

BOARD OF SUPERVISORS

Brown County



305 E. WALNUT STREET
P. O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600
PHONE (920) 448-4015 FAX (920) 448-6221

PLAN, DEV. & TRANS. COMMITTEE
Bernie Erickson, Chair; Dave Kaster, Vice Chair
Norbert Dantinne, Steve Deslauriers, Alex Tran

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Monday, June 24, 2019

**Approx. 6:15 PM (Or to follow Land Con)
Duck Creek Center - Public Works Dept.
2198 Glendale Ave – Village of Howard**

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

***PLEASE NOTE TIME & LOCATION**

- I. Call Meeting to Order.
- II. Approve/Modify Agenda.
- III. Approve/Modify Minutes of June 3, 2019.
- IV. Discussion re: Future meeting locations. *Held for one month.*

Comments from the Public

Consent Agenda

1. Harbor Commission (April 8, 2019).
2. Planning Commission Board of Directors (May 1, 2019).
3. Transportation Coordinating Committee (March 11, 2019).
4. Airport - Budget Status Financial Report for May 2019 – Unaudited.
5. Extension Brown County - Budget Status Financial Reports for May 2019 - Unaudited.
6. Extension Brown County Director's Report.
7. Planning Commission, Property Listing, Zoning – Budget Status Financial Reports for April & May 2019 – Unaudited. (Land Information – No agenda items)
8. Register of Deeds - Budget Status Financial Report for May 2019 – Unaudited.

Communications

9. Communication from Supervisors – None.

Airport

10. Director's Report.
 - a. Construction Projects.
 - i. Exit Lane Breach Control (ELBC).
 - ii. East Ramp Expansion to the West.
 - iii. Fuel Farm Roads.

Public Works

11. Budget Adjustment Request (19-051): Reallocation between two or more departments, regardless of amount.
12. An Ordinance to Amend Schedule A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances CTH KB – Village of Denmark.
13. Resolution Authorizing County Truck Highway Jurisdictional Revisions on County Highway EA (S. Huron Road), In the Village of Bellevue, Brown County.
14. Resolution Authorizing County Trunk Highway Jurisdictional Revisions on County Highway U (N. County Line Road), In the Village of Hobart, Brown County.
15. Resolution Authorizing County Truck Highway Jurisdictional Revisions on County Highway U, In the Town of Pittsfield, Brown County.
16. Facility LED Light Upgrade - Project Update.
17. Summary of Operations Report.
18. Director's Report.

Port & Resource Recovery – No agenda items.

Other

19. Acknowledging the bills.
20. Such other matters as authorized by law.
21. Adjourn.

Bernie Erickson, Chair

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 3, 2019 at the Public Works Department – Duck Creek Center, 2198 Glendale Avenue, Green Bay, WI.

Present: Chair Erickson, Supervisor Kaster, Supervisor Dantine, Supervisor Tran
Excused: Supervisor Deslauriers
Also Present: Public Works Director Paul Fontecchio, Port & Solid Waste Business Development Manager Mark Walter, Supervisors Deneys, Lefebvre and Brusky, Family Living Educator Judy Knudsen, Agriculture Educator Liz Binversie, Assistant Airport Director Rachel Engeler, Sheriff Todd Delain, other interested parties and media.

I. Call Meeting to Order.

The meeting was called to order by Chair Bernie Erickson at 6:14 pm.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to hold Item 9 until the next meeting and approve as amended. **Vote taken. MOTION CARRIED UNANIMOUSLY**

III. Approve/Modify Minutes of Special April 17 and April 22, 2019.

Kaster noted the word *indicator* should be replaced with the word *educator* in the first line of the Extension Brown County Director's Report on Page 2 of the April 22, 2019 minutes.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to approve the April 17 minutes and the April 22 minutes as corrected. **Vote taken. MOTION CARRIED UNANIMOUSLY**

IV. Discussion re: future meeting locations.

Chair Erickson noted the last two meetings have been held at the Duck Creek Center. Supervisor Kaster said his preference is to hold the meetings at the Northern Building, and noted that the Supervisor who travels the furthest (Supervisor Deslauriers) would end up traveling about 35 minutes to get to the Duck Creek Center. Erickson said the additional distance for Deslauriers to travel would be about 6 minutes. Supervisor Tran's preference was for the Northern Building as well and she noted that most of the constituents that attend these meetings come from District 20 and we should take into consideration the ease of them as well as other constituents to attend meetings. Supervisor Dantine pointed out that parking at the Duck Creek Center is easier than finding a parking spot at the Northern Building. Erickson informed he did not have a preference either way.

Motion made by Supervisor Tran, seconded by Supervisor Kaster to hold future meetings of PD & T and Land Conservation Subcommittee at the Northern Building. **No vote taken.**

Erickson requested that this Item be held for one month and that the next meeting be held at the Duck Creek Center.

Comments from the Public. None.

Consent Agenda

1. CIP Update.
2. Planning Commission Board of Directors (April 3, 2019).
3. Solid Waste Board (April 15, 2019).
4. Airport - Budget Status Financial Report for April 2019 – Unaudited.

///

5. **Extension Brown County - Budget Status Financial Reports for January, February, March and April 2019 - Unaudited.**
6. **Port & Resource Recovery – Budget Status Financial Report for March 2019 – Unaudited.**
7. **Planning Commission, Property Listing, Zoning – Budget Status Financial Report for March 2019 – Unaudited. (Land Information – No agenda items)**
8. **Register of Deeds - Budget Status Financial Report for April 2019 – Unaudited.**

Tran informed she had a question on Item 2 with regard to the results of the online survey set forth at #4 of those minutes and, in particular what kind of follow-up will be done with the results, especially the living issues such as a need for more housing options for young adults, young families and empty nesters as well as homeless issues. Dantine encouraged Tran to contact Devon Yoder to share her concerns.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to suspend the rules to take Items 1 – 8 together. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Tran to receive and place on file Items 1 – 8. Vote taken. MOTION CARRIED UNANIMOUSLY

Communications

9. **Communication from Supervisors Van Dyck and Deslauriers: Request that prior to any consideration being given to BC Organics to lease County owned property in Southern Brown County, that the Port and Solid Waste Authority require BC Organics to engage the services of a waste water expert to advise the County on the viability of the water treatment methodology being proposed by BC Organics waste water expert to be selected at the discretion of the County and paid for by BC Organics. *Held for a month.***

This Item was deferred to the next meeting in Item 11 above.

10. **Communication from Supervisor Lefebvre re: That the County Board pass a resolution in support of H. R. 763 – the Energy Innovation and Carbon Dividend Act. The following County Boards and City Councils passed a resolution – Dane County, Eau Claire County, La Crosse County, Eau Claire City, La Crosse City, Rice Lake City, Stevens Point City, and Waupaca City. In reference to handout at the May 15th County Board Meeting. *Referred from May County Board.***

Supervisor Lefebvre asked the Committee to open the floor to allow interested persons to speak.

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

-Laurel Last, 954 Rockwell Road, Howard, WI

Last spoke in favor of the resolution and informed she is a member of the local chapter of Citizens Climate Levy and one of their main focuses is passing a national Carbon Fee and Dividend policy. Currently there is a Bill in the House called the Energy Innovation and Carbon Dividend Act. How this would work is that there would be a fee based on carbon based fuels which would increase over time. All the money that is collected would be returned to households on a monthly basis. This would incentivize innovation in non-carbon based fuels and conservation of energy and help move the economy towards a lower carbon future. Because the revenue would be returned to households, it would make up for increased costs and the majority of households would come out ahead. Last continued that this would also protect the lower and middle income people from increased prices because it is equally distributed to everyone. Those who have a lower carbon footprint and do not spend as much would end up getting more back than they spend.

Last continued that so far there are 10 municipalities and counties in Wisconsin that support this. The City of Bayfield and Bayfield County have also been added to the list. There are 41 representatives in the House of Representatives that co-sponsor the bill, however none are from Wisconsin but they are working on that and that is part of the reason they are looking to have Brown County support this legislation. The more local municipalities and counties in the

State that support the legislation, the more we have to bring to our Senators, Legislators and Representatives to show support. This is federal legislation, but in the end Last feels this would be beneficial for the people in Brown County and their health. The more we move away from polluting and going to other cleaner sources of energy, the better the air will be and the result will be fewer deaths and fewer health problems. This would also be beneficial as far as income and jobs because there are many more jobs in renewable energy than there are in fossil fuels, although she noted that Wisconsin is not a fossil fuel rich state. Last concluded by saying this would be good for the economy, the environment and the people.

-Don Dahlstrom, 4455 North Pine Tree Road, Hobart, WI

Dahlstrom spoke in favor of this and provided a handout to the Committee, a copy of which is attached.

-Barbara Shiffer, 341 Iroquois Avenue, Allouez, WI

Shiffer provided a handout (attached) which she felt was very concise and she thought it was helpful to see what other people were saying about the Energy Innovation Act.

Jackie Thiry, 1600 Rustic Oaks Court, Unit 8, Green Bay

Thiry informed she already spoke before the Brown County Board but wanted to emphasize the idea of why they were asking Brown County to do something. Last said it, because they met with and advocate with representative Gallagher and Senator Baldwin and Senator Johnson and they often hear from them that they were not hearing a whole lot from everyone else that this was that important. They believe that if they could get Brown County Board to say they needed to do something about climate and this was one area they could do that looked like it would work. It was not going to hurt individuals and it actually would help the economy, a win win kind of thing for everyone present and they were hoping they could get that message over to the Committee and with their data, they would like them to see their side of it.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY

Lefebvre stated this was very important to all of Wisconsin. Canada already had passed a fee on carbon. She was not sure how they were doing it, whether with rebates but this one would. It would protect the poor middle class from the increased fees. If they were going to be charging a fee on the carbon, energy will have to go up so this came back to the individual. Companies will say they don't like extra fees on their product so this will help force them to look at alternatives. There are a lot of them out there right now but there was no real push, even from the government and they needed something to push them to find more clean energy. Many counties and cities already in Wisconsin have seen the good of it and this would be a win win for Brown County.

Tran thanked the speakers for being present and lobbying on behalf of this. She was fully in support of what they did, however she had concerns on the report. The fee was \$15 per metric ton, she didn't think that was enough of a fee to make a difference. She knew it was nothing they could do but if they wanted to make this a realistic thing and make a real impact, the fee had to be more. And for it to go to the consumers, she wasn't sure she agreed with that. It would be better to have the funds go back to communities to promote more green energy with counties or cities to have the funding to really make a difference rather than giving back to people who were going to spend and use more plastic, etc. The intention was good but it didn't make a lot of sense to her. Tran was wondering if they read the 170 pages of the Wisconsin Energy Statistics that was put out by the US Department of Energy. When they look at this, they needed to look at the impact; if they were using wind energy was there an offset in usage of coal or a correlation? She was hoping someone could answer that question because it should. Lefebvre informed that's what the goal was, to change that. As for the fee, Lefebvre felt they had to start somewhere and \$15 was reasonable.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to open the floor to answer questions. Vote taken. MOTION CARRIED UNANIMOUSLY

Last understood Tran's concerns, as far as the price in carbon, the bill states that it started at \$15 and increased \$10 every year. If they were not meeting the targets, it would increase faster. There were a lot of failsafes as far as making sure they met targets. It would reduce America's emissions by 40% the first 12 years and then 90% in 2050. The packet they gave at the May meeting didn't have all the details, it was an overview. They could go to the bill website for more information as far as how it worked. As far as how it worked, they knew the vast majority of economists

agreed that the way to reduce emissions efficiently and quickly was if they end carbon. The Citizens' Climate Lobby was not the same group as the Climate Leadership Counsel but the Climate Leadership Counsel had a similar proposal. They were grassroots bipartisan, they were grass tops conservative republican focused. They had done some research and put together some interesting information about the benefits of a carbon dividend policy and there was a letter in the Milwaukee Journal that hundreds of the comments signed on to saying this was the way to go. A benefit of giving the money back to the people was that they wanted policy that would be lasting and supported by the majority of people. It was transparent and they had money not kept by the government and it provided a stimulus to the economy. If you put more money into people's pockets they will spend it and that was a stimulus to the county. They also knew renewable energy provided a lot more jobs.

Motion made by Supervisor Tran, seconded by Supervisor Dantine to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY

Lefebvre reiterated that many of the communities in Wisconsin were passing resolutions in support of the bill.

Supervisor Deneys informed he was supportive of the efforts for conservation and the environment. He considered himself a sportsman and a conservationist for many different issues. He had read the bill and looked at some websites with some information on this and he didn't think this particular bill was the way to go to get this stuff; that was his position at this point in time. Looking at the totality and expansiveness of everything that would be taxed here from your fossil fuels to your paper and pulp. Green Bay was big on the paper and pulp industry so there was a lot of taxes pulled out of there. From some of his research, he'd have to agree with Tran that to get this type of process to work effectively you would have to be up to about \$100 per metric ton before you would have some affect. The money was then taken and distributed to anyone who had a social security number and if you report taxes it would be considered gross income and would be taxed. If you were on any type of federal assistance, such as welfare, you are not going to be taxed on it. The same amount of money to someone with a lower income will have a different impact than for someone with a higher income. This tax would be a pass-through to the consumer and not just picked up by the individual corporations so the people with a higher income will be taxed at a higher level because they would be the ones using it more. That wealth will be redistributed to everyone. A system where it goes to anyone with a social security number concerns Deneys, especially when 750 million social security numbers were stolen again and are now on the black market. There were a lot of different issues with this particular bill that he didn't like and he can't see himself supporting it. He agreed that something needed to be done, but he didn't know if supporting this bill was the proper way to go about it.

Tran didn't think this bill went far enough and for the money to go back to consumers, she'd rather see that money going to a grant to incentivize people to buy solar panels to install on their homes or something similar rather than to give it back to them directly where they can spend it on whatever; it didn't make sense to her. She reiterated \$15 per metric ton was nothing on raw materials and would not make much of an impact on companies that use coal.

Lefebvre stated if they were talking about doing grants it would get more complicated and it would be marred down with more people involved in the situation. She felt it was a real simple thing the way it was done. They thought the easiest way to pass it was the lower fee. If they started right away with \$50 a ton, they would have such pushback from industry. Lefebvre believed the big legislators listened to industry because they give them the money; it all went back to money and it was a gradual thing. The pulp industry was not the source and didn't feel it would affect the pulp and paper industry.

Dantine informed he agreed with Deneys, he didn't like it to begin with. He was going to read more about it but didn't know how charging Wisconsin Public Service a fee for making electricity and then charging customers more as going to gain anything. He feels there are a lot better ways to do this, other than what the bill says. Until the bill is cleaned up and he sees something that is beneficial to Brown County and the United States, he cannot support this.

Erickson said going back 15 years ago, it was brought up to the County Board that by 2020 20 or 25% of the entire State of Wisconsin should be on renewable energy and it was passed unanimously by County Board after County Board. If this carbon tax is started, the companies are not going to absorb that, it will be passed on. If a company paid an extra \$25, that same amount is not going to be given back because there are going to be administrative fees at the various levels. Erickson said he is all for clean water, clean air, etc., but he does not think this is the way to go. He has read this through completely and finds that it is not that clear. There is a lot of surface clutter on it that says

they will get this back and that is only going to hurt for a while and then it will be great. He agreed with Deneys in that there are people who are not going to get this back but they are still driving cars and heating homes. Generally people with the large homes run various businesses or things like that, and they will not take the loss either. Nobody on the upper end is going to lose money. He reiterated he is all in favor of clean water and clean air, but this needs more consideration and some of the money should be put into other things. He noted that solar panels that were installed at some county properties were running at a loss. Until he sees something concrete, he cannot support this. He supports the idea, but not the resolution.

Kaster said he is not clear on how this is going to be redistributed, but the consumers are the ones who are going to pay the tax. He knows it will be collected from the business and utilities. He knows what the intent is, but there has to be another way. It sounds like a redistribution of wealth to him. He does not want to give the administration more money to play with. He noted that it appears there have only been four counties that support this. At this time he is not in favor of this because it looks like the consumers are the ones who are going to end up paying the tax.

Lefebvre said something has to be done and it seems like we are just going to keep talking about this without doing anything. It is imperative to do something; there is not much time left. Oceans are rising and weather is getting worse and things are tumbling down. She suggested that if the Committee does not like this, they should come up with something else. She feels we are all part of the problem and if we do not do something, nothing will get done. She feels those that have built the mega mansions are consuming so much and are creating their own problem. If they have to pay more, it's because they created the problem themselves.

Tran agreed that something needs to be done, but she does not feel this bill is strong enough. She noted that the county is doing something. Public Works Director Paul Fontecchio will be giving a report at the next meeting regarding the energy usage in county buildings and they will be looking at changing the lights to LED which would save the county and taxpayers money. This is a first step and the county can take small steps to get to the bigger goal. She questioned again if using solar or wind energy will reduce the usage of things like coal because she has not seen any data on this. Tran does not agree with the bill the way it is written as it does not go far enough to make a difference.

Kaster noted that this would be administered by the federal government and this is not something he is in favor of. He also said they are also talking about raising the gas tax as people are using less gas. There are also windmills that are being taken down because the government is no longer subsidizing them. He feels there have been a lot of advancements. He said there would also likely have to be another department created to administer this. He feels this will hurt the people we are trying to help as the consumers are the ones who are going to pay this and they will pay it through everything they wear and use. The end user is who is going to get smoked.

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

11. **Communication from Supervisor Brusky re: To ensure that a smooth and dutiful integration of improved security at the Brown County Courthouse can be made, that is in compliance with Wisconsin Supreme Court Rule 68.06, that the Director of Public Works and Administration work with the Brown County Sheriff on the design, planning, financial resources and implementation of the needed improvements at the courthouse that preserve its character and aesthetics. Referred from May County Board.**

Supervisor Brusky was joined by Sheriff Delain and Public Works Director Paul Fontecchio. She brought this forward because she feels we need to get moving on this. There is a long history of suggestions of improved security at the courthouse, but nothing has been done. The US Marshall did a study in 1992 and 2016. IES Technologies did a study in 2000 which former Sheriff John Gossage brought forward at different times to the Public Safety Committee. The Wisconsin Supreme Court also made a rule in Chapter 68 on court security, facilities and staffing which states, in part that "a court facility should have a single entrance with appropriate screening mechanisms in place to screen persons, carry-in items and packages. Screening stations should be equipped with a magnetometer, x-ray for packages and carry-in items, duress alarms, and video surveillance."

Brusky continued that in 2017 County Board members received a letter from five circuit court judges who were supporting improved security at the Courthouse. In December 2017 Judge Walsh and Judge Atkinson both spoke with

opposing views on increasing security measures at the courthouse. A vote was held which resulted in a tie so this did not move forward. In 2018 the Public Safety Committee commissioned a study suggested by former Sheriff Gossage and in May 2018 the Dewberry report was a result of that study. The report outlined three recommendations that varied in cost depending on the level of spending desired. Nothing has been done since the May 2018 Dewberry report.

Sheriff Delain informed they have been examining the Dewberry study and have been looking at the courthouse. He has also talked with Chief Judge Morrison about this issue. Upon looking at the Dewberry study, Delain felt option 3 which is to add a new visitor center addition is the most realistic option, however, the Dewberry study explains that more research is going to have to be done to ensure careful design for a number of reasons. Sheriff Delain, Fontecchio and several staff members toured the Winnebago County Courthouse, which is also a historic site and faced many of the same challenges as Brown County would face. Following that visit, Delain and Fontecchio as well as some staff met at the Brown County Courthouse to look at the options related to enhancing security. In order to properly determine what it would cost for construction as well as long term operating expenses, it is important to have a proper architectural study done that would put a true cost estimate in place for the County Board. Delain's goal is to provide as much information as possible so the Board can make the best informed decision and in order to do that, specific information is needed. The next step would be to allocate funds to have the study done.

Fontecchio said the only area appropriate to add a one point entry system similar to what Winnebago County has would be the north side of the courthouse. If the County Board wishes to move forward, additional data will be needed. Currently the Concord Group is working with the County on several other projects and they have a very good estimating team. Fontecchio feels for a relatively nominal amount of money they could put together an estimate. The biggest challenge would be to match the exterior look and feel so an addition would not look out of place, but he is confident it can be done. In Winnebago County they have magnetic locks on the doors and someone in the control booth can open the doors; there is one point of entry and exit to the building. The County Board would have to decide if they wish to pursue enhancing security and, if they do, if they want to spend \$5,000 - \$10,000 on an estimate. He feels the estimate could be done soon enough to include a security project in the 2020 budget.

Delain said without an operational design, it is hard for him to gauge the operational expenses related to adding security because different options are going to cost different amounts of money. The goal is being conscious of doing this in a manner that does not incur excessive staffing costs and they are trying to keep any staffing additions to a minimum. Until there is a design, it is hard to put a dollar amount in an operational budget because the number of secured doors, etc. is not known. Delain agreed with Fontecchio that getting an estimate would be the first step in moving forward.

Dantinne feels it makes sense to look at security due to the way the world is going and he pointed out that schools and many other facilities are increasing their security measures. Narrowing the courthouse down to one entrance should be a wash at best with regard to staffing. Currently the courthouse is typically open from 7:00 am – 5:00 pm, although Delain said there are times that the courthouse has to be staffed longer and security staff cannot leave until everyone else does.

Delain also explained the Brown County Courthouse is unique in that inmates can be brought into some of the the courtrooms without having to walk through a public area, however, many of the courtrooms do require that an inmate be taken through open public areas and this happens every day and the only way to alleviate that would be to make very, very significant changes. Some of the current security would have to be maintained to escort these inmates throughout the building. A courthouse is a unique location because so many members of society come into that one location to resolve family disputes, civil disputes and property disputes as well as criminal matters. The courthouse is an environment that can be very hostile at times. Delain feels the Dewberry study goes in the right direction, but we need a professional to give a good cost estimate. Dantinne feels we need to know the cost of the design work so it can be taken into consideration at budget time. He agreed that we need to secure the courthouse because of the high intensity of some of the activities that go on there.

Kaster recalled when the issue of courthouse security came before the Board several years ago and there were two judges in favor of this, but the majority were not. The judges did not all seem to feel the same way about the security and he feels that is why this did not pass. If all of the judges agreed on the need for security, Kaster feels this would

have passed. Brusky did not think all the judges would agree on security and noted that there are three that oppose security improvements and five that are in favor of it.

Deneys informed that he is a retired Captain in the Sheriff's Office and he took over the captaincy of the courthouse in 2010. At that time he was directed to gather security information and bring it forward and that information went to Public Safety Committee at that time where it died. He was directed again in 2016 to bring information forward and at that time there was opposition to increased security by the judges, but now, due to the change in judges, that is no longer the case. He also noted that the Chief Judge of the district is in favor of this.

Deneys continued that there have been significant changes to courthouse security during that time period including adding over 100 cameras in the facility and increased security staffing. Until a few years ago, not all officers in the courthouse were armed. Past Sheriffs have been aware of the security issue, but they were up against the politics of the issue. This used to be a very contentious issues with the judges, but now the majority of the judges do have some valid concerns and Deneys noted that there have been some issues at the courthouse in the past.

With regard to the Dewberry report, the first two options do not provide enough room and would likely lead to having attorneys and citizens having to stand outside waiting to be queued in to be searched. The third option is the option that Deneys would support and he does feel it is time to do something. So many other places are being locked down and yet the courthouse, where many change of life issues are handled, is not secure. His position would be to support getting a better study with a better cost estimate so we can decide how to move if the County Board decides to go ahead.

Tran asked if the reasons the judges voted against the security measures are known. Deneys said he believed it was ideological and he was told by one of the judges that he believed the courthouse should have free and open access.

Motion made by Supervisor Erickson, seconded by Supervisor Kaster to send this back to Public Works and Sheriff Delain to do further research and have Public Works Director Paul Fontecchio contact Concord Group or a similar group, providing funds are available in the budget, not to exceed \$10,000, and report back to this Committee at the August meeting with cost estimates for the addition as well as cost estimates to conduct the operations. Vote taken. MOTION CARRIED UNANIMOUSLY.

Extension Brown County

12. Update on Industrial Hemp in Brown County.

Agriculture Educator Liz Binversie provided a handout, a copy of which is attached, with regard to licenses and registrations that have been applied for this growing season. Brown County is entering the second year as a legal program for people to grow industrial hemp. Prior to this it has been five decades since it was legal to grow industrial hemp and since that time the landscape has changed, the equipment has changed and a lot of farming practices have also changes. The University has not had research done in over five decades on this process so they rely on other universities and states and countries to gather information they can credibly share with people in the community.

Binversie continued that the University is working on some research plans for this year and there are a number of state specialists that will be working on plats in Arlington, Wisconsin.

Kaster mentioned some greenhouses near Denmark that are growing the female plants for CBD. Binversie said industrial hemp has three major harvestable components, the most popular one which is CBD. The other two are fiber and grain for eating. There is not much of a market for fiber because it involves a lot of bulk to transport, although there is a huge potential for it as a natural fiber, but the infrastructure does not currently exist to support that. Binversie noted that the female plants are what is wanted for CBD and if the male plants pollinate with the female plants, the CBD content goes down dramatically. Researches recommend a 10 mile buffer between fields to prevent pollination. The process of growing it is very much a labor of love and requires a lot of TLC and attention. Some growers have commented that growing hemp for CBD is like another full time job.

Historically hemp was grown in Wisconsin to be used for rope during war times. Currently that market is not there and therefore the infrastructure is not there. If hemp is grown for fiber, it needs to grow quite a bit which is quite

bulky and there have been reports of the plant getting tangled in machinery and starting fires. Part of the research that will be done this year will be looking into the safety aspects of industrial hemp.

Tran noted from the handout that Brown County exceeds the state average for the number of licenses for processors and growers. Binversie said you can store and process hemp that you grew yourself, but to process or store hemp that someone else grew, a processor license is required and she noted that licenses are for a lifetime.

Erickson referenced CBD and said CBD stores are popping up everywhere. There are no state regulations on CBD but there are a lot of claims as to everything CBD does. He asked what the forecast may be for more research on CBD. Binversie responded that on a national level the FDA is taking hearing sessions to get feedback on how the FDA should be moving forward on regulating CBD. The FDA has already been cracking down on some of the bogus claims. The only medication Binversie is aware of that is approved by the FDA that contains CBD is Epidiolex which is approved for epilepsy in children. Binversie said many of the products sold in local CBD stores are manufactured in other states and simply sold here.

Tran feels hemp is a great opportunity for Wisconsin farmers and asked if anything is being done to engage companies or research what has worked in the past and replicating that or improving it or if grants are available. Binversie said there was a \$35,000 grant to perform research, outreach and education and the bulk of that money will be going to the state specialists to perform research in Arlington, some will be used for professional development and some will be used towards developing a course at the University regarding industrial hemp and CBD production. There are some other grants available as well. With regard to what was done 50 years ago, Binversie noted that farming has changed a lot during that time and farms are larger than they were back then and there are people looking at how to keep up with the changes. Other universities started doing research on all this several years ago, but UW is just starting with research now.

Dantinne asked if anyone has looked at the CBD oil in terms of what the side effects of long term use may be. Binversie does not know about the long term effects because UW has just started the research on how to grow it. Her other concern is for dairy farmers and she noted that there are a lot of very large expenses to start growing hemp, but they do not know who they will sell it to or what the market is or have any plan. It is a risky venture because it is so new and they try to encourage people to slow down and be cautious. Tran said we could look at states that have legalized marijuana for a long time to look at what kind of results they are getting in terms of long term effects.

Kaczmarek said there are so many things that need to be taken into account such as the cost of seeds and equipment, the fact that some banks will not give financing, and the fact that there is no crop protection product. Hemp is also very fussy to grow but the biggest thing is you have to know what you are going to do with the product. Binversie agreed and said that last year there was a lot more failure with hemp growers than there was success.

No action taken.

13. Consent Resolution of the Members of Associated County Extension Committees, Inc.

Family Living Educator Judy Knudsen explained most county extension offices in Wisconsin report to an Extension Education Committee, but the structure in Brown County has been different for a number of years. Brown County has always been a part of the Wisconsin Associated County Extension Committee. That group is going to dissolve and the Wisconsin Counties Association is going to take over the administrative responsibilities and they will be called the Wisconsin Extension Association. In order for this to happen, according to the IRS, 80% of County Supervisors need to sign a form. Erickson has signed the form, but it also needs to be signed by the rest of the Committee members. At this time the rest of the Committee signed the form and Knudsen will send the form back in to the WCA to effectuate the change.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

///

14. Director's Report.

Knudsen reported that Breakfast on the Farm was attended by between 4,500 – 5,000 people. There were some adventures with parking because they could not park in the fields and she thanked Supervisors Tran and Dantine for helping with the event. Overall the event was very good and the weather was good. Kaczmarek thanked Sheriff Delain and his crew as well as Fontecchio and his crew for the help they provided with regard to traffic control. At one point cars were backed up for 2.5 miles so the extra help was very needed. In the future there will be a backup plan to alleviate parking problems.

Knudsen continued with her Director's Report and said Binversie is currently in the process of doing scissor clippings to see when the first crop of alfalfa should be harvested. She also noted that they received a grant from the Wisconsin Humanities Counsel to do a project with the community garden growers and she said that there are four gardens that are not tilled yet because of the weather. A grant from the Community Foundation was also received to look at the project being done with Brown County Health and Human Services, CASA and Advocates for Healthy Independent Living with the teen market garden and looking at if it is feasible to grow year around. There are also a lot of camps scheduled for the summer.

Dantine thanked Knudsen for the great job she and all of the volunteers did with Breakfast on the Farm. He heard many positive comments and said everything was very nice.

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

Port & Resource Recovery

15. Discussion and possible action re: An Ordinance to move the demarcation of the "No Wake Zone" at the mouth of the Fox River.

Port & Solid Waste Business Development Manager Mark Walter said this is not really under the purview of Port. Port and Resource Recovery Director Dean Haen has talked with Sheriff Delain about this in terms of what kind of ordinance change would be needed and what type of equipment would be needed.

Erickson added that he and Sheriff Delain had a lengthy conversation regarding this. Delain said the enforcement of no wake could be the responsibility of the Sheriff's Office if there is a county ordinance related to a no wake. The issue with this will be who will be placing a no wake sign which, in this case, would have to be a buoy somewhere. The question is who will put the buoy in, who will maintain it and who will be paying for the buoy. There is no doubt that the county by ordinance can establish a no wake wherever they decide to do so. The Sheriff's Office would have the ability by ordinance to enforce it and there is a marine patrol that is out throughout the summer that could enforce this, so enforcement is not the issue. The issue is going to be maintenance of the buoy, putting it out, making sure it is clearly marked, and safety requirements related to it, etc.

Erickson said that South Bay Marina approached him about this. There is a big round permanent structure in the area that has a large sign on it, so nobody ever has to do anything with it. What happens is South Bay's entrance to the marina is north of that structure and when the freighters come in and throw on the back thrusters to slow down, it is pushing a large wake in. South Bay Marina has said some of the docks have been wrecked and they were wondering if the no wake zone could be moved back. This would fall on to the County and there are issues as described by Delain. Erickson said the Coast Guard may have some buoy they can drop in. He also suggested it may not hurt to give a call to the Mc Donald's at South Bay Marina. Delain said he will look into this and report back to Port.

Kaster said he worked on ships for a long time and does not know if ships can dock without their thrusters. The ships will just have to slow down sooner before they get to the port. Erickson said right now the ships are doing it before the no wake zone, but it just so happens that that is the mouth to the marina. The no wake zone was built before the marina was.

Dantine asked if boats other than the big ships are creating problems. Erickson said there are typically not problems with the recreational boats or fishing boats. He added that we want the big ships here because of the freight.

Motion made by Supervisor Erickson, seconded by Supervisor Kaster to send back to Sheriff Delain and Director of Port and Resource Recovery to talk to the Coast Guard about this and approach Mc Donald's at South Bay Marina for consideration of funding. Vote taken. MOTION CARRIED UNANIMOUSLY

16. South Landfill Public vs. Private Construction and Operation Analysis – Request For Approval.

Walter referred to the documents in the agenda packet and said an analysis had been done regarding the long term costs of having a private company, the County, or a combination building the South Landfill and then operate it. The projection of costs is for the years 2020 – 2028 and when the Solid Waste Board looked at this they felt that option 3 of having a contractor go through and doing the construction of the landfill, even though it is slightly higher than having the County do it, is the best option because the County would not have to buy equipment and then idle it and we would not have to hire staff and then idle them between the time the construction is done and the time the landfill opens.

With regard to operation of the landfill, assuming a private contractor does the construction of the landfill, we would be limited to either option one which is for the county to operate the facility or option three which is for use of outside contractor to operate the facility. The Solid Waste Board feels that option one of having County staff operate the facility is the best option.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve option three (use of outside contractor through competitive bidding) for excavation and construction and approve option one (county operated) for the South Landfill. Vote taken. MOTION CARRIED UNANIMOUSLY

17. Transfer Station By-Pass Lane and Ditch Work Bid – Request For Approval.

Walter informed this is part of a larger ongoing project at the waste transfer station on W. Mason Street. In anticipation of the landfill opening and additional traffic, there are a number of things going on. They had gone out for bid for a bypass lane to the north of the scale house because they are putting in a second scale so room is needed to bypass it so when trucks come out they can bypass the scale.

Motion made by Supervisor Kaster seconded by Supervisor Tran to approve the bid of KCG Excavating in the amount of \$98,457.57 for Project 2326 – asphalt by pass lane around transfer station scale house. Vote taken. MOTION CARRIED UNANIMOUSLY

18. Director's Report.

Walter informed Dean Haen and Chad Doverspike are currently meeting with the South Landfill Committee in the Town of Holland. The South Landfill plan of operation is being reviewed by the DNR. Letters have been received that outline a few insignificant things that need to be completed and it is anticipated the plan will be provided by the end of the year.

BOW planning efforts are ongoing and they have looked at how much the BOW partnership has saved municipalities and private companies over the years. The savings amount to several million dollars. Brown County has some of the lowest tipping fees in the state and after meeting with the Solid Waste Boards in Winnebago, Outagamie and Brown County and looking at the numbers, it was agreed that there will be some renegotiations or amendments to the BOW agreement which will save significant amounts of money for all involved.

Walter continued that last week the County Executive and Mayor of the City had a news conference regarding the Pulliam Power Plant and what the City and County are now working towards. Port has been working with Planning on a land use study of the area to see what the best use of that would be. Port feels strongly that that should remain Port property because we need a multi modal facility that can handle rail, truck and boat all in one spot and that is an optimal spot. It seems like there is a lot of cooperation with the City going forward and Port will keep the Committee advised on developments.

The Renard Island end use plan is something that the Committee has been concerned about and Walter said Haen has been meeting with a number of stakeholders to try to generate greater interest. He has also talked with the County

Executive with regard to the roll out and trying to get it moving forward. Unfortunately Parks is now swamped with work through the end of the year, and although they are the appropriate department to take on the plan and move it forward, they do not have anyone to champion it and move it forward. Haen has also been talking to a number of other stakeholders with regard to moving this forward so that the ducks are in a row when it is presented to the County Board.

Walter concluded by talking about the solid waste transfer station and said there is an RFP out for scale software and hardware to add to the new second scale. Several bids have been received for changes to the scale house and they will likely accept one of them and move forward within the next several weeks. There will also be bids coming forward for moving the holding tank as well as re-drilling some ground water wells for monitoring purposes.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

Airport

19. 12+ Hour Shift Report.

Assistant Airport Director Rachel Engeler said the 12+ hour shifts were related to snow removal as well as the recent presidential visit. With regard to the presidential visit, Tran asked how many hours of overtime were incurred and whether those hours can be billed to the campaign. Engeler responded that there were 13 hours of overtime and she can look at whether billing the campaign is an option. Tran disagrees with the County having to pay overtime for a presidential campaign visit.

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

20. Open Positions Report.

No action taken.

21. Director's Report.

a. Frontier Air Lines Inaugural Flight.

Engeler said the first Frontier Airlines flight come into the airport on May 23. There were over 400 people on hand to welcome the flight including County officials, representatives from the Convention Bureau, Oneida Nation, the Chamber as well as some public and animal ambassadors from the Zoo. There was an airport fire truck water cannon salute as the plane taxied to the gate and the event was a big success.

b. Pulling Together for a Cure Review.

This event was held on June 1 and there was a good turnout. Twelve teams participated in the competition to pull an airport fire truck. Over \$30,000 was raised for the American Cancer Society. The event included the Voice of Hope singing competition, the Delta airplane grill, a petting zoo and kids area.

c. Construction Projects:

i. ELBC.

With regard to the exit lane breach control system, Engeler said they are replacing the exit lane technology and there is a pre bid meeting scheduled for June 4. It is anticipated the project will start in the fall and be completed by the end of the year.

ii. East Ramp Expansion to the West.

This project was bid out last year and construction will start on July 1.

|||

iii. Fuel Farm Roads.

Engeler informed this project is currently in the design stage.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

Public Works

22. Budget Adjustment Request (19-046): Reallocation between two or more departments, regardless of amount.

This budget adjustment is to allocate sales tax proceeds collected earlier than expected to emergency Highway capital projects CTH XX and CTH ZZ due to flood damage. These projects are already included on the County's five year plan.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve Budget Adjustment Request 19-046 in the amount of \$2,000,000.. Vote taken. **MOTION CARRIED UNANIMOUSLY**

23. Discussion with possible action regarding doing an energy audit on all county-owned buildings. *Deferred until June meeting.*

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

24. Recommendation and Approval for 6-Year (2020-2025) Highway & Bridge Capital Improvement Plan (CIP).

Fontecchio referred to the plan contained in the agenda packet and said one of the important things to remember is that it takes more than one year to plan road projects and some take multiple years. By authorizing this, the County Board is allowing him to work towards these projects long term. CTH R near Denmark will be a big project in 2020 and Fontecchio noted we have federal money for bridges over Wall Street and the railroad tracks and some roadwork will be done in concert with that. The CTH VV interchange has been moved up while the CTH M/Lineville Road has been moved back one year. Many of the other projects are pretty close in the plan to where they have been.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

25. Recommendation and Approval for 6-Year (2020-2025) Facility Capital Improvement Plan (CIP).

Fontecchio said this plan is pretty similar to what it was last year and noted dollar values fluctuate based on what administration says can be done. The one thing that was added in 2020 that is important to note is the \$360,000 for the courthouse chiller replacement. Fontecchio also talked briefly about the Our Home group home which needs about \$100,000 worth of work, but the building is not worth it. Human Services is currently looking at options so this project will be held for further discussion and to look at what other options exist.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

26. Summary of Operations Report.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

27. Director's Report.

Fontecchio referred to his Director's Report contained in the agenda packet which provides a comprehensive overview of the projects currently happening. He expounded on some of the projects and also talked briefly about the project milestone scheduled as well as the safety edge that was in the safety plan as well as salt trucking. |||

**Motion made by Supervisor Tran, seconded by Supervisor Dantine to approve Director's Report. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Other

28. **Acknowledging the bills.**

Motion made by Supervisor Dantine, seconded by Supervisor Tran to acknowledge the bills. Vote taken. MOTION CARRIED UNANIMOUSLY

29. **Such other matters as authorized by law. None.**

30. **Adjourn.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to adjourn at 9:15 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Therese Giannunzio
Administrative Specialist

|||

PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

2561 SOUTH BROADWAY
GREEN BAY, WI 54304

PHONE: (920) 492-4950 | FAX: (920) 492-4957

DEAN R. HAEN
DIRECTOR

MINUTES OF THE BROWN COUNTY HARBOR COMMISSION

A meeting was held on **Monday, April 8th, 2019**
at the Resource Recovery Facility, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was officially called to order by President Tom Klimek at 10:30 am.

2) Roll Call:

Present: President Tom Klimek
 Vice President Bryan Hyska
 Commissioner Pete Diemer
 Commissioner Tim Feldhausen
 Commissioner Hank Wallace
 Commissioner Wes Kornowske
 Commissioner Bernie Erickson
 Commissioner Mike Vizer

Excused: Commissioner Ron Antonneau

Also Present: Dean Haen, Brown County P&RR
 Mark Walter, Brown County P&RR
 Samantha Jerome, Brown County P&RR
 Chris Anderson, Foth

3) Approval/Modification – Meeting Agenda

A motion to approve the Agenda was made by Wes Kornowske and seconded by Bryan Hyska. Unanimously approved.

4) Approval/Modification – Minutes of February 11 Meeting

A motion to approve the minutes of the February 11, 2019 meeting was made by Bernie Erickson and seconded by Hank Wallace. Unanimously approved.

5) Announcements/Communications

Dean Haen stated that in May there are three Harbor Commissioners whose current three-year term expires: Bernie Erickson, Wes Kornowske, and Bryan Hyska. All three have agreed to another three-year term.

Mr. Haen also mentioned that the Port is now open after a couple days of icebreaking. The Port could have been opened earlier, if the Coast Guard had more ice breaking assets.

6) Beneficial Reuse RFP

Mr. Haen explained that the Beneficial Reuse RFP was updated by Harbor Commissioner, Pete Diemer and Solid Waste Board member, Mike Lefebvre.

Mark Walter stated that the Beneficial Reuse RFP aims to work together with the WDNR to get dredge material characterized in a way that would make it easier for it to be reused. This has been a long-term effort of the Port with moderate success in the past, but an effort the Port can not afford to stop pursuing.

Bernie Erickson asked if all major harbors are working together on this endeavor. Mr. Haen answered "no" that Green Bay is the only Port that has dredge material that could be categorized as topsoil.

A motion to approve the Beneficial Reuse RFP was made by Bernie Erickson and seconded by Mike Vizer. Unanimously approved.

7) Federal Policy Positions

Mr. Haen stated that as a port, we are being adequately dredged, but full utilization of the Harbor Maintenance Tax for dredging is and will be critical to ensure the Port stays adequately dredged. Additionally, the Soo Locks construction has been authorized and beginning to be funded. Both Canadians and Americans have reduced the number of ice breakers they have in the Great Lakes. The Great Lakes as a whole has been advocating for a new ice breaker. The idea behind a possible new ice breaker is that during the winter months it could be used in the Great Lakes and during the summer months could be utilized in the Arctic Passage above Canada.

A motion to approve the Federal Policy Positions was made by Tim Feldhausen and seconded by Bernie Erickson. Unanimously approved.

8) Renard Island End-use Plan

Mr. Haen stated that there is now a draft Renard Island Master Plan. A boat and dog beach, zip line, marina, parking, boardwalk, shopping, concessions, fishing piers, and walking trails are some of the amenities being considered for Renard Island. Dean Haen and Mark Walter will be meeting with various stakeholders to assess support for projects on the island, then re-engage the End-Use Committee and eventually seek approval by the County Board

9) 2019 Shipping Season

Mr. Haen announced that there is a dredging project in the East River Turning Basin in order to dig out PAHs. This will impede navigation but the project has

agreed to pay for tug service provided by Great Lakes towing for all vessels turning in the basin

10) Director's Report

Mr. Haen shared the public relations report put together by Leonard and Finco which came to 279 printed mentions of the Port of Green Bay and 82 media clips.

11) Acknowledgement of Bills

A motion to acknowledge the payment of bills was made by Hank Wallace and seconded by Wes Kornowske. Unanimously approved.

12) Tonnage Report

No tonnage to report.

13) Such Other Matters as Authorized by Law

No other matters

14) Adjourn

A motion to adjourn the Harbor Commission meeting at 11:06 am was made by Hank Wallace and seconded by Wes Kornowske. Unanimously approved.

Tom Klimek, President
Harbor Commission

Dean R. Haen, Director
Port & Resource Recovery Department

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, May 1, 2019
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, 54302 - 6:30 p.m.

ROLL CALL:

Paul Blindauer	<u>X</u>	Kathleen Janssen	<u>X</u>	Glen Severson	<u>Exc</u>
Brian Brock	<u>X</u>	Dotty Juengst	<u>X</u>	Ray Suennen	<u>Abs</u>
Norbert Dantinne, Jr.	<u>X</u>	Dave Kaster	<u>X</u>	Mark Thomson	<u>X</u>
Bernie Erickson	<u>X</u>	Michelle Kerr	<u>X</u>	Norbert Van De Hei	<u>X</u>
Kim Flom	<u>X</u>	Patty Kiewiz	<u>Exc</u>	Matthew Woicek	<u>X</u>
Steve Grenier	<u>X</u>	Dave Landwehr	<u>Abs</u>	Reed Woodward	<u>X</u>
Mark Handeland	<u>X</u>	Aaron Linssen	<u>X</u>		
Matthew Harris	<u>X</u>	Michael Malcheski	<u>X</u>		
Frederick Heitl	<u>Exc</u>	Gary Pahl	<u>X</u>	City of Green Bay (Vacant)	
Phil Hilgenberg	<u>X</u>	Terry Schaeuble	<u>Abs</u>	City of Green Bay (Vacant)	

Others Present: Chuck Lamine, Cole Runge, Lisa Conard, Dan Teaters, Devin Yoder, Adam Kofoed, Ker Vang, Karl Mueller, and Kathy Meyer

1. Welcome Mark Thomson to the Brown County Planning Commission Board of Directors. Mark represents the Village of Suamico.
2. Approval of the minutes of the April 3, 2019 regular meeting of the Brown County Planning Commission Board of Directors.

A motion was made by P. Blindauer, seconded by K. Flom, to approve the minutes of the April 3, 2019 regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

3. **Public Hearing:** Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard provided an overview of Draft Major Amendment #2 to the 2019-2023 TIP via PowerPoint.

The STBG Program typically is a five-year program, with a reset or new cycle every two years. Projects currently in the program for 2019:

- S. Huron Rd
- Webster Av
- Cormier Rd
- Vincent Rd

In 2020:

- Vanderperren Way

In 2021:

- Manitowoc Rd

Initially, in 2016, the Planning Commission approved Vanderperren Way with \$927,675 in federal funds. In the fall of 2017, there were additional funds to spend and \$689,125 was added to the project. The Planning Commission approved and reaffirmed the additional funding.

In February 2019, WisDOT DTIM (Division of Transportation Investment Management) informed staff that the state does not have \$689,125 available in 2020 for this project. L. Conard stated that the WisDOT DTIM provided MPO staff with several options, none of which MPO staff found acceptable. The Transportation Subcommittee met to discuss, and MPO staff invited WisDOT DTIM staff to the meeting; DTIM staff declined to attend. The Transportation Subcommittee met and agreed with MPO staff that the options presented by WisDOT DTIM were unacceptable. MPO staff continued to work with WisDOT DTIM to find an acceptable solution for everyone. In April, DTIM informed MPO staff that the MPO could use the \$689,125 in 2021 for the design components of roadway construction or reconstruction projects.

The TIP contains a number of STBG-eligible projects that are currently shown as "illustrative"; which means that federal funds are not currently assigned to the projects but that federal funding will be considered for the projects during future funding cycles or if additional STBG funding becomes available during the current funding cycle. MPO staff reviewed the existing TIP's illustrative projects list, and two projects (CTH C for Brown County and the Village of Howard and Libal Street for the Village of Allouez) were the two highest ranked projects on the list. L. Conard stated that the Transportation Subcommittee and MPO staff recommend that the \$689,125 of STBG funding be approved for 2021 design work for these two projects. As a condition of approving funding for the design of CTH C and Libal Street, the construction portions of the projects will need to be approved in October 2019. L. Conard stated that the Transportation Subcommittee found this to be acceptable.

L. Conard stated that since this is a five-year program (2021-2025), there is \$17,643,730 in funding capacity, and \$3,389,031 of this funding is already committed and proposed. The committed and proposed funding includes the Manitowoc Road project and the design portions of CTH C and Libal Street. With the approval of the CTH C and Libal Street reconstruction projects that will cost an additional \$6,000,000, the MPO will be left with over \$8,000,000 for additional new projects in the 2021-2025 funding cycle.

L. Conard also noted that WisDOT and Green Bay Metro asked MPO staff to revise the TIP to add projects to the program. In 2022, WisDOT wants to begin design work on I-41 for bridge deck overlays. Green Bay Metro will be using money from the Federal Transit Administration to purchase three new buses.

The Transportation Subcommittee met on April 22, 2019 and unanimously made a recommendation to the Planning Commission for approval of the entire TIP Amendment.

L. Conard opened up the hearing for comment.

L. Conard asked three times if anyone wished to speak. Hearing no comment, L. Conard closed the public hearing.

4. Discussion and action on the Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

A question was asked about what happened to the Vanderperren Way project. L. Conard stated that the Vanderperren Way project is still in place for 2020 with \$927,675.

A question was asked about the Cormier Road project. L. Conard stated that the Cormier project is in place for 2019.

A question was asked why the \$689,125 was pulled. L. Conard stated the funds were pulled because the statewide fiscal year 2020 program was closed. WisDOT could not add any funds to it.

A question was asked about staggering bus purchases so that they do not all come due in the same year. L. Conard stated that Metro does this, and that ideally you want to get 3-5 new buses every other year.

A motion was made by G. Pahl and seconded by A. Linssen to approve Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried unanimously.

5. Receive and place on file the Draft April 22, 2019 BCPC Board of Directors Transportation Subcommittee meeting minutes.

A motion was made by G. Pahl and seconded by M. Harris to receive and place on file the Draft April 22, 2019 BCPC Board of Directors Transportation Subcommittee meeting minutes. Motion carried.

6. Presentation and discussion on the Draft Issues and Opportunities Chapter of the 2019 Brown County Comprehensive Plan Update.

D. Yoder presented the draft Issues and Opportunities Chapter highlighting some of the key points in the chapter.

- Demographic Trends
 - Population by Growth – Brown County has grown and continues to show steady growth since 1960

7. Presentation and discussion on the Draft Housing Chapter of the 2019 Brown County Comprehensive Plan Update.

D. Yoder presented the draft Housing Chapter highlighting some of the key points in the chapter.

- Age Characteristics – Structures of homes
- Housing Affordability in Brown County
 - Rental Housing Affordability
- Policies and Programs
 - Dwelling Units / Traditional Neighborhood Development / Visitability Concepts. Discussion occurred on small, detached units on one residential parcel (“backyard cottages” or “mother-in-law homes”).
 - Housing Rehabilitation CDBG Loan Program
 - Brown County Housing Authority

Discussion occurred on the homeless population. C. Lamine noted that this is an important subject and acknowledged that the Planning Department needs to explore further and expand on this topic, and identify what resources are available.

A motion was made by G. Pahl and seconded by D. Juengst to receive and place on file the presentations of the draft Issues and Opportunities Chapter and draft Housing Chapter of the 2019 Brown County Comprehensive Plan Update. Motion carried.

8. Summary of 2018 Annual Report and 2017 audit for the Wisconsin Department of Natural Resources related to the Brown County Municipal Storm Water System (MS4) Permit.

D. Teaters provided an overview of the MS4 Permit via PowerPoint.

It's a permit through the DNR that is required on an annual basis. It requires municipalities to reduce polluted storm water runoff by implementing storm water management programs with best management practices. D. Teaters reviewed the Brown County permit area.

Permit requirements include:

- Public education and outreach
- Public involvement and participation
- Illicit discharge detection and elimination
- Construction site pollutant control
- Post-construction storm water management
- Pollution prevention practices for the municipality
- Developed urbanized area standard
- Storm sewer system maps
- Impaired waters

D. Teaters reviewed the 2017 Annual Permit Audit/Review. We met all the requirements to qualify for a satisfactory permit. D. Teaters stated there were a few items that came up during the audit that were missing. D. Teaters summarized those missing items, and stated staff will continue working with the DNR on those items and also try to get those incorporated into the next permit.

D. Teaters reviewed the areas of focus for the 2018 water testing areas. D. Teaters noted that nothing significant was found in the water samples; however, there was one sample that was taken from a very dirty site that D. Teaters notified the DNR on.

The below link is to the online GIS map that shows all of the points that staff have been at since 2008.

▶ <https://browncounty.maps.arcgis.com/apps/Viewer/index.html?appid=b1f2820b571349d aa9497f0cdd31fa59>

9. Discussion and action regarding 85.21 Program Funding Contract with Curative Connections to provide specialized transportation service for seniors and individuals with disabilities.

K. Vang noted that in 2018, the Brown County Planning and Land Services Department became the administrator of the county's Section 85.21 Program.

According to state requirements for Section 85.21 Program funding, transportation service contracts with total annual expenses of \$10,000 or more must be reviewed once every five years. Curative Connections' contract will expire in December of this year.

K. Vang stated that staff worked with the Brown County Purchasing Department to put together a Request for Quotes.

C. Runge explained that in the Request for Quotes, there were certain parameters identified that any potential applicant had to meet. For example, the applicant had to demonstrate that it could provide specialized transportation services throughout the entire county, demonstrate that it could provide a certain amount of ambulatory trips and wheelchair trips per year throughout the county, and provide an itemized cost per trip. Curative Connections assured staff that it could meet the parameters within the budget.

Staff recommended approval and awarding Curative Connections the 85.21 Program contract to provide specialized transportation services for seniors and individuals with disabilities in Brown County.

A motion was made by B. Erickson and seconded by G. Pahl to approve and award Curative Connections the 85.21 Program contract. Motion carried.

10. Director's Report.

C. Lamine stated he attended the American Planning Association National Conference in San Francisco. C. Lamine expressed his appreciation to the board for making the training available.

C. Lamine recognized Devin Yoder and Dan Teaters for working on a grant application to Wisconsin Coastal Management Program and received a \$30,000 grant to do a Baird Creek Watershed Nine Key Element plan.

A motion was made by S. Grenier and seconded by G. Pahl to receive and place on file the Directors Report. Motion carried.

11. Brown County Planning Commission staff updates on work activities during the month of April 2019.

A motion was made by M. Handeland and seconded by G. Pahl to receive and place on file the staff activity reports for the month of April. Motion carried.

12. Other matters.

C. Runge provided an update on the Southern Bridge Project. The Federal Highway Administration completed its review of the project's traffic analysis and conceptual interchange design and agrees with the preliminary findings of the traffic analysis that the only project alternative that will enable the street and highway system to adequately handle future traffic volumes is the alternative that includes a new Fox River bridge at Rockland and Red Maple/Southbridge Roads and a new Interstate 41 interchange south of Scheuring Road.

C. Runge stated, at this time, we cannot eliminate the other construction alternatives from the study and proceed with the rest of the environmental impact statement focusing on the one single alternative. Federal Highway wants staff to go back and review a few things and make sure all of the information is still relevant before allowing us to drop those alternatives.

C. Runge stated that a conference call with the Federal Highway Administration and WisDOT will occur in two weeks to determine what information is still relevant and what is not. C. Runge stated he will know more after this conference call and can provide an update at the June planning commission meeting.

13. Adjourn.

A motion was made by G. Pahl, seconded by M. Handeland to adjourn. Motion carried.

The meeting adjourned at 8:00 p.m.

STAFF REPORT
TO THE
BROWN COUNTY PLANNING COMMISSION
May 1, 2019

April 2019 Staff Activity Reports

The recent major planning activities of Chuck Lamine, Planning Director:

- Coordinated and attended the Brown County Planning Commission meeting April 3, 2019.
- STEM Innovation Center Building Project Management:
 - Several meetings with County Executive and various County representatives regarding development of the Brown County Research and Business Park and the STEM Innovation Center Building.
 - Attended weekly Construction Progress Meetings with construction and architecture representatives.
 - Reviewed project change order requests.
 - Prepared reports and field orders associated with saturated soil conditions.
 - Met to discuss donor recognition wall.
 - Met to discuss donor dedication options.
 - Met with Landscaper to discuss landscaping plan, vegetated roof and Mongin garden.
 - Coordinated meeting with architect and Office Furniture vendor for purchase of office furniture.
- CDBG Housing program:
 - Assisted Senior Planner - Housing with project coordination.
- Coordinated with Senior Land Use Planner regarding Sewer Service Area Plan questions and Environmentally Sensitive Area (ESA) protection.
- Attended several coordinating meetings to discuss implementation of the new land records computer system (LandNav) with PALS, Technical Services, and Treasurer's Office staff.
- Personnel:
 - Reviewed class and compensation study results
- Coordinated and led Planning and PALS Managers staff meetings.
- Brown County Housing Authority (BCHA)
 - Assisted with coordinating meeting with Brown County Health Department to discuss coordination of HUD lead testing requirements.
 - Coordinated payment of bills associated with office remodeling and office relocation for BCHA staff.
 - Monthly coordinating meetings with BCHA Chair.
 - Monthly coordinating meetings with ICS staff.
 - Assisted with review of Broadway Lofts project loan and grant agreements.
- Attended and Chaired the Green Bay/Brown County Professional Football Stadium District meeting April 22.
- Met with Principal Planner, FHWA, Wisconsin DOT and SRF regarding progress on the Southern Bridge corridor project.
- Attended National American Planning Association Conference in San Francisco, CA.
- Discussed economic development opportunity with Village of Allouez staff.
- Provided contact information for Shopko Distribution Center to local economic development professionals.
- Coastal Management Grant Safe Harbor Study.

- Coordinated with DNR staff to discuss potential for Stewardship and LAWCON Grant Funds for acquisition of Eagles Nest property
- Coordinated request for an appraisal of property values for Eagles Nest property.
- Participated in coordination of neighborhood open house meeting.

The recent major planning activities of Cole Runge, Principal Transportation Planner:

- Corresponded with the Federal Highway Administration (FHWA) regarding FHWA's review of the Southern Bridge Project's Preliminary Engineering and Operations Review (PEOR) document.
- Prepared for and participated in a conference call with FHWA, WisDOT, and the County Planning Director regarding FHWA's concurrence with the findings of the PEOR. Also discussed the next steps in the EIS development process.
- Participated in a monthly call-in meeting with representatives of the City of Green Bay, Green Bay Area Public School District, Wello (formerly Live54218), and the project consultant for the Green Bay Area Public School District/City of Green Bay Safe Routes to School - Bicycle and Pedestrian Plan.
- Began to review the first full draft of the Green Bay Area Public School District/City of Green Bay Safe Routes to School - Bicycle and Pedestrian Plan.
- Reviewed and submitted comments to WisDOT about WisDOT's final draft revisions to the Memorandum of Understanding (MOU) between WisDOT and the Green Bay, Fox Valley, and Sheboygan MPOs for the Northeast Wisconsin Region Travel Demand Model. Also discussed my comments with a representative of WisDOT's Travel Demand Forecasting Division (**This activity addresses a 2018 TMA Certification Review recommendation**).
- Developed a report for the first meeting of the Village of Hobart Pedestrian and Bicycle Master Plan Advisory Committee regarding possible opportunities for increasing the number of bicycle and pedestrian facilities and connections through revisions to the village's codes.
- Worked with the County Senior Local Assistance Planner to facilitate and present information at the first meeting of the Hobart Pedestrian and Bicycle Master Plan Advisory Committee.
- Worked with the County Senior Local Assistance Planner to observe and take pictures of existing road conditions in Hobart for the village's Pedestrian and Bicycle Master Plan.
- Organized a second BCPC Transportation Subcommittee meeting to discuss the WisDOT Division of Transportation Investment Management's (DTIM's) recent decision to not allow Surface Transportation Block Grant (STBG) funding to be added to a project in the Green Bay Urbanized Area. Also developed the meeting agenda and distributed the meeting materials to the subcommittee members.
- Corresponded with representatives of WisDOT DTIM in Madison and the WisDOT Northeast Region to discuss DTIM's STBG funding decision and propose methods of addressing the decision.
- Worked with the Senior Transportation Planner to develop a staff report to the BCPC Transportation Subcommittee that summarizes the results of discussions between MPO staff and WisDOT DTIM and recommends a method of addressing this funding situation.
- Prepared for and participated in a meeting with the Senior Transportation Planner and representatives of the Brown County Public Works Department and Village of Ashwaubenon Public Works Department regarding the status of a street reconstruction project in the village.
- Developed the MPO's report and reimbursement request for the first quarter of 2019 and sent them to WisDOT. Also developed a transportation program expense report for the first quarter and sent it to the Brown County Administration Department.

- Prepared for and participated in formal meetings and informal discussions with Brown County staff for the development of the Port Opportunity Study (This activity addresses a 2018 TMA Certification Review recommendation).
- Prepared for and participated in meetings with BCPC staff for the development of the Brown County Comprehensive Plan Update.
- Prepared for and participated in a meeting with one of the MPO's Transportation/GIS Planners and a representative of the Brown County Advocacy Coalition to discuss the Brown County Transportation Coordinating Committee (TCC) and possible cooperative efforts between the Advocacy Coalition and TCC.
- Worked with one of the MPO's Transportation/GIS Planners on the MPO's ADA Transition Plan.
- Facilitated a public visioning session for the Village of Denmark Comprehensive Plan Update with other BCPC staff.

The recent major planning activities of Lisa Conard, Senior Transportation Planner:

- Began and published *Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program for the Green Bay Urbanized Area*.
 - Collected information regarding projects to appear in amendment.
 - Multiple teleconferences with WisDOT DTIM Local Program staff and NE Region staff regarding a Surface Transportation Block Grant (STBG) Program project scheduling issue.
 - Co-wrote a staff report with the Principal Planner regarding the STBG scheduling issue and recommended option that would not impact current or future funding capacity. The staff report was presented to the Transportation Subcommittee.
 - Scheduled public review and comment period and public hearing.
 - Prepared and issued public participation materials, social media posts, and legal notice.
 - Submitted draft amendment to FHWA, FTA, and WisDOT for review.
- Participated in a meeting with Brown County Public Works staff and Village of Ashwaubenon Public Works staff regarding an STBG funded project and scope.
- Continue to update to the *Green Bay Metropolitan Planning Organization (MPO) – 2045 Long-Range Transportation Plan (LRTP)*.
 - Updated various transportation statistics.
- Updated the Brown County profile detailing the performance of MTM in regards to completed trips and substantiated complaints. MTM is the private transportation broker hired by the Wisconsin Department of Health Services to coordinate Non-Emergency Medical Transportation (NEMT) services for qualifying Medicaid and BadgerCare Plus clients. Approximately 9,000 trips per month are made by Brown County residents.
- Updated the MPO's interested parties contact list.
- Updated the MPO's required Title VI profile for board and committee memberships.
- Attended the Village of Denmark Visioning Session the evening of April 17 in advance of an update to the village's comprehensive plan. Facilitated a small group discussion and recorded likes and dislikes presented by citizens of the village.
- Consulted and/or provided information to Metro staff regarding various service, compliance, and/or other issues.
- Completed Sexual Harassment training. This is a requirement of all county employees.
- Participated in the April 16 meeting of the NE WI Regional Access to Transportation Committee. The purpose of the committee is to address issues relating to transportation for

low income populations, seniors, and individuals with disabilities. Emphasis is placed on coordination and funding.

- Participated in the Green Bay Transit Commission meeting on April 17.
- Participated in BCPC staff meetings as necessary.
- Attended the Brown County Planning Commission Board of Directors meeting the evening of April 3. Recorded and wrote minutes.

The recent major planning activities of Dan Teaters, Senior Planner:

- Brown County All Hazards Mitigation Plan
 - Continued working on Draft Chapter 2 & 3
- MS4 Permit
 - Compiled and submitted the MS4 permit to WDNR for review.
- Certified Survey Maps (CSMs)
 - Began Review of 9 new CSMs
 - Completed review of 12 CSMs
 - Signed and filed 8 CSMs
 - Cursory review for City of De Pere and City of Green Bay
 - C of De Pere: 0
 - C of Green Bay: 1
- Plats
 - Preliminary Plats
 - Began review of 1 preliminary plats
 - Completed review of 1 preliminary plats
 - Final Plats
 - Began review of 0 final plat
 - Completed review of 0 final plats
 - City Plat Reviews
 - Reviewed 2 plats in the City of Green Bay and 0 plats in the City of De Pere pursuant to Wisconsin Statutes Sec. 236.12(2)(b)
- ESA Amendments
 - Provided additional planning services and ESA related duties, including advice on inquiries related to potential major and minor ESA amendments, identification of ESA violations, and assisting the public regarding allowed and restricted uses within an ESA buffer.
- Water Quality Management (WQM) Letter
 - Completed 6 reviews/letters
- Brown County Comprehensive Plan
 - Assisted in designing the new document layout.
- Assisted numerous members of the public or local communities with inquiries related to Farmland Preservation, zoning, natural resources, and/or land division questions.
- Met with the Town of Lawrence to discuss future development associated with sewer service area allocation and Environmentally Sensitive Areas. 4/2/19
- Attended the Brown County Planning Commission Meeting. 4/3/19
- Attended a meeting at the Village of Hobart to discuss sewer service area extensions for a future development. 4/8/19
- Attended the Town of Glenmore Planning Commission meeting to discuss County subdivision regulations and land division concerns within the Town of Glenmore. 4/9/19
- Met with Senator Andre Jacque to discuss the Brown County Sewage Plan and its roll in the identification of Environmentally Sensitive Areas. 4/15/19

- Attended the Village of Denmark Vision Session to kick off the Villages Comprehensive Plan update. 4/17/19
- Met with the BC Highway Department to discuss finalizing the MS4 permit for submittal. 4/19/19
- Attended an educational seminar "Environment and Land Use: How Counties Protect Land and Water" hosted and organized by the Wisconsin Counties Association. 4/22/19

The recent major planning activities of Devin Yoder, Senior Planner:

General Planning/Local Assistance

- Attended regular BCPC staff meetings.
- Assisted reviewing CSMs for final signature.
- Attended Brown County Public Works Department Town Advisory meeting on April 22nd to provide a BCPC update and available services.
- Attended Town of Glenmore Planning Commission meeting on April 9th to talk more about the County's subdivision ordinance and review process.
- Facilitated a visioning session for the Village of Denmark at the Denmark High School on April 17th to start the Village comprehensive plan update process.

Brown County Comprehensive Plan

- Presented draft comprehensive plan goals and objectives to BCPC at April meeting.
- Drafted Issues and Opportunities chapter and Housing chapter for BCPC review for May BCPC meeting.
- Participated in staff meeting to schedule next steps and chapters for the June BCPC meeting.

Short-term Transportation Planning

- Held first Village Pedestrian and Bicycle plan advisory committee meeting on 4/3/2019 to introduce project, process, review examples of possible code changes, and summarize public feedback received through participation thus far.
- Took a driving tour of the Village of Hobart with other planning staff to see existing pedestrian, bicycle, and road facilities and conditions.
- Met with planning staff from the City of Green Bay to collaborate on possible design concepts for the Pulliam Site.
- Met with planning staff project team to discuss current status and next steps for the Port Opportunity.
- Drafted document outline and format with other planning staff.

Safe Harbors Study

- Provided research and assistance to the Parks Department for a grant application for possible funding for property acquisition.
- Attended an April 24th neighborhood meeting hosted by the Parks Department, to serve as a planning resource for discussions about possible future uses for the former Eagle's Nest property.

Town of Green Bay Area Development Plan

- Finalized zoning overlay ordinance and comprehensive plan update, and provided Town with final documents.

The recent major planning activities of Todd Mead, Senior Housing Planner:

- Prepared and ordered one (1) interim site inspection for a Northeastern Wisconsin Community Development Block Grant (CDBG) Housing Loan Program client.
- Prepared and ordered three (3) initial HQS inspections for CDBG clients.
- Prepared and ordered one (1) final site inspection for a CDBG client.
- Prepared and ordered two (2) asbestos assessments for CDBG clients.
- Prepared and ordered one (1) lead-based paint clearance for a CDBG client.
- Met with three (3) CDBG clients and the contractors to prepare them for their future rehabilitation projects.
- Opened five (5) new CDBG applications in conjunction with our Planner I – Housing.
- Prepared and closed three (3) CDBG Housing Rehabilitation Loans.
- Prepared five (5) CDBG Environmental Reviews.
- Prepared and corresponded with five (5) bid documents to CDBG applicants for future rehab projects.
- Reviewed and approved one (1) subordination for an existing CDBG client.
- Reviewed and prepared one (1) mortgage loan satisfaction for an existing CDBG/RLF client due to project change orders or payoffs.
- Attended staff meetings.
- Attended a Brown County Lead-Based Paint Coalition Meeting.
- Preparing and training our new Planner I – Housing Position.
- Prepared, organized and submitted CDBG reporting to Wisconsin Dept. of Administration and Division of Energy, Housing and Community Resources (WDOA-DEHCR).
- Prepared and submitted Brown County RLF annual reporting to WDOA-DEHCR.
- Prepared for and attended a Village of Denmark Visioning session to help begin the process for the Village of Denmark's Comprehensive Future Plan.
- Prepared for and attended a Brown County Public Works Department Town Advisory Annual Meeting to discuss the CDBG Housing Rehabilitation program.
- Continued to work on new and existing applicant files from Northeastern Wisconsin CDBG counties.
- Continued to work on new and existing applicant files from Brown County RLF Program.
- Continued general outreach and marketing efforts for our RLF and CDBG-Housing Loan Programs.
- Worked, prepared and followed up with yearly RLF and CDBG residency letters.

The recent major planning activities of Everett Butzine, Housing Planner:

- Attended one (1) night Brown County Plan Commission meeting.
- Presented at one (1) outreach Town of Glenmore evening plan commission meeting.
- Assisted in the preparation and ordered four (4) housing quality standards (HQS) inspection(s) for CDBG client(s).
- Made ten (10) phone calls to prospective CDBG program clients.
- Assisted in the preparation and ordered two (2) final site inspection(s) for CDBG client(s).
- Met with one (1) CDBG client and the contractor to prepare them for their future rehabilitation project(s).
- Opened and prepared (8) new CDBG application(s).
- Organized six (6) closed CDBG application(s).
- Sent out five (5) residency verification letters via USPS and email.
- Assisted in the preparation and correspondence with three (3) bid document(s) to CDBG applicants for future rehab projects.
- Attended staff meetings.

- Continued to work on new and existing applicant files from Northeastern Wisconsin CDBG counties.
- Continued general outreach and marketing efforts for our RLF and CDBG-Housing Loan Programs.

The recent major planning activities of Adam Kofoed, Housing Administrator:

- Constructed the meeting packet and was the staff lead for the April BCHA board meeting.
- Presented to the BCHA board on gap financing.
- Conducted a survey from BCHA board commissioners on gap financing.
- Attended one (1) staff meeting.
- Attended one (1) Brown County Homeless Coalition meeting.
- Attended one (1) meeting with the BCHA's subcontractor to discuss the February and March BCHA board meeting.
- Attended one (1) meeting with partnering agencies regarding the BCHA's new Family Unification Program vouchers to establish roles for each agency.
- Contacted and communicated with businesses, tax intercept programs, and federal grant registration organizations to update the BCHA's new address and administrator information.
- Completed two (2) repayment agreements with clients who received over payments in the housing voucher program.
- Drafting a contract for four (4) project based vouchers in Denmark.
- Assisted with the Brown County Housing Comprehensive Plan chapter.
- Researched discussions on federal housing finance reform taking place in the U.S. Senate Housing Committee.
- Attended the Village of Denmark visioning session for their comprehensive plan.
- Completed a draft grant and loan agreement with the Broadway Lofts housing project.
- Investigated project based voucher contract extensions.
- Reviewed our down payment assistance program requirements and contract.
- Completed drafted loan documents for a low income housing tax credit project partially financed by the BCHA.
- Met with two (2) housing agencies on how to better coordinate efforts in the future.
- Continued to work in coordination with the HUD field office in Milwaukee to ensure the BCHA was in compliance with HUD regulations.

The recent major planning activities of Jeff DuMez, GIS/Land Records Coordinator:

- Continued work on the Land Records System upgrade project. Working on GIS integration. Participated in meetings.
- Began work on coordinating 2020 aerial photo project and LiDAR topographic mapping
- Produced hundreds of maps for Zoning's "POWTS "Final Notices".
- Coordinated with various municipalities on street address updates.
- Produced two Motorola Computer Aided Dispatch GIS "refresh" updates in April for Public Safety Communications.
- Assisted Public Works/Highway with ArcGIS Online accounts for a WisDOT project
- Assisted with MS4 updates
- Continued assisting with the PALS office changes (new cubicles, storage space, etc).
- Coordinated with Technology Services for computer software patches and updates.
- Worked on multiple updates to the BrownDog online interactive GIS map.
- Produced an updated custom street map to the Town of Lawrence

- Working on a new sex offender restricted zone map for the Town of New Denmark
- Working on a new zoning map for the Village of Pulaski
- Continued editing and maintaining the GIS database, web servers, etc.
- Working with Tech Services on setting up a Google Business account
- Provided GIS information for various county departments including Parks, County Executive, Highway and others as needed.
- Provided GIS data or other services for private businesses, local governments, state and federal agencies.
- Assisted many other people with miscellaneous service, data, and training requests.
- Attended staff meetings as needed.
- Vacation March 21-25.

The recent major planning activities of Ker Vang, Planner I (GIS/Transportation):

Addressing

- Assigned an address in the Town of Green Bay and Town of Eaton.
- Provided two aerial photos to the Town of Eaton zoning administrator as requested.

85.21 Program Funds

- Collected and recorded ridership and invoice data from the 85.21 Program recipients for the month of March.
- Submitted 1st Quarter ridership report to the Wisconsin Department of Transportation through the BlackCat Grant Management System.
- Developed a summary report and recommendation for approval to the BCPC Board of Directors on the bidding process and selection of a vendor to provide transportation services for seniors and individuals with disabilities in Brown County.

Performance Measures Report

- Collected bridge data from the National Bridge Inventory database. Began to analysis the bridge data.
- Submitted a request to WisDOT for the 2018 road condition data for state and interstate highways.

Other Tasks

- Began to create an online map and a collector app for Green Bay Airport staff to collect data on lighting and signage on the airport runway.
- Completed update to the land use inventory for the Town of Lawrence, Village of Ashwaubenon, and Village of Allouez.
- Collected miles of roads data in Brown County for the all hazards plan.
- Updated meeting agendas and minutes on the planning website.

Webinars and Meetings

- Participated in the Green Bay Active Communities Alliance group meeting on April 3.
- Participation in the UWEX Teleconference Series, "Planning for Autonomous and Connected Future-From Horseless to Driverless Carriage," on April 10.
- Participated in the Village of Denmark visioning session on April 17.
- Participated in PALS staff monthly meetings.

The recent major planning activities of Karl Mueller, Planner I (Transportation):

2

- Updated the bus stop shapefile for Green Bay Metro's fixed routes.
- Analyzed the accessibility of bus stops along Green Bay Metro's fixed route system.
- Completed the land use inventory for the Village of Suamico as part of the Brown County comprehensive plan.
- Completed the land use inventory for the Village of Howard as part of the Brown County Comprehensive Plan.
- Began conducting a land use inventory for the City of Green Bay as part of the Brown County Comprehensive Plan.
- Assigned 2 addresses for the Town of Green Bay.
- Attended the Planning Development webinar, "*Planning for the Autonomous and Connected Future – From Horse to Driverless Carriage*" in De Pere on April 10th.
- Attended a meeting with staff from Options for Independent Living to discuss specialized transportation services and the development of the ADA Transition Plan for the Green Bay Metropolitan Planning Area (**This item addresses a 2018 TMA recommendation**).
- Updated the curb cut inventory shapefile for the ADA Transition Plan.
- Researched requirements for ADA compliance for transportation facilities within the Green Bay Urbanized Area as part of the ADA Transition Plan.
- Facilitated a round-robin small group discussion for the Village of Denmark's visioning session as part of the Village's comprehensive plan update.
- Attended regular BCPC staff meetings.

Minutes
BROWN COUNTY TRANSPORTATION COORDINATING COMMITTEE

Monday, March 11, 2019
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
Meeting Time: 10:15 a.m.

ROLL CALL

Ian Agar (BC Human Services)*	<u>x</u>	Sandy Popp (Options for Independent Living)*	<u>x</u>
Megan Borchardt (BC Board of Supervisors)	<u>x</u>	Cole Runge (BC Planning Commission/Green Bay MPO)	<u>x</u>
Mary Brick (Syble Hopp School)	<u> </u>	Brian Silk (MV Transportation)	<u>x</u>
Mary Derginer (ADRC of Brown County Board)	<u>Exc</u>	Julie Tetzlaff (Cerebral Palsy Inc.)	<u>Exc</u>
Essie Fels (Green Bay Metro)	<u>x</u>	Tina Whetung (Curative Connections Trans. Program)	<u>x</u>
Pat Finder-Stone (Citizen Member)	<u>x</u>	Genny Willemon (BC Human Services)	<u> </u>
Christel Giesen (ADRC of Brown County)	<u>x</u>	John Withbroe (Green Bay Transit Commission)	<u> </u>
Matt Halada (Wisconsin DOT NE Region)	<u> </u>	Vacant (BC Executive Department)	<u> </u>
Denise Misovec (Curative Connections)	<u>x</u>	Vacant (Citizen Member)	<u> </u>
Redebra Peters (ASPIRO)	<u>x</u>	Vacant (Oneida Nation)	<u> </u>

Others Present: *Stephanie Birmingham for Sandy Popp (Options for Independent Living), Lisa J. Conard, Karl Mueller, and *Gena Schupp for Ian Agar.

ORDER OF BUSINESS

C. Runge opened the meeting at 10:15 a.m.

C. Runge welcomed Redebra Peters and Megan Borchardt to the TCC.

C. Runge announced that there is a quorum and that a number of meeting minutes needed to be considered for approval.

1. Approval of the December 4, 2017 TCC meeting minutes.
2. Approval of the March 12, 2018 TCC meeting minutes.
3. Approval of the June 11, 2018 TCC meeting minutes.
4. Approval of the September 10, 2018 TCC meeting minutes.
5. Approval of the December 3, 2018 TCC meeting minutes.

A motion was made by Pat Finder-Stone, seconded by T. Whetung, to approve the meeting minutes from December 4, 2017, March 12, 2018, June 11, 2018, September 10, 2018, and December 3, 2018. Motion carried.

6. Selection of a review subcommittee for a possible Section 85.21 Program Trust capital projects solicitation process.

C. Runge stated that the Section 85.21 Program trust account for each Wisconsin county has a limit of \$80,000. When an account exceeds this limit, the excess funds must be returned to the state or used at the local level for eligible projects. Brown County's 85.21 trust currently exceeds this limit, and MPO staff has proposed to make most of the funds in the trust available on a competitive basis for capital projects that benefit seniors and people with disabilities. MPO staff has received WisDOT's approval to use these funds for this purpose, and staff is currently in the process of requesting approval from the Brown County Board of Supervisors.

C. Runge stated that he would like to form a five-person subcommittee of the TCC that is comprised of two MPO staff and three TCC members to review project applications, score them, and attend one meeting to discuss the scores and develop funding recommendations.

The subcommittee will report its funding recommendation to the full TCC at the TCC's June 10 meeting. On June 10, staff will request a funding recommendation from the full TCC for consideration by the Brown County Planning Commission Board of Directors at the Board's August 7 meeting.

C. Runge asked if any TCC members would like to volunteer to serve on the subcommittee. He also stated that members of the subcommittee should not represent agencies that intend to apply for the funds.

M. Borchardt, P. Finder-Stone, and B. Silk volunteered to serve on the subcommittee.

C. Runge stated that the Brown County Board of Supervisors is scheduled to take final action on the fund request on March 20. If approved, the application guidelines and materials will be distributed to potential applicants.

7. Discussion regarding the development of an ADA Transition Plan for the Green Bay Metropolitan Planning Area.

K. Mueller noted that the Federal Highway Administration (FHWA) has asked Brown County Planning Commission staff to complete an Americans with Disabilities Act (ADA) Transition Plan for transportation facilities in the Green Bay Metropolitan Planning Area.

Staff has nearly completed its transportation facility inventory. Staff is also scheduled to complete field reviews of these facilities when the snow melts.

K. Mueller stated staff intends to work with the entities responsible for the facilities (Brown County, City of Green Bay, De Pere, Allouez, etc.) to identify facilities that may not comply with ADA and discuss how and when these facilities can become compliant.

C. Runge stated that staff has already contacted these entities to find out if they have plans or other documents that demonstrate ADA compliance or strategies to become ADA compliant.

8. Discussion regarding the status of the Brown County Mobility Management Coordinator position.

C. Runge noted that Mobility Coordinator Jennifer Hallam-Nelson retired and is moving back to her home state of Colorado. Green Bay Metro has posted the position and interviews will be conducted this week.

E. Fels noted that she is the contact for the Mobility Management program until a replacement is hired.

9. Round robin discussion about specialized transportation services in Brown County.

C. Giesen expressed appreciation to Curative Connections¹ for providing approximately 5,400 rural trips in 2018. C. Runge noted that Curative provided just under 70,000 one-way trips in 2018 throughout Brown County, and that the number of trips to and from the rural area increased from approximately 1,700 in 2017 to more than 5,400 in 2018.

C. Giesen also noted that the ADRC staff has been receiving complaints regarding MTM². Clients are reporting excessive wait times, inability of MTM to locate a provider for requested trips, and using county

¹ Discussion under this item is in regard to the transportation program offered by Curative Connections as of July 1, 2015. Prior to this date, the service was provided by the Lakeland Chapter of the American Red Cross. The program offers demand-response transportation services to seniors and qualifying individuals with disabilities with use of a small-medium bus, van, or sedan in all of Brown County.

² MTM is the private transportation broker hired by the Wisconsin Department of Health Services to coordinate Non-Emergency Medical Transportation (NEMT) services for qualifying Medicaid and BadgerCare Plus clients.

rescue (a high-level and high cost service) to provide trips in non-emergency situations.

Discussion occurred regarding the Wisconsin Department of Health Services' decision to offer the next transportation contract to LogistiCare instead of MTM. Many private transportation providers who may have provided service under agreement with MTM have not signed a contract for 2019 and are waiting for LogistiCare to take over the program (which will not occur until later in 2019). In the meantime, MTM is unable to find a providers for many eligible trips.

S. Birmingham stated she uses MTM to broker her medical trips. S. Birmingham stated that the drivers have used inappropriate language (not sensitive to persons with disabilities) and have displayed other unprofessional behavior.

S. Birmingham stated she also uses MV³ and commended several of MV's drivers for their professionalism.

C. Giesen stated that ADRC clients are having a difficult time scheduling social trips with Curative (Note: medical- and employment-related trips can be made weeks in advance whereas social trips can only be made with 24 hours advance notice).

C. Giesen asked that the Brown County Voucher Program⁴ be expanded on an as-needed basis to accommodate individuals when Curative cannot provide rides.

D. Misovec and T. Whetung of Curative Connections addressed this issue. Currently, several of the paid drivers are out on medical leave and volunteer drivers have been filling in for them. Fewer drivers results in less capacity to provide trips. However, Curative will be adding two new part-time paid drivers in the near future and anticipates that the drivers will return from medical leave in the near future. Curative is always looking for volunteer drivers. Curative currently uses six paid drivers and approximately 22-24 volunteers per shift.

S. Birmingham asked the committee to clarify the differences between Curative Connections and Green Bay Metro's paratransit service. The following information was provided:

Curative Connections	Green Bay Metro Paratransit Program
<u>Eligibility:</u> Age 60+ and older and/or qualifying disability.	<u>Eligibility:</u> Qualifying disability only. Age does not determine eligibility.
<u>Service Area:</u> Provides service in all of Brown County.	<u>Service Area:</u> Provides service within ¾ mile of fixed route bus system in communities that financially participate in the system including Green Bay, De Pere, Allouez, Ashwaubenon, and Bellevue.
<u>Trip Purpose:</u> Can prioritize based on trip purpose. Top priority given to medical and employment. If trip purpose is social, Curative will accommodate if there is an opening in the schedule.	<u>Trip Purpose:</u> Cannot prioritize. Must accept every trip request per ADA law.

³Discussion is in regard to the paratransit program offered by Green Bay Metro to qualifying clients under contract with MV Transportation, a private transportation company.

⁴ The Brown County Voucher Program offers qualifying individuals vouchers at 50% of the face value. The vouchers can be used to pay for rides on private-pay services, such as specialized ADA accessible transport companies and taxi cabs. For example, a qualified individual can buy a \$20 voucher for \$10. The voucher can then be used for rides with participating private pay providers of their choice when paratransit and Curative Connections are not in service. The provider will collect the voucher when the ride occurs, then submit the voucher to the Mobility Coordinator. The provider will be reimbursed the face value of the voucher.

3

<u>Drivers:</u> Service dependent on 100+ volunteer drivers and limited paid staff.	<u>Drivers:</u> All paid drivers.
<u>Hours of Operation:</u> M-F: 8:00 a.m. to 5:00 p.m. No weekends.	<u>Hours of Operation:</u> M-F: 5:15 a.m. – 9:45 p.m. Saturday 7:15 a.m. to 6:45 p.m.

E. Fels noted that individuals continue to purchase travel vouchers through the Mobility Management Program.

L. Conard noted that Governor Tony Evers, Transportation Secretary Craig Thompson, and state legislators took a tour of the Green Bay Metro facility and rode a bus on Monday, March 4. This allowed Green Bay Metro Transit Director Patty Kiewiz the opportunity to discuss operating and capital funding issues transit systems face throughout Wisconsin.

10. Other matters.

The tentative TCC meeting schedule for 2019 is as follows:

Monday, June 10, 2019
Monday, September 9, 2019
Monday, December 2, 2019

Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:15 a.m.

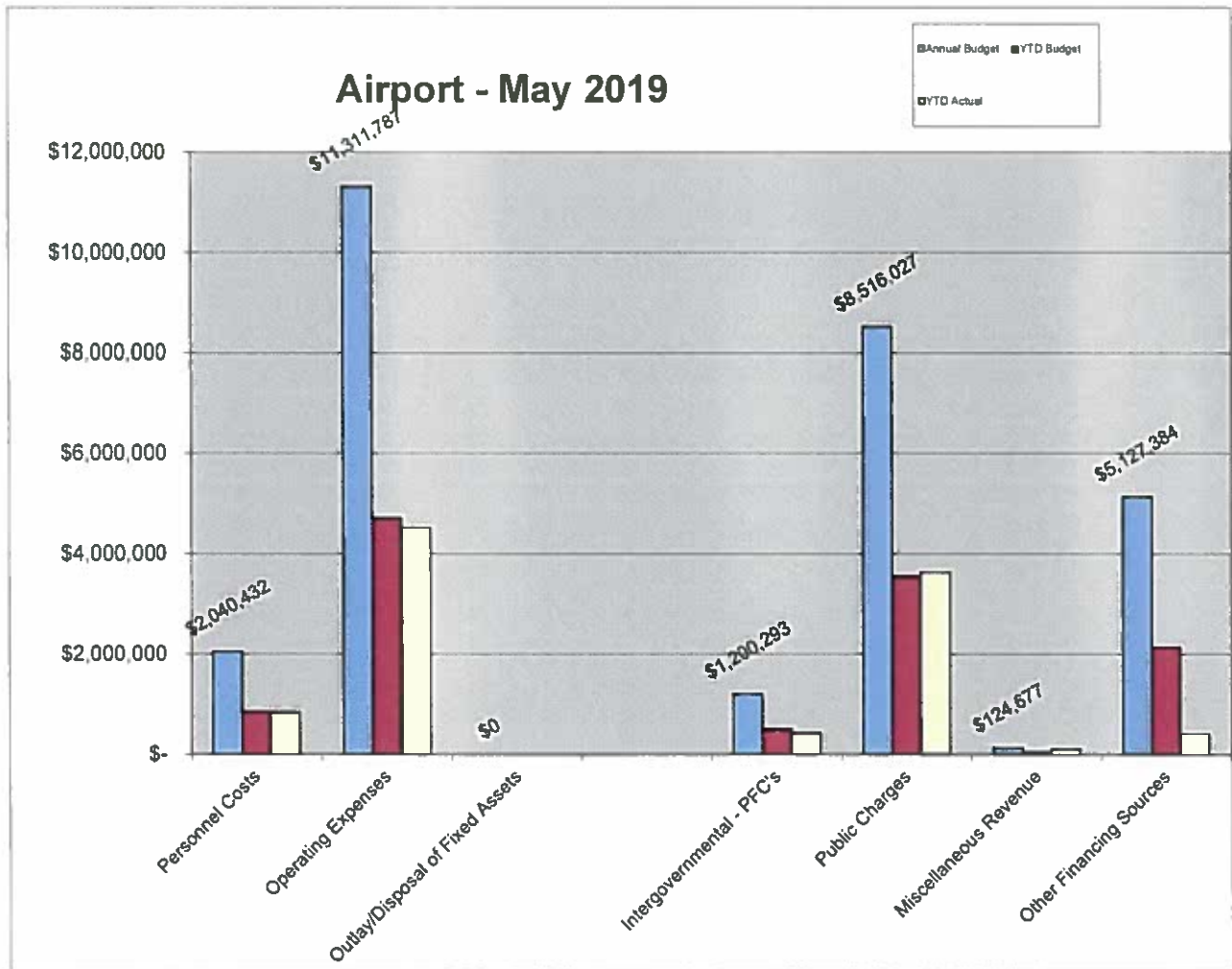
11. Adjourn.

The meeting adjourned at 11:02 a.m.

**Brown County
Airport
Budget Status Report
May-19**

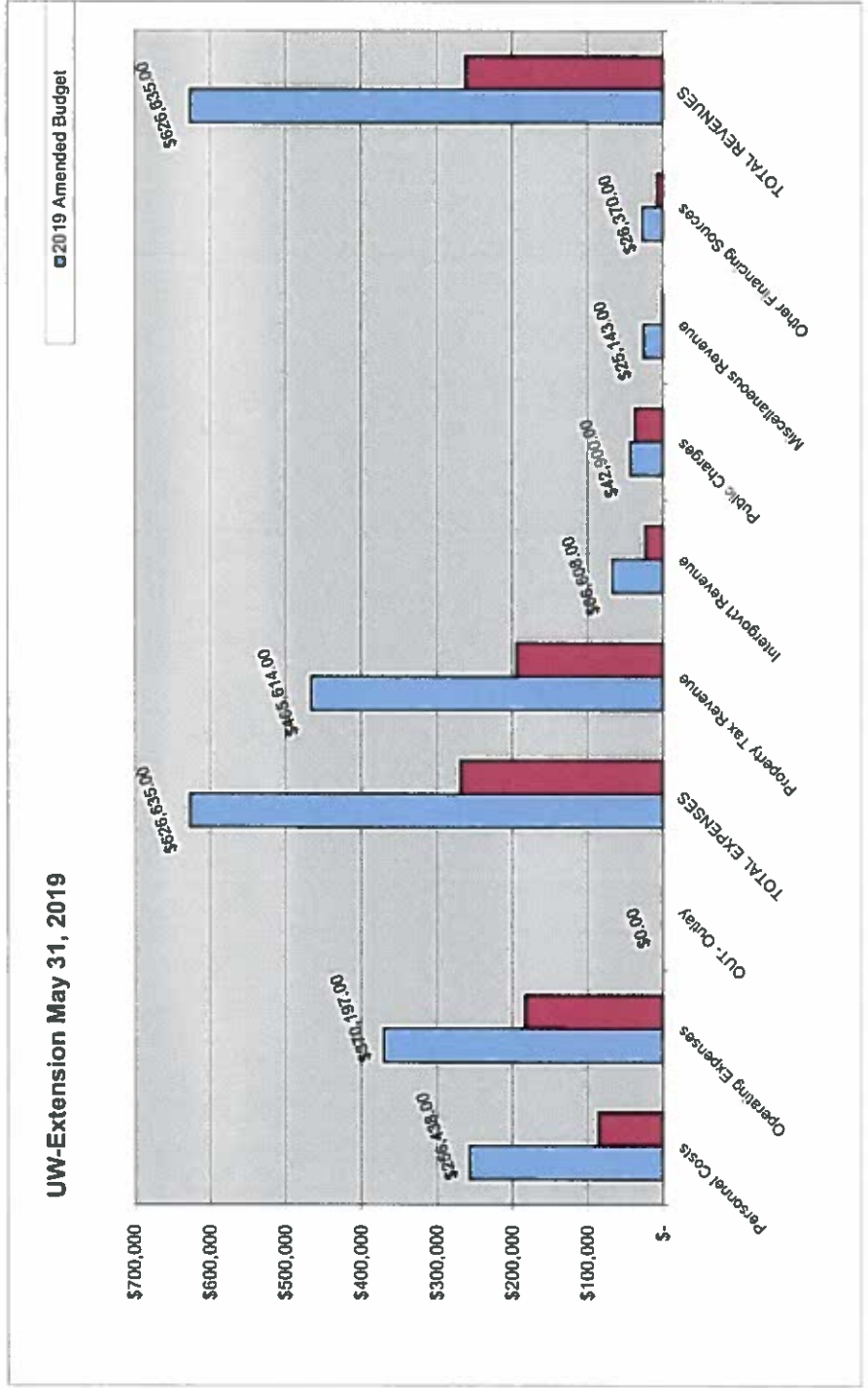
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	\$2,040,432	\$850,180	\$835,599
Operating Expenses	\$11,311,787	\$4,713,245	\$4,512,310
Outlay/Disposal of Fixed Assets	\$0	\$0	\$0
Intergovernmental - PFC's	\$1,200,293	\$500,122	\$421,167
Public Charges	\$8,516,027	\$3,548,345	\$3,624,047
Miscellaneous Revenue	\$124,677	\$51,949	\$102,765
Other Financing Sources	\$5,127,384	\$2,136,410	\$404,530

HIGHLIGHTS
 Operating Expenses are tracking about 10% below budget.
 Public Charges (Revenue) are up slightly over budget.
 May 2019 passenger traffic was up 14.6% over May 2018.
 YTD passengers are up 4.5% over 2018.



Brown County UW-Extension
Unaudited
May 31, 2019

	<u>2019 Amended Budget</u>	<u>2019 YTD Transactions</u>	<u>2018 Amended Budget</u>	<u>2017 YTD Transactions</u>
Personnel Costs	\$256,438.00	\$85,324.59	\$246,287.00	\$197,698.51
Operating Expenses	\$370,197.00	\$183,307.02	\$378,315.00	\$364,834.80
OUT- Outlay	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL EXPENSES	\$626,635.00	\$268,631.61	\$624,602.00	\$562,533.31
Property Tax Revenue	\$465,614.00	\$194,005.85	\$473,697.00	\$473,697.00
Intergov't Revenue	\$66,608.00	\$22,849.61	\$43,111.00	\$49,106.20
Public Charges	\$42,900.00	\$36,626.39	\$47,890.00	\$49,097.59
Miscellaneous Revenue	\$25,143.00	\$725.03	\$35,365.00	\$14,732.89
Other Financing Sources	\$26,370.00	\$7,657.58	\$24,539.00	\$25,075.40
TOTAL REVENUES	\$626,635.00	\$261,864.46	\$624,602.00	\$611,709.08



Extension Brown County Report for June 2019

Extension Brown County Receives Grant

Can gardening bring people together? A Wisconsin Humanities Council Grant to Extension Brown County is expected to help address cultural differences through "Gardening- Exploring Cultural Roots." The project will bring together Brown County's diverse Hmong, Ethiopian, Mexican, and Oneida cultures using the shared tradition of gardening.

The two-hour session scheduled for later this summer will see cultural representatives and interpreters share commonly grown vegetables, gardening tools, and samples of traditional foods. By emphasizing a common link among cultures, the program will help initiate cross-cultural dialogue, while fostering a unified, healthy community.

Gardening is unique in that it's an activity enjoyed by people of all backgrounds. This provides a unique opportunity to explore and build intercultural connections, which is particularly important as we see mixed understandings and perceptions of growing community diversity. Extension Brown County will work with local partners, including The Farmory, a nonprofit that provides sustainable agriculture learning opportunities, in particular through its aquaponics farm and fish hatchery.

Extension Brown County Community Gardens serves more than 200 gardening families. Founded in 1996 with the intention of improving food security in Brown County, more than 70% of the families cultivating the Community Gardens are of low or moderate income and many are immigrants. For more information on the Brown County Community Gardens Program visit browncountycommunitygardens.org

Teen Market Garden Receives Grant

Extension Brown County partners with Advocates for Healthy Transitional Living, Brown County Health and Human Services and CASA to make available gardening opportunities for teens in foster care. The four organizations recently received a Basic Needs Giving Partnership planning grant from the Greater Green Bay Community Foundation, which includes the U.S. Venture Fund for Basic Needs, the J.J. Keller Foundation and donors of the Community Foundation.

The purpose of this grant will be to conduct a feasibility study to determine if the expansion to year round gardening is feasible. One of the partners has undeveloped indoor space which would work well for growing of greens. If the feasibility study is positive, a business plan will then be developed.

Update on the STEM Innovation Center

Work continues on the construction of the STEM Innovation Center. You can view progress by clicking this link <https://youtu.be/pwx-FBr4WeQ>

Robotics Camps

Science, technology, engineering and mathematics (STEM) drive our nation's innovation and competitiveness by generating new ideas, new companies and new industries. Did you know that over the past 10 years growth in STEM careers was three times larger than growth in non-STEM careers? Whether we realize it or not, robots are integrated into our daily lives. Surgeons, car washes, video games, manufacturers and architects use robots!

Melinda Pollen, Extension Brown County Positive Youth Educator annually co-facilitates two robotics and STEM camps hosted by UW-Green Bay. These camps were held June 10-12 and June 17-19. Campers are partnered together with youth of similar programming knowledge. Each team is provided a computer and a Lego Mindstorm NXT kit. Teams are given missions (challenges) to complete, requiring them to build a robot and develop programming to allow the robot to "solve" the real world challenges. To further connect this camp to real life practices, campers participate in a field trip to a business using robots in their business practice.

Each camp is divided into beginner and advanced divisions; instruction for beginners includes basic building and programming, and advanced divisions focus on more in-depth programming tips and pointers for success. On the final day of camp, teams compete with and against all other teams in the camp and a winner will be crowned at the end of the matches. Teams also receive awards based on the creativity, ingenuity, problem-solving, communications, and teamwork skills they demonstrate throughout the course of the camp.



Robotics-and-STEM-Session-1-094

New Employee

Ben Hoppe has been hired to fill a newly created position of 4-H Program Coordinator. He will provide oversight to the 4-H community clubs and look for opportunities to start 4-H clubs in Green Bay and surrounding urban communities.



Extension
UNIVERSITY OF WISCONSIN-MADISON
BROWN COUNTY



An EEO/AA employer, University of Wisconsin-Madison Division of Extension provides equal opportunities in employment and programming, including Title IX and Americans with Disabilities (ADA) requirements.

Brown County - Planning
Budget Status Report
April 30, 2019

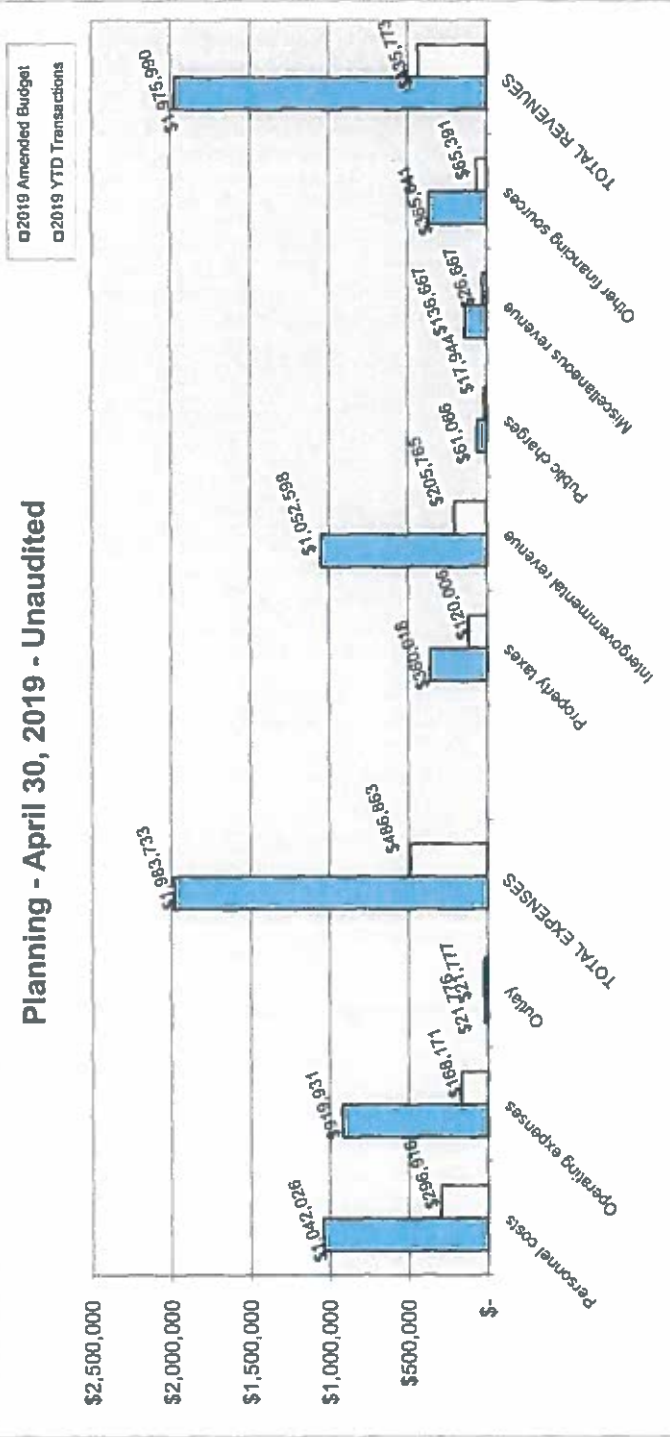
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 1,042,026	\$ 296,916	\$ 952,817	\$ 245,695
Operating expenses	\$ 918,931	\$ 168,171	\$ 838,717	\$ 157,225
Outlay	\$ 21,776	\$ 21,777	\$ 21,887	\$ -
TOTAL EXPENSES	\$ 1,983,733	\$ 488,863	\$ 1,813,421	\$ 402,920
Property taxes	\$ 360,018	\$ 120,006	\$ 363,314	\$ 121,105
Intergovernmental revenue	\$ 1,052,598	\$ 205,765	\$ 963,731	\$ 208,404
Public charges	\$ 61,066	\$ 17,944	\$ 54,500	\$ 22,525
Miscellaneous revenue	\$ 136,667	\$ 26,667	\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 65,391	\$ 384,152	\$ 52,111
TOTAL REVENUES	\$ 1,975,980	\$ 435,773	\$ 1,802,364	\$ 430,913

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

Planning - April 30, 2019 - Unaudited



Brown County - Planning
Budget Status Report
May 31, 2019

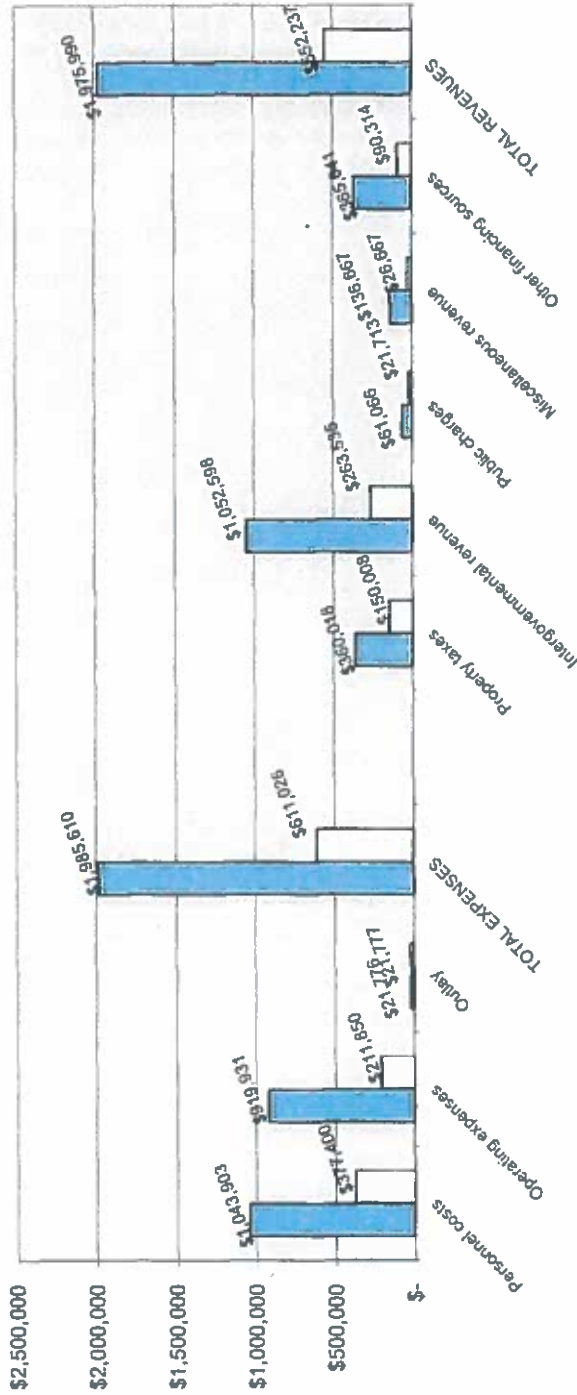
	2019 Amended		2018 YTD		2018 Amended		2018 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 1,043,903	\$ 377,400	\$ 952,817	\$ 308,884	\$ 952,817	\$ 308,884	\$ 952,817	\$ 308,884
Operating expenses	\$ 919,831	\$ 211,850	\$ 838,717	\$ 240,442	\$ 838,717	\$ 240,442	\$ 838,717	\$ 240,442
Outlay	\$ 21,776	\$ 21,777	\$ 21,887	-	\$ 21,887	\$ -	\$ 21,887	\$ -
TOTAL EXPENSES	\$ 1,985,510	\$ 611,026	\$ 1,813,421	\$ 549,326	\$ 1,813,421	\$ 549,326	\$ 1,813,421	\$ 549,326
Property taxes	\$ 360,018	\$ 150,008	\$ 363,314	\$ 151,381	\$ 363,314	\$ 151,381	\$ 363,314	\$ 151,381
Intergovernmental revenue	\$ 1,052,598	\$ 263,535	\$ 963,731	\$ 293,010	\$ 963,731	\$ 293,010	\$ 963,731	\$ 293,010
Public charges	\$ 61,066	\$ 21,713	\$ 54,500	\$ 27,275	\$ 54,500	\$ 27,275	\$ 54,500	\$ 27,275
Miscellaneous revenue	\$ 138,667	\$ 26,667	\$ 56,667	\$ 26,767	\$ 56,667	\$ 26,767	\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 90,314	\$ 364,152	\$ 52,486	\$ 364,152	\$ 52,486	\$ 364,152	\$ 52,486
TOTAL REVENUES	\$ 1,975,990	\$ 552,237	\$ 1,802,364	\$ 550,919	\$ 1,802,364	\$ 550,919	\$ 1,802,364	\$ 550,919

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

Planning - May 31, 2019 - Unaudited



Brown County - Property Listing
Budget Status Report
April 30, 2019

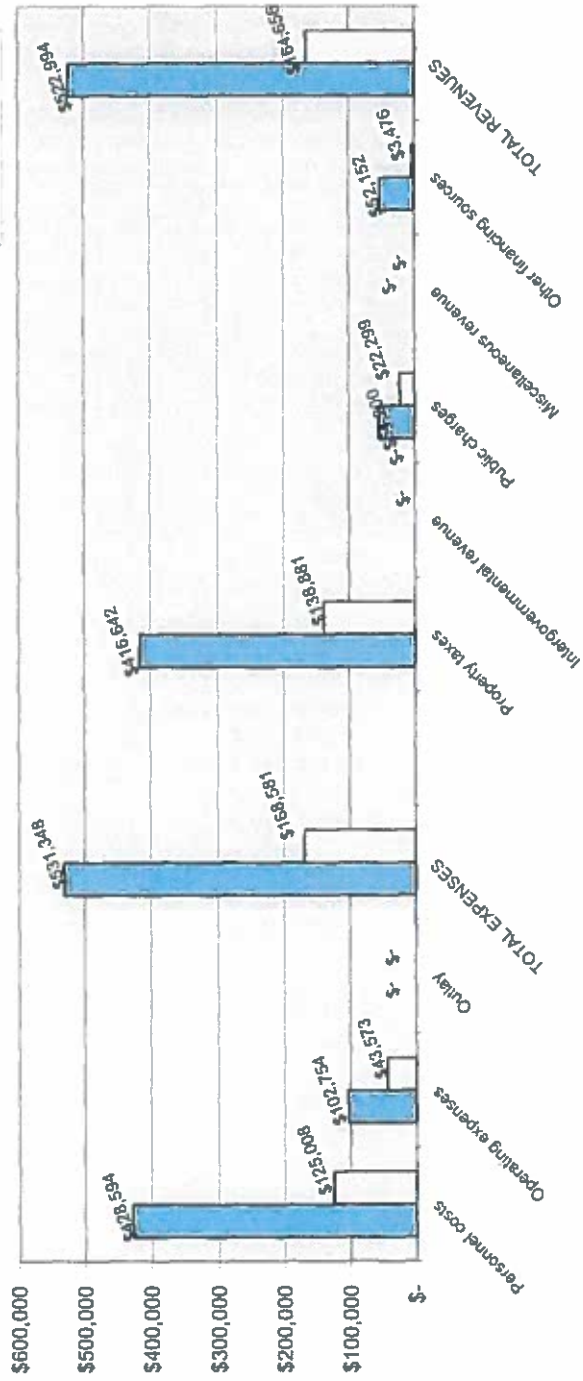
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 425,594	\$ 125,008	\$ 424,460	\$ 125,155
Operating expenses	\$ 102,754	\$ 43,573	\$ 107,376	\$ 47,767
Outlay	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 528,348	\$ 168,581	\$ 531,836	\$ 172,923
Property taxes	\$ 416,642	\$ 138,881	\$ 417,116	\$ 139,039
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 22,299	\$ 52,750	\$ 22,287
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 3,476	\$ 52,182	\$ 22,073
TOTAL REVENUES	\$ 522,994	\$ 164,656	\$ 525,048	\$ 183,698

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

Property Listing - April 30, 2019 - Unaudited



Brown County - Property Listing
Budget Status Report
May 31, 2019

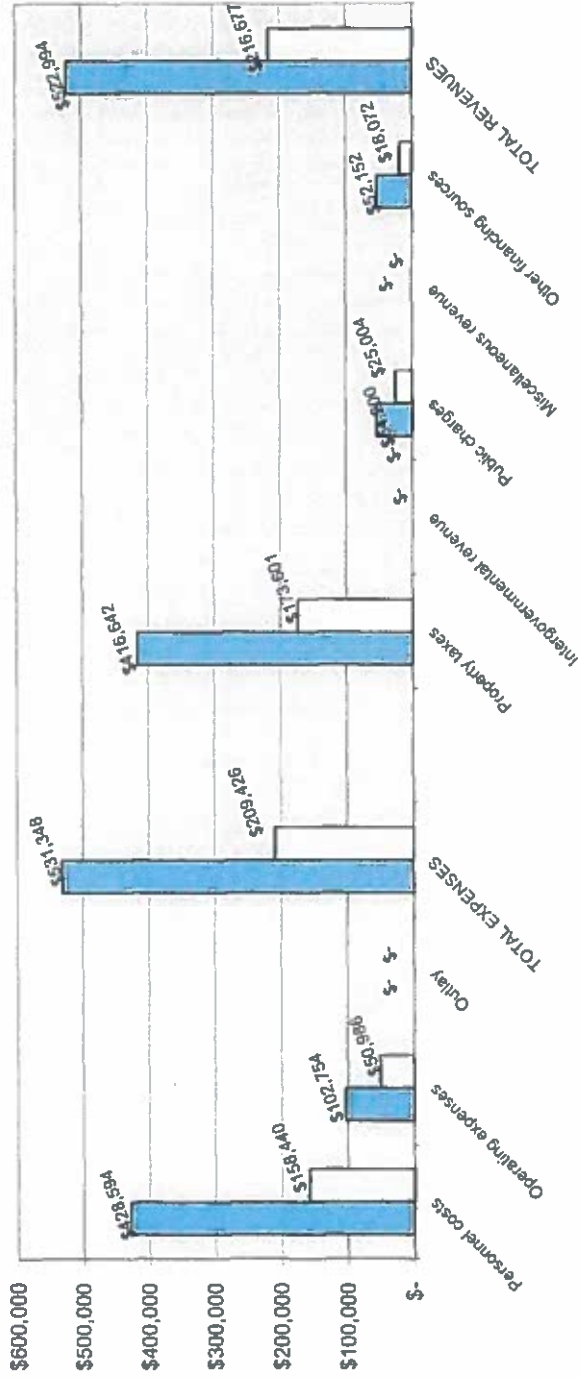
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 428,594	\$ 158,440	\$ 424,460	\$ 148,656
Operating expenses	\$ 102,754	\$ 50,986	\$ 107,376	\$ 55,416
Outlay	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 531,348	\$ 209,426	\$ 531,836	\$ 204,072
Property taxes	\$ 416,642	\$ 173,601	\$ 417,116	\$ 173,798
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 25,004	\$ 52,750	\$ 31,987
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 18,072	\$ 52,182	\$ 24,708
TOTAL REVENUES	\$ 522,994	\$ 216,677	\$ 525,048	\$ 230,793

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

Property Listing - May 31, 2019 - Unaudited



Brown County - Zoning
Budget Status Report
April 30, 2019

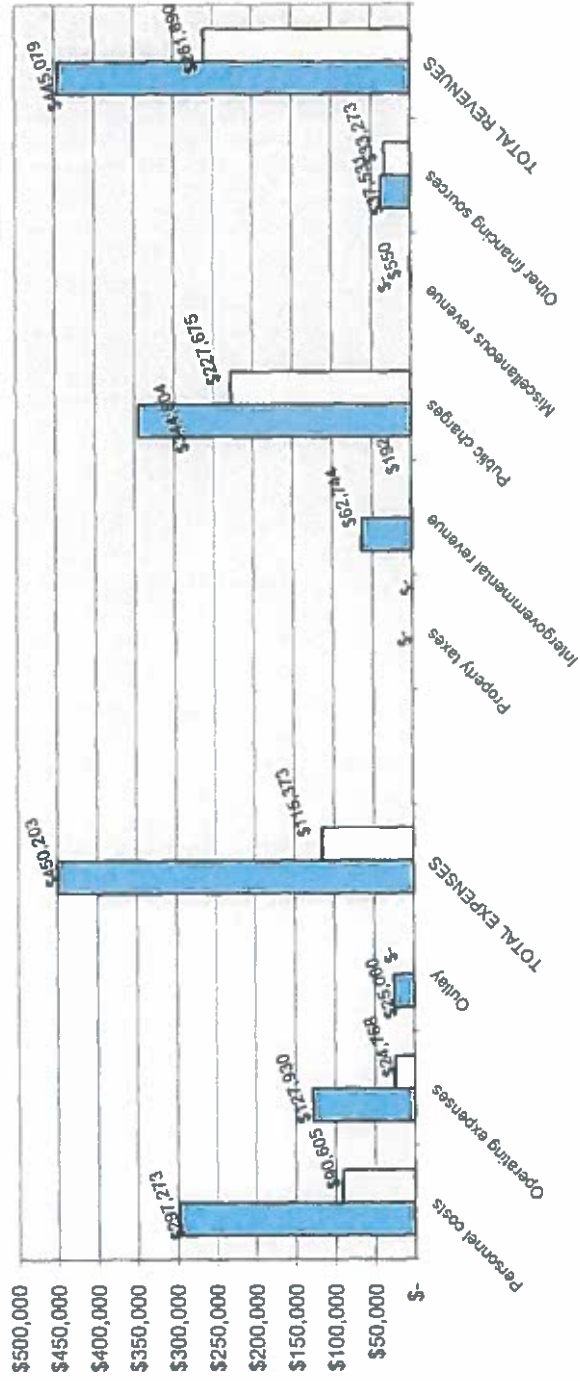
	2019 Amended Budget	2018 Amended Budget	2019 YTD Transactions	2018 YTD Transactions
Personnel costs	\$ 297,273	\$ 90,605	\$ 90,605	\$ 82,396
Operating expenses	\$ 127,930	\$ 24,768	\$ 24,768	\$ 29,492
Outlay	\$ 25,000	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 450,203	\$ 115,373	\$ 115,373	\$ 111,888
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 62,744	\$ 192	\$ 192	\$ -
Public charges	\$ 344,804	\$ 227,675	\$ 227,675	\$ 228,430
Miscellaneous revenue	\$ -	\$ 550	\$ 550	\$ 550
Other financing sources	\$ 37,531	\$ 33,273	\$ 33,273	\$ 968
TOTAL REVENUES	\$ 445,079	\$ 281,690	\$ 281,690	\$ 229,948

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

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

Zoning - April 30, 2019 - Unaudited



Brown County - Zoning
Budget Status Report
May 31, 2019

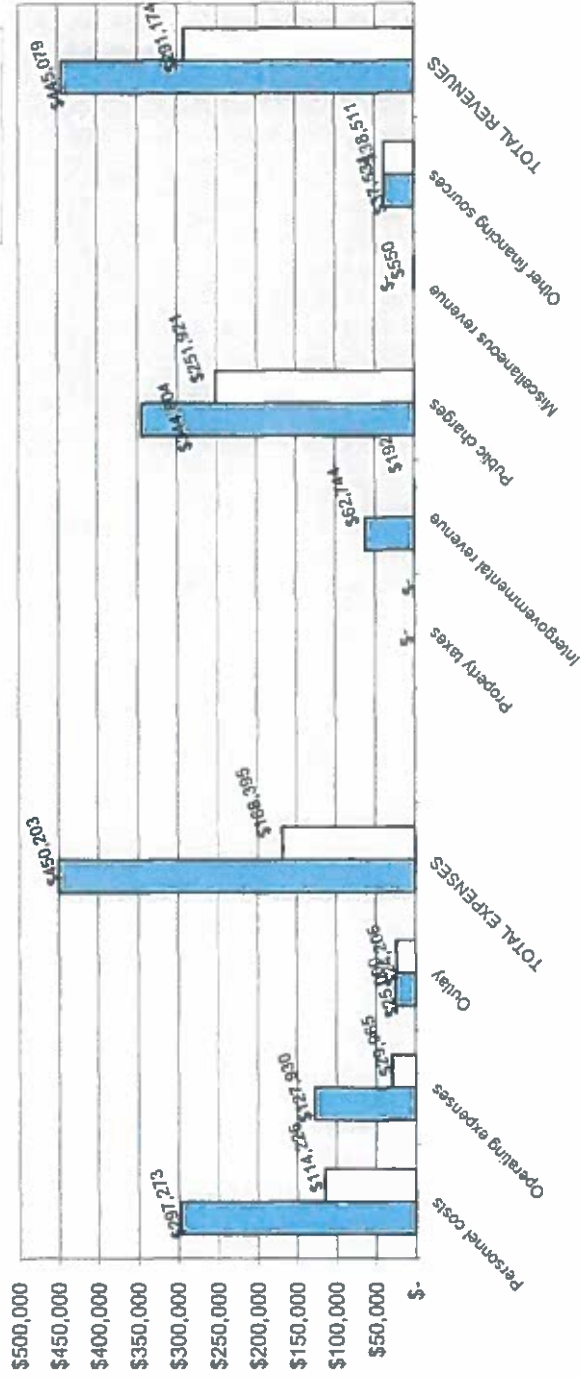
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 297,273	\$ 114,226	\$ 298,699	\$ 105,421
Operating expenses	\$ 127,930	\$ 29,965	\$ 124,561	\$ 36,248
Outlay	\$ 25,000	\$ 24,205	\$ 25,000	\$ -
TOTAL EXPENSES	\$ 450,203	\$ 168,395	\$ 448,260	\$ 141,669
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 62,744	\$ 192	\$ 62,502	\$ -
Public charges	\$ 344,804	\$ 251,921	\$ 368,282	\$ 252,189
Miscellaneous revenue	\$ -	\$ 550	\$ -	\$ 550
Other financing sources	\$ 37,531	\$ 38,511	\$ 13,308	\$ 1,201
TOTAL REVENUES	\$ 445,079	\$ 291,174	\$ 444,092	\$ 253,940

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, 2019 - Unaudited



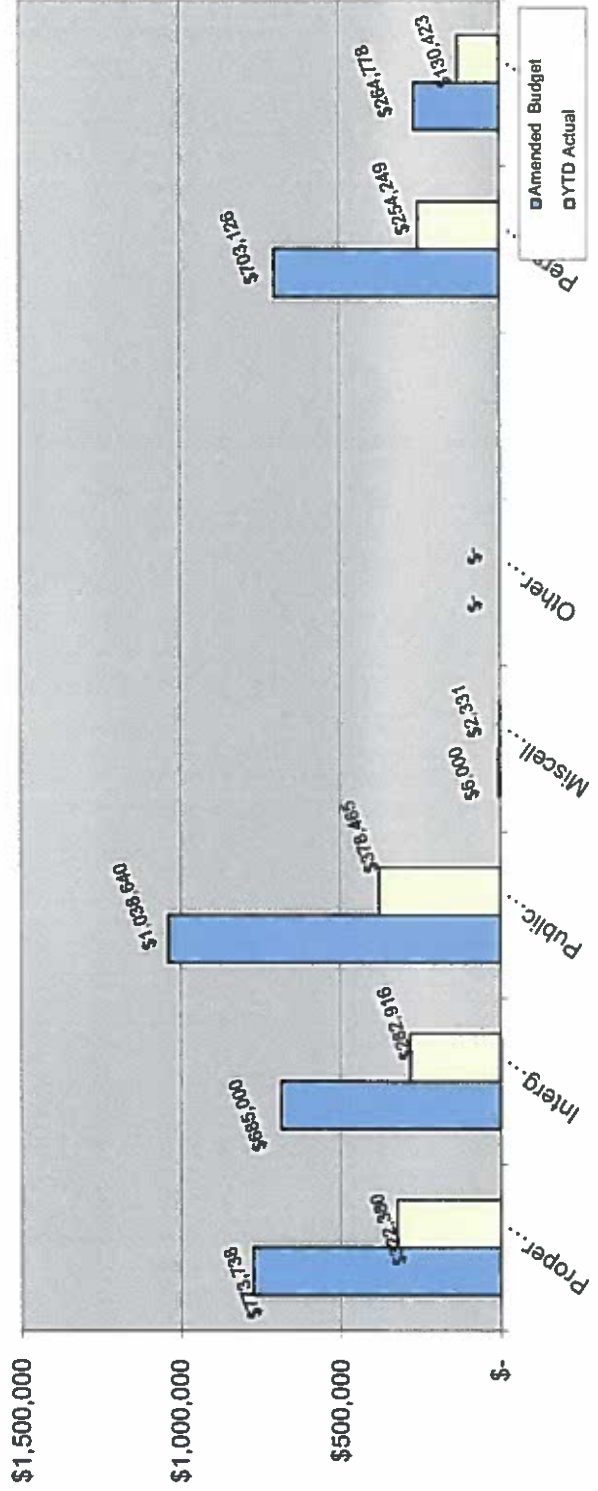
Brown County
Register of Deeds
Budget Status Report (Unaudited)
Fiscal year through 05/31/2019

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated
Revenues: All categories are progressing as anticipated

	Amended Budget	YTD Actual	Percent of Budget
Property Taxes	\$ 773,738	\$ 322,380	41.7%
Intergovernmental Rev	\$ 685,000	\$ 282,916	41.3%
Public Charges	\$ 1,038,640	\$ 378,465	36.4%
Miscellaneous Rev	\$ 6,000	\$ 2,331	38.9%
Other Financing Sources	\$ -	\$ -	0.0%
Personnel Costs	\$ 703,126	\$ 254,249	36.2%
Operating Exp	\$ 264,778	\$ 130,423	49.3%

Register of Deeds - Through 05/31/2019 Unaudited



19-051

BUDGET ADJUSTMENT REQUEST

- | <u>Category</u> | <u>Approval Level</u> |
|---|---|
| <input type="checkbox"/> 1 Reallocation from one account to another in the same level of appropriation | Dept Head |
| <input type="checkbox"/> 2 Reallocation due to a technical correction that could include: <ul style="list-style-type: none"> • Reallocation to another account strictly for tracking or accounting purposes • Allocation of budgeted prior year grant not completed in the prior year | Director of Admin |
| <input type="checkbox"/> 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 |
| <input type="checkbox"/> 4 Any change in appropriation from an official action taken by the County Board (i.e., resolution, ordinance change, etc.) | County Exec |
| <input type="checkbox"/> 5 a) Reallocation of <u>up to 10%</u> of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts). | Admin Comm |
| <input type="checkbox"/> 5 b) Reallocation of <u>more than 10%</u> of the funds originally appropriated between any of the levels of appropriation. | Oversight Comm
2/3 County Board |
| <input checked="" type="checkbox"/> 6 Reallocation between two or more departments, regardless of amount | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 7 Any increase in expenses with an offsetting increase in revenue | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 8 Any allocation from a department's fund balance | Oversight Comm
2/3 County Board |
| 9 Any allocation from the County's General Fund (requires separate Resolution)
<i>After County Board approval of the resolution, a Category 4 budget adjustment must be prepared.</i> | Oversight Comm
Admin Committee
2/3 County Board |

Justification for Budget Change:

This budget adjustment is to use a portion of the 2019 Contingency funding to obtain an estimate for the potential Courthouse Security project per the PD&T Committee action taken on June 3, 2019.

Fiscal Impact*: \$10,000

Contingency Fund Balance \$293,000

**Enter \$0 if reclassifying previously budgeted funds. Enter actual dollar amount if new revenue or expense.*

<u>Increase</u>	<u>Decrease</u>	<u>Account #</u>	<u>Account Title</u>	<u>Amount</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.054.038.5708	Facilities Professional Services	\$10,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.054.038.9004	Facilities Intrafund Transfer In	\$10,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.090.9005	General Government Intrafund Transfer Out	\$10,000
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.090.5394	General Government Contingency	\$10,000
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			

20 6/11/19

AUTHORIZATIONS

Paul [Signature]
 Signature of Department Head

Department: Public Works

Date: 6/11/19

[Signature]
 Signature of DOA or Executive

Date: 7/1/19



SPEED STUDY CTH KB (NORTH AVENUE) FROM I-43 NORTH BOUND RAMP TO CTH R

Purpose

The purpose of this study is to determine a reasonable and prudent speed limit on CTH KB (North Avenue) from the I-43 north bound (NB) ramp to CTH R by using data driven decisions and sound traffic engineering principles.

The Village of Denmark has passed Resolution No. 01-2018, requesting that the speed limit on CTH KB be reduced from 35 miles per hour to 25 mile per hour. The requested speed limit change would take place concurrently with the reconstruction of CTH KB and the construction of the Village of Denmark Business Development Corridor.

Background Information

Wisconsin State Statute Section 346.57(4) defines speed limits for all public roadways based on factors that include surrounding land use, roadway jurisdiction, and roadway type. These speed limits, referred to as statutory speed limits, are summarized in Table 1.

While state statute establishes speed limits for roadways, Section 349.11 also gives local government the authority to change the speed limit on the local road system within the constraints identified in Table 1. WisDOT approval is required for proposed changes to speed limits that are outside the constraints identified in Table 1.

According to Brown County Corporation Counsel:

In order to modify a speed limit in Wisconsin, a speed study must be conducted and the results of the speed study must support the proposed modification, or it cannot legally be done (see Wis Stat. Sec. 349.11, entitled "Authority to modify speed restrictions," which requires that speed limit modifications be based on ". . .an engineering and traffic investigation. . .," more commonly known as a speed study).

In accordance with the Wisconsin Transportation Bulletin No. 21, engineering studies should include the following:

- 85th Percentile Speed
- Reported Accidents
- Development / Driveway Access
- Sight Distances
- Road Geometrics

- Parking and Pedestrian/Bicycle Conflicts
- Pavement Surface
- Enforcement Level

Existing and Proposed Roadway

CTH KB (North Avenue) from the I-43 NB ramp to CTH R is located in the Village of Denmark.

This portion of CTH KB (North Avenue) is 0.35 miles long and is classified as a rural major collector. The average annual daily traffic (AADT) is 7,300 vehicles.

This segment of CTH KB (North Avenue) is currently under construction and is anticipated to be completed in August 2019. After reconstruction is complete there will be a right turn lane from CTH KB (North Avenue) onto Bohemia Drive, and a roundabout located at a new roadway approximately 400 feet east of Bohemia Drive. The existing road cross section of an asphalt roadway with curb and gutter, two 12-foot lanes, and a two-way-left-turn lane (TWTL) will be maintained (outside the roundabout).

The existing pavement (outside of the reconstruction limits) was evaluated in 2019 and has a Pavement Surface Evaluation and Rating (PASER) of 7. The newly constructed pavement on CTH KB (North Avenue) will be rated a 10. The rating system is based on a scale of 1 to 10 with a 10 rating being excellent condition (newly placed pavement) and a 1 rating being failed condition.

The existing speed limit is posted 35 mph. The speed limit east of the speed study area is 25 mph. CTH KB changes to STH 96 west of the speed study area and has a posted speed of 55 mph. The reconstructed road was designed to accommodate a 25 mph posted speed limit to match the posted speed limit east of CTH R.

Because the reconstructed roadway was designed to accommodate a 25 mph posted speed limit, the 85th percentile speed and reported accidents were not evaluated in this speed study.

Development / Driveway Access

Land use, zoning, and driveway access along a corridor is used to determine a rational speed limit based on statutory speed limits and constraints identified in Table 1. It also can play a significant role in driver expectancy and vehicle speeds along the roadway.

The property along CTH KB (North Avenue) in the Village of Denmark is zoned residential and commercial. Upon completion of the reconstruction of the roadway, a roundabout will be located approximately 400 feet east of Bohemia Drive to accommodate a new roadway to the south.

The roadway is inside the corporate limits of the Village. Because of the building and driveway spacing this roadway is not considered an outlying district.

Building density along CTH KB (North Avenue) from the I-43 NB ramp to CTH R warrants a reduction in speed, especially with the addition of a new roadway access point.

Road Geometrics/Sight Distance

The design speed of a roadway is considered when developing a recommended speed limit. This is the highest safe speed for which the road was designed.

The reconstructed roadway was designed to accommodate 25 mph posted speed limit. Also the addition of a roundabout acts as a traffic calming measure.

Roadway reconstruction was designed to accommodate 25 mph posted speed limit.

Parking and Pedestrian/Bicycle Conflicts

On-street parking, pedestrian and bicycle activity play a significant role in driver expectancy and vehicle speeds along a roadway.

This section of roadway has sidewalk on both sides. CTH KB is not on the current Brown County Bicycle plan, and does not accommodate on-street parking or bicycle traffic.

There are no observed parking or pedestrian/bicycle conflicts along this section of CTH R that would support a lower speed limit.

Enforcement Level

Recommended changes to the speed limit should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast.

The Brown County Sheriff's Office enforces the speed limits on the county highway system. Officers regularly patrol CTH KB as part of their route.

Recommendation

Brown County Public Works Department recommends the following speed limit change:

CTH KB (North Avenue) from the I-43 NB ramp to CTH R

- Reduce the posted speed limit from 35 mph to 25 mph after reconstruction of the roadway is complete.
- Reconstruction of the road is designed to accommodate a 25 mph posted speed limit.

See attached map for the recommended speed limit location for each section of CTH KB (North Avenue).

Table 1
Speed Limits and Authority to Change

Fixed Limits – Statute 346.57(4) ^(a)	Local Government Authority ^(b) – Statute 349.11(3) and (7) ^(a)
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 ^(c) 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 ^(d) 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 ^(e)	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 not 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.

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

References

Wisconsin Statewide Speed Management Guidelines. Wisconsin Department of Transportation Bureau of Highway Operations, Traffic Engineering Section, June 2009

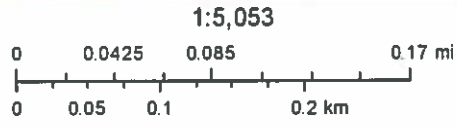
Wisconsin Transportation Bulletin No. 21, Setting Speed Limits on Local Roads. Wisconsin Transportation Information Center, 1999

Setting Appropriate Speed Limits on Wisconsin's State Highways. Wisconsin Department of Transportation.

VILLAGE OF DENMARK SPEED LIMIT LOCATION MAP



4/30/2019 12:10:13 PM



Brown County Municipalities
Brown County
Brown County W

RESOLUTION NO. 01-2018

RESOLUTION REQUESTING THAT BROWN COUNTY REDUCE THE SPEED LIMIT ON COUNTY HIGHWAY KB (DE PERE ROAD) FROM I-43 TO COUNTY HIGHWAY R FROM BOTH DIRECTIONS

BY THE VILLAGE BOARD OF THE VILLAGE OF DENMARK, WISCONSIN:

WHEREAS, Brown County ("the County") is the governing authority in establishing speed limits on County Highways within the Village of Denmark ("the Village"); and

WHEREAS, the Village has received complaints of speeding; and

WHEREAS, the Village Board brought forth concerns of safety and welfare of pedestrians, bicyclists and motorists in the area of the business district on County KB from I-43 to County Highway R.

WHEREAS, the current speed limit on County KB from I-43 to County Highway R is posted at 35 miles per hour in the business district area; and

WHEREAS, the Village believes the proposed business development adjacent to County Highway KB (De Pere Road) near its intersection of Bohemia Drive, will result in an increase in vehicular traffic on said roadway, creating potential safety issues relative to the speed of the traffic on said roadway.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of the Village of Denmark, Brown County, Wisconsin does hereby request that the County reduce the speed limit on County Highway KB (De Pere Road) to 25 miles per hour.

Adopted this 5th day of February, 2018



Gregory D. Mleziva, Village Board President

Attest:



Sherri M. Konkol, Village Clerk



Legend

Functional Classification System

- Principal Arterial
- Collector
- Collector Non-WISLR Cert
- Minor Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Future Minor Arterial
- Future Collector
- Local

Approved 2010 Urbanized Area





+
-
□
□
□
Find address or place 🔍

Site:050321

Site Type: ● Short Duration

AADT: 7,300 (Final)

AADT Date: 6/18/2018

County: Brown

Location: CTH KB BTWN L 408 & 6TH R DENMARK

[Street View](#) Lat,Long: 44.35,-87.84

AADT History

Most recent on left. Hover over bar to show date and AADT.

Year	AADT
2018	7,300
2017	6,000
2016	6,500
2015	6,000

[Zoom to](#)

2,400

7,300

830

600ft

87°48'01"W 44°21'21"N

12

Pavement Rating	Rating Year	County - Municipal Code	Current Pavement Rating and Year	Surface			Units (F = Feet/ M = Miles)	On Route		At Route		Toward Route			Section Length	Local ID (Optional Field)
				Type	Year	Width		Name (Includes prefix, name, type, suffix and extension)	At Municipal Location	Name (Includes prefix, name, type, suffix and extension)	At Offset	Toward Municipal Location	Name (Includes prefix, name, type, suffix and extension)	Toward Offset (Optional Field)		
8		05000	8 (2017)	70	2008	40	F	CTH JJ	05106	London Rd	0		Juneberry Dr / Spring Creek Cir	0	370	1294
8		05000	8 (2017)	70	2008	40	F	CTH JJ		Juneberry Dr / Spring Creek Cir	0		Bluemoon Dr / Spring Creek Cir	0	950	1295
8		05000	8 (2017)	70	2008	40	F	CTH JJ		Bluemoon Dr / Spring Creek Cir	0		Emerald Dr / Holl Dr	0	581	1298
8		05000	8 (2017)	70	2008	40	F	CTH JJ		Emerald Dr / Holl Dr	0	05106	Ontario Rd (2)	0	897	1297
8		05000	8 (2017)	70	2008	40	F	CTH JJ	05106	Ontario Rd (2)	0	05106	Ontario Rd (1)	0	78	1297
8		05000	8 (2017)	70	2008	40	F	CTH JJ		CTH JJ (2) / Ontario Rd (1)	0	05106	CTH EA (2)	0	2587	1298
8		05000	8 (2017)	70	2008	40	F	CTH JJ	05106	CTH EA (2)	0		CTH EA / CTH EA (1)	0	81	1298
8		05000	8 (2017)	70	2007	30	F	CTH JJ		CTH EA / CTH JJ (2) / CTH EA (1)	0	05106	Erie Rd	0	284	1299
8		05000	7 (2017)	70	2007	30	F	CTH JJ	05106	Erie Rd	0	05106	Woodshed Ln	0	1690	1300
7		05000	7 (2017)	70	2007	30	F	CTH JJ	05106	Woodshed Ln	0	05106	S Grandview Rd	0	898	1301
7		05000	7 (2017)	70	2007	30	F	CTH JJ	05106	S Grandview Rd	0		CTH QQ / S Vandenberg Rd	0	2587	1302
7		05000	7 (2017)	70	2007	30	F	CTH JJ	05106	S Grandview Rd	2587		CTH QQ / S Vandenberg Rd	0	2693	1302
9		05000	10 (2017)	70	2015	24	F	CTH JJ		CTH QQ / S Vandenberg Rd	0	05010	Phillips Rd	0	2482	1303
9		05000	10 (2017)	70	2015	24	F	CTH JJ	05010	Phillips Rd	0	05010	Danielski Ln	0	475	1304
9		05000	10 (2017)	70	2015	24	F	CTH JJ	05010	Danielski Ln	0	05010	Phillips Rd	0	1901	1305
9		05000	10 (2017)	70	2015	24	F	CTH JJ	05010	Phillips Rd	0	05010	Micolchek Ln	0	1214	1306
4		05000	8 (2017)	70	1999	22	F	CTH JJ	05010	Micolchek Ln	0	05010	Buyarski Rd	0	3907	1307
5		05000	8 (2017)	70	1999	22	F	CTH JJ	05010	Buyarski Rd	0	05010	Alex Ln	0	2006	1308
5		05000	8 (2017)	70	1999	22	F	CTH JJ	05010	Alex Ln	0	05010	Allen Rd	0	686	1309
5		05000	8 (2017)	70	1999	22	F	CTH JJ	05010	Allen Rd	0		CTH T / S New Franken Rd	0	2640	1310
8		05000	7 (2017)	70	2008	30	F	CTH JJ		CTH T / S New Franken Rd	0	05010	Sedl Ln	0	2059	1311
8		05000	7 (2017)	70	2008	30	F	CTH JJ	05010	Sedl Ln	0	05010	S Water Division Rd	0	581	1312
8		05000	7 (2017)	70	2008	30	F	CTH JJ	05010	S Water Division Rd	0	05010	S Michiels Rd	0	2693	1313
6		05000	7 (2017)	70	2008	30	F	CTH JJ	05010	S Michiels Rd	0		CTH P / JJ Rd	0	5227	1314
7		05000	7 (2017)	70	2006	24	F	CTH JJ (2)		CTH EA / CTH JJ / CTH EA (1) / (2)	0		CTH EA / CTH EA (2) / CTH EA (1)	0	77	
7		05000	7 (2017)	70	2006	24	F	CTH JJ (2)		CTH JJ / CTH JJ (1) / Eaton Rd / (2)	0		Ontario Rd (1) / Ontario Rd (2)	0	80	
6		05000	8 (2017)	70	2004	30	F	CTH K		CTH A / Nicolet Rd	0		Scotchman Cir / Scotchman Dr	0	740	1361
6		05000	8 (2017)	70	2004	30	F	CTH K		Scotchman Cir / Scotchman Dr	0	05038	Shore Crest Trl	0	370	1361
6		05000	8 (2017)	70	2004	30	F	CTH K	05038	Shore Crest Trl	0	05038	Leanna Ln	0	1424	1360
6		05000	7 (2017)	70	2004	30	F	CTH K	05038	Leanna Ln	0	05038	Wentwock Rd	0	2534	1359
5		05000	5 (2017)	70	2004	30	F	CTH K	05038	Wentwock Rd	0		Crossover STH 57 / Slurgeon Bay	0	158	1358
7		05000	7 (2017)	65	2012	28	F	CTH K	05038	Crossover STH 57	0	05038	N Hemlock Rd	0	2450	1357
7		05000	8 (2017)	65	2012	28	F	CTH K	05038	N Hemlock Rd	0	05038	N Holland Rd	0	1320	1356
7		05000	8 (2017)	65	2012	28	F	CTH K	05038	N Holland Rd	0	05038	Conard Rd	0	8708	1355
7		05000	8 (2017)	65	2012	28	F	CTH K	05038	Conard Rd	0	05038	CTH T	0	2640	1354
5		05000	7 (2017)	65	2012	28	F	CTH K	05038	CTH T	0		Abts Rd / CTH K (2)	0	4805	1353
5		05000	7 (2017)	70	2007	28	F	CTH K		Abts Rd / CTH K (2)	0		CTH K (2) / Gravel Pit Rd / Merge	0	586	1352
5		05000	7 (2017)	70	2007	28	F	CTH K		CTH K (2) / Gravel Pit Rd / Merge	0	05014	Gomand Rd	0	2270	1351
5		05000	7 (2017)	70	2007	28	F	CTH K	05014	Gomand Rd	0		Dons Rd / Gravel Pit Rd / Renier	0	2748	1350
5		05000	7 (2017)	70	2007	28	F	CTH K		Dons Rd / Gravel Pit Rd / Renier	0	05014	Depeau Rd	0	2640	1349
5		05000	7 (2017)	70	2007	28	F	CTH K	05014	Depeau Rd	0	05014	CTH P	0	2534	1348
6		05000	7 (2017)	70	2007	28	F	CTH K	05014	CTH P	0	05014	CTH P	0	108	1347
6		05000	8 (2017)	70	2007	28	F	CTH K	05014	CTH P	0	05014	Chapel Dr	0	2904	1346
6		05000	8 (2017)	70	2007	28	F	CTH K	05014	Chapel Dr	0		County Line Rd / CTH K	0	2376	1345
7		05000	8 (2017)	75	1979	54	F	CTH KB		Connector STH 96 / Ramp IH 43	0	05116	Bohemia Dr	0	422	1057
7		05000	8 (2017)	70	2012	49	F	CTH KB	05116	Bohemia Dr	0		CTH R / N Green Bay Rd / S Gred	0	950	1056
7		05000	8 (2017)	70	2012	32	F	CTH KB	05116	Bohemia Dr	950		CTH R / N Green Bay Rd / S Gred	0	526	1056
6		05000	8 (2017)	70	2012	32	F	CTH KB		CTH R / N Green Bay Rd / S Gred	0	05116	St Claude St	0	422	1054

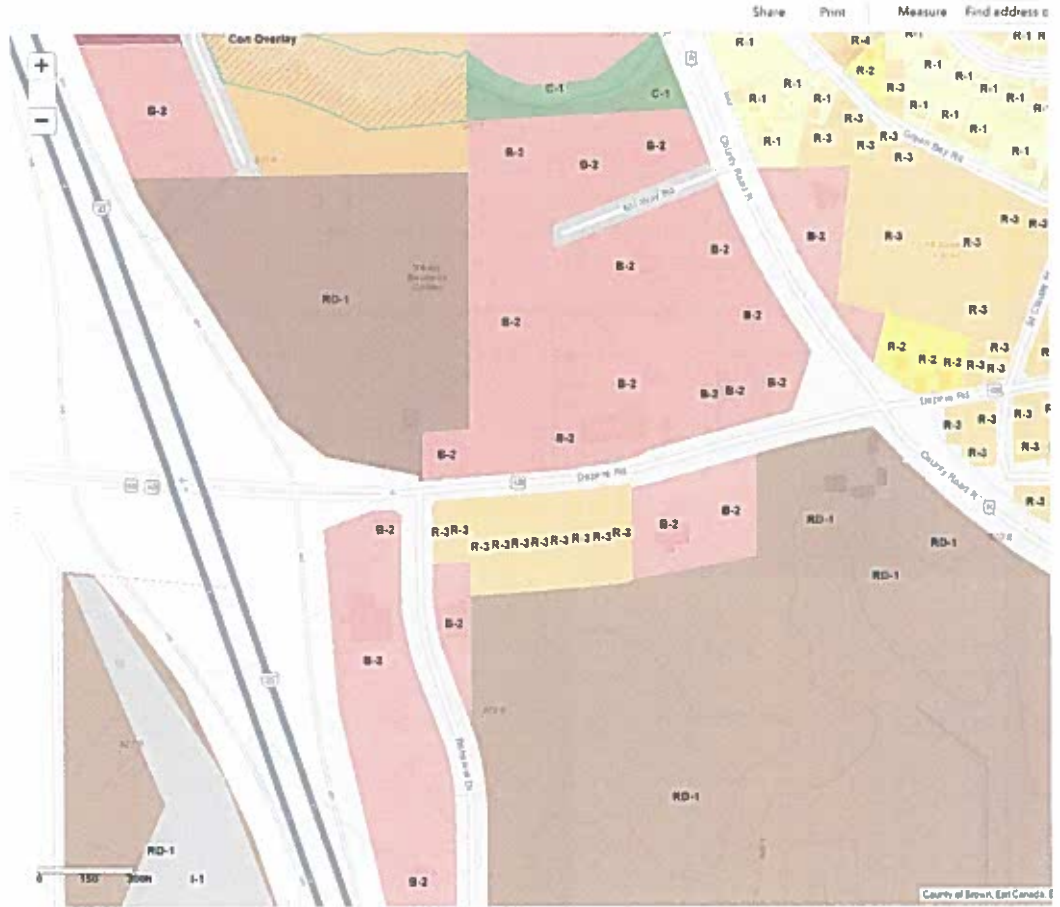
NOTE: If Previous Pavement Rating and Year column blank, previous submitted rating incompatible with surface type OR no rating data available.

12

ArcGIS Village of Denmark Current Zoning

Details Ed1 Basemap
About Content Legend

- Legend
- zoningdata
- R-1 Low Density Residential
 - R-2 Medium Density Residential
 - R-3 Varied Density Residential
 - R-4 Multi-family Residential
 - RD-1 Rural Residential
 - B-1 Central Business District
 - B-2 General Commercial
 - B-3 Highway Commercial
 - IN Institutional
 - I-1 Limited Industrial
 - I-2 Heavy Industrial
 - C-1 Conservancy
 - Conservancy Overlay
 - PDD Overlay



12

July 17, 2019

**AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003
OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES
CTH KB - VILLAGE OF DENMARK**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

Section 1 - Schedule A of Section 340.0003 of Chapter 340 is hereby amended as follows:

County Trunk Highway "KB", Village of Denmark:

Forty-five miles per hour from Maribel Road westerly to the intersection of CTH T.

Twenty-five miles per hour from the I-43 northbound ramp to the intersection of CTH "R".

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

Respectfully submitted,

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

Approved By:

COUNTY EXECUTIVE (Date)

COUNTY CLERK (Date)

COUNTY BOARD CHAIR (Date)

19-0480

Authored by: Public Works - Highway Division

Approved by: Corporation Counsel

Fiscal Note: This amendment does not require an appropriation from the General Fund. This work will be funded from the 2019 sign installation budget under the Highway Division of Public Works.

12

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 A. FONTECCHIO, P.E.
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 5/31/2019
REQUEST TO: Planning, Development & Transportation Committee
MEETING DATE: 6/24/2019
REQUEST FROM: Paul Fontecchio, Director
REQUEST TYPE: New resolution Revision to resolution
 New ordinance Revision to ordinance

TITLE: AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003
OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES
CTH KB - VILLAGE OF DENMARK

ISSUE/BACKGROUND INFORMATION:

Ensure the safety of the traveling public of Brown County. See attached Speed Study.

ACTION REQUESTED:

Recommend the PD&T Committee approve the Ordinance, to decrease the speed limit on CTH KB (North Avenue) to 25 mph between the I-43 northbound ramp and CTH R, and forward on to the County Board of Supervisors for approval and implementation.

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 No
- a. If yes, what is the amount of the impact? \$800.00 – PWD Sign Installation
- b. If part of a bigger project, what is the total amount of the project? \$ _____
- c. Is it currently budgeted? Yes No
- 1. If yes, in which account? _____ 660.044.001.5000.550
- 2. If no, how will the impact be funded? _____

COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

12

July 17, 2019

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

Ladies and Gentlemen:

**RESOLUTION AUTHORIZING COUNTY TRUNK HIGHWAY JURISDICTIONAL
REVISIONS ON COUNTY HIGHWAY EA (S. HURON ROAD), IN THE VILLAGE OF
BELLEVUE, BROWN COUNTY**

WHEREAS, Section 83.025 of the Wisconsin Statutes authorizes the County Board to make changes in the County Trunk Highway System if it deems that the public good is best served thereby, and such revisions to the highway system require the consent of the Wisconsin Department of Transportation and approval of the governing body of the city, village or town in which the proposed change is located; and

WHEREAS, to improve the County Trunk Highway System in providing a direct route from STH 29 to STH 54/57, and for reasons of public safety, Brown County entered into municipal agreements with the Village of Bellevue and the State of Wisconsin to cost share the construction of a new three lane asphalt roadway on S. Huron Road from STH 29 to Willow Road (0.50 miles); and

WHEREAS, as part of the municipal agreement dated January 1, 2015, the Village of Bellevue and Brown County agreed to jurisdictionally transfer 0.50 miles of the existing Village street to the County Highway System upon completion of the roadway construction.

NOW, THEREFORE, BE IT RESOLVED, that the segment of S. Huron Road from STH 29 to Willow Road be added to the County Trunk Highway System; and

BE IT FURTHER RESOLVED that, upon adoption of this resolution, the County Clerk will submit two (2) copies to the Wisconsin Department of Transportation, Northeast Region, Green Bay, for approval, and that this resolution shall take effect upon completion of the

improvement project and upon receipt of appropriate action from the Village of Bellevue evidencing their concurrence with this resolution.

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

Respectfully submitted,

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

Approved By:

TROY STRECKENBACH
COUNTY EXECUTIVE

Date Signed: _____

19-50R

Authored by: Public Works - Highway Division
Final Draft Approved by Corporation Counsel

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				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SJENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast _____

Motion: Adopted _____ Defeated _____ Tabled _____

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 A. FONTECCHIO, P.E.
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 6/4/2019
REQUEST TO: Planning, Development & Transportation Committee
MEETING DATE: 6/24/2019
REQUEST FROM: Paul Fontecchio, Director
REQUEST TYPE: New resolution Revision to resolution
 New ordinance Revision to ordinance

TITLE: RESOLUTION REGARDING THE JURISDICTIONAL TRANSFER OF S. HURON ROAD FROM THE VILLAGE OF BELLEVUE

ISSUE/BACKGROUND INFORMATION:

Brown County has entered into municipal agreements with the Village of Bellevue and with the State of Wisconsin to cost share the construction of a new three lane asphalt roadway on S. Huron Road from STH 29 to Willow Road (0.50 miles).

This is the final segment of S. Huron Road to be improved as part of a 5.8 mile arterial link between STH 29 and STH 54/57.

As part of the municipal agreement, dated January 1, 2015, the Village of Bellevue and Brown County agreed to jurisdictionally transfer 0.50 miles of the existing Village street to the County Highway System upon completion of the roadway construction.

ACTION REQUESTED:

Requesting approval by the Planning, Development & Transportation (PD&T) Committee at the June 24, 2019, PD&T meeting and to forward on to the County Board of Supervisors for approval and implementation.

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 No
- a. If yes, what is the amount of the impact? \$843,484 – County Cost Share of Design, R/W, and Construction
- b. If part of a bigger project, what is the total amount of the project? \$843,484
- c. Is it currently budgeted? Yes No
- 1. If yes, in which account? 440.044.6182.200
- 2. If no, how will the impact be funded? _____

COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

13

July 17, 2019

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

Ladies and Gentlemen:

**RESOLUTION AUTHORIZING COUNTY TRUNK HIGHWAY
JURISDICTIONAL REVISIONS ON COUNTY HIGHWAY U,
IN THE TOWN OF PITTSFIELD, BROWN COUNTY**

WHEREAS, Section 83.025 of the Wisconsin Statutes authorizes the County Board to make changes in the County Trunk Highway System if it deems that the public good is best served thereby, and such revisions to the highway system require the consent of the Wisconsin Department of Transportation, and approval of the governing body of the city, village or town in which the proposed change is located; and

WHEREAS, to improve the County Trunk Highway System for reasons of public safety and efficiency, Brown County entered into municipal agreements with the Village of Hobart, Village of Howard, and the State of Wisconsin to cost share the construction of a new interchange on STH 29 at CTH VV, and the removal of the intersection of CTH U (N. County Line Road) with STH 29 [see attached Jurisdictional Transfer Map for additional information]; and

WHEREAS, CTH U from STH 29 to Glendale Avenue will be eliminated.

NOW, THEREFORE, BE IT RESOLVED that the 2.98 mile segment of CTH U from Glendale Avenue to CTH C be removed from the County Trunk Highway System and jurisdictionally transferred to the Town of Pittsfield; and

BE IT FURTHER RESOLVED that, upon adoption of this resolution, the County Clerk will submit two (2) copies to the Wisconsin Department of Transportation, Northeast Region, Green Bay, for approval, and that this resolution shall take effect upon completion of the

improvement project and upon receipt of appropriate action from the Town of Pittsfield evidencing their concurrence with this resolution.

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

Respectfully submitted,

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

Approved By:

TROY STRECKENBACH
COUNTY EXECUTIVE

Date Signed: _____

19-052R
 Authored by: Public Works - Highway Division
 Final Draft Approved by Corporation Counsel

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				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LJUND	25				
DENEYS	26				

Total Votes Cast _____

Motion: Adopted _____ Defeated _____ Tabled _____

14

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 A. FONTECCHIO, P.E.
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 6/4/2019
REQUEST TO: Planning, Development & Transportation Committee
MEETING DATE: 6/24/2019
REQUEST FROM: Paul Fontecchio, Director
REQUEST TYPE: New resolution Revision to resolution
 New ordinance Revision to ordinance

TITLE: RESOLUTION REGARDING THE JURISDICTIONAL TRANSFER OF CTH U TO THE TOWN OF PITTSFIELD

ISSUE/BACKGROUND INFORMATION:

Brown County has entered into municipal agreements with the Village of Hobart, Village of Howard, and State of Wisconsin to cost share the construction of a new interchange on STH 29 at CTH VV and the removal of the intersection of CTH U with STH 29.

CTH U from STH 29 to Glendale Avenue will be eliminated. The 2.98 mile segment of CTH U from Glendale Avenue to CTH C will be removed from the County Trunk Highway System and jurisdictionally transferred to the Town of Pittsfield.

ACTION REQUESTED:

Requesting approval by the Planning, Development & Transportation (PD&T) Committee at the June 24, 2019, PD&T meeting and to forward on to the County Board of Supervisors for approval and implementation.

FISCAL IMPACT:

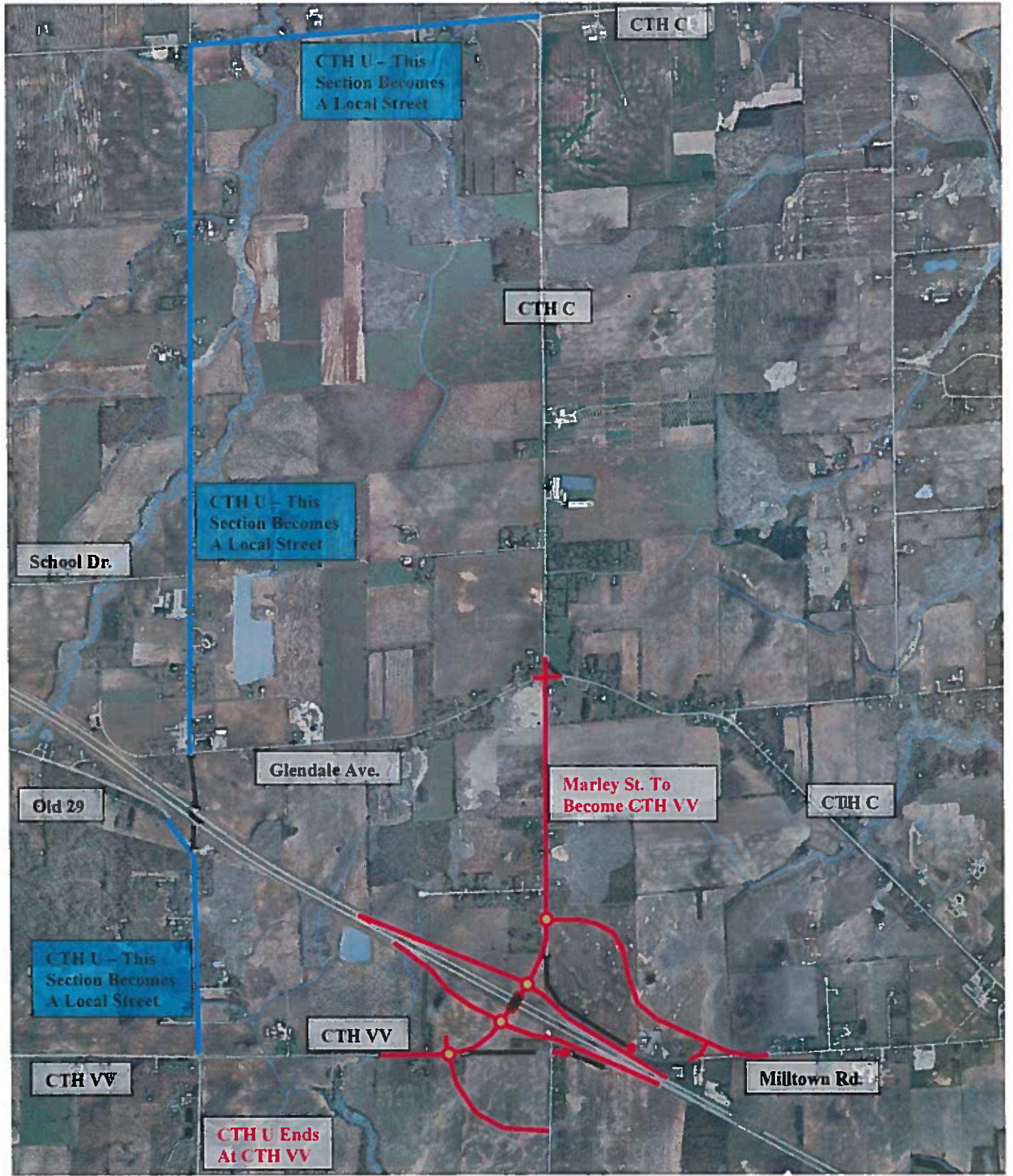
NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? Yes No
 - a. If yes, what is the amount of the impact? \$1,572,085 – County Cost Share of Design, R/W, and Construction
 - b. If part of a bigger project, what is the total amount of the project? \$1,572,085
 - c. Is it currently budgeted? Yes No
2. If yes, in which account? 440.044.6182.200
3. If no, how will the impact be funded? _____

COPY OF RESOLUTION OR ORDINANCE IS ATTACHED



PROJECT CTH W & CTH U		JOB NO.	
SUBJECT Jurisdictional Transfers		SHEET NO. 1 OF 1	
ORIGINATED BY BCPW	DATE 5/13/19	CHECKED BY	DATE
PROJECT LOCATION MAP		CALC. NO.	REV. NO.



July 17, 2019

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

Ladies and Gentlemen:

**RESOLUTION AUTHORIZING COUNTY TRUNK HIGHWAY JURISDICTIONAL
REVISIONS ON COUNTY HIGHWAY U (N. COUNTY LINE ROAD), IN THE
VILLAGE OF HOBART, BROWN COUNTY**

WHEREAS, Section 83.025 of the Wisconsin Statutes authorizes the County Board to make changes in the County Trunk Highway System if it deems that the public good is best served thereby, and such revisions to the highway system require the consent of the Wisconsin Department of Transportation and approval of the governing body of the city, village or town in which the proposed change is located; and

WHEREAS, to improve the County Trunk Highway System for reasons of public safety and efficiency, Brown County entered into municipal agreements with the Village of Hobart, Village of Howard, and the State of Wisconsin to cost share the construction of a new interchange on STH 29 at CTH VV and the removal of the intersection of CTH U (N. County Line Road) with STH 29 [see attached Jurisdictional Transfer Map for additional information]; and

WHEREAS, CTH U (N. County Line Road) from Old STH 29 to STH 29 will be eliminated; and

WHEREAS, CTH U (N. County Line Road) is located on the border of Brown County with Outagamie County and the border of the Village of Hobart with the Town of Oneida.

NOW, THEREFORE, BE IT RESOLVED that the 0.57 mile segment of CTH U (N. County Line Road) from CTH VV to Old STH 29 shall be removed from the County Trunk Highway System and jurisdictionally transferred to the Village of Hobart and the Town of Oneida. The Village of Hobart will have maintenance authority of the roadway; and

BE IT FURTHER RESOLVED that, upon adoption of this resolution, the County Clerk will submit two (2) copies to the Wisconsin Department of Transportation, Northeast Region, Green Bay, for approval, and that this resolution shall take effect upon completion of the improvement project, and upon receipt of evidence of appropriate action from the Village of Hobart, Town of Oneida and Outagamie County evidencing their concurrence with this resolution.

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

Respectfully submitted,

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

Approved By:

TROY STRECKENBACH
COUNTY EXECUTIVE

Date Signed: _____

19-051R - Authored by: Public Works - Highway Division
Final Draft Approved by Corporation Counsel

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				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LJUND	25				
DENEYS	26				

Total Votes Cast _____

Motion: Adopted _____ Defeated _____ Tabled _____

PUBLIC WORKS DEPARTMENT



2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 662-2160 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 6/4/2019
REQUEST TO: Planning, Development & Transportation Committee
MEETING DATE: 6/24/2019
REQUEST FROM: Paul Fontecchio, Director
REQUEST TYPE: New resolution Revision to resolution
 New ordinance Revision to ordinance

TITLE: RESOLUTION REGARDING THE JURISDICTIONAL TRANSFER OF CTH U (N. COUNTY LINE ROAD) TO THE VILLAGE OF HOBART

ISSUE/BACKGROUND INFORMATION:

Brown County has entered into municipal agreements with the Village of Hobart, Village of Howard, and State of Wisconsin to cost share the construction of a new interchange on STH 29 at CTH VV and the removal of the intersection of CTH U (N. County Line Road) with STH 29.

CTH U (N. County Line Road) from Old STH 29 to STH 29 will be eliminated. The 0.57 mile segment of CTH U (N. County Line Road) from CTH VV to Old STH 29 will be removed from the County Trunk Highway System and jurisdictionally transferred to the Village of Hobart and the Town of Oneida. The Village of Hobart will have maintenance authority of the roadway.

ACTION REQUESTED:

Requesting approval by the Planning, Development & Transportation (PD&T) Committee at the June 24, 2019, PD&T meeting and to forward on to the County Board of Supervisors for approval and implementation.

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 No
 - a. If yes, what is the amount of the impact? \$1,572,085 – County Cost Share of Design, R/W, and Construction
 - b. If part of a bigger project, what is the total amount of the project? \$1,572,085
 - c. Is it currently budgeted? Yes No
2. If yes, in which account? 440.044.6182.200
3. If no, how will the impact be funded? _____

COPY OF RESOLUTION OR ORDINANCE IS ATTACHED



PROJECT
CTH W & CTH U

JOB NO.

SUBJECT
Jurisdictional Transfers

SHEET NO. 1 OF 1

ORIGINATED BY
BCPW

DATE
5/13/19

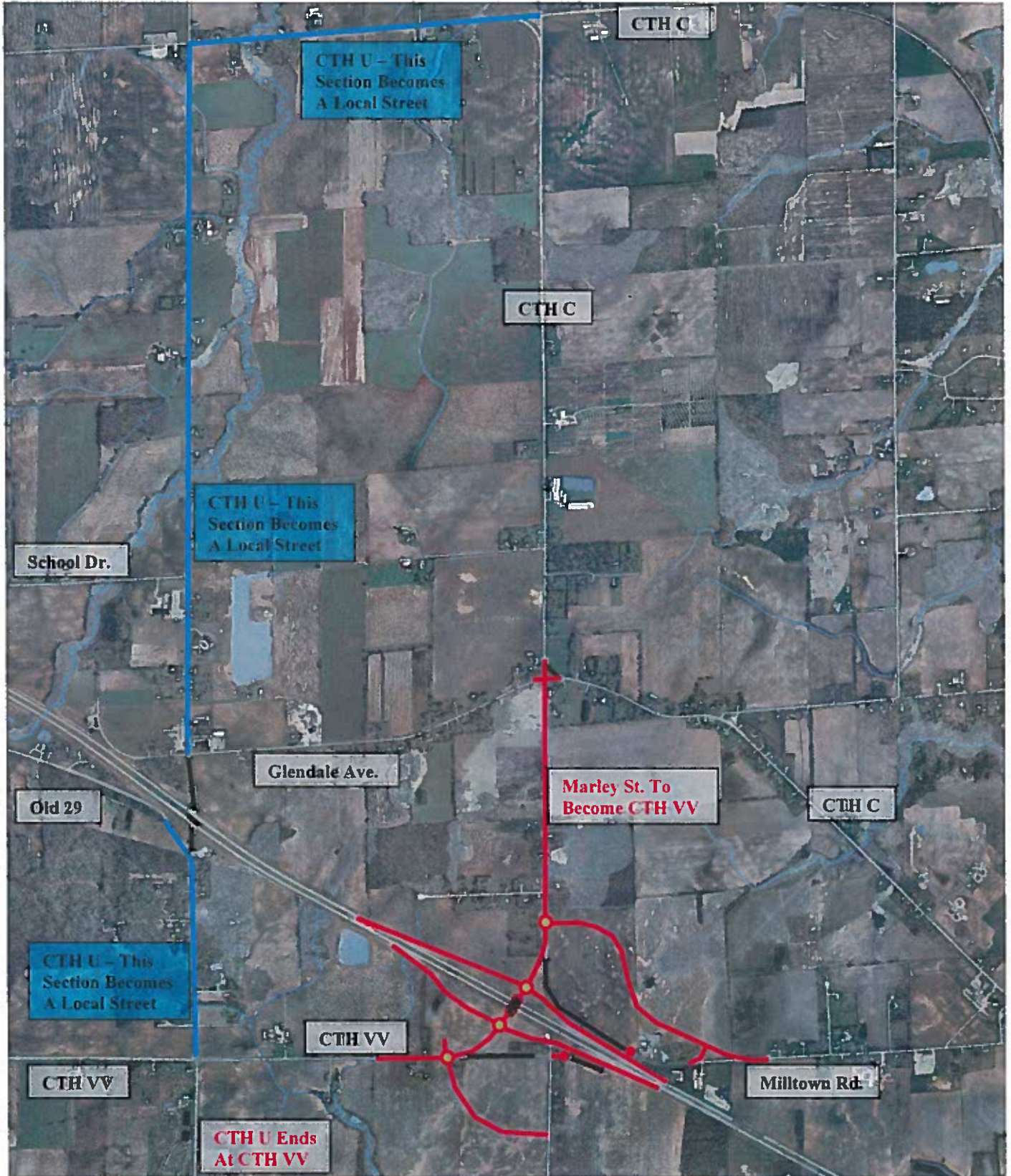
CHECKED BY

DATE

CALC. NO.

REV. NO.

PROJECT LOCATION MAP



PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee
FROM: Paul Fontecchio, Jon Morehouse, & Doug Marsh
DATE: June 24, 2019
RE: LED Light Upgrade – Project Update

The following is an update on the LED Light Upgrade Project:

1. Methodology

- Building by building analysis – captures the details for each building and builds a lighting database of fixtures for long-term building management.
- Project administration – project needs to be managed on a building by building basis in manageable amounts.
- Contractor accountability and staging – quantity verification and having the contractor purchase and install the materials needed.
- Grouping buildings – operational building uniqueness, minimize operational disruption, work hours, etc.

2. Procedure

- Building by building analysis (see attached example of Northern Building)
- Need time to verify accuracy – initial spreadsheet data vs. reality

3. Work Plan

- Start with buildings Facilities is responsible for.
- Bid package groupings (see summary sheet attached)
- One bid package with 5 parts – encourages good competition, and doesn't exclude smaller bidders.
- Other BC departments can follow.

4. Schedule

- June 24th report out to PD&T
- Sept. 23rd PD&T – final, verified numbers and bid documents ready (project & cash approval at this time)
- Nov. 25th PD&T – approval of bids
- Dec. 18th County Board – approval of bids
- January 2020 contractor starts work
- 2nd bid package for other departments prepared & implemented in 2020 for construction in late 2020 or early 2021.

Northern Building

Preliminary

last revised June 11, 2018

Fixture Type	Upgrade	# of Fixtures	# of Lamps per Fixture	# of Lamps	Watts/lamp	Fixture Wattage	Hours of Operation	Total Watt Hours per Day	Business Days	Total Watt Hours	KWH	2018 \$ per KWH	Lighting Energy Cost
example	2 F32T8	3	2	6	32	89	12	3,204	251	804,204	804	\$ 0.09	\$ 64.34
Existing	Susp/16 Fluorescent/28.0W/2 Lamp	16	2	32	28	48	10	7,840	251	1,967,640	1968	\$ 0.0934	\$ 183.60
Fixtures	Susp/16 Fluorescent/28.0W/2 Lamp	72	2	144	28	48	10	35,760	251	8,855,280	8855	\$ 0.0934	\$ 827.08
	Susp/16 Fluorescent/21.5W/2 Lamp	6	2	12	28	72	10	2,880	251	722,880	723	\$ 0.0934	\$ 67.52
	Troffer/18 Fluorescent/17.0W/3 Lamp	87	3	261	17	48	10	49,485	251	11,469,445	11469	\$ 0.0934	\$ 1,071.25
	Troffer/18 Fluorescent/17.0W/3 Lamp	47	3	141	17	48	10	22,807	251	5,674,357	5674	\$ 0.0934	\$ 529.88
	Troffer/18 Fluorescent/17.0W/3 Lamp	12	3	36	17	48	10	5,772	251	1,448,772	1448	\$ 0.0934	\$ 135.32
	Troffer/18 Fluorescent/17.0W/3 Lamp	13	3	39	17	48	10	6,253	251	1,569,503	1570	\$ 0.0934	\$ 146.56
	Troffer/18 Fluorescent/17.0W/3 Lamp	16	3	48	17	48	10	7,696	251	1,931,696	1932	\$ 0.0934	\$ 180.42
	Troffer/18 Fluorescent/28.0W/2 Lamp	9	2	18	28	72	10	6,480	251	1,626,480	1626	\$ 0.0934	\$ 151.91
	Troffer/18 Fluorescent/28.0W/2 Lamp	17	2	34	28	49	10	8,330	251	2,090,830	2091	\$ 0.0934	\$ 195.28
	Troffer/18 Fluorescent/28.0W/3 Lamp	162	2	324	28	72	10	116,640	251	29,276,640	29277	\$ 0.0934	\$ 2,734.44
	Troffer/18 Fluorescent/28.0W/3 Lamp	247	2	494	28	72	10	177,840	251	44,657,840	44658	\$ 0.0934	\$ 4,169.17
	Troffer/18 Fluorescent/21.5W/4 Lamp	11	4	44	28	89	10	958	251	243,958	244	\$ 0.0934	\$ 22.97
	Wrap/18 Fluorescent/18.0W/2 Lamp	28	2	56	28	48	10	13,728	251	3,443,728	3444	\$ 0.0934	\$ 321.84
	Wrap/18 Fluorescent/28.0W/2 Lamp	18	2	36	28	48	10	7,344	251	1,867,848	1868	\$ 0.0934	\$ 173.80
	Wrap/18 Fluorescent/28.0W/2 Lamp	53	2	106	28	48	10	4,908	251	1,229,908	1230	\$ 0.0934	\$ 114.97
	Wrap/18 Fluorescent/28.0W/2 Lamp	4	2	8	28	48	10	1,980	251	491,980	492	\$ 0.0934	\$ 45.95
		788		2,145				471,713		Sub-Total	118,881		\$ 11,082.00
New LEDs	LED Lamps	18	2	32	12.5	25	10	4,800	251	1,054,000	1,054	\$ 0.0934	\$ 97.77
	LED Lamps	72	2	144	12.5	25	10	18,720	251	4,518,000	4,518	\$ 0.0934	\$ 421.88
	LED Lamps	6	2	12	12.5	17.5	10	1,500	251	378,000	377	\$ 0.0934	\$ 35.17
	LED Lamps	89	3	267	8	27	10	25,830	251	6,438,150	6,438	\$ 0.0934	\$ 601.32
	LED Lamps	47	3	141	8	27	10	12,880	251	3,181,180	3,181	\$ 0.0934	\$ 297.50
	LED Lamps	12	3	36	8	27	10	3,240	251	813,240	813	\$ 0.0934	\$ 75.98
	LED Lamps	13	3	39	8	27	10	3,510	251	861,910	861	\$ 0.0934	\$ 82.29
	LED Lamps	10	2	20	8	27	10	4,320	251	1,064,320	1,064	\$ 0.0934	\$ 101.28
	LED Lamps	0	2	0	12.5	37.5	10	3,375	251	847,125	847	\$ 0.0934	\$ 78.12
	LED Lamps	17	2	34	12.5	25	10	4,250	251	1,066,750	1,067	\$ 0.0934	\$ 99.63
	LED Lamps	182	2	364	12.5	37.5	10	60,750	251	15,248,250	15,248	\$ 0.0934	\$ 1,424.18
	LED Lamps	247	2	494	12.5	37.5	10	87,675	251	22,248,875	22,248	\$ 0.0934	\$ 2,171.44
	LED Lamps	1	4	4	12.5	50	10	500	251	125,500	126	\$ 0.0934	\$ 11.72
	LED Lamps	28	2	56	12.5	25	10	7,000	251	1,757,000	1,757	\$ 0.0934	\$ 164.10
	LED Lamps	18	2	36	12.5	25	10	4,000	251	1,004,000	1,004	\$ 0.0934	\$ 93.77
	LED Lamps	10	2	20	12.5	25	10	2,500	251	627,500	628	\$ 0.0934	\$ 58.83
	LED Lamps	4	2	8	12.5	25	10	1,000	251	251,000	251	\$ 0.0934	\$ 23.44
		788		2,145						Sub-Total	62,478		\$ 5,835.38
										Annual Energy Cost Savings	66,773	\$ 0.0934	\$ 6,246.76

LED Equivalent
 15w
 30w
 45w
 60w

LED Equivalent
 12.5w
 25w
 37.5w
 50w

Fluorescent vs. LED Lamp Wattage
 17w 9w
 28w 12.5w
 32w 15w
 40w 18w

LED F34 T12 U-Tube
 14w 1-F34 = 31W
 20w 2-F34 = 60W
 42w 3-F34 = 91W

LED F17 T8 Lamps
 8w 1-F17 = 18W
 18w 2-F17 = 30W
 27w 3-F17 = 44W
 36w 4-F17 = 54W

Incandescent vs. LED Lamp Wattage
 10w 10w
 75w 11w
 100w 18w
 150w 27w

Initial Cost \$32,388
 Ongoing Maint. Savings \$ 850 per year avg
 Life Expectancy 50,000-75,000 hours

Pay Back Period 8.2 years

Hours 254 33 hrs/fixture x # of fixtures
 Cost \$15,226 /hrs x \$60
 \$17,160 /\$8 x # of lamps
 \$32,388 Material & Labor

Facility Buildings - LED Conversion Summary

Preliminary

6/12/19

Building	Bldg Group	Annual KWH Savings	Annual Dollar Savings	Percent Savings	Initial Cost	Years for Payback
Work Release Center	1	215,001	\$ 18,859	54 %	\$36,355	1.9
Jail-Comm Ctr	1	835,987	\$ 58,603	65 %	\$118,597	2.0
Law Enforcement Center	2	32,516	\$ 2,887	48 %	\$14,820	5.1
Northern Bldg	2	56,175	\$ 5,247	53 %	\$32,386	6.2
Sophie Beaumont	2	51,525	\$ 4,302	49 %	\$25,195	2.9
Sheriff's Office	3	69,791	\$ 5,227	48 %	\$18,811	3.6
PW Office-Shops	3	122,773	\$ 12,903	63 %	\$20,847	1.6
CTC	4	109,548	\$ 8,764	62 %	\$23,017	2.6
Shelter Care	4	22,787	\$ 2,529	59 %	\$2,963	1.17
Courthouse	5	94,733	\$ 8,659	58 %	\$28,465	3.3
Museum	5	Needed	Needed		Needed	
Total Savings		1,610,835	\$ 127,980	56 %	\$321,457	3.0
				<i>Average Percent Savings</i>		<i>Average Payback Period</i>

16

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee
FROM: Paul Fontecchio, P.E.
DATE: June 24, 2019
RE: Summary of Operations

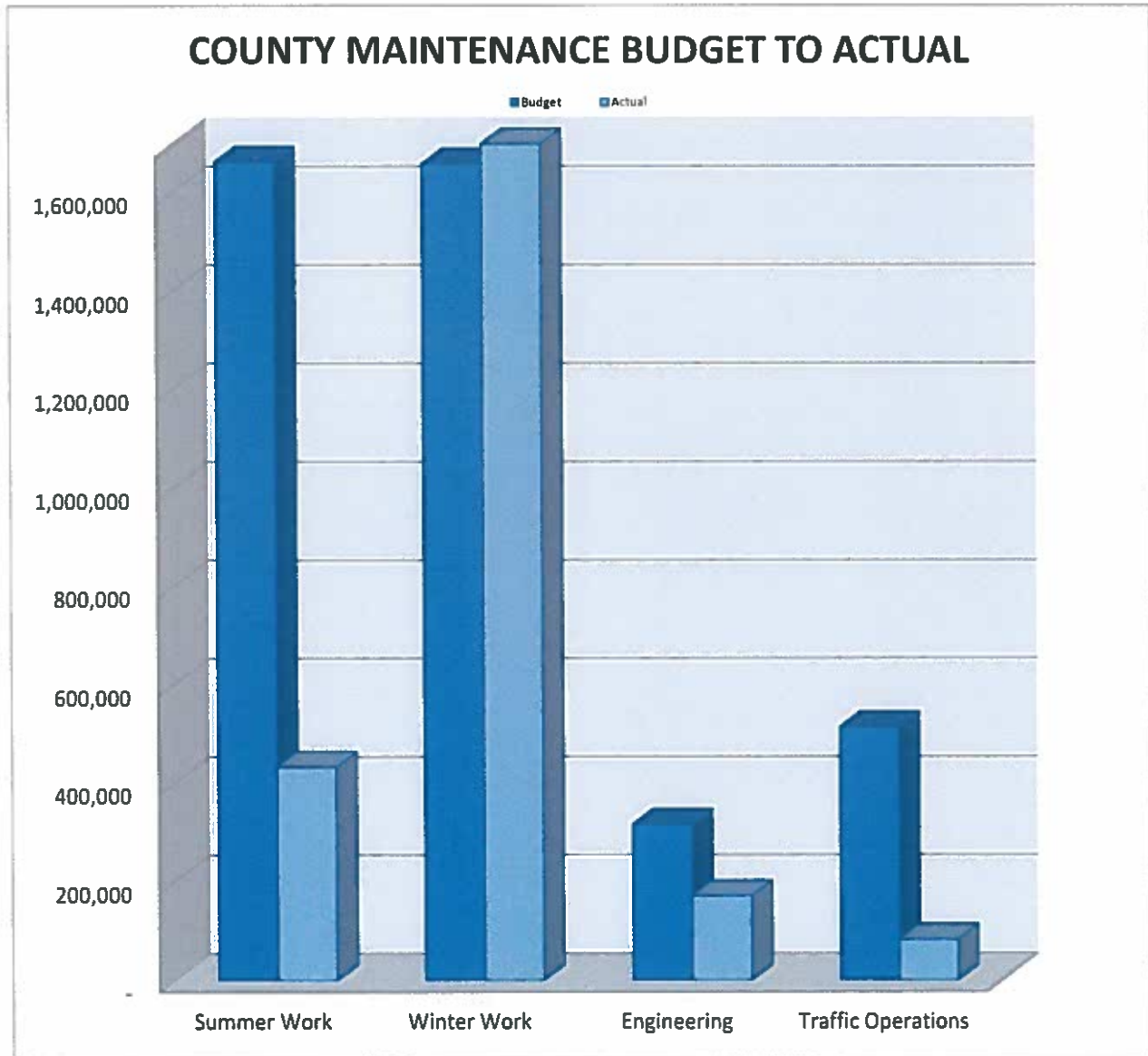
The Public Works Department is performing at a significantly higher than normal budget rate through the month of May. The end of May represents 41.67% of the year. Here is a summary of our operations:

(240) County Maintenance	72.95%
(660) State Maintenance	59.40%
(660) Other Work (Interdepartmental, Municipal, etc.)	71.48%
(400) Capital Projects	13.92%
Facilities	37.87%

Please see the attached charts for more details.

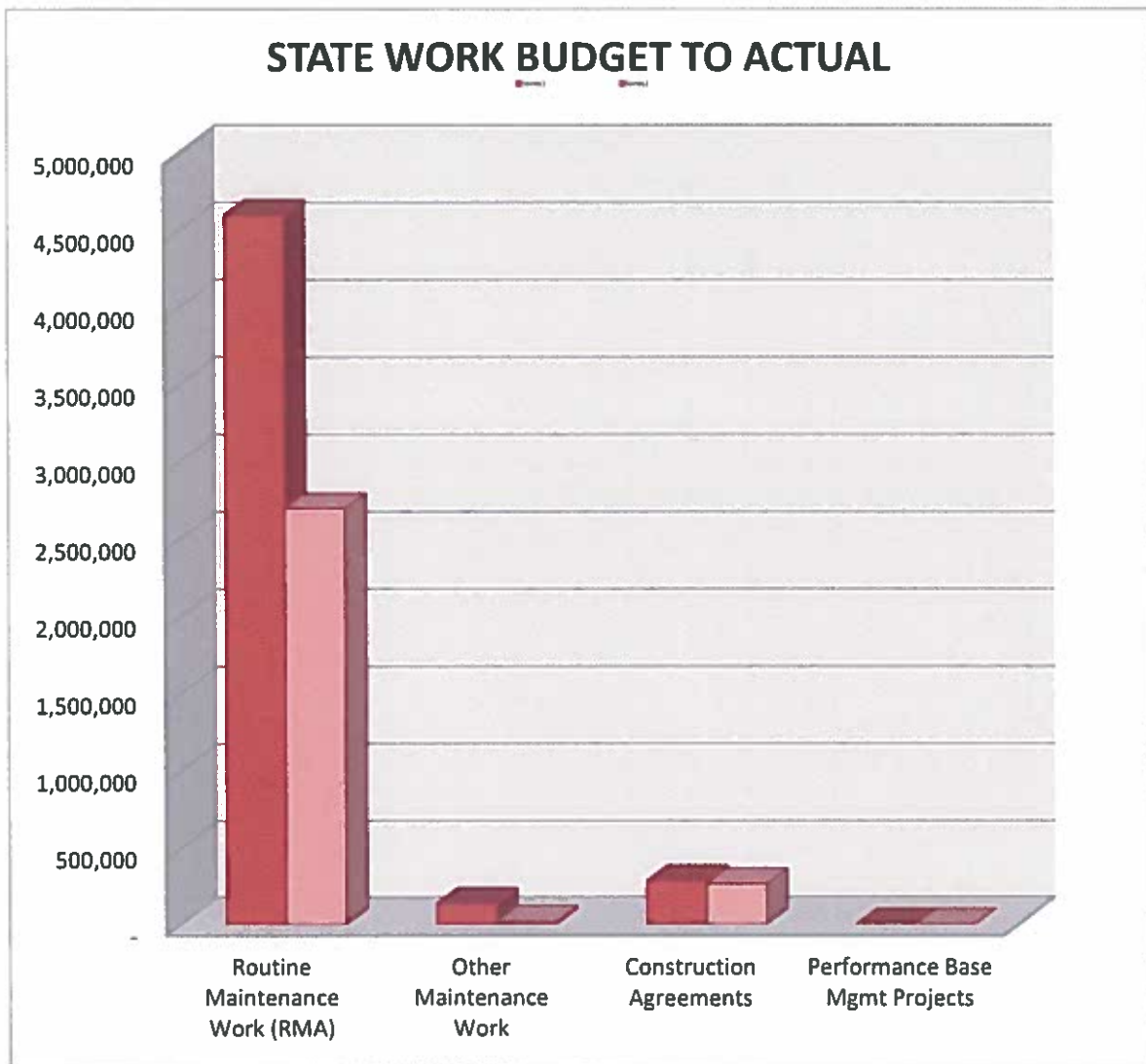
**BROWN COUNTY PUBLIC WORKS
COUNTY MAINTENANCE BUDGET TO ACTUAL-FUND 240
As Of 5/31/19**

	Budget	Actual	Remaining	Percentage Used
Summer Work	1,663,949	433,556	1,230,393	26.06%
Winter Work	1,659,750	2,345,425	(685,675)	141.31%
Engineering	316,225	171,475	144,750	54.23%
Traffic Operations	514,306	83,123	431,183	16.16%
County Incidents	30,000	18,759	11,241	62.53%
Total	4,184,230	3,052,338	1,131,892	72.95%



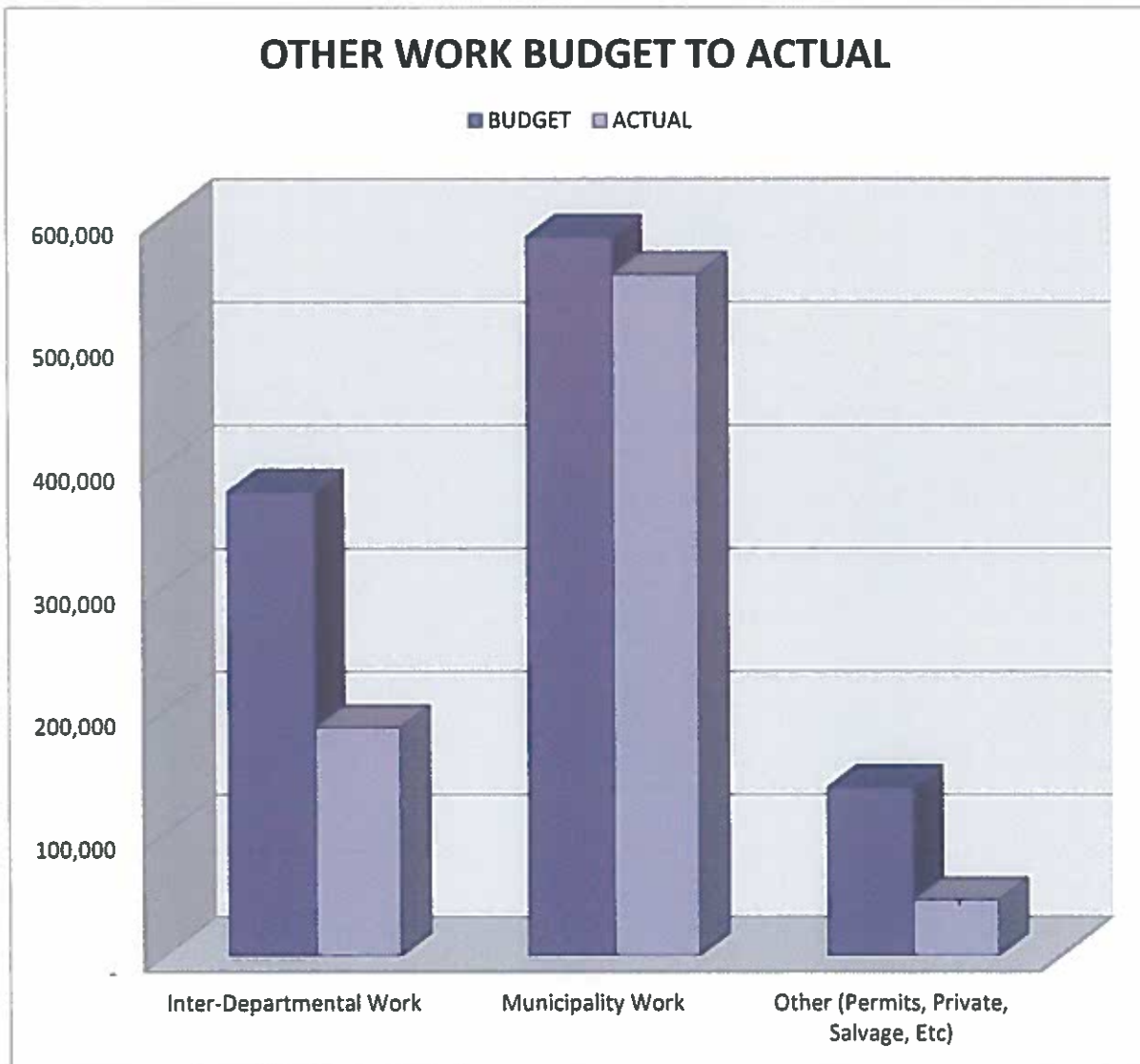
**BROWN COUNTY PUBLIC WORKS-HIGHWAY
STATE WORK BUDGET TO ACTUAL
As Of 5/31/2019**

	Budget	Actual	Remaining	Percentage Used
Routine Maintenance Work (RMA)	4,593,000	2,697,804	1,895,196	58.74%
Other Maintenance Work	135,899	15,801	120,098	11.63%
Construction Agreements	283,497	263,637	19,860	92.99%
Performance Base Mgmt Projects	-	-	-	#DIV/0!
Total	5,012,396	2,977,241	2,035,155	59.40%



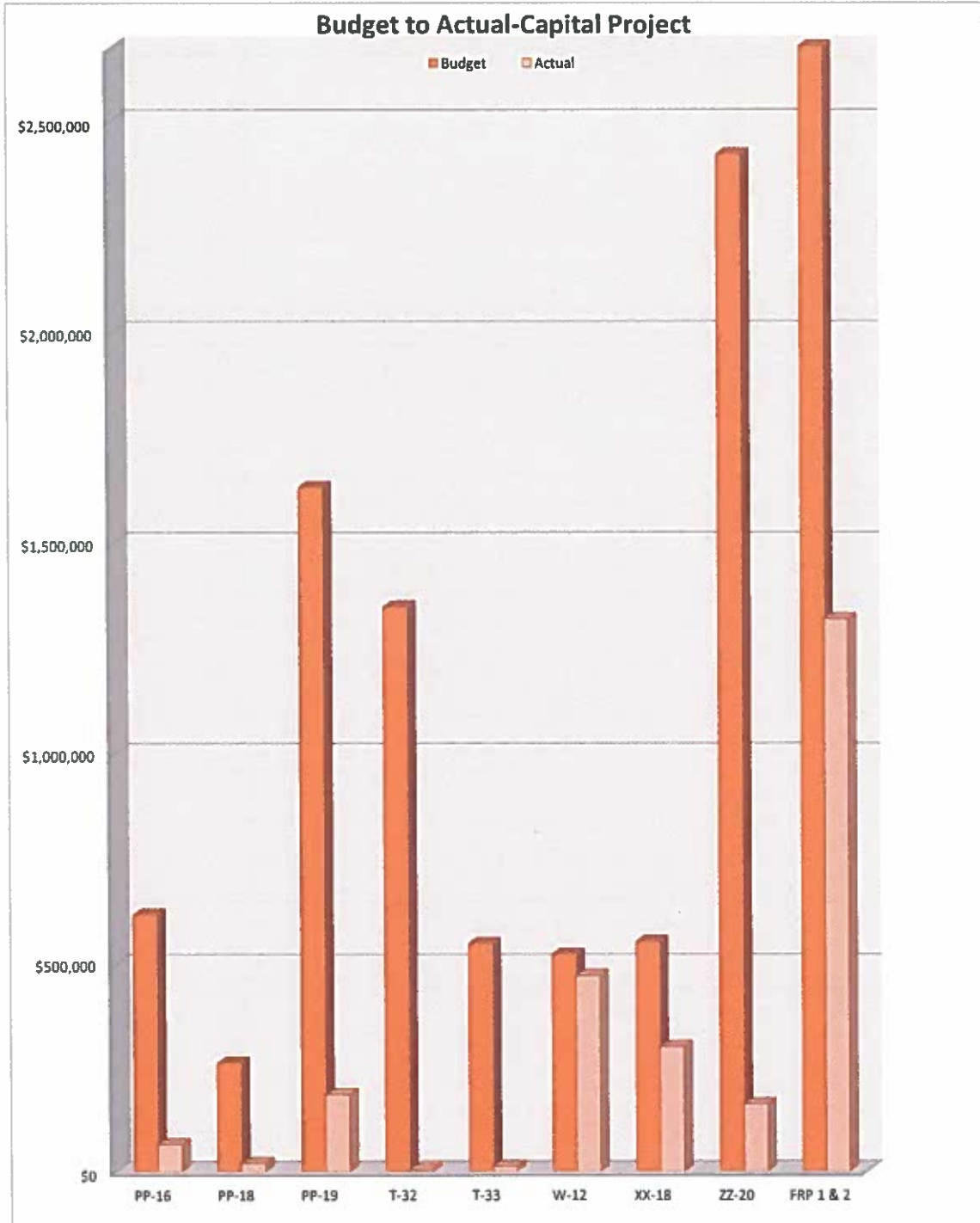
**BROWN COUNTY PUBLIC WORKS-HIGHWAY
OTHER WORK BUDGET TO ACTUAL
As Of 5/31/19**

	Budget	Actual	Remaining	Percentage Used
Inter-Departmental Work	377,466	186,040	191,426	49.29%
Municipality Work	584,300	554,028	30,272	94.82%
Other (Permits, Private, Salvage, Etc)	137,285	45,510	91,775	33.15%
Total	1,099,051	785,579	313,472	71.48%



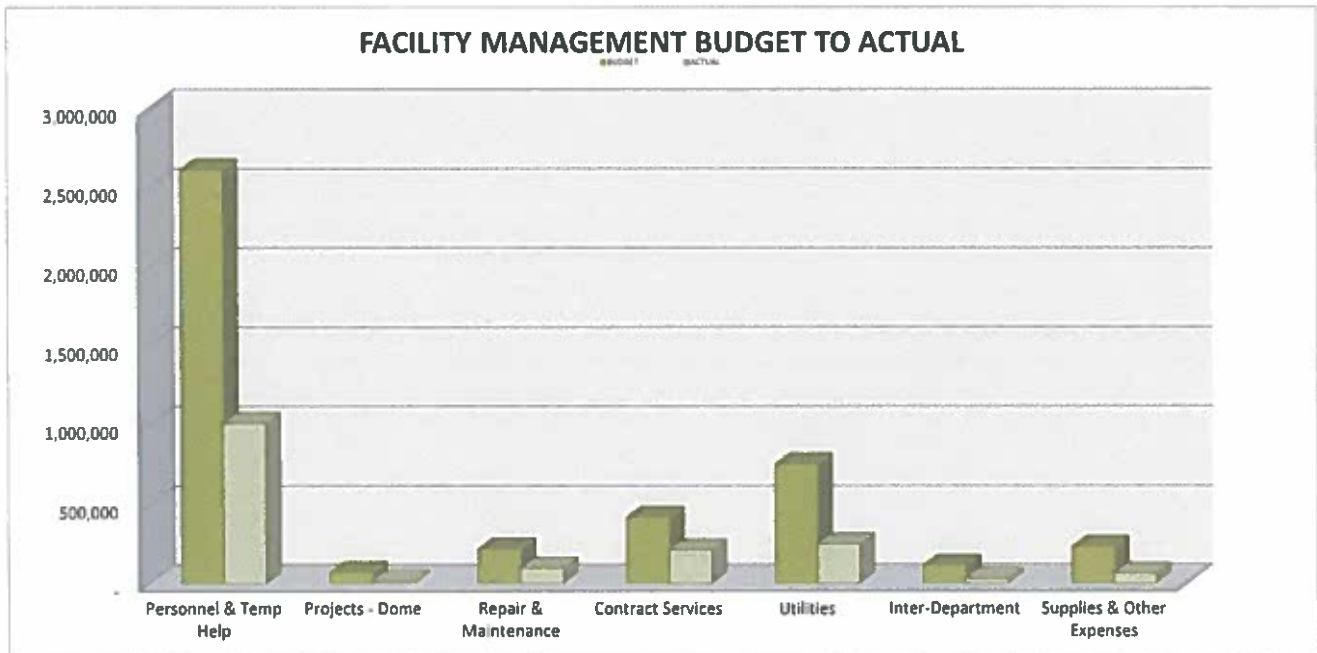
**BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECT EXPENSE-BUDGET TO ACTUAL
As Of 5/31/19**

Project	Project Description	% BC Cost	Budget	Actual	Remaining	Percentage
PP-16	School Rd to Shirley Rd	100%	\$618,750	\$67,367	\$551,383	10.89%
PP-18	Shirley Rd to Lasee Rd	100%	\$267,000	\$20,760	\$246,240	7.78%
PP-19	Lasee Rd to Viking Lane	100%	\$1,632,000	\$188,861	\$1,443,139	11.57%
T-32	CTH KB to North Ave (V. Denmark)	22%	\$1,348,000	\$3,947	\$1,344,053	0.29%
T-33	North Ave to Town Hall Rd	100%	\$550,000	\$13,197	\$536,803	2.40%
W-12	Man-Cal Rd to Kings Rd	100%	\$525,000	\$474,496	\$50,504	90.38%
XX-18	East River Bridge to Bellevue Street	100%	\$554,000	\$305,638	\$248,362	55.17%
ZZ-20	Partridge Rd to Wrightstown Rd	100%	\$2,420,000	\$165,322	\$2,254,678	6.83%
FRP 1 & 2	Earthwork & Stormwater Retention Pond	100%	\$10,462,412	\$1,319,422	\$9,142,990	12.61%
Total			\$18,377,162	\$2,559,009	\$15,818,153	13.92%



**BROWN COUNTY PUBLIC WORKS
FACILITY MANAGEMENT BUDGET TO ACTUAL
As Of 5/31/2019**

	Budget	Actual	Remaining	% Used
Personnel & Temp Help	2,613,141	1,014,188	1,598,953	38.81%
Projects - Dome	70,000	13,900	56,100	19.86%
Repair & Maintenance	219,733	95,751	123,982	43.58%
Contract Services	420,392	212,020	208,372	50.43%
Utilities	755,446	249,970	505,476	33.09%
Inter-Department	115,321	27,868	87,453	24.17%
Supplies & Other Expenses	233,121	62,750	170,371	26.92%
Total	4,427,154	1,676,447	2,750,707	37.87%



PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee
FROM: Paul Fontecchio, P.E.
DATE: June 24, 2019
RE: Director's Report

PROJECTS:

FRP-1 (Fill to BC Farm): No new update since June 3rd.

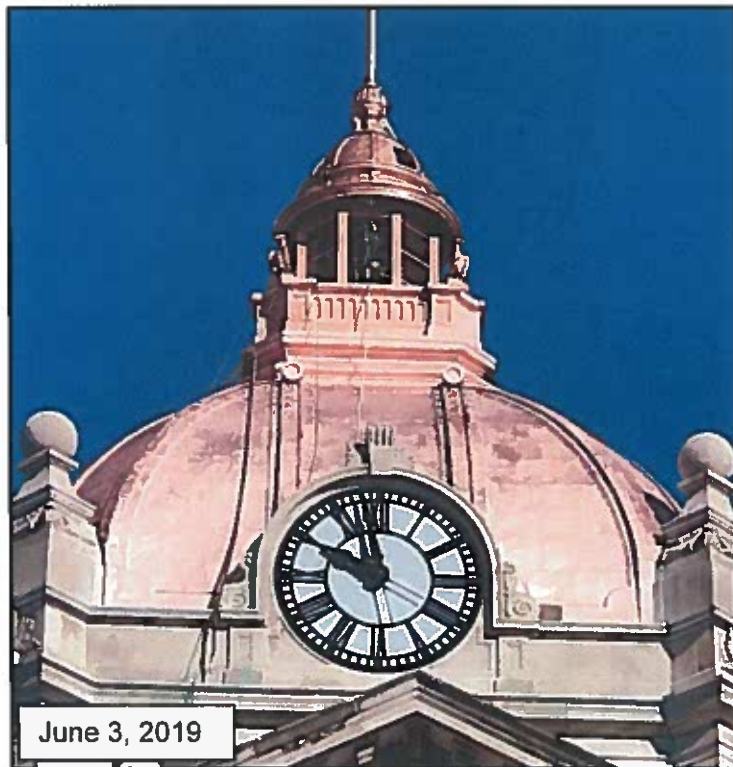
FRP-2 (Storm Sewer & Pond): Pond construction started on May 14th with site preparation activities. The hazardous materials on site has been relocated and capped per the WisDNR approved NEW Water soil management plan. Dorner Inc. is performing the storm sewer construction and started on May 28th with the new lift station. Georgia Pacific has agreed to allow Brown County to utilize an easement along Quincy Street. This will avoid a number of utility conflicts including a NEW Water sanitary main, as well as avoiding the need to reconstruct half of Quincy Street and impact traffic during construction.

Jail Expansion: No new update since June 3rd.

Medical Examiner Building: No new update since June 3rd.

CTC Expansion: No new update since June 3rd.

Courthouse Dome: The contractor (Abrasive Solutions) mobilized onto the site on May 18th for the Courthouse dome cleaning work. The dome was glass blasted clean and three layers of the new protective coating was be applied. The dome will have a matte finish look with the new coating.



STH 29 & CTH VV Interchange: No new update since June 3rd.

CTH ZZ: Work is anticipated to start after the 4th of July.

CTH Z Fill Site: No new update since June 3rd.

CTH PP: The section of CTH PP between School Road and Shirley Road continues to have soft spots excavated out, and new base material placed. We anticipate having CTH PP from School Road to Shirley Road paved by the end of June to early July.

CTH KB Roundabout: No new update since June 3rd.

CTH T: No new update since June 3rd.

CTH B Roundabout: No new update since June 3rd.

CTH EA & STH 29: The roundabout at STH 29 should be open to traffic by the end of June. Overall, the project is anticipated to be completed by the end of September.

CTH GV: No new update since June 3rd.

CTH F: No new update since June 3rd.

CTH W-12 (Man-Cal Road to Kings Road): CTH W has been completed, including centerline rumble strips, shoulder rumble strips, and chevron signs around the curve.



CTH XX-18 (East River Bridge to Bellevue Street): Resurfacing on CTH XX has been completed.



CTH D Bridge: The bridge over Plum Creek is scheduled to begin July 15th. This project received State/Federal monies and was let through the WisDOT system.

CTH HS Bridge: The bridge over the Suamico River is scheduled to begin August 12th. This project received State/Federal monies and was let through the WisDOT system.

TWELVE-HOUR DAYS:

Highway Division: Highway incurred 541.75 hours of overtime in May. Substantially, all overtime was related to roadway construction projects. The amounts in excess of 12 hours per day for May are attached.

Facility Management Division: Facilities incurred 233.75 hours of overtime in May. The overtime was related to longer cleaning shifts to cover vacancies and mechanical repairs. The amounts in excess of 12 hours per day for May are attached.

STAFFING REPORT:

See Attached Table.

**Public Works - Highway Division
12-Hour Work Days
5/1/19 - 5/31/19**

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
5/1/2019	Bogucki, Bill	VDEN-1, W-12	12
5/1/2019	Engelmann, Curt	VDEN-1, W-12	12
5/1/2019	Gussert, Tim	W-12, FRP-2	12.25
5/1/2019	Maus, Todd	VDEN-1, W-12, XX-18	12
5/15/2019	Maus, Todd	NEW Zoo, FRP-1, FRP-2	12
5/20/2019	Bastian, Dan	W-12	13.25
5/20/2019	Dallas, Christopher	W-12	13.5
5/20/2019	Doucha, Dean	W-12	12.25
5/20/2019	Goral, Nick	W-12	12.5
5/20/2019	Ignatowski, Paul	State Roamer, W-12	12.25
5/20/2019	Jacobs, Adam	W-12	13.25
5/20/2019	Kapinos, Vince	W-12	12.75
5/20/2019	Kostreva, James	W-12	13.5
5/20/2019	Melbauer, Charlie	W-12	13.25
5/20/2019	Noe, Terry	W-12	12.5
5/20/2019	Prasnicky, Lexi	W-12	13
5/20/2019	Sequin, Scott	FRP-1, FRP-2, XX-18, W-12	12.5
5/20/2019	Swanson, Caroline	W-12	13
5/20/2019	Thompson, Nick	W-12	12.75
5/20/2019	Vieth, Ryan	W-12	12.5
5/20/2019	Vlies, Kevin	W-12	13.25
5/20/2019	Wessley, Brad	Sweeping, W-12	12.5
5/20/2019	Woelfel, Jon	W-12	14
5/21/2019	Bockelman, Ben	I-43 Tower Drive Bridge Work	12.5
5/21/2019	Bouche, Macaine	I-43 Tower Drive Bridge Work	12.5
5/21/2019	Byrne, Nate	I-43 Tower Drive Bridge Work	12.5
5/21/2019	Dallas, Christopher	W-12	12
5/21/2019	Gussert, Tim	FRP-2	12.75
5/21/2019	Johnson, Jason	FRP-2	12.75
5/21/2019	Kostreva, James	W-12	12
5/21/2019	Mangin, Justin	FRP-2	14.25
5/21/2019	Maus, Todd	FRP-2	13
5/21/2019	McEwen, Bryan	I-43 Tower Drive Bridge Work	12.5
5/21/2019	Messerschmidt, Bill	FRP-2	12.75
5/21/2019	Sequin, Scott	FRP-2, W-12	13.5
5/21/2019	Skaletski, Todd	I-43 Tower Drive Bridge Work	12.5
5/21/2019	Thompson, Nick	Accident (ERC), W-12	16.75
5/21/2019	Van Rite, Paul	FRP-2	12.75
5/21/2019	Wessley, Brad	Accident (ERC), W-12	16.25
5/21/2019	Williams, Tim	FRP-2	12
5/21/2019	Zelten, Brian	Accident (ERC), W-12	16.5

5/22/2019	Beihoff, Chad	Engineering: FRP-2, PP-16	13
5/22/2019	Gussert, Tim	FRP-2	12.25
5/22/2019	Johnson, Jason	FRP-2	12.25
5/22/2019	LeGrave, Steve	FRP-2	12
5/22/2019	Maus, Todd	FRP-2	12.75
5/22/2019	Messerschmidt, Bill	FRP-2	12.5
5/22/2019	Van Rite, Paul	FRP-2	12.5
5/22/2019	Vlies, Kevin	FRP-2, INTD-15, TROC-6	12.25
5/23/2019	Beihoff, Chad	Engineering: FRP-2, PP-16	12.25
5/23/2019	Gussert, Tim	FRP-2	12.75
5/23/2019	Johnson, Jason	FRP-2	12.75
5/23/2019	LeGrave, Steve	FRP-2	12.5
5/23/2019	Mangin, Justin	FRP-2	12.75
5/23/2019	Maus, Todd	FRP-2	12.75
5/23/2019	Messerschmidt, Bill	FRP-2	12.75
5/23/2019	Sequin, Scott	W-12, XX-18, PP-16, FRP-2	12
5/23/2019	Van Rite, Paul	FRP-2	12.75
5/23/2019	Williams, Tim	FRP-2	12
5/28/2019	Bockelman, Ben	Sturgeon Bay Bridge (State)	12.25
5/28/2019	Bouche, Macaine	Sturgeon Bay Bridge (State)	12.25
5/28/2019	Byrne, Nate	Sturgeon Bay Bridge (State)	12.25
5/28/2019	Engelmann, Curt	Patch, FRP-2	12.5
5/28/2019	Johnson, Jason	FRP-2	12.5
5/28/2019	LeGrave, Steve	FRP-2	12.5
5/28/2019	Mangin, Justin	FRP-2	12.75
5/28/2019	Maus, Todd	FRP-2	13.5
5/28/2019	McEwen, Bryan	Sturgeon Bay Bridge (State)	12.25
5/28/2019	Messerschmidt, Bill	FRP-2	12.75
5/28/2019	Mineau, Zach	Sturgeon Bay Bridge (State)	12.25
5/28/2019	Schmechel, Brett	Sturgeon Bay Bridge (State)	12
5/28/2019	Skaletski, Todd	Sturgeon Bay Bridge (State)	12
5/28/2019	Thompson, Nick	XX-18	12
5/28/2019	Van Rite, Paul	FRP-2	12.75
5/28/2019	Vieth, Ryan	Sturgeon Bay Bridge (State)	12
5/28/2019	Williams, Tim	XX-18, FRP-2	12
5/29/2019	Beihoff, Chad	Engineering - FRP-2	13
5/29/2019	Bockelman, Ben	Sturgeon Bay Bridge (State)	12
5/29/2019	Bouche, Macaine	Sturgeon Bay Bridge (State)	12
5/29/2019	Byrne, Nate	Sturgeon Bay Bridge (State)	12
5/29/2019	Gussert, tim	FRP-2	13.75
5/29/2019	Johnson, Jason	FRP-2	13.25
5/29/2019	LeGrave, Steve	FRP-2	13

12-Hour Report

5/1 - 5/31/19

Page 3

5/29/2019	Mangin, Justin	FRP-2	13.25
5/29/2019	Maus, Todd	FRP-2	13.5
5/29/2019	McEwen, Bryan	Sturgeon Bay Bridge (State)	12
5/29/2019	Messerschmidt, Bill	FRP-2	12.5
5/29/2019	Mineau, Zach	Sturgeon Bay Bridge (State)	12
5/29/2019	Schmechel, Brett	Sturgeon Bay Bridge (State)	12
5/29/2019	Skaletski, Todd	Sturgeon Bay Bridge (State)	12
5/29/2019	VanRite, Paul	FRP-2	13.25
5/29/2019	Vlies, Kevin	FRP-2	12.25
5/29/2019	Williams, Tim	FRP-2	12
5/30/2019	Drake, Jack	PP-16	12
5/30/2019	Gussert, Tim	FRP-2	12.5
5/30/2019	Holbrook, Matt	Mechanic Shop, County Fuelman	12
5/30/2019	Jacobs, Adam	PP-16	12
5/30/2019	LeGrave, Steve	FRP-2	12.25
5/30/2019	Mangin, Justin	FRP-2	12.5
5/30/2019	Maus, Todd	FRP-2, PP-16	12
5/30/2019	Messerschmidt, Bill	FRP-2	12.5
5/30/2019	Sequin, Scott	PP-16	12
5/30/2019	VanRite, Paul	FRP-2	12.5
5/30/2019	Williams, Tim	FRP-2	12
5/30/2019	Zellner, Aaron	FRP-2	12.25
5/30/2019	Zelten, Brian	PP-16	12
5/31/2019	Allen, Chris	FRP-2	12
5/31/2019	Gussert, Tim	FRP-2	12.5
5/31/2019	LeGrave, Steve	FRP-2	12
5/31/2019	Mangin, Justin	FRP-2	12.25
5/31/2019	Maus, Todd	FRP-2, PP-16	12.25
5/31/2019	Messerschmidt, Bill	FRP-2	12.5
5/31/2019	Smits, Mike	FRP-2	12.5

**PUBLIC WORKS
FACILITY MANAGEMENT DIVISION
12-HOUR WORK DAYS
5/1/19 thru 5/31/19**

DATE	EMPLOYEE	OPERATION PERFORMED	# HOURS WORKED
5/5/19	Liz Schroeder	Regular shift, plus coverage for employees on disability leave	12.0
5/6/19	Mike Lemens	Regular shift, plus coverage for employees on disability leave	12.5
5/13/19	Lucas Leahy	Regular shift, plus coverage for employees on disability leave	13.5
5/17/19	Pat Fenlon	Electrician Duties; Signal Knockdown	12.5
5/19/19	Mike Lemens	Regular shift, plus coverage for employees on disability leave	12.0
5/20/19	Lucas Leahy	Regular shift, plus coverage for employees on disability leave	13.5
5/27/19	Lucas Leahy	Regular shift, plus coverage for employees on disability leave	12.0

**BROWN COUNTY PUBLIC WORKS
STAFFING SUMMARY**

As of 5/31/2019

HIGHWAY DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Senior Civil Engineer	5/11/18	Resigned	Fill: Open	In Process	N/A
Mechanic	1/27/19	Transfer	Fill: Open	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	10.75	10.75
Electrician	1.0	1.0
Engineering	7.0	6.0
Mechanics / Shop	12.0	11.0
Highway Crew	72.0	72.0
Sign Crew	2.0	2.0
Summer *	4.12	3.02
LTE	2.0	0.5
TOTAL	110.87	106.27

FACILITY MANAGEMENT DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Housekeeper	Newly Created	N/A	Filled	5/28/19	N/A
Housekeeper	Newly Created	N/A	Filled	5/28/19	N/A
Facility Worker	4/9/19	Termed	Fill	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	1.0	1.0
Facility Mechanics	7.0	7.0
Facility Workers	9.0	8.0
Housekeeping	20.0	20.0
Electrician	1.0	1.0
Summer Help *	0.46	0
TOTAL	43.71	42.25

* NOTE: Starting 5/13/19 – the Department began hiring our Seasonal LTE & Summer employees – numbers reflected in "Actual FTE's" for both divisions.