

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
LAKE MICHIGAN SEWER UTILITY DISTRICT
SEWER UTILITY DISTRICT "D"
9915 39th Avenue
Pleasant Prairie, WI
September 5, 2006
6:30 p.m.**

A Regular Meeting of the Pleasant Prairie Village Board was held on Monday, September 5, 2006. Meeting called to order at 6:30 p.m. Present were Village Board members John Steinbrink, Alex Tiahnybok, Steve Kumorkiewicz, Jeff Lauer and Mike Serpe. Also present were Mike Pollocoff, Village Administrator; Jean Werbie, Community Development Director and Vesna Savic, Deputy Village Clerk.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. MINUTES OF MEETING - AUGUST 7 AND 21, 2006**

TIAHNYBOK MOVED TO APPROVE THE MINUTES OF THE VILLAGE BOARD MEETINGS OF AUGUST 7 AND AUGUST 21, 2006; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

5. CITIZEN COMMENTS

John Steinbrink:

We ask that you give us your name and address for the record and use the microphone.

Herbert Driscoll:

My name is Herbert Driscoll. My address is 10733 122nd Street in Pleasant Prairie. My comments in a way addresses the Item H I think is on the agenda tonight. And what I'm trying to do is recommend a method of reducing some needs that might be required for some tax revenues. I would like to suggest an additional source of revenue that may help to reduce the total amount of taxes required under the proposed referendum. Clean Water Ordinance # 05-53 now exempts all agricultural land from paying user fees. Since State laws do not exempt this type of property from user fees, I suggest that the Village Board vote to remove the exemption from the ordinance and to charge all properties equally since there are at least 3,000 acres now classified as agriculture. This would result in about \$58,958 of additional revenue per year. It's a small amount, but this is based on the fact that I myself am saving \$19.65 per acre per year in user fees. Thank you.

Diane Schoen:

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Diane Schoen, 6320 109th Street. My comment also has to do with Item H about the proposed referendum. I just want to let you know I think referendums are a good idea because the taxpayers get a chance to speak and have some control over the property taxes they pay. I wish there had been one when you decided to establish the new storm water utility. The storm water system was part of the general fund in 2005 and is now funded as a user fee. If I understand the information correctly, the budgeted amount for the storm water system at the time of removing it from the general fund was \$112,000, and the amount to be collected by user fees for 2006 is \$235,000 or roughly double. That sounds like a 50 percent increase in that portion of the budget to me.

Many people view the transfer of funds from general levy to user fees as a back door tax increase. Had this been presented to the general public who voted for it, it would be a done deal and not subject to legal challenge. In Michigan the storm water utility fee was struck down by the Supreme Court because it was viewed as a way to circumvent the tax cap imposed by the will of the people, was involuntary and fees were not related to cost of service.

I would like to see a thorough review of the storm water utility at budget time and have it added back to the tax rolls and included in the proposed upcoming referendum because there is a huge disparity in fees charged to residential properties from as little as one cent to as much as \$70 a month. The calculation is subjective and has a lot of room for errors. The property owner has no control over the amount charged or an easy way to check for accuracy. It was, after all, a form of tax increase that affected the citizens disproportionately and hit some people very hard. Thank you for the opportunity to express my views.

Sherri Chmielecki:

Sherri Chmielecki, 11009 122nd Street, Pleasant Prairie. I don't know much about the laws and mathematics behind the Clean Water user fees but I do know an unfair tax when I see one. I pay over \$336 per year. That's over \$28 per month on my 19 acres of non ag property and just learned that a parcel with 45 acres with no ag pays only 12 cents a year. That's one cent a month. I say that these user fees should be part of the tax referendum so that all taxpayers can vote on it instead of just the individuals. Why should I pay for 45 acres of somebody else's property with what you're charging me? Thank you very much.

Dick Ginkowski:

Good evening, Dick Ginkowski, 7022 51st Avenue. We're fortunate that we've had good Village government. We have an outstanding Village staff. Our Police Department and Fire Department do an outstanding job with high efficiency and at an extremely low cost. These are all very good things. We should be very proud of them. But one thing that's a little disconcerting is to read and talk about coming to the voters for a referendum for what ostensibly covers routine expenditures. Capital improvements, a fire truck, a snowplow these are things that ordinarily would be budgeted for. I have to admit that I was here a few months ago at budget time and Mr. Serpe and I were in agreement at the time that you can only operate so close to the bone for so long before we run into problems. If we're running into a problem at this point in time I have concerns.

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I really think that it's easy to focus blame and say Madison may be responsible and other things may be responsible, but if we are approaching at least symptomatically a financial crisis that we can't afford to pay routine expenses, then perhaps we need to be examining the overall financial health of the Village, not just the Board, not people taking politics one side versus another, but perhaps to have a special commission to examine the entire picture before we approach people and say we would like you to vote for increased tax levy particularly when we just had a significant reassessment.

I think it would be a much easier sell if that comes as a result of study and input from the community as opposed to something that just shows up at least, and I can't say I have a final opinion here, but at least what shows up as, my goodness, these are ordinarily routine expenses that should be budgeted for over a period of time. If we're unable to do that then perhaps we're in trouble and we need to be addressing the larger issue and not the stop gap measure.

So I'm going to encourage the Board to look at it from that perspective. I'm not so sure a referendum at this time is a good idea. I think it's far better to do more homework and come to people with something that expresses a complete financial picture for the future rather than a stop gap measure covering limited items. I think the public confidence in having a referendum approved would be much higher under the circumstances.

But for right now there are a lot of questions, and I think one of the large questions could be and, of course, the newspaper could be wrong, why are you coming to us asking for spending, approval to increase taxes for things that ordinarily would be part of your capital improvements budget. It's a good question and it's one I think people are asking and it deserves an answer. Thank you very much.

Larry Matson:

Larry Matson, 8550 122nd Street. I'd like to voice my support for the decision to send the road improvement program to referendum. I walked the streets of our Village last spring and I could not help but notice the condition of our roads. They're falling apart. How did we get in this position? Years of refusal to fund a realistic road maintenance program. Was any money set aside in the last several years for road improvements? If not, why? This is supposed to be basic. If so, how much and where is it now?

While it is admirable that you've kept the tax levy low, it is irresponsible to under fund the budget and allow the infrastructure to fall into disrepair. Remember, your job is to do what is right, not what is popular. Where does this leave us? It leaves us playing the blame game. Trustee Serpe publicly stated that we are being punished for years of keeping the tax levy low. The truth is our Board voted the last several years to stay below the allowable increase. You cannot take credit for keeping the tax levy low then blame the State for shortages when you didn't raise the levy. You cannot have it both ways. Trustee Serpe was quoted in the *Kenosha News* August 30th as saying the elimination of certain impact fees puts municipalities in a difficult position. Mr. Serpe, please explain to me how the elimination of impact fees for parks, playgrounds, athletic fields and your planned \$6 million pool led to our Village to ask for \$17 million in road improvements. Let's be truthful about what's going on here.

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While you may not have increased the tax levy, you have substantially increased the assessments. This year mine went up in excess of ten percent. While it's a good thing that property is appreciating in value, it is the simplest way to enhance our Village treasury. Best of all, you did not have to vote to increase the tax. It was built in. I would also like to point out that you assess at a rate of 104 percent. I guess 100 percent isn't good enough.

Mr. Serpe was also quoted as saying, quote, maintaining our services might have to go to referendum. They are the only way we will be able to survive, end quote. Well, if the referendum fails, what services would you cut? Let me tell you based on my personal experiences talk of modifying services is a fatal mistake.

I'm bewildered as to what the plan is. Is the plan put together by the same brain trust that came up with the slag idea? To be honest I have no faith in that thought process. The lack of planning on your part has constituted a tax emergency on my part. To be exact, \$500 per year and \$3,500 for the life of the referendum and that does not guarantee that my slab coated road will ever be repaired. Thank you.

John Steinbrink:

Anyone else wishing to speak under citizen comments?

6. VILLAGE BOARD COMMENTS

Jeff Lauer:

I know later for Item H we'll be talking about the referendum. I know there's some folks speaking on that tonight so hopefully you'll be around for that. I know the Village is in a tight position right now for capital items that are needed. So I'll be speaking more on that later, but I hope you folks will be able to be around here for that.

Alex Tiahnybok:

This is for Mr. Driscoll and Mrs. Schoen and Mrs. Chmielecki. As you know the Clean Water Utility has been a bone of contention for me, too, in terms of how it's been applied and who's paying the bills. In a meeting probably about a month ago or six weeks ago it was agreed to by this Board that it would be reviewed again during budget time. I can assure you it's going to be a hot matter then and will be addressed properly at that time.

Mike Serpe:

There was a comment that we should put the Clean Water Utility back on the tax roll. Right now I believe our non taxable property is approaching close to \$1 billion, is that correct, Mike?

Mike Pollocoff:

That's correct.

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Mike Serpe:

So right now that \$1 billion of non taxable property is paying towards the Clean Water Utility. If we take that and put it on the tax roll we don't collect taxes from tax exempt parcels. Is that correct?

Mike Pollocoff:

That's correct.

Mike Serpe:

I'm not going to go through this right now. You're right, Alex, we'll discuss it at the right time. But to put it on the tax roll you're taking \$1 billion of taxable property that you won't be able to collect on. Just a thought.

John Steinbrink:

You won't collect on it but you'll pass it on to the other taxable property. That's a big issue.

Alex Tiahnybok:

I agree with you, Mike. I do not believe that putting it on the tax roll would be a good idea because it's going to create an imbalance in another direction and unfairly to those that pay for everything on the basis of property evaluations. But during our course of our conversations I indicated that the most troubling part for me was the imbalance in terms of type of land and type of fee actually being assessed for those types of land. And I think the point that Mr. Driscoll I think very nobly made considering he'd be looking at a bigger bill himself, ag land is essentially exempt from the Clean Water Utility today. I'd like to know what the source of that exemption is. Is it a federal thing? Is it a State mandate and everyone else is getting charged except ag.

Mike Pollocoff:

As we start moving into the budget process, and as Trustee Tiahnybok indicated, the Board committed to evaluate the Clean Water Utility which I would hope you do. That's part of your job every year is to evaluate all the budgets. But I guess as we put that together, and you said we're going to do it properly next time, I guess I'd like to know what we did that was improper. I think we put the numbers out, the methodology, we walked through it, we gave it two different meetings. If there was something that was improper or wasn't proprietary I guess I'd like to

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know what that is or what we can do. I think people might not like the results or the end, but I don't know that anybody made an attempt to do anything improper. If we did, tell me what it is because we surely wouldn't want to do it again.

Alex Tiahnybok:

If the word proper is what's getting you concerned, I'm not trying to suggest that it was illegal or underhanded in any way. I just think it's unfair.

Mike Pollocoff:

I'm concerned about professionally that we don't try to do anything that's improper. Sometimes we're the bearer of bad news that people disagree with or may think is unfair, but we didn't do anything in an improper manner intentionally or unintentionally.

Steve Kumorkiewicz:

That goes back to I believe one of the biggest problems that we've got is to realize the difference between tax exempt property in the Village and the residential and businesses and commercial that pay taxes. Right now I believe about 56 percent of the assessed value in the Village is tax exempt. Correct, Mike, or pretty close?

Mike Pollocoff:

Forty six.

Steve Kumorkiewicz:

Okay, 46 percent. So if we take that 46 percent out right now, we've got to pay more in our taxes in our houses. The real estate tax is going to be up 46 percent because it's going to be a section of the taxes exempt that they are not going to pay . . . protection from the tax . . . because they get the services, taxes and property, and they don't pay. We have to pick up all that. . . . retiree and some of the people here should pay for tax exempt property getting the services are not paying for it. We take it up on the taxes and put it in the . . . those fees are going to go up. I don't go along with that. I can't afford that. We have to realize what is tax exempt property and what is tax paying property. Thank you.

John Steinbrink:

I do hope people stick around for the rest of the meeting. Usually people come in and they comment and leave. The sky is not falling in the Village contrary to what you hear or read. The Village is in good shape. They provide the best services around. We have one of the best rates around for a municipality. We have a lot of tax base and a lot more to come for this community which is going to keep the taxes low in this community, and I hope people do stick around to hear what is really on the agenda this evening.

Yes, we are being punished for being a municipality that did a good job and kept the tax rates

low. Much the same as the Medicare process when the feds stepped in and said, oh, somebody is spending too much so let's cut everybody. So all the states that did a good job of keeping Medicare charges low were punished, and the big spenders they took the cut and they kept on going. These people in this municipality have kept your taxes low and that's what people wanted, low taxes, good services and we provided that and we're still providing that.

However, when they changed the rules of the game in mid stream it becomes difficult. Not impossible, difficult. And I think we're here tonight to discuss that and how future funding will be done, and we're going to do it by the rules that have been set up by the State, by people who think they know how to run municipalities better than municipalities do. The same folks that gave you a \$3.2 billion deficit at the State level and played their little shell game and said, hey, let's focus on the municipalities. That way maybe they won't see what we're doing up here in the State. Unfortunately a lot of those folks got caught at that game up there.

You saw a Governor that came in and closed that gap and it wasn't easy. A lot of hard cuts out there and the municipalities were one of them that took some of the hardest cuts. We lost shared revenues. We lost a lot of revenues that were our revenues that we produced here that should have been returned to us but are no longer there.

So tonight I think we're going to discuss how we're going to approach the future, how we're going to maintain the good services and how we're going to do it with the new rules of the game put forward. There's a lot of talk about impact fees and storm water fees not quite on the mark. Everybody seems to have an idea, but nobody seems to exactly know what they're talking about. So I hope everybody sticks around tonight when we have the discussion on this and we lay out the game plan. We ask you what do you want to do and the Board will make that decision and we are going to be open to input.

But the sky is not falling. The Village is in good shape, and we're doing like we always do, preparing for the future and making sure your services are provided, your debt is paid and your Village goes on to be more prosperous in the future. We're creating jobs here. We're doing a lot of things that other communities aren't doing and we're seeing results. If you look at the interstate system and what's out there and what's proposed and what's going to come that's the future of this Village and it's a good future and a bright future. Any other community in this country would kill for what we have here. It's an outstanding plan for the future and we did it and we should all be proud of it.

To run around and say the Village is in trouble, how are we going to pay for this, we made bad mistakes in the future, not true and I think we can outline that and address those issues. Roads, we have a lot of roads. We have expanding road systems in the Village. We had ways of paying for that before but that's not in the new game plan so we're addressing that here tonight and we're going to bring it forward. So before too many more assumptions are made I hope everybody sits around and listens to what's being said here this evening. Any other Board comments?

7. CORRESPONDENCE

A. Receive Petition from residents of Westwood Estates for installation of a water meter at each individual home.

Mike Pollocoff:

Mr. President, we received a petition from a number of residents in the Westwood Mobile Home Park requesting that in essence the Village take over what is currently a private water system that's operated by the Westwood Mobile Home Park and make that a public utility. Yourself, Trustees Kumorkiewicz and Lauer and I attended the meeting of residents of the Mobile Home Park a week or so ago. We had a lot of issues that were explained concerning a number of concerns they had, and I think the Village has addressed those things . . . this one issue here as it relates to water.

This is a little unusual in the sense that the residents of Westwood Estates currently do have municipal water. They purchase it through one master meter or two master meters, and there's a number of residents that live on a public street in the new addition to Westwood Estates that have traditional water services just like most residents in the Village where there's a public water main and they each have a public water meter in the facility. The process for this is they've requested the Board to consider it.

Our next step is to meet with the park management, the owners, because they own the water system and it's not a municipal system, and see what their thoughts are on it and then we'll have to meet with both the Wisconsin Public Service Commission as well as the Department of Commerce and Agriculture because they have regulatory review over mobile home parks, and structure a process by where if that were to happen you as a body also sits on the Board of Water Commissioners could determine whether or not that's something we want to undertake, determine whether or not that's something that the people out there really do want or don't want, and whether or not the park is interested in doing that.

It would be an expense for the utility but it would be an added source of revenue for the utility. What it really does from the residents standpoint if they're concerned about the park ownership installing meters and then placing a per gallon charge that's higher than what the Village charges, and there are parks that do that, it may be in fact less expensive for them to have a public meter. We can't do that unless the park ownership is willing to dedicate that to the Village. It's no different than a subdivision. If a subdivision is developed we require that developer to construct the improvements and dedicate them to the Village free of charge and then we go forward.

So there are a lot of steps that have to happen. This is the first step. My recommendation is we receive and file this petition and that I be directed to start the process to contact the park owners as well as the Public Service Commission and the other regulatory agencies to put the process together to have this evaluated as provided for really by the PSC.

Mike Serpe:

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Mike, I wasn't at the meeting. Is this one of their major complaints at the park is the water charges or is this one of the more minor ones?

Mike Pollocoff:

If you look at the petition, they've kind of identified all the mobile homes in the petition that are involved. There's quite a few that don't have signatures . . . so for some people it was a hot button, for some people it was an area of concern and then some people this is just my gathering I think Trustee Lauer-

Mike Serpe:

What I was referring to is the rates that the park owners are charging extremely high or is this-

Mike Pollocoff:

We don't know what they are. But right now they don't have a basis to charge differential rates because nobody has a meter. So they've been evaluating whether or not to put meters in themselves. My understanding is from discussions with them that they haven't arrived on whether or not they want to do that or not because it is expensive. So no one really knows what the rates will be. I think it's more of a fear of what they could be. Those rates, unlike ours, our rates are set by the Public Service Commission. We don't set them here. The owners that's a private utility and they have the ability to set those rates with very little regulatory review. I don't know that they would be high. I just don't know and I don't think anybody does know including the owners because they haven't gone through their due diligence to figure out what it's going to cost them. If people do want to have us take it over we can evaluate that. But everybody has to agree because if you don't then you're really nowhere.

Mike Serpe:

Just one other comment. For the sake of argument here and conversation here that we were to go ahead and install meters on every mobile home, that's a hookup fee that would have to be charged to each trailer?

Mike Pollocoff:

No. Our Public Service Commission order, that's when they would have to dedicate the lines to us, and the State does not permit utilities to charge for the cost of a meter or its installation. That's a utility charge. But everybody who has a water account with the Village pays a \$10 base fee and part of that base fee is for the initial installation and depreciation of that meter over time so you get that money back in your rates. So the utility would fund that up in the first instance and then collect it over time. Right now the park pays one fee for everybody so it really kind of

reallocates out how things happen. I think everybody would really need to take a good look. Our fees are what they are. We can't change them, but it really depends on what the park wants to do.

I think the other issue of it is having a water meter at a mobile home park and enables the park to do two things. One is see who their big water users are, which also ties back to the sanitary sewer charge because the park is metered with a sanitary sewer meter on the back end and they would be able to allocate out those expenses for sanitary sewer discharge based on water consumption just like we do for our customers. We take a look at what the use in the winter and that's their sewer base rate. I don't think it's a simple question but there definitely is a number. It's not half or total but there's a number of people that want the issue addressed. It doesn't really cost us too much to go through the work and see what everybody wants to do. As I said, if for some reason the park management doesn't want to do it we can't make them do it and neither can the residents. And they can't make us if we decide we don't want to take it either.

Alex Tiahnybok:

Three quick questions. Mike, is it customary for mobile home parks to have meters? Do we know that, individual meters?

Mike Pollocoff:

It wasn't early on but over the last ten years it's getting to be more and more common.

Alex Tiahnybok:

As you mentioned and you kind of alluded to this already in this petition there's 291 sites and just scanning it looks like a lot less than 50 percent are asking for it, so that's another issue I would have. And then the third, and I'm sure you'll determine this when we look at this further, but we're supplying water to the one meter or the two meters, right?

Mike Pollocoff:

Right.

Alex Tiahnybok:

From that point forward to the individual mobile homes that's not our equipment, not our property and we have nothing to do with that, so are there standards that we would require in terms of quality of installation and diameter or pipe and all that sort of stuff or could that become a big sticking point?

Mike Pollocoff:

As far as the material and the nature and the size of it, it met our standards when it went in, but it's depreciated in some parts. Some of it's pretty new and some of it is rather old, so we would look at it and we would evaluate that through a series of tests for some of the older areas to see how much--I don't think it's fallen into disrepair but we're going to replace those mains a lot

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sooner than others and that would be a cost we'd have to look at. I don't know what that is.

Mike Serpe:

Mr. Chairman, I would move to receive and file this. Mike, I don't envy your position looking into this.

Alex Tiahnybok:

I second.

John Steinbrink:

Motion and a second.

Steve Kumorkiewicz:

Mike, they're concerned with the water and the sewer . . . right now they have two meters for the water. Are they metering the sewer going out or not?

Mike Pollocoff:

The Village is metering the sewer. Everything kind of drains to the east there. So we have two sanitary sewer meters that measure the flow coming out of the park. You've got to remember that when we measure sanitary sewer flow you have the consumptive flow where people took the water in their mobile home park and it ended up in the sewer one way or another. But it's a system of private mains inside the mobile home park and some of those mains are tile or clay, and those tend to crack and break and infiltrate clear water.

There's always clear water infiltrating in any sewer main even if it's brand new but it should be a small amount. But the City of Kenosha charges us for whatever water goes into our sewers that ends up in the treatment plant. They don't care whether it's clear water or gray water or septic water. That's how they bill us. So for those users in the Village, and there's three parks that we bill based on this, is whatever they discharge out we charge them for it because the Village is going to have to pay for that when it comes up to their main. So their sewer bill in terms of volume has always been greater than their water bill. They discharge a lot more water than they buy. Sometimes of the year it's quite a bit more. So I think that's another problem that the park management is trying to come to grips with as to what that is.

If we took over the water system, and that would be the other question to answer, would we take over the sewer system conversely or not take it? It gets to be a little dicey because you've got sewer and water mains crossing easements. It would probably be better from an operational standpoint and maintenance to have them both, but you end up inheriting a sewer system that I think dated back to the late or mid '70s that it was installed in the initial part of the park. As I said, that was a clay sanitary sewer system which isn't good. So there's some down sides. There's definitely down sides on everybody's end of it.

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Steve Kumorkiewicz:

I'm concerned with the infiltration that could happen there.

Mike Pollocoff:

Right, that's what I'm saying.

Steve Kumorkiewicz:

That's the same problem we used to have here in Timber Ridge.

SERPE MOVED TO RECEIVE AND FILE THE PETITION FROM THE RESIDENTS OF WESTWOOD ESTATES FOR INSTALLATION OF A WATER METER IN EACH INDIVIDUAL HOME AND DIRECT THE VILLAGE ADMINISTRATOR TO RESEARCH THE MATTER; SECONDED BY TIAHNYBOK; MOTION CARRIED 5-0.

8. NEW BUSINESS

- A. Receive Plan Commission Recommendation and Consider a Zoning Map Amendment (Ord. #06-40) for the request of Rich Oscarson, of JMC Investments, LLC, owner of the property generally located at the approximate 8700 Block of Old Green Bay Road, to rezone an approximate 40 acre property pursuant to a previously approved Floodplain Boundary Adjustment and to accommodate a new single-family dwelling on the south-central portion of the property and to accommodate a new two-family (duplex) condominium building along the east side of Old Green Bay Road from R-8 (UHO), Urban Two-Family Residential District with an Urban Land Holding Overlay District; R-8, Urban Two-Family Residential District; C-1, Lowland Resource Conservancy District; and FPO, Floodplain Overlay District; to C-2, Upland Resource Conservancy District; PR-1, Park-Recreational District; C-1; and R-8; with the FPO District over portions of the property.**

Jean Werbie:

I would request that we take Item B at the same time as I'll be making one presentation.

- B. Receive Plan Commission Recommendation and Consider the request of Rich Oscarson, of JMC Investments, LLC, property owner, for a Certified Survey Map to subdivide Tax Parcel Number 92-4-122-152-0169 to create an approximate 1/2 acre lot along Old Green Bay Road.**

Jean Werbie:

Mr. President and members of the Board, the JMC investments LLC with Rich Oscarson as the primary petitioner is requesting to do a couple of things on his property. His property is located on Old Green Bay Road just south of 85th Street just south of the Jerome Creek. He has approximately 40 acres of a parent part of a property that has a great deal of floodplain on it as well as a wooded area, and he is looking to create one duplex lot along Old Green Bay Road.

Specifically he's requesting two things with respect to a zoning map amendment this evening. First of all, the first part is that he's looking to rezone approximately a ½ acre lot that is located along Old Green Bay Road and he's proposing to place it into the R-8, Urban Two Family Residential District, in order for a two family condominium to be built. There was a portion of the property that was located within the 100-year floodplain, and he has gone through the cut and fill analysis, an engineering process, in order to fill a small area of floodplain and then to create some additional floodplain on the adjacent property which he also does own. So by doing this he would have a single R-8 property with no floodplain on it.

The second request is where his parent parcel is located, the 40 acre property, it's largely wooded C-2 and it's also got a great deal of floodplain on it, but he's requesting that the area that's not in lowland wetlands, which is zoned C-1, and the area that's not in C-2 he'd like to place the balance of the property in the PR-1, which is a Park and Recreation District. It currently is zoned R-8 two family. His intention on that 40 acre property is to place one single family home.

Now, to get a little bit more specific, the floodplain boundary adjustment I just referred to is contained on that Lot 3 or an area that is just north of some existing duplexes on Old Green Bay Road. As you can see the cross-hatched areas is the area that was adjusted out of the floodplain, and then the area that was created has got a single diagonal cross-hatch in the south end. That area was created as floodplain. The balance of his property, again, that is to the east with the exception of the wooded area is currently in the floodplain and will remain in the floodplain.

This is just a closeup again of that same shot of the area that was removed from the floodplain and then the area that was added to the floodplain. This is a process that took about a year or so to go through. He had to get the initial approvals from the Village then from the Wisconsin Department of Natural Resources and then from the Federal Emergency Management Agency, then he had to complete the work and then he's gone back and gotten the final letters of map revision from FEMA. Again, this is the area that was created on his adjacent property. So we are not creating any less floodplain out there than currently exists. We're actually creating some additional floodplain when you look at the cubic footage on the site.

This is the entire property as you can see just south of the Jerome Creek. The property at one point was R-11. It was rezoned by the Board, at one point R-8, and now he's actually asking for that parent property to be placed into the PR-1, Park and Recreational District along with a portion that is wooded. There's a very large stand of oak trees and other trees out there. That's designated as C-2, Upland Resource Conservancy, with some floodplain and that will remain as shown.

When the original two duplex lots were created by condominium down at the Kenosha County

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Register of Deeds Office, there was some misunderstanding with respect to a condominium being created for the third parcel. When a condominium is recorded it actually divides property and changes ownership and creates a new parcel. So inadvertently a new parcel was created without a certified survey map, and the purpose of this certified survey map also on the agenda this evening is to correct that illegal land division that had originally occurred and to make it a legal land division for him to convey it for a duplex lot to be built on Old Green Bay Road.

Again, this is the certified survey map. It does show the new Lot 3, approximately ½ acre that will be created, and then the balance of the property will be a combination of PR-1, C-1, C-2 and floodplain overlay and an opportunity for him to place one single family home. This just shows the balance of Lot 4.

This is a matter that was before the Village Plan Commission. A public hearing was held at that time. I think there was one or two questions by some adjacent neighbors which were corrected at the meeting with respect to their misunderstandings. Again, no additional floodplain area is being created other than the adjustments on the site. So we aren't creating an additional water problem up stream or downstream for anybody. This is really a cut and fill balance. The Plan Commission and the staff recommend approval of Ordinance #06-40. Again, this is the request for the two referenced zoning map amendments, and then the second request is for the certified survey map to subdivide Tax Parcel 92-4-122-152-0169 to create that ½ acre lot along Old Green Bay Road.

Steve Kumorkiewicz:

Vote on both or separate?

Jean Werbie:

You need to take separate actions.

Mike Serpe:

Jean, when this first came to us a number of years ago I think the total number of units that we talked about was 429?

Jean Werbie:

Yes.

Mike Serpe:

How many are we talking about now with the addition of the one that he has left? Six?

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Jean Werbie:

There would be six units of duplex and then his single family home so seven.

Mike Serpe:

That's considerably different than what was originally proposed and mostly because of the environmental concerns, is that correct?

Jean Werbie:

That's correct. Again, during that same time period the Des Plaines River Watershed Study was completed and a great deal more floodplain was identified on this property since prior to 1998. Then the Village has taken a much stronger policy about cutting down all the trees to put in home sites. So he was very aware of that when he purchased this property from the Archdiocese of Chicago, and so he wanted to make sure that he preserved and protected as much as he could.

Mike Serpe:

He did a good job.

SERPE MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND CONSIDER A ZONING MAP AMENDMENT (ORD. #06-40) FOR THE REQUEST OF RICH OSCARSON, OF JMC INVESTMENTS, LLC, OWNER OF THE PROPERTY GENERALLY LOCATED AT THE APPROXIMATE 8700 BLOCK OF OLD GREEN BAY ROAD, TO REZONE AN APPROXIMATE 40 ACRE PROPERTY PURSUANT TO A PREVIOUSLY APPROVED FLOODPLAIN BOUNDARY ADJUSTMENT AND TO ACCOMMODATE A NEW SINGLE-FAMILY DWELLING ON THE SOUTH-CENTRAL PORTION OF THE PROPERTY AND TO ACCOMMODATE A NEW TWO-FAMILY (DUPLEX) CONDOMINIUM BUILDING ALONG THE EAST SIDE OF OLD GREEN BAY ROAD FROM R-8 (UHO), URBAN TWO-FAMILY RESIDENTIAL DISTRICT WITH AN URBAN LAND HOLDING OVERLAY DISTRICT; R-8, URBAN TWO-FAMILY RESIDENTIAL DISTRICT; C-1, LOWLAND RESOURCE CONSERVANCY DISTRICT; AND FPO, FLOODPLAIN OVERLAY DISTRICT; TO C-2, UPLAND RESOURCE CONSERVANCY DISTRICT; PR-1, PARK-RECREATIONAL DISTRICT; C-1; AND R-8; WITH THE FPO; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

John Steinbrink:

Next item is Item B.

SERPE MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND CONSIDER THE REQUEST OF RICH OSCARSON, OF JMC INVESTMENTS, LLC, PROPERTY OWNER, FOR A CERTIFIED SURVEY MAP TO SUBDIVIDE TAX PARCEL NUMBER 92-4-122-152-0169 TO CREATE AN APPROXIMATE ½ ACRE LOT ALONG OLD GREEN BAY ROAD; SECONDED BY LAUER; MOTION CARRIED 5-0.

- C. Receive Plan Commission Recommendation and Consider Ord. #06-41 for the request of Mark Bourque, agent for Willow Point Plaza LLC, owner of the property located at 8501-03 75th Street to amend Chapter 420 Attachment 3 Appendix C Specific Development Plans 12 of the Village Zoning Ordinance relating to Planned Unit Development for Willow Point Plaza.**

Jean Werbie:

Mr. President and members of the Board, the petitioner who has recently purchased the retail facility located at 8501-8503 75th Street known as the Willow Pointe Retail Center is requesting to amend the planned unit development text for that particular development. In the first instance when the zoning was approved for this retail center a number of years ago, detailed planned unit developments were not written for the particular project. So as there's a change over in ownership or there's any modifications with respect to what would like to be done on the property, oftentimes the developer or the owner will come back to the Village to make sure that if there's been any modifications and setbacks or anything with respect to the new construction or revitalization of this center that it's incorporated into a text amendment, which is PUD, in order for the center to be rebuilt at this location in the same proximity that it currently exists.

So the petitioner has sat down with the Village staff and there was a public hearing before the Village Plan Commission and was requesting some modifications to the planned unit development ordinance and that the staff update some of the narrative. First of all they're changing the name of the center from Willow Pointe Retail Center to Willow Point Plaza. They're correcting some of the language, chapter and section language, that came with the recodification of our ordinance. And then third adding some provisions that describe the minimum separation distances between two principle buildings that it shall only be 10 feet. At this time the PUD doesn't specify the distance between so they wanted that clarified with respect to this ordinance.

And then there were some modifications with respect to the primary monument sign on this particular property. Actually there is only two areas that they were looking for some modification or relief, and that first item is the minimum setback distance which is Item E. Five feet from any public street or highway right of way. The current ordinance requires 15 feet in every direction. Based on the proximity of the buildings and the parking lot to Highway 50 it's not possible to have that kind of setback. This is a legal, nonconforming structure and building, and so the sign itself would be inside the parking lot if it were to meet these setback requirements. The staff evaluated it and felt that this was reasonable.

The second is landscaping. Item G, landscaping shall extend a minimum of two feet in every direction from the base or other support structure of the sign. The current ordinance requires five. Again, based on the location of the primary sign we'd be in the parking lot. So he has agreed to put some additional landscaping along the front and on either side of the sign but it won't extend five feet into the parking lot.

Those were the modifications that Mr. Bourque was requesting as part of the planned unit development. Attached in your packets is Ordinance #06-41 which sets forth the detailed PUD for the entire center with these few changes incorporated into the document. The staff and the Plan Commission recommend approval as presented.

TIAHNYBOK MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND CONSIDER ORD. #06-41 FOR THE REQUEST OF MARK BOURQUE, AGENT FOR WILLOW POINT PLAZA LLC, OWNER OF THE PROPERTY LOCATED AT 8501-03 75TH STREET TO AMEND CHAPTER 420 ATTACHMENT 3 APPENDIX C SPECIFIC DEVELOPMENT PLANS 12 OF THE VILLAGE ZONING ORDINANCE RELATING TO PLANNED UNIT DEVELOPMENT FOR WILLOW POINT PLAZA; SECONDED BY LAUER; MOTION CARRIED 5-0.

D. Receive Plan Commission Recommendation and Consider Ord #06-42 for a Zoning Text and Map Amendment to amend Section 420-12 related to the official zoning maps and amendments to said maps; and to adopt new official zoning maps.

Jean Werbie:

Mr. President and members of the Board, on May 22, 2006, the Plan Commission approved Plan Commission Resolution 06-14 to initiate a zoning text and map amendments as related to the Village's official zoning maps and text. The Community Development Department staff, along with the Village's GIS Division, have been transferring all of the existing hand drawn zoning and shoreland zoning maps into a digitized electronic map format for the Village. This process has now been completed and the new zoning maps have been prepared. In fact, on the tape across the room from me the existing zoning maps are the laminated ones to my right and then the other maps are to the left. Everything is now computerized, digitized and will make it much easier for reproduction purposes.

As specified in the amendment to Section 420-12 of the Village zoning ordinance entitled zoning maps, the new official general zoning and shoreland zoning maps are on a series of 41 cadastral maps which are property boundary maps on a scale of 1" to 200'. They're dated March 2006. The cadastral property boundary map information was prepared by Kenosha County Department of Planning and Development. Just to clarify, all the zoning information was transferred to these maps by the GIS department and reviewed three separate times by myself and myself.

The general zoning districts and the shoreland zoning district boundaries are shown on these maps, and the floodplain overlay districts are shown on this map for reference purposes only because we have a separate set of maps for those.

Each of these maps shall be certified by the Village President and attested by the Village Clerk. Each ordinance amending the zoning map shall be promptly noted on the maps by the zoning administrator. The zoning maps shall be available for inspection in the community development department.

By the adoption of this ordinance this evening, 06-42, we will be in fact adopting a new series of zoning maps for the Village of Pleasant Prairie. Again, we are not changing the zoning within the Village of Pleasant Prairie, we're just officially transferring them from hand drawn maps to computerized digitized maps. Again, this will be very helpful for the Village and other departments and those requesting this type of information.. Staff recommends approval.

TIAHNYBOK MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND CONSIDER ORD #06-42 FOR A ZONING TEXT AND MAP AMENDMENT TO AMEND SECTION 420-12 RELATED TO THE OFFICIAL ZONING MAPS AND AMENDMENTS TO SAID MAPS; AND TO ADOPT NEW OFFICIAL ZONING MAPS; SECONDED BY LAUER; MOTION CARRIED 5-0.

E. Consider Ordinance #06-38 to Amend Chapter 292 of the Municipal Code relating to Solid Waste and Recycling Compliance Assurance Plan. (Second Reading)

Mike Pollocoff:

Mr. President, as you indicated this is our second reading of this ordinance. This ordinance provides a procedure whereby those residents participating in our recycling program where the roll out containers are placed on the street, and with the range of recycling materials that we collect, if residents put in contaminated materials which would be any type of garbage in the recycling, or if residents refuse to recycle and place the recycled material in the garbage, it provides a process where we can tag that information, explain what's wrong with how they placed the materials out, provide them with educational materials so that they learn about it, and then provide for a second and third offenses.

The Village is required by law to ensure that recycled materials do not get land filled. The Village is responsible for that legally. And the Village right now is enjoying a very good contract with the recycling company that takes all of our recycled materials with no tipping fee. That's premised on a couple of things. One if that we're delivering good, clean recycled materials from the households because if we delivered materials that weren't it would compromise the waste treatment that they're going through as they check it and we would not be able to receive that service at no charge.

Right now the Village is recycling at a significantly higher rate. We're above 30 percent I believe. We were barely hanging at 20 percent before we started this new program so we're doing very good. Every ton of recycling that we have that isn't a ton of garbage we're not paying

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to have that go into a landfill. Our goal in this is not to create a position where we're to be the garbage police or the recycling police, but if there are some residents that won't participate and do the things that have to get done that we're required to do, we've got a process where we can work them through to the end and if they don't comply ultimately they could be fined. That fine could be from \$62 to a ticket and all the way up to \$666.

Right now we don't have anybody that we know of, we might have one who is needing some extra, extra education, but we don't have anybody in the Village that meets any of these criteria that we're dealing with right now, but this puts something in place where we can do it and we're required by the State of Wisconsin to, in fact, come up with a process to enforce the recycling laws that they've established for us. So I'd recommend that Ordinance 06-38 be adopted into Chapter 292.

Steve Kumorkiewicz:

So moved to adopt.

Mike Serpe:

I'll second.

John Steinbrink:

Motion by Steve and second by Mike. Further discussion?

Alex Tiahnybok:

Regarding the series of offenses, Mike, is there a uniform procedure in terms of what the collectors do if either recyclables are found in trash or vice versa. Are they instructed to take the garbage anyway and leave a tag or are they instructed to leave the garbage?

Mike Pollocoff:

There's two different ways to look at it. One, if it's the garbage and it's got recycling materials in there we'll tag it and tell them why it's being tagged so that when they come home it will still be there and have the tag on it and why it isn't picked up so they know not to do that again. Then there's a number of there to call and we'll send them some material showing what goes in the recycling bin and what goes in the garbage bag or garbage can.

Or, if people are putting used diapers or I'm trying to think of something that shouldn't be in the recycling and they're catching that, that really isn't seen because the bin is . . . but if the recycling container is still there and that gets tagged so they can see what that is. So it's really kind of a matter of what's getting collected. Our real goal is to do both, to make sure the recycling doesn't have any garbage in it and why pay for the recycling to be in the garbage when we wouldn't have to pay for it when it wasn't.

It's a three step process, but in all reality some people might have difficulty understanding what

we're trying to accomplish so it's going to take more than one or two times and we're not going to bring anybody right up against the wall on the third time. I think that third time is for people who just won't do it. They're either putting the recycling in the garbage or vice versa. Then at that point that's why we have all our enforcement rules. Some people just need a financial incentive to do it right after numerous attempts.

Alex Tiahnybok:

I'm just trying to look into the future. I have some small kids at home and I know we don't like to be garbage police and I guarantee you I don't like to be garbage police either. I know occasionally I open the garbage and one of my kids threw the wrong thing in the wrong place. I just don't want us to be too heavy handed about this but I don't think that's the goal.

Mike Pollocoff:

It's not. If they tip a recycling container and it's all garbage, people get confused about some things of what's recyclable and what isn't and that's understandable. But if the whole brown container with the blue lid is garbage then we have to visit with those people and make sure they haven't gotten confused or if they're new to the community that they understand what we're doing. All things being equal I don't think we'd be adopting a procedure like this but, again, Madison knows better.

KUMORKIEWICZ MOVED TO ADOPT ORDINANCE #06-38 TO AMEND CHAPTER 292 OF THE MUNICIPAL CODE RELATING TO SOLID WASTE AND RECYCLING COMPLIANCE ASSURANCE PLAN; SECONDED BY SERPE; MOTION CARRIED 5-0.

F. Consider Ordinance No. 06-39 - Ordinance to Amend Chapter 242 of the Municipal Code Relating to the Rental Cancellation Policy at the IcePlex.

Mike Pollocoff:

Mr. President, we have a staff report here from the Recreation Department. Ken Knight is here to explain what we're trying to accomplish with amending 242. As you know, renting ice now is really getting to be a long-term situation because we're leased out through the 2007 season for prime time ice. And we rely on the fact that people are going to make those commitments because we're turning people away as we speak. This provides a procedure whereby there's some rules where it gives a person who might have over purchased ice a way out. If they end up not using it a process whereby the Recreation Enterprise can be compensated. Ken, why don't you explain what you're accomplishing with this.

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Ken Knight:

Good evening. Our current policy, and you all should have a copy and I believe it's on the screen here as well, we feel it's a little restrictive. Our groups, especially our hockey groups, often times will not know that far out if they're going to win a game or go to a tournament or an out of town team cancels. Seldom do they cancel without rescheduling. It's not really been a problem in the past, but we would like to take a hard look at this and maybe reduce a little bit of the time frame. The current policy is 45 days notice for canceling or rescheduling. And if we don't receive that and we can't rebook the ice then they're charged full price. If they give us at least 45 days notice then they're charged \$20 per hour administration fee. That's the current policy.

What we're proposing is for cancellation a 30-day notice. Less than 30 days, again, they would have to pay the full fee unless it can be rebooked. If they give us at least 30 days notice then they are subject to the \$20 per hour fee for administration. That's for cancellation. For rescheduling, which happens most often, we're asking that we have at least a seven day notice or they'll have to pay the \$20 an hour administration fee, and if it's less than seven days notice then it's a \$40 an hour administration fee. Again, this has not really been a bit issue or a big problem. We just want to make sure that we have this in place so that we are covering ourselves and so we don't lose any ice booking. It's a pretty tight schedule as you know especially during the season. Any questions?

Jeff Lauer:

I think this is a good change. What's the prime time again?

Ken Knight:

Prime time is during the week from 5 until 10 in the evening and on the weekend from 8 in the morning until 10 at night. All the rest is considered non prime.

Mike Serpe:

Ice time is pretty much booked?

Ken Knight:

Yes, it is. We're currently putting our schedule together. Everyone is jostling for position if you will. All of those from last year are back with the same ice times, and there's some additional ones, and we're looking at some late nights. So people are very interested right now. This is the time of the year when people are trying to put together their schedules. We're getting there real quickly.

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Alex Tiahnybok:

Ken, I just want to say congratulations on the utilization of the facility. It certainly sounds like it's getting better. If we're juggling things around to fit people in that sounds like a great thing. So congratulations on that. Especially with sporting groups some flexibility I think is a good idea. You don't want to make it too restrictive and unwelcoming. I think it's a good idea.

TIAHNYBOK MOVED TO ADOPT ORDINANCE NO. 06-39 - ORDINANCE TO AMEND CHAPTER 242 OF THE MUNICIPAL CODE RELATING TO THE RENTAL CANCELLATION POLICY AT THE ICEPLEX; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

G. Consider Resolution #06-41 Resolution to Dispose of Surplus Vehicle.

Mike Pollocoff:

Mr. President, this resolution is before you to authorize staff to dispose of a surplus vehicle that we have in the fleet that is being replaced by a new vehicle that we purchased this year. The vehicle replaced is a 1985 International snowplow. There's a picture of the front end of it. I don't know if there's any--we've got a few more just to give you an idea what it is we're moving out with. We've had this truck for 21 years which is about--we've been usually moving 20 years with our plows to keep them on the fleet. This one is ready to go. If you think back, these are pictures we looked at during the budget process last year. Those signs that get knocked down by cars are really handy when you're fixing the bed of a truck and you can see we fixed some of the holes where it had broken through and this one is ready to go.

It's been replaced, as I indicated, by a 2006 snowplow and equipment that we had budgeted for last year. So I'd be looking for authorization to dispose of this through competitive bids to the highest bidder. Typically I think the best we've done is about \$3,500 or \$4,000 but we'll see what we get. We advertise it in the League so other municipalities if they want to take a run at it. Typically it's been landscapers that have been buying up our used trucks. With that, I'd recommend adopt of Resolution 06-41.

Mike Serpe:

So moved.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion and a second. Further discussion?

Steve Kumorkiewicz:

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One question who is the company we turn the truck over to?

Mike Pollocoff:

Auction Associates. They put it up to bid for us.

Steve Kumorkiewicz:

Is this a new company?

Mike Pollocoff:

No. We use that for our police cars and our trucks before. They actually handle the bidding. They're even dress it up a little bit with their own nickel to make it look better. I've seen them put some lipstick on pigs and I was surprised somebody bought it. This would take a lot of lipstick.

**SERPE MOVED TO ADOPT RESOLUTION #06-41 RESOLUTION TO DISPOSE OF
A SURPLUS VEHICLE – 1985 INTERNATIONAL SNOWPLOW; SECONDED BY
KUMORKIEWICZ; MOTION CARRIED 5-0.**

**H. Review and Discuss 2007-2011 Capital Improvement Program and Consider
Referendum Items.**

Mike Pollocoff:

Mr. President, the item before you tonight is primarily a discussion item. I don't have a resolution for you tonight. But under the new freeze regulations that's been issued by the State of Wisconsin, the time frames that we would need to go to referendum for spending issues comes upon us early so this would be the first time that we're talking about it.

Just as a review, when we adopted our budget last year it was apparent at that time that the capital fund was whittling down over time and we had less and less capital to work with. We had discussed the fact that there was a significant need--under the State budget freeze anything additional that was over and above what we could levy for would have to be approved by a referendum. That decision was not the Board's to make any more. It really is a decision of the electorate.

We are narrowing in on completing my budget proposal to the Board or this coming year. We just received some of the numbers from the State to be able to complete where we're at as far as our assessed values done. We know the manufacturing assessments which were done by the State of Wisconsin and not us. We have those put in so we're about ready to come up with the total budget packet.

One of the things, and I think this may answer some of the questions that were brought up by a few of the speakers, is the Village, and this is according to the Wisconsin Taxpayers Alliance for this last year, we were the second lowest Village as far as mill rate of incorporate municipalities

in the State. We're a community of nearly 20,000 people. We operate with what typically is a town rate at \$3.50. In fact, the Town of Bristol has the same mill rate that we have and we operate a full service government.

The Village Board really since the time frame when as President Steinbrink indicated the State made these pronouncements that local government was big spenders, Governor McCallum proposed eliminating State aids, transportation aids, utility tax payments, all State money coming back to the municipalities would be eliminated and that there would be a freeze put on. It was at that point the Village Board said it's apparent to the Village that there are financial issues of how taxes are levied and collected in the State. If, in fact, it's the thought that local government is spending a lot of money, and the economy at that time was somewhat suspect I think, the Board had said let's hold the line on spending. I think two of the years in the last four there wasn't any increase in the mill rate and those years where we don't have a revaluation that's a fairly easy point to monitor that.

In that same period it was apparent that if we're going to be in some type of freeze environment and you have to look back at this and say Governor McCallum proposed a freeze, the Legislature proposed freezes, eventually Governor Doyle adopted a freeze, this freeze in expenditures has been on the horizon for quite some time. My direction from the Board and what we followed is to stay as close to a minimal increase that would be under the freeze limits that were established by any one group. So if it was a freeze of two percent or a freeze within the limitation of growth or what have you we've been staying under that.

Over the long haul, right now we're in a two year freeze, but if the freeze continues beyond that and all it takes is a vote of Legislature and a signature by the Governor to extend the freeze, and I think people who don't believe that's going to happen are dreaming. It's fairly easy for politicians in Madison to make their next campaign issue that they extended the freeze on government; they extended the freeze on property taxes, that's a good thing. As we look at our budget going forward if people want to know what's going to happen you can look at Pleasant Prairie because we've been basically in that freeze now going into our fourth year. This is what this kind of fiscal policy gets you.

One of the biggest casualties of being in the freeze cycle is you limit those things that don't directly affect operations. That's capital. Our capital fund has been dwindling over time. We had the Village Board in previous years has always allocated a certain level of spending to replace fire trucks when they need to be replaced, pave roads when they need to be replaced, anything, and it hasn't been significant because our mill rate has always been relatively low and our tax effort has been relatively low.

But as our other expenses have grown, our operational expenses because we're growing as a community, we have more houses, more linear miles of roads to plow, more demands on our government, that component of our budget that occupies services and the cost for service which is people and the materials they need to do their job has been growing. Not growing at a rate that exceeds what our population rate is but that has been growing. So what gets crowded out is capital.

The other thing that we quit doing four years ago is we quit bonding for improvements in the

general fund, because those improvements that you incur with debt that payment comes back. You're going to have to account for that sooner or later. Now, the State says that right now under the freeze we can borrow whatever we want to borrow and put that on the levy with no referendum, no input. If you took this capital improvement program tonight and said we think this is a good thing and let's pay for it that would be the end of it. We'd issue the bonds, adopt the resolution and the levy would be increased to accommodate it.

As four years as a Board you haven't done that because we've been a pay as you go. There's no question we have debt in other areas, whether it's a TIF District or RecPlex, the Sewer Utility, the Water Utility, the Solid Waste Utility, but that debt is all covered by those different entities. What debt that we're talking about tonight and what capital we're talking about tonight is only that covered by the general fund. General fund, again, is police, fire, rescue, public works, parks, not recreation just parks, and general administration which we basically have no debt to consider or capital improvements.

So we're at the point now where if we're going to not issue debt, we're going to be really committed to not having a tax increase we won't issue debt. All you're doing is you're guaranteeing that the taxpayers are going to have some kind of increase in their tax bill down the road that we didn't tell them about. We might not like the law that was passed but that's the law. The law says the goal is not to have tax increases. And the goal is to get people involved in the process of deciding what additional taxes are going to be levied through referendum.

I agree in one respect with Mr. Ginkowski's remark that I never thought in my professional career that I'd be going to the public and saying, gee, is it okay if we get some defibrillators because the ones we have now if they don't work the guy that they don't work on is going to be awfully upset if we can't bring them back. Or, we even have a case with the Hurst tool. The Hurst tool is that extraction device. When somebody is trapped in a car it vices out the windows, the doors, it tears the roof off and it gets them out of the car. We've actually had that happen where we couldn't get one open easily. That happened for a couple of reasons and the Chief will explain that. We've got an old tool and the cars are getting tougher to open up.

So these are the basic things we do. Public health and public safety, and when you look at the list of the things that we have to replace there's things that we say we can fund in the levy and there's things that we know are beyond the levy and that's what would be funded through referendum. Same thing with a snowplow. We need a snowplow. In the item before this we took what we used to do when the State government trusted us to make decisions. We'd set money aside and we'd buy a snowplow like we did last year and we take a 1985 snowplow out of service. Next year we need to take a 1988 snowplow out of service and get another one. It's not going to plow any more roads than the other one did. All it's going to do is keep us at the same level of service for plowing roads. If you leave those trucks on the road longer than 20 years, that truck is going to be in the maintenance bay in a heavy, wet storm not plowing snow because it's not going to be able to do it. So if we want to have the same kind of snowplowing service and keep that level of service we need to get those trucks out of service every 18 to 20 years depending on what kind of truck it is.

Then the other thing is the road maintenance program. We talked about that in the last budget cycle. We've had it on channel 25 explaining to people how we evaluate roads. This got to be a

problem that we saw on the horizon three years ago as we started looking at other ways to change what we were doing. When a road got bad we'd mill it up and repave it. Sometimes they had to be more than remilling. They had to be reshaped and rebuild spots but that's how we used to do it. No one in the Village in the 21 years I've been here and the 20 years before that was ever billed for a road improvement. That was part of your tax bill. When the road needed to be repaved it got repaved. Some people always wanted them sooner than we did it, but every year we were doing a certain amount of repaving and every now and again we would do a complete reconstruction. We were a town for a lot of years and some of these town roads were--we had one that we dug up that had timbers underneath it for a road bed. It didn't have gravel, it had big trees stumps. You get a little bit of everything. So when you do come across those you have to rebuild them. It was apparent that we weren't having enough money to do that same level of funding and that's where we looked at some alternative treatments. Some people didn't like them. In many instances I think it bought the Village a lot of time on some roads.

There's times when I look at my job and I get screamed at by the public for usually a good month and a half or two months a year for taxes being too high, and then the other 10 to 11 months I get screamed at because we're not doing enough for what we want. It's that schizophrenia about I want more services, don't charge me anymore that we're in and every government is in that problem because the money is tight right now.

The Board sat through the budget last year. We had 80 hours of budget meetings and you're going to see the same budget this year with some inflationary increases on salaries by contract and on health insurance and on fuel and utilities. That's our biggest change from last year to this year. The capital needs haven't changed. They just haven't been funded.

John is going to go through the road maintenance program. As much as I would hate to defer a road program, I think this is one of the most expensive capital projects that the Village is going to undertake in the next seven years. In a summary what we provided for is to say within seven years we're going to touch every road in the Village at different times and different levels. Some of the roads need to be rebuilt. Some need to be pulverized and relaid. Some roads might need a couple of surface treatments or one surface treatment. But then at the end of that seven years every road has been brought up to a certain level of specification, and I think the costs after that cuts in half. We're on a maintenance level where we're not doing this big work. That's a painful process to get there. It's roughly a buck per thousand in assessment.

Our mill rate is \$3.50. Contrary to Mr. Matson's comment we went through the reval. We're under a levy freeze. Our mill rate is going to be less next year. We can't raise the tax rate that much. We can raise it up to four percent. So if someone's home raised above the average they're going to have a higher tax bill. If someone went below the average they're going to have a lower tax bill. That's the purpose of revals. It's not to increase revenue. The purpose of a reval is to equalize assessments among different properties. When you have a community like Pleasant Prairie with big disparities and big differences in types of property and appreciating a reval makes that all normal. So the guy that lives in the \$200,000 house that probably was \$210,000 last year and the guy that lives in the \$800,000 house that's worth \$1 million they're paying on a value that's correct. That's what the Constitution calls for. That's not Rocco Vita's call, your call or my call. That's what the State law is and we have to do that when we see that disparity happening. So increasing the assessed value doesn't change this a bit. It doesn't because the mill

rate is going to go down. You're going to have a mill rate that's even less next year than this year.

But as it relates to the road project, I think one of the things you may want to consider and an alternative I'm going to offer is rather than throwing the road maintenance program out for a referendum next year and having everybody take their licks at it which you can do, maybe the thought process is to get some citizens together, have a committee look at some alternatives. There are different ways to skin the cat. One way that gets it all done is what we're proposing. Another way is to say maybe we don't want to fund roads this way anymore. Maybe we say we can afford certain road treatments through the property tax base but some more expensive road maintenance treatments are going to be done through special assessment.

When you put a road referendum out there's a significant number of people that live on County Roads. There's a significant number of people that live on State highways. There's a significant number of people that live in condominiums that have private roads. We talked about Westwood Estates today. That's all private roads. There's a significant number of people that are going to say I don't see anything in this for me because I don't live on a Village road. So do you take and get the road program so it ends up being more of a cost that's based on if you live on a Village road, if you want a coat treatment, not a slag treatment but something a step above that, do you want that or do you want to wait and have the more expensive process? There's a lot of ways to skin the cat. That's just an example but that's another way to do it. It could be worth the community's while to go through that planning effort because I think it would give a lot more people some thought process to some alternatives. The staff can present those concepts and have that committee make a recommendation to the Board. But to take the program we have now I can guarantee you in the seven year period you would get all the roads up to spec. But do we want to afford that and do we want to take a more comprehensive look and say how do the Village residents that don't live on a Village road what's the impact on them.

The other items are critical items. Can we live without them? Yeah, you can but I'm not recommending it. These are life safety items. There's things that we are funding in the budget where we do have room for it. We're replacing our police vehicle fleet as we need to do that. We're replacing inspection, parks and public works trucks. And we buy used trucks and we're replacing used trucks. Even though it's small dollars, every time that we can have a one-time pickup go out and do light maintenance work on a road that means I don't have to pay an equipment operator who has got a CDL to be out in one of our big trucks cranking through gas doing road maintenance. You can see that on County roads. I don't want to pick on them, but you can see it all over Kenosha County where they take out a four or five ton dump truck and the guy is picking up trash with it. If we don't keep up with our pickup fleet pretty soon you're going to use those up and you're going to be using the snowplows that we count on to last 20 years to be doing that stuff. You can put an employee that works at a lot lower rate in a pickup doing that than you can with our big stuff.

Our information technologies we're going to at least do the replacements. That's priority seven. I think we might be able to get down to that level with what we have in the budget. Those are things that we'll fund within the existing so there is capital we'd be funding within the existing base. But where we're at now is that--these other items are things I'm not recommending. They'd be nice to have but we can get by with what we have, whether it's the multimedia updates for the

auditorium, buying property to expand Pleasant Prairie Park, I think I found another source of money for that. The trails plan would be nice. The increase in north field parking lot size that would be great, but when we're looking at buying heart monitors and ambulances I can't justify recommending doing a parking lot of the ball field or some of those other things. I think that stuff speaks for itself.

When the budget rolls out finally there's going to be some push and pull on that portion of the capital plan that's going to be funded within the tax levy. But with the new State law and tax freeze, we need to be able to have this referendum out so there's a 60 day notice on it so people have an opportunity to study up on it and learn about it. The nature of the referendum, if the Board decides to do it as it is tonight, you've got some nonrecurring items. The nonrecurring items would be the ambulance, defibrillators, the Hurst tool, the dump truck. Even though we're going to buy more dump trucks in the future, this truck takes care of the truck we need this year.

The recurring item is the road program. So if you adopt a resolution in the coming weeks to say we're going to do the road program, when people vote on that road program they're going to be voting on a tax that's going to happen every year for seven years and then it would sunset at that point. The tax on the items such as the ambulance and the fire equipment and the snowplow that's a one-time tax. Next year we'll be back looking for other items if we're under a freeze because that's a question and that's an item you guys won't be able to resolve.

One of the other question is we have impact fees and why don't you use impact fees to pay for this? Impact fees are for that additional equipment, the additional roads, the additional fire equipment that new growth is causing. What Trustee Serpe was talking about, and it wasn't in the paper, but what the State did when they took away impact fees is they took away our ability to tell new developments, listen, you're coming in and we already have 73 miles of road we have to plow, your subdivision is coming in and now we have another mile or two miles to plow, and if we want to maintain the same level of service as far as residents where we get through with one plowing in the four hour cycle we need another truck. We want you as a subdivider to pay for that additional truck. We want you as a subdivider to pay for that additional park, because anybody who has been to a Park Commission meeting recently sees what happens when you get a neighborhood of residents that don't have a park. Then you're trying to collect it and work it out after the fact and who ends up paying for it at that time is the residents. Whatever ends up happening it ends up all the residents have to pay for it. Same thing for a rescue squad.

We have money collected to date. We have for fire and EMS for equipment \$60,000; public works \$31,000; parks \$48,000 and really more than that. We have two levels of park, we have about \$120,000. We're looking to spend that money as we need it for additional equipment, not to replace equipment. One, because that's illegal to do that. The basis of the impact law is you can't use impact fees to lower your taxes for everybody for things that they should be paying for anyway. So all we're asking for tonight is to take our old stuff and get it out of service and replace it with new things so that we can maintain our level of service.

Clean water even though it's an issue that a lot of people talked about tonight that's not a referendum item because it's not part of the general fund. Those items whatever the Board decides to fund as part of clean water utility will be presented at the time of the budget.

As we come up with our budget and we'll be working on that in the coming weeks, we had a budget that our last's year budget was structured so that no one would pay any more in taxes for the Village portion of their bill than they did in the previous year. We did collect more money because we had more people living here so our levy went up, but no one at this table I don't believe had their level go up and most of the people in the audience didn't have their levy go up if they were living in their existing home and it wasn't new and being improved. So we left some money on the table. We could have expanded on our growth but we weren't even able to get that extra money. That was a three to two vote. There were still two Trustees that thought the budget was too high last year. And this year I can tell you right now that we're going to be recommending that we collect all the money that the State says we can collect. The State is telling us to freeze your budget within limits and my recommendation is we use those limits completely otherwise we're not going to be able to meet those levels that we're saying we're going to fund within the levy, the police cars, the pickup cars, the computers, some of those other smaller things and that list that goes out to referendum is going to be even higher.

There's one other thing I want you to be aware of as we get ready to think about referendums. The State has in passing the law, the statute on this, it was mind boggling to say the least as I started going through this. The law is structured so what we were preparing for you to consider or whatever you approve, let's just say that the Board says we want to have a referendum on whether or not we're going to buy an ambulance. The resolution I was preparing was should the Village raise the mill rate seven cents per thousand in order to get the funds to buy an ambulance as a one-time tax. The way the statute was structure by the State was they don't want us to tell the people what we're going to buy with it. They want us to say shall the levy be raised by 7/10 of a cent on the mill and that's it. I had discussions with our financial attorney and he's talked to the elections board, and they seem to think there was a thought process in place where it would be easier for people to say no if they didn't what they were voting for. So if you were just going to say it was structured to have a negative referendum so rather than saying what you're going to buy with it you just say we're going to raise taxes. We'd have to get a written opinion and we've asked the State elections board if they would give us one saying we're not saying yes or no.

We're just saying here whatever the Board approves as referendum items here's this referendum. We want to buy an ambulance and it's going to cost 7 cents per thousand, yes or no. We want to buy a snowplow and it's going to cost 6 cents a thousand, yes or no. We want to buy a defibrillator and a Hurst tool it's going to cost 5 cents a thousand, yes or no. And the road program or whatever you decide to put on there. That's kind of a gray area. It's a little surprising. I think it's counterintuitive to open government. I mean I think if you're going to ask people to spend money you should tell them what it's for. The State has decided you shouldn't say and you just say do you want to raise taxes and then the whole process is how educated people get beforehand. So that portion isn't resolved.

One final comment that I want to make with respect to our budget and what we've funded and haven't funded and how we get our money as indicated in a reval the mill rate under a freeze is going to go down so the money we collect for most people is going to be the same. Some it's going to be less and some it's going to be more. It was indicated that there was a difference between the market value of property and the assessed value of property. In the Village we came up with what we said is 100 percent of value and the market value was 104 percent. There's I guess a long explanation and I'll give you the short version. That 104 percent comes from the

State. They look at the property or it's based on the values that they look at that aren't the same ones that we do. We don't have any control over that. That happens after we've seen ours. When the Village's market value is at 104 percent, at first blush you think you're paying four percent more, but what you're doing is you're displacing your portion of the property tax that goes for schools, County, Gateway, out to other communities. You actually end up paying less. We don't plan it that way. We or no assessor in the State has any control over that. That's a calculation that's driven by the State and bounced up against ours. So when it comes up to 104 or 98 you'd like them to be as close as possible, but at the end of the day it's not the assessor's call and not the Board's call. That's something that happens as the two entities come up with their number. It doesn't mean people are paying four percent more.

I don't know how you want to proceed. With respect to the referendum items that we may be considering, I have presentations by the two departments that I'm recommending we consider going to referendum on and we can hear those.

One other items. I'm getting a little scattered. Mr. Ginkowski made a comment that we should have somebody look at, an independent agency or a group of citizens, look at our finances. We do that every year in an audit. But what's different and you're seeing this happen is the difference is you haven't seen communities operate under a freeze and we've been operating under a freeze longer than others but that's where we're at. Lord knows there's a need for somebody to look at how governments are financed in Wisconsin, but right now money for the State is generated at the local level and then you look at money coming back from the State at the local level and it's a big transfer of income.

Right now the Village receives in shared revenues, which is the money the State should give back to us for what we generated in sales tax and what we generated in income tax, \$323,000. If I'm not mistaken I think we were at \$14 million sent in income tax. Gas tax that we pay for road aids that's around \$700,000 and that number is a little more difficult to figure out as to who's paying what, but I do know that it's also based on number of vehicles. That's been relatively flat even though we've been adding streets, we've been adding vehicles. The other one is the power plant fee. That's \$775,000 and that's the same as it was in 1975 or 1979 when the power plant started. So even while everybody else's taxes have increased over that period, the power plant has been paying that same amount, a flat amount, so that's all we receive in State aid.

As we grow and we get more wealthy we'll get less and less State aids. There's some communities like Glendale that gets hardly any shared revenue. The formula is meant to move revenues from wealthier communities to communities that aren't as wealthy. There's another element of aid and that's called disparity aid. We're not eligible for that. That's one of the major State aids and that's because your tax rate is so high you get more money. So the more you spend the more you get. An example would be Kenosha gets close to \$4 million a year in disparity aids. You have to have a mill rate of \$5 a thousand to get that. Dick is comparing us to Kenosha and they haven't had to ask for this. If our mill rate was just average, if we were at \$5 a thousand instead of \$3.50 we'd probably be doing okay and we'd have a capital fund ready and we'd be doing stuff. If the mill rate was the same as the City's I wouldn't be looking for referendums either. And the more he spends the more aid he's going to get. That's not his fault but that's the way the State revenues are structured to reward communities that spend a lot more than those that don't.

That's where our frugality has gotten us. For us to be in compliance with the State law this is exactly what they want to have happen. If you have needs beyond what your levy can carry then you go to the public and you say, okay, you guys here's what we need and do you want to fund it or not? I don't have a problem with that but that's the deal. That's what we have to work with. That's why we're here. So, Mr. President, if you want to have the departments provide information on exactly what it is they're requesting we can do that now and have comments later.

John Steinbrink:

I think we'll got to the departments now and it may answer some of the questions. Maybe first, Mike, just clarify one thing. This was in a statement made earlier. Why don't we use the impact fees we've collected to purchase some of the capital items? Of course, the understanding is impact fees make sure that current residents aren't impacted, don't have to pay for new growth in the Village. It's money that's set aside to pay for the equipment, the capital needed for the growth in the Village. And then the tax increments or the taxes those folks pay pay for the operator and all the other essentials that go along with providing the service. So you had stated that it's actually illegal for us to use those monies in any such manner other than what they were intended for.

Mike Pollocoff:

That's right. I won't prepare a budget for you that shows that because I'll be subject to prosecution. You can't take money from somebody and use it for operations. It's illegal. A new subdivision comes in and if they pay their fees for the new fire truck, the snow plow and all the equipment that capital is there and then once their taxes are being paid that pays for the guy to drive it. But impact fees help you with capital for all your facilities. And it's something not to collect. You could wait and put that on the tax roll and have everybody pay it. That's a choice. Some communities are okay with that.

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John Steinbrink:

I guess is there a choice? The Chief is going to go first?

Mike Pollocoff:

His stuff is queued up on the PowerPoint first.

Chief Guilbert:

Good evening. I'm Paul Guilbert, Jr. I'm Chief of Fire and Rescue. I work at 8044 88th Avenue. I'm here tonight to talk about three items that we've identified in our five year plan over the last several years and into the future that we believe need to be replaced in the year 2007. The first item I'd like to talk about is the Hurst tool or what you commonly know as the Jaws of Life. The Hurst tool we're looking to replace is the first Hurst tool that we bought and that was in 1978. You'll see later on when we talk about the ambulance service that this was a community-wide program where they looked for donated money to buy an ambulance and to buy a Hurst tool.

So the Hurst tool we have is almost 30 years old. It was rebuilt in 1990. We took the power unit and we just gutted part of the power unit and we replaced it to bring it up to what was current technology, and we replaced some of the hydraulic accessories at that time. But today we're looking at a jaws that's over 30 year old technology, cutters that are over 20 year old technology, and today new cars have higher strength steel and our equipment just doesn't work on the new vehicles in the automotive industry as effectively as we would like it to.

The inventory of equipment that we're looking to replace, and this is typically what's carried on our fire engines, is the power unit, reels, the jaws or spreaders, cutting tools, forcible entry tools, telescoping rams, a piece of equipment that helps us run multiple hose at the same time, a hose distributor, new hydraulic hoses and mounting brackets for a total package of \$40,578. The equipment that we're using, gasoline powered equipment, has a limited life cycle.

I can't tell you exactly what that life cycle is. But we've probably all run lawnmowers, leaf blowers and snow blowers, and you may say to yourself that next winter or next spring when it doesn't start I'm going to toss it out and buy a new one. We can't wait for something to fail in the field. If we respond to an emergency and the equipment doesn't work it's too late for us. So at time I can't tell you that it's bad. I'm just telling you that it's old technology that needs to get replaced.

Since 1990 we've replaced the power unit with a used unit. We bought that from another fire department. Our cutters have failed during a serious car accident while performing a very simple cutting operation and that was due that we were outmatched by a newer car and an older piece of equipment. So dependability is a very prime concern for us.

As the transportation industry changes and it changes constantly, it creates many different rescue scenarios for us especially when we're dealing with high strength steel that our equipment will not cut. It's a problem of age versus technology. For example, the jaws that we currently operate create a force of 25,000 pounds. The jaws that we bought last fall on the new pumper tanker will

generate a force of 156,000 pounds. So some six times of what the old tool will do versus what the new tool will do. So our request is the replacement of that 28 year old jaws of life. That's item number one.

Item number two is our request to replace the three heart monitors that we have, one on each ambulance. There are 12 lead hard monitors very similar that you would receive when you go in for your annual checkups. It's a combination heart monitor and defibrillator. In 1999 the United Hospital Systems, a collaboration of both St. Catherine's and Kenosha Hospital, gave us our first 12 lead heart monitor. Then through the budgetary process we bought two additional heart monitors, again, so that there's one in each ambulance. What we're looking to do next year in 2007 is to replace those heart monitors with heart monitors that incorporate the current technology are to the most current American Heart Association standards.

An example of what we do with our heart monitors. When we respond to a call with a person that we believe is having a heart condition, we'll put the 12 leads on that patient. We're then able to be in their living room and send the EKG strip right to the emergency room. Together that strip is interpreted by both the emergency room physician and a cardiologist. That cardiologist may be upstairs in his office or may be home in bed and the emergency room physician wakes them up and says I've got a heart rhythm I think you need to take a look at. If it's decided that the heart/cath team needs to be activated, that cath team can either be responding to the hospital along with us or be there just ahead of us which has given these two local hospitals some of the fastest response times in the State of Wisconsin.

So essentially what we're doing we're part of that cath team. If we can help them determine in your house that you're having a heart attack, then that means they're going to be able to get you catheterized, get that heart attack broken up and prevent you from having a full fledged heart attack.

Since 1999 we have treated 7,946 patients, almost 8,000 patients. We've seen much more than that. People that once we see them in a car accident or other scenario we may decide along with them they don't need to go to the hospital. So since '99 we've seen almost 8,000 patients, and 3,600 of those patients or 45 percent of the people we treat we use the heart monitor on. So it's almost one out of every two people this piece of equipment is being used. Of those 181 were defibrillated.

So the monitors that we currently own have been upgraded multiple times. We have conducted software changes at a price. We've added blood pressure cuff technology and pulse oximetry. In 2008 the production of our model is going to cease and we have some very old automatic defibrillators today, and what we've found is as these units get farther and farther out of production it becomes more difficult to find replacement parts. It's more difficult for them to sent us a loaner unit while they're repairing our units. So by obtaining new heart monitors we'll have a new technology change that's called monophasic to biphasic and I'll explain that in the next slide, as well as a software change that reflects the 2005 American Heart Association standards which is the most current.

All the heart monitors that we use currently, whether they be the automatic defibrillators or the more sophisticated monitors that you find in the ambulance use a monophasic energy that's

delivered to the heart from one direction. The biphasic energy is delivered from two directions hence the mono and the bi. But what I'd like you to know about the biphasic units is that it's 90 percent more effective than the current technology we're using. So in the change to a newer heart monitor we're getting a much more advanced technology and one that they've found to be much, much more effective.

To upgrade our current monitors would be \$3,500 each. I know that's a small part of what a new one is going to cost. However, we're dealing with eight year old computer technology. If you follow computers to have a computer that's some eight years old you're very far behind and that's the same position we're in. We're trying to add another \$3,500 to a heart monitor that's soon to be taken out of production and for that reason we don't recommend it. It's also had eight years of very hard field usage. Like I say, we've seen 8,000 people so every time we go into somebody's house or into some office building or onto the street we're carrying those and they're banged around. They have a lot of hard field use. The new monitors that we're looking to purchase are \$25,526 each for a total of \$76,580. And with that we'll get the new biphasic technology and they'll work to the most current American Heart Standards. That's the heart monitors.

The third and final item is our request to replace a 1992 Ford Medtech ambulance. We have written many times within our budgets that when we're dealing with our firefighting pickup trucks and our firefighting ambulances once we pass the ten year mark then we start to see a significant increase in down time of those units and a significant increase in repairs which has a major negative impact on our budget.

Pleasant Prairie began EMS service in 1978 when the Sheriff's Department chose not to meet the new national standards and they got away from Rambler station wagons. When the federal government said to have an ambulance it basically looks like the one you see on the screen. Pleasant Prairie began to operate with two ambulances, one in this building at Station Number 1 and one at Fire Station 2 on 88th Avenue.

We saw a need for three ambulances. In 1991 we were hit at the intersection of 91st Street and Sheridan Road. It took our ambulance out of service for some three months and we had to lease an ambulance for those 90 days. Again, paying for that ambulance we still had only two in service. We also knew the community was growing. You can see as we track the number of calls we respond to annually our request for service increases every year. We saw a need to have a third ambulance. Last year alone one-fourth of our calls were back-to-back, 428 back-to-back calls which means each time both ambulances are put into service the third ambulance is staffed to go back into service so it's a very integral part of the way we provide service to the Village.

Our third ambulance is staffed when the two primary ambulances are on calls. So there's an ambulance at Station 1 that's staffed tonight and there's an ambulance at Station 2 that's staffed as well. But when both of those ambulances go on the road, the third ambulance here at Station 1 is re-staffed. That ambulance responded to 18 calls in the last year as the third ambulance. But keep in mind it was put into service some 425 times and that it actually answered 18 additional calls. We try to cover three calls before we call mutual aid, before we have to say to our neighbors come and help us. The third ambulance allows us to provide routine maintenance so we can still maintain two primary ambulances in service.

Since January of 2005, some 19 months ago, we had ambulances out of service mostly because of the much older ambulance, some 784 hours which equates to over one month. And that third ambulance gives us great flexibility, great flexibility in how we re-staff our calls. It allows us to participate in triathlons, Family Days and other things while still providing the people of the Village with two primary ambulances.

Our 1992 Ford ambulance is going to be 14 years old in 2006, but I would remind you that if the Board chooses or if the public chooses to buy another ambulance, it typically will not be delivered until late fall of 2007 which means it will be almost 15 years old. Today it has some 75,000 miles on it which does not reflect any of the idling time that it just sits around. We've listed some of the problems that we've experienced with the 1992 Ford. These came straight out of our maintenance and repair files. We didn't do it for any other reason than to truly illustrate the problems and the money that we've spent.

What I would tell you is that when you visit the fire and rescue stations and you look at our equipment, our equipment always looks good because our people always make it look good. When it's dirty it gets washed, when it's wet it gets dried, when it's cold it gets warmed up. It looks good. What you don't see is what's underneath and that's what this slide reflects, the number of things that have gone wrong with the ambulance.

This photo is not staged. This photo was taken this past summer about eight to nine weeks ago. The ambulance was dispatched to a call. There were some 40 people in the fire station that were visiting the fire station when the call came in. The personnel jumped in the ambulance, went to start it and the steering column broke. So with that it needed to get taken to Racine and was out of service another three days.

So, finally, our request is to replace the 1992 Ford ambulance with a medium duty International and those are the two red ambulances that you see in the background. We've used this type of ambulance since December of '99. We've avoided many of the maintenance problems and repair problems that we've experienced with a 1992 Ford. Our experience is good and that's our recommendation is to buy a third medium duty ambulance. So that in summary is our three capital item budget requests for 2007.

Mike Pollocoff:

One thing I want to mention is the Chief had indicated they have a lot of idling time. That doesn't mean that's time where it's sitting idle. When they go to pick somebody up and it's a hot summer day, they have to keep the patient cool and if it's cold you've got to keep them warm. So when they're working on a patient in a home or someplace else, those trucks sit and run. When they get to the hospital they run. You have to keep a patient who has some kind of problem with him in a good, normal situation. So when you look at these ambulances 75,000 is incredible. But I can guarantee you if you were to equate the miles to the hours it's a lot more than 75,000 miles. Those trucks of all the ones we have, even the fire engines are that way because they're running so they can pump water. They've got a lot of hours on them because they have to be running to do the things they have to do so that's not idle time doing nothing. The engine is running so they can do their business while they're in there.

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Chief Guilbert:

The ambulance is also our primary mode of transportation to go on fire inspections. So when it's sitting out there in late December, January, February, March it's also running the entire time they're inside conducting inspections.

Mike Serpe:

To Paul or Mike, are we regulated on what fees we charge on paramedic service, or is that controlled by—

Mike Pollocoff:

It is somewhat controlled to the extent that Medicare controls a lot of it and insurance companies control a lot of it. The fees that we charge when someone gets picked up by the rescue squad or the paramedics - that's a fee that basically it doesn't begin to cover but it covers our operational expense. That's really what that ties into. And as peoples' insurance plans change, that really kind of governs what we can collect. For the Medicare patient there's a ceiling on that. Some people might have an insurance plan and have a cap of \$200 or \$500 or whatever. That kind of ends up being a governing thing. But our prices are based to some extent on the materials we use, the medicines, the medical supplies and then our personnel. So what we collect in fees for paramedic service or rescue squad service, we use that to reduce the levy. I believe that number this next year is \$360,000 or this last year.

Chief Guilbert:

More like \$300,000.

Mike Pollocoff:

That's \$300,000 that we don't have to levy for. We take that and put it at the top so at the bottom it washes out and that's \$300,000 less in taxes we have to collect. But you can't begin to collect the money you need to operate these things. What we're providing is three people at best in the station and it takes three people to take one of these things out that are waiting for the call. They get paid for when they're not there. You can't not pay them and it's the same thing for fire. These guys are there for the worst possible thing. So what we collect on fees doesn't begin to cover the cost of maintaining it.

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Mike Serpe:

What I was getting to, Mike, is if I went to the hospital and had a hang nail removed it would probably cost me a couple hundred dollars. If I had a catheterization it would probably cost the insurance company \$20,000 and some. I guess if a fire unit goes out to an accident scene and has to use the jaws of life to extract that person to save that person's life, maybe there has to be an additional cost for that piece of equipment to be used. I'm getting the same thing with the heart monitoring. If I'm laying there having a heart attack and this guy is over me saying it's probably going to cost you an extra \$100 if we do this, gee, what are you waiting for and let's go. I'm not going to argue with him.

Mike Pollocoff:

We do that.

Chief Guilbert:

There is an additional charge for the heart monitor, but that's to replace typically the disposable equipment we have to use each time with that heart monitor. Medicare is what that charge can be and Medicare decides what they'll pay us based on the routine and customary charges within our Medicare region. We take a look at those every year at budget time.

Mike Serpe:

And you're at maximum where you could be?

Chief Guilbert:

Yes, we are.

Mike Serpe:

How about the jaws of life, Paul?

Chief Guilbert:

We charge for that as well.

Mike Serpe:

You do?

Chief Guilbert:

Right. The one issue we do have is it's not a uniform State policy as to what a town, a village and a city can charge because we have a combination department. The State says we cannot bill them for calls on State highways. And we responded to over 50 of those since January 1st. But a

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city that has either a volunteer or full-time fire department can and a town with any kind of fire department can but a Village can't. Why the lack in uniformity I don't know. We have five State highways here in the Village. I know I worked with John's office to get it changed. In 2005 it got high in the Legislature but it wasn't passed. I just say to you it is not consistent from town to village to city.

Mike Serpe:

That's another matter somebody would have to explain to me.

Mike Pollocoff:

The mantra was this is like a tax and we're not going to raise it. There's no thought process going into it.

John Steinbrink:

Other questions for Chief Guilbert.

Jeff Lauer:

One curiosity just came up. The jaws of life - there's a charge for that and just out of curiosity sake who gets charged, the person who caused the accident or the guy or gal you're getting out of the car?

Chief Guilbert:

First off we don't charge in particular for the jaws of life. We charge for the fact that the fire apparatus responded to that call and we charge for that call and then like the oil dry that we put down. So they're not charged for the jaws itself.

Jeff Lauer:

A couple questions I have. At least for the Hurst tool and the heart monitors is there any sort of grant funds for those that we could apply for also or are those excluded from that?

Chief Guilbert:

The only grant funds that are currently being made available within the State are for Homeland Security which none of those apply. And as far as the federal grants where we purchase the vehicle emission exhaust systems within each station and the breathing apparatus neither one of those pieces of equipment would fall in what the government wants you to do.

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Jeff Lauer:

The other question I had was for the heart monitor defib. If we get the new ones, what would we do with the old ones? Try to sell them?

Chief Guilbert:

We would try to sell them. There is some market for that but, again, like we found with a lot of surplus equipment we had it certainly would not give you a return the way you would expect it.

Jeff Lauer:

And the only other question I have I guess this is just for knowledge sake, if we get the heart monitor defibs I assume they would have to be replaced almost at the same time normally?

Chief Guilbert:

Some eight years or beyond that?

Jeff Lauer:

Down the road like if they last only seven or eight years at that time we'd have to buy so many more?

Chief Guilbert:

That's correct. Keep in mind it's like computer technology. It changes very rapidly.

Jeff Lauer:

Okay. The final question is for Mike. For the ambulance was that normally on the tax levy in the past?

Mike Pollocoff:

It has when there was more room on the tax levy and the Board had the authority to massage the levy to do it. But you don't have that authority or discretion anymore.

Jeff Lauer:

I was thinking when I was reviewing it this weekend for the jaws of life and the defibs to me that's something that should be an automatic in the budget just like salary is even though you're not going to buy one every year. But unfortunately if that can't be the case.

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Mike Pollocoff:

The option is to eliminate positions or take something out of the budget that's in the general fund budget now that you want removed. We have budget reductions that we submit every year such as reducing the amount of plowing we do or the salt we put in. There are choices like that to be made, but right now, as I indicated before, you have the second smallest tax for an incorporated municipality in the State. So how much lower you want to drive it down is a policy decision you have to make. What we're able to fund in the base looks to be about maybe \$160,000. Again, you have another life safety item and that's police cars to replace police cars with probably about 80,000 miles on them if not more with another car. You're not going to be able to put another 40,000 on a police car and be able to guarantee that it's always going to be out there.

John Steinbrink:

Chief, when we look at these defibrillators, your department has always led the way and especially through the State and the country almost when we had EMTI's, EMTD's, defibrillators and paramedics, so the equipment when we started was state of the art and that's so we could provide the best service to the people we represent and provide the service to. As you've stated, over time age has changed all this, time has changed technology, and in order for us to be cutting edge yet we once again have to change. I give your department a lot of credit for the training your folks go through to be ready to answer the calls. A lot of departments don't go to that much work and kind of just meet the basics. But our department has always been there providing the best for its citizens so I congratulate you and the department.

Chief Guilbert:

Thank you very much.

John Steinbrink:

Any more questions for the Chief?

Mike Pollocoff:

Just a couple more comments to elaborate on what the Chief talked about it. I don't want him to be left behind. He's talking about buying 12 lead monitors. If you go get an EKG in your doctor's office he's attaching 12 leads to your body. Some departments will have a three or four leads monitor and you get some of a picture, but what we've been able to do with the hospitals with good medical control is that's uncommon in a lot of areas where you have that kind of technology in the truck and you're sending something to a cardiologist that might be at home picking this up on his laptop seeing what this patient is presenting. That doesn't happen everywhere. And what that means to somebody that's having that problem is significant. Your chances for making it is a lot greater than if you're someplace where they're loading you in and just putting three of them on you.

The other thing that is unusual about Pleasant Prairie, and I think everything is important, but when the Chief sees a car accident in Pleasant Prairie we don't see your garden variety accidents. We have State highways, we have the Interstate, we have County highways. We have high speed accidents. It's not neighborhood accidents where there's a fender bender. So the type of accidents that he's responding to is significant. It's not like you'd see even in the City of Kenosha. It's been a few years since I've looked at it, but we had more significant car accidents and trauma than they had in the City and it's just the nature of where we are in the community. They're not picking up a majority of people who have fallen a curb or hurt themselves in the backyard. When we have a vehicle accident nine times out of the ten it's a bad accident because of the speeds involved.

Chief Guilbert:

One of those was yesterday. It was not in today's paper. But four o'clock yesterday afternoon we had an eastbound truck jump all the medians at 104th Avenue and Highway 50 and hit a van with five people in it. Put them all in a watery ditch and all six went to Aurora. Again, it was not in today's paper but it was a very significant high speed accident.

John Steinbrink:

Thank you, Chief.

John Steinbrink, Jr.:

My name is John Steinbrink, Jr. I'm the Street Superintendent for the Village of Pleasant Prairie. I'm going to start off talking about a capital plan for the highway parks and the Prange Center, then I'll follow up with the road maintenance program.

Mike Pollocoff:

John, I think for our discussion tonight unless the Board wants to look at it, I would focus in on the referendum capital items. Then we could go down to your one, two and three for the three items that are recommended for levy funding should be the pickups.

John Steinbrink, Jr.:

I don't have that in front of me. Jean will find that for me. I'm going to start off with our tandem axle plow truck as the first item. This is a referendum item. Our old plow truck is we'll be replacing a 1988 L8000 215 horsepower truck. It has a ten foot steel truck, the front and side plows and a salt spreader. It has just under 150,000 miles but kind of in the category of Chief Guilbert it has just under 5,000 hours which is getting really up there in hours. A lot of our vehicles when they're used for paving projects or shouldering projects they're not really traveling at high speeds. They're stopped and the guys are taking the material and shoveling the material out of the truck. The electrical system in a lot of these vehicles that are almost 20 years old are really wearing out. There's a lot of electronics that run the snow removal equipment.

One of the things that's really helped in the past is that before 1994 all the snowplow equipment was housed in the potato barn where Menard's is right now. And really everything wasn't heated. Outside we didn't have a nice wash bay like we have now. We didn't have a nice shop like we have now so a lot of the maintenance, and by no one's fault, but that's just the facility that the people before me were given is that the trucks got washed when it was warm out. Now the vehicles are washed every single time after a snowplow event. They're brought in the shop and greased and anything is repaired. So we have a lot nicer facility. So a lot of our trucks that are 1995 and older are really holding up a lot better than some of our older trucks that were kept outside. I'm sure that Ron Kammerzelt can tell you a lot better than I can, but when it snowed you weren't even able to keep the plows on the trucks. It would start snowing and they'd call you in and you'd have to go outside and put the plow on and had to run down to 60th and put the salt in so it was a long process.

My point is that a lot of these older trucks they've really had a hard life starting off. Here's a picture of the vehicle that we would be replacing in budget year 2007. You can see it's really starting to rust and show a lot of signs of wear on it. The cab controls inside are really showing age. It has a lot of electrical issues. It's getting to be a really old truck. For some reason our seats really take a beating. This is a shot that's underneath the hood of components that are supposed to be working and the electronics are supposed to be working on a regular basis. The mechanical parts you can see a lot of it has been taped up or the wires have been spliced in emergency situations.

The new replacement vehicle that we're looking at is going to be a tandem chassis plow and box. It's going to have a stainless steel box where we're not going to see a lot of this rusting that we see in some of these other boxes. It's going to have a little bit larger plow and wing. It has a computerized material spreader which allows it to put down the exact amount that's calibrated on the road. So if you want to put down 170 pounds per lane mile you can calibrate it with your ground speed to do exactly that. With the spreaders that we have now as the operator is slowing up at an intersection he takes the lever and throttles it down and shuts it off. When he gets going he picks it up again. There might be a little bit more or might be a little bit less but it's definitely going to be a cost savings of material and a more effective way to put it on.

It's going to have mag chloride applicator which is something we started doing three years ago which allows us to decrease the activation temperature of the salt from 15 degrees down to 10 below zero road temperature so the salt is working during colder temperatures when we do snowplow operations. The mag tanks that we have on our trucks now were all retrofit because they weren't built with them on it. So we have the tailgate mounted units. One of the disadvantages to having a tailgate mounted unit is that you really can't use that truck for much else during the winter months without taking brackets off and removing the tank and you're being very careful not to damage that tank. So this new truck would have the mag tanks under the bottom where they could be kept on year 'round and they could be used a little bit more readily.

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There's a lot more responsive hydraulics. As computers become more advanced the plow trucks become more advanced also and there's on-board computers in all of the plow trucks that regulate ground speed and regulation and they can track a lot of features for you.

The estimated cost of this is \$148,000. So if you take that \$148,000 it's going to increase the mill rate by six cents per thousand and it's going to cost the average property owner just about \$16.91 over a one year time frame. Mike, the other ones that you wanted me to talk about?

Mike Pollocoff:

Do the road maintenance program.

John Steinbrink, Jr.:

These are some other capital items that we had in the budget but are not being considered at this time. This is actually an old ambulance with the box taken off of it and we had a dump body put on it.

Mike Pollocoff:

When you say they're not being considered, these things need to be done. We're deferring maintenance on these, but in the list that I'm recommending to you tonight, I'm not recommending that these go out to referendum. As we go through this process and evaluate it if there's more things you want to add or put in that certainly is an option. But it's not my recommendation it's to be included in the referendum issues or be capital funded in the levy at this time.

John Steinbrink, Jr.:

And replacing our pickup trucks is something else that Mike has alluded to before. Right now, for example, in our parks department our parks department is run with two full-time guys for nine months and then we have 12 part-time employees. Those part-time employees do not have CDLs so they can't drive the big trucks. So a problem that we run into is when one of these older trucks has broken down we don't have any spare trucks. So you really need to either not perform one of the duties that you're working on or take a CDL holder and have them run out to that job and finish it.

We purchased a new road . . . last year, and one of the things that we're looking at doing is putting a box plow in the front and use that for plowing parking lots. It's just another way to increase our capital and purchasing . . . at Pleasant Prairie Park. I asked for a lot of stuff but I really need it. The last one is the power washer for the Prange Center.

I'm going to be now with the road maintenance program for 2007 through 2013. So it's actually a seven year program that we're looking at. This is really an updated version of what I presented in June of 2005 with our numbers tweaked up and projected to what the actual costs would be along with some engineering included with that.

One of the things that we talk about when we talk about the road maintenance program is we need to have an evaluation process to determine which roads will be receiving which types of treatment. It's required by the State every other year to go through a road evaluation process. Because of the situation we've been in with wanting to make sure that we have accurate costs and accurate roads, we've been going through and evaluating all the roads on an annual basis. We check for the distress in the road, the level of severity and the amount of distress as just some of the factors. There's a lot of different types of pavement distress whether it's cracking, bleeding, raveling.

Road surface is like a roof on a house is one way you can consider it. It's impermeable, it's got to be sloped for drainage, it needs to have a system of drains and it needs to be sealed whether it's crack sealed and patched on a regular basis. This road maintenance program is going to be looking at three different types of surface treatments. One is a micro surfacing which is a thick layer of a slurry seal, a micro paving which is very thin, 5/8 to 3/4 of an inch asphalt layer, and a mill and pave where the surface is just scratched up and then a 1½ inch to 2 inch layer of asphalt to put over the top of it.

I'm going to start off talking about the micro surface. This is a product that we put down on 95th Street between Old Green Bay Road and County Trunk Highway H if you were driving to the LakeView RecPlex. It's a thicker type of slurry seal about 20 pounds per square yard. It's a mixture of emulsion, sand and water. There's specialized equipment that puts it down and has a life span of somewhere between six and eight years and it's open to traffic in an hour. It's not a chip seal. It does not have any boiler slag or any chip in there. It's more of a slurry and an emulsion product. We have some video here that shows the application on it. This is the actual application that is done. They pre-oil the roads and put the emulsion down. It comes out in a slurry type material and it hardens in about an hour. I believe with the weather conditions that we had on 95th Street that day it was open to traffic in about 45 minutes. And to date it's performed very well for us. There isn't too much reflected cracking. It really sealed up a lot of the cracks that we had and provided a nice wear surface. This is going to be recommended only in the industrial or commercial portions of the Village roads. It's not going to be in any subdivisions. Then the finished product is it gives you a very nice, even, smooth layer.

The next one I'm going to be talking about is the micro paving. That is what we did in Foxmoor and Whittier Heights last year. As some of the preparation to the micro pave, especially in areas where there's curb and gutter and sanitary sewer and water, you need to go through and mill the curbed areas because you don't want to get the asphalt building up on top of the curb where you have an uneven lift and around manholes to make sure that you have the right pitch. This is a video of the milling process. It kind of chews the material, loads it up on a truck. The material that we take out of this truck is brought back to the Prange Center and we use it as shouldering material in other Village projects. The road is swept up and scraped up and then we can reuse that material so that's a nice feature for us.

Like I said before micro pave is a thin layer of asphalt. It's 4.5 mm aggregate super pave. It doesn't have any chips and it gives you a very smooth service. This is a video I believe in the Foxmoor Subdivision of the micro pave process. It's much more popular than other processes than we done in the past but it does cost more per square yard. Here's a zoom and you can really see how thin a layer of asphalt it is during the application process. It's under an inch. I was just

driving through the Foxmoor area before I came this evening and there's hardly any reflective cracking. It's really holding up well. One of the reasons you have to do . . . is to make sure in cul-de-sacs and around the manholes is that you do get the proper drainage for water to run off. Those are the three types of maintenance items that we have, the micro pave, the mill and pave and then the micro surface.

I'm going to talk about the different types of reconstruction processes that we're looking at during this project. If the road is really worn out and it's too far gone in the PACER rating scale where you can't put some sort of a band-aid on it or some sort of surface treatment on it, you really need to go through and pulverize up the road. This picture shows one of the machines that's available out there that pulverizes up the road. It takes the road and chews it up and grinds it up into a granular state and recompacts it and uses that material as base material. And then the final one is reconstruction. I pulled this picture off the internet because it really shows during a reconstruction you're redoing the storm, you could be redoing the sanitary, the water, the curb, the gutter so normally it's a much more expensive process you have to go through.

Like I said earlier, we go through and inventory all the roads and streets. The pavement condition was evaluated in spring of '06. We use these conditions to set priorities and then we select the alternative treatment. That's required every two years by the State and then we use the PACER rating. It's the ten point system where a ten point is a brand new road and a one is a very poor road.

I'll just briefly go through some of the PACER ratings on what the roads look like. This is an example of what a ten road would look like in some of the ratings and distresses. A nine is basically a new road that's a couple years old. It might have a little bit of cracked sealing on the edge. An eight you see a little bit more raveling but all the cracks are sealed. In a PACER rating of seven you'll see some open cracks but the cracks aren't open that far yet. On a six you'll start to see a little bit of block cracking. The cracks are opened up a little bit more but the road as a whole is pretty much sound. In a five you might see a little bit of rutting, a little bit more wear and raveling on the road. It starts to deteriorate where the cracks are a little bit closer. The block cracking is a little bit more prevalent. Then you get down to three where there's lots of cracks. A two is getting really bad and then a one is to the point where you actually see grass growing up in the roadway so it pretty much needs a total reconstruction for maybe like a four on down.

Deterioration has two general causes. One is environmental due to moisture and weathering and aging. And then the other one is structural due to heavy traffic and poor foundation underneath the road. Your average road pavement life cycle, the road is designed to last around 20 years. You can see it starts off as a ten. The PACER rating is on the left-hand side and the age is on the bottom. Then it deteriorates down and levels off. Then when it starts to go bad at around year 12 it starts to really deteriorate quickly.

There's a couple ways you can look at the cost of doing the pavement life cycle. Here's a graph of what it would look like if you would really do nothing for the first 20 years. You would do a \$15 per square yard pulverize and relay and it brings it back up to a new condition and then it kind of goes back down over the next 20 years. So for 40 years you probably spend about \$15 on that road. If you would do a micro pave with the ultra thin layer asphalt and if you do that when the road is in a little bit better of condition, let's say around a six and a half or so, by doing the

treatment the road starts off at a ten. It goes down to about a six, you do the \$3.50 a square yard micro pave and it brings it back up to about a nine. It lasts for about ten years. You bring it up to a nine again and it goes down and you've actually maintained that road for quite a bit cheaper than doing a pulverize and relay at the \$15 per square yard.

This is the condition distribution of what our roads were like in the red. In 2004 we have lane miles of road as the axis on the left and then the PACER condition on the right. One of the things that this is starting to show us is you're seeing more roads or more lane miles of roads at a three and a four and a six and a seven and less of them at a nine and a ten. I believe that the reason that the eight is actually more is that by doing all the chip seals and some of the other maintenance that we've done in the past we've actually taken some roads that were sixes and sevens and brought them up to eights. But the scary thing in this graph is that if everything is at an eight right now, if you have almost 40 miles of roads at an eight, in five or six years those are going to be down to a five or six. You can maintain those roads that are at an eight right now by doing some type of preventative maintenance to them, where once it gets down to a four or five it becomes much more expensive to take care of them.

So if you don't do any surface treatments over the 20 year life cycle like we showed on the one graph it's going to cost you about \$15 a square hard on the reconstruction. If you do the micro pave you're adding ten years for about the \$3.50 a square yard. So you can see it is quite a big cheaper to do the surface treatment versus waiting for the road to fail completely. One of the concepts that you need to look at in road maintenance is that you want to spend money on your better roads to make them last longer. I know that for some people it's an odd concept, but going with the difference of the \$3.50 and extending the life of the roads you're definitely getting more bang for your buck on the roads.

Some of the more expensive projects that are included in here is the new construction. The 80th Street extension from Cooper Road to 56th Avenue it's an area that we need a new arterial in there because of all the subdivisions that have been developed in the years past. That's probably about \$1.2 million. The project was estimated for construction in 2007. Another one is a bridge reconstruction over by Lakeshore Drive over Barnes Creek. We had that evaluated this past year by a consulting engineering firm and they said just over a quarter million to replace that project in 2008.

The bridge is very old. I don't have any pictures out of this site. I'll address that more in the next Clean Water Utility, but the bridge is starting to fail. And it's going to come to a point down the road when you're going to have to weight restrict that bridge where pumper trucks or other things won't be able to travel over that road. One of the disadvantages to the Carol Beach area is there's really only two ways in. You can enter Carol Beach off of 90th or enter off of 116th. And so by limiting the weight on that bridge and not reconstructing that is really going to be inconvenient for a lot of the people out there.

Some of the reconstruction needs that we're looking for is reconstructing 85th Street from Cooper Road west to 64th Avenue. That would be widening the roadway, curb and gutter, storm sewer construction. That's going to be just over \$2.1 million and that would be estimated for construction in 2008.

And also reconstruction of 93rd Street from Cooper Road to Dabbs Farm Drive. More of our arterial roads, and that would just be pulverizing and relaying the asphalt that we have. The same road width without any doing any major reconstruction. That's estimated at just over \$400,000. Any widening of the roadway, curb and gutter, storm sewer or any improvements like that would be paid for by developments that caused the additional traffic on there. This is estimated for construction in 2009. There is some sewer work that has to be done in that area.

And then we also have 116th Street from Old Green Bay Road all the way down to Sheridan Road. Anyone who lives on the south side of town that's driven over 116th Street they know that the road is really getting old. It's just over \$1 million to do that project. But then again the same as on 93rd Street, any widening, any utility infrastructure improvements will be paid for by developments as they incur. We have that one bumped out to 2012. That's probably going to be one of the last areas in the Village that gets the sanitary sewer.

This is a treatment summary of everything of the surface treatments, the micro surface the micro pave, mill overlay, and pulverize and road reconstructions. As is shown on this slide, you're spending a lot more money for reconstruction than you are doing on the treatments. So if you look at the treatments you're treating just over \$1.1 million square yards and it's costing you just over \$6 million. But when you go for the reconstruction you're only doing 300,000 square yards but it's costing you over \$10 million. So what Mike was talking about, we'd like to get the reconstruction off of our belt and on our second seven year program our costs are much less.

I broke it up by maintenance and reconstruction. If you take the total center line miles of road that we have, it's just over 100 miles of road that are in this program that we're looking at. So about 72 percent of the roads that we're doing the maintenance on is only costing us just under 40 percent of the program. The reconstruction portion of it is only 27 percent but we're spending almost two-thirds of our money on it. So the reconstruction is really the big component of this program. This is just another illustration of how much we're spending on reconstruction and how much we're spending on treatments. A lot of arterials are much more costly to go through and do. Here it's again shown on a bar chart.

So as a summary of the first phase of the road maintenance program from 2007 to 2013 it's an estimated of \$16.9 million. That includes reflections of a five percent increase in material per year, and it also includes 10 percent contingencies and 15 percent for engineering. So if something comes up and there is some major work that has to be done on a road or something else has to be redesigned or the asphalt prices increase any more than what they have we're relatively covered with that.

Then like Mike was talking about, once this first seven year cycle is complete in 2013, the second seven years going from 2014 to the year 2020 we're really not looking at any major reconstruction to be done. The treatment costs of about ten percent of the roads per year assuming a ten year life on the micro pave will be about \$6.8 million. So on average over seven years of just under \$1 million after this to go through and maintain this level that we have. This assumes a three percent increase in road inventory and a five percent treatment cost per year. So if you go through and if you take the cost of a micro pave of \$3.50 in 2005 that price is going to be in 2020 almost \$7. It almost doubles. So that's really why you start getting a lot of these costs building up there.

If you don't go through and do any maintenance on the road which I've talked about a little bit, it's much more cost effective to do the maintenance when the road is good shape. You can see anywhere between a slurry seal or a micro slurry of \$1.50 to \$3.50 to a rehab of anywhere from \$9 and \$335 a square yard.

Both of these roads were paved at the same time. I believe it was in 1994. The road to the left hasn't received any crack sealing or any maintenance whatsoever. And the pavement to the right I believe was chip sealed with the boiler slag. You can definitely see which road you'd rather have in front of your house.

Something that you have to also include in here, and I assume that all the roads were being done in this program. I believe the only roads that were not considered to have any work done were the roads that were paved in 2005 or any roads that are under new development right now where you normally wouldn't do anything before the first five or six years. All the utilities have to be installed underground. So if there's an area where a water main has to be installed, that road maintenance wouldn't happen or the reconstruction wouldn't happen until after the water is petitioned and then it goes through along with the sewer. The existing road has to be asphalt. We're not going to take a gravel road that we might have eight or nine miles of gravel roads and pave them. That's a project that would have to be assessed. Then the maintenance treatment has to match what we're talking about in this plan. We're not going to take areas where it really only needs a micro pave and do a reconstruction on it because it's not a very cost effective way to take care of it. So the impact to the mill rate for this will increase it \$1.02 per thousand. It will cost the average property value \$2.75.86 roughly per year over the seven years of the program.

This is kind of which roads would be receiving which treatment. You can see the orange in the middle is the micro surface. And the VK area up on the north by Highway 50 would be a commercial area there. And by the industrial park also. Most of the other roads that you see are either going to be blue for the micro pave or basically a red for a reconstruct. Any questions at all in the road maintenance program for 2007-2013.

Steve Kumorkiewicz:

Just one question. How many miles of road have we got?

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John Steinbrink, Jr.:

There's just over 100 miles of road in this program. This doesn't include any roads that are gravel roads. It doesn't include roads where we don't have any right of way acquired to it. And it doesn't include any roads that were just paved last year or roads like in Village Green where it just received the binder course of asphalt this year. So it's just over 100 miles in this program.

Mike Serpe:

We're talking two items here for possible referendum, the Fire Department and the public works on the roads. If any Board and this Board especially is going to sponsor a referendum you want that to pass. And in order for any referendum to pass you have to really educate the public on it if you're going to be successful. Right now I think our safe bet would be to go with the Fire Department needs because that's life saving equipment and any one of us can need that equipment at any given time without any notice. If we were to put this on the referendum at \$1.06 a thousand for the roads, even though I agree that in the long haul, without the education factor out there telling the \$19,000 people in this Village how it's going to work and what you're going to get out of it, I think it could possibly fail and I don't want to see that fail. So I'd rather not even put it in front of them with the roads.

If we can manage to get through one more year of just doing cosmetic surgery on some of these roads just to get us by and in that time take the necessary time on channel 25 or the *Village Times* or wherever to educate the public on what they're going to get out of this extra money. At the same time I have to agree with Dick Ginkowski said. I think we have to evaluate ourselves a little bit. Maybe it wouldn't hurt to see how Pleasant Prairie fares with three other like Villages in the State and see where we're at. Maybe it's time that the referendum should read that we should be somewhere here with our mill rate instead of where we're at so we can do the things that we need to do with the public instead of going to referendum every year or every six months because you want to spend a couple hundred thousand dollars.

I've got to be honest with you, the people that live on the main roads that just got repaved, Sheridan Road, 165, even my subdivision, I don't see anybody voting in favor of raising their taxes \$1.06 a thousand just to give somebody in another area that has a bad road a new road even though it's going to eventually benefit all of us. We've got to get that message out to the people. I don't think it's going to happen.

If we're going to go for a couple hundred thousand dollars worth of referendum I think it should be directed right to the Fire Department right now and we should be discussing that. Those are necessities that are life savings things and I think we it's up for discussion.

John Steinbrink:

I think, Mike, we have to realize a lot of these we started with were not good roads to start with. Over the years we've done our best to maintain them knowing that someday due to traffic increases and other things, weight of vehicles and all the other things that happen, garbage trucks, school buses it really takes a toll on a road that doesn't have the proper base or the proper drainage to it so that's what we're looking at. A lot of these is bringing some of these roads up to

the standard where they're going to handle the traffic we're seeing now and in the future. The old days are gone. The way we live our lives has changed. Unfortunately it's pretty hard on roads especially with the increased traffic on the roads.

Alex Tiahnybok:

I agree with you, Mike, that the public safety issues, the jaws of life, the heart monitors, the ambulance I think those are must haves. In my business when we do annual budgets we do needs, we do wants and then we do throwaways. This is one of those things that I don't think is negotiable. Likewise for the Police Department. If there's similar requirements in the Police Department that become a matter of providing or not public safety I think those are automatics.

By the very simple fact that they are automatic, Mr. Ginkowski I think made a very valid point. These things should not be referendum items. They should be budget. I'm troubled by the fact that they're not. Again, you speak from where you live and your experience in life, and as a leader of my family when we need to do things and we're looking towards the future we save up. We say we need a car so we start saving money. We don't wait until the wheels fall off our old car and we decide now it's time to get a car maybe. And boy, oh boy, are they expensive. And I think government should operate the same way. I'm troubled.

Mr. Pollocoff made a statement regarding the plow truck that kind of floored me. I want clarification if I heard this correctly. You said we used to set money aside when the State trusted us and now after one year of the State saying municipalities you've spent too much money over the years, and I'm not saying it's Pleasant Prairie, I think it's other municipalities in Wisconsin, but all of a sudden we go from we used to set money aside when the State trusted us a year ago, and now suddenly we have no money. Mr. Matson made a good point that I'd like clarification on or an answer to and that is what happened to the money that we set aside if we used to set money aside.

We may be operating in a fourth year of a freeze or something close to a freeze but three years of that was voluntary. And if in order to be proud of our mill rate we mortgaged our future by not putting money aside for Hurst tools and heart rate monitors and plow trucks and ambulances, I say shame on this government for not being prepared for the future. I know people have been complaining about taxes and all that sort of stuff, but I've been told more than once here sometimes we have to make tough decisions. I think being responsible, and that word was used earlier today, and making sure you have the right funding in the right place at the right time for the expenses that are going to come, and I can't imagine that any of these were unexpected. We knew we were going to need an ambulance. We knew we were going to need a plow truck. The jaws of life, the heart monitors, those are all things that I don't think should be a big surprise. The three public safety items add up to \$285,000. I think it's shameful that a Village that we're so proud of our \$2 billion evaluation and we have to go to the taxpayers to get \$285,000 I'm just shocked by that.

We plan things very well in this Village and I don't know if it's customary in government. I haven't been doing this for very long but, again, in private enterprise or in family budgets people plan forward and suddenly we run into this I don't know if it's a crisis but a big concern that we don't have enough money to buy things that would be normal cost of operations I find shocking.

Maybe governments operate like this everywhere. I don't know. Do governments usually save up for the future or do they run into a problem and then suddenly realize they have to do something about it?

Again, I think we're facing a situation that has to be dealt with. I'd like to figure out a way to at least get these public safety items into the normal levy and not do a referendum on them. The road maintenance is such a huge dollar amount that I don't see us ever incorporating that into our levy at least in the short run so I think that should go to a referendum because people either want it or don't and they have to live with the consequences. But, again, I'd like some feedback as to whether or not governments save up and are prepared for expenses like that. Again, you said we used to set money aside when the State trusted us and they stopped trusting us a year ago. Did we stop saving money or did we not save money leading up to that?

Mike Pollocoff:

Since the calls for budget restraint and freeze and live like a family does with a checkbook and all that rhetoric that happened, this government curtailed its spending. We had a capital fund that had money that we put money into every year. Trustee Tiahnybok, you voted for a budget last year that funded a snowplow that you saw us replacing another one tonight and you didn't raise the levy to do that. You didn't borrow money. That was money that was used out of the capital fund that we did have that we spent money on.

The year prior to your taking place on the Board we bought a \$480,000 fire engine and we didn't bond for that. We didn't raise taxes for that. We had a budget last year that it's the same capital budget you looked at last year, at last year's budget we depleted virtually almost all of our capital funds. The issue that the Board struggled with was we knew we were in a freeze year and you couldn't at that point raise taxes anymore. So, yeah, it could have been raised before, but I think people campaigned for positions on this Board saying taxes were too high. We need to look under rocks. We need to find money.

The budget we have here is the budget we have. We used to save money. We used to set money aside, but as your budget grows, as you add fire personnel, as you add rescue personnel, which are the two biggest departments for operational costs, we're doing that because we're growing and you don't allow the budget to grow accordingly with it, if you say we're freezing taxes and staying within limits that's what the cry was. *Kenosha News* gave you anatta boy if you stayed under two percent. The State said that's what we should be at under. People were running for State and local office saying we should be living responsibly, we should be at two percent.

But we have no control over a lot of our expenses because they're mandated expenses. So as our expenses continue to grow but we're going to stay where we are you've got two choices. You cut operations or you cut your capital. You limit your capital. Or, you do what would be the irresponsible thing which is to go out and issue debt and then let the people have their taxes go up and say, well, we have to pay our bond. We didn't do that.

When you guys looked at this last year that's exactly what you did. In fact, two of you the budget was too rich for you last year to vote for and that was a freeze budget. I think for everybody, everybody was trying to stay under this limit and I assume that's feedback you're

getting from your constituents that nobody wants their taxes to go up. We can do that, but you have to expect that at some point your operational costs don't stop increasing. People are asking and demanding more service.

Chief Guilbert is up here saying I'm going to more calls every year. John Steinbrink, Jr. is plowing more roads every year. Chief Wagner there's more people in the community. There's a direct correlation between the number of people in the community and the number of people who are calling for a cop. All that is happening and we're under this mystical cloud that we can freeze taxes. That's what everybody has been asking for. Well, this is what you get. I'm not saying this in a negative way but this is what you get. When you hold the taxes down and you hold that levy and then all your demands don't stop, if your demands don't stop when you stop the levy, pretty soon something gives and what gives is capital.

So you're right, and I did say that State government didn't trust us to save money. In fact, under the current levy limits you're not allowed to save money. You can't carry a fund to buy for something. So what we could do is we have a reserve fund of \$2 million for the general fund. What that does is that's our fund in case something terrible happens. Let me give you an example. In May of 2004 we had the Des Plaines River flood, we had flooding along Lake Michigan, we had flooding all over the community. And with this budget here I don't have money to go out and buy pumps, I don't have money to go out and rent pumps. We don't have money to go get equipment. We don't have the money to pay a ton of overtime. What do we do, we use our reserve fund for emergency. That's a classic case why you want to be able to have that fund available. If our community was hit with a tornado, if we had a rail car go over with chlorine gas or ammonia gas, that's our money to take care of emergencies that we don't have to do because you can't go to the bank and borrow that money that fast. That's also the money that shows we have the capacity to pay our bills. When we get our bond rating that's what they look at. You've set money aside.

So we have set money aside. So if you want to deplete the reserves which is what the State did, and almost every community had more reserves than the State, if you want to deplete your reserves and really put yourself up against the wall, that's one option the Board has. But when you need that money and when you need to prove to somebody who's going to underwrite your debt to say you have been fiscally responsible you can do that. We have been fiscally responsible. You have an award up there that says you're fiscally responsible. They saw the same financials that you're looking at that showed that we didn't have a lot of debt.

What's happening now is Pleasant Prairie is doing exactly what the State government wants. They want spending to stop and they want any new expenditures to go to the public. That's what tax freezes mean. We'll see the next iteration of that when we do the taxpayer bill of rights. That will take it one step further. So the budget you approved by a three to two margin last year just covered operations. I'm going to be asking you for a levy increase of four percent this next year because we've had that much new construction. So you're going to have a four percent increase in the budget because that's what the law allows. Last year I couldn't get that approved for the budget from the Board. Trustee Lauer thought that leaving it even was too much. I'm going to come back and I'm telling you right now we need all that four percent to cover our expansion of operations.

Yes, this is not way to run a business. I've been in this business for 30 years and this is the stupidest thing I've ever seen. This is completely stupid. You look at that capital list, you watch John, Jr. flip through truck after truck after truck loader, how do you think we load up those dump trucks with salt? With a loader. When that loader goes down then what are we doing? Then we're taking a backhoe out there and flipping salt into a truck. We've got this whole list of things that we need to do. Nobody wants their road to not be salted and cleared just like it was and that's an expense. So we do all this stuff and we used to save money.

But for four years we've been touting responding to the line and that's been the demand of the community, freeze taxes. I can't think of anybody who's been awake for an hour or two in Wisconsin for the last four years who hasn't heard that statement. That's been the cost. If you think our costs aren't growing this budget is showing it to you. Our budget expands. And it expands even if we don't add a person because it costs more and more to have people here. It costs more and more to put gas in the trucks and that's where we're at. So you either cut operations, and you can get rid of some building inspectors, you can get rid of some part-time workers, you can get rid of some office staff but it ain't going to get you where you need to be. Our personnel is in police and fire. We had the alternative last year to get rid of the Police Department . That will save you some money but I don't think it's going to get you where you want to be.

That's what we deal with. We don't make anything. We don't make a product. We deliver services and we have to have people deliver it and that has expenses. So to get what's been politically acceptable to get you to the point where it's a community of \$2.5 billion and 20,000 people, you have the second lowest tax rate. You have a tax rate that most towns would be proud to have. So we're running a full service municipal government on a town mill rate. We've got the same mill rate as Bristol. God bless them they're nice people. They are. They're really good people. But they don't have a planning department that reviews things. They don't have paramedics. They don't have a Police Department. They don't have all the services that people here demand. And we're doing it for the same amount of money. That's what that \$2.5 billion gets you. It pays to have that value so you can deliver all these services.

No, we should be saving but that choice was taken out of our hands last year and this year, and the Board acceded to the public demands to take this powerful overspending government down to a frozen level and that's where we're at. I would be happy if we were just average. Just make us average. I think that we wouldn't be having these meetings. We wouldn't be talking about setting money aside. Every truck that John showed you and the other departments when you look at their budget they can show you stuff that needs to be replaced because he's got trucks that are 1977 trucks that we bought Army Surplus. It was used when we got it. That stuff is running into the ground.

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But that's been the public policy of this State and it's been the policy that's been adopted by this Board. The reality is we're dealing with a budget that the five of you can barely agree on and it's frozen.

John Steinbrink:

I think it's kind of ironic we were here last spring or last year on the budget and Trustee Lauer, as you said, wanted to cut it further. Use the growth to cut taxes farther. That was his plan to save the taxpayers money. Cut the taxes farther by using the money from growth. We knew we couldn't do that. It was ironic to see Mr. Matson and Mr. Hauser in the audience every week saying taxes are too high and people are being forced out.

Larry Matson:

I never said that.

John Steinbrink:

Well, you're back here tonight saying we should have raised taxes and you guys did a lousy job. You were quick to agree when Mike said, hey, we could have saved money cutting the police department. But when the majority of the folks said no you changed your tune. But you better realize if you want the level of service that we have here you're not going to get it with the Sheriff's Department. If you want anything close to it you are going to pay more to get that level of service. There will be no savings and it's going to cost you money and the County is going to charge it to you. Right now we're subsidizing other communities for their police protection plus providing our own. But we're providing a pretty good service to the taxpayers. We said all along this was bare bones. Our budgets couldn't afford to be cut any farther. Even though we kept hearing from people taxes are too high, you folks got to cut your budget, we knew that wasn't a reality. We had to fight that tooth and nail every step of the way. We'll pull the minutes and we'll listen to what folks said on the Board, off the Board about taxes and where we're going. This is the reality.

The State used your shared revenue money to fund the tax breaks they gave to special interest groups. That was well and fine. That worked for them for years but they got caught in that little financial trap so they used your money, the taxpayers' money of this community, to pull their butt out of the fire and we're paying for it. I believe in local government and I've always pushed to keep the power at local government. Unfortunately I'm one vote and my vote didn't swing it either way there. Their mind was made up and they knew what they were doing. This is what it got us.

But we know now today we're here to look at reality and to say again this is what we need and how are we going to do it so we can move forward on this and work on a plan to get it or we can second guess everything here again and change our mind whether taxes are too high or too low or we should have paid more. I don't know. It's tough and these are the tough choices we get to make here. We went through years of sewer and water and those are tough choices, too, and nobody liked that in front of their house. But it sure beat having sewage running in the ditches and shit in your drinking water. That's what it was. We took care of that. That was a cost. It

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didn't make us popular either.

Jeff Lauer:

A few things here. First, John, if I could jump back to you real quick. For the new snowplow truck what year would that vehicle be?

John Steinbrink, Jr.:

What year would the new truck be?

Jeff Lauer:

Yes.

John Steinbrink, Jr.:

It would be a 2007.

Jeff Lauer:

Okay, thanks. The other things to comment on here, in talking about the referendums here that we have before us, putting four referendums on any ballot is to me probably a good disaster because, one, you will confuse the voters I believe. And, two, it will be like my kids when I get home they have their hands out wanting more and more and more and that can turn the voters off. The issue listening to conversations here what it comes down to is I hear the word services a lot. Every single service that the Village provides or any government provides, any service you name it, is paid for by the taxpayer in one way or the other. I flush my toilet I pay for it. I water my grass I pay for it. I pay for the snowplow to come down my street. I pay for the salary for that person to drive that vehicle. I need the ambulance I pay the fee for that. Fire truck the same thing. The whole nine yards it's paid for, it's covered.

The issue that we're in comes down to capital and that's what it comes down to and capital costs are usually high especially if you need a fire truck or Hurst tool and some of these other items. Obviously I wish I didn't have to say go to the public and ask for \$116,000 for defibs and a Hurst tool. People should not run government that way. I'm not going to sit up here and play the blame game, however State and federal government in my opinion do not know what's best and that's why I believe in term limits. If you get them out sooner we wouldn't have some of these problems it's my belief.

So I think it comes down to priorities. I know last year we talked about road maintenance when I was here the first year on the Board. We came up with the road maintenance program that was prolonged saying we're going to do it this year and now there's talk about putting it off another year and that's going to increase costs. How we do it? I don't think there's a simple answer. I think Mike earlier had a couple ideas that caught me. I can't remember them all but there's the possibility of more than one ways to skin a cat. Would I like it if my road was getting paved for just my household to pay a certain portion of it? I don't know. It might cost me more. But I

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think we have to figure out a way to deal with the road maintenance issue in the Village. I've had more complaints on that. I try to stay off of 116th Street if I can. We have problems with the road and we need some sort of plan in place. I think everybody up here can agree if we need heart defibs and the Hurst tool but how do we get down to the bare bones of the roads?

I see one in here, new construction if it were to pay for 2007, 80th Street from Cooper Road to 56th Avenue, new arterial road. I don't think we should do that until we fix the current roads we have. I don't know, John, if you know this or maybe Mike, but is this the same where years ago we got money from the State to put a road through?

Mike Pollocoff:

That was 85th. The reason 80th is new construction is that you can do one of two things. You can reconstruct 82nd Street between Cooper Road and 57th, because right now all the traffic that is in those City subdivisions use that street, the buses and all that stuff. So you can take and make 82nd wide, take out all the trees, build it out sidewalk to sidewalk, or have our long-range master plan which shows 80th going through then 82nd just reverts into a neighborhood street so the major traffic would go down 80th. So even though it's new construction it stops you from having to reconstruct 82nd because that's where all the traffic goes. You get all the traffic from Lance. It goes 80th to Cooper Road, down to 82nd. 82nd was never meant to handle or built to handle that kind of traffic. Everything between Green Bay Road and 57th is City. That's all City subdivisions. We can't tell them not to go there but we can give them a faster route.

The one that you're talking about, 85th Street, we had a grant from the State to do that and the residents petitioned against it so they took the grant away.

Jeff Lauer:

That was back in the '90s. So I know some are frustrated here, but I think we need to prevail is we always have to keep in mind service is automatically paid for. The key is capital. I could be corrected if I'm wrong but that's what it comes down to. How do we get the money for the capital? I've at times agreed we should go to referendum on things, however I don't believe in running government on referendums for \$116,000. I don't know how much it cost to put this on a referendum. I know it's frustrating. I'm not one at increasing fees but maybe we have to figure out ways on how to put money aside for things like a new ambulance be it I don't know what. I'm not saying increase fees or anything but there's got to be--I think Alex mentioned earlier if you're going to need a new vehicle you set a little money aside to get it. We've got to figure out a way to do it. Off the top of my head I can't think of it, but I think us as a group we can do it. Unfortunately, like we all have said it might be a tough decision on how to do it, but I am concerned about the roads. if we put it off another year I'm sure the prices we looked at today are going to go up again.

I do think we have to deal with the road. How? In my opinion if we put four referendums out there I agree with Mike the roads might be the ones that don't get passed. I don't drive on those roads that are going to be done so why should I pay for it? But, you may not need somebody who is going to inspect your house but yet you're paying his salary but he's there if you need it or you need to go on it. So I'm open ears for how to get the road maintenance done. I know it's not

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an easy thing. I don't know how many calls you get, John, but I'm sure you get a few.

Mike Serpe:

One thought on the road repairs or reconstruction or resurfacing. If there's certain areas that have small frontage lots and the roads are in pretty bad shape, the neighborhood can petition this Board to have that road resurfaced, add an assessment to be assessed. It might cost them less to do that than if you put this thing on a referendum at \$1.06 per thousand for the next number of years. It's just another option here. Admittedly there are some roads that can use immediate repair. We know that. There's some in your area, Alex. There's some on 72nd Avenue in that area. If the people want to pay a couple thousand dollars one time and their roads are good for the next 15 or 20 years that's an option. We can consider that.

Steve Kumorkiewicz:

Four years ago when I used to attend the party meetings when McCallum was the Governor here in the state and the local government went downhill due to the action of McCallum and the money invested by the Wisconsin Manufacturer's and Commerce. My arguments were they were . . . revenue shared down to the communities and eventually they were going to choke the communities. Do you recall that? I said that many times. And everything is coming now what I said and I told you that four years ago. Look what happened. You were one of the big proponents . . . of the tax freeze. We've got to live with that.

Alex, you weren't here four or five years ago. You weren't living here. I attended the meetings here when we used to be a Township and I saw it growing and how the money was spent wisely. So you can accuse the previous Board for the situation that we're in now but it's coming from the State. The State wants to run local governments and they can't run the State. We're sending more money to the State 69.9 percent of the taxes are being paid by residential . . . now we're paying 70 percent of the taxes.

John Steinbrink:

Okay, we've relived history here pretty well. We've covered the past. Let's direct the comments to the issue at hand.

Alex Tiahnybok:

John, you made a comment about taxes. I wasn't planning on going there but I didn't pull it out of the air. Wisconsin was rated the worse State in the country to retire in. It's rated one of the worst States overall for taxation. I didn't pull it out of the air.

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John Steinbrink:

We're talking about this community, Alex.

Alex Tiahnybok:

When I ran for office people were complaining about their tax bills and whether or not it was the Pleasant Prairie part or the County part of the Kenosha Unified. They were pretty honked off about their taxes. They said help us at least understand this. Go and see. And, you know what, I challenge you to provide an example of what I've been saying that the Village is spending money like drunken sailors lately. I haven't. Because I've learned. The learning curve.

John Steinbrink:

That's what we said all along.

Alex Tiahnybok:

Yes, I've learned. And, you know what, you guys are doing a good job. You maybe did too good of a job. I think Mike alluded to that a couple weeks ago or a week ago in the *Kenosha News* that we did such a good job, we were responsive to the taxpayers because they were crying out and saying enough is enough. We did such a good job that we can't afford to cover normal costs anymore. So I'm throwing out a question to the veterans on this Board. You're right, Steve, I didn't sit through 80 hours of budget conversations year after year. Last year I did. But in hindsight was the voluntarily freeze on the budget for last year and the three years before that or the two years before that was it a mistake in hindsight? Should you guys have said, you know what, we understand your plight but the Village portion of your property tax bill is only 19 percent and we need to run this Village government and a \$3.54 mill rate is really not a practical number. We have to go to \$4.2 in order to cover our bills and be prepared for the future. I think in hindsight I'd like your feedback and tell me whether that was a mistake or not.

Another philosophical question. As businesses grow, as families grow, there's a concept called economies of scale. The next increment is supposed to be less expensive than the previous one. If you believe in that and I do, if the so-called tax freeze allows us to grow the budget by the percentage increase of our population or our evaluation, which one is it?

Mike Pollocoff:

New construction.

Alex Tiahnybok:

If it allows us to grow by that amount, shouldn't that amount of increase be enough to cover those new expenses, or are we less efficient than the next increment. I'd like to know that. And the four percent that we're allowed to go to this year what does that actually mean in dollars?

Mike Pollocoff:

\$350,000.

John Steinbrink:

I just want to clarify. We talk about efficiencies. When we used to work this place out of an old potato barn we had a little pile of salt in the corner and that's what we could use. We had to send a truck and a man down to the County on 50th Street and he sat there until one of the County drivers could load him. We were paying for that truck and that man to sit there and paying a higher price for salt. We built a shed. We store our own salt. We buy it in bulk. We load ourselves. The men are on the road salting instead of sitting. That's the economy you gain by experience and having the right facilities and spending your money wisely so that you get a return on it so that we can plow our roads in the wintertime. We can provide all the services we need to provide instead of sitting there. In a lot of communities they're still bound to that and they have to go sit there and wait until somebody loads their truck and pay a higher price for salt. Everything costs money.

We got away from that. I compliment all our workers in the Village on doing a job to make sure that the taxpayers get the most for their buck. If you go down and tour our facility you'll see every part of it is designed to save the taxpayers money. Sure, it cost some money to put it up, but in the long run you're saving money and your utilizing people more efficiently. That's one of your biggest costs of anything there is whether it's business or government are the folks there. We utilize them to the highest extent. So we are being efficient.

Mike Pollocoff:

In government the problem with efficiency in your analysis we achieve efficiencies with capital. But there isn't an economy of scale with people. It's a lot tighter. We put in our water conveyance structure and the pumping and towers, the more customers you have we can still use that same facility so the cost of that gets spread across a greater thing. But when we have an extra thousand people in the Village that's going to add a portion of a police officer or we're going to get that many more rescue squad calls. So our efficiency for government occurs when either we do capital efficiently, or our greatest efficiency is when you spread the cost of government around more users that don't use as much. That's where we've been successful is by developing a mixed economy where we've got so much industrial tax base and the commercial.

You've got those people who are helping spread the cost of government. That efficiency is where the taxpayers see the best return. If you didn't have those kinds of users all we'd do is get bigger and bigger and we wouldn't have that many people paying. So that's our efficiency. It's different in the private sector, but in government you get your efficiencies by managing your tax resources effectively so that you're able to balance your tax base so that it's not all demand oriented, that it's where you have a U Line company that cranks out boxes and bags and they don't need to go to schools. We typically plow by their street and that's it. It just isn't that big a demand on it. But you compare what we'll do in half the corporate park and you could eat that up in a couple subdivisions. People get there and fight and complain and they do things, they get hurt in their pools and all these things go on when people are doing their stuff at their houses. It's not that bad and it doesn't happen like that with those other users so that's where our efficiency is

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and that's why the investments we've made in the corporate park have paid off. That's helped us. If we didn't have that tax base then we'd really be hurting because you'd still have more people here and I don't know how we'd--we wouldn't be doing it at \$3.50.

Mike Serpe:

Alex, in answer to your statement on past deliberations during budgets, number one, the tax freeze took us by surprise to say the least. I didn't think anybody would be stupid enough to vote for that in Madison but I was made a believer. We would sit down during budget deliberations and if we had big ticket items, like a couple times we had to buy fire trucks, and those are \$400,000 and some apiece, we would figure out where we would have to go and what we would have to do if we had to raise the level a couple percent. There was times we raised the level nine and a half percent. That made a headline. Trust me it made a headline but we had to do it. We had to make that decision or we were not going to be able to provide the services that we're providing today. Now we're not able to make the decisions. The State is smarter than you, me, Steve, John and Mike and Jeff. They're smarter than all of us down here. They know what's best for Pleasant Prairie.

Mike Pollocoff:

The other thing, too, is that the policy direction that came out of Madison, you had John Gard and that bunch saying either you can show fiscal restraint or show that you can show some restraint. And Governor Doyle said we're cutting money to the State. I've got to fill that \$3.2 billion deficit that the State has so I want everybody--if we do this everybody needs to hold the line so that Wisconsin taxpayers won't pay that much. So we're not the only one. There's a lot of communities that said, okay, rather than have the State tell us what to do we'll get this thing done and we'll hold the line and we'll suck it up for a year or two. The sucker punch is the guy who told us to hold the line he introduced a freeze and there we were.

Every community has some level of issues. If you're living on a fat mill rate you'll probably go a couple more years down the road but we weren't there. I don't think that was anything that was totally cooked up by the Board, but that was the theme. Wisconsin's taxes are high, it's a tax hell, we're the highest and everybody needs to do their part to hold the line and the Board did that. The same guys that told you both sides of the aisle, Doyle is Governor and Gard and the knucklehead, I'm sorry, the Senator in the majority they all said you've got to hold the line so there you go. It didn't happen in a vacuum. That was the fiscal policy direction of the State. I'm not picking on John Krerowicz. I'm picking on his editorial staff. That was the newspaper beating the drum for the same thing. You've got to hold the line. There's no reason that you shouldn't be able to live within two percent. Well, I think there are a lot of reasons but nobody wants to hear them. So that's how that fiscal policy starts to happen.

One thing that Mike said, the road maintenance program is a big program. John and Bob put together what we asked them to do. We said what's it going to take to get this thing fixed and get out of the mess and that's what they've given us. Maybe we take that and whether it's some citizens or whatever, look at some other derivations. It doesn't have to be all--maybe it is on special assessment. Maybe there are some incentives where if people are willing to accept that \$3.50 foot paving treatment we're able to afford that. But if they don't like that then if they want

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the paving then they pay up for the paving. I don't know what it is. I guess there are some options. And I think this year it may be a good time to take a look and say here's what we know it's going to cost to get out of there. Let's look at some other options to solve it.

I could solve this for us tonight. We could do a one year note, borrow money for next year on a one year note, get next year's work done and then pay it off the following year. The second year do another note. You don't deal with a levy but I don't think it falls within the spirit of what everybody is trying to do is to give the public some input. They've told us the public is going to decide rather than us. But the did give you that relief valve to say if you really want it you can just go borrow it.

John Steinbrink:

I don't want people to get the impression we're doing nothing with roads. We are doing a road maintenance program now within the budget constraints we proscribed.

Mike Pollocoff:

We do a lot of crack filing and shouldering. A lot of things but not the wholesale stuff that we need to do.

Mike Serpe:

Again, getting back to what this is all about, a referendum issue, we have to make a decision relatively soon.

Mike Pollocoff:

We'll need one at our next meeting.

Mike Serpe:

Let me ask you a question. Is November the only time that can appear on a referendum?

Mike Pollocoff:

November for two reasons. One, you're going to get the most voters in November. That's good. But, secondly, that's the only time you can get it in and then know what we're dealing with as far as the budget. So November 5th or 4th I think it is, we'd have it, our budget would close out towards the end of the month so we'd know what our mill rate would be. Other than that you'd have to have a special election which we'd have to pay for.

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Mike Serpe:

So there's no decision tonight obviously. You want us to give you a decision by next Board meeting?

Mike Pollocoff:

Right. If the Board directs me to cut \$300,000 out of the budget and replace it or whatever that number is that Alex was talking about, I guess we can show you what cutting \$300,000 out of the budget does.

Mike Serpe:

Before the next meeting--I think we should probably go through the whole budgetary process first before we start cutting anything.

Mike Pollocoff:

That's part of the problem, too. The way the budget works and as far as when we get our numbers from the State, we're really kind of making these decisions before we know what we're dealing with as far as the budget itself.

Alex Tiahnybok:

Did you not say it needed to be approved to go to referendum 60 days before the ballot?

Mike Pollocoff:

No, 42 days.

Alex Tiahnybok:

So is two weeks from today going to be still okay?

Mike Pollocoff:

Yes.

Jeff Lauer:

Just one more quick question. Mike, you mentioned earlier and it was surprising. Does the Village send the State how much tax revenue?

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Mike Pollocoff:

We send them a lot. Last time I looked it's \$14 million in income tax revenue. It's probably, and don't quote me on these exact numbers because I'm pulling them out of my memory, but \$14 million income tax, about \$3 to \$5 million in sales tax, \$27 million in . . . tax from the power plant. And we get \$775,000 back.

Jeff Lauer:

So we might get a little over a million bucks back.

Mike Pollocoff:

So what Alex is saying is right. People are saying holy moly we're paying big taxes and we're getting \$300,000 back.

John Steinbrink:

So when we get less back that doesn't mean it went back to the taxpayer. That means somebody else is spending it. That's our biggest complaint is quite spending it and taking it away from us.

Alex Tiahnybok:

I couldn't agree more.

John Steinbrink:

And that takes us a little bit out of the

(Inaudible)

John Steinbrink:

I'm not going to open up but you are correct. Education is important.

(Inaudible)

John Steinbrink:

That's the biggest thing we go through at election time. A lot of things are said that aren't factual so we spend a lot of time and resources trying to educate the public as to what really happens here in the Village. I can't open it up to a dialogue. Give me a call later. I know you know my name.

I. Consider Trustee Tiahnybok's request to run Trustee Contact information on Channel 25.

Alex Tiahnybok:

This Item I and Item J really should be discussed together. But channel 25 is a great resource. I think the website is fantastic, our website, but not everyone goes to the website. I think a lot more people have cable TV than go on our website. So I think the motivation for this particular item is when I spend a few minutes looking at channel 25 I see an awful lot of information, but there are five elected officials sitting here right now that I think citizens still have a hard time figuring out who we are and how to contact us. I think at a minimum the office, the name of the person, their telephone, their address and even the picture that we have on the website should be on channel 25. We have all the information for the Clerk's office, for the Assessor's office, for Finance. There's a lot of offices I think that are shown on channel 25 that people have probably less reason to even want to contact than finding somebody that's elected that's supposed to represent them. I think it makes us more accessible. Again, I don't think everyone is on the internet. Short of that we're not publishing as many Village newsletters I believe as we used to. I think it's a resource that we can't ignore. For that reason I think Item I we should have Trustee contact information on channel 25.

Mike Serpe:

I have a comment. I don't think I totally disagree with you, Alex. At first I thought I was going to but I'm going to qualify my statement here. I think to put our photographs on there I don't think I'm going to agree with that, but if you wanted to put the same information on channel 25 that's on the *Village Times*, that's our name and phone number if you need to contact your Trustee and these are the people they are. If it was no more than that I would go along with it. If it was no more than just contact information, Trustee 1, 2, 3, 4 and the Village President, here's their numbers and if you have any questions or concerns give them a call.

Alex Tiahnybok:

Will you go for phone numbers and e-mail addresses?

Mike Serpe:

If they call you, you can give them an e-mail address. I don't want to push this too far. I still have my web page going even though there's not much on it. I still pay for it every month. You do. We still have the *Village Times* that it's on. We have the Pleasant prairie web page that we're on there. We're out there and we're in the phone book. Not all of us. But I wouldn't have a problem with putting our names, our title and our phone number there.

Alex Tiahnybok:

Title, name, phone number. I'll compromise. That works for me for starters.

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Mike Pollocoff:

You can do it. Just as a matter of information when we started channel 25 and we had looked at other communities, that was one of the things we were advised to stay away from for the sole reason was that it ends up being viewed as political fodder for whoever isn't in office or whoever is. Even if you look at the website you don't see Jane Romanowski, Village Clerk. You see office of the Village Clerk or the Finance Director. The advice we got, and it also came from the people that do channel 14, the community based television, was to do whatever you can to keep it so it's not political and not drive people to use it as a political item. I'm in office and I'm an incumbent. It's instant recognition. My name is out there no matter what. People have no choice but to see it. When you turn on channel 25 you're going to see whatever comes until you want to turn it off.

On the website people make a conscious decision I want to find out who's running this damn place and how I can get hold of them and they can go to that site or they can go to the Commission's. So that's why it was not put on originally was to keep that completely away from it so it wouldn't be viewed as an advantage to incumbents. It wouldn't be something that somebody wouldn't have. So that's the reason it was in there. That's why on channel 25 you don't see any other employee information or anybody you can call. It's just the office. The intent was the office is important not who was in the office and what they can do for you. That's why it wasn't put on. Communities that have it with their City Councils that ended up being a point of contention.

John Steinbrink:

Not everybody gets cable. Not everybody gets the newspaper. But the newsletter does go out even though it's printed less times. It goes to every single home and it's something that can stay there because there's a lot of information in there. It covers recycling and it covers related topics we cover in the Village as far as informative and it does have our names and numbers in there. People can use it as a resource. It's got Fire Department numbers. It's got office staff numbers. It's got a lot of information there.

Mike Serpe:

I agree. I don't want to see it become political. Would it be okay if we published a department head directory with the numbers to the Village Hall, to Station 2, Station 1, the Village Clerk, Finance and then include the Trustees?

Alex Tiahnybok:

How is that political?

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Mike Pollocoff:

Even that or if you wanted to put a contact your Trustee and we could have a number here at the Village Hall to call. If anybody calls us we give them the number or e-mail or whatever they ask for and send it off. That's the reason it's not on there. That's your call.

Alex Tiahnybok:

Do we need to vote on this? How do we act on this?

Mike Serpe:

Let's talk about it for another minute or so. I still wouldn't object to it being a name and a phone number and Trustee number. I wouldn't object to that if there were guarantees that it would never go any further than that. No photographs and no don't forget to vote for me on April 6th or that type of thing. I wouldn't have an objection to that. If it looks like somebody is going to complain about that appearing that way and it turns like it's going to be turned into a political football we'll eliminate it. How's that? No or yes?

Alex Tiahnybok:

Works for me. I motion that we move forward on it, the name of office, name if individual, phone number. That's my motion.

Mike Serpe:

I'll second that.

Steve Kumorkiewicz:

Telephone number?

Alex Tiahnybok:

That's the compromise, just the phone number.

Steve Kumorkiewicz:

I can live with that.

Jeff Lauer:

Just to clarify so everybody knows, you'll probably have to tell Ruth or Mike what phone number on there because I don't want my cell phone up there.

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Mike Pollocoff:

Just tell us the number you want.

Mike Serpe:

What's on the *Village Times*?

Alex Tiahnybok:

The *Times* and the website are the same.

Steve Kumorkiewicz:

I don't have channel 25 or cable TV. I have the website.

John Steinbrink:

What is the motion out there now?

Alex Tiahnybok:

The motion is moving forward, name of office, name of individual, phone number, period.

Steve Kumorkiewicz:

That's it.

Mike Serpe:

I seconded already. To eliminate the problem with candidates that wish to run for office, how about if that does not appear one month prior to election?

Alex Tiahnybok:

We just agreed that if somebody complains we do something about it.

Mike Serpe:

Is that being fair to everybody? A candidate may say, hey look, you guys are there and I'm running against you and I want my name and number there, too. This way nobody's number appears one month prior to election.

Alex Tiahnybok:

Okay, fine.

TIAHNBOK MOVED TO APPROVE THE ADDITION OF NAME OF OFFICE, NAME OF INDIVIDUAL AND PHONE NUMBER ON CHANNEL 25; SECONDED BY SERPE; MOTION CARRIED 5-0.

J. Consider Trustee Tiahnybok's request to broadcast Village Board meetings on Channel 25.

Alex Tiahnybok:

For very much the same reasons, I travel around the country and amazingly I actually try to find the public access channels now. It's one hell of a way to go to bed. It's becoming more and more popular in all sizes of government. I used to live in Burnsville, Minnesota and I was actually staying in Burnsville a couple of weeks ago and turned on a channel and there was the Burnsville City Council. Last year I brought this idea up. The objection, one was that channel 25 was coming, that because of that getting access on channel 14 was probably not practical and in hindsight I think it makes all the sense in the world. This year I think the world is completely different. Obviously we have the equipment to do this. You turn on channel 25 and we talk about our video studio and we had a contest for kids at Prairie Family Days. So the hardware should be available. I don't think this has to be live. I think a tape with a tape delay and have the proceedings broadcast over channel 25 a couple of times a week or something like that would be enough.

You saw the number of people that were here tonight and there's a lot less people now. There certainly are issues that people are motivated to want to know about. Again, I think it's our responsibility to be visible to the community. Somebody told me that we should add Plan Commission to this because there's a lot of issues that, frankly, people don't want to take time out of their lives to attend those meetings. Their work schedule doesn't allow them to be there at five o'clock and I'm not trying to go down that road again. But the bottom line is there's issues dealt with in Plan Commission and Village Board that really affect peoples' lives. I think we're bucking the trend if we're refusing to be progressive. At least provide some kind of vehicle so that people that want to know what's going on in their government can turn on channel 25 and see this.

I think the conversation we just had about the budget and referendum and we talked about educating the people and making them understand what's the reality of things. That was a perfect opportunity if somebody wants to learn about the referendum and the state of our budget and all that kind of stuff. The conversation that we just had is a perfect example of an opportunity for people to learn. Obviously there's hardly anybody that's not associated with the government here today. So in terms of technique and all that, I'm certainly not a proponent of spending more money for cameramen and all that sort of stuff. I think one option, and this is what I saw in Burnsville two weeks ago was a fixed camera. It was obviously mounted in the back of the room and it was just focused on the podium area. Citizens comments you got the back of peoples' heads but that was good enough.

Another option we could look at is we have obviously a school district with probably audio visual courses and all that sort of stuff. We could entertain the idea of having some of our students come and actually videotape the meetings. Again, I think it's the wave of the future. We like to

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be on the cutting edge. We have a channel and there's a lot of fluff on it in my personal perspective. You turn it on and you see a lot of events in Pleasant Prairie, but I hope nobody sitting here thinks they're more important than what we do. I think we need to be visible to the public. If we really want people to understand what's going on this is the way to do it. It's one hell of a way to go to bed at night.

Mike Serpe:

I'll tell you what, Alex, I think it would be the most boring program on TV. That's number one. Secondly, if you're going to do something and I think we've demonstrated that over the last number of years in Pleasant Prairie if we're going to do something we're going to do it right. I think that we've done that more often than not. To put a fixed camera in the back that's going to barely pick up the sound, the sound is hard enough to hear without a camera back there. It's going to be difficult to do. It's going to be boring. If we ever got to the point where we had a few extra bucks to do what the City does and the School Board when Alex is talking the camera goes on Alex and you hear Alex. When John is talking it goes on John and then Jeff and so on. That would be a little bit different.

I don't think you're going to get very many people to watch it because this is not really excitement. With reference to the amount of people in the room, I'll tell you this. Until this room fills up with citizens I think we black it out just like the NFL used to. If it's not sold out the local broadcast is blacked out. I just think we're not going to be able to do it right to do what we have the reputation in doing in doing things classy. It's just not going to come out right, Alex. It's going to cheapen our presence. It's not going to enhance us at all. It's not going to come across well. I wouldn't object to it if we could do it right. We're not ready to do it right yet because it's going to take money to do it right. And for as many people as want to watch that it's not there.

The minutes are on the web page. How long does it take to get them approved? Two weeks? They can read the whole thing at home on their computer and still take care of matters at home without sitting in front of the TV and watching four hours of boredom. It will put you to sleep.

Alex Tiahnybok:

No disrespect to what's on Channel 25 right now, but it's not Fox sports. It will put you to bed just as well as these meetings will.

Mike Serpe:

True.

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Alex Tiahnybok:

I appreciate your perspective that quality is important. I think the content here is quality even with a fixed camera and if it's not then we've got a problem really. It should be important. People should want to listen and check it out.

John Steinbrink:

Have you ever watched the County Board meetings? Most people can't even find them anymore because they don't come through. They're on the 90s somewhere, 98 or something like that. That's just next to Pluto. I'm not sure.

Mike Pollocoff:

In our capital budget we recommended to get to that point to make some improvements to our sound system. Right now if I start talking away from the Mike I've got Abe yelling at me that he can't hear me. The microphone system isn't good and the department heads sit back there because they really can't hear us and that makes their evening a lot easier. But we put something together in the budget to do the multimedia, and to my mind I think we run a pretty good Board meeting between what the Board does here, the staff. You have what comes on line. And I would want somebody if they're a home if we're talking about a plat to be able to have somebody pull up that plat that's on the wall so people sitting at home can see what's on the wall. The whole thing ties together. That's the only problem with the minutes now is really you don't see some of that stuff that you see on the wall and the presentation. I think to do anything less isn't getting us where we need to be.

Now, that being said, I think we're looking at about \$58,000 Ruth to do the whole—

Ruth Otto:

\$20,000.

Mike Pollocoff:

\$20,000 to do the initial to get everything going. We just through talking about we don't have enough money to buy Kleenex in the general fund. One thing the Board could do is adopt a franchise fee for cable just like Burns, Minnesota and Kenosha and all these people that do that. That's how they fund their cable TV. Right now IcePlex is picking up the tab for the guy and the equipment. The taxpayers haven't paid for any of that stuff. So we're robbing somebody from the recreation enterprise to come and do that stuff and put it together and use the equipment. We've got some stuff that even though it might be fluff I think from a technical standpoint it looks pretty good with the pictures we do because that's nice stuff. I don't know if we'd want to turn that over to high school kids.

My recommendation is if we're going to do it let's do it so that it looks right otherwise we're going to have people yammering at us that they can't hear or see or can't tell what's going on and then we're going to be dealing with that. If it's important enough to do then let's look at having

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the users of that service which are the cable subscribers do what everybody else does. We're one of the few communities in the State that doesn't have a franchise fee to cover our cost for having the channel. You could put a three percent one in and it probably would cover our expenses for a year for operating it and doing it. It's going to take somebody's time to piece it together. We can't do it live. That would take more than what we spend. But somebody to piece together here's what's on the PowerPoint, pointing at this camera and get the little camera set up to do that stuff and make the improvements in here so that people could hear what we're saying. I have a hard time recommending that. That's at the bottom of my list when we're trying to do the other stuff. We can get by without it.

Mike Serpe:

After the tax freeze is lifted we can look at it.

Jeff Lauer:

Real quick, and I know it's getting late, but I haven't heard that before, franchise fee. Who pays that or how does that incorporate into cable?

Mike Pollocoff:

If you live in the City of Kenosha or Bristol or Somers or wherever I think there there's a five percent like a sales tax that's called a franchise fee. That fee goes to the local government. That's how channel 14 with all that important programming on that channel is funded. That's how the City's cable channel is.

Jeff Lauer:

It's like the internet tax on the phone bill.

Mike Pollocoff:

It's the source. You pick your poison. Should we go to referendum to be on channel 25 or have a cable franchise? I'm not saying the news is good. That's the only news I have to give you.

John Steinbrink:

What's the Board's pleasure?

Steve Kumorkiewicz:

I feel the same way. We can't do it until we can afford to do it right.

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John Steinbrink:

Leave it at discussion?

Alex Tiahnybok:

There's no reason to motion.

John Steinbrink:

The item has been discussed.

K. Consent Agenda

- 1) **Approve Bartender Licenses on file.**
- 2) **Approve Letter of Credit Reduction for the Arbor Ridge Development**
- 3) **Approve Letter of Credit Reduction for the Meadowdale Estates Addition #1 Subdivision.**
- 4) **Approve Letter of Credit Reduction for the Creekside Hill Development.**
- 5) **Approve Letter of Credit Reduction for the Tobin Creek Subdivision.**

LAUER MOVED TO APPROVE CONSENT AGENDA ITEMS 1-5; SECONDED BY SERPE; MOTION CARRIED 5-0.

9. ADJOURNMENT.

SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY LAUER; MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 10:20 P.M.