed like a good place to put a trail on that step because they had to move that road away from the river as much as possible. When they looked at that coupled with the money that they had taken from the feds and the strings attached it made sense to them to provide a bike trail along the river and then along the north side of the road connecting over to 57. That left about 2,900' on Eiler Road for that trail; basically it was effectively connecting a bike trail to the Village of Wrightstown. That was really broad based. They were just now getting to the point where their design was starting. They were at a very conceptual stage but they had the years broken down in terms of when they planned to construct those.

Landwehr questioned if they were doing any public meetings early on before they spent money on a particular design. He knew this would be a hot button project and they needed buy in from the local municipalities on the direction they were going. The comments he got from them was that they felt they were getting it shoved down their throat and that once they got to another phase of it it would be too late and too much money spent. Fontecchio informed that the Village of Wrightstown talked about it at their last board meeting and their Director of Public Works informed that they supported the design. Dantine informed that Rockland did not. Fontecchio informed that there will be public meetings but they basically just got the consultant on board. Landwehr felt that was the best time to do it, sooner than later, before they spent a lot of money on design work. Fontecchio responded that until they got going into the design, this was about the level of detail that they could really get into. Landwehr was fine with that, he didn't have a problem coming to a public meeting where they presented it and gave people to speak.

Sieber questioned what kind of public input they were looking for, what side of the road the bike lane was, what leeway did they have? Fontecchio provided handouts (attached), he had done this before on projects, where they had a rural section with a bike lane. You could pull that rural section in. There were a few homes that were close to the road and some were further away from the road, so they would have to deal with that. Homes away from road, they could go with the typical section where they had a bike lane at the backside of the ditch. Where a home was really close to road, they could pull the road in by eliminating the ditch for a short run, putting in a culvert pipe and putting in a curb and gutter section. Those were the conceptual things that they could bring to a very early meeting or talk to the municipalities about. Sieber questioned what kind of feedback could the public provide that they would be able to take into consideration? He was at a meeting where they were told that they were taking federal money so that's what they had to do. He was trying to find a way to approach this where they say we love your input but we can't take it. Fontecchio informed that input was limited, they were engineers and they designed the roads according to the standards and the rules that they had to follow, they had to weigh the thousands of people that went through an intersection verses a few landowners. They could get at least get a gauge for where people were. He explained that there were a couple different kinds of informational meetings. It got tough.

Dantine questioned why they couldn't put the bike path next to the road. Fontecchio responded that if they wanted to have a separated bike facility, they needed to have that distance between the road, especially for counter directional they had cars going 55mph. It was part of the design guidelines, probably state and federal. They needed to stay out of the clear-

zone. Van Noie believed the state was considering changing their stance on it but as long as it was federal money they had to comply with federal guidelines. It may be different in the future.

Landwehr questioned if CTH ZZ could be eliminated from that area, they would have to rebuild it and such but then could it be turned over as town road and run ZZ along 96/57 corridor, was there really a need for a county trunk highway down along there anymore. There was an idea, he wasn't sure it was feasible or not but he knew it was something else that could be looked at. If they were able to do that, theoretically they could go with a much narrower road and avoid a lot of other issues.

**Motion made by Supervisor Kaster, Seconded by Supervisor Landwehr to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**21. 6-Year (2016-2021) Highway & Bridge Capital Improvement Plan (CIP) Summary.**

Fontecchio referred to the 2016-2021 Capital Improvement Plan located in the agenda packet and briefly spoke to it. Legible handouts were re-provided and attached.

**Motion made by Supervisor Sieber, Seconded by Supervisor Kaster to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

*Although Items are shown here, Items 22 – 24 were omitted from the agenda.*

**22. Open Session: Discussion and possible action regarding consideration of personnel problems and discipline relating to specific persons at the Department of Public Works.**

**23. Closed Session: Notice is hereby given that the above governmental body will adjourn into closed session for discussion and possible action regarding consideration of personnel problems and discipline relating to specific persons at the Department of Public Works pursuant to Wis. Stat. §19.85(1)(f) which authorizes a closed session to consider financial, medical, social or personal histories or disciplinary data of specific persons, preliminary consideration of specific personnel problems or the investigation of charges against specific persons...which, if discussed in public, would be likely to have a substantial adverse effect upon the reputation of any person referred to in such histories, or data, or involved in such problems or investigations.**

**24. Reconvene in Open session: Discussion and possible action regarding consideration of personnel problems and discipline relating to specific persons at the Dept. of Public Works.**

**Airport**

**25. Resident Request to expand home at 1581 View Lane.**

Airport Director Tom Miller informed that Mr. and Mrs. Schoenebeck's house was located in Zone A and there were restrictions on expanding dwellings in those homes in that area. As they may recall there was one empty lot where an individual had asked to build a home and the committee had denied that permit, however the Corporation Counsel at that time advised the airport that they couldn't do that and had to issue a permit for him to build. Corp Counsel Jacques asked Miller to take him to the property that was in question and he observed all the development around that one single empty lot and stated that the county would not be able to prevail in his opinion if the contractor had brought suit against the airport for not allowing him to build on that property and that a permit needed to be issued. Based on Counsel Jacques advice he had to issue the permit.

Since that time they had obtained their own counsel, Attorney Gary Wickert, a longtime Green

Bay resident and counsel for the airport for the last 18 months or so. When Schoenebeck's had asked to expand their home to include a new sunroom and do some other interior modifications which weren't relevant to the request. They asked for permission to expand their roofline and based on their counsel's opinion which was provided in the packet, under the ordinance they didn't believe it was appropriate to expand the home. They asked for permission to come before the committee to appeal their case but as part of the policy he felt he couldn't approve it based on their counsel's advice.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Erv and Harriet Schoenebeck, 1581 View Lane

Mrs. Harriet Schoenebeck informed that she had lived at 1581 View Lane for 50 years. About 2.5 years ago her husband had a serious fall in their home, falling backwards down the basement stairs and broke his neck in two places. His mobility had been really reduced. They asked a contractor to come over and see how they could modify their home so that it would be more useable to two people at their age if they were to stay in that home. They needed a full bath and laundry facilities on the first floor as her husband was unable to go upstairs for six months and for her to carry laundry from the basement to the top floor was getting to be an issue for her. They had tried in every way, including having an architect come over, to help them find a way to add that with the layout of their home. Their contractor Tom Berceau came up with the best plan possible to add that needed space by taking part of their family room leaving a smaller room to be used as a dinette. She noted that they had a tiny half bath built into the garage presently.

With the committees permission they could change the floorplan enough to get the needed facilities they needed to stay in their home. They tried to balance selling and moving with just improving their home to make it useable for them at their age. By adding the sunroom it would give them the additional living space and if at some point in the future, it was needed; it could also be used for one of them for convalescent or whatever. They needed that space as they'd like to make the bathroom wheelchair accessible and add a washer, dryer and shower in there. Harriet was certain that not only one house was built since this ordinance passed but two.

Mr. Erv Schoenebeck stated that where they were going to put the sunroom was going to take the place of where they had the deck on the back of their house. The deck would come down and the sunroom would be 12x24 and the roof would be lower than the existing. They just put up a big cellphone tower about a mile away from them that was three times as high as their house on Shady Lane.

Tom Berceau, the Schoenebeck's contractor, informed that he didn't understand the issue if the roofline did not exceed the house that was there, they were going to be a lot lower than the existing roof and the addition was going to take place where the deck was. They counted about six other additions on the same side of the street and the street beyond it towards the airport. It was not affecting anything higher than the house that was there.

**Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Landwehr questioned if the the purpose of the ordinance was to stop expanding the number of people living within this range because theoretically they didn't want to have more beds within that area for as a potential crash zone. Miller stated that was the goal and the way that goal was achieved was by not allowing the increase in square footage of the building. Landwehr

believed that generally the state looked at things if they were sizing a septic system or something like that, they look at the number of bedrooms in a house. In his opinion he would be against adding any bedrooms to any houses in this area but the fact that they had people living here that weren't looking to expand the bedrooms or the number of people that could live comfortably but just trying to live in their home, he had a hard time denying this on those grounds. He didn't see the county or the state or the FAA looking to buy anyone out. How do we tell people that no we don't want to buy you out but no we are not going to let you make minor modifications that don't expand the number of beds in an area. Miller stated that in reviewing the ordinance he was trying to go according to the way the ordinance was written by expanding the living space. That's what he had to go one. Certainly policy was established by the board and they carried it out but if they wished to make an exception to the policy, that's what they were there for. They weren't trying to expand the number of people living in their home. If they chose, that would be up to them. He worried a little bit about there being a domino effect of others trying to expand their homes as well.

Mr. Schoenebeck stated that the people behind them, next to them and across the street from them that had sunrooms, and questioned why they couldn't put the 12x24 room on the back of their house where their deck was. Erickson questioned if this would be a year-round room. Berceau informed that it would be a living room that they lost because they would be putting their bathroom and laundry room in their current living room.

Dantinne stated that the square foot of the building space, if they added the room to where the deck was it was not changing the structure. In his mind if they were adding on a bedroom or a couple bathrooms that expand their family to have more people there he'd be against it.

Miller informed that the county ordinance had been in place since 1989, there were some minor map modifications made in 2003. The purpose was to not increase the number of residents there in case a plane were to crash in the fly zone. There was property for lease in the red zone for commercial purposes and was a different application and was allowable under the ordinance. Sieber stated that it seemed to him that if they had to approve a home to be built that it would be hard for them to not allow a sunroom to be built. The letter from Wickert didn't really address that discrepancy between allowing a home but not a sunroom to be built. Miller went back to Corporation Counsels advice to the board, maybe a year ago or so, that said if you take the advice of your counsel and there was an issue later on, you were covered but if you went contrary to your counsels advice then you were out there on your own and that was where he was at right now. Sieber questioned if the county had liability at that point for those homes or was the county on the hook for compensation for the homes. Miller responded that he would have to ask Corporation Counsel as he couldn't answer that question.

Dantinne questioned if the county issued permits or had an approval process for decks, Miller believed that would be up to the Village of Ashwaubenon, decks were not prohibited under the ordinance. Mr. Schoenebeck informed that the village approved what they wanted to do. He talked to the President of the village and he said he should be able to do it.

Responding to Landwehr, Miller informed that this was the appeal process.

Sieber didn't see this as putting any more liability on the county than they already had, if they had any. He didn't see why they wouldn't want to approve this tonight as he was in favor of it.

Kaster asked to amend the plans to add on 12x24 living room onto their house. He questioned if when someone purchased a house in that area, would they be made aware that there were restrictions on their residents? Miller stated he would have to see if there was a way they could

get a note put on the deed.

**Motion made by Supervisor Landwehr, Seconded by Supervisor Sieber to approve the variance for 1581 View Lane with the amendment to the plans to add on a 12x24 living room with no additional bedrooms added to the residence. Vote taken. MOTION CARRIED UNANIMOUSLY.**

*Item 2 was taken at this time.*

**26. Resolution re: Change in Table of Organization for the Airport Maintenance Mechanic.**

This request was for a position change from a Building and Grounds Maintenance Worker to a Mechanic. The salary difference was about \$1.60. The majority of the building was 10 years, he wanted to keep it up and maintain it but he could use another Maintenance Mechanic who knew the systems in the building and could maintain it, he needed less people out front to mow the grass, etc. The Maintenance Mechanic like the Building and Grounds worker could still snow plow in the winter time. He would hate to not do preventative maintenance and let it fall apart and come back with a capital project to replace a HVAC unit because they didn't maintain it.

**Motion made by Supervisor Dantine, Seconded by Supervisor Sieber to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**27. Request to approve roof bid for a portion of the terminal.**

It was over 25 years old and they had been doing some minor patching over the last couple of years. It was to the point where it was shrinking and pulling in at the sides, it needed to be replaced. It was in their budget for this year to do so there was money there. They budgeted exactly \$68,000.

**Motion made by Supervisor Landwehr, Seconded by Supervisor Sieber to approve Project #1970 Roof Replacement on Airport Administration Office for Northern Metal & Roof in the amount of \$68,985. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**28. Airport Financial Report.**

Traditionally revenue lagged during the first part of the year. Furthermore, they had just completed lease negotiations with the airlines for modest increases which should show up in the July financials. Expenses continue to come in under budget through the end of April.

May Financial provided and attached.

**Motion made by Supervisor Sieber, Seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**29. Director's Report.**

Airport Director Tom Miller informed that they had a bird strike at the airport with an airbus a couple weeks ago which made the paper. It was an usual situation, they had two emergencies that morning in the span of about 25 minutes. They had a fairly elaborate Wildlife Hazard Management Program out there which kept migratory waterfowl and four legged critters down to the bare minimum on the airport. A few years ago they increased the height of the fence to try and keep the deer out and they used some blocking methods to keep the animals from

getting in a creek crossing as well. During the course of the first emergency was an engine out situation on a small cargo aircraft. The Public Safety Department had been out that morning doing wildlife hazard abatement, harassing birds and trying to keep them off the airfield. When first emergency got declared, everyone came in to staff the fire trucks and be ready for landing. The plane landed safely, they were putting the trucks away and getting ready to go back out when Delta was taxing out to depart. The pilot was warned of seagulls on the runway midway down the strip. The pilot wanted to know where the Wildlife Hazard Abatement Program was and why they weren't keeping the birds off the runway. The airport informed they were out earlier and that they were going back out but the pilot went and on the way out he hit a single seagull. While in flight he noticed a small vibration in one of the engines and came back and landed. There was some damage to the right side engine on the airbus. Delta protected all the passengers by placing them on other flights. They then shipped in another engine Friday night, changed it overnight and the airplane was gone the next day.

Miller informed they were reviewing the plan to make sure they weren't letting things fall through cracks. They had been out 172 times already this year doing wildlife hazard abatement to try and reduce the risk as much as possible. They had an enormous influx of seagulls those past couple of days because of rain and worms coming out. It was almost impossible to get them off of the pavement.

Miller informed that they had two airfield snow blowers; one was almost 20 years old and the other was 37. The oldest one had enough and the equipment can't throw snow like it used to. They will be taking bids for a new airfield snow blower that will move 5,000 tons of snow an hour. It was by a grant from the FAA. They still needed a snow blower in order to cast the snow above and beyond the lights at the end of the runway. They could plow and broom to the edge but the last push had to be beyond the lights or they end up with a mound of snow at the edge of the runway and can't have more than 24" or the lights get buried. It needed to throw the snow about 200' otherwise it would hit some of the navigational aids that were off to the side of the runway so they had to clear those as well.

**Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**Other**

30. **Audit of bills.**

**Motion made by Supervisor Sieber, Seconded by Supervisor Landwehr to audit the bills. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

31. **Such other matters as authorized by law.**

32. **Adjourn.**

**Motion made by Supervisor Dantine, Seconded by Supervisor Sieber to adjourn at 8:57 p.m. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

Respectfully submitted,

Alicia A. Loehlein  
Recording Secretary

DEPARTMENT OF ADMINISTRATION

305 E. WALNUT STREET  
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GREEN BAY, WI 54305-3600

CHAD WEININGER

PHONE (920) 448-4037 FAX (920) 448-4036 WEB: [www.co.brown.wi.us](http://www.co.brown.wi.us)

DIRECTOR

July 13, 2015

TO: Planning, Development & Transportation Committee

FROM: Chad Weinger  
Director of Administration

SUBJECT: Capital Improvement Plan

Attached is your division's section of the 2016 Five-year Capital Improvement Plan for review. Please provide any feedback prior to the Executive Committee on August 10<sup>th</sup>.

**This information is for planning purposes only.** It does not obligate the County to spend money, but rather provides a snapshot of future projects recommended by the County Executive to the Board. The plan will be reviewed on an annual basis.

Department heads are requested to speak on their specific projects to their oversight committees and the Executive Committee. If you have any questions or if I can be of assistance, please contact me at 448-4035.

Attachment

cc: Troy Streckenbach – County Executive  
Dean Haen – Director, Port & Resource Recovery  
Chuck Lamine – Director, Planning & Land Services  
Tom Miller – Director, Brown County Airport  
Paul VanNoie – Director, Public Works



2, 10, 15, 26

# 2016 Capital Project 5-Year Outlook Summary

## Planning, Development, & Transportation

As of 6/30/2015

### 2016 CAPITAL IMPROVEMENTS PROGRAM - NON BONDING REQUESTS

Key for Funding Source:

D = Debt Service G = Grants and Aids O = Operating Revenues M = Municipal Funds P = Property Tax GF = General Fund Fund Balance TIF = TIF District

UNIVERSITY DEPARTMENT  
**PLANNING, DEVELOPMENT, & TRANSPORTATION:**  
 Airport

UNIVERSITY DEPARTMENT	FUNDING SOURCE	DEPT PRIORITY	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL
	O/G	1	Reconstruct Taxiway A, D-3, D, Air Carrier Ramp, Taxiway D MITL East of Jet Air, Storm Sewer Rehab, & Runway Distance Remaining Signs	3,545,681	-	-	-	-	3,545,681
	O/G	2	Design Public Parking Rehab, Lighting, Perimeter Barrier, East & West Service Roads	111,176	-	-	-	-	111,176
	O/G	3	Construct East Service Road Phase 1	535,600	-	-	-	-	535,600
	O/G	4	Environmental Assessment, Design, & Construction of Westside Perimeter Road	156,000	252,443	4,096,259	-	-	4,464,702
	O/G	5	Construct Taxiway Connector & Ramp West of Runway 1B-36	-	2,563,618	-	-	-	2,563,618
	O/G	6	Construct East Service Road Phase 2	-	717,169	-	-	-	717,169
	O/G	7	Construct East Service Road Phase 3	-	-	768,230	-	-	768,230
	O/G	8	Environmental Assessment & Design of Westside Access Road	-	-	168,730	-	211,565	380,295
	O/G	9	Design & Construct Curbside Canopy	-	-	120,248	1,534,003	-	1,654,251
	O/G	10	Construct Public Parking Rehab, Replacement of Lighting & Perimeter Barrier	-	-	-	1,116,993	-	1,116,993
	O/G	11	Environmental Assessment, Design, & Construct Frontage Road (Hotel)	-	-	-	93,589	811,000	904,589
	O/G	12	Design & Reconstruct Taxiway J	-	-	-	237,004	2,136,192	2,373,196
	O/G	13	Design Baggage Claim Carousel Replacement	-	-	-	-	194,664	194,664
Port and Resource Recovery	0	1	Bay Port Expansion	-	-	1,868,481	-	-	1,868,481
	0	2	Brown County South Landfill	-	-	200,000	-	8,000,000	8,200,000
Public Works	P/G	2016-5	CTH GE (Over Dutchman's Creek) - Bridge Replacement	418,659	-	-	-	-	418,659
	P	2016-8	CTH EB (Larsen Road Intersection) - Resurface	102,290	-	-	-	-	102,290
	P	2016-10	East Side CTH's Joint Filling - Asphalt Crack Filling	250,000	-	-	-	-	250,000
	P	2016-11	CTH Z Wetland Mitigation Bank - Final Grading	80,000	-	-	-	-	80,000
	P	2016-16	CTH F (CTH EB to Mid Valley Drive) - Resurface	207,723	-	-	-	-	207,723
	P	2016-17	CTH JJ (Hazen Rd to STH 141) - Recondition	91,435	-	-	-	-	91,435
	P	2017	CTH B (Veterans Ave to CTH J) - Resurface	-	130,000	-	-	-	130,000
	P	2017	West Side CTH's Joint Filling - Asphalt Cracking Filling	-	250,000	-	-	-	250,000
	P	2017	CTH J (Parkland Way to Harbor Lights Rd) - Resurface	-	200,000	-	-	-	200,000
	P	2017	CTH Y (Shady Rd to Old 29) - Resurface	-	225,000	-	-	-	225,000
	P	2017	CTH Z (Painview Rd to CTH NN) - Box Culvert Replacement	-	204,500	-	-	-	204,500
	P/G	2018	CTH ZZ (Bridge Over East River) - Bridge Replacement	-	-	463,320	-	-	463,320
	P/G	2018	CTH M (Bridge Over Suamico River) - Bridge Replacement	-	-	478,368	-	-	478,368
	P/G	2018	CTH MM (Bridge Over Bower Creek) - Bridge Replacement	-	-	466,394	-	-	466,394
	P/G/M	2019	CTH EA (Willow Rd to STH 29) - Reconstruction	-	-	-	2,807,500	-	2,807,500
	P	2019	CTH EE (CTH U to CTH GE) - Resurface	-	-	-	350,000	-	350,000
	P	2019	CTH JJ (CTH V to Hazen Rd) - Resurface	-	-	-	310,000	-	310,000
	P	2020	CTH V (CTH T to CTH IV) - Recondition	-	-	-	-	550,000	550,000
	P	2020	CTH IV (P to B/K Line Rd) - Resurface	-	-	-	-	250,000	250,000
	P	2020	CTH C (CTH FF to Glendale Ave) - Right-of-Way	-	-	-	-	250,000	250,000
	P	2020	Preliminary Costs Future Highway Projects	95,000	250,000	250,000	250,000	250,000	1,095,000
			Planning, Development, & Transportation Total	5,593,564	4,792,730	8,840,030	6,699,089	12,653,421	38,578,834

\* This project has already been approved. Staff is working to secure additional non-bond funding.  
 \*\* If the Brown County Jail were to reach full capacity, the cost of a new pod would be roughly \$24 million in 2020.

2,10,15,26



# 2016 Capital Project 5-Year Outlook Summary Planning, Development, & Transportation

As of 6/30/2015

Key for Funding Sources: O = Operating Revenues M = Municipal Funds P = Property Tax GF = General Fund Fund Balance TIF = TIF District  
D = Debt Service G = Grants and Aides

## 2016 EXECUTIVE BONDING PROPOSAL AND CAPITAL IMPROVEMENTS PROGRAM (CIP)

DIVISION/ DEPARTMENT		FUNDING SOURCE	DEPT PRIORITY	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL
PLANNING, DEVELOPMENT, & TRANSPORTATION:										
Planning and Land Services										
Public Works										
D, TIF	1			Brown County Research & Business Park						
D				Courthouse Dome Replacement	250,000	1,750,000				2,000,000
D				New Jail Pod Phase I						
D/P/G	2016-1			CTH ZZ (at Meadowlark) - Reconstruction	1,070,000					1,070,000
D/G/M	2016-2			CTH M (Bascom Way to Spartan Rd) - Reconstruction	2,772,958					2,772,958
D/G/M	2016-3			CTH YY (Holmgren Way to Ashland Ave) - Reconstruction	1,744,897					1,744,897
D/G	2016-4			CTH X (Wisconsin Central Ltd Railroad) - Bridge Replacement	1,693,114					1,693,114
D/M/O	2016-6			CTH EB (CTH G to STH 172) - Resurface	1,225,011					1,225,011
D	2016-7			CTH EB (STH 54 to STH 29) - Concrete Pavement Repair	1,056,933					1,056,933
D/O	2016-9			CTH HS/Velp Ave (Riverview to Glendale) - CPR Concrete Pavement Repair	516,500					516,500
D	2016-12			CTH A (CTH to Church Rd) - Resurface	315,810					315,810
D	2016-13			CTH IR (CTH B to Quailwood Trail) - Resurface	505,783					505,783
D	2016-14			CTH D (Barrington Dr to Red Maple Rd) - Recondition	907,612					907,612
D/P	2016-18			CTH D (High Street to Barrington Dr) - Recondition	299,550	3,601,192				3,900,742
D	2017			CTH HS (Glendale Ave to CTH B) - Recondition		1,237,902				1,237,902
D	2017			CTH J (CTH M to Parkland Way) - Recondition		750,000				750,000
D	2017			CTH T (Pine Street to Highridge Street) - 6' Culvert Replacement		250,000				250,000
D/P	2017/2018			CTH ZZ (Tezlauff Rd to STH 54) - Right of Way		350,000	2,385,000			2,735,000
D/P/G	2017/2019			CTH ZZ (Clay St to Tezlauff Rd) - Right of Way Acquisition		750,000		4,705,000		5,455,000
D/P	2018			CTH G (STH 96 to CTH V) - Recondition			2,650,000			2,650,000
D	2018			CTH T (CTH KB to Blahnik Rd) - Recondition			3,300,000			3,300,000
D	2016-14			CTH T (CTH N to STH 54) - Recondition				1,095,811		1,095,811
D	2019			CTH EB (CTH F to CTH EE) - Recondition				605,000		605,000
D	2019			CTH PP (STH 96 to CTH W) - Recondition				2,475,000		2,475,000
D/P/M	2019/2020			CTH S (French Rd to CTH D) - Recondition				500,000	2,960,000	3,460,000
D	2020			Southern Arterial (CTH F to Lawrence Dr)				3,000,000		3,000,000
D	2020			CTH W (County Line to STH 96) - Recondition					4,000,000	4,000,000
D	2020			CTH CE (Outagamie Rd to Gerrits Rd) - Recondition					270,000	270,000
D	2020			CTH GE (STH 172 to STH 54) - Recondition					375,292	375,292
Planning, Development, & Transportation Total					12,358,168	8,689,094	8,335,000	12,380,811	10,605,292	52,368,365
Less: Non-bond funding sources					(5,788,639)	(1,100,000)	(800,000)	(4,264,000)	(200,000)	(12,152,639)
Planning, Development, & Transportation Bond Request Total					6,569,529	7,589,094	7,535,000	8,116,811	10,405,292	40,215,726

2,10,15,26

**AN ORDINANCE AMENDING SCHEDULE A  
OF THE BROWN COUNTY CODE  
ENTITLED "SPEED LIMITS"**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

**Section 1** - Section 340.0003, Schedule A of the Brown County Code is hereby amended as follows:

**County Trunk Highway "V", Village of Bellevue (Lime Kiln Road)**

Thirty-five miles per hour from its intersection with the Fox Valley & Western Railroad crossing; thence southerly along C.T.H. V to ~~C.T.H. O'Allovez Avenue~~ Town Hall Road.

Forty-five miles per hour for all vehicles from the intersection of ~~CTH "GV" (Monroe Road)~~ Town Hall Road, southerly to the intersection with Whitney Road.

**Section 2** - This ordinance shall become effective upon passage and publication pursuant to law.

Respectfully submitted,

\_\_\_\_\_  
PLANNING, DEVELOPMENT &  
TRANSPORTATION

Approved By:

\_\_\_\_\_  
COUNTY EXECUTIVE (Date)

\_\_\_\_\_  
COUNTY CLERK (Date)

\_\_\_\_\_  
COUNTY BOARD CHAIR (Date)

Authored by: Public Works - Highway Division

Final Draft Approved as to form by Corporation Counsel

*Fiscal Impact: This amendment does not require an appropriation from the General Fund. This work will be funded from the 2015 sign installation budget under the Highway Division of Public Works.*

PUBLIC WORKS DEPARTMENT

*Brown County*

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL H. VAN NOIE  
DIRECTOR

Meeting: Planning, Development & Transportation Committee  
Meeting Date: 7/27/15  
Public Works Report

REPORT TO: PD&T Committee

REPORT FROM: Paul Van Noie  
Public Works Director

AGENDA ITEM: Ordinance Dealing With Revision of Speed Zone on CTH V, Village of Bellevue

ACTION REQUESTED: Ordinance

ISSUE: Ensure the safety of the traveling public of Brown County.

BACKGROUND INFORMATION:

See the attached Speed Study for CTH V from Town Hall Road to CTH GV.

RECOMMENDATION ACTION BY COMMITTEE: Recommend the PD&T Committee approve the Ordinance and forward to the County Board of Supervisors for approval and implementation.

ALTERNATIVES:

The Committee could take the following action:

- Table the ordinance
- Decline the ordinance
- Amend/change the ordinance

FISCAL IMPACT:

- |                              |     |
|------------------------------|-----|
| 1. Is there a fiscal impact? | No  |
| 2. Is it currently budgeted? | No  |
| 3. If budgeted, which line?  | N/A |
| 4. Amount?                   | \$0 |

SUPPORTING INFORMATION:

See the attached Speed Study for CTH V from Town Hall Road to CTH GV.

PUBLIC WORKS DEPARTMENT



2198 GLENDALE AVENUE  
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EMAIL: bc\_highway@co.brown.wi.us

PAUL H. VAN NOIE  
DIRECTOR

**SPEED STUDY FOR CTH V FROM Town Hall Road To CTH GV**

**Background Information**

From the Wisconsin Transportation Bulletin No. 21:

*"The state has set speed limits for all roads. However, municipalities can change speed limits for their roads under authority and guidelines in the Wisconsin Statutes."*

*"Power to set speed limits rests with the state. Local or state officials have authority to change these limits within the limitations in Chapter 349.11 (see Table 1). They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected."*

*"Engineering studies should include the following:"*

- *85<sup>th</sup> Percentile Speed*
- *Reported Accidents*
- *Development / Driveway Access*
- *Sight Distances*
- *Road Geometrics*
- *Parking and Pedestrian/Bicycle Conflicts*
- *Pavement Surface*
- *Enforcement Level*

**Current Roadway**

The portion of CTH V from STH 172 to CTH GV will be reconstructed starting in July 2015 with anticipated completion in October. The new roadway will be an urbanized two-lane roadway with sloped curb and gutter.

Between Town Hall Road to CTH GV the roadway will have a two-way-left turn lane as this section of roadway has a number of businesses along the east side of the roadway and it is anticipated there will be more development with business access along the west side of the roadway. In addition, Central Drive is in this section of roadway and is only 300' away from CTH GV.

Between Daly Drive and Town Hall Road there will be limited access due to the floodplain on the east side of the road (making the land unbuildable in that area). Along the west side of the roadway new business development will be routed to either Landmark Boulevard or future Town Hall Road.

There is no parking along CTH V and there will be a shared use path on the east side of the roadway from Daly Drive to CTH GV.

The existing speed limit is 45 mph.

The traffic volume in 2012 was 8,200 ADT, and between 2001 (3,300 ADT) and 2012 (8,200 ADT) the traffic volume more than doubled. With the recent construction of Costco and more large scale planned development along this section of CTH V, it is possible to see traffic volumes between 12,000 ADT to 15,000 ADT – especially between Landmark Boulevard and CTH GV.

### **Speed Study Results:**

#### 85<sup>th</sup> Percentile Speed

A speed study was not performed for this section of roadway. The section of roadway being recommended to change to a 35 mph speed will be a 3-lane urban section with a two-way left turn lane which will accommodate driveways along this section of road as well as Central Drive. The additional turning movement in this area is the reason we are recommending a 35 mph speed limit for this section of CTH V.

#### Road Geometrics

There are no sight distance issues or road geometric issues in terms of horizontal or vertical alignments.

### **Enforcement**

The existing enforcement level is complaint based. After the speed limits change the Brown County Sheriff Office will have a presence for a period of time to make sure people are traveling within the new speed limit.

### **Recommendation**

Brown County Public Works recommends a posted speed limit of 35 mph from Town Hall Road to CTH GV based on the above information. The Village of Bellevue supports a 35 mph posted speed limit. We do not recommend lowering the speed limit south of Town Hall Road at this time as there will be limited access and the new construction is addressing old safety concerns. If future development significantly increases traffic volumes south of Town Hall Road the speed limit can be re-examined at that time.

**Table 1**  
**Speed Limits and Authority to Change**

Fixed Limits – Statute 346.57(4) <sup>(a)</sup>	Local Government Authority <sup>(b)</sup> – Statute 349.11(3) and (7) <sup>(a)</sup>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000’ min) with 150’ driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

Notes:

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes **shall** be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) “outlying district” is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) “semiurban district” is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [http://dotnet/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.

**AN ORDINANCE AMENDING SCHEDULE A  
OF THE BROWN COUNTY CODE  
ENTITLED "SPEED LIMITS"**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

**Section 1** - Section 340.0003, Schedule A of the Brown County Code is hereby amended as follows:

**County Trunk Highway "C", Town of Pittsfield and Village of Howard**

Thirty-five miles per hour from a point ~~0.41 of a mile southeast of Glendale Avenue~~, the intersection of CTH FF, northwesterly to its intersection with Marley Road.

**Section 2** - This ordinance shall become effective upon passage and publication pursuant to law.

Respectfully submitted,

\_\_\_\_\_  
PLANNING, DEVELOPMENT &  
TRANSPORTATION

Approved By:

\_\_\_\_\_  
COUNTY EXECUTIVE (Date)

\_\_\_\_\_  
COUNTY CLERK (Date)

\_\_\_\_\_  
COUNTY BOARD CHAIR (Date)

Authored by: Public Works - Highway Division

Final Draft Approved as to form by Corporation Counsel

*Fiscal Impact: This amendment does not require an appropriation from the General Fund. This work will be funded from the 2015 sign installation budget under the Highway Division of Public Works.*

PUBLIC WORKS DEPARTMENT

*Brown County*

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL H. VAN NOIE  
DIRECTOR

Meeting: Planning, Development & Transportation Committee  
Meeting Date: 7/27/15  
Public Works Report

REPORT TO: PD&T Committee

REPORT FROM: Paul Van Noie  
Public Works Director

AGENDA ITEM: Ordinance Dealing With Revision of Speed Zone on CTH C, Town of  
Pittsfield and Village of Howard

ACTION REQUESTED: Ordinance

ISSUE: Ensure the safety of the traveling public of Brown County.

**BACKGROUND INFORMATION:**

See the attached Speed Study for CTH C from CTH FF to Marley Road

**RECOMMENDATION ACTION BY COMMITTEE:** Recommend the PD&T Committee approve the Ordinance and forward to the County Board of Supervisors for approval and implementation.

**ALTERNATIVES:**

The Committee could take the following action:

- Table the ordinance
- Decline the ordinance
- Amend/change the ordinance

**FISCAL IMPACT:**

- |                              |     |
|------------------------------|-----|
| 1. Is there a fiscal impact? | No  |
| 2. Is it currently budgeted? | No  |
| 3. If budgeted, which line?  | N/A |
| 4. Amount?                   | \$0 |

**SUPPORTING INFORMATION:**

See the attached Speed Study for CTH C from CTH FF to Marley Road



PUBLIC WORKS DEPARTMENT



2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

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PAUL H. VAN NOIE  
DIRECTOR

## **SPEED STUDY FOR CTH C FROM CTH FF to Marley Road**

### **Background Information**

From the Wisconsin Transportation Bulletin No. 21:

*"The state has set speed limits for all roads. However, municipalities can change speed limits for their roads under authority and guidelines in the Wisconsin Statutes."*

*"Power to set speed limits rests with the state. Local or state officials have authority to change these limits within the limitations in Chapter 349.11 (see Table 1). They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected."*

*"Engineering studies should include the following:"*

- 85<sup>th</sup> Percentile Speed
- Reported Accidents
- Development / Driveway Access
- Sight Distances
- Road Geometrics
- Parking and Pedestrian/Bicycle Conflicts
- Pavement Surface
- Enforcement Level

### **Current Roadway**

CTH C from CTH FF to Marley Road currently has varying speed limits including sections that are 35 mph and 45 mph. The 45 mph section of roadway includes 1.6 miles of CTH C from CTH FF to the northwest.

The roadway is very narrow with 22-feet of pavement and 66-feet of right-of-way. The minimum clear zone for a 45-mph rural roadway with 1,500 vehicles per day is 16'. There are trees and power poles only 10' off the edge of the roadway – well within the clear zone creating an unsafe condition. At 35 mph the clear zone required drops to 10-12' which is more in line with the conditions on CTH C.

CTH C is expected to see an increase in traffic volume as Howard develops with more home construction in this area. Brown County has applied for STP-Urban money to reconstruct the road at a future date (dependent on funding) to urbanize the road. The future project will require additional right-of-way and will widen the roadway. It is anticipated the roadway will have vertical-face curb and gutter and will have a 35 mph speed limit.



*CTH C Looking West in the Current 45 mph Zone*

The traffic volume in 2009 was 1,400 ADT, and is expected to increase to 3,000 vehicles per day in the next five to ten years. There is no parking along CTH C.

#### **Speed Study Results:**

##### 85<sup>th</sup> Percentile Speed

A speed study was not performed for this section of roadway. The section of roadway being recommended to change to a 35 mph speed does not meet standards for clear zone requirements making higher speeds potentially unsafe.

##### Road Geometrics & Accidents

There are geometric concerns with CTH C including horizontal curvature, narrow roadway, and poor intersection geometry. Over the past 5 years there have been 16 accidents on CTH C with 13 of them occurring at the intersection of CTH C and Greenfield Avenue. This intersection is currently in the section of roadway posted 45 mph. Eight of the accidents were severe or very severe with four involving injuries – one with serious injuries.

#### **Enforcement**

The existing enforcement level is complaint based. After the speed limits change the Brown County Sheriff Office will have a presence for a period of time to make sure people are traveling within the new speed limit.

#### **Recommendation**

Brown County Public Works recommends a posted speed limit of 35 mph from CTH FF to Marley Road based on the above information. When the roadway is reconstructed to an urban section, the 35 mph speed limit should be appropriate as well.

**Table 1**  
**Speed Limits and Authority to Change**

Fixed Limits – Statute 346.57(4) <sup>(a)</sup>	Local Government Authority <sup>(b)</sup> – Statute 349.11(3) and (7) <sup>(a)</sup>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

Notes:

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes **shall** be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) “outlying district” is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) “semiurban district” is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [http://dotnet/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

*Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.*

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## **BROWN COUNTY PUBLIC WORKS DEPARTMENT**

Management Discussion and Analysis of Operations  
Period Ended 6/30/2015

### **Summary of the Operations for Public Works**

The Public Works Department is performing better than anticipated with positive variances in most areas.

### **HIGHWAY DIVISION:**

#### **General:**

The Highway Division is showing a net year-to-date positive variance of \$456,566 between the 660 & 240 Funds.

#### **660 - Highway Operational Fund:**

As of month-end June 2015:

- The Operational Fund is showing a positive year-to-date variance of \$535,537.
- Intergovernmental Revenue has a positive year-to-date variance of \$819,933; which is primarily due to the winter activities in the first quarter and additional State work (signs, accidents, & Misc LFA).
- Miscellaneous Revenues has a positive year-to-date variance of \$1,614,638 which was an improvement from last month. This is primarily due to the Capital Projects now in full production.
- The positive Miscellaneous Revenues is offset by a corresponding increase in Personnel & Operating Expenses.

#### **240 - County Maintenance & Bridge Aid Fund:**

As of month-end June 2015, the County Maintenance and Bridge Aid Fund has a negative year-to-date variance of \$78,971. This is primarily attributed to the County Trunk Highway Maintenance expenses having a year-to-date positive variance of \$251,173 and countered by the high amount of Bridge Aid expenses turned in through June creating a negative variance of \$333,255.

#### **400s - Capital Projects:**

For the Highway's Capital Project Funds, we anticipate a fund increase of \$188,874, which is primarily attributable to the savings from the projects completed in 2014. Public Works intends to apply \$109K of the savings to future projects to lessen future levy and bonding requirements. \$68K of savings is earmarked in the 2015 budget to transfer to Debt Service to assist in bond payments.

Attached are the June 2015 Budget-to-Actual comparisons for the Highway Division of Public Works. Also, please find the Financial Summary for Road Maintenance through June 30, 2015.

**BROWN COUNTY PUBLIC WORKS DEPARTMENT  
HIGHWAY OPERATING FUND (660) FINANCIAL SUMMARY  
MONTH ENDING JUNE 30, 2015**

<b>Current Month</b>	<b>June 2015 Budget</b>	<b>June 2015 Actual</b>	<b>Variance</b>
Intergovernmental Revenue	291,072.60	199,008	(92,065)
Public Charges	3,178.08	10,565	7,387
Miscellaneous Revenue	2,559,880	3,004,028	444,148
Other Financing Sources-Trans	-	-	-
<b>Total Revenues</b>	<b>2,854,131</b>	<b>3,213,601</b>	<b>359,470</b>
Personnel Cost	619,882	632,605	12,723
Operating Expenses	2,022,991	2,017,136	(5,855)
Interdepartmental Charges	36,471	35,167	(1,304)
Other Financing Uses-Trans	-	-	-
<b>Total Expenses</b>	<b>2,679,344</b>	<b>2,684,907</b>	<b>5,564</b>
Property Taxes	-	-	-
Increase (Use) of Fund Balance	174,787	528,693	353,907

<b>Year To Date</b>	<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance</b>
Intergovernmental Revenue	1,465,400	2,285,333	819,933
Public Charges	16,000	28,108	12,108
Miscellaneous Revenue	7,920,143	9,534,781	1,614,638
Other Financing Sources-Trans	-	500.0	500
	<b>9,401,543</b>	<b>11,848,722</b>	<b>2,447,179</b>
Personnel Cost	3,129,410	3,731,217	601,807
Operating Expenses	6,259,034	7,531,621	1,272,587
Interdepartmental Charges	182,355	216,653	34,298
Other Financing Uses-Trans	-	2,950.0	2,950
	<b>9,570,799</b>	<b>11,482,440</b>	<b>1,911,641</b>
Property Taxes	-	-	-
Increase (Use) of Fund Balance	(169,256)	366,281	535,537

<b>Budget vs YTD Actuals</b>	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Percentage</b>
Intergovernmental Revenue	3,663,500	2,285,333	62%
Public Charges	40,000	28,108	70%
Miscellaneous Revenue	20,045,808	9,534,781	48%
Other Financing Sources-Trans	-	500	#DIV/0!
	<b>23,749,308</b>	<b>11,848,722</b>	<b>50%</b>
Personnel Cost	7,438,579	3,731,217	50%
Operating Expenses	15,841,557	7,531,621	48%
Interdepartmental Charges	437,657	216,653	50%
Other Financing Uses-Trans	-	2,950	0%
	<b>23,717,793</b>	<b>11,482,440</b>	<b>48%</b>
Property Taxes	-	-	0%
Increase (Use) of Fund Balance	31,515	366,281	

**BROWN COUNTY PUBLIC WORKS DEPARTMENT  
HIGHWAY COUNTY MAINTENANCE & BRIDGE AID FUND (240)  
FINANCIAL SUMMARY FOR MONTH ENDING JUNE 30, 2015**

<b>Current Month</b>	<b>June 2015 Budget</b>	<b>June 2015 Actual</b>	<b>Variance</b>
Intergovernmental Revenue	-	-	-
Property Taxes	11,250	11,250	-
<b>Total Revenues</b>	<b>11,250</b>	<b>11,250</b>	<b>-</b>
CTH Maintenance	243,055	286,022	42,967
Bridge Aid & Hwy Construction	24,097	26,589	2,492
Transfer Out	-	-	-
<b>Total Expenses</b>	<b>267,152</b>	<b>312,611</b>	<b>45,459</b>
Increase (Use) of Fund Balance	(255,902)	(301,361)	(45,459)

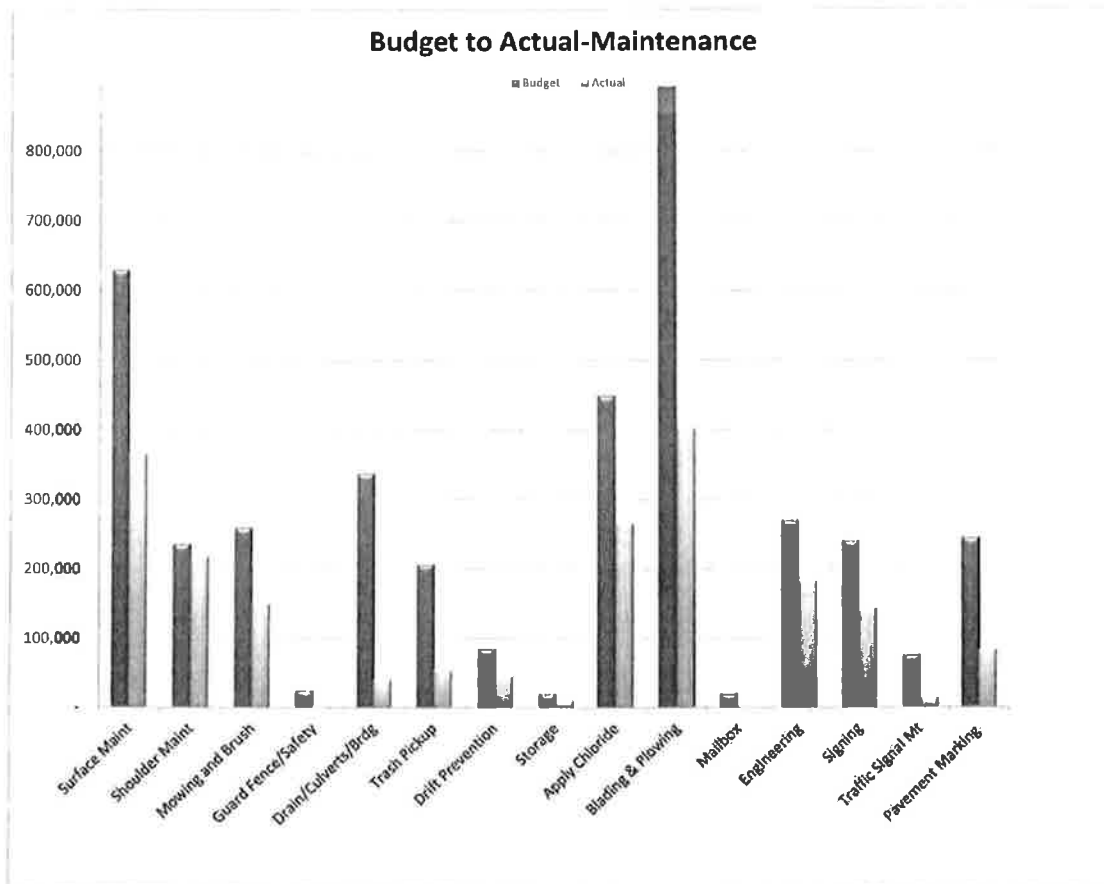
<b>Year To Date</b>	<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance</b>
Intergovernmental Revenue	1,185,214	1,188,326	3,112
Property Taxes	67,500	67,500	-
	<b>1,252,714</b>	<b>1,255,826</b>	<b>3,112</b>
CTH Maintenance	2,243,148	1,991,975	(251,173)
Bridge Aid & Hwy Construction	144,582	477,837	333,255
Transfer Out	-	-	-
	<b>2,387,730</b>	<b>2,469,812</b>	<b>82,082</b>
Increase (Use) of Fund Balance	(1,135,016)	(1,213,987)	(78,971)

<b>Budget vs YTD Actuals</b>	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Percentage</b>
Intergovernmental Revenue	4,299,354	1,188,326	28%
Property Taxes	135,000	67,500	50%
	<b>4,434,354</b>	<b>1,255,826</b>	<b>28%</b>
CTH Maintenance	4,145,196	1,991,975	48%
Bridge Aid & Hwy Construction	289,158	477,837	165%
Transfer Out	-	-	#DIV/0!
	<b>4,434,354</b>	<b>2,469,812</b>	<b>56%</b>
Increase (Use) of Fund Balance	-	(1,213,987)	

<b>400s--Capital Projects Financial Summary</b>			
Est CAP PROJ FUND BALANCE 5/31/15		6,448,486.18	
Add Interest Income		3,769.21	
Less Projects est costs yet		(6,259,611.60)	
Less Payments To Debt Service		-	
<b>Estimated Fund Increase</b>		<b>188,874.58</b>	
<b>Main Contributors (Est Fund Increase)</b>		<b>Notes:</b>	
N-15	68,226.64	Bond	To Debt Service w/2015 Budget
P-21	109,304.74	Bond & Levy	Save for Future P project
<b>Total</b>	<b>177,531</b>	<b>94%</b>	

**BROWN COUNTY PUBLIC WORKS  
ROAD MAINTENANCE BUDGET TO ACTUAL-FUND 240  
AS OF 6/30/15**

	Budget	Actual	Remaining	Percentage Used
Surface Maint	630,000	366,240	263,760	58.13%
Shoulder Maint	236,000	218,870	17,130	92.74%
Mowing and Brush	260,000	150,323	109,677	57.82%
Guard Fence/Safety	25,000	2,975	22,025	11.90%
Drain/Culverts/Brdg	338,000	40,603	297,397	12.01%
Trash Pickup	207,000	55,580	151,420	26.85%
Drift Prevention	85,000	46,650	38,350	54.88%
Storage	20,000	10,000	10,000	50.00%
Apply Chloride	450,000	267,671	182,329	59.48%
Blading & Plowing	1,044,039	404,004	640,035	38.70%
Mailbox	20,000	2,767	17,233	13.83%
Engineering	270,500	184,023	86,477	68.03%
Signing	239,657	143,700	95,957	59.96%
Traffic Signal Mt	75,000	15,209	59,791	20.28%
Pavement Marking	245,000	83,361	161,639	34.02%
<b>Total</b>	<b>4,145,196</b>	<b>1,991,975</b>	<b>2,153,221</b>	<b>48.06%</b>



**FACILITY MANAGEMENT DIVISION:**

As of June, we are showing a year to date (YTD) positive variance of \$148,884.

There are many Facility Management projects that are not complete as of the end of June, which is the main contributor to the positive variance. Although there are variances when comparing actual to budget for certain other accounts, there is nothing significant to note at this time.

Attached are the Budget-to-Actual comparisons through June 30, 2015, for the Facilities Division of Public Works.



**BROWN COUNTY PUBLIC WORKS DEPARTMENT  
FACILITIES FINANCIAL SUMMARY-FUND 100  
MONTH ENDING JUNE 30, 2015**

<b>Current Month</b>	<b>June 2015 Budget</b>	<b>June 2015 Actual</b>	<b>Variance</b>
Intergovernmental Revenue	1,250	1,250	-
Public Charges	162	254	92
Miscellaneous Revenue	156,499	184,518	28,019
Other Financing Sources-Trans	-	-	-
<b>Total Revenues</b>	<b>157,911</b>	<b>186,022</b>	<b>28,111</b>
Personnel Cost	211,890	191,649	(20,241)
Operating Expenses	149,363	140,498	(8,865)
Interdepartmental Charges	7,909	6,813	(1,096)
Outlay	-	-	-
Other Financing Uses-Trans	-	-	-
<b>Total Expenditures</b>	<b>369,162</b>	<b>338,960</b>	<b>(30,202)</b>
Property Taxes	216,810	216,810	(0)
Increase (Use) of Fund Balance	5,559	63,872	58,313

<b>Year To Date</b>	<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance</b>
Intergovernmental Revenue	7,500	7,500	-
Public Charges	971	1,617	646
Miscellaneous Revenue	938,993	933,419	(5,574)
Other Financing Sources-Trans	-	70,000	70,000
	<b>947,464</b>	<b>1,012,536</b>	<b>65,072</b>
Personnel Cost	1,271,342	1,159,129	(112,213)
Operating Expenses	896,178	810,955	(85,223)
Interdepartmental Charges	47,453	102,367	54,914
Outlay	68,350	91,559	23,209
Other Financing Uses-Trans	-	500	500
	<b>2,283,323</b>	<b>2,164,511</b>	<b>(118,812)</b>
Property Taxes	1,300,859	1,300,858	(1)
Increase (Use) of Fund Balance	(35,000)	148,884	183,884

<b>Budget vs YTD Actuals</b>	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Percentage</b>
Intergovernmental Revenue	15,000	7,500	50%
Public Charges	1,942	1,617	83%
Miscellaneous Revenue	1,877,985	933,419	50%
Other Financing Sources-Trans	70,000	70,000	0%
	<b>1,964,927</b>	<b>1,012,536</b>	<b>52%</b>
Personnel Cost	2,542,683	1,159,129	46%
Operating Expenses	1,792,356	810,955	45%
Interdepartmental Charges	94,905	102,367	108%
Outlay	136,700	91,559	0%
Other Financing Uses-Trans	-	500	0%
	<b>4,566,644</b>	<b>2,164,511</b>	<b>47%</b>
Property Taxes	2,601,717	1,300,858	50%
Increase (Use) of Fund Balance	-	148,884	

**BROWN COUNTY  
PUBLIC WORKS DEPARTMENT  
Director's Report**

Below are certain significant items I wish to report on for the Public Works Department:

➤ **PROJECT UPDATES.**

• **SOPHIE BEAUMONT PARKING LOT:**

Project is complete.  
Budget = \$50,000  
Project Cost = \$57,283.17

• **CTH NN-17:**

Budget = \$876,000  
Project Cost to Date = \$838,257.35

• **CTH NN-18:**

Budget = \$598,682  
Project Cost to Date = \$720,175.79

This project had considerable excavation below surface that resulted in the large over-budget amount. Guardrail still to be installed.

• **CTH X-23:**

Budget = \$250,000  
Project Cost to Date = \$252,900.60

• **CTH C-22:**

Budget = \$250,000  
Project Cost to Date = \$266,617.23

➤ **FINANCIAL IMPACT OF ASPHALT PLANT FOR YEAR 2014.**

A budget reduction of \$225,000 was reflected in the 2014 budget. Actual impact for this period was as follows:

• Reduced asphalt cost .....	\$255,508
• Reduced production expense .....	\$104,007
• Increased machinery revenue.....	\$240,711
• Production efficiency related to morning/evening start and stop time .....	<u>\$ 73,500</u>
Total .....	\$673,726*

\* Previously estimated at approximately \$689,000

➤ **TWELVE-HOUR DAYS.**

Highway Division. Highway incurred 2,597.50 hours of overtime in June 2015. Substantially, all overtime was related to construction and paving projects. The amounts in excess of 12 hours per day are attached hereto.

Facility Management Division. There was one (1) employee that worked 12+ hour shift (see attached) for the month of June 2015; due to the current housekeeping staff shortage.

➤ **STAFFING REPORT.**

See Attached Table.

**Public Works - Highway Division**  
**12-Hour Work Days**  
**6/1 - 6/30/2015**

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/1/2015	Baugnet, Jason	X-23 & GV-10 pave	12.75
6/1/2015	Cisler, Mike	R-11 grade (6) state grade (3) GV-10 haul (3.25)	12.25
6/1/2015	Collins, Robbie	X-23 & GV-10 pave	14
6/1/2015	Curl, Todd	Shop	12.5
6/1/2015	Dantoin, Steve	Engineering	12.25
6/1/2015	Doucha, Dean	X-23 & GV-10 pave	12.5
6/1/2015	Ignatowski, Paul	X-23 & GV-10 pave	12.5
6/1/2015	Kapinos, Vince	X-23 & GV-10 pave	14
6/1/2015	Karbon, Dan	X-23 & GV-10 pave	12.75
6/1/2015	Liebergen, Dale	X-23 & GV-10 pave	12.5
6/1/2015	Nilson, Matt	X-23 & GV-10 pave	13
6/1/2015	Peot, Jesse	X-23 & GV-10 pave	12
6/1/2015	Sequin, Scott	X-23 & GV-10 pave	12
6/1/2015	Sperberg, Mark	X-23 & GV-10 pave	13
6/1/2015	Sticka, John	X-23 & GV-10 pave	13.75
6/1/2015	Taicher, Kevin	X-23 & GV-10 pave	12.25
6/1/2015	Zelten, Brian	X-23 & GV-10 pave	13
6/2/2015	Baugnet, Jason	X-23 & GV-10 pave	13.25
6/2/2015	Collins, Robbie	X-23 & GV-10 pave	14
6/2/2015	Dantoin, Steve	Engineering	13
6/2/2015	Dixon, Darrell	X-23 & GV-10 pave	12.75
6/2/2015	Ignatowski, Paul	X-23 & GV-10 pave	13.5
6/2/2015	Kapinos, Vince	X-23 & GV-10 pave	14
6/2/2015	Karbon, Dan	X-23 & GV-10 pave	13.25
6/2/2015	Kielpikowski, Dennis	X-23 & GV-10 pave	13
6/2/2015	Liebergen, Dale	X-23 & GV-10 pave	12.5
6/2/2015	Margitan, Jim	X-23 & GV-10 pave	12.75
6/2/2015	Morton, Chet	X-23 & GV-10 pave	13.25
6/2/2015	Nilson, Matt	X-23 & GV-10 pave	13.25
6/2/2015	Sperberg, Mark	X-23 & GV-10 pave	12.25
6/2/2015	Sticka, John	X-23 & GV-10 pave	13.5
6/2/2015	Taicher, Kevin	X-23 & GV-10 pave	13.25
6/2/2015	VandeHey, Tom	X-23 & GV-10 pave	12.25
6/2/2015	VanRite, Paul	X-23 & GV-10 pave	12.25
6/2/2015	Zelten, Brian	X-23 & GV-10 pave	13
6/3/2015	Baugnet, Jason	X-23 & GV-10 pave	14.5
6/3/2015	Burkel, Jim	Sign	14.5
6/3/2015	Collins, Robbie	X-23 & GV-10 pave	15
6/3/2015	Drewiske, Jerry	X-23 & GV-10 pave	14
6/3/2015	Ignatowski, Paul	X-23 & GV-10 pave	13.5
6/3/2015	Kapinos, Vince	X-23 & GV-10 pave	15
6/3/2015	Karbon, Dan	X-23 & GV-10 pave	14.5
6/3/2015	Kielpikowski, Dennis	X-23 & GV-10 pave	14.75

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/3/2015	Liebergen, Dale	X-23 & GV-10 pave	14.5
6/3/2015	Margitan, Jim	X-23 & GV-10 pave	13.5
6/3/2015	Morton, Chet	X-23 & GV-10 pave	14.5
6/3/2015	Nemetz, Brad	Patch & X-23	15
6/3/2015	Nilson, Matt	X-23 & GV-10 pave	14.75
6/3/2015	Sequin, Scott	X-23 & GV-10 pave	13.5
6/3/2015	Sperberg, Mark	X-23 & GV-10 pave	13.25
6/3/2015	Sticka, John	GV-10 Pave	14.5
6/3/2015	Taicher, Kevin	GV-10 Pave	13.75
6/3/2015	VandeHei, Jamie	X-23 & GV-10 pave	12
6/3/2015	VandeHey, Tom	X-23 & GV-10 pave	13.25
6/3/2015	Zelten, Brian	X-23 & GV-10 pave	14.75
6/3/2015	LeGrave, Steve	Asphalt Plant	12
6/4/2015	Baugnet, Jason	R-11 & X-23 pave	12
6/4/2015	Gussert, Tim	R-11	13
6/4/2015	LeGrave, Steve	Asphalt plant (10.5) & R-11	13
6/4/2015	Messerschmidt, Bill	R-11 seeding & mulching	12.5
6/5/2015	Cisler, Mike	R-11 shouldering	13.5
6/5/2015	Corrigan, Chad	R-11 seeding & mulching	12.5
6/5/2015	Dixon, Darrell	R-11 shouldering	12.75
6/5/2015	Drewiske, Doug	R-11 shouldering	13
6/5/2015	Flegel, Joe	R-11 shouldering	13
6/5/2015	Giese, Jon	Asphalt Plant (3) & R-11 shouldering	13
6/5/2015	Guns, Jim	R-11 seeding & mulching	12.5
6/5/2015	Gussert, Tim	R-11 shouldering	13.5
6/5/2015	Haumschild, Dan	R-11 shouldering	13
6/5/2015	Ignatowski, Paul	Asphalt Plant (7.5) & R-11 shouldering (5)	12.5
6/5/2015	Kane, Kurt	R-11 shouldering	13.5
6/5/2015	Karbon, Dan	R-11 shouldering	12.5
6/5/2015	Kielpikowski, Dennis	R-11 shouldering	12.5
6/5/2015	LeGrave, Steve	R-11 shouldering	14
6/5/2015	Liebergen, Dale	R-11 shouldering	13
6/5/2015	Sausen, Jim	R-11 shouldering	13
6/5/2015	Schraufnagel, Dan	R-11 sweep	13.5
6/5/2015	Scray, Norb	R-11 shouldering	12
6/5/2015	Taicher, Kevin	R-11 shouldering	13.75
6/5/2015	VandeHey, Tom	Asphalt Plant (7) & R-11 shouldering (5.5)	12.5
6/5/2015	Williams, Tim	R-11 shouldering	13.25
6/5/2015	Zelten, Brian	R-11 shouldering	13.5
6/8/2015	Allen, Chris	Sign	12.5
6/8/2015	LeGrave, Steve	R-11 pave	12
6/8/2015	Sell, Andy	Sign	12.75
6/9/2015	Bader, Abby	R-11 flag	14.5
6/9/2015	Bastian, Dan	Asphalt Plant	13.25
6/9/2015	Baugnet, Jason	R-11 pave	14

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/9/2015	Carew, Bryan	Engineering	12
6/9/2015	Cisler, Mike	R-11 pave & shoulder, state shoulders (4)	14.25
6/9/2015	Collins, Robbie	R-11 pave	13.5
6/9/2015	Doucha, Dean	R-11 pave	12.5
6/9/2015	Drewiske, Jerry	R-11 pave	12.5
6/9/2015	Kapinos, Vince	R-11 pave	13.5
6/9/2015	Karbon, Dan	R-11 pave	12.75
6/9/2015	Lemmens, Sam	R-11 flag	14.5
6/9/2015	Liebergen, Dale	R-11 pave	12.75
6/9/2015	Morton, Chet	R-11 pave	12.75
6/9/2015	Noe, Terry	Asphalt Plant	13.25
6/9/2015	Oettinger, Erin	Engineering	12
6/9/2015	Sperberg, Mark	R-11 Pave	12
6/9/2015	Sticka, John	R-11 Pave	12.75
6/10/2015	Bader, Abby	R-11 flag	16
6/10/2015	Bastian, Dan	Asphalt Plant	15.5
6/10/2015	Baugnet, Jason	R-11 Pave	14.25
6/10/2015	Carew, Bryan	Engineering	14.5
6/10/2015	Cisler, Mike	R-11 pave & shoulder, state shoulders (5)	13.5
6/10/2015	Collins, Robbie	R-11 pave	14.75
6/10/2015	Doucha, Dean	R-11 Pave	14
6/10/2015	Drewiske, Jerry	R-11 pave	13.5
6/10/2015	Flegel, Joe	R-11 Pave	14.25
6/10/2015	Ignatowski, Paul	R-11 pave	13.5
6/10/2015	Karbon, Dan	R-11 Pave	14
6/10/2015	Kielpikowski, Dennis	R-11 pave	12.75
6/10/2015	LeGrave, Steve	Asphalt Plant	15
6/10/2015	Lemmens, Sam	R-11 flag	13
6/10/2015	Liebergen, Dale	R-11 pave	14
6/10/2015	Margitan, Jim	R-11 pave	14
6/10/2015	Morton, Chet	R-11 Pave	14
6/10/2015	Noe, Terry	Asphalt Plant	15
6/10/2015	Oettinger, Erin	Engineering	13
6/10/2015	Sequin, Scott	R-11 Pave	14.25
6/10/2015	Sperberg, Mark	R-11 Pave (7.75) move equipment (6)	13.75
6/10/2015	Sticka, John	R-11 Pave	15.75
6/10/2015	VandeHey, Tom	R-11 Pave	13.5
6/10/2015	Zelten, Brian	R-11 Pave	14.5
6/11/2015	Huguet, Bob	Shop	12
6/15/2015	LeGrave, Steve	Asphalt Plant	12.5
6/15/2015	Sequin, Scott	State accident & R-11 pave	12.5
6/15/2015	Sequin, Scott	R-11 Pave	12.5
6/15/2015	Allen, Chris	R-11 Pave	13.75
6/16/2015	Bader, Abby	R-11 Pave	15
6/16/2015	Bastian, Dan	Asphalt Plant	14.25

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/16/2015	Baugnet, Jason	R-11 Pave	13
6/16/2015	Carew, Bryan	Engineering	13
6/16/2015	Cisler, Mike	R-11 grade (7.25) state grade (6)	13.25
6/16/2015	Collins, Robbie	R-11 Pave	13.5
6/16/2015	Doucha, Dean	R-11 Pave	13
6/16/2015	Drewiske, Jerry	R-11 Pave	12.25
6/16/2015	Ignatowski, Paul	R-11 Pave	13.25
6/16/2015	Kapinos, Vince	R-11 Pave	13.5
6/16/2015	Karbon, Dan	R-11 Pave	12
6/16/2015	Kielpikowski, Dennis	Asphalt plant (1) R-11 pave (11)	12
6/16/2015	LeGrave, Steve	Asphalt Plant	14
6/16/2015	Lemmens, Sam	R-11 Pave	15
6/16/2015	Liebergen, Dale	R-11 Pave	12.5
6/16/2015	Manson, Shane	R-11 Pave	13
6/16/2015	Margitan, Jim	R-11 Pave	12
6/16/2015	Morton, Chet	R-11 Pave	12.75
6/16/2015	Noe, Terry	Asphalt Plant	14.25
6/16/2015	Sequin, Scott	R-11 Pave	12.75
6/16/2015	Sperberg, Mark	R-11 Pave	13.25
6/16/2015	Sticka, John	R-11 Pave	14
6/16/2015	Taicher, Kevin	R-11 Pave	13.25
6/16/2015	VandeHey, Tom	R-11 Pave	12.75
6/17/2015	Bader, Abby	R-11 Pave	15
6/17/2015	Bastian, Dan	Asphalt Plant	14.75
6/17/2015	Baugnet, Jason	R-11 Pave	13.5
6/17/2015	Collins, Robbie	R-11 Pave	14
6/17/2015	Dixon, Darrell	R-11 Pave	12.75
6/17/2015	Doucha, Dean	R-11 Pave	13
6/17/2015	Ignatowski, Paul	R-11 Pave	13.25
6/17/2015	Kapinos, Vince	R-11 Pave	14
6/17/2015	Karbon, Dan	R-11 Pave	13.25
6/17/2015	Kielpikowski, Dennis	R-11 Pave	12.75
6/17/2015	LeGrave, Steve	Asphalt Plant	14.75
6/17/2015	Lemmens, Sam	R-11 Pave	13.5
6/17/2015	Liebergen, Dale	R-11 Pave	13
6/17/2015	Margitan, Jim	R-11 Pave	12
6/17/2015	Morton, Chet	R-11 Pave	13.25
6/17/2015	Noe, Terry	R-11 Pave	14.75
6/17/2015	Sequin, Scott	R-11 Pave	12.75
6/17/2015	Sipiorski, Rebekah	R-11 pave (9.25) county engineering (3)	12.25
6/17/2015	Sperberg, Mark	R-11 Pave	13
6/17/2015	Sticka, John	R-11 Pave	15.5
6/17/2015	Taicher, Kevin	R-11 Pave	12
6/17/2015	VandeHey, Tom	R-11 Pave	12.75
6/17/2015	Zelten, Brian	R-11 Pave	14.25

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/18/2015	Allen, Chris	Sign	12
6/18/2015	Bader, Abby	R-11 Pave	13.75
6/18/2015	Bastian, Dan	Asphalt Plant	13.75
6/18/2015	Baugnet, Jason	R-11 Pave	12.5
6/18/2015	Charles, Brad	state rubber (2) Scott rubber (5) county rubber (5)	12
6/18/2015	Cisler, Mike	ZZ-14 shoulder (2) R-11 grade & pave (3.5), state shoulders (7)	12.5
6/18/2015	Collins, Robbie	R-11 Pave	13
6/18/2015	Buhr, Mike	Shop	12.5
6/18/2015	Doucha, Dean	R-11 Pave	12
6/18/2015	Kapinos, Vince	R-11 Pave	13
6/18/2015	Kielpikowski, Dennis	R-11 Pave	12
6/18/2015	LeGrave, Steve	Asphalt Plant	13.5
6/18/2015	Lemmens, Sam	R-11 Pave	13.5
6/18/2015	Liebergen, Dale	R-11 Pave	12
6/18/2015	Little, Bob	state (2), state patch (6) county S&B	12
6/18/2015	Manson, Shane	R-11 Pave	12
6/18/2015	Maus, Todd	Sign	12
6/18/2015	Morton, Chet	R-11 Pave	12.25
6/18/2015	Noe, Terry	Asphalt Plant	13.75
6/18/2015	Sell, Andy	Sign	12.75
6/18/2015	Sequin, Scott	R-11 Pave	12.5
6/18/2015	Sperberg, Mark	R-11 Pae (8), P-22 (2), Transfer Station (2.5)	12.5
6/18/2015	Sticka, John	R-11 Pave	14
6/18/2015	Taicher, Kevin	R-11 Pave	12
6/18/2015	Thibodeau, Larry	Sign	12
6/18/2015	VandeHey, Tom	R-11 Pave	12.5
6/19/2015	Bader, Abby	R-11 Pave	13
6/19/2015	Doucha, Dean	R-11 Pave	12.5
6/19/2015	Kapinos, Vince	R-11 Pave	12
6/19/2015	Kielpikowski, Dennis	R-11 Pave	12
6/19/2015	Lemmens, Sam	R-11 Pave	12.5
6/19/2015	Sticka, John	R-11 Pave	12.5
6/19/2015	LeGrave, Steve	Asphalt Plant	12.25
6/22/2015	Bastian, Dan	Asphalt Plant	12
6/22/2015	Sticka, John	R-11 Pave	12
6/22/2015	LeGrave, Steve	Asphalt Plant	12.5
6/23/2015	Bader, Abby	R-11 Pave	13
6/23/2015	Bastian, Dan	Asphalt Plant	12.5
6/23/2015	Collins, Robbie	R-11 Pave	12
6/23/2015	Ignatowski, Paul	Crafco (11) trucking (1)	12
6/23/2015	Kapinos, Vince	R-11 Pave	12
6/23/2015	Kielpikowski, Dennis	R-11 Pave	12
6/23/2015	LeGrave, Steve	Asphalt Plant	12.5
6/23/2015	Lemmens, Sam	R-11 Pave	12.5

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
6/23/2015	Sequin, Scott	R-11 Pave	12
6/23/2015	Sticka, John	R-11 Pave	12
6/23/2015	Little, Bob	R-11 Pave	12
6/24/2015	Bader, Abby	R-11 Pave	12.25
6/24/2015	LeGrave, Steve	Asphalt Plant	12
6/24/2015	Lemmens, Sam	R-11 Pave	12
6/24/2015	Sticka, John	R-11 Pave	13.25
6/24/2015	VandeHey, Tom	R-11 Pave	12
6/29/2015	Bader, Abby	R-11 Pave	13
6/29/2015	Bastian, Dan	Asphalt Plant	12.75
6/29/2015	Baugnet, Jason	R-11 Pave	12.75
6/29/2015	Collins, Robbie	R-11 Pave	13
6/29/2015	Doucha, Dean	R-11 Pave	12
6/29/2015	Kapinos, Vince	R-11 Pave	13
6/29/2015	Karbon, Dan	R-11 Pave	12
6/29/2015	LeGrave, Steve	Asphalt Plant	12.75
6/29/2015	Lemmens, Sam	R-11 Pave	13.25
6/29/2015	Morton, Chet	R-11 Pave	12
6/29/2015	Noe, Terry	Asphalt Plant	12.75
6/29/2015	Sipiorski, Rebekah	R-11 Pave	12.25
6/30/2015	Bader, Abby	R-11 Pave	13.5
6/30/2015	Bastian, Dan	Asphalt Plant	12.25
6/30/2015	Baugnet, Jason	R-11 Pave	12.25
6/30/2015	Cisler, Mike	PP-15 shoulder	12
6/30/2015	Collins, Robbie	R-11 Pave	12.5
6/30/2015	Huguet, Bob	Shop	12
6/30/2015	Kapinos, Vince	R-11 Pave	12.5
6/30/2015	Lemmens, Sam	R-11 Pave	13
6/30/2015	Linskens, Joe	State litter & spot repair	12
6/30/2015	Peot, Tracy	State Mow	12
6/30/2015	Schraufnagel, Dan	Sweep projects	12.75
6/30/2015	Sell, Andy	Sign	12.25



**PUBLIC WORKS  
FACILITY MANAGEMENT DIVISION  
12-HOUR WORK DAYS  
6/1/15 thru 6/30/15**

<b>DATE</b>	<b>EMPLOYEE</b>	<b>OPERATION PERFORMED</b>	<b># HOURS WORKED</b>
6/19/15	Teresa Buesing	Housekeeping; short-staffed	12.25

**BROWN COUNTY PUBLIC WORKS  
STAFFING SUMMARY**

AS OF 6/30/15

**HIGHWAY DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Highway Crew	1/27/15	Termed: Loritz	Fill: Pat Hennes	6/9/15	N/A
Highway Crew	6/1/15	Retired: Fontaine	Fill: Jim Bogucki	6/15/15	N/A
Highway Crew	6/4/15	Resigned: Nilson	Fill: Eligibility List	In Process	N/A
Highway Crew	6/18/15	Resigned: Burkel	Fill: Eligibility List	In Process	N/A
Summer Help	Summer	N/A	Fill: Seasonal Help	Various	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Office	11.45	11.45
Electrician	1.0	1.0
Engineering	6.0	6.0
Mechanics / Shop	11.0	11.0
Laborers	70.0	68.0
Summer Help	4.0	4.0
<b>TOTAL</b>	<b>103.45</b>	<b>101.45</b>

**FACILITY MANAGEMENT DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Facility Worker	4/12/15	Transfer: Keon	Fill: Furmaniak	6/22/15	N/A
Facility Worker	6/22/15	Transfer: Furmaniak	Fill: Winters	6/22/15	N/A
Facility Worker (0.5)	6/22/15	Transfer: Winters	Fill: Burt Umentum	6/22/15	N/A
Housekeeper (0.5)	5/15/15	Resigned: Mercado	Fill: Open	In Process	N/A
Housekeeper	5/15/15	Resigned: Guillett	Fill: Open	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Office	5.55	5.55
Facility Technicians	2.0	2.0
Facility Mechanics	7.0	7.0
Facility Workers	9.0	9.0
Housekeeping	18.5	17.0
Electrician	1.0	1.0
Summer Help	0.46	0.46
<b>TOTAL</b>	<b>43.51</b>	<b>42.01</b>

### BUDGET ADJUSTMENT REQUEST

**Category**

**Approval Level**

- 1 Reallocation from one account to another in the same level of appropriation Dept Head
- 2 Reallocation due to a technical correction that could include:
  - Reallocation to another account strictly for tracking or accounting purposes
  - Allocation of budgeted prior year grant not completed in the prior yearDirector of Admin
- 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation County Exec
- 4 Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) County Exec
- 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) Admin Committee
- 5 b) Reallocation of more than 10% of the funds original appropriated between any of the levels of appropriation. Oversight Comm  
2/3 County Board
- 6 Reallocation between two or more departments, regardless of amount Oversight Comm  
2/3 County Board
- 7 Any increase in expenses with an offsetting increase in revenue Oversight Comm  
2/3 County Board
- 8 Any allocation from a department's fund balance Oversight Comm  
2/3 County Board
- 9 Any allocation from the County's General Fund Oversight Comm  
Admin Committee  
2/3 County Board


**Justification for Budget Change:**

When the carryover was done for the Highway Capital Projects the Local Revenue was miscalculated at only \$13,984 in the 442 fund. This was the original budget amount as it was assumed the only billable project remaining would be a small portion of GV-9. GV-10, however, was pushed off to 2015 construction and is a 50/50 project so we need to add local revenues and corresponding expenses to this fund for 2015.


Amount: \$749,156

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	442.044.4303	Local Grant Revenue	749,156
<input checked="" type="checkbox"/>	<input type="checkbox"/>	442.044.6182.200	Construction Highway	749,156
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			

*EB 7/1/15*

  
 \_\_\_\_\_  
 Signature of Department Head  
 Department: Public Works  
 Date: 6/22/15

**AUTHORIZATIONS**

  
 \_\_\_\_\_  
 Signature of BOA or Executive  
 Date: 7/21/15

*8a*

**Departmental Openings Summary**  
**To: Planning, Development & Transportation Committee**  
**From: Airport**

7/20/2015

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
Assistant Airport Director	1/31/2015	Resignation	Fill	Job posting closed 7/16/15; candidates chosen for first interviews
Buildings & Grounds Maintenance Worker	12/27/2014	Resignation	Fill	County Board approved change in TOO to make this position a Maintenance Mechanic. HR to post open position.
Maintenance Mechanic	6/12/2015	Resignation	Hold	Proposed staff reduction
Airport Electrician	7/31/2015	Resignation	Fill	Replacement process started; notice by employee given 7/20/15

**Brown County  
Airport  
Budget Status Report  
June-15**

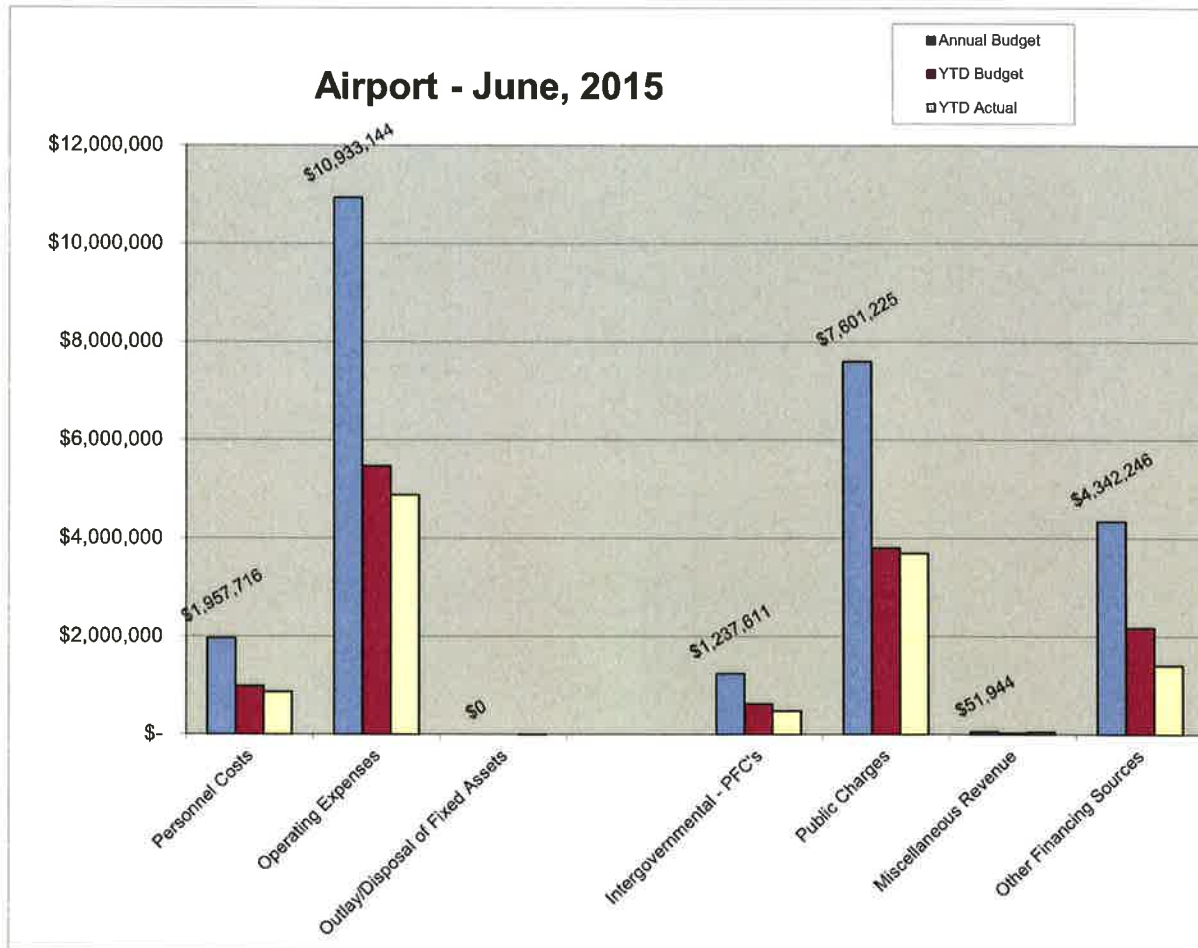
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	\$1,957,716	\$978,858	\$865,425
Operating Expenses	\$10,933,144	\$5,466,572	\$4,881,838
Outlay/Disposal of Fixed Assets	\$0	\$0	-\$1,285
Intergovernmental - PFC's	\$1,237,611	\$618,806	\$477,605
Public Charges	\$7,601,225	\$3,800,613	\$3,691,692
Miscellaneous Revenue	\$51,944	\$25,972	\$44,659
Other Financing Sources	\$4,342,246	\$2,171,123	\$1,402,457

**HIGHLIGHTS**

We continue to closely monitor airport expenses and are currently about \$490,000 under budget.

As a result of the recently concluded airline lease negotiations, airport revenue through June is running much closer to budget. PFC's are lagging about one month, due to the way the revenue is booked by the county. Year-end should be close to budget.

Thru June	Pax On	% (+/-)
2015	146,091	+ .2%
2014	145,857	



August 19, 2015

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION RESCINDING THE MAY 21, 2014 OWNERSHIP TRANSFER OF THE  
RENARD ISLAND CAUSEWAY RESOLUTION**

**WHEREAS**, in October 1976, Brown County passed a resolution requesting Wisconsin Legislature grant lakebed for Renard Island and agreeing to execute an Agreement (“Agreement”) with the U.S. Army Corps of Engineers (“Corps”) laying out a plan for construction operation, maintenance and closure of Renard Island; and

**WHEREAS**, in June 1977, the State of Wisconsin granted the lakebed around Renard Island to Brown County; and

**WHEREAS**, the State lakebed around Renard Island is hereby granted and ceded to Brown County to be held and used by the county for public slips, basins, docks, wharves, structures, wildlife refuges, recreation and park purposes, granting all State of Wisconsin’s rights title and interests in the submerged land and any dry lands surrounding said island which exist in Green Bay to Brown County; and

**WHEREAS**, in November 1977, the Corps and Brown County executed an Agreement sponsoring Renard Island, with Brown County assuming ownership upon completion of filling the island with navigational dredged material; and

**WHEREAS**, in 1978, Renard Island was funded and constructed by the Corps under Public Law 91-611; and

**WHEREAS**, between 1978 and 1995, the Corps operated Renard Island confined disposal facility for the placement of dredged material from the Green Bay Harbor navigational channel; and

**WHEREAS**, in February 2008, Brown County and the Corps received Wisconsin Department of Natural Resource’s approval of the Renard Island Closure Plan that included geotechnical/hydrogeologic investigations, assessment of dredged material characteristics, criteria for using dredged material as part of an engineered soil cover, existing site features, design features, construction plan, monitoring plan, vegetation plan and maintenance activities that ensures protection of human health and the environment; and

**WHEREAS**, Brown County’s cost for investigation, design and approval under the Renard Island Closure Plan exceeded \$750,000 not including staff time; and

**WHEREAS**, in 2010, the Corps permitted and constructed a \$2.6M temporary causeway from land to the Renard Island to facilitate closure activities; and

**WHEREAS**, In October 2010, Green Bay granted Brown County a 10-year temporary easement across Sauk Road to access the causeway; and

**WHEREAS**, in 2011, Brown County received \$1.5M in Great Lakes Restoration Initiative funding to begin the closure activities; and

**WHEREAS**, in 2012, Brown County waived \$1.0M in Corps tipping fees at Bay Port in exchange for services provided to further additional closure activities; and

**WHEREAS**, in 2014, the Corps spent \$3.1M to complete the closure activities and intends on turning ownership of the island over to Brown County; and

**WHEREAS**, February 5, 2014 letter from the City of Green Bay states “Green Bay remains committed to our support of Brown County seeking authority to permit the construction causeway as a permanent structure”; and

**WHEREAS**, By resolution dated May 21, 2014 Brown County agreed to receive ownership transfer of the Renard Island causeway from the Corps; and

**WHEREAS** as part of the Corps project, the Corps is to remove the temporary causeway unless Brown County meets all conditions of ownership transfer; and

**WHEREAS**, all reasonable human use opportunities for Renard Island are dependent upon causeway access; and

**WHEREAS**, In March 2014, Brown County received a Chapter 30 permit from the Wisconsin Department of Natural Resources to keep the permanent causeway to Renard Island, which permit determined the necessary design modifications needed for the causeway to remain a permanent structure; and

**WHEREAS**, Brown County has estimated the cost to Brown County of causeway modifications to be approximately \$150,000; and

**WHEREAS**, September 12, 2014 correspondence from the Corps directing Brown County to acquire a permanent easement from the City of Green Bay for access to the island; and

**WHEREAS**, November 4, 2014 correspondence from the Corps directing Brown County to acquire a permanent easement from the City of Green Bay and to have the existing bottomland lease modified with the State of Wisconsin to include the causeway foot print; and

**WHEREAS**, Brown County has legal opinion from Michael, Best and Fredrick, LLC that the existing Chapter 30 permit meets the requirement of a modified bottomland lease (lakebed grant); and,

**WHEREAS**, By February 2015, the Corps and Brown County made the necessary modifications needed for the causeway to remain a permanent structure; and

**WHEREAS**, Brown County has drafted the easement and included language that the future use of Renard Island will be recreational use and compatible with the Bay Beach Amusement Park area; and

**WHEREAS**, By March 2015, Brown County in good faith has spent 5 months trying to secure an easement from the City of Green Bay and has determined the easement is not forthcoming and is preparing to communicate to the Corps, understanding that without a permanent easement for the causeway the Corp will proceed with removal of the causeway.

**NOW THEREFORE, BE IT RESOLVED** by the Brown County Board of Supervisors, that Brown County is unable to secure a permanent easement from the City of Green Bay, which will result in the U.S. Corps of Engineers' removal of the temporary causeway and hereby rescinding the May 21, 2014 Renard Island causeway ownership transfer resolution.

**FURTHER BE IT RESOLVED** by Brown County Board of Supervisors, that this resolution shall be rescinded upon receipt of an executed mutually agreed upon easement between Brown County and City of Green Bay.

Respectfully submitted,

**PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE**

Approved by:

\_\_\_\_\_  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

Authored by: Port & Resource Recovery Department

Final Draft Approved by Corporation Counsel

Fiscal Note: This Resolution does not require an appropriation from the General Fund.



# Port of Green Bay

# 2015 STRATEGIC PLAN



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## I. The Significance of the Port

The history of the Port of Green Bay dates back to the early 1800s when waterway commerce focused on fur trading and peltry. During the 1800s, British, French and American military forts were built on the lower Fox River. In 1816, the first U.S. flagged sailing vessel arrived with garrison troops and provisions for Fort Howard.



By 1867, the principal commodities exported from Green Bay by sailing vessels were lumber, barrels, shingles, railroad ties and other forest products for building cities like Chicago and New York. In 1871, the Peshtigo Fire destroyed Northeast Wisconsin's forests and changed the Port of Green Bay.

In the late 1800s, agricultural products were being exported and Green Bay was known as the largest flour exporting port on the Great Lakes. By the mid-1930s, the Port shifted from exporting to importing with the arrival of coal and petroleum coke. Today, the Port continues to predominately import dry and liquid bulk commodities for Northeastern Wisconsin's manufacturing businesses.

The Brown County Harbor Commission was created in 1956 in anticipation of the 1959 opening of the St. Lawrence Seaway system that made Green Bay an international port, providing mid-America with a direct water link to the Atlantic Ocean and the world.

The Port of Green Bay has developed over its history into a vital and exciting asset to our area and will continue to grow to meet the future needs of our community.



## II. The Port of Today

The Port of Green Bay is the western-most port of Lake Michigan. The Port offers the shortest, most direct route for shipments between the Midwest and the world. The Port provides modern, state-of-the-art facilities, which have the ability to facilitate economical cargo handling and safe navigation. Nationally-known trucking lines provide overnight delivery within a 400-mile radius. Two major railroads and highway infrastructure also connect the Port with America's heartland.

The Port of Green Bay is a vital part of our local economy, our history and our lives. It plays an important role in the transportation of goods and commodities that are critical to the economic health of the region. The Port of Green Bay's commercial/industrial service area for import and export of commodities is as far south as Sheboygan, Wisconsin, west to Wausau, Wisconsin, and north into the Upper Peninsula of Michigan. Waterborne transportation provides an efficient and environmentally-friendly mode of transportation.

The Port is accessed through a 13 mile long navigational channel with fourteen (14) Port businesses spanning the next 3 miles of the Fox River. These businesses move more than two million tons of cargo on over 200 ships each year. Nine (9) terminal operators located on the Fox River are capable of handling dry bulk commodities such as coal, cement, limestone, salt, and others. Four (4) terminal operators are capable of handling bulk liquids including tallow, petroleum products, chemicals and liquid asphalt. Two (2) general cargo docks are capable of handling machinery, bagged agricultural commodities, wood pulp and forest products. Historically, the Port was considered an export port, exporting more commodities than it imported.





Created in 1928, the Brown County Harbor Commission is made up of individuals with an interest and expertise in business, port, and/or transportation related activities. The nine (9) members of the Harbor Commission are appointed by the County Executive and serve as an oversight committee of the County Board. The Harbor Commission's role is to develop public policy for the Port. The Harbor Commission has exclusive oversight control of the commercial aspects of the day-to-day operations of the harbor.

Port oversight and administration is provided by the Brown County Port & Resource Recovery Department. The Port's mission is to promote harbor improvements and waterborne transportation resulting in economic development and employment using the safe, efficient and cost-effective waterways as transportation corridors while taking into consideration the recreational opportunities the waterfront provides.

The United States of America currently ships only 2% of its domestic freight by water, while Europe and China ship 44% and 61% respectively. Based on this, the Port of Green Bay will continue to grow and to be an economic engine that sustains existing businesses and generating new opportunities in the future. The Port continues to build awareness of the benefits of the Port to businesses that have commodities to import or export.

The Fox River Locks System had historically been an important part of Port operations as a means of transporting commodities up and down the Fox River between the Fox Valley and Green Bay. As the Fox River locks system is rehabilitated the Port will advocate for renewed commercial uses along the length of this historic transportation system between Green Bay and Lake Winnebago.

### **III. Port and the Environment**

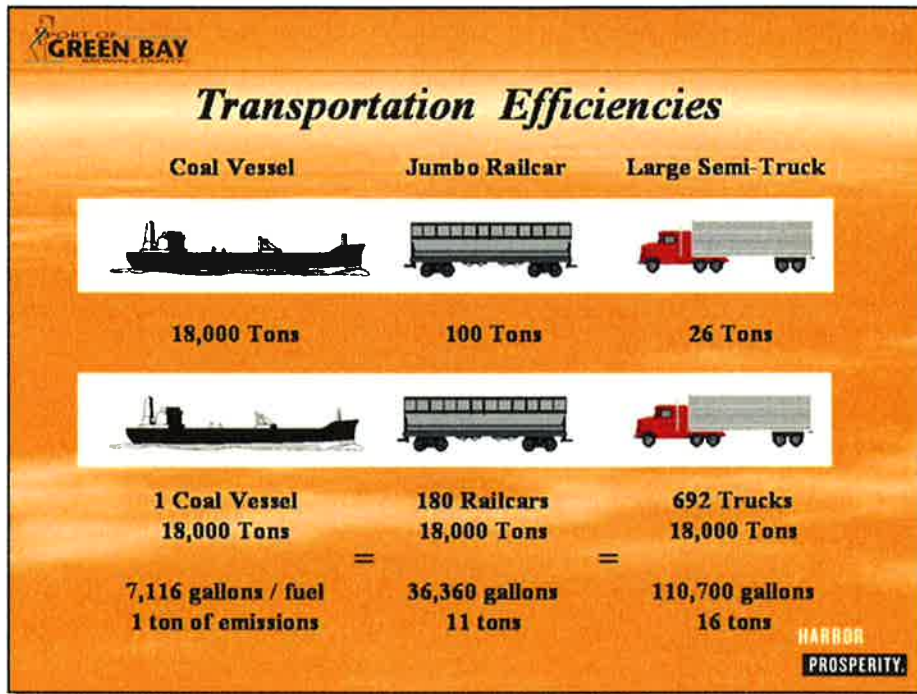
Waterborne transportation is the most cost-effective mode of transportation when compared to truck or rail. Per ton mile, ships quietly move cargo farther and more efficiently than trucks or trains. Most importantly, ships moves cargo safer than trucks and trains.

Consider that a ship destined for the Port of Green Bay carrying 18,000 tons of coal from Sandusky, Ohio on Lake Erie will burn over 7,000 gallons of fuel. However, if that same amount of coal was delivered to Green Bay by rail, it would take almost 200 rail cars burning 36,000 gallons of fuel. If that same amount of coal was delivered to Green Bay by truck, an additional 700 trucks burning over 110,000 gallons of fuel would be on our already congested highways.

Not only does waterborne shipping save fuel, but it also results in less fuel emission pollution. Using the coal example above, moving the same amount of cargo by rail would result in 11 tons of emissions or 16 tons of emissions by truck. Transporting this cargo by ship would result in only one (1) ton of emissions. With over 200 ships



entering the Port of Green Bay annually, it is quite easy to see that moving cargo by ship is the “green” choice.



Waterborne transportation generates the least amount of air pollution, ground pollution, and water pollution. Waterborne transportation offers lower fuel consumption, fewer accidents, less noise and reduces congestion on our highways. For these reasons, the Port of Green Bay has a bright future not only economically, but environmentally, which benefits everyone.

#### IV. Economic Impact

The Port of Green Bay is a critical link in Wisconsin’s transportation system and serves as a multi-modal distribution center connecting waterborne vessels with an extensive network of highways and railroads. The Port of Green Bay provides Northeast Wisconsin manufacturers a cost-effective way to receive raw materials from suppliers and to ship high-valued finished goods to customers.

Each year the Port of Green Bay transports over two million metric tons of coal, limestone, cement, salt, pig iron, fuel oil, forest products, liquid asphalt and many other essential commodities valued at over \$300 million. The Port of Green Bay supports over 700 jobs resulting in \$27 million in personal income, and has an annual economic impact on the Green Bay area of between \$75 million and \$100 million each year. The 14 port businesses pay over \$5 million in local and state taxes.



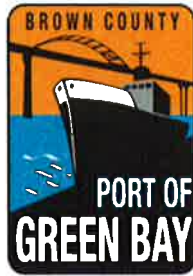
The Port of Green Bay plays a vital role in providing Northeast Wisconsin with a natural competitive advantage for businesses to locate and prosper while paying good wages for families to live and thrive in our communities.

## V. Strategic Themes

The Port of Green Bay is guided by a Mission and Vision focused on enhancing and growing the Port to benefit the people and economy of northeastern Wisconsin. The mission of the Port of Green Bay is to enhance the prosperity of the people of Northeast Wisconsin by providing facilities and infrastructure able to effectively and efficiently move commodities and goods across the nation. The following are four strategic themes this strategic plan will focus on.

- *World Class Operations*
- *Strong Business Development*
- *Enhanced Financial Performance*
- *Effective Public Relations and Marketing*





**VISION**

*The Port of Green Bay is an integral part of a healthy Northeastern Wisconsin economy and provides a critical link to national and global markets for Wisconsin enterprises.*





## 1. *World Class Operations*

Strive for the Port of Green Bay to be autonomous with world-class operations focused on maintaining existing infrastructure, building new infrastructure and removing barriers to moving commerce.

### Strategic Initiatives

- *Expand training and development opportunities for Port staff and the Harbor Commission.*
- *Coordinate Port operations during Fox River clean-up project activities in Port area.*
- *Be involved in efforts for the public good as related to the Port area and waterway (i.e. fishing pier, Renard Island end-use, education, etc.).*
- *Be able to comply with a broad and increasing array of environmental and other regulatory requirements.*
- *Advocate for public policy at all levels of government that affects the Port's ability to deliver economic value to stakeholders and the region at international, national, regional and local levels.*
- *Ensure that those in governance process and structure have the ability to understand a variety of policy, operational, and related issues and their impact on effective port management.*
- *Maintain awareness of bonding and grant funding opportunities for capital improvements projects.*
- *Prepare to respond to opportunities and challenges associated with long-term growth in waterborne trade.*

### Strategic Action Items

- *Reduce barriers to waterborne transportation in Green Bay including:*
  - Dredging outer channel angle (2016)*
  - Dredging under I-43 over gas pipeline for US Venture (2015)*
  - Reducing or removing daylight restrictions by pilots. (2015)*
- *Complete amendment to Project Partnership Agreement with Corps of Engineers for Cat Island. (2016)*



- *Close out WisDOT Harbor Assistance Program Grant for Cat Island. (2016)*
- *Create and implement land acquisition strategy. (2017)*
- *Complete transfer of Renard Island including permanent maintenance access easement (2017)*
- *Advocate and develop with WisDOT Over Size/Over Weight transportation corridors to and from the Port area. (2018)*
- *Develop strategy for Renard Island final use. (2019)*
- *Expand Bay Port upon acquired 36 acre parcel of property. (2019)*
- *Continue to advocate for no capping in Port area as part of Fox River clean-up project. (2019)*

## **2. Strong Business Development**

Strong business development efforts will focus on opening port opportunities for moving raw or finished goods to and from Northeast Wisconsin businesses through cost-effective and environmentally-conscious waterborne transportation. Ideas include; reaching beyond existing markets, establishing new economic development initiatives, facilitating or collaborating with others including public and private organizations and educational institutions that provide knowledge and contacts to new markets.



### **Strategic Initiatives**

- *Advocate and protect all Port area industrial properties from competing demands and pressures from commercial and recreational land uses.*
- *Maintain active involvement and coordination with Wisconsin Economic Development Corporation and Wisconsin Department of Transportation in business development and freight planning efforts.*
- *Maintain collaborative relationships with key service providers (i.e., freight forwarders, shipper agents, etc.) focused on simplifying waterborne transportation for new shippers.*



- *Promote our Foreign Trade Zone to create new import/export capabilities through the Port.*
- *Explore the viability of intermodal container capabilities at the Port and inland. Support development of service, if viable. Exploration should include moving containers from Green Bay to Cleveland’s European liner service, remote rail intermodal yards, and truck based intermodal models.*
- *Advocate for multi-modal transportation capabilities.*
- *Serve in leadership roles with WCPA, TDA, WisDOT Freight Advisory Committee, WDNR Contaminated Sediments Advisory Committee and others.*
- *Promote/Encourage development and use of water related transportation.*
- *Promote domestic and international shipping.*

**Strategic Action Items**

- *Research import and export commodity types and quantities in Wisconsin. (One Commodity Annually)*
- *Explore moving containers from Green Bay to Cleveland’s European liner service. (2016)*
- *Coordinate Wisconsin Commercial Ports Development Initiative. (2016)*
- *Advance development of a remote rail intermodal yard(s) (2017)*
- *Conduct an economic impact study of the Port. (2017)*

**3. Enhanced Financial Performance**

Enhance financial performance by looking internally at existing revenues and expenses while focusing on how to better the rate of return on resources. Expand markets and revenues by looking for ways the Port can generate new sources of revenue while maintaining existing revenue streams. Expand markets that focus on economic health, sustainability and self-sufficiency. Revenue opportunities may include the foreign trade zone, land and building leases,



beneficial reuse of dredge material, infrastructure, etc.

### **Strategic Initiatives**

- *Promote Foreign Trade Zone (FTZ) general and subzone activity.*

### **Strategic Action Items**

- *Recognize financial implications of expiring dock leases and develop an approach to offset lost revenues. (2015)*
- *Evaluate the 2008 Harbor Fee. (2016)*
- *Develop beneficial reuse opportunities for dredge materials at both Bayport and Cat Island. (2017)*
- *Identify target property for acquisition based on Port Opportunity Study strategy for additional physical space and facilities to expand Port operations. (2017)*
- *Develop and lease available land at the Blysbly Property. (2018)*
- *Identify other target properties for acquisition (WPS Pulliam Plant, Fox River Clean-up Property etc.) for additional physical space and facilities to expand Port operations. (2019)*

## **4. Effective Public Relations and Marketing**

Effective public relations and marketing need to focus on sustainability, economics, and environmental messages. Deliverables need to be creative, market-based decisions that strengthen the Port and the regional economy while protecting the environment. These efforts discourage pollution and other environmental side-effects while simultaneously helping to develop and support new markets and economic prosperity. Sustainable economics are based on moving toward “green” initiatives that are desired by public opinion and which may develop a market opportunity. This could include collaborating with environmental groups, recreational boaters and other groups to work cooperatively towards a greener, cleaner economic environment.





### **Strategic Initiatives**

- *Strive for the Port to be continually viewed as the authority and expert on Port, transportation and water related topics. Must be credible, balanced and honest.*
- *Become a source for exchange of information regarding waterborne commerce.*
- *Maintain and enhance newsletters, website and social media efforts.*
- *Develop outreach/collaborative program with local environmental groups.*
- *Extend visibility of the Port of Green Bay through participation in targeted trade missions, exhibitions, conferences and similar forums.*
- *Monitor legislation and advocate for sound policy.*
- *Successfully educate public, elected officials, terminal operators and businesses.*
- *Advocate for environmental benefits of waterborne shipping while recognizing and advocating for environmental protection (emissions, invasive species, etc.).*
- *Continue and expand upon marketing efforts promoting Port capabilities.*

### **Strategic Action Items**

- *Commit to a presence in Washington D.C. and Madison, WI (Annually)*
- *Exhibit Port of Green Bay at one targeted trade mission, exhibition, conference or similar forum each year. (Annual)*
- *Determine public access capabilities at Cat Island with Cat Island Advisory Committee.(2016)*
- *Create Education/Certification program for Terminal Operators and key partners to understand impact of their operations and freight movements (including emissions savings with their port movements) (2017).*
- *Market the Port as a cost effective means of exporting material. (2018)*
- *Lease Renard Island property for use compatible with the Bay Beach area or trade property for another property that has Port-related capabilities. (2020)*



## VI. Implementation Plan

The final Strategic Plan adopted by Brown County for the Port of Green Bay will be implemented annually through the creation of an annual operating plan created by the Harbor Commission. The operating plan will consist of specific goals and objectives for the Harbor Commission and staff to accomplish during the calendar year. The operating plan will be created by July 1 of each year for the following year for incorporation in the annual budget.



**Port and Resource Recovery Department  
Director's Report  
July 27, 2015**

**Harbor Assistance Program Funding** – Effort to restore state funding of the HAP program was successful. \$14.2M in funding was approved in the budget signed by Governor Walker. Effort was made primarily by Ports of Wisconsin along with 80 businesses.

**Dockwall Lease Assignment and Quit Claim Deeds** – Consent form signed to assign Noble Petro Dockwall Lease Agreement to US Venture under the same terms and conditions. Additionally, two dock wall leases expired and both properties were quit claim deeded back to Flint Hills Resources and Fox River Dock Company.

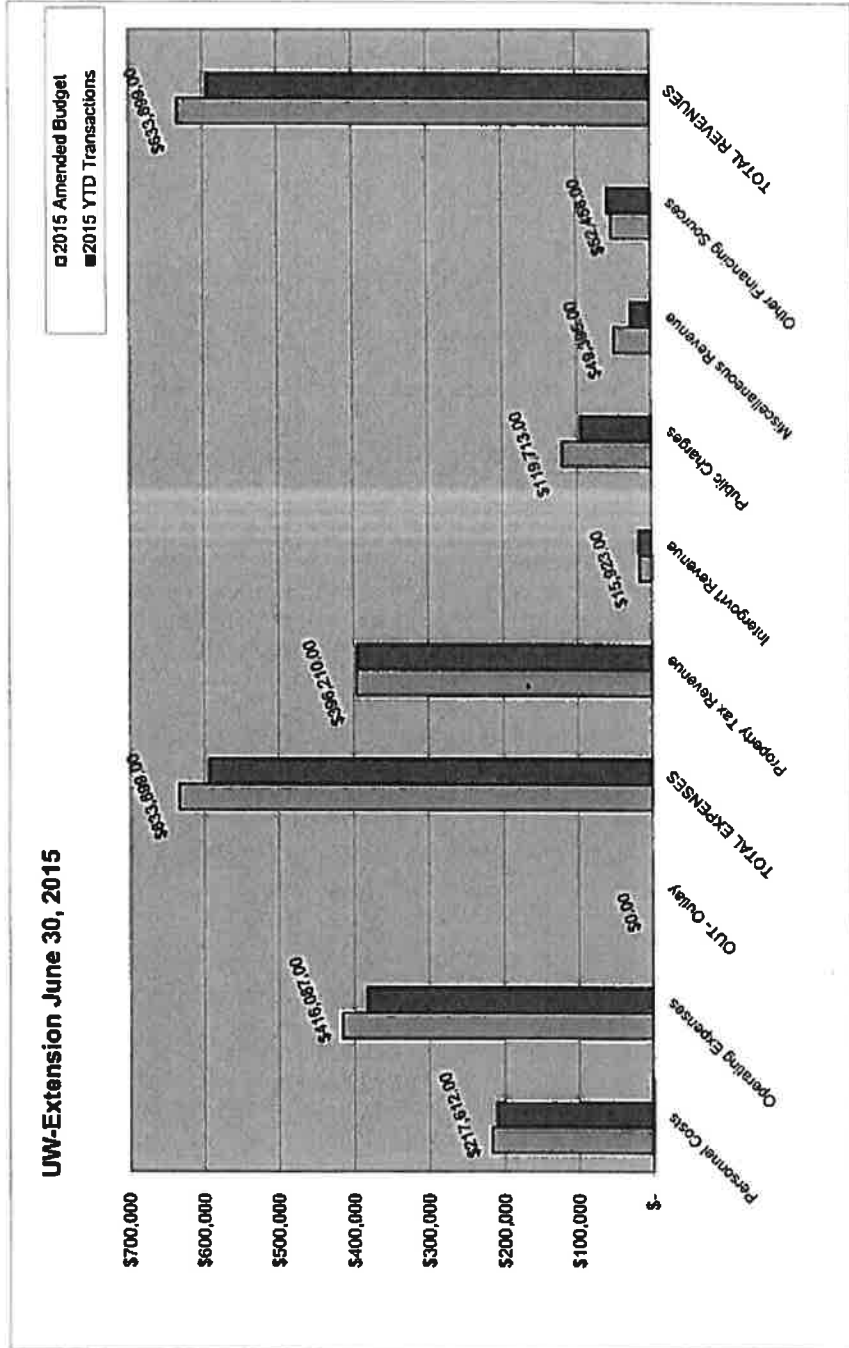
**Recycling Commodity Markets** – World market conditions have significantly lowered the value of recycling commodities to the point Brown County has reverted back to 2008 is again charging/ton for recycling.

**Open Position From  
Port and Resource Recovery Department**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason

**Brown County UW-Extension  
Budget Status Report (unaudited)  
June 30, 2015**

	<u>2015 Amended Budget</u>	<u>2015 YTD Transactions</u>	<u>2014 Amended Budget</u>	<u>2014 YTD Transactions</u>
Personnel Costs	\$217,612.00	\$210,842.24	\$217,612.00	\$210,842.00
Operating Expenses	\$416,087.00	\$382,989.68	\$633,699.00	\$593,832.00
OUT - Outlay	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL EXPENSES</b>	<b>\$633,699.00</b>	<b>\$593,831.92</b>	<b>\$851,311.00</b>	<b>\$804,674.00</b>
Property Tax Revenue	\$396,210.00	\$396,210.00	\$396,210.00	\$396,210.00
Intergov't Revenue	\$15,923.00	\$17,253.68	\$15,923.00	\$17,254.00
Public Charges	\$119,713.00	\$95,654.67	\$119,713.00	\$95,655.00
Miscellaneous Revenue	\$49,395.00	\$27,239.13	\$49,395.00	\$27,239.00
Other Financing Sources	\$52,458.00	\$58,457.50	\$52,458.00	\$58,458.00
<b>TOTAL REVENUES</b>	<b>\$633,699.00</b>	<b>\$594,614.98</b>	<b>\$633,699.00</b>	<b>\$594,816.00</b>

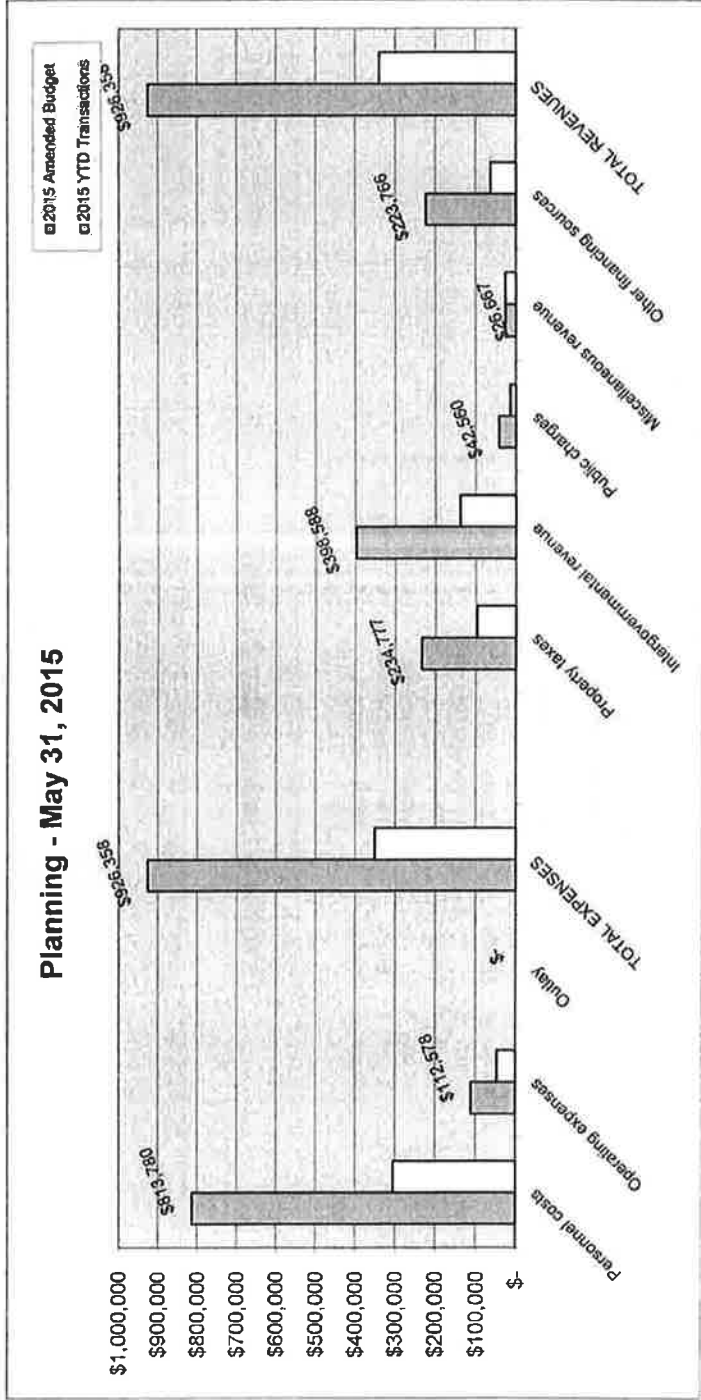




Brown County - Planning  
Budget Status Report  
May 31, 2015

	2015 Amended		2015 YTD		2014 Amended		2014 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 813,780	\$ 304,707	\$ 882,906	\$ 317,535				
Operating expenses	\$ 112,578	\$ 46,580	\$ 133,895	\$ 74,811				
Outlay	\$ -	\$ -	\$ -	\$ -				
<b>TOTAL EXPENSES</b>	<b>\$ 926,358</b>	<b>\$ 351,287</b>	<b>\$ 1,016,801</b>	<b>\$ 392,346</b>				
Property taxes	\$ 234,777	\$ 97,824	\$ 257,563	\$ 107,318				
Intergovernmental revenue	\$ 398,588	\$ 139,026	\$ 407,053	\$ 133,611				
Public charges	\$ 42,560	\$ 14,187	\$ 50,300	\$ 18,831				
Miscellaneous revenue	\$ 26,667	\$ 26,717	\$ 26,667	\$ 33,751				
Other financing sources	\$ 223,766	\$ 62,553	\$ 275,218	\$ 96,856				
<b>TOTAL REVENUES</b>	<b>\$ 926,358</b>	<b>\$ 340,306</b>	<b>\$ 1,016,801</b>	<b>\$ 390,367</b>				

**HIGHLIGHTS:**  
**Expenditures:** All categories are progressing as anticipated.  
**Revenues:** All categories are at or near expectations.



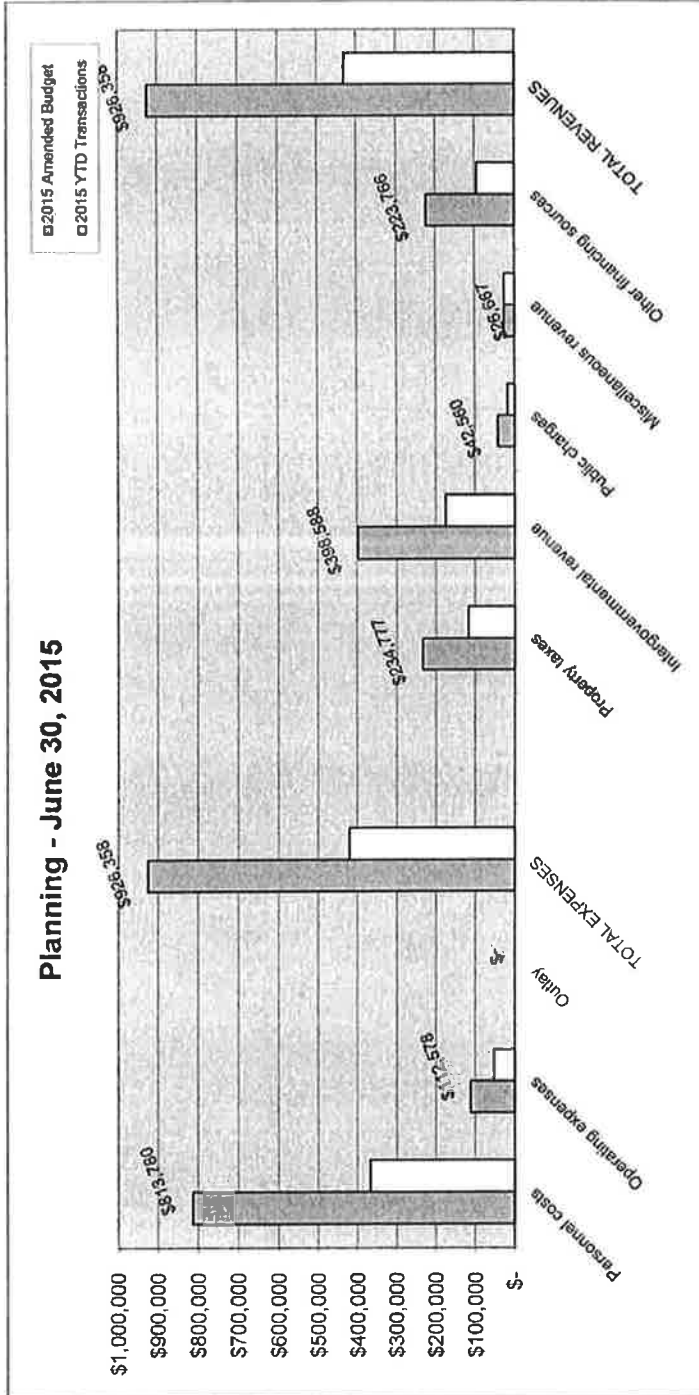
Brown County - Planning  
Budget Status Report  
June 30, 2015

	2015 Amended		2014 Amended		2014 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 813,780	\$ 367,293	\$ 882,906	\$ 380,543	\$ 882,906	\$ 380,543
Operating expenses	\$ 112,578	\$ 53,595	\$ 133,895	\$ 85,755	\$ 133,895	\$ 85,755
Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 926,358</b>	<b>\$ 420,888</b>	<b>\$ 1,016,801</b>	<b>\$ 466,298</b>	<b>\$ 1,016,801</b>	<b>\$ 466,298</b>
Property taxes	\$ 234,777	\$ 117,389	\$ 257,563	\$ 128,781	\$ 257,563	\$ 128,781
Intergovernmental revenue	\$ 398,568	\$ 175,072	\$ 407,053	\$ 188,206	\$ 407,053	\$ 188,206
Public charges	\$ 42,560	\$ 17,837	\$ 50,300	\$ 20,207	\$ 50,300	\$ 20,207
Miscellaneous revenue	\$ 26,667	\$ 26,767	\$ 26,667	\$ 33,751	\$ 26,667	\$ 33,751
Other financing sources	\$ 223,766	\$ 94,796	\$ 275,218	\$ 133,866	\$ 275,218	\$ 133,866
<b>TOTAL REVENUES</b>	<b>\$ 926,358</b>	<b>\$ 431,860</b>	<b>\$ 1,016,801</b>	<b>\$ 504,811</b>	<b>\$ 1,016,801</b>	<b>\$ 504,811</b>

**HIGHLIGHTS:**

**Expenditures:** All categories are progressing as anticipated.

**Revenues:** All categories are at or near expectations.



15-45

### BUDGET ADJUSTMENT REQUEST

**Category**

**Approval Level**

- 1 Reallocation from one account to another in the same level of appropriation Dept Head
- 2 Reallocation due to a technical correction that could include:
  - Reallocation to another account strictly for tracking or accounting purposes
  - Allocation of budgeted prior year grant not completed in the prior yearDirector of Admin
- 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation County Exec
- 4 Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) County Exec
- 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) Admin Committee
- 5 b) Reallocation of more than 10% of the funds original appropriated between any of the levels of appropriation. Oversight Comm  
2/3 County Board
- 6 Reallocation between two or more departments, regardless of amount Oversight Comm  
2/3 County Board
- 7 Any increase in expenses with an offsetting increase in revenue Oversight Comm  
2/3 County Board
- 8 Any allocation from a department's fund balance Oversight Comm  
2/3 County Board
- 9 Any allocation from the County's General Fund Oversight Comm  
Admin Committee  
2/3 County Board

**Justification for Budget Change:**

Planning and Land Services originally anticipated issuing more loans from the Brown County CDBG-Housing Revolving Loan Fund program in 2014. This budget adjustment request is to appropriate the remaining CDBG-Housing RLF fund balance to be spent in 2015.

**Budget Impact: \$59,715**

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	256.066.069.5700	Housing RLF Contracted Services	\$59,715
<input type="checkbox"/>	<input checked="" type="checkbox"/>	256.3300.200	Housing RLF Fund Balance	\$59,715
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			

**AUTHORIZATIONS**

  
 \_\_\_\_\_  
 \*Signature of Department Head

  
 \_\_\_\_\_  
 Signature of BOA or Executive

6/25/15

Department: Planning + Land Services  
 Date: 6/25/15

Date: 6/25/15

August 19, 2015

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION AUTHORIZING SUBMITTAL OF AN APPLICATION**  
**FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT –**  
**HOUSING PROGRAM FOR SMALL CITIES**

WHEREAS, Federal monies are available under the Wisconsin Community Development Block Grant housing program, administered by the State of Wisconsin, Department of Administration, Division of Housing, for the purpose of housing activities; and,

WHEREAS, after public meeting and due consideration, the Brown County Planning, Development and Transportation Committee has recommended that an application be submitted to the State of Wisconsin for the projects benefitting low to moderate income persons within the 10-County Northeastern Wisconsin Region, including owner-occupied housing unit rehabilitation, rental housing unit rehabilitation, and owner-occupied housing unit purchase down payment assistance; and,

WHEREAS, it is necessary for the Brown County Board of Supervisors to approve the preparation and filing of an application for Brown County to receive funds from this program; and,

WHEREAS, the Brown County Board of Supervisors has reviewed the need for the proposed projects and the regional benefits to be gained therefrom.

NOW, THEREFORE, BE IT RESOLVED, that the County Board of Supervisors of Brown County approves and authorizes the preparation and filing of an application for the above-named projects; and,

BE IT FURTHER RESOLVED, that the Brown County Executive is hereby authorized to sign all necessary documents on behalf of Brown County; and,

BE IT FURTHER RESOLVED, that authority is hereby granted to the Brown County Planning and Land Services Department staff to take the necessary steps to prepare and file the appropriate application for funds under this program in accordance with this resolution.

Respectfully submitted,

PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
Troy Streckenbach,  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

Authored by: Brown County Planning Commission

Approved as to form by Corporation Counsel

*Fiscal Note: This resolution does not require and appropriation from the General Fund. This resolution seeks additional community Development Block Grant dollars for the County.*

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
HAEFS	6				
ERICKSON	7				
ZIMA	8				
EVANS	9				
KAYE	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
LA VIOLETTE	14				
KATERS	15				
KASTER	16				
VAN DYCK	17				
JAMIR	18				
ROBINSON	19				
CLANCY	20				
CAMPBELL.	21				
MOYNIHAN, JR.	22				
BLOM	23				
SCHADEWALD	24				
LUND	25				
FEWELL	26				

Total Votes Cast \_\_\_\_\_

Motion: Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PLANNING COMMISSION

Brown County



305 E. WALNUT STREET, ROOM 320
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

CHUCK LAMINE, AICP

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

PLANNING DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: June 16, 2015
REQUEST TO: Planning, Development, and Transportation
MEETING DATE: July 27, 2015
REQUEST FROM: Chuck Lamine
Planning and Land Services Department

REQUEST TYPE: [X] New resolution [ ] Revision to resolution
[ ] New ordinance [ ] Revision to ordinance

TITLE: Authorizing Submittal of Northeastern Region CDBG-Housing Small Cities Grant Application

ISSUE/BACKGROUND INFORMATION:

Since 2014, Brown County has administered a housing rehabilitation loan program for a 10-county region of Northeastern Wisconsin, funded by the State of Wisconsin's Community Development Block Grant (CDBG) Small Cities Housing Program. The program provides 0% interest, deferred payment loans to low-moderate income homeowners to fund repairs to their homes. Typical repairs include roofs, siding, windows, septic systems, wells, electrical, plumbing, and structural/foundation work. The loan is recorded as a mortgage on the home and is payable in full at such time as the home is no longer the principal place of residence of the applicant; typically when the home is sold. Repaid loans will be used to create a revolving loan fund. To date, the program has obligated funds for a total of 53 projects totaling \$1.08 million in projects. The program pays for all administration and project costs, including a pro-rated portion of internal Brown County administrative chargebacks, and all or portions of salary/fringe for five PALS staff for their time spent on the program. The subject resolution authorizes submittal of a grant application to the Wisconsin Department of Administration to recapitalize the project fund for future years.

ACTION REQUESTED:

Approval of the subject resolution authorizing the submittal of a CDBG-Housing Small Cities Grant Application by Brown County Planning Commission staff.

FISCAL IMPACT:

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

- 1. Is there a fiscal impact? [ ] Yes [X] No
a. If yes, what is the amount of the impact? \$\_\_\_\_\_
b. If part of a bigger project, what is the total amount of the project?
c. Is it currently budgeted? [ ] Yes [X] No
1. If yes, in which account? If awarded, will be identified in 2016 and future budgets
2. If no, how will the impact be funded? If awarded, grant covers all project and administrative expenses.

[X] COPY OF RESOLUTION OR ORDINANCE IS ATTACHED



305 E. WALNUT STREET, ROOM 320  
P.O. BOX 23600  
GREEN BAY, WISCONSIN 54305-3600

**CHUCK LAMINE, AICP**

PHONE (920) 448-6480 FAX (920) 448-4487  
WEB SITE [www.co.brown.wi.us/planning](http://www.co.brown.wi.us/planning)

PLANNING DIRECTOR

**MEMORANDUM**

**DATE:** June 16, 2015

**TO:** Brown County Planning, Development, and Transportation Committee

**FROM:** Aaron Schuette, Principal Planner

**RE:** Northeastern Wisconsin Community Development Block Grant – Housing Program Application Submittal Resolution

Since 2014, Brown County has been administering a Community Development Block Grant (CDBG) – Housing program for a 10-county region of Northeastern Wisconsin that provides zero percent interest, deferred payment loans to rental unit owners and low-moderate income homeowners to rehabilitate their housing units. Low-moderate income residents of the counties of: Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Outagamie, Sheboygan, and Winnebago are eligible for the program, provided they do not live in the CDBG-entitlement cities of Appleton, Fond du Lac, Green Bay, Neenah, Oshkosh, or Sheboygan. Residents of these cities have access to similar programs by virtue of these cities receiving CDBG funds directly from the U.S. Department of Housing and Urban Development (HUD).

Loans through the program are recorded as mortgages on the subject properties, and are payable in full at such time as the home is no longer the principal place of residence of the applicant; generally when the home is sold. Typical rehabilitation projects have included replacement roofs, siding, windows, wells, private on-site wastewater treatment systems (POWTS), and repairs of electrical, plumbing, heating or structural/foundational issues with the homes. I have included a copy of the flyer used to market the program within the region for your information.

As of the end of June, 2015, 53 projects totaling over \$1.08 million in project funds have been obligated or expended on projects across the region. Approximately \$2 million in project funds remain for obligation through the remainder of 2015 and 2016. The program funds all Brown County administration and project costs, including a pro-rated portion of internal Brown County administrative chargebacks, and all or portions of salary/fringe for five PALS staff for their time spent on the program. If approved by the Brown County Board of Supervisors, the subject resolution authorizes submittal of a grant application to the Wisconsin Department of Administration to recapitalize the project fund for future years.





# Northeastern Wisconsin Housing Rehabilitation CDBG Loan Program



*\*Serving the Counties of Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Outagamie, Sheboygan, and Winnebago*

**Homeowners** - If your home is in need of repairs, you may qualify for home rehabilitation assistance through the NE Wisconsin Community Development Block Grant (CDBG) - Housing Loan Program:

- Minimum loan amount of \$1,000.
- Maximum loan up to 50% of the value of the home.
- Loans are offered at 0% interest.
- No loan payments are required until the home is sold, refinanced, or is no longer the primary residence of the applicant. Loans lasting 30 years may be re-recorded for up to another 30 years.
- The loan is secured by a mortgage on the property.
- Activities generally may include:
  - Private septic system replacement
  - Private well replacement
  - Roof repair/replacement
  - Lead paint and asbestos remediation
  - Door/window replacement
  - Plumbing/electrical/HVAC repairs
  - Siding repair/replacement
  - Accessibility improvements for individuals with disabilities
  - Other general improvements

**Landlords** – 0% Installment loans are available for rental unit repairs provided the unit is/will be rented to tenants who are low or moderate income. Contact the program administrator for more details.

**Door County** - 0% interest, deferred payment loans are available to assist with purchasing a home, including down payment and closing costs.

## General Homeowner Eligibility Requirements

- Gross household income must be at or below 80% of the median county income. Income limits may be found here:  
<http://doa.wi.gov/Documents/DOH/Household Income Limits.pdf>
- Applicant must own the home being repaired.
- Applicant must live in the home as the primary residence.
- Home must meet Housing Quality Standards (HQS) after the work is completed.



## Contact Information

For additional information on the program, please contact:

Todd D. Mead, Planner I  
Brown County Planning Commission  
305 E. Walnut Street, 3<sup>rd</sup> Floor, Green Bay, WI 54301  
mead\_td@co.brown.wi.us (920) 448-6485

**\* Residents of the Cities of Appleton, Fond du Lac, Green Bay, Neenah, Oshkosh, and Sheboygan should contact their respective cities for information on similar programs.**

The Community Development Block Program is an equal opportunity program. Women and minorities are encouraged to apply. This publication and/or the activities described herein were funded by the State of Wisconsin - Department of Administration Division of Housing and U.S. Department of Housing and Urban Development, and prepared by the Brown County Planning Commission. REVISED 05/2015



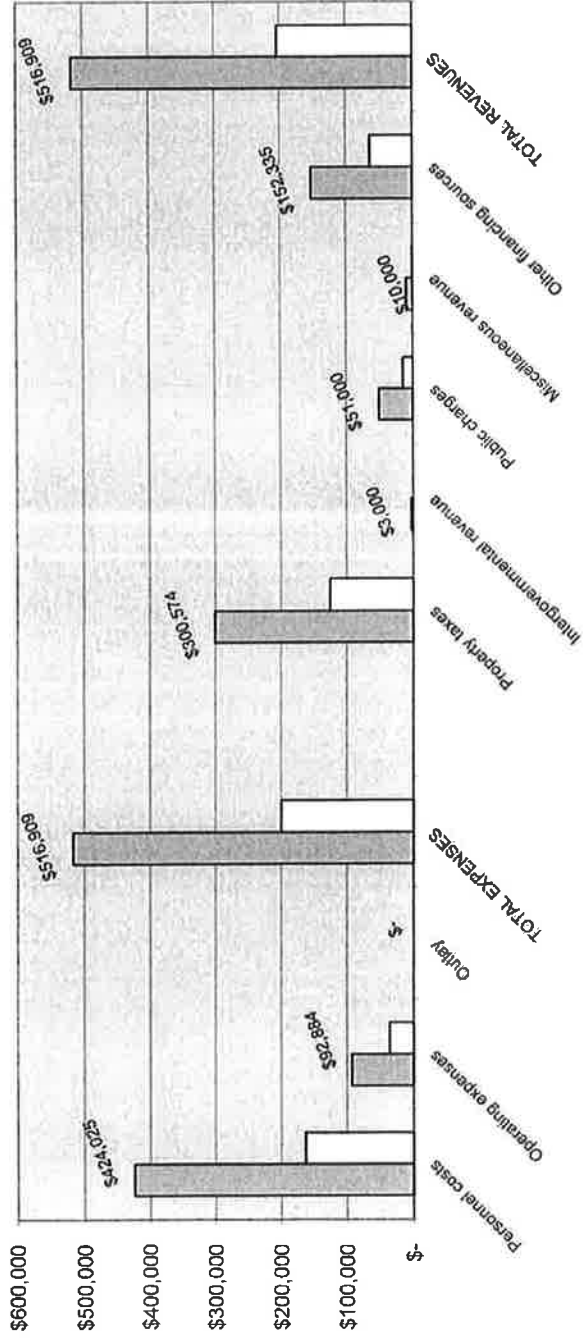


**Brown County - Property Listing  
Budget Status Report  
May 31, 2015**

	2015 Amended Budget	2015 YTD Transactions	2014 Amended Budget	2014 YTD Transactions
Personnel costs	\$ 424,025	\$ 163,054	\$ 427,473	\$ 163,289
Operating expenses	\$ 92,884	\$ 36,408	\$ 93,657	\$ 34,898
Outlay	\$ -	\$ -	\$ 35,000	\$ 34,707
<b>TOTAL EXPENSES</b>	<b>\$ 516,909</b>	<b>\$ 199,462</b>	<b>\$ 556,130</b>	<b>\$ 232,894</b>
Property taxes	\$ 300,574	\$ 125,239	\$ 340,054	\$ 141,689
Intergovernmental revenue	\$ 3,000	\$ -	\$ 5,000	\$ -
Public charges	\$ 51,000	\$ 15,052	\$ 47,500	\$ 26,801
Miscellaneous revenue	\$ 10,000	\$ 32	\$ -	\$ 27
Other financing sources	\$ 152,335	\$ 63,473	\$ 163,576	\$ 68,157
<b>TOTAL REVENUES</b>	<b>\$ 516,909</b>	<b>\$ 203,796</b>	<b>\$ 556,130</b>	<b>\$ 236,674</b>

**HIGHLIGHTS:**  
**Expenditures:** All expenditures are within anticipated levels.  
**Revenues:** All revenues are progressing as anticipated.

**Property Listing - May 31, 2015**

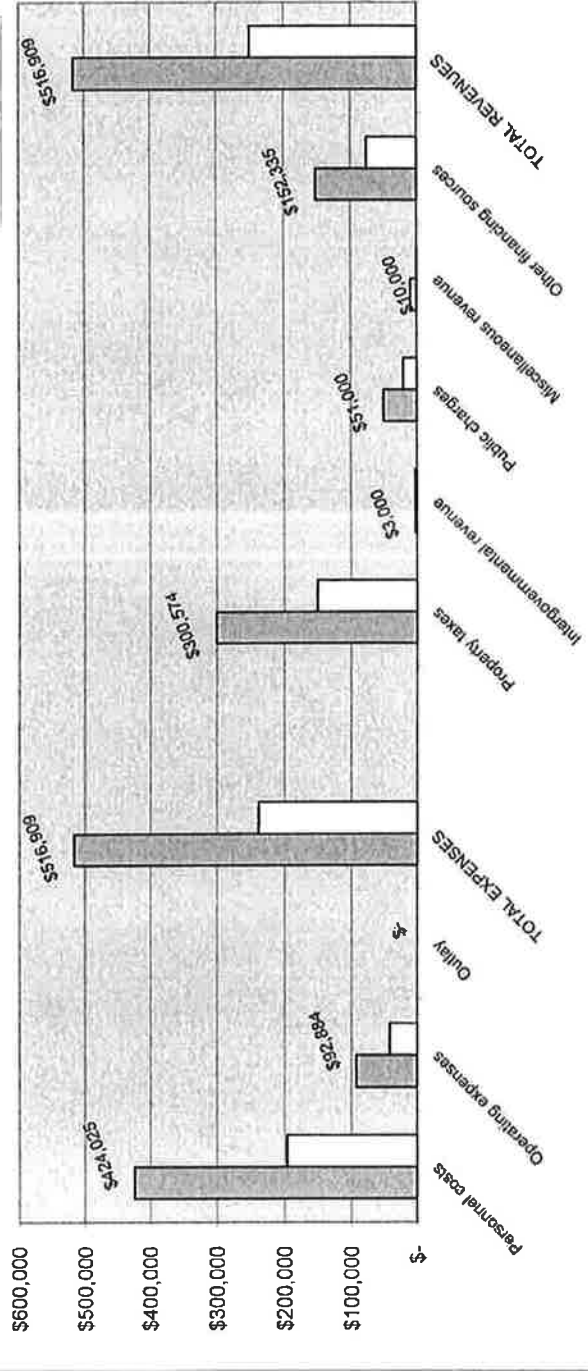


Brown County - Property Listing  
 Budget Status Report  
 June 30, 2015

	2015 Amended		2014 Amended		2014 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 424,025	\$ 196,179	\$ 427,473	\$ 194,521	\$ 427,473	\$ 194,521
Operating expenses	\$ 92,884	\$ 42,458	\$ 93,657	\$ 41,315	\$ 93,657	\$ 41,315
Outlay	\$ -	\$ -	\$ 35,000	\$ 34,707	\$ 35,000	\$ 34,707
<b>TOTAL EXPENSES</b>	<b>\$ 516,909</b>	<b>\$ 238,636</b>	<b>\$ 556,130</b>	<b>\$ 270,542</b>	<b>\$ 556,130</b>	<b>\$ 270,542</b>
Property taxes	\$ 300,574	\$ 150,287	\$ 340,054	\$ 170,027	\$ 340,054	\$ 170,027
Intergovernmental revenue	\$ 3,000	\$ 2,972	\$ 5,000	\$ -	\$ 5,000	\$ -
Public charges	\$ 51,000	\$ 20,819	\$ 47,500	\$ 28,614	\$ 47,500	\$ 28,614
Miscellaneous revenue	\$ 10,000	\$ 32	\$ -	\$ 27	\$ -	\$ 27
Other financing sources	\$ 152,335	\$ 76,168	\$ 163,576	\$ 81,788	\$ 163,576	\$ 81,788
<b>TOTAL REVENUES</b>	<b>\$ 516,909</b>	<b>\$ 250,277</b>	<b>\$ 556,130</b>	<b>\$ 280,455</b>	<b>\$ 556,130</b>	<b>\$ 280,455</b>

**HIGHLIGHTS:**  
**Expenditures:** All expenditures are within anticipated levels.  
**Revenues:** All revenues are progressing as anticipated.

Property Listing - June 30, 2015

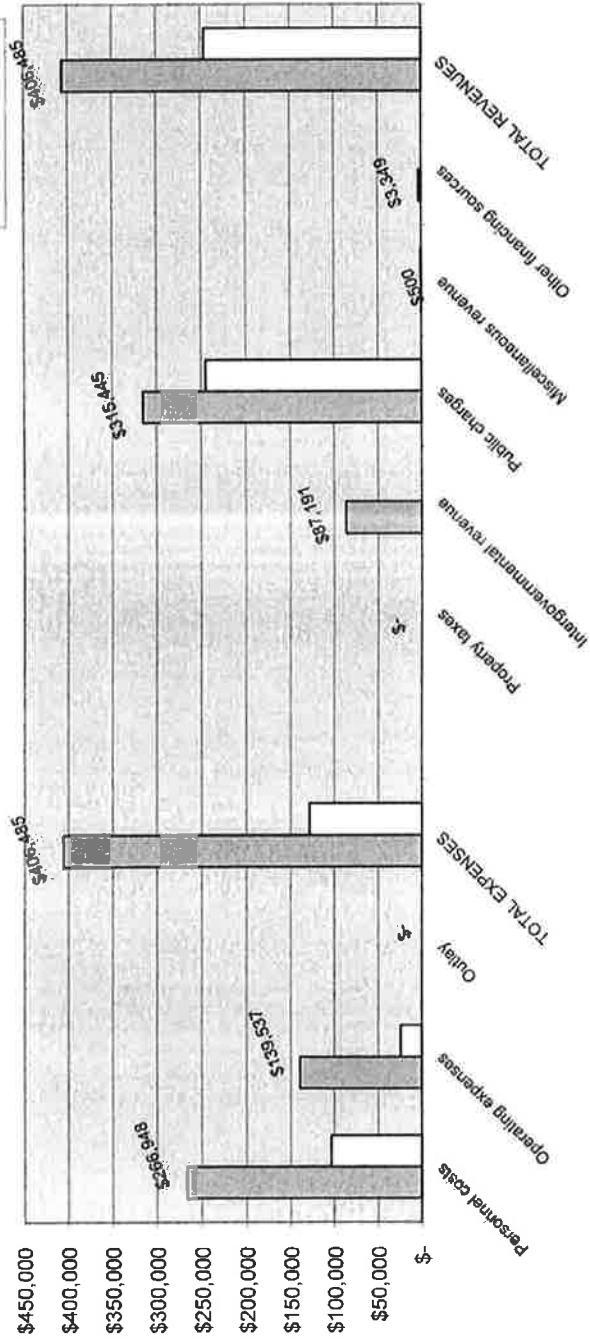


Brown County - Zoning  
Budget Status Report  
May 31, 2015

	2015 Amended		2014 Amended		2014 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 266,948	\$ 103,702	\$ 281,287	\$ 108,121	\$ 281,287	\$ 108,121
Operating expenses	\$ 139,537	\$ 24,685	\$ 167,810	\$ 24,214	\$ 167,810	\$ 24,214
Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 406,485</b>	<b>\$ 128,387</b>	<b>\$ 449,097</b>	<b>\$ 132,336</b>	<b>\$ 449,097</b>	<b>\$ 132,336</b>
Property taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 87,191	\$ -	\$ 111,184	\$ -	\$ 111,184	\$ -
Public charges	\$ 315,445	\$ 244,924	\$ 333,195	\$ 228,366	\$ 333,195	\$ 228,366
Miscellaneous revenue	\$ 500	\$ 1,250	\$ 1,250	\$ -	\$ 1,250	\$ -
Other financing sources	\$ 3,349	\$ -	\$ 3,468	\$ -	\$ 3,468	\$ -
<b>TOTAL REVENUES</b>	<b>\$ 406,485</b>	<b>\$ 246,174</b>	<b>\$ 449,097</b>	<b>\$ 228,366</b>	<b>\$ 449,097</b>	<b>\$ 228,366</b>

**HIGHLIGHTS:**  
**Expenditures:** All categories are progressing as anticipated.  
**Revenues:** Public charges for P.O.W.T.S. program are progressing as planned.

Zoning - May 31, 2015



Brown County - Zoning  
Budget Status Report  
June 30, 2015

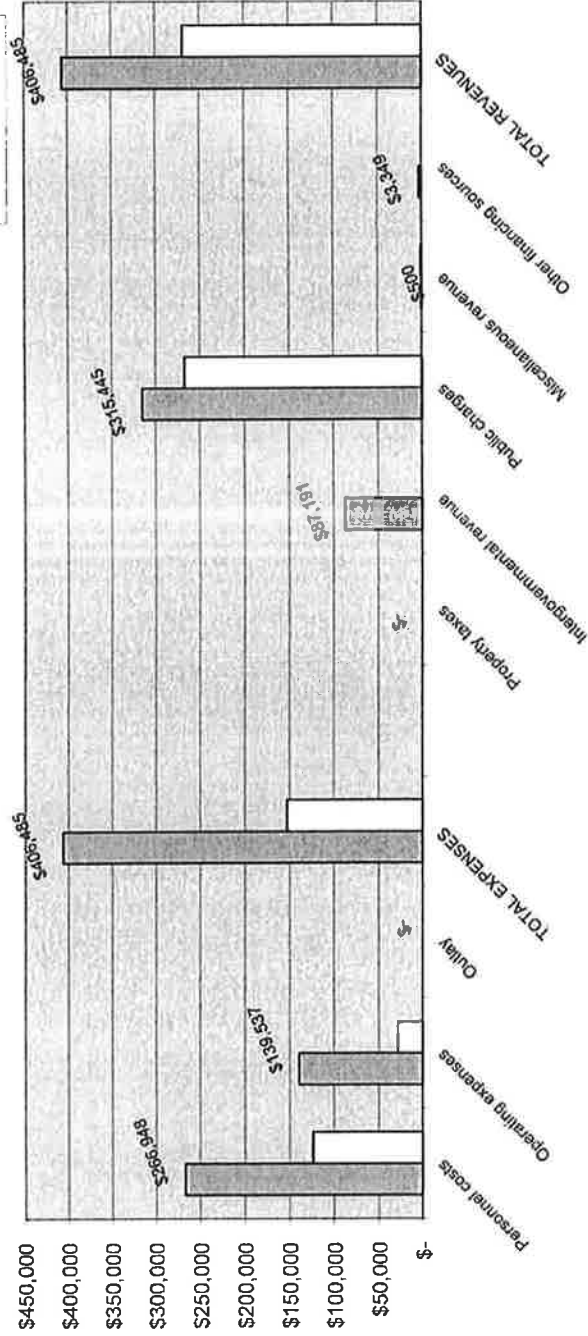
	2015 Amended		2015 YTD		2014 Amended		2014 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 266,948	\$ 124,018	\$ 266,948	\$ 124,018	\$ 281,287	\$ 128,745		
Operating expenses	\$ 139,537	\$ 28,671	\$ 139,537	\$ 28,671	\$ 167,810	\$ 29,250		
Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>TOTAL EXPENSES</b>	<b>\$ 406,485</b>	<b>\$ 152,689</b>	<b>\$ 406,485</b>	<b>\$ 152,689</b>	<b>\$ 449,097</b>	<b>\$ 157,995</b>		
Property taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Intergovernmental revenue	\$ 87,191	\$ -	\$ 87,191	\$ -	\$ 111,184	\$ -		
Public charges	\$ 315,445	\$ 267,479	\$ 315,445	\$ 267,479	\$ 333,195	\$ 250,264		
Miscellaneous revenue	\$ 500	\$ 1,250	\$ 500	\$ 1,250	\$ 1,250	\$ 500		
Other financing sources	\$ 3,349	\$ -	\$ 3,349	\$ -	\$ 3,468	\$ -		
<b>TOTAL REVENUES</b>	<b>\$ 406,485</b>	<b>\$ 268,729</b>	<b>\$ 406,485</b>	<b>\$ 268,729</b>	<b>\$ 449,097</b>	<b>\$ 250,764</b>		

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

Zoning - June 30, 2015



ZONING

Brown County



305 E. WALNUT STREET, ROOM 320  
P.O. BOX 23600  
GREEN BAY, WISCONSIN 54305-3600

**WILLIAM BOSIACKI**

PHONE (920) 448-6480 FAX (920) 448-4487  
WEB SITE [www.co.brown.wi.us/zoning](http://www.co.brown.wi.us/zoning)

ZONING ADMINISTRATOR

TO: Brown County Board of Supervisors

FROM: Matt Heyroth, Assistant Zoning Administrator - Brown County Planning & Land Services

DATE: 7/10/15

RE: Request for waiver of shoreland permit double fee

Per the Brown County Zoning fee schedule, all after-the-fact permits are twice the normal fee. A sanitary permit was issued on 4/27/15 with a condition that a shoreland permit is obtained prior to the start of construction. The normal shoreland fee for a residential structure is \$400.00. The builder in this case (Radue Homes, Inc.) overlooked the condition of the sanitary permit and started construction prior to obtaining the shoreland permit. The owner of the property is Mitchell and Paula Miedema. This is the first time that Radue Homes has failed to obtain a shoreland permit prior to the start of construction. Radue Homes, Inc. has requested a waiver of the double fee.

If there are any questions regarding this request, please contact me at 448-6480.



7-9-15

Dear Mr. Heyroth,

I would like to request that I be placed on the next Planning, Development, and Transportation committee agenda to contest the double fee for the shoreland permit at 3797 Keweaton Lane. The requirement of the permit was an oversight on our part and was not intentional. Please advise of the time and agenda when available.

Thank You,

Ryan Radue