

*****ATTACHMENTS*****

Rajer, Mary

From: Susan Kirchner [susan@perdignus.com]
Sent: Tuesday, September 03, 2013 7:02 PM
To: Rajer, Mary
Subject: Re: International Committee - Sept. Agenda

Dear Mary,

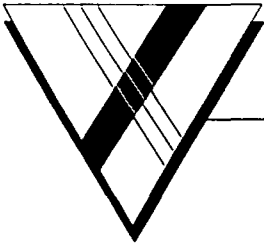
Could you please announce my resignation from the International Committee at your next meeting. Due to my college schedule, I am unfortunately unable to attend meetings (one of my classes meets on Tuesdays from 5:30-8:30) on a regular basis. I feel it would be to the committee's advantage that I resign and allow for the committee to possibly find another community member that could help make contributions. I appreciate your understanding and patience concerning this matter. I truly hope that the committee has a wonderful trip to *Esslingen!* Gute Fahrt!

Respectfully submitted,

Susan Kirchner

On Sep 3, 2013, at 3:49 PM, "Rajer, Mary" <mrajer@ci.sheboygan.wi.us> wrote:

> <AGENDA- INTERNATIONAL COMM 9.10.13.doc>

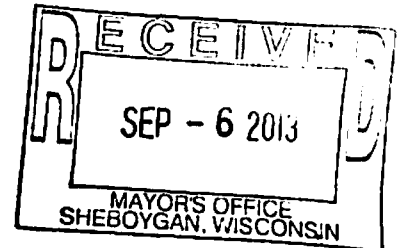


Van De Kreeke & Associates, s.c.
Certified Public Accountants

1530 S. 12th Street • Sheboygan WI 53081 • (920) 458-4351
116 W. Grand Avenue • Port Washington WI 53074 • (262) 284-3850
Toll Free (800) 498-4351 • Fax (920) 458-5270
Website: www.vdks.com

September 4, 2013

Mayor Michael Vandersteen
Mayor of Sheboygan
832 Center Ave.
Sheboygan, WI 53081



Dear Mayor Vandersteen:

I would like to request your support in my election to another three-year term on the Board of Water Commissioners.

I was first elected to the Board of Water Commissioners in 1980 and have served as its President since 1981.

I am very proud to be associated with the employees at the water utility. They are all dedicated to providing the best possible service to the Utility's customers.

Over the years, we have seen substantial growth in the city and, therefore, the water system. In addition, we have gone through numerous expansions and updates at the water plant due to growth, regulatory mandates, and nature itself. Examples are our new wash tank project and other plant upgrades. All of this has been done without an increase in the number of employees. The end result has been Sheboygan always being among the lowest, if not the lowest, in water rates for a Class "A" category utility in the State of Wisconsin.

The Board of Water Commissioners has always had a very good representation from various disciplines to provide sound management based on different areas of expertise. We currently have a financial person (myself), an engineer (Mark Heinz) and a person with construction expertise (Ray Haen). This is an excellent mix and I think the results speak for themselves.

My involvement over the years has been interesting, rewarding and, I believe, a benefit to the utility and the City of Sheboygan. I participated as the board's representative in negotiating the labor contracts for more than twenty years. I have always tried to maintain a proper perspective in employee disputes

and have been called upon, by management and the employees, to assist in resolving problems before they escalated.

I have also handled customer complaints when management was not able to provide satisfactory results. I acted as the lightning rod and spokesman during the perceived *Cryptosporidium* problem and the intake freezing problem several years ago. I have been very vocal and outspoken concerning the water utility's financial affairs and have urged fiscal restraint over the years. I think the results are one of the most financially sound utilities in the State of Wisconsin.

There are still exciting new projects on the horizon such as the continuing automation of the water plant, installation of equipment to treat the water using an ozone process and installation of a new intake pipe in the future. I would like to be a part of the continuing effort to maintain the Sheboygan Water Utility as one of the best in the state.

I would be very proud to serve another three-year term on the Board of Water Commissioners and ask your support. Letters have also been submitted to all Alderpersons, requesting their support.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gerald R. Van De Kreeke, CPA". The signature is fluid and cursive, with the initials "G.R.V.D.K." being prominent.

Gerald R. Van De Kreeke,
Certified Public Accountant

II

R. O. No. - 13 - 14 . By CITY CLERK. September 16, 2013.

Submitting various license applications ALREADY ISSUED.

City Clerk

TEMPORARY CLASS "B" LICENSE

<u>No.</u>	<u>Name</u>	<u>Address</u>
1377	St. Dominics Church	2133 N. 22 nd St. - one-day event to be Held 9/15/2103 to include part of the PAC Hall at 2108 N. 21 st St.

II

R. O. No. _____ - 13 - 14. By CITY ATTORNEY. September 16, 2013.

Submitting, as a matter of record, a copy of the recorded Access Easement Agreement dated July 24, 2013, between the City of Sheboygan and Betty Kauger, executed in accordance with Res. No. 25-13-14.



City Attorney

ACCESS EASEMENT AGREEMENT



8 1 6 8 8 9 6
Tx:4060839

1972997
SHEBOYGAN COUNTY, WI
RECORDED ON
07/25/2013 1:09 PM
ELLEN R. SCHLEICHER
REGISTER OF DEEDS
RECORDING FEE: 30.00
EXEMPTION #
Cashier ID: 9
PAGES: 11

RETURN TO:

enV

Attorney Robert A. Carroll
W62 N562 Washington Avenue
Cedarburg, WI 53012

59281216516, 59024352630,
59024352640, 59024352670,
59024352680

Parcel Ident. No.

ACCESS EASEMENT AGREEMENT

THIS AGREEMENT is made this ____ day of _____, 2013, by and between CITY OF SHEBOYGAN, a municipal corporation ("*Sheboygan*") and BETTY KAUGER, ("*Kauger*").

RECITALS

0.1. Sheboygan is the current owner of a parcel of real estate located in the City of Sheboygan, Sheboygan County, Wisconsin ("*Sheboygan Parcel*") and more particularly described on attached Exhibit A.

0.2. Kauger is the current owner of four parcels of real estate, two of which are located at 3618 Lower Falls Road, the front parcel of which is improved and the rear parcel of which is vacant, and two of which are presently vacant parcels lying north of and not contiguous to the other two parcels, in the Town of Sheboygan, Sheboygan County, Wisconsin ("*Kauger Parcels 1, 2, 3 and 4*") and more particularly described on attached Exhibit B, which parcels have no direct pedestrian or vehicular access to any public roadway.

0.3. The Kauger Parcels 1, 3 and 4 are contiguous to and adjoin the Sheboygan Parcel.

0.4. Sheboygan is willing to give, grant and convey to Kauger certain access easements across the Sheboygan Parcel to and for the benefit of the Kauger Parcels.

NOW THEREFORE, in consideration of One Dollar (\$1.00) paid by Kauger to Sheboygan, the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Easements.

a. *Easement for the Benefit of Kauger Parcels 1 and 2.* Sheboygan hereby grants and conveys to Kauger a non-exclusive easement for private *vehicular and pedestrian* ingress and egress only, serving Kauger Parcels 1 and 2, over and across the existing twelve foot (12') wide private dirt road outlined on the Plat of Survey, attached as Exhibit C (the "*Vehicular Easement Area*") and more particularly described in the attached Exhibit D; and

b. *Easement for the Benefit of Kauger Parcels 3 and 4.* Sheboygan hereby grants and conveys to Kauger a non-exclusive easement for private *pedestrian only* ingress and egress, serving Kauger Parcels 3 and 4, over and across the easement area delineated and described as a private foot path on the Plat of Survey, attached as Exhibit C (the "*Pedestrian Easement Area*") and more particularly described in the attached Exhibit E. The Pedestrian Easement Area shall be no more than ten feet (10') wide and shall extend to the southeast corner of Kauger Parcel 4.

2. **Maintenance; Costs.** Kauger, or the owner(s) of Kauger Parcels 1 and 2, as the case may be, shall be solely responsible for the maintenance, repair and upkeep of, and improvements to, the Vehicular Easement Area and the cost thereof. Kauger, or the owner(s) of Kauger Parcels 1 and 2, as the case may be, shall be solely responsible for snow removal within the

Vehicular Easement Area and the cost thereof. Kauger, or the owner(s) of Kauger Parcels 3 and 4, as the case may be, shall be solely responsible for the maintenance, repair and upkeep of, and improvements to, the Pedestrian Easement Area and the cost thereof.

3. **Indemnification; Hold Harmless.** To the fullest extent permitted by law, Kauger or the then-current owner(s) of the affected dominant estate(s), as the case may be, hereby agrees to indemnify and hold Sheboygan, and its successors and assigns, harmless and defend them from and against any and all claims, actions, damages, liabilities, losses, expenses and liens, including, without limitation, reasonable attorneys' fees and costs, arising out of any occurrence causing injury or damage to any person(s) or property, whensoever and wheresoever, resulting from the use, maintenance, repair, or upkeep of, or improvements to, the respective Easement Area(s) by Kauger, her heirs, successors and assigns, and their agents, contractors, guests, invitees and licensees.

4. **Usage.**

(a) Use of the Vehicular Easement Area for the benefit of Kauger Parcels 1 and 2 shall extend to Kauger or the then-current owner(s) of Parcels 1 and 2 and their family, agents, contractors, invitees, social guests or licensees only.

(b) Use of the Pedestrian Easement Area for the benefit of Kauger Parcels 3 and 4 shall extend to Kauger or the then-current owner(s) of Parcels 3 and 4 and their family, agents, contractors, invitees, social guests or licensees only.

(c) Sheboygan and its successors and assigns and the owner(s) of the benefitted Parcels shall not in any way obstruct or limit the use of any portion of the Vehicular Easement Area or Pedestrian Easement Area, nor shall such owner(s) of Kauger Parcels 1, 2, 3 and 4 erect or cause to be erected any structure or improvement, including fences, on any part of the Vehicular Easement Area or Pedestrian Easement Area or park or cause to be parked any motor vehicles within the Vehicular Easement Area or Pedestrian Easement Area.

(d) Non-use or limited use of the easement rights granted in this Agreement shall not prevent the benefitting party from later use of the easement rights to the fullest extent authorized in this Agreement.

(e) The right is hereby expressly reserved to Sheboygan, and its successors and assigns, of every use and enjoyment of the respective Easement Areas not inconsistent with the rights granted herein. Nothing contained in this Agreement shall be construed to be a gift or dedication of any portion of the Easement Areas to the general public or for any public purpose whatsoever.

5. **Appurtenant Rights.** The easements granted under Section 1 of this Agreement are easements appurtenant to the respective Kauger Parcels and may not be transferred separately from, or severed from, title to the respective Kauger Parcels. Furthermore, the benefits of the easements shall not be expanded or extended to any properties other than the respective Kauger

Parcels without the consent of the owner(s) of the fee simple interest of so much of the Sheboygan Parcel affected by the Easements.

6. **Assignment or Transfer.** The rights and obligations granted, reserved or imposed under this agreement shall attach to and run with the land, and the same shall be binding upon and inure to the benefit of the heirs, administrators, assignees, successors or transferees of the parties to this Agreement. This Agreement shall not operate to convey to Kauger the fee title to any portion of the Easement Area.

7. **Termination.** If the Vehicular Easement Area and/or the Pedestrian Easement Area shall at any time be dedicated for public street purposes, this Agreement shall terminate and be null and void and of no effect whatsoever. The Easements shall remain in existence only for so long as necessary to provide sole legally enforceable access to the respective Kauger Parcels, and it shall terminate and be null and void and of no further effect whatsoever if and when other legal access to the respective Kauger Parcels becomes available.

8. **Modification, Waiver and Termination.** This agreement may be modified, waived or terminated only in writing signed by all owners of the Sheboygan Parcel affected by the Easement(s) and by all owners of the respective Kauger Parcels affected by the Easement(s). No waiver or breach of any provision herein shall waive any other or subsequent breach of said provision.

9. **Notice.** Notices provided pursuant to this agreement shall be in writing and shall be deemed delivered three (3) business days after being sent by first-class mail to the respective address of each party.

10. **Entire Agreement.** This agreement constitutes the entire agreement of the parties hereto regarding the Easement Areas.

11. **Effective Date.** When duly signed and acknowledged by all parties hereto, this Agreement shall be effective.

12. **Recording.** This agreement shall be prepared and executed in recordable form and shall be recorded in the Office of the Register of Deeds for Sheboygan County, Wisconsin.

13. **Governing Law.** This agreement shall be governed by, construed and enforced in accordance with the law of the State of Wisconsin.

14. **No Waiver.** No waiver of, acquiescence in, or consent to any default in any term, covenant or condition of this Agreement shall be construed as or constitute a waiver of, acquiescence in, or consent to any other, further, or succeeding default in the same or any other term, covenant or condition.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands this 24th day of JULY, 2013.

Owner of Sheboygan Parcel:
City of Sheboygan, a municipal corporation

By: Michael J. Vandersteen
Michael J. Vandersteen, Mayor

Owners of Kauger Parcels:

Betty Kauger
Betty Kauger

Attest: Linda S. Schroeder
~~Sue Richards~~, City Clerk
Deputy

STATE OF WISCONSIN)
) SS.
COUNTY OF SHEBOYGAN)

Personally came before me this 18th day of July, 2013, Michael J. Vandersteen, Mayor, and ~~Sue Richards~~, Linda S. Schroeder, City Clerk, to me known to be the persons who executed the foregoing instrument and acknowledged the same in such capacity and by its authority.

Cinda K. Langhoff
Notary Public, State of Wisconsin
My commission expires:
3/16/14

STATE OF WISCONSIN)
) SS.
COUNTY OF SHEBOYGAN)

Personally came before me this 24th day of JULY, 2013, Betty Kauger, to me known to be the person who executed the foregoing instrument and acknowledged the same.

[Signature]
Notary Public, State of Wisconsin
My commission expires:
IS PERMANENT

This instrument was jointly drafted by:

CARROLL LAW OFFICE, s.c.
Attorney Robert A. Carroll
W62 N562 Washington Avenue
Cedarburg, WI 53012
Phone: 262-375-9800

AND

City Attorney Stephen G. McLean
City Hall
828 Center Avenue, Suite 304
Sheboygan, WI 53081-4442

EXHIBIT A

Legal Description of Sheboygan's Parcel

All that part of Government Lot 3 in Section 28, Town 15 North, Range 23 East, lying North of the center of STH 28 (now known as CTH PP), except 3.21 acres previously conveyed and used for railroad right of way purposes and except commencing at the Northwest corner of Government Lot 3 to a point which is 1660.4 feet more or less N80°37'E of the point of beginning (the NW corner of Government Lot 3); thence South 738.2 feet to the Northerly right of way line of the railroad; thence Westerly along the Northerly railroad right of way line to the West line of Government Lot 3; thence North to beginning; and except that portion conveyed for highway purposes as recorded in Volume 593 of Records on Pages 423/24.

Tax Key No. 59281216516

EXHIBIT B

Legal Description of Kauger Parcels

Parcel 1: Part of Government Lots 3 and 4, Section 28, Town 15 North, Range 23 East, Town of Sheboygan, Sheboygan County, Wisconsin, described as follows:

Commencing 1660.4 feet East and 521.4 feet South of the Northwest corner of said Section 28; thence West, 160 feet; thence South to the North right-of-way line of Railroad; thence East, 160 feet, more or less; thence North, 216.8 feet to the beginning, being the East 160 feet of Lot G of proposed Starich Greendale Addition.

Tax Key # 59024352680

Parcel 2: Part of Government Lots 3 and 4, Section 28, Town 15 North, Range 23 East, Town of Sheboygan, Sheboygan County, Wisconsin, described as follows:

Commencing 1302.9 feet East and 501 feet South of the Northwest corner of said Section 28; thence East, 181.7 feet; thence South to the North right of way line of the Chicago and Northwestern Railway Company; thence West along said right of way line, 28 feet, more or less, thence North, 18 feet; thence West along the right of way line, 153 feet, thence North 206.4 feet to the point beginning.

Tax Key # 59024352670

Parcel 3: Part of Government Lots 3 and 4, Section 28, Town 15 North, Range 23 East, Town of Sheboygan, Sheboygan County, Wisconsin, described as follows:

Commencing 1302.9 feet East and 151 feet South of the Northwest corner of said Section 28; thence South, 80 feet; thence East, 349.1 feet; thence North, 80 feet; thence West, 351.66 feet to beginning, being Lot C of proposed Starich Greendale Addition.

Tax Key # 59024352630

Parcel 4: Part of Government Lots 3 and 4, Section 28, Town 15 North, Range 23 East, Town of Sheboygan, Sheboygan County, Wisconsin, described as follows:

Commencing 1302.9 feet East and 231 feet South of the Northwest corner of said Section 28; running thence South, 80 feet; thence East, 346.6 feet; thence North, 80 feet; thence West, 349.1 feet to the point of beginning, being Lot D of proposed Starich Greendale Addition.

Tax Key # 59024352640

EXHIBIT D

Legal Description of Vehicular Easement Area

A 12 foot wide strip of land located in Government Lot 3, Section 28, Town 15 North, Range 23 East, City of Sheboygan, Sheboygan County, Wisconsin, the centerline of which is described as follows:

Commencing at the Northeast corner of Lot G of proposed Starich Greendale Addition, being 1660.4 feet East and 521.4 feet South of the Northwest corner of said Section 28; thence South along the East line of said Lot G 216.8 feet, more or less, to the North right-of-way line of the Union Pacific Railroad (formerly C&NW Ry.); thence East 24.00 feet along said North right-of-way line to a point, being the point of beginning for this centerline description; thence Northwesterly 51.80 feet along the arc of a curve to the left with a radius of 60 feet and a chord bearing N. 28°36'52" W. 50.21 feet, to the East line of said Lot G; containing 628 square feet, more or less.

EXHIBIT E

Legal Description of Pedestrian Easement Area

Westerly ten feet (10') of Sheboygan's Parcel extending from the north line of the railroad right of way to the southern boundary of Kauger's Parcel 4 extended easterly.



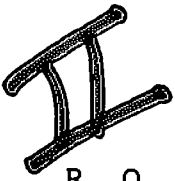
R. O. No. _____ - 13 - 14. By CHIEF ADMINISTRATIVE OFFICER.
September 16, 2013.

Submitting a revised 2014 Budget Schedule

2014 BUDGET SCHEDULE

March 18, 2013	Strategic Fiscal Planning Committee submits to the Common Council established budget goals and objectives for 2014 budget process and beyond
March, 2013	Chief Administrative Officer communicates to department heads goals and objectives for 2014 budget submittals and beyond
May, 2013	Departmental budget submittals and reviews
July 8, 2013	2014 General Fund Budget summary to Finance Committee
July 15, 2013	2014 Preliminary Budget submitted to Council
August, 2013	Standing Committees review department budgets and report Committee recommendations to the Common Council on Aug. 19, 2013
August 26, 2013	Finance Committee review reports of Standing Committees on departmental Budgets
September 3, 2013	Proposed budget submitted to Common Council
September 13, 2013	Publication of Notice of Public Hearing on 2014 Proposed Budget
September 16, 2013	Report of Fund Balance and G O Bonded Debt to the Common Council
October 7, 2013	Public Hearing on 2014 Proposed Budget and Council Discussion on the status of departmental budgets
October 14, 2013	Finance Committee final review of 2014 Budget
October 21, 2013	Council Meeting to adopt the 2014 Budget

Chief Administrative Officer



R. O. No. - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting various license applications.

City Clerk

TEMPORARY CLASS "B" BEER LICENSE

<u>No.</u>	<u>Name</u>	<u>Address</u>
2541	Sheboygan Visual Artist	1201 Erie Ave. - one-day event to be held 9/27/13, 10/25/13, 1/31/14, 2/28/14, 3/28/14, 4/25/14, 5/30/14 & 6/27/14 to Include 1 st floor of EBCO artworks.
2541	Sheboygan Visual Artist	1201 Erie Ave. - two-day event to be held 11/22/13 - 11/23/13 to include 1 st floor of EBCO artworks.



R. C. No. _____ - 13 - 14. By STRATEGIC FISCAL PLANNING. September 16, 2013.

Your Committee to whom was referred Com. No. 13-13-14 by Strategic Fiscal Planning Commission submitting a communication from Alderperson Bohren being a document entitled "Priority Driven Budget Process"; recommends that the Communication be placed on file.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

I

4.2

Com. No. 13 - 13 - 14. August 5, 2013.

Submitting a communication from Alderperson Bohren requesting that the attached document "Priority Driven Budget Process" be referred to the Strategic Fiscal Planning Committee.

Presented to the Common Council by Alderperson

James A. Bohren
Bohren

~~Strategic~~
File

Richards, Sue

From: Alderperson Jim Bohren
Sent: Tuesday, July 30, 2013 11:49 AM
To: Richards, Sue
Subject: FW: Priority Driven Budget Process
Attachments: gfoa-priority.pdf

Sue -

Please include the attached document "Priority Driven Budget Process" as a document for the Monday 8/5/2013 Council meeting. Please refer it to the Strategic Fiscal Planning Committee. If I am to late for the Agenda please put it in under "Other Matters" Thank you very much.

Alderman Jim Bohren
8th District - Wards 24, 25 & 26
City of Sheboygan, Wisconsin
920.395.2230
jim.bohren@ci.sheboygan.wi.us

2013 - 2014 Committee Assignments

Chairman, Committee of the Whole
Vice Chairman, Public Works Committee
Vice Chairman, Salaries & Grievances Committee

From: Fay Uraynar [fayb@intosolutions.com]
Sent: Monday, July 29, 2013 2:32 PM
To: Alderperson Jim Bohren
Subject: Priority Driven Budget Process

FYI - Priority Driven Budget Process.

The County used. They have the format material. I've checked in the past the County was willing to share it with the City.

Fay



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www.quickbookworkshops.com



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Fay Uraynar cpa, mba
President

1210 S. 10th Street
Sheboygan, WI
53081

fayb@intosolutions.com

tel: 920-457-8007
fax: 920-457-8177

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Anatomy of a
**Priority-
Driven
Budget Process**



Credits

This paper was written by Shayne C. Kavanagh, Jon Johnson, and Chris Fabian. Kavanagh is Senior Manager of Research for the GFOA's Research and Consulting Center in Chicago, Illinois; he can be reached at skavanagh@goa.org. Johnson is a Senior Manager, Research and Advisory Services, at the Center for Priority Based Budgeting; he can be reached at jjohnson@pbbcenter.org. Fabian is a Senior Manager, Research and Advisory Services, at the Center for Priority Based Budgeting; he can be reached at cfabian@pbbcenter.org.

The following individuals provided valuable contributions to this paper:

Marcia Arnhold
Finance Director, Mesa County, Colorado

Mike Bailey
Finance Director, City of Redmond, Washington

Kindle Bowden
Office of Management and Budget Manager, City of Lakeland, Florida

Steven G Chapman II
Director of Finance, City of North Lauderdale, Florida

Ed Hacker
Strategic Planning and Continuous Improvement Manager, City of Lakeland, Florida

Stanley Hawthorne
Assistant City Manager, City of Lakeland, Florida

Anne Kinney
Director, Research and Consulting Center, GFOA

Fran McAskill
Director, Finance and Strategic Planning, Polk County, Florida

Christopher Morrill
City Manager, City of Roanoke, Virginia

Roger Neumaier, CPA
Finance Director, Snohomish County, Washington

Jay Panzlca
Chief Financial Officer, City of Ventura, California

Walter C. Rossmann
Assistant Budget Director, City of San Jose, California

Lorie Tinfow
Assistant City Manager, City of Walnut Creek, California

Doug Thomas
City Manager, City of Lakeland, Florida

Kim Walesh
Economic Development and Chief Strategist, City of San Jose, California

Wanda Williams
Research and Budget Director, City of Savannah, Georgia

GFOA's Research and Consulting Center

The Research and Consulting Center (RCC) is the management analysis and consulting arm of the Government Finance Officers Association. Since beginning operations in 1977, the RCC has provided management and technology advisory services to hundreds of local, county, and state governments; public utilities; elementary and secondary education systems; and transit authorities. The RCC is nationally recognized for its comprehensive analytical and advisory services, as well as for specialized research on state and local government finance.

You can learn more about us and contact us at www.gfoaconsulting.org or 312-977-9700.

Priority-Driven

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Anatomy of a Priority-Driven Budget Process

Introduction

The traditional approach to governmental budgeting is incremental: The current year's budget becomes the basis for the next year's spending plan, and the majority of the organization's analytical and political attention focuses on how to modify this year's spending plan based on revenues anticipated in the next year.¹ An incremental approach is workable, if suboptimal, in periods of reasonably stable expenditure and revenue growth because the current level of expenditures can be funded with relatively little controversy. However, the incremental approach to budgeting is not up to the financial challenges posed by the new normal of relatively flat or declining revenues, upward cost pressures from health care, pensions, and service demands, and persistent structural imbalances.²

Priority-driven budgeting³ is a common sense, strategic alternative to incremental budgeting. Priority budgeting is both a philosophy of how to budget scarce resources and a structured, although flexible, step-by-step process for doing so. The philosophy of priority-driven budgeting is that resources should be allocated according to how effectively a program or service achieves the

goals and objectives that are of greatest value to the community. In a priority-driven approach, a government identifies its most important strategic priorities, and then, through a collaborative, evidence-based process, ranks programs or services according to how well they align with the priorities. The government then allocates funding in accordance with the ranking.

The purpose of this paper is to describe factors that have led governments to adopt priority budgeting and to identify the essential concepts and steps in such a process, including the adaptations individual governments have made to customize priority-driven budgeting to local conditions. The paper is based on the experiences of the governments below, which were selected for variety in organization size, type of government, and approach to budgeting.⁴ This paper builds on prior publications about priority-driven budgeting by taking a step back from specific approaches to budgeting and describing the major steps in the process and then outlining options for putting those steps into operation. It is GFOA's hope that this paper will give those who are new to priority-driven budgeting a solid base from which to get started, and to provide veterans of priority-driven budgeting with ideas for further adapting and sustaining priority-driven budgeting in their organizations.

Our Research Participants

City of Savannah, Georgia	(pop. 131,000)
City of Walnut Creek, California	(pop. 64,000)
Mesa County, Colorado	(pop. 146,093)
City of San Jose, California	(pop. 1,023,000)
Polk County, Florida	(pop. 580,000)
City of Lakeland, Florida	(pop. 94,000)
Snohomish County, Washington	(pop. 683,655)

Leading the Way to Priority-Driven Budgeting

Priority budgeting represents a fundamental change in the way resources are allocated. The governing body and the chief executive must understand and support the process and communicate that support throughout the organization. In addition, these officials must be willing to carry out their decision-making responsibilities in a way that is consistent with a priority-driven process. The change an organization desires to bring about by virtue of implementing priority-driven budgeting won't happen overnight, so those leading the move to priority budgeting must make it clear that this type of budgeting is not a one-time event – it is the “new normal.” To see the change through for the long-term, leaders must have a passion for the philosophy underlying priority-driven budgeting, but at the same

time, they must not be overly committed to any particular budgeting technique or process. They must remain adaptable and able to respond to the circumstances while remaining true to the philosophy. If the organization doesn't have this type of leadership, it might be better to delay priority-driven budgeting or look to another budgeting reform that has greater support. The “Philosophy of Priority-Driven Budgeting” sidebar describes the philosophy of priority-driven budgeting and its central principles. Use these principles to test the support among critical stakeholders and to build a common understanding of the tenets the budget process will be designed around.

Of course, not everyone in the organization can be expected to immediately accept priority-driven budgeting with the same enthusiasm. The leadership must articulate why a priority-driven budget

The Philosophy of Priority-Driven Budgeting

The underlying philosophy of priority-driven budgeting is about how a government entity should invest resources to meet its stated objectives. It helps us to better articulate why the services we offer exist, what price we pay for them, and, consequently, what value they offer citizens. The principles associated with this philosophy of budgeting are:

- **Prioritize Services.** Priority-driven budgeting evaluates the relative importance of individual programs and services rather than entire departments. It is distinguished by prioritizing the services a government provides, one versus another.
- **Do the Important Things Well. Cut Back on the Rest.** In a time of revenue decline, a traditional budget process often attempts to continue funding all the same programs it funded last year, albeit at a reduced level (e.g. across-the-board budget cuts). Priority-driven budgeting identifies the services that offer the highest value and continues to provide funding for them, while reducing service levels, divesting, or potentially eliminating lower value services.
- **Question Past Patterns of Spending.** An incremental budget process doesn't seriously question the spending decisions made in years past. Priority-driven budgeting puts all the money on the table to encourage more creative conversations about services.
- **Spend Within the Organization's Means.** Priority-driven budgeting starts with the revenue available to the government, rather than last year's expenditures, as the basis for decision making.
- **Know the True Cost of Doing Business.** Focusing on the full costs of programs ensures that funding decisions are based on the true cost of providing a service.
- **Provide Transparency of Community Priorities.** When budget decisions are based on a well-defined set of community priorities, the government's aims are not left open to interpretation.
- **Provide Transparency of Service Impact.** In traditional budgets, it is often not entirely clear how funded services make a real difference in the lives of citizens. Under priority-driven budgeting, the focus is on the results the service produces for achieving community priorities.
- **Demand Accountability for Results.** Traditional budgets focus on accountability for staying within spending limits. Beyond this, priority-driven budgeting demands accountability for results that were the basis for a service's budget allocation.

is something worth actively supporting and voting for, rather than just a “least-worst” outcome in a time of revenue scarcity.⁵ The leadership must also create a sense of urgency behind priority-driven budgeting by showing the financial forecasts, analysis, and other information that supports the need for a new approach to budgeting. Ensuring that a priority-driven budgeting process is successfully adopted requires organization-wide acceptance and a shared understanding of the entity’s financial condition. For example, the City of Savannah, Georgia, shared trends in major revenue sources, reserves, and long-term forecasts to show that the city’s revenues were entering a period of protracted decline. Of course, the case need not hinge on financial decline. A case can also be made based improving the value the public receives from the tax dollars government spends.

Two groups in particular that must be recruited to support priority-driven budgeting – elected officials and senior staff. Elected officials need to show consensus and support for priority-driven budgeting to make it through the challenges in the budget process that will inevitably occur. Ideally, at least one or two elected officials will be attracted to the philosophy so they can champion the idea with other officials. Elected officials may be particularly drawn to the fact that priority-driven budgeting allows them to set the organization’s key priorities and see how services align or don’t align with their priorities. This puts elected officials in an influential policy-making role – perhaps more powerful than under a traditional budgeting system. Elected officials who have experienced priority-driven budgeting consistent-

Do You Have a Strategic Plan?

If you already have a strategic plan that identifies community priorities, you may be able to use it as launching pad for priority-driven budgeting. Elected officials will likely be interested in a budget system that promises to decisively connect resource use to their priorities. In fact, some officials might be frustrated with an incremental budget system that doesn’t effectively align resources with evolving strategic priorities. This dissatisfaction with the status quo provides a natural segue to priority-driven budgeting.

ly say one of the main reasons they endorse it is because it allows them to achieve what inspired them to run for office in the first place – identifying the results and implementing the policies that are most important to their community.

Senior staff must support the process as well because priority-driven budgeting requires a significant time commitment from staff. If the board and CEO are behind priority-driven budgeting, it will go a long way toward getting senior staff engaged. Staff members who have experienced priority-driven budgeting say they support it because it gives them a greater degree of influence over their own destinies. Staff no longer passively awaits judgment from the budget office; instead, they create their own solutions because priority-driven budgeting invites them to articulate their relevance to the community.

To raise awareness about the move to priority-driven budgeting and to build support for it among all stakeholders, the governments that shared their experiences for this paper emphasize the importance of a communications and risk mitigation strategy. The strategy identifies major stakeholders, their potential concerns, and messages and actions that can assuage those concerns. For example, employees might want to know if their job tenure will be affected, and citizens might want to know the implications for service offerings. The need for transparency in the process cannot be emphasized enough – many organizations create a specific Web page to provide employees and citizens with regular and timely updates on the process as it unfolds. Involving key stakeholders – such as the Chamber of Commerce, labor union leaders, editorial staff from the media, and leaders of community groups and neighborhood groups – at appropriate stages in the process often provides the best form of “informal” communication to the rest of the public. In communities such as Boulder, Colorado, and Fairfield, California, a town hall format was used as a communication device. The first group was asked to invite others to subsequent meetings, and not only did they invite friends and family, but they brought them to the event.

Perhaps the primary risk to successful priority-driven budgeting that officials and other stakeholders might reject of the process because they see it as insufficiently legitimate – the process is thought to be flawed in some way that makes it a poor basis for allocating resources. Mitigate this risk by conferring “democratic” and substantive legitimacy onto priority-driven budgeting.⁶ Democratic legitimacy means that the process is consistent with the will of the public. Engage the elected officials, the public, and employees in the process to achieve democratic legitimacy. When a budget process is seen to have democratic legitimacy, it gives elected officials permission to resist narrow bands of self-interest that seek to overturn resource allocation decisions that are based on the greater good.

Substantive legitimacy means that priority-driven budgeting is perceived to be based on sound technical principles. Use Government Finance Officers Association (GFOA) training and publications to

demonstrate that this kind of budgeting is consistent with best practices, but, most of all, devote time to intensely study priority-driven budgeting. Some of the research participants for this article studied it for two years before moving forward. While two years of study will not be necessary for every government, becoming fluent in priority-driven budgeting allows the leadership to speak convincingly on the topic and lead an honest discussion about the feasibility of priority-driven budgeting for the organization. If the organization decides to move forward, the leadership’s expertise will allow it to design a credible process, define the roles of staff in priority-driven budgeting, lead others through it, and adapt to the pitfalls and curveballs that will be encountered.

The next section describes the major steps in a priority-driven budgeting process and provides options for answering the six questions – listed below – for customizing priority-driven budgeting to your organization.

Be Adaptable

Snohomish County, Washington, met with some resistance from the County Court. To move the process forward, the county designed a separate but parallel version of priority-driven budgeting for the courts. With time and the delivery of a consistent, transparent message, it effectively became the “new normal” in making resource allocation decisions.

Designing a process that is fair, accessible, transparent, and adaptable is a challenge. However, it is also an opportunity to customize a priority-driven budgeting process that fits your organization best. This research has identified six key customization questions you should answer as you design a process:

1. **What is the scope of priority-driven budgeting? What are the fundamental objectives of your process? What funds and revenues are included? What is the desired role of non-profit and private-sector organizations in providing public services?**
2. **How and where will elected officials, the public, and staff be engaged in the process? Engagement is essential for democratic legitimacy. Giving stakeholders a clear understanding of their role in the process gives them greater confidence in the process and eases the transition.**
3. **What is the decision-unit to be evaluated for alignment with the organization’s strategic priorities? Functional units, work groups, programs? Something else?**
4. **How will support services be handled? The research participants agreed that budgeting for support services like payroll and accounting was one of the foremost challenges of designing a process. Support services need to be perceived as full participants in priority-driven budgeting, but at the same time, accommodations must be made for the fact that they potentially exist to achieve different results than those services that have a direct impact on the public.**
5. **How will decision-units be scored, and who will score them? The scoring mechanism and process is key implementing priority-driven budgeting successfully.**
6. **What is the role of priority-driven budgeting in the final budget decision? What method will be used to allocate resources to services? Will the methodology lead to “formula-driven” allocations or allow for flexibility and discretion in formulated recommendations?**

Steps in Priority-Driven Budgeting

There are eight major steps in a priority-driven budget process. Exhibit 1 provides a map for how the eight steps fit together, and the steps are more fully described in the following pages.⁷ As the exhibit shows, the eight steps are not completely linear. Steps 1 and 2 can begin at the same time, and Step 8 comes into play at many different points of the process.

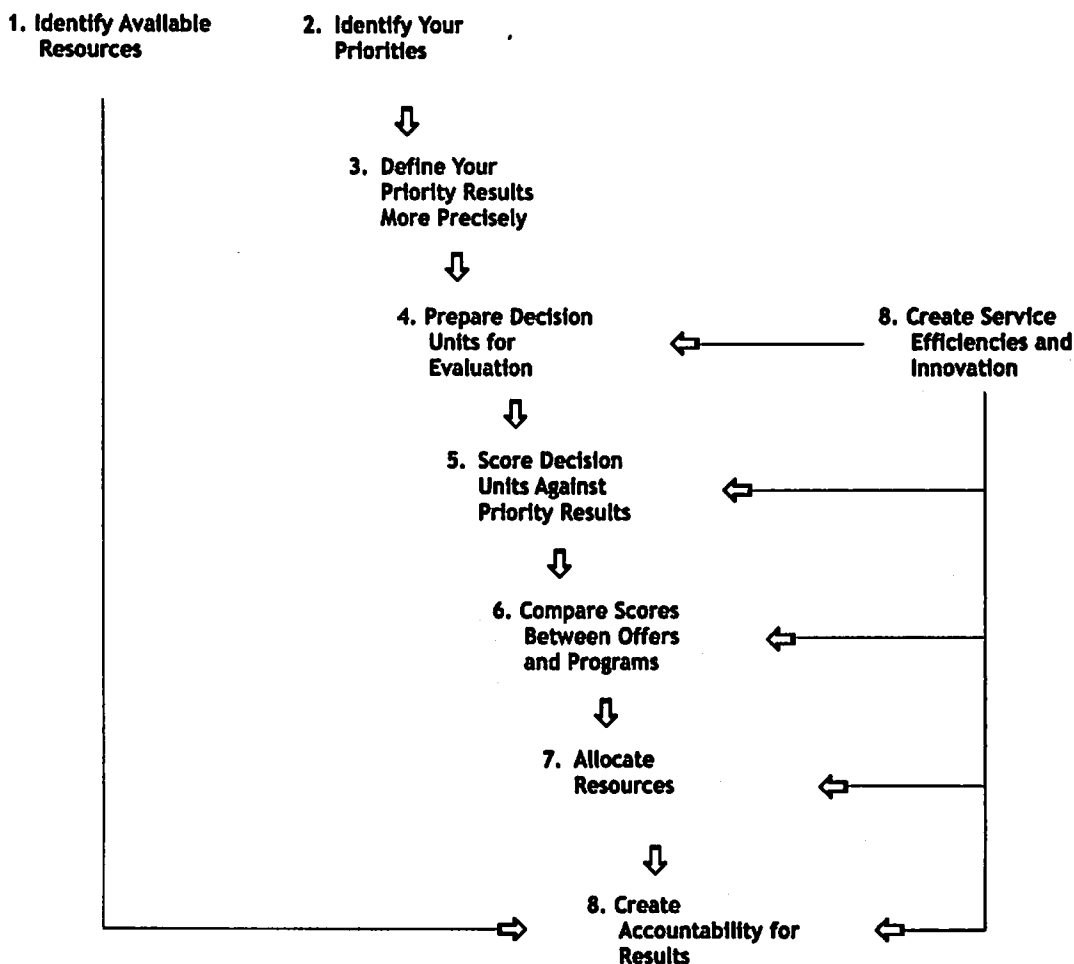
1. Identify Available Resources

Before embarking on priority-driven resource allocation, the organization must undergo a fundamen-

tal shift in its approach to budgeting. This shift, while subtle, requires that instead of first having the organization identify the amount of resources "needed" for the next fiscal year, it should first clearly identify the amount of resources that are "available" to fund operations as well as one-time initiatives and capital expenditures.

As their first step in budget development, many organizations expend a great deal of effort in completing the analysis of estimated expenditures to identify how much each organizational unit will need to spend for operations and capital

Exhibit 1: Process Map for Priority-Driven Budgeting



in the upcoming fiscal year. Once that “need” is determined, then the organization looks to the finance department or budget office to figure out how these needs are to be funded. An integral part of the priority-driven budgeting philosophy is to spend within your means, so the first step in developing a budget should be focusing on gaining a clear understanding of the factors that drive revenues and doing the requisite analysis to develop a reasonably accurate and reliable revenue forecast in order to understand how much is available to spend for the upcoming fiscal year.

The Price of Government

The “price of government” is a concept originated by David Osborne and Peter Hutchinson.⁶ Government takes economic resources from the community to provide services and, hence, the total revenue that government receives is really the “price of government,” from the perspective of the citizen. This can be a useful concept in the first step of priority-driven budgeting because it asks decision-makers to think about the total tax and fee burden they are willing to place on the community to fund services - thus, putting revenues before expenditures.

Resources must also be clearly differentiated in terms of ongoing revenues versus one-time sources. The organization must be able to identify any mismatch between ongoing revenues and ongoing expenditures (operations) as well as between one-time sources and one-time uses (one-time initiatives, capital needs, fund balance reserves). This analysis will ensure that the entity can pinpoint the source of its structural imbalance and address it in developing its budget. This will also ensure that a government does not unknowingly use fund balance (a one-time source) to support ongoing expenditures.

Once the amount of available resources is identified, the forecasts should be used to educate and inform all stakeholders about what is truly available to spend for the next fiscal year. The organization must understand and believe that this is truly all there is as it begins developing the budget. Sharing the assumptions behind the revenue projections creates a level of transparency that

dispels the belief that there are “secret funds” that will fix the problem and establishes the level of trust necessary to be successful.

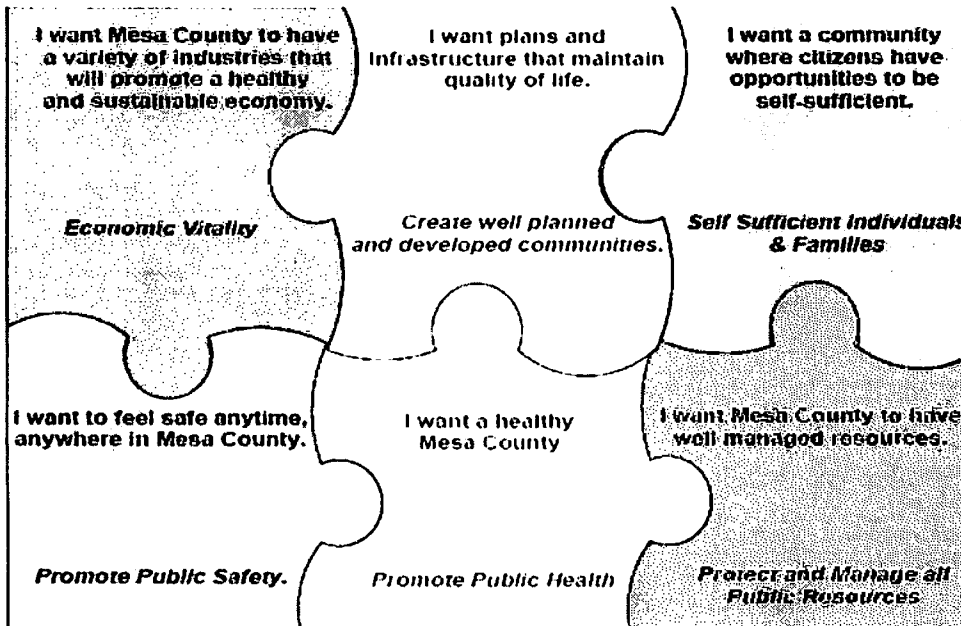
In the first year, an organization might choose to focus attention on only those areas that do not have true structural balance. For most organizations, this will often include the general fund, but the jurisdiction might decide to include other funds in the process. Both Polk County, Florida, and the City of Savannah took steps to limit the scope of implementation. For example, Polk County concentrated on the general fund, and Savannah excluded capital projects from the process.

Step 1 Intended Result: Adopt a “spend within your means” approach - meaning there is a common understanding of the amount of resources available and that there is a clearly established limit on how much can be budgeted for the upcoming fiscal year.

2. Identify Your Priorities

Priority-driven budgeting is built around a set of organizational strategic priorities. These priorities are similar to a well-designed mission statement in that they capture the fundamental purposes for which the organization exists and are broad enough to have staying power from year to year. A critical departure from a mission statement is that the priorities should be expressed in terms of the results or outcomes that are of value to the public. These results should be specific enough to be meaningful and measurable, but not so specific as to say how the result or outcome will be achieved or become outmoded after a short time. Below are the five priority results determined by Mesa County, Colorado. Notice how these results are expressed in the “voice of the citizen.”

A strategic plan, vision, and/or mission statement can serve as the ideal starting point for identifying the priority results. If you have an existing strategic plan, it might be helpful to ground the priority results in these previous efforts to respect the investment stakeholders may have in them and to



give the priorities greater legitimacy. If you don't have an existing plan, developing one as a prelude to priority-driven budgeting can provide a stronger grounding for the priorities. It might also help increase the enthusiasm of elected officials and senior staff for priority-driven budgeting, as they seek a way to connect the new plan to decisions about annual resource allocations.

The governing board also needs to be closely involved in setting the priorities. The priorities are the foundation of priority-driven budgeting,

so that the governing board must fully support them. The role of an elected official is to set the results the organization is expected to achieve. Developing the priorities might also be a good place to involve citizens. Some communities have used traditional means of doing this, such as citizen surveys, focus groups, and town hall meetings to engage citizens in helping establish the expected results for their community. Others are being innovative. The City of Chesapeake, Virginia, recently asked citizens viewing a result-setting exercise on their public access channel to

Are Support Services a Priority?

Our research subjects offered two alternatives for prioritizing support services. Most commonly, entities created a "good governance" priority that addresses high-quality support services. This gives support services a clear place in priority-driven budgeting and allows the relevance of these services to be tested against the organization's priorities. Here is how the City of Walnut Creek, California, defined its governance goals.

- Enhance and facilitate accountability and innovation in all city business.
- Provide superior customer service that is responsive and demystifies city processes.
- Provide analysis and long-range thinking that supports responsible decision making.
- Proactively protect and maintain city resources.
- Ensure regulatory and policy compliance.

Alternatively, other participants envisioned moving to a system that would fully distribute the cost of support services to operating programs so support services would be affected according to how the operating services they support are prioritized.

participate online and share their thoughts on “what does the city exist to provide.” Cities such as Walnut Creek, California, and Blue Ash, Ohio, set up kiosks in city facilities and asked citizens to participate in a brief survey that helped validate the city council’s established results and to “weight” the relative importance of those results to the community.

Step 2 Intended Result: A set of priorities expressed in terms of measurable results that are of value to citizens and widely agreed to be legitimate by elected officials, staff, and the public.

3. Define Your Priority Results More Precisely

The foundation of any prioritization effort is the results that define why an organization exists. Organizations must ask, “What is it that makes us relevant to the citizens?” Being relevant – providing those programs that achieve relevant results – is the key purpose and most profound outcome of a priority-driven budgeting process.

The challenge with results is that the terms can be broad, and precisely what they mean for each individual community can be unclear. For instance, take a result like “Providing a Safe Community,” which is shared by most local governments. Organizations talk about public safety or providing a safe community as if it is an obvious and specific concept. But is it?

In the City of Walnut Creek, citizens and city leadership identified building standards for surviving earthquakes as an important influence on providing a safe community. In the City of Lakeland, Florida, however, not a single citizen or public official discussed earthquakes to define the very same result. In the City of Grand Island, Nebraska, the city highlighted community acceptance and cohesiveness as intrinsic to achieving a safe community (acknowledging their initiatives to help integrate a growing and important population of their community – immigrant farm workers). However community integration was not a relevant factor that would

contribute to the safety of the community in Walnut Creek. Hence, the specific definitions of the community’s results is where the identity of your community and the objective meaning of what is relevant is revealed.

Staff Teams in Priority-Driven Budgeting

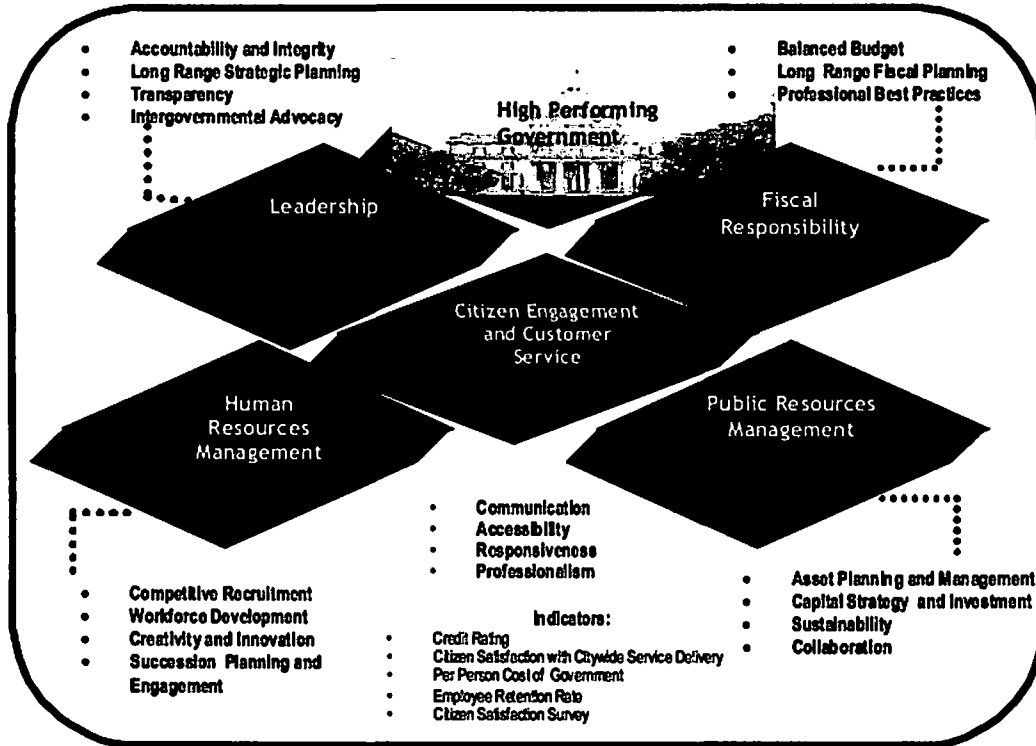
Creating strategy maps is the first significant role for cross-functional staff teams in the process. Such teams have repeated and important uses, so their members need to be highly skilled and sufficiently supported. A number of our research subjects engaged consultants to train and/or directly assist the teams. Many organizations use that as an opportunity to involve the “up and coming” leaders in the process to ensure its long-term sustainability.

A powerful method for defining results was established in *Strategy Maps* by Kaplan and Norton.¹¹ Strategy mapping is a simple way to take a complex and potentially ambiguous objective – like achieving a safe community – and creating a picture, or map, of how that objective can be achieved. Sometimes referred to as cause-and-effect diagrams or result maps, strategy maps provide an effective way for an organization to achieve clarity about what it aims to accomplish with its results. Strategy maps should be developed using cross-functional teams. Teams consist primarily of staff (both with subject matter expertise relating to the priority result and without), but they can also include elected officials and citizens.

Exhibit 2 (on the following page) provides an example of a strategy map from the City of Savannah for “high-performing government” (Savannah’s equivalent of the “good governance” result described in the earlier sidebar). Savannah’s map includes performance indicators to help gauge if the priority result is being achieved.

Exhibit 3 (on the following page) is a picture of a slightly different style of strategy map from the City of San Jose, California, for its “Green, Sustainable City” priority result. The center of the map is the result, and the concepts around

Exhibit 2: High Performing Government Strategy Map from the City of Savannah

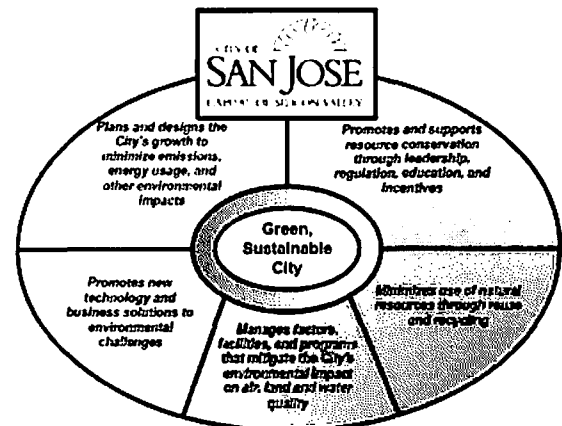


the result are the definitions – they help the city clearly articulate its priorities: “When the City of San Jose _____ (fill in the blank with any of the result definitions), then we achieve a Green, Sustainable City.”

Consider San Jose’s result map relative to your own community. Would your community define the relevance of your organization by its ability to achieve a green, sustainable community? Would your community define a result like a green, sustainable community in a similar or different way?

One of the challenges local governments face is trying to address what can seem like a growing (and seemingly limitless) expectation for programs and services. One of the benefits of developing strategy maps is that local governments can give citizens a more precise description of

Exhibit 3: Green City Strategy Map from the City of San Jose



the results that make local government relevant. This will establish a shared foundation, a common context for evaluating and prioritizing the programs and services the jurisdiction offers. A service's relative priority can be evaluated only through a common belief about the results local government is striving to achieve.

The City of Walnut Creek knew that citizens and community stakeholders needed to be involved in defining the priority results. The rationale was that the city's priority results would be legitimate only if community members were responsible for establishing the results and their definitions. The city reached out to the community on the radio, in the newspaper, and through the city's newsletters and Web site to invite any citizen to participate in one of several town hall meetings. At the meeting, citizens were asked to submit answers to the question: "When the City of Walnut Creek _____, then they achieve [the result the citizen was focused on]." The response from citizens was tremendous and generated a host of answers. City government staff members (who participated in the meetings) were then responsible for summarizing the citizen's responses by developing strategy maps.

Define Your Priorities: A Quick Win

If the organization has not already clearly defined its priorities, just getting through this step could be a major accomplishment. Knowing the priorities can help an organization make better resource allocation decisions, even in the absence of a true priority-driven budgeting system.

Lastly, when defining the priority results, consider whether some results might be more important than others. This could have an impact on how programs are valued and prioritized. Elected officials, staff, and/or citizens can participate in ranking exercises, where each participant is given a quantity of "votes" (or dollars, or points, etc.) and can allocate their votes among all the priority results to indicate the relative value of one result versus another. It is important to make

clear to participants that this ranking process is not a budget allocation exercise (whereby the budget of a certain result is determined by the votes given to a result). Through such a ranking, participants can express that certain results (and therefore the programs that eventually influence these results) may have greater relevance to the community than others.

Step 3 Intended Result: Reveal the identity of your community and the objective meaning of what is relevant to it through the process of defining priority results.

4. Prepare Decision Units for Evaluation

The crux of priority-driven budgeting is evaluating the services against the government's priority results. Thus, the decision unit to be evaluated must be broad enough to capture the tasks that go into producing a valued result for citizens, but not so large as to encompass too much or be too vague. Conversely, if the decision unit is too small, it may only capture certain tasks in the chain that lead to a result and might overwhelm the budget process with details. Our research subjects took one of two approaches to this issue: "offers" or "programs."

Offers. Offers are customized service packages prepared by departments (or perhaps designed by cross-functional staff teams or even private firms or non-profits) to achieve one or more priority results. Offers are submitted to evaluation teams (typically comprising a cross functional group of staff, but possibly citizens as well) for consideration against the organization's priority results. Often, the evaluation team will first issue a formal "request for results" that is based on the strategy map and defines for departments, or others who are preparing offers, precisely what the evaluation team is looking for in an offer.

How Many Offers Are There?

Our research participants who used the "offer" approach averaged one offer for every \$1.5 million in revenue that was available to fund offers.

Offers are purposely intended to be different from existing organizational subunits (like departments, divisions, programs) to make a direct connection between the decision-unit being evaluated and the priority results, to encourage outside-the-box thinking about what goes into an offer, and to make it easier for outside organizations to participate in the process. For example, multiple departments can cooperate to propose a new and innovative offer to achieve a result instead of relying on past ways of doing things. A private firm could submit an offer to compete with an offer made by government staff.

The drawback of offers is that they are a more radical departure from past practice and may be too great a conceptual leap for some. This could increase the risk to the process, but if the leadership's vision is for a big break from past practice, then the risk might be worth taking. For example, Mesa County's board is very interested in having private and non-profit organizations participate fully in its budget process at some point in the future, so the offer approach makes sense for Mesa County.

Programs. A program is a set of related activities intended to produce a desired result. Organizations that use the "program" method inventory the programs they offer and then compare those to the priority results. Programs are an established part of the public budgeting lexicon and some governments already use programs in their approach to financial management, so thinking in terms of programs is not much of a

Program Inventory: A Quick Win

If the organization does not have a sense of the programs it provides, then simply developing a fully costed (direct plus indirect costs) program inventory should provide immediate benefits. A program inventory can be used to help decision-makers understand the full breadth of services provided and their costs, and might help the organization recognize immediate opportunities for efficiency. Appendix 1 provides additional information on how to build a program inventory.

conceptual leap, or perhaps not a leap at all. This means less work and process risk. However, even when the concept of programs is familiar, be sure the "programs" (or offers) are sized in a way that allows for meaningful decision making. Programs that are too big are often too vague in their purpose to be accountable for results, and it can be difficult to fairly judge the impact of a program that is too small. Generally speaking, if a program equates to 10 percent or more of total expenditures of the funds in which it is accounted for, then the program should probably be broken down into smaller pieces. If a program equates to either 1 percent or less of total expenditures or \$100,000 or less, it is probably too small and should be combined with others.

Also, be aware that using programs might provide less opportunity for outside organizations to participate in the budgeting process because the starting point is, by definition, the existing portfolio of services. For that same reason, radical innovation in service design or delivery method is less likely.

Step 4 Intended Result: Prepare discrete decision-units that produce a clear result. Think about evaluating these decision units against each other and not necessarily about evaluating departments against each other.

5. Score Decision Units Against Priority Results

Once the organization has identified its priority results and more precisely defined what those results mean, it must develop a process to objectively evaluate how the program or offer achieves or influences the priority results. Scoring can be approached in several ways.

The first variation to consider is if a program or offer will be scored against all the organization's priority results or just the one it is most closely associated with. The cities of Lakeland, Walnut Creek, and San Jose scored against all of the priority results. The belief was that a program that influenced multiple results must be a higher priority.

ity – every tax dollar spent on a program that achieved multiple results was giving the taxpayer the “best bang for the buck.” Alternatively, organizations like Mesa County, the City of Savannah, Polk County, and Snohomish County matched each program or offer with only one of the priority results and evaluated it against its degree of influence on that result. Under this scenario, guidelines should be established to help determine how to assign a program or offer to a priority area as well as provide some sort of accommodation for those programs or offers that demonstrate important effects across priority result areas. Both of these approaches have been used successfully, so the right choice depends on which approach resonates more with stakeholders.

In addition to scoring the offers or programs against the priority results, some organizations have included additional factors in the scoring process. Examples include mandates to provide the service, change in demand for the service, level of cost recovery for the service, and reliance on the local government to provide the service (as opposed to community groups or the private sector). The governments believed that a program should be evaluated more highly if there was a mandate from another level of government,

if there was an anticipated increase in demand for the program or that program received fees or grant dollars to significantly cover the costs to provide it. Finally, if the citizen had to rely solely on the government to provide the program or service and there was no other outside option available, then a program was believed to be of a slightly higher priority.

The next variation is how to actually assign scores to programs or offers. One approach is to have owners of the programs or offers (e.g., department staff) assign scores based on a self-assessment process. This approach engages the owners in the process and taps into their unique understanding of how the programs influence the priority results. Critical to this approach is a quality control process that allows the owner's peers in the organization (other departments) and/or external stakeholders (citizens, elected officials, labor unions, business leaders, etc.) to review the scoring. The peer review group challenges the owner to provide evidence to support the scores assigned. A second approach to scoring establishes evaluation teams that are responsible for scoring the programs or offers against their ability to influence the priority results. Owners submit their programs or offers for the

What about Capital Projects?

For most organizations, outlays for capital projects and one-time initiatives are a significant part of their budgeting process. A priority-driven budgeting process can be used to prioritize these major one-time expenditures in the same way it is used to evaluate ongoing programs and services. The starting point is a capital improvement plan (CIP) that includes all the potential capital projects from across the organization. Ideally, it should include not only major capital construction, capital improvement, or capital equipment purchases, but also significant one-time expenditures items such as major studies, comprehensive plan updates, and software upgrades that are planned for the next five years. In addition to the strategic results, other evaluation factors for capital projects might include:

- Is the project mandated by some other governmental agency?
- Is it a continuation of an existing project that has already been approved?
- Is it an integral component of the organizations Comprehensive Plan for future community growth?
- Is it being fully or partially funded by another agency or private interest?
- Is the project responding to an emergency situation or critical need of the organization?

When evaluated in this way, projects that are of a higher priority have assurance of funding in the next five-to-ten year period over those that are of a lower priority, especially when there are limited one-time resources available to fund them. This method also avoids funding a current-year project that is of a low priority instead of setting aside funds to ensure the successful completion of the higher-priority capital need in a future year.

teams to review, and the teams score the programs against the results. The priority-driven budgeting process becomes more like a formal purchasing process, where the departments are analogous to vendors and the evaluation teams are like buyers. Evaluation teams could be made up entirely of staff, with representation both from staff members who have specific expertise related to the result being evaluated and others who are outside of that particular discipline. An alternative team composition would include both staff and citizens, to gain the unique perspectives of both external and internal stakeholders. This second approach brings more perspectives into the initial scoring and encourages cross-functional teamwork via the evaluation teams.

Scoring Support Services

As mentioned earlier, a number of our research subjects established a priority result for “good governance.” Those programs that provided internal services were scored against these governance results in a parallel evaluation process. These governments believed that internal services were important, but were expected to achieve different results than those programs or offers intended for citizens.

Another consideration is the particular scoring method to be used. For example, will evaluators have to use a forced-ranking system where programs/offers are fit into a top-to-bottom ranking or will each program be scored on its own merits, with prioritization as a natural byproduct? Each system has its advantages, but the important thing is to make sure the scoring rules are clear to everyone and applied consistently.

The role of the elected governing board in this step is another point of potential variation in the scoring. In some organizations, the board is heavily integrated into the process and participates in the scoring and evaluation step. They have the opportunity to question the scores that have been assigned by the owner or the evaluation team, ask for the evidence that supports that score, and ultimately request that a score be changed based on the evidence presented and

their belief in the relative influence that program or offer has on the priority results it has been evaluated against. In other organizations, the process can be implemented as a staff-only tool that is used to develop a recommendation to the governing body. Snohomish County uses this approach, as its culture and board-staff relation supports it.

Regardless of which variations are selected, there are three important points to establish. The first is that to maintain the objectivity and transparency of the process, programs or offers must be evaluated against the priority results, as they were defined collectively by stakeholders (see step 3). Secondly, scores must be based on the demonstrated and measurable influence the programs or offers have on the results. Finally, the results of the scoring process will be provided as recommendations to the elected officials, who hold the final authority to make resource allocation decisions.

Step 5 Intended Result: Each decision unit (offer or program) should have a score that indicates its relevance to the stated priorities.

6. Compare Scores Between Offers or Programs

It is a “moment of truth” in priority-driven budgeting, when the scoring for the offers or programs is compiled, revealing the top-to-bottom comparison of prioritized offers or programs. Knowing this, an organization must be sure that it has done everything possible up to this moment to ensure that the final scores aren’t a surprise and that the final comparison of the offers or programs in priority order is logical and intuitive.

The City of San Jose engineered a peer review process through which the scores the departments gave to their programs were evaluated, discussed, questioned, and sometimes recommended for change. The city established a review team for each of its priority results. The team first reviewed the strategy map to ensure that each member of the team was grounded in the

city's specific definition of the result. Next, the review teams were given a report that detailed every program scored for the particular result under review. The teams met to discuss:

- whether they understood the programs they were reviewing;
- whether they agreed with the score given by the department (the departments scored their own programs);
- whether they required further testimony or evidence from the department to help them better understand the score given; and
- whether the score should stand, or if the team would recommend an increase or decrease.

All programs were evaluated in this manner until a final recommendation was made on program scores.

The city invited the local business community, citizens representing their local neighborhood commissions, and labor leaders to review the

ask them to decide which programs should be cut or which ones should be preserved. They framed the discussion very simply: Evaluate how our programs help us achieve our results, and to what degree. The outcome of prioritization was therefore expected and self-evident, based on the common understanding of the programs and how the programs influence results.

Stakeholders could be concerned that their favored programs might lose support in the course of priority-driven budgeting. Even when a program director or a citizen who benefits from a particular program understands why that program ranked low, they are not going to be pleased about it. Invite stakeholders from all sides, from within the organization and even the community, to understand the process. Include stakeholders at various points in the process so they might influence the outcome. Constantly communicate progress, throughout the process. Program directors, stakeholders of a particular program, organizational leadership, and staff might not enjoy seeing their program prioritized

San Jose framed the discussion very simply: Evaluate how our programs help us achieve our results, and to what degree.

scores. Walter Rossman, from San Jose's City Manager's Office, described their effort this way: "The participants found the effort informative as to what the city does; they found it engaging with respect to hearing staff in the organization discuss how their programs influence the city's results; and, most interesting, they found it fun."

San Jose's story is important because it demonstrated how stakeholders from various perspectives and political persuasions can all productively participate in the priority-driven budgeting process. San Jose didn't ask these stakeholders to come together and rank programs. They didn't

below other programs, but if they understand it, if they've had a chance to influence the process, and, most importantly, if they are aware of actions they might take to improve the priority ranking of their program, the process will have a great chance for success.

Lastly, consider if the scoring of the programs or offers will be used only to decide where to make budget reductions. Organizations such as the cities of Lakeland and Walnut Creek have used prioritization not only to balance their budgets, but also to understand how services that might appear less relevant to the city government might

be relevant to other community groups. These groups might take responsibility for supporting or preserving a service. There could be great potential in engaging other community institutions – businesses, schools, churches, non-profits – about partnership opportunities.

Peter Block has focused much attention on this issue in his book, *Community: The Structure of Belonging*.¹⁷ Citing the way we sometimes unduly rely on government to meet the community's needs, he highlights citizens' experiences of taking accountability for the results they hope to see achieved. This occurs when cohesion is built between local government, businesses, schools, social service organizations, and churches. A complete and successful priority-driven budgeting process doesn't conclude when the budgets for low-priority services are reduced – rather, it brings together otherwise fragmented institutions in society to find ways of providing services that may still be relevant to the community, even if they are less important to the priority results a local government seeks to achieve.

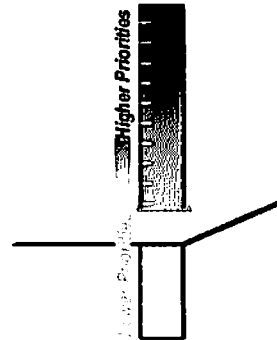
Step 6 Intended Result: The prioritized ranking of programs is a logical and well-understood product of a transparent process - no surprises.

7. Allocate Resources

Once the scoring is in place, resources can be allocated to the offers or programs. This can be done in a number of ways. One method is to first allocate revenues to each priority result area based on historical patterns or by using the priority's relative weights, if weights were assigned. Allocating resources to a priority result area can be controversial because, as we will see, this allocation determines the number of offers or programs that will be funded under that priority area (e.g., how many public safety programs will be funded). There are no easy answers to this issue. As such, the designer of the process should look for ways to mitigate controversies associated with how much funding is allocated to one result versus another and to prevent these allocations from becoming new types of organizational silos. For

instance, the designer should think about ways priority result areas can share information during the evaluation of programs or offers, and/or ways to jointly fund programs or offers.

Exhibit 4: Drawing the Line



Then, the offers or programs can be ordered according to their prioritization within a given priority result area and the budget staff draw a line where the cost of the most highly prioritized offers or programs is equal to the amount of revenue available (see Exhibit 4). The offers or programs above the line are funded, and the ones that fall below the line are not. The board and staff will have discussions about the programs on either side of the line and about moving those offers or programs up or down, redesigning them to make more space above the line (e.g., lowering service levels), or even shifting resources among priority results. Variations on the approach are possible – for example, there could be multiple lines representing multiple levels of funding certainty. In the City of Redmond, Washington, programs above a top line were categorized as “definitely fund,” while programs in between the top line and a bottom line were open to additional scrutiny.

Another method is to organize the offers or programs into tiers of priority (e.g., quartiles) and then allocate reductions by tier. For example, programs in the first tier might not be reduced, while programs in the lowest tier would see the largest

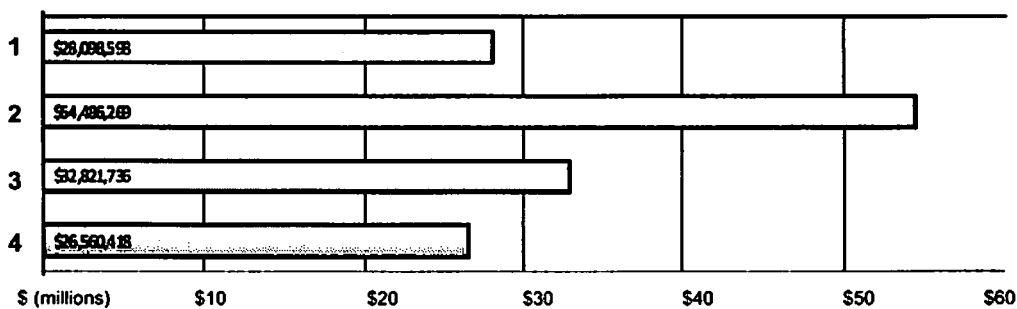
reductions. The programs could be forced to make assigned reductions, or each department could be given an aggregate total reduction target, based on the programs under its purview (with the implication being that the department will weight its reductions toward the lower-priority programs, although it would have more flexibility to decide the precise reduction approach than if the cuts were not done within the department). This tier approach generates discussion among board and staff about how much money is spent on higher versus lower tier services in aggregate, as well as on resource allocation strategies for individual departments and programs. Exhibit 5 presents an example of the value this analysis can provide. It shows the total amount of money one city had historically spent on its highest priority programs (e.g., the top tier) versus the others. This city was spending significantly less on the top tier than it was spending on the second tier, and less than it was spending on the third tier, as well. This raises interesting questions about spending patterns in the organization and builds a compelling case for change.

Organizations also need to consider the funding of support services. Many of our research participants elected to fund support services based on historical costs, making some reduction that was consistent with the reduction the rest of the organization was making. The magnitude of the

reduction applied to any particular support service was based on its priority relative to other support services. A couple of our participants envisioned moving to a system wherein the cost of support services would be fully distributed to operating programs so support services would be affected according to the prioritization of the operating services they support.

Another question is how to handle restricted monies (e.g., an enterprise fund). One option is to handle special purpose funds (where there are restrictions on how the money can be used) separately. For example, enterprise funds or court funds might be evaluated on a different track or budgeted in a different way altogether. Another option is to rank programs or offers without respect to funding source, but then allocate resources with respect to funding source. Knowing the relative priority of all the offers or programs might generate valuable discussion, even if there is no immediate impact on funding. For example, if a low-ranking offer or program is grant funded, is it still worth providing, especially if that grant expires in the foreseeable future? Ideally, participants will become less fixated on funding sources, realizing that the government has more flexibility than it might think. For example, if a low-priority service is funded by a special earmarked tax, is there a way to reduce or eliminate that service and its tax, and increase a

Exhibit 5: Spending by Priority Tier



general tax by an analogous amount? As the government becomes more proficient at expressing the value it is creating for the community, it should be better able to articulate these potential trade-offs to the community.

Of course, no matter what method is selected to allocate resources, remember that priority-driven budgeting, like any budgeting process, is still a political process. As such, it will not and should not lead to “scientific” or “apolitical” allocation of resources – rather, it should change the tone of budget discussions, from a focus on how money was spent last year to a focus on how the most value can be created for the public using the money that is available this year.

Step 7 Intended Result: Align resource allocation consistent with the results of priority-driven scoring.

8. Create Accountability for Results, Efficiency, and Innovation

The owners of the programs or offers being evaluated might over-promise or over-represent what they can do to accomplish the priority result. To address this potential moral hazard, create methods for making sure programs or offers deliver the results they were evaluated on. Many of our research participants anticipate using performance measures for this purpose. For example, a program or offer might have to propose a standard of evidence or a metric to be evaluated against, so the organization can see if the desired result is being provided. Exhibit 6 is Polk County’s conceptual approach for connecting its priority result areas to key performance indicators. However, none of the research participants have reached what they would consider a completely satisfactory state in this area. For those just starting out, the lesson is to understand where evidence is needed in your process design, but also to be patient with respect to when this part of priority-driven budgeting will be fully realized.

Other issues to consider as part of the priority-driven budgeting design are the efficiency of pro-

grams or offers, and innovation in the design of programs or offers. Although priority-driven budgeting will identify which programs or offers are best for achieving priority results, it does not speak directly to the efficiency with which those programs or offers are delivered or to innovative approaches to program delivery (although it might indirectly encourage these things).

Exhibit 6: Polk County Concept for Key Performance Indicators

Basic Needs

Priority:

People in Polk County who are at risk because of their health or economic status will get their basic needs met, and are as self-sufficient as possible.

Indicators:

Poverty Level	<i>Improving</i>
Homeless Population	<i>Maintaining</i>
No Health Coverage	<i>Improving</i>
County versus State	<i>Improving</i>

As such, the designers of the process might need to consider specific techniques for ensuring program efficiency. A proven model for improving efficiency helps avoid cost-cutting techniques that also cut productivity and degrade the results a program produces. For instance, a systematic method for reviewing and improving business processes could be implemented along with priority-driven budgeting. One such method that GFOA research has shown to be effective for local governments is “Lean” process review – a system for identifying and removing or reducing the non-value added work that can be found in virtually any business process. You can learn more about Lean at www.gfoaconsulting.org/lean.

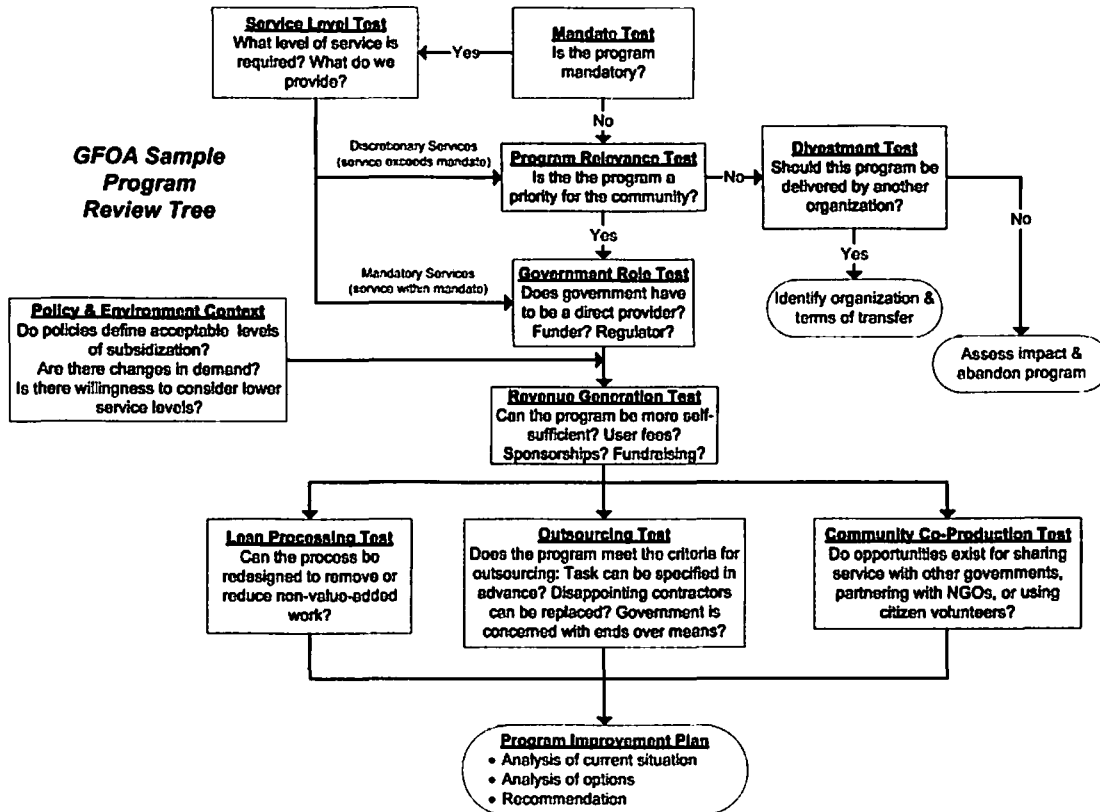
Business process improvement can also be incorporated into a more comprehensive approach to reviewing program efficiency. Exhibit 7 (on the following page) provides a sample program review decision tree that is inspired by work from the City of Toronto, Ontario. As the exhibit

shows, a program is subjected to a series of tests to see if it is being provided efficiently. For example, can the service be shared with other governments? Can greater cost recovery be achieved through fees or fund raising? Can the private sector provide the service more efficiently? Can Lean process improvement techniques be applied? Exhibit 7 also shows how the review might be linked to priority-driven budgeting – discretionary services are subject to a relevance test that asks the above questions about each priority program, while non-priority programs go through a divestment test.

Finally, innovation tends to be the exception rather than the rule in the public sector, so the designers of the priority-driven budgeting

process should consider how to encourage new ways of structuring programs or offers to best achieve the government’s priority results. Some research argues that innovation is a “discipline, just like strategy, planning, or budgeting.”¹¹ Public managers who want to encourage innovation will need to develop and institutionalize dedicated processes to generate ideas, select the best ones, implement them, and spread the benefits throughout the organization. Along the way, public managers will need to make use of a variety of implementation strategies, including those that rely on the organization’s own resources and those that seek to harness resources from outside. Public managers will also have to create an organizational culture that is not just conducive to innovation, but actively encourages and even

Exhibit 7: Sample Program Review Decision Tree



demands it. *The Public Innovator's Playbook* describes one approach to encouraging innovation in this kind of systematic way.¹²

Step 8 Intended Result: Make sure that those who received allocations are held accountable for producing the results that were promised. Find ways to directly encourage efficiency and innovation.

Conclusion

Priority-driven budgeting represents a major shift from traditional budgeting methods. A clear understanding of the priority-driven budgeting philosophy should be in place before proceeding down this path, along with a strong level of support – especially from the CEO (whose role is normally to propose the budget) and, ideally, the governing board (whose role is to adopt the budget). Priority-driven budgeting is not a process that is brought in to fix a structural deficit; instead, it becomes the way an organization approaches the resource allocation process. It brings with it an important cultural shift – moving from a focus on spending to a focus on achieving results through the budget process. Priority-driven budgeting should be perceived by all stakeholders as a process that improves decision-making and changes the conversations around what the organization does (programs and services), how effective it is in accomplishing its priority results, and how focused it is on allocating resources to achieve its results. The success of your process design rests on a clear understanding of the principles of priority-

driven budgeting, outlined in the eight steps presented in this paper. A priority-driven budgeting process can be approached in several ways, so keep in mind the major levers and decision points to create a process that works best for your culture and environment, and that embraces the concepts of democratic and substantive legitimacy. The governments that participated in this research show that there are opportunities to introduce flexibility in the process – but keep in mind that with that flexibility comes risk, if changes are made that don't embrace the basic principles of priority-driven budgeting.

Research what other organizations have done and ask them about their long-term success in shifting to the “new normal” in local government budgeting. Understand that priority-driven budgeting is a process that will evolve and improve over time – don't expect perfection in the first year. Engage outside help where needed to design the process, develop successful communication plans, incorporate citizen involvement, and institute a process. Enjoy new conversations that were not possible before, and embrace the transparency in decision-making that accompanies the priority-driven budgeting process. As your organization adapts to the new normal, the process will guide decision-makers in making resource allocations that fund the programs that are most highly valued by the organization and, more importantly, by the citizens who depend on those programs and services for their well being, comfort, and expected quality of life.

Appendix 1: Building a Program Inventory

Introduction

Financial constraints have forced many governments to take a hard look at the services they offer. A fundamental step is to inventory all the service programs a government offers. A program inventory clarifies the breadth of services provided and, ideally, highlights key characteristics of each program (e.g., the full cost of providing the program and the level of revenues that program directly generates to support its operations). The inventory provides the basis for discussion about the services that should be provided.

Steps to Take

1. **Define your objectives and goals for the program inventory.** Identifying a program is as much art as it is science – an inescapable amount of subjectivity is involved. Therefore, to make judgments as effectively as possible, make sure you are clear on why you are developing a program inventory. Some of the potential purposes are:
 - Understanding the complete scope of services government provides.
 - Communicating the scope of services to the public in a format that is easy to

understand and can be digested by the average citizen (i.e., not too detailed).

- Drawing distinctions between the results (that matter to citizens) provided by different programs. To achieve this, programs cannot be too large or vague.
 - Beginning to show the true cost of doing business by describing what government does on a meaningful level, and then identifying costs for those programs.
 - Laying the groundwork for priority-driven budgeting, where programs receive budget allocations based on their contributions to the government's priority objectives.
 - Laying the groundwork for program review, where programs are subjected to efficiency tests to determine if the service delivery method employed is optimal.
2. **Decide what information the program inventory should contain, in addition to the basic description of the program.** Options to consider include:
 - **Full cost.** The full cost of the program is its direct cost plus its indirect cost (overhead charges). Full-cost accounting makes the true cost of offering a service transparent, which allows better planning and decision making. It also helps show that the organization is achieving the expected level of

Program Costing Tips

Precise costs for each program might not be achievable without a great deal of work (or a new financial management system). For purposes of priority-driven budgeting, accessible and widely used cost allocation methodologies allow for relatively accurate costing of each program is possible. If you have a formal cost allocation plan, this would be the best place to start assigning program costs. Otherwise, start with direct costs. Remove any one-time costs (e.g., capital) to make sure you are capturing only ongoing expenditures related to a given program. However, you can assign the operating and maintenance costs of the assets employed by a program to the direct costs, if doing so is logical and consistent with the way these costs are being handled for other programs.

Cost allocation plans may be the most cost effective way to produce a reliable overhead allocation figure. In the inventory document, displaying the overhead costs separately from the direct costs can provide flexibility to those who use the information.

In making the transition from department or division budgets to program costs, use an allocation method that is intuitive and therefore would enjoy legitimacy among the users of the costing system (e.g., the number of FTEs or percentage of employee time devoted to a program). Whatever the allocation methodology, the finance or budget staff needs to be able to prepare a reconciliation.

cost recovery for a given service. Full costing is especially important if the government envisions eventually going to a priority-driven budget process.

- Alignment with strategic goals. Knowing how programs contribute to priority goals enables organizations to develop more strategic cutback strategies.
 - Service level. Describe the level of services provided to the public. If service is being provided at a premium level, perhaps service levels can be lowered to reduce costs.
 - Mandate review. List and clearly define any mandates a program is subject to. Then review the current service level against the mandate requirements. Perhaps the service level being provided is higher than what the mandate requires.
 - Demand changes. Is demand for a service going up or down? If demand is going down, perhaps the program can be cut back and resources shifted elsewhere. If demand is going up, steps can be taken to manage demand. For example, perhaps means testing can be applied to a social services program.
 - Support from program revenues. Describe the extent to which the program is supported by its own user fees, grants, or intergovernmental revenues. Is there an opportunity to achieve greater coverage of the full costs of the program?
3. **Develop forms and templates.** Create tools departments can use to describe their programs in a manner that is consistent and that captures the information needed to fulfill the purpose of the inventory. Consider testing the forms and templates with one or two departments and then distributing them to a wider group. Also consider providing training and an official point of contact for questions.
4. **Differentiate programs from functions.** Departments or divisions (i.e., public health, courts, public works, sheriff) are often described as functions or nouns. These are not programs, which are more often described

with verbs – programs are action-oriented. For example, programs in a sheriff's office might include crime investigations, detentions, and court security. However, programs should not be described in terms of overly detailed tasks. For instance, "supplying a bailiff for court rooms" is a task within the court security program, not a program itself.

5. **Find the right level of detail.** A program is a set of related activities intended to produce a desired result. When constructing a program inventory, it can sometimes be challenging to find the right level of detail. If a program is too big or encompasses too much, it will not provide sufficient information – that is, it will be very difficult to describe the precise value the program creates for the public or to use program cost information in decision making. However, if program definitions are too small, decision makers can become overwhelmed with detail and be unable to see the big picture. In addition, tracking program costs for very small programs is generally not cost-effective.

Generally speaking, if a program equates to 10 percent or more of the total expenditures of the fund in which it is accounted for, then the program should probably be broken down into smaller pieces. And if a program equates to 1 percent or less of total expenditures, or to \$100,000 or less, it is probably too small and should be combined with others. This is just a guideline – there could be valid reasons for going outside of these parameters. For example, a small program could be much more important than its cost suggests. Here are some other points that have proven helpful in identifying programs:

- A program is a group of people working together to deliver a discrete service to identifiable users.
- A program groups all tasks that a customer of that program would receive and does not break one program or service into multiple items based on tasks.

- As far as possible, a program is individual
 - a program with its own name, customers, and staff team. Each program stands alone and is distinct from like programs in a similar service area.
- Programs that are handled by less than 1 FTE

- are combined with other existing programs.
- A program uses an existing name that is familiar to customers and staff, and/or it uses a name that could stand on its own and would be understandable to the average reader.

Examples of Program Inventories

Sample Health and Environment Programs

Environmental Planning
 Air Quality Control
 Water Quality
 Ambulance Licensing
 EIP FoodNet
 Compliance & Community Safety
 Vital Statistics
 Immunization Grant
 Emergency Preparedness Response
 Non-grant Immunization
 Sexually Transmitted Disease (STD)
 Food Protection
 Cities Readiness Initiative
 Zoonosis
 Cancer Control Initiative
 Communicable Disease
 Early Periodic Screening, Diagnosis and Treatment
 Radon
 Health Care Program for Children with Special Needs
 Women, Infants, and Children
 Special Needs Nutrition Services
 Family Planning
 Recreation
 Maternal & Child Health Block Grant
 Prenatal Plus
 Housing & Institutions
 Adult Substance Abuse Counseling
 Fetal Alcohol Syndrome
 Youth Substance Abuse Counseling
 HIV Counseling & Testing
 Nurse Home Visitor
 Specialized Women's Services
 Tobacco Cessation
 Nutrition Services
 Adult Health
 Home Visit/Maternity
 International Travel Clinic
 Heart Wise Grant
 Health Education
 Healthy Wheat Ridge
 Public Health Communications
 Home Visit/Children

Sample Sherriff Programs

Traffic
 Patrol Precincts
 Emergency Management
 Transportation
 Court Security
 Work Release
 Inmate Food/Medical Service
 Civil/Fugitive/Warrants
 Records
 Dispatch (Communications Center)
 Academy
 Executive
 Directed Operations (DOU)
 Critical Incident Response
 Radio Maintenance
 Grants Coordinator
 West Metro Drug Task Force
 Crimes Against Children
 Crimes Against Persons
 Victim Services
 Training and Recruiting
 Patrol Administration
 Criminalistics
 Detentions Administration
 Crimes Against Property
 Special Investigations
 Support
 Laundry/Custodial
 Inmate Worker Program
 School Resource Officers (SROs)
 Operations/Booking
 Animal Control
 Inmate Welfare
 Evidence
 Accreditation
 Crime Analysis
 Investigations Administration
 Professional Standards
 Internal Affairs
 Staff Inspection
 Volunteer Programs
 Community Relations

Notes

- 1 The concept of incremental budgeting was developed by Aaron Wildavsky. See, for example: Aaron Wildavsky, *The Politics of the Budgetary Process* (Boston: Little, Brown, 1964).
- 2 Robert Behn discusses the shortcomings of incremental budgeting in a cutback environment in the following article: Robert D. Behn, "Cutback Budgeting," *Journal of Policy Analysis and Management*, Vol. 4, No. 2 (Winter, 1985).
- 3 Priority-driven budgeting is also known as "budgeting for results" and "budgeting for outcomes," although the latter is used to describe a specific method of priority-driven budgeting.
- 4 Personal interviews were conducted with the managers who led priority-driven budgeting at these entities.
- 5 Behn.
- 6 Mark Moore emphasizes that these two sources of legitimacy are essential to making any big public policy change. Mark Moore, *Creating Public Value* (Boston: Harvard University Press, 1997).
- 7 Diagram inspired by Eva Elmer and Christopher Morrill, "Budgeting for Outcomes in Savannah," *Government Finance Review*, April 2010.
- 8 Budgeting for outcomes was the subject of *The Price Of Government: Getting the Results We Need in an Age of Permanent Fiscal Crisis* by David Osborne and Peter Hutchinson (New York: Basic Books, 2004).
- 9 Robert S. Kaplan and David P. Norton, *Strategy Maps: Converting Intangible Assets into Tangible Outcomes* (Boston: Harvard Business Press, 2004).
- 10 Peter Block, *Community: The Structure of Belonging* (San Francisco: Berrett-Koehler Publishers, 2008).
- 11 William D. Eggers and Shalabh Kumar Singh, *The Public Innovator's Playbook: Nurturing Bold Ideas in Government* (New York: Deloitte, 2009).
- 12 Eggers and Singh.



R. C. No. - 13 - 14. By LAW AND LICENSING. September 16, 2013.

Your Committee to whom was referred R. O. No. 86-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2014 and June 30, 2015; the following licenses by granted with various caveats (indicated below):

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
7052	Schad, Jamie L.	2520 Lakeshore Dr.
*7356	Stiller-Devoe, Lynda S.	13 Elmwood Dr.
*Grant contingent upon the application being corrected, and with a warning to include all violations on future applications.		

_____ Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

II

Other Matters

10.2

R. O. No. 86 - 13 - 14. By CITY CLERK. August 5, 2013.

Submitting various license applications for the period ending June 30, 2014 and June 30, 2015.

Law & Lic
8/19/13 - grant all lic's
except hold Schad, Galicia, Jamny
Stiller-Devoe, Galicia, Jamny
7/3/13 - hold Schad, Galicia, Jamny
grant Jamny, Galicia, Schad
9/16/13 - hold Schad, Galicia, Devoe, Galicia, Schad
grant Stiller-Devoe, Galicia, Schad

Susan Richards

 City Clerk

CHANGE OF PREMISE

<u>No.</u>	<u>Name</u>	<u>Address</u>
1040	Brenmans <i>re-referred to Law & Lic (RC125-13-14)</i>	1101 Michigan Ave. - two-day event to be held 9/21/13 & 9/22/13 to include the west & south parking lot.
2943	Superior Bar & Grill	2607 Superior Ave. - one-day event to be held 9/7/13 to include the tent area located on the NE corner of parking lot.

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
0087	Aicher, Kristin E.	2418 N. 11 th St.
5997	Buchberger, Bradley S.	1540 Castle Ave.
7095	Forward, Tiffany M.	1415 S. 21 st St.
0082	Gruenke, Ashley R.	2745 N. 8 th St.
0075	Herth, Brittany A.	1102 Ontario Ave.
0090	Lepak, Tiffany L.	3431 N. 10 th St.
0079	Maschino, Jenna L.	726A Superior Ave.
7026	Messner, Cleo M.	926 Bell Ave.
0085	Meyer, Kristin L.	1545 North Ave.
0084	Mizgalski, Jason T.	4443 Lilac Ct.
0076	Pentico, Joel L.	1523 S. 12 th St.
6996	Peterson, Michelle L.	2716 N. 13 th St.
0089	Reise, Melissa A.	523 N. 15 th St.
9286	Rodriguez, Brian C.	3721 Sheridan Ave., E9
7052	Schad, Jamie L.	2520 Lakeshore Dr.
0081	Seider, Krystina M.	3155 Calumet Dr.
7356	Stiller-Devoe, Lynda S.	13 Elmwood Dr.
0080	Van Akkeren, Terry E.	1712 N. 7 th St.
8335	Vervelde, Spencer E.	201 Minnesota Ave., Oostburg

9173 Vidimos, John J.	3015 N. 15 th St.
0074 Volk, Alicia R.	3621 N. 19 th St.
5998 Weber, Barbara F.	2227 Carmen Ave.
0088 Wehrman, Karina A.	3504 Gregory Dr.
5339 Weimann, Lisa K.	302 Wahgouly Rd.
7618 Weinshrott, Jeffrey A.	336 Wisconsin Ave.
0083 Windbigler, Addam M.	620 Broughton Dr., #101

TAXICAB OPERATOR'S LICENSE (June 30, 2014)

<u>No.</u>	<u>Name</u>	<u>Address</u>
6617	Altendahl, Matthew D.	1605 N. 23 rd St.
1204	Cotter Jr., Donald G.	1422A N. 10 th St.
7546	Decker, Jodi L.	4719D Amanda Ln.
7163	Dyke, Jennifer L.	823 Spring Ave.
8147	Galicia, Jorge A.	1516 Michigan Ave.
0086	Gamez, Gabriela	1837 Martin Ave.
0078	Heichler, Christine M.	1215 N. 10 th St.
7809	Moore, Sandra L.	721 Bluff Ave.
4234	Payne, David L.	1806 Superior Ave.

VII

R. C. No. _____ - 13 - 14. By LAW AND LICENSING. September 16, 2013.

Your Committee to whom was referred, pursuant to R. O. No. 108-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2015; that the following licenses be granted contingent upon the application being corrected, and with a warning to include all violations on future applications:

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
0106	Cole, Dominic A.	1610 Blocki Ct.
0101	Dimas, Evangelina L.	1222 Parkwood Blvd.

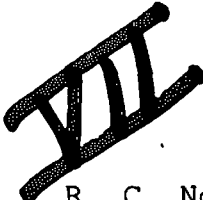
_____	_____
_____	_____
_____	_____

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



R. C. No. - 13 - 14. By LAW AND LICENSING. September 16, 2013.

Your Committee to whom was referred, pursuant to R. O. No. 122-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2014 and June 30, 2015; that the following licenses be granted:

CHANGE OF PREMISE

<u>No.</u>	<u>Name</u>	<u>Address</u>
1420	VFW Post #9156	552 S. Evans St. – one-day event to be held 10/12/13 to include the north side of the building, front(East) of building and south side of the building.

FERMENTED MALT BEVERAGE LICENSE (June 30, 2014)

<u>No.</u>	<u>Name</u>	<u>Address</u>
3007	Tidy Car of Sheboygan	810 N. 14 th St.

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
0127	Benzschawel, Lisa M.	1730 N. 26 th St.
6748	Bresser, Matt J.	2019 S 25 th St.
0126	Davey-Turner, Matthew J.	830 N. Water St.
0029	Diedrich, Emily S.	1611 Fox Hill Rd.
0120	Farley, Dean J.	1517 N. 28 th St.
0118	Hauch, Gary M.	1106 Longfellow Ave., Howards Grove
0113	Hughes Jr., Tony A.	2672 Georgia Ave.
0125	Laganowski, Josh D.	304 Center Ave., #2
5799	Neils, Nicole M.	1608A Union Ave.
0124	Pidkowicz, Kathryn M.	720 College, Howards Grove
0115	Robles, Savannah R.	1815 N. 19 th St.
0111	Russell, James E. (Club)	2031 N. 7 th St.
0117	Theis, Robert R.	1628 S. 13 th St.
2315	Wilsing, Timothy S.	2820 Wilgus Ave.

TAXICAB OPERATOR'S LICENSE (June 30, 2014)

<u>No.</u>	<u>Name</u>	<u>Address</u>
0122	Henderson, William J.	703 High Ave., #504
0110	Love, Ever L.	1427 Indiana Ave.
0121	Ramos, Jose F.	3705 Sheridan Ave., #F8
0109	Shaw, Troy Allen	1034 Weeden Creek Rd.
2359	Wright, Mary A.	2201 Erie Ave., #D110

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____, _____, City Clerk

Approved _____ 20____, _____, Mayor

IV

R. C. No. - 13 - 14. By PUBLIC WORKS. September 16, 2013.

Your Committee to whom was referred Com. No. 8-13-14 by Alderperson Lewandoske submitting a communication from Russell Rasmussen from the DNR stating that he understands that the City of Sheboygan wants to put life preserver rings on their piers and seem to think they need some sort of permit. The DNR state that unless they are expanding the pier footprint, the City would not need a permit from the DNR; recommends to file the Communication.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

I

3.1

Com. No. 8 - 13 - 14. July 1, 2013.

Submitting a communication from Russell Rasmussen from the DNR stating that he understands from Alderperson Lewandoske that the City of Sheboygan wants to put life preserver rings on their piers and seem to think they need some sort of permit. The DNR states that unless they are expanding the pier footprint, the City would not need a permit from the DNR.

Presented to the Common Council by Alderperson Scott Lewandoske.
Lewandoske

~~Public Works~~
file

Richards, Sue

From: Alderperson Scott Lewandoske
Sent: Monday, June 24, 2013 12:16 PM
To: Richards, Sue
Cc: Mayor Vandersteen
Subject: FW: Regulation of Piers-Scott Lewandoske

Sue,

Could you put the following item on the agenda for the next Common Council meeting to be referred to Public Works and Public Protection and Safety. I am bringing up my proposal from last year to put life rings on the pier in the hope that it will prevent drownings like we had last year. Attached is an email from State Senator Joe Leibham's office and the Wisconsin DNR stating that no special permit would be needed and the City of Sheboygan could go forward with putting life rings on the pier.

Scott Lewandoske

From: Hansen, Alex [Alex.Hansen@legis.wisconsin.gov]
Sent: Monday, June 24, 2013 10:47 AM
To: Alderperson Scott Lewandoske
Cc: Michael.Bruhn@wisconsin.gov
Subject: FW: Regulation of Piers-Scott Lewandoske

Scott,

Please see the e-mail below from DNR. Let me know if you have any questions.

Thank you.

Alex Hansen
Office of Senator Joe Leibham
Phone: (608) 266-2056
Room 15 South, State Capitol
www.leibhamsenate.com<<http://www.leibhamsenate.com/>>

From: Rasmussen, Russell A - DNR
Sent: Thursday, June 20, 2013 1:51 PM
To: Bruhn, Michael L - DNR
Cc: Biersach, Pamela A - DNR
Subject: FW: Regulation of Piers-Scott Levendusky

As I understand this, the City of Sheboygan wants to put life preserver rings on their piers (assume they go out into Lake Michigan?) and seem to think they need some sort of permit. If they are just adding a ring to some posts and hanging a life preserver on it, I think they could just do it. Perhaps they are contemplating drilling a hole into an existing solid pier out in Lake Michigan, putting in a post, filling the hole with concrete and hanging a life preserver. If that is the case, we

might ask them to minimize the amount of debris that gets into the lake, but I don't think that would entail a permit either. However, if they are thinking about an expansion of the pier footprint, then they would need a permit from us.

Pam, any alternate thoughts?

P Russell Rasmussen

Deputy Administrator

Water Division

Wisconsin Department of Natural Resources

-(•) phone: (608) 267-7651

(•) cell: (608) 279-3170

(•) e-mail: Russell.Rasmussen@wi.gov<mailto:Russell.Rasmussen@wi.gov>

Quality customer service is important to us. Please tell us how we're doing:

<https://www.surveymonkey.com/s/WDNRWater>

VI

R. C. No. - 13 - 14 . By PUBLIC WORKS. September 16, 2013.

Your Committee to whom was referred R. O. No. 94-13-14 by the City Clerk submitting a communication from St. Nicholas Hospital regarding their proposed utility construction plan set and legal description for the City's review and records. St. Nicholas Hospital is constructing a private fiber network among the area's health cares with utility construction taking place within the city road right-of-way commencing as early as this fall with completion of construction and restoration planned by winter of 2013; recommends filing the Report of Officer.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

II

5.5

R. O. No. 94-13-14. By CITY CLERK. August 5, 2013.

Submitting a communication from St. Nicholas Hospital regarding their proposed utility construction plan set and legal description for the City's review and records. St. Nicholas Hospital is constructing a private fiber network among the area's health cares with utility construction taking place within the city road right-of-way commencing as early as this fall with completion of construction and restoration planned by winter of 2013.

*P.W.
file*

Susan Richards

City Clerk



WWW.MI-TECH.US

800.465.8050

Mi-Tech Services, Inc.
1700 Industrial Drive
Green Bay, WI 54302

July 16, 2013

City of Sheboygan
828 Center Ave,
Sheboygan, WI

RE: CITY ROAD UTILITY CONSTRUCTION NOTIFICATION
(Project: ST. NICHOLAS HOSPITAL BUILD)

To Common Council,

St. Nicholas Hospital is respectfully submitting their proposed utility construction plan set and legal description for your review and records. St. Nicholas Hospital is constructing a private fiber network among the area's health cares.

Utility construction for this project will take place within the city road right of way as depicted on the attached plan set. Actual construction activities could commence as early as this fall with completion of construction and restoration planned by winter of 2013.

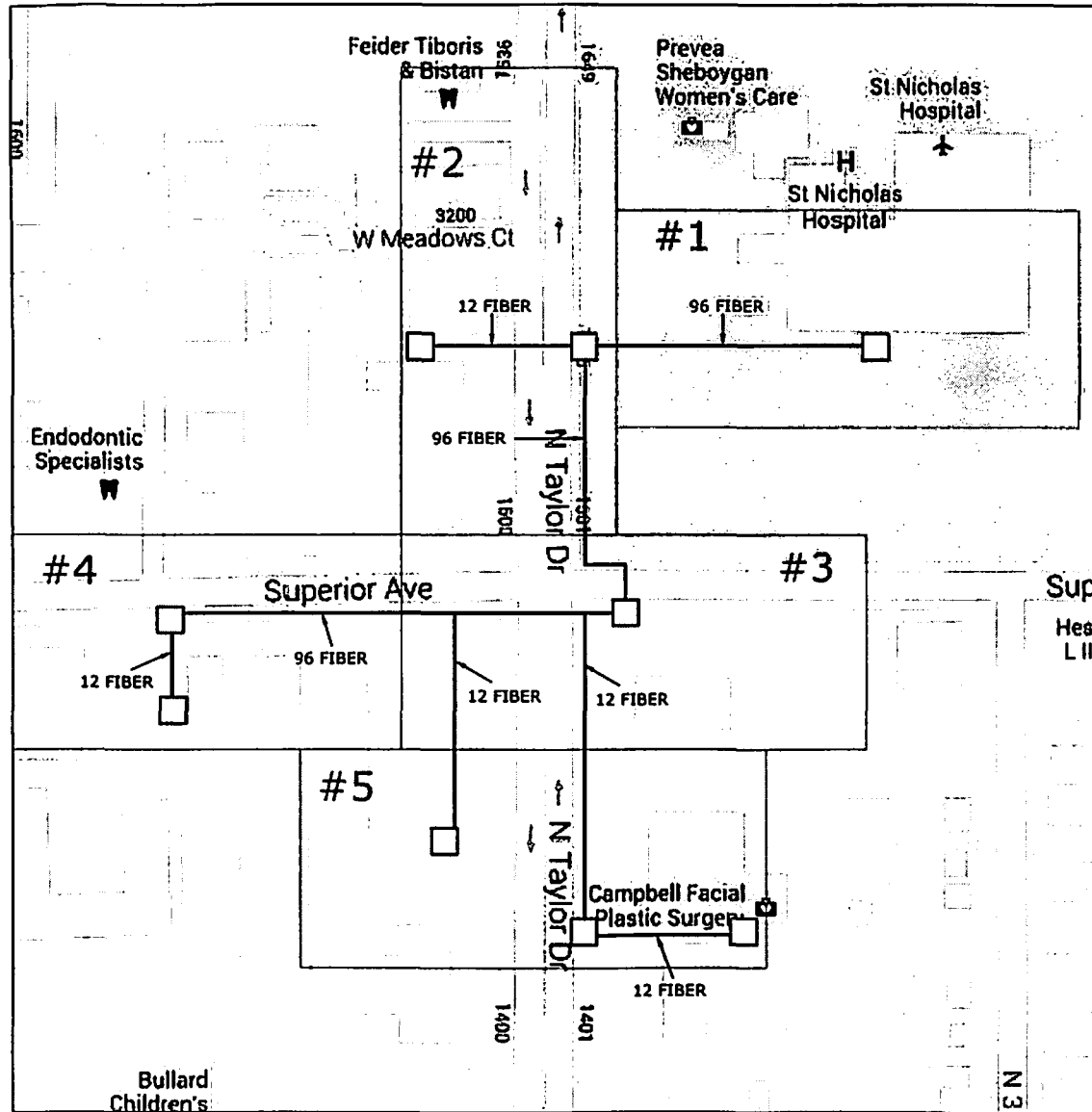
Please contact me at (920) 621-6074 or matt.peters@hshs.org with questions or concerns regarding this matter.

Thank you,

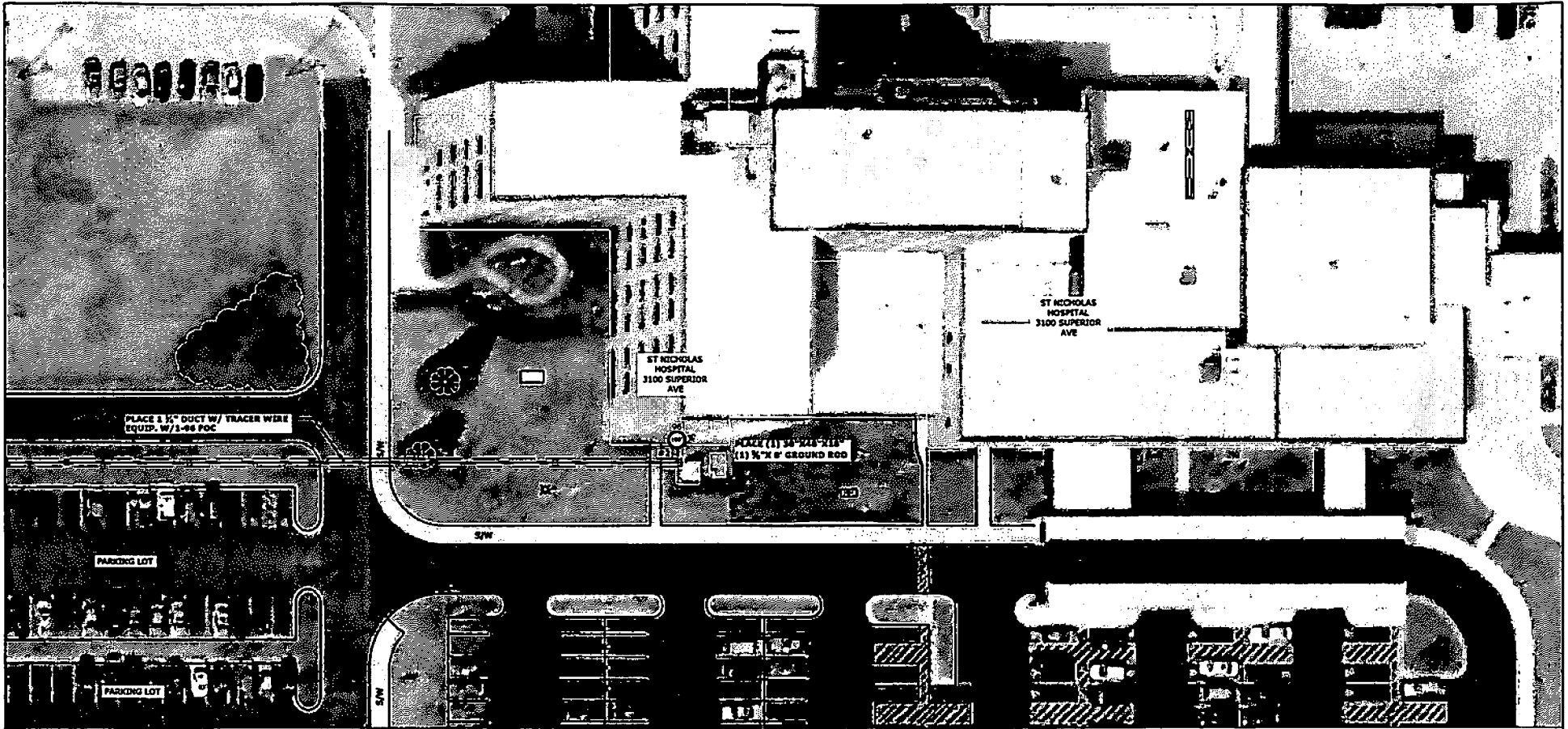
Matt Peters
St. Nicholas Hospital

ST NICHOLAS HOSPITAL BUILD

ESTIMATED TOTALS	
HANDHOLES:	
30X48X18	1
30X48X36	4
18X24	4
GROUND RODS	
BORE WITH 1-1.25"	2717
BORE WITH 2-1.25"	191
100' OF 96 FIBER SLACK LOOPS	4
50' OF 12 FIBER SLACK LOOPS	8
96 FIBER PLACED IN DUCT	1377
12 FIBER PLACED IN DUCT	1726
SIDEWALK REPLACEMENT (sqft)	150
8" CORE DRILL	1
BUILDING ENTRANCES	
TOTAL OF 96 FIBER	1777
TOTAL OF 12 FIBER	2126
TOTAL 1.25" DUCT	3100
TOTAL BORE	2908



CONTD PRT 2



STATES/DIGS INFO		HANDHOLE - MARKER - CHD			BURIED			STORAGE			AERIAL					REMOVAL/REPLACEMENT			MISC.			
OSRCT	STATION	LN 2 (33X48X18)	DN 53	DN 3 (5'x9') (8)	LN 96	LN 1 (11X11.25) W/TRACER WIRE	LN 2 (11X11.25) W/TRACER WIRE	LN 1 (11X11.25) W/TRACER WIRE	LN 100 96	LN 150 150'	LN 96 (96) (96)	LN 1-3 (1-3) (1-3)	LN 1-5	LN 7 (7)	LN 11	LN 72	LN 73	LN 1-10	LN 10	LN 21	LN 21	
HW 02		1		1	412		412		1												1	
TOTAL:		1	0	1	412	0	412	0000	0	1	0	0	0	0	0	0	00	0	0	0	1	0000

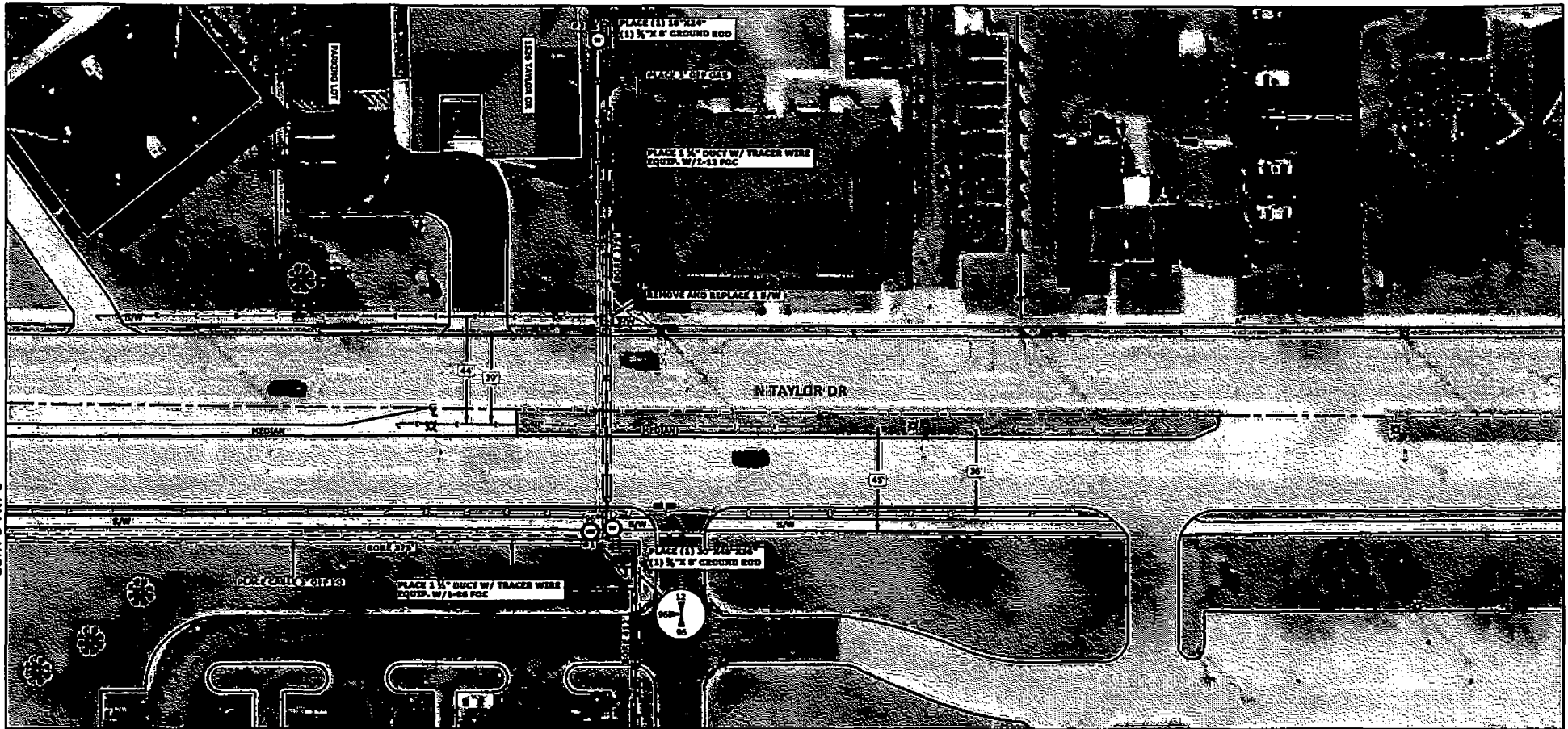
WARNING: BURIED UTILITIES IN AREA
NOTE: UTILITIES SHOWN ON MAP ARE FOR REFERENCE ONLY CALL FOR LOCATES

NSIGHT TELS SERVICES
ST. NICHOLAS HOSPITAL
FIBER BUILD
 SHEET 1 OF 5

FILED	BY	DATE	MAP NO.
PLACE CABLE			FILE NAME:
TAB			P.O.# -
FINAL QC	DRAFTING	BY	DATE
STAKED	BASE DRAFT	BJF	
BUILT			
ASBUILT			

NOT TO SCALE

CONTD PRT 3

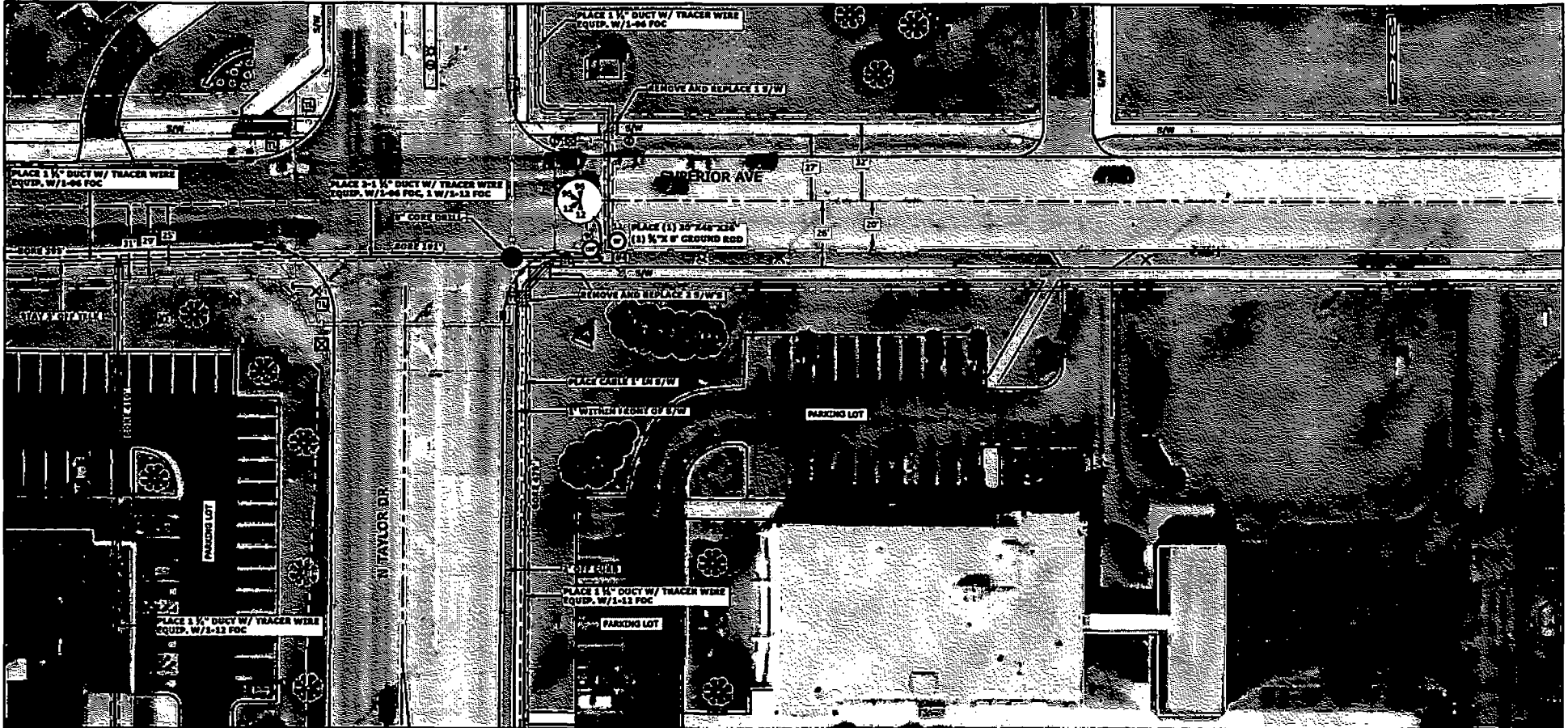


CONTD PRT 1

STATION/ID/NO INFO		HANDHOLE - MARKER - GND				BURIED				STORAGE		AERIAL				REMOVAL/REPLACEMENT			MISC.			WARNING: BURIED UTILITIES IN AREA NOTE: UTILITIES SHOWN ON MAP ARE FOR REFERENCE ONLY CALL FOR LOCATES	NSIGHT TELS SERVICES ST. NICHOLAS HOSPITAL FIBER BUILD		
OBJECT	STATION	LN 2 (30X48X36)	LN 2 18"X24"	SM 2 (5/8) (8)	UO 96	UO (112X1.25) W/TRACER WIRE	DN 61D (1.25) 1 W/TRACE	UO 12	UO (112X1.25) W/TRACE WIRE	SMSC (100) 96	SMSC (50) 12	CO 96 (1/2)CHS	PC 1-3 (1/2)CHS	PF 1-5	SM2 (7)	PH 11	DN 72	DN 73	R 1-10	SM19	WPM 21		SM21	MAP NO.	FILE NAME:
CH #1		1	1							1	1														
CH #3		1	1			275	275			1								25							
TOTAL:		1	1	2	###	0	275	275	0	1	0	0	0	0	0	0	0	25	0	0	0	1	####		

NOT TO SCALE

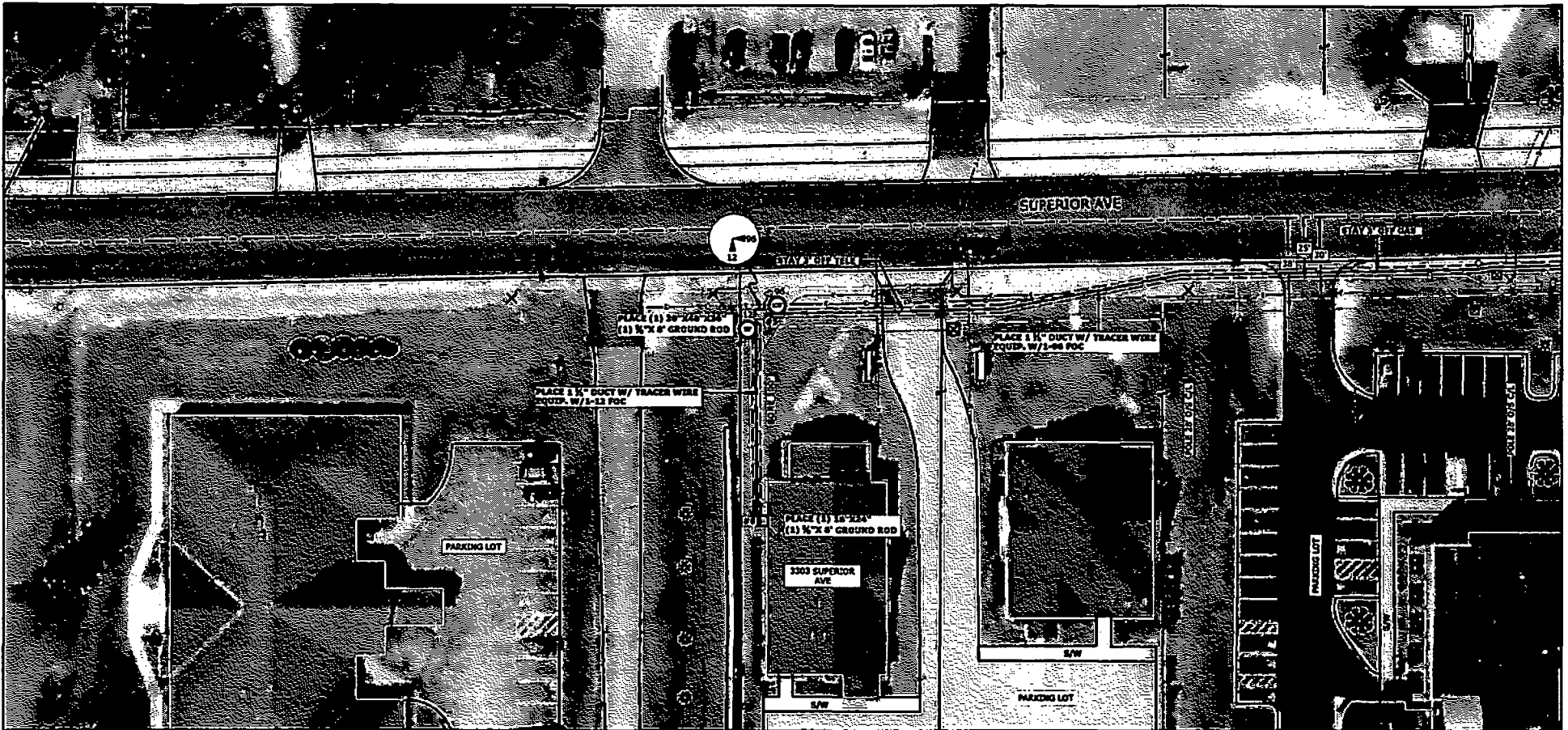
CONT'D PRT 4



CONT'D PRT 5

STATION/DEFO		HANDHOLE - MARKED - CKD			BURIED			STORAGE		AERIAL					REMOVAL/REPLACEMENT			MISC.		WARNING: BURIED UTILITIES IN AREA NOTE: UTILITIES SHOWN ON MAP ARE FOR REFERENCE ONLY CALL FOR LOCATES	NSIGHT TELSVCES ST. NICHOLAS HOSPITAL FIBER BUILD SHEET 3 OF 5	
OBJECT	STATION	LN 2 (2024202)	CH 53	EM 3 (5/1) (H)	LD 96	EM 61D (1.25) 1 W/TRACER WIRE	EMGO STEEL	LD (1.25) 1 W/TRACER WIRE	EMSC (100) 96	EMSC (50) 12	CD 96 (1-04)	PE 1-3 (1-04)	WF 1-5	EM82 (8)	EM 11	EM 72	EM 73	R 1-10	EM63			WPM 21
OH 04		1		1	375	375			1	1								25				
TOTAL:		1	0	1	375	0	375	0000	0	1	0	0	0	0	0	0	0	25	0	0	0000	0000

FILED	BY	DATE	MAP NO.
PLACE CABLE			FILE NAME:
TAB			P.O.#
FINAL QC	DRAFTING	BY	DATE
STAKED	BASE DRAFT	BJF	
BUILT			
ASBUILT			NOT TO SCALE



CONT'D PRT 3

CONT'D PRT 5

STATIONING INFO		MARKHOLE - MARKER - CRK			BURIED			STORAGE			AERIAL					REMOVAL/REPLACEMENT			MISC.				
OBJECT	STATION	UM 2 (20748236)	UM 2 (18524)	BM 2 (5/8) (8)	UD 96	UD 12	EM 61D (1.25) 1 W/TRACE	DM90 STEEL	UD (1X2X1.25) W/TRACE WIRE	DMSC (100) 96	DMSC (50) 12	CO 96 (3) (5)	PE 1-3 (3) (5)	PP 1-5	DM32 (8)	DM 11	DM 72	DM 73	R 1-10	DM90	WPP 21	DM21	
ION 05		1		1	590		395			1	1												
ION 06			1	1		100	100				1												2
TOTAL		1	1	2	590	100	495	###	0	1	0	0	0	0	0	0	0	0	0	0	0	0	###

WARNING: BURIED UTILITIES IN AREA
NOTE: UTILITIES SHOWN ON MAP ARE FOR REFERENCE ONLY CALL FOR LOCATES

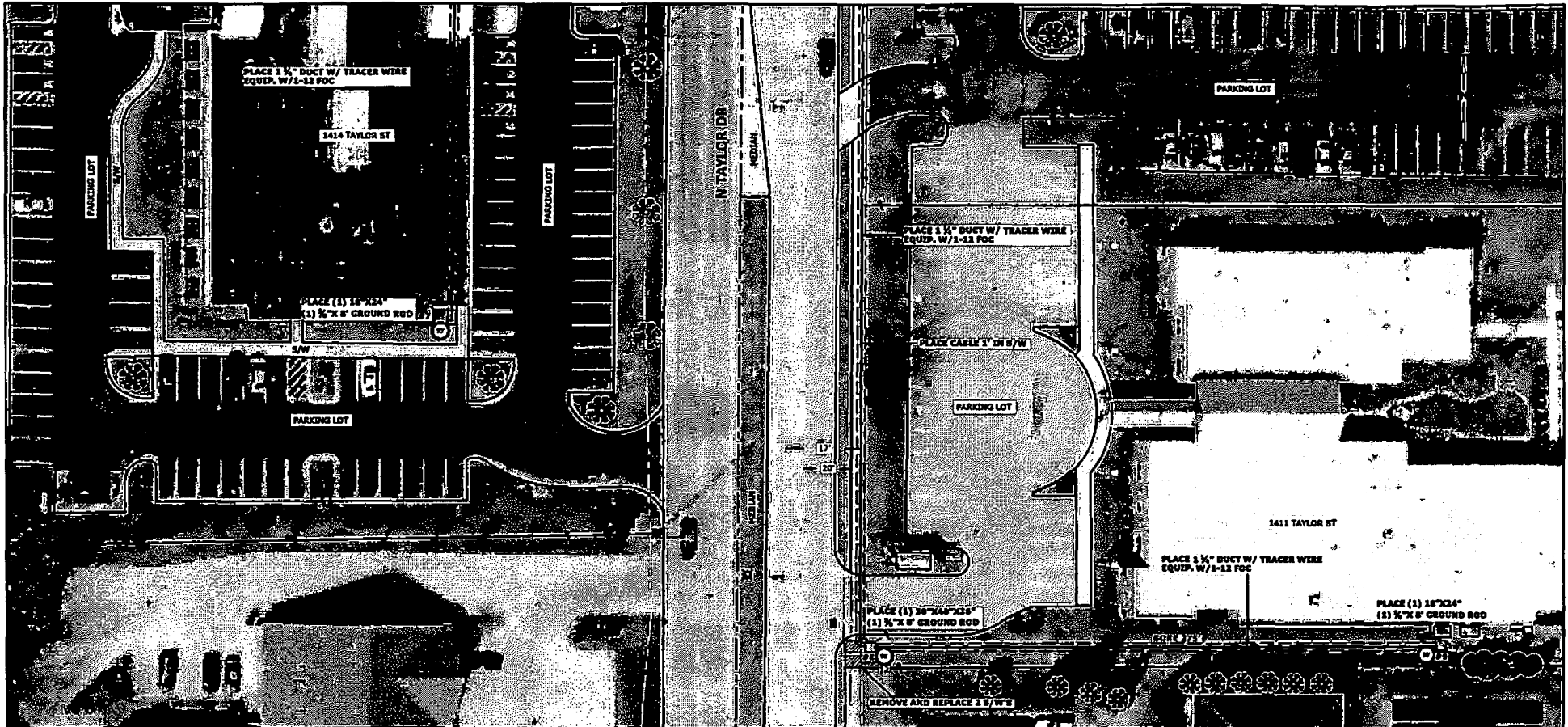
NSIGHT TELSERVICES
ST. NICHOLAS HOSPITAL
FIBER BUILD

SHEET 4 OF 5

MAP NO. _____
 FILE NAME: _____
 P.O.# _____

FIELDER	BY	DATE
PLACE CABLE		
TAB	DRAFTING	BY DATE
FDNAL QC	BASE DRAFT	BJF
STAKER		
BUILD		
ASBLT		

NOT TO SCALE



STATIONING INFO		HANDHOLE - MARKER - GND			BURIED				STORAGE		AERIAL				REMOVAL/REPLACEMENT			MEC.				
OBJECT	STATION	LN 2 (30X48X36) TYP 15	LN 2 (18X24)	SM 2 (5/8) (8)	UD 96	UD 12	SM 61D (1.25) 2 W/TRACE	UD (1.25X1.25) W/TRACE WIRE	BMSC (50) 12	PHST (96) 150'	CO 96 (4"EMS)	PE 1-3 (4"EMS)	PF 1-5	EMD2 (8')	PH 11	SM 72	SM 73	R 1-10	SM19	WPH 21	EMCD 8"	BM21
101 87		1	1		601	191	410		1												1	1
101 88		1		1		475			1									100				
101 89			1	1		375	275		1													1
TOTAL		1	2	3	###	1351	191	1160	4	1	1	1	1	1	1	1	100	1	1	1	1	2

WARNING: BURIED UTILITIES IN AREA
NOTE: UTILITIES SHOWN ON MAP ARE FOR REFERENCE ONLY CALL FOR LOCATES

NSIGHT TELSOURCES
ST. NICHOLAS HOSPITAL
FIBER BUILD
SHEET 5 OF 5

FILED	BY	DATE	MAP NO.
FILE NAME:			
PLACE CABLE			P.O.# -
TAB	DRAFTING	BY	DATE
FINAL QC	BASE DRAFT	BJF	
STAKED			
BUILT			
ASBUILT			

NOT TO SCALE

LEGAL DESCRIPTION FOR ST. NICHOLAS FIBER BUILD

Part of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ and the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ all in Section 16, Township 15 North Range 23 East, City of Sheboygan, Sheboygan County, Wisconsin, described as follows:

A three foot wide strip of land centered on the following described land: Commencing at a point along the easterly right of way line of N Taylor Drive. Said point lying 320 feet northerly of the southerly said section line, being measured along said easterly right of way line of N Taylor Drive, and the point of beginning. Thence, westerly, approximately 90 feet to the westerly right of way line of N Taylor Drive, and being the point of termination of this centerline description.

AND

Part of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ Section 16, Township 15 North Range 23 East and part of NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ Section 21, Township 15 North Range 23 East, all in the City of Sheboygan, Sheboygan County, Wisconsin described as follows:

A three foot wide strip of land centered on the following described land: Commencing at a point along the northerly right of way line of Superior Avenue. Said point lying 75 feet east of the westerly quarter section line of said section 16 being measured along said northerly right of way line of Superior Avenue, and the point of beginning. Thence, southerly, approximately 58 feet to a point 12 feet north of the southerly right of way of Superior Avenue and being the point of termination of this centerline description.

AND

Part of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 21, Township 15 North Range 23 East, City of Sheboygan, Sheboygan County, Wisconsin, described as follows:

A three foot wide strip of land centered on the following described land: Commencing at a point one foot west of the easterly right of way line of N Taylor Drive. Said point lying 23 feet southerly of the northerly said section line being measured 1 foot west along said easterly right of way line of N Taylor Drive, and the point of beginning. Thence, southerly, approximately 442 feet to point of termination of this centerline description.

AND

Part of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ all in Section 21, Township 15 North Range 23 East, City of Sheboygan, Sheboygan County, Wisconsin, described as follows:

A three foot wide strip of land centered on the following described land: Commencing at a point 12 feet northerly of the southerly right of way line of Superior Avenue. Said point lying 75 feet east of the quarter section line, and the point of beginning. Thence, westerly, approximately 400 feet; from this

point being 12 feet northerly of the southerly right of way line of Superior line, line angles southwesterly for approximately 75 feet to a point 5 feet northerly of the southerly right of way line of Superior Avenue: Thence, westerly, approximately 100 feet to point of termination of this centerline description.

AND ALSO

Part of the NE ¼ of the NW ¼ of Section 21, Township 15 North Range 23 East, City of Sheboygan, Sheboygan County, Wisconsin, described as follows:

A three foot wide strip of land centered on the following described land: Commencing at a point 12 feet northerly of the southerly right of way line of Superior Avenue. Said point lying 120 feet west of said quarter section line, and the point of beginning. Thence, southerly, approximately 12 feet to southerly right of way line of Superior Ave, and being point of termination of this centerline description.

VI

R. C. No. - 13 - 14 . By PUBLIC WORKS. September 16, 2013.

Your Committee to whom was referred R. O. No. 126-13-14 by the City Clerk submitting a communication from the Mid-Lake Softball Organization stating concerns they are having with the Sheboygan Softball Association; recommends filing the Report of Officer.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

II

4.6

R. O. No. 126 - 13 - 14. By CITY CLERK. September 3, 2013.

Submitting a communication from the Mid-Lake Softball Organization stating concerns they are having with the Sheboygan Softball Association.

*P.W.
file*

Shawn Richards

City Clerk

August 30th, 2013

To: The Sheboygan Common Council:

Fr: Mid-Lake Softball Organization:

Re: Sheboygan Softball Association

Dear Council:

I am writing you this letter about some concerns we have with the Sheboygan Softball Association. We are a new softball Organization and are planning on running The Summers End Tournament at Wildwood Softball Complex (Community Bank & Trust Fields) on September 20th, 21st, and 22nd.

The Sheboygan Softball Association has been making statements about actions they plan to do in an attempt ruin this tournament that has us concerned.

Some of them are as follows:

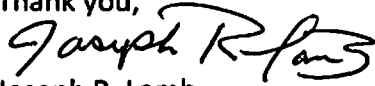
- 1) That they are going to remove the bases so we cannot have them. This issue has been addressed already by David Biebel, from the DPW.
- 2) That they are going to turn off the field lights at the inside circuits so we cannot use them. They are tuned on by switches in the front breezeway where they sell concessions.
- 3) That they are going to have dirt piled up on the infield.
- 4) That they are going to have an outside landscape company remove all the sod from the diamonds the 2nd week in September.
- 5) They have been threatening other teams and players that if they play in our tournament, that they will not be allowed in the SSA next year. We have not been able to prove this yet, but there were 10 to 12 teams that have said they would play but are now hesitating.
- 6) They have told the umpires that if they umpire for our tournament, they will be fired from the SSA. We have a copy of an agreement that the umpires are required to sign stating that this is true.
- 7) They called (Barb Gruenke) and demanded a \$600.00 deposit paid to the SSA for the use of "OUR DIAMONDS." I still have the voice mail from them. We have followed the agreement and paid the deposit to the Recreation Department as required. They also stated that they are going to remove all the garbage cans and the dumpster so we would not have access to them. Part of the agreement is that \$100.00 be paid to the SSA for the dumpster emptied after the tournament. Do we still pay this to them??

I am writing this letter just to make you aware of what is happening at Wildwood Softball Complex. I have seen the agreement that has expired but is extended verbally until a new agreement can be reached that the SSA will not discriminate. By these actions and threatened

actions, we feel that our organization is being discriminated against by the SSA in an attempt to make this tournament fail.

We would appreciate any help from you that would make sure that this tournament is a success for the City of Sheboygan and our organization.

Thank you,



Joseph R. Lamb

Mid-Lake Softball Organization

4010 NO 30th ST

SHEBOYGAN, WI

53083-2009

459-8722

R. O. No. - 13 -14 By PURCHASING AGENT. September 16, 2013.

Submitting an estimated value of the costs associated with the contract for provision of annual bio-metric screenings for all city employees covered by the City provided health plan with the screenings to be provided by Interra Health, Inc.

The contract is based upon a minimum of 315 employees participating in the screenings. Assuming full participation the value of this contract is estimated to be approximately \$ 28,000.00.

The requirement for competitive bidding is waived under the exemption provided in Ordinance 2-338 of the City code, allowing the city to purchase in cooperation with other units of government.

These screenings have been shown to play a role in the containment or reduction of health care insurance costs over a period of years.

Respectfully submitted,

Bernard R. Rammer

R. O. No. - 13 - 14 . By Chief Administrative Officer.
September 16, 2013.

As part of the budget process, the attached listing of the Estimated Unreserved Fund Balances at December 31, 2013 and outstanding debt as of December 31, 2013 is submitted for your review.

Chief Administrative Officer

CITY OF SHEBOYGAN

Date of Issue	Date of Maturity	Outstanding Jan. 1, 2013	Issued 2013	Payments 2013	Outstanding Dec. 31, 2013
---------------	------------------	--------------------------	-------------	---------------	---------------------------

GENERAL OBLIGATION BONDED DEBT

G.O. Refunding Bonds - 2006C	7/1/2006	10/1/2022	3,725,000	325,000	3,400,000
G.O. Refunding Bonds - 2006D	7/1/2006	10/1/2022	6,850,000	600,000	6,250,000
G.O. Refunding Bonds - 2006E	7/1/2006	11/1/2018	4,325,000	625,000	3,700,000
G.O. Corporate Bonds - 2007B	9/1/2007	10/1/2026	7,600,000	100,000	7,500,000
G.O. Refunding Bonds - 2008	5/15/2008	4/1/2013	185,000	185,000	-
G.O. Refunding Bonds - 2010B	6/7/2010	4/1/2027	7,260,000	580,000	6,680,000
G.O. Refunding Bonds - 2010C	10/18/2010	10/1/2010	930,000	115,000	815,000
Total General Obligation Bonded Debt			\$ 30,875,000	\$ 2,530,000	\$ 28,345,000

GENERAL OBLIGATION LONG TERM NOTES

DNR Seawall Loan	12/23/2002	12/15/2023	721,161	80,129	641,032
G.O. Prom Notes - 2004A	3/15/2004	12/1/2013	250,000	250,000	-
G.O. Prom Notes - 2004B	3/15/2004	12/1/2013	150,000	150,000	-
DNR Land Recycling Loan	4/14/2004	5/1/2023	398,220	39,822	358,398
State Trust Fund Loan	11/21/2005	3/15/2015	188,883	60,508	128,375
State Trust Fund Loan	7/5/2006	3/15/2016	97,308	22,916	74,392
G.O. Promissory Notes - 2006A	4/5/2006	10/1/2015	1,500,000	500,000	1,000,000
G.O. Promissory Notes - 2006B	4/5/2006	10/1/2015	650,000	200,000	450,000
G.O. Promissory Notes - 2007A	4/15/2007	10/1/2016	1,150,000	250,000	900,000
G.O. Promissory Notes - 2008	5/15/2008	10/1/2017	2,025,000	300,000	1,725,000
State Trust Fund Loan	11/1/2009	3/15/2014	416,658	204,746	211,912
G.O. Promissory Notes - 2010A	6/7/2010	4/1/2020	1,680,000	195,000	1,485,000
G.O. Promissory Notes - 2011A	9/29/2011	10/1/2016	540,000	135,000	405,000
G O Promissory Notes - 2012A			4,745,000	-	4,250,000
Total General Obligation Notes			\$ 14,512,230	\$ - \$ 2,883,121	\$ 11,629,109

MORTGAGE NOTES

SDC Mortgage Notes	1/16/1995	Unknown	225,000	-	225,000
TOTAL DEBT OUTSTANDING			\$ 45,612,230	\$ - \$ 5,413,121	\$ 40,199,109

2013 BUDGET/FUND BALANCE SUMMARY - ALL FUNDS

	Fund Balance Jan. 1, 2013	Budgeted Revenue	Tax Levy	Budgeted Expenditures	Estimated Fund Balance Dec. 31, 2013
General Fund	\$ 17,108,889	\$ 19,456,642	\$ 15,608,756	\$ 35,404,984	\$ 16,769,303
Special Revenue	2,729,571	5,754,961	2,377,053	8,132,014	2,729,571
Debt Service	7,579,122	5,755,324	2,886,889	8,642,213	7,579,122
Capital Projects	7,202,889	11,519	-	11,519	7,202,889
Enterprise	9,135,280	12,412,807	511,547	12,924,354	9,135,280
Internal Service	10,791,881	12,949,522	-	12,949,522	10,791,881
Trust/Agency	<u>1,819,501</u>	<u>57,300</u>	<u>-</u>	<u>57,300</u>	<u>1,819,501</u>
Total	\$ 56,367,133	\$ 56,398,075	\$ 21,384,245	\$ 78,121,906	\$ 56,027,547

II

R. O. No. _____ - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from State of Wisconsin Department of Corrections on behalf of Daniel Ludwigson filing an appeal to the Sex Offender Residency Restrictions.

City Clerk



Scott Walker
Governor

Ed Wall
Secretary

3422 Wilgus Avenue
Sheboygan, WI 53081
Phone (920) 459-3097
Fax (920) 459-4386

State of Wisconsin
Department of Corrections

September 03, 2013

To whom it may concern:

The Department of Corrections, on behalf of Daniel Ludwigson (DOC # 551499...DOB: 02/22/50), is hereby filing an appeal to the Sex Offender Residency Restrictions.

Mr. Ludwigson is slated to be released from prison on 11/05/13. Upon his release, the Department would like to place him at a Transitional Living Placement (TLP) residence located at 1123 / 1125 North.14th Street or 930A Michigan Avenue, based on availability.

Respectfully,

A handwritten signature in cursive script that reads 'Kara Mentch'.

Kara Mentch
Probation & Parole Agent #70816
3422 Wilgus Ave. Sheboygan, WI 53081
920.459.3499

II

R. O. No. - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Walter Holzhaeuser requesting that the stop lights located at the intersection of N. 13th Street and Geele Ave. be removed and replaced with stop signs.



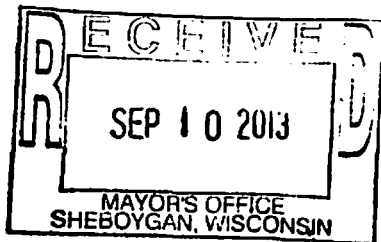
City Clerk

Sun.

Hello -

I address the Common Council on the intersection of N 13 st and Geale ave.

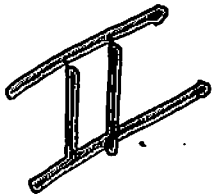
Since the school is closed, lets turn off the Stop + go lites and take those down - put up a stop sign for N/S on 13 st.



Wally H.

Walter Holzhaeuser
919 WISCONSIN AVE APT 412
53081

RO-



R. O. No. _____ - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from State of Wisconsin Department of Corrections on behalf of Andrew Tershner filing an appeal to the Sex Offender Residency Restrictions.

City Clerk

Scott Walker
Governor

Ed Wall
Secretary



3422 Wilgus Avenue
Sheboygan, WI 53081
Phone (920) 459-3097
Fax (920) 459-4386

State of Wisconsin
Department of Corrections

September 03, 2013

To whom it may concern:

The Department of Corrections, on behalf of Andrew Tershner (DOC #427734...DOB: 06/18/86), is hereby filing an appeal to the Sex Offender Residency Restrictions.

Mr. Tershner is slated to be released from prison on 10/15/13. Upon his release, the Department would like to place him at a Transitional Living Placement (TLP) residence located at 1123 / 1125 North.14th Street or 930A Michigan Avenue, based on availability.

Respectfully,

A handwritten signature in cursive script that reads "Kara Mentch".

Kara Mentch
Probation & Parole Agent #70816
3422 Wilgus Ave. Sheboygan, WI 53081
920.459.3499

II

R. O. No. _____ - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Wydell Vaughn requesting a waiver to the Sex Offender Residency Restrictions.

City Clerk

Amendment

Date 9-3-13

08/9/12-4001

My name is Wydel Vaughn

I am requesting a waiver to the Sexual Residency Requirements so I may live at 910 Indiana Ave

Apt 12

Signature _____

Phone No 920-917-2117

II

R. O. No. _____ - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Leo Hernandez Jr. requesting a waiver to the Sex Offender Residency Restrictions.

City Clerk

Date 9-6-2013

My name is Leo Hernandez Jr

I am requesting a waiver to the Sexual Residency Requirements so I may live at 1225

Kentucky ave

Signature [Handwritten Signature] (920)
Phone No (920) 451-7827 254-2470

II

R. O. No. - 13 - 14 . By CITY CLERK. September 16, 2013.

Submitting a claim from Remy Battery Co., Inc. for alleged damages to their parked van due to the city garbage truck backing into the driver's side of the van and doing extensive damage.

City Clerk

DATE RECEIVED

9-9-2013

RECEIVED BY

SLS

CLAIM NO.

4-13

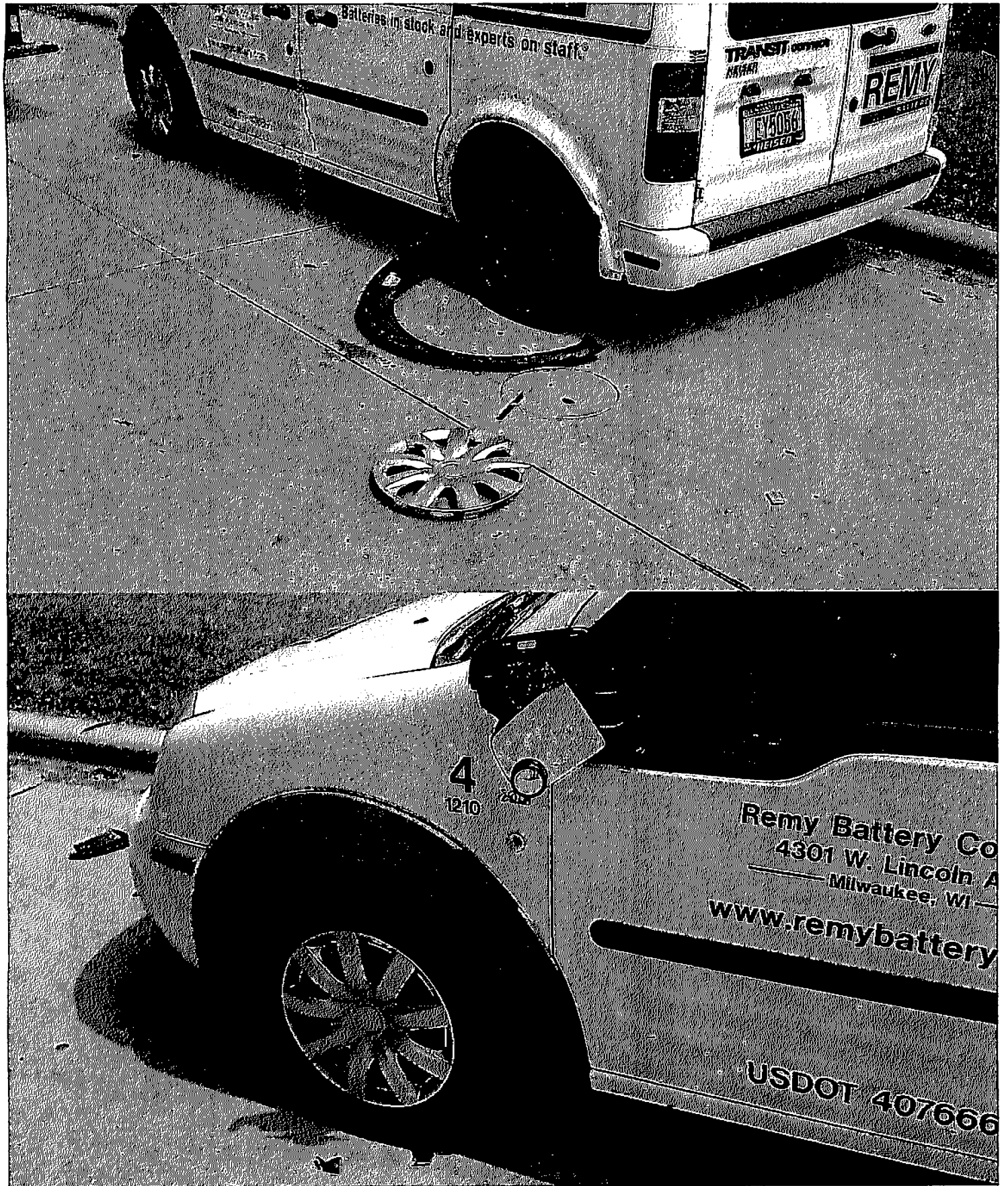
CITY OF SHEBOYGAN NOTICE OF DAMAGE OR INJURY

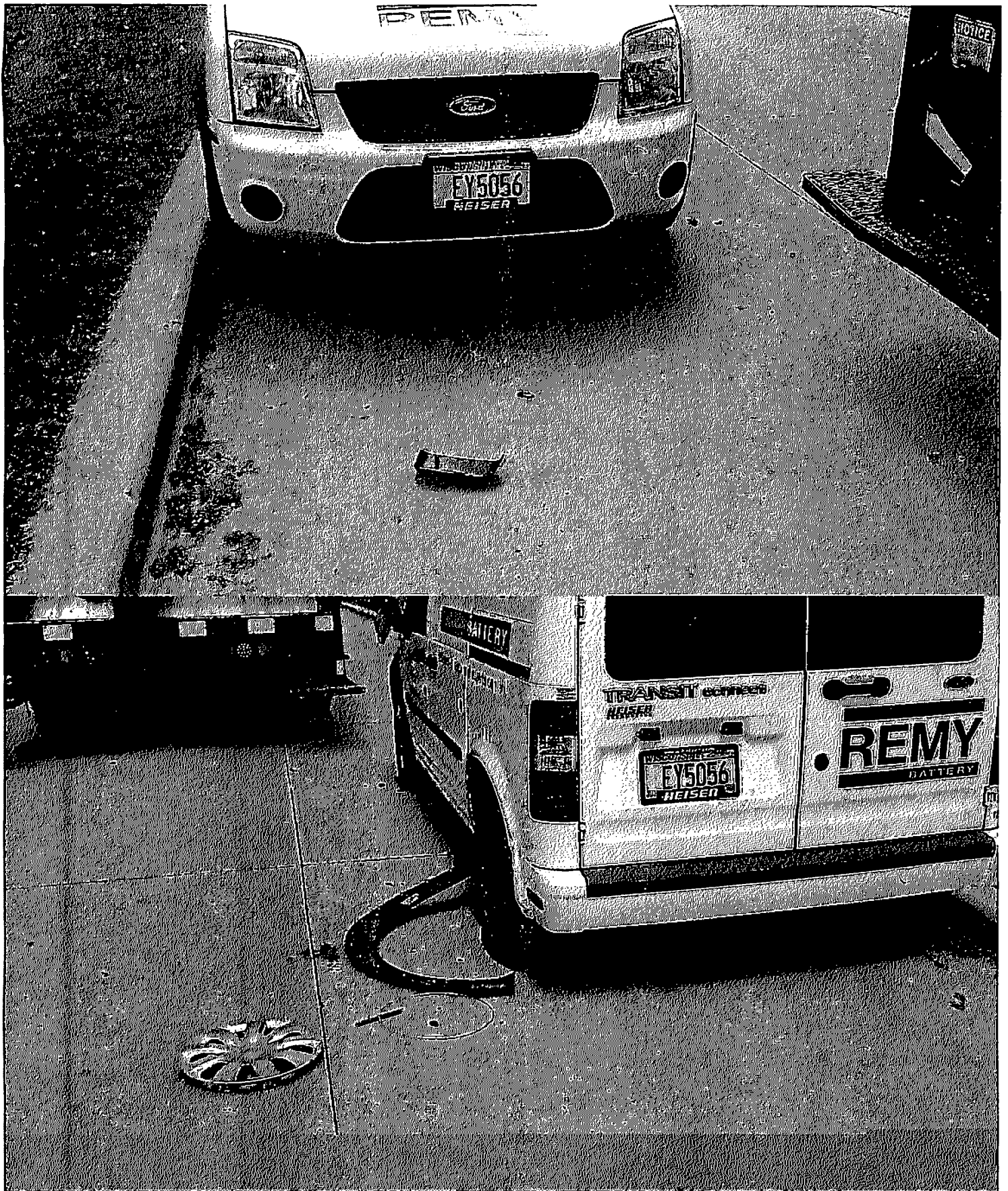
INSTRUCTIONS: TYPE OR PRINT IN BLACK INK

1. Notice of death, injury to persons or to property must be filed not later than 120 days after the occurrence.
2. Attach and sign additional supportive sheets, if necessary.
3. This notice form must be signed and filed with the Office of the City Clerk.

4. TWO ESTIMATES MUST BE ATTACHED IF YOU ARE CLAIMING DAMAGE TO A VEHICLE.

1. Name of Claimant: Michaël Moeller, President, Remy Battery Co., Inc.
2. Home address of Claimant: _____
3. Home phone number: _____
4. Business address and phone number of Claimant: 4301 W. Lincoln Ave., Milwaukee, WI 53219. (414) 384-0340
5. When did damage or injury occur? (date, time of day) August 15, 2013, 12:45 p.m.
6. Where did damage or injury occur? (give full description) Lakeshore Dr., City of Sheboygan.
7. How did damage or injury occur? (give full description) Remy Battery driver was eating lunch in my work truck, parked along the side of the road legally with the engine off. A garbage truck drove past and upon hitting the brakes, drew the Remy Battery Driver's attention. The gentleman on the back of the garbage truck was pointing to an alley across the street, and the garbage truck driver proceeded to back up. As the garbage truck driver was backing up, the person on the back of the garbage truck jumped off and was waving his arms to stop the garbage truck driver as he got closer to me. The garbage truck driver proceeded to back up and hit the Remy Battery truck driver's side mirror, which folded in as designed. The garbage truck driver had cleared the rest of my truck until he rotated the wheels and that's when a steel platform on the back of his truck hit Remy Battery truck's rear drivers side tire, bending the rim and blowing the tire, among other damage to the wheel well. When the garbage truck driver pulled forward, the garbage truck did further damage to the drivers side mirror. A police report has been filed with the City of Sheboygan Police, and both Remy Battery driver and the Department of Public Works supervisor obtained pictures. Pictures of the Remy Battery truck follow





8. If the basis of liability is alleged to be an act or omission of a City officer or employee, complete the following:

(a) Name of such officer or employee, if known: Maury Vreeke, Driver, City of Sheboygan

(b) Claimant's statement of the basis of such liability: See attached police report.

9. If the basis of liability is alleged to be a dangerous condition of public property, complete the following:

(a) Public property alleged to be dangerous: N/A

(b) Claimant's statement of basis for such liability: N/A

10. Give a description of the injury, property damage or loss, so far as is known at this time. (If there were no injuries, state "NO INJURIES").
See attached vehicle repair estimate. NO INJURIES.

11. Name and address of any other person injured: N/A

12. Damage estimate: (You are not bound by the amounts provided here.)

Auto:	\$2,127.18
Property:	\$ _____
Personal injury:	\$ _____
Other: (Specify below	\$ _____
TOTAL	\$2,127.18

Damaged vehicle (if applicable)

Make: FORD Model: TRANSIT CONNECT Year: 2010 Mileage: 53,834

Names and addresses of witnesses, doctors and hospitals: Maury Vreeke, City of Sheboygan Street Dept. Michael Thieme, City of Sheboygan Street Dept.

FOR ALL ACCIDENT NOTICES, COMPLETE THE FOLLOWING DIAGRAM IN DETAIL. BE SURE TO INCLUDE NAMES OF ALL STREETS, HOUSE NUMBERS, LOCATION OF VEHICLES, INDICATING WHICH IS CITY VEHICLE (IF APPLICABLE), WHICH IS CLAIMANT VEHICLE, LOCATION OF INDIVIDUALS, ETC.

NOTE: If diagrams below do not fit the situation, attach proper diagram and sign.

See attached police report.

SIGNATURE OF CLAIMANT MAUR VREEKE President DATE 8/29/13
BY SIGNING THIS I ACKNOWLEDGE I HAVE READ AND UNDERSTAND THE INSTRUCTIONS

DATE RECEIVED 9-9-13

RECEIVED BY SL5

Date Received 9-9-13

RECEIVED BY

SLS

CLAIM NO.

4-13

CLAIM

Claimant's Name: Michael Moeller, President

Auto \$2,127.18

Claimant's Address: Remy Battery Co., Inc.

Property \$

4301 W. Lincoln Ave.
Milwaukee, WI 53219

Personal Injury \$

Claimant's Phone No. (414) 384-0340

Other (Specify below) \$

TOTAL \$2,117.18

PLEASE INCLUDE COPIES OF ALL BILLS, INVOICES, ESTIMATES, ETC.

**WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM.
(WISCONSIN STATUTES 943.395)**

The undersigned hereby makes a claim against the City of Sheboygan arising out of the circumstances described in the Notice of Damage or Injury. The claim is for relief in the form of money damages in the total amount of \$2,127.18.

SIGNED Michael Moeller, President DATE: 8/29/13

ADDRESS: Remy Battery Co., Inc., 4301 W. Lincoln Ave., Milwaukee, WI 53219

BY SIGNING THIS I ACKNOWLEDGE I HAVE READ AND UNDERSTAND THE INSTRUCTIONS.
MAIL TO: CLERK'S OFFICE
828 CENTER AVE #100
SHEBOYGAN WI 53081

Wisconsin Motor Vehicle P0QX6PW
Accident Report MV4000e 01/2005

PK2011

POLICE # C13-18803

ACCIDENT #

<input checked="" type="checkbox"/> Reportable Accident		<input type="checkbox"/> On Emergency		<input type="checkbox"/> Amended		DOT Document Number P0QX6PW		Document Override Number	
Agency Accident Number				Police Number C13-18803					
4 - Accident Date 08/15/2013		5 - Time of Accident (Military Time) 1252		6 - Total Units 02		7 - Total Injured 00		8 - Total Killed 00	
2 - County SHEBOYGAN - 69			3 - Municipality SHEBOYGAN - AT CITY			11 - Accident Location NON-INTERSECTION			
14 - On Hwy No.	14 - On Street Name LAKESHORE DR			14 - Bus/Prd/Trmp		15 - Est. Dir 600	FWD F	15 - Hwy Dir NORTH	
16 - Fr/At Hwy No.		16 - Fr/At Street Name UNION AVE			16 - Business/Frontage/Ramp				
17 - Structure Type		17 - Structure Number		12 - Latitude		13 - Longitude			
80 - First Harmful Event PARKED MOTOR VEHICLE				83 - Manner of Collision SIDESWIPE, OPPOSITE DIRECTION					
112 - Access Control NO CONTROL		113 - Road Curvature STRAIGHT		113 - Road Terrain HILL		Surface Type			
115 - Traffic Way NOT-PHYSICALLY-DIVIDED (2-WAY TRAFFIC)									
117 - Relation To Roadway ON-ROADWAY									
114 - Light Condition DAYLIGHT			116 - Road Surface Condition DRY			118 - Weather CLOUDY			
<input type="checkbox"/> Hit and Run		<input type="checkbox"/> Government Property		<input type="checkbox"/> Fire		<input checked="" type="checkbox"/> Photos Taken		<input type="checkbox"/> Trailer or Towed	
<input checked="" type="checkbox"/> Truck, Bus, or Hazardous Materials			<input type="checkbox"/> Load Spillage		<input type="checkbox"/> Construction Zone		<input type="checkbox"/> Names Exchanged		
101 <input type="checkbox"/> Supplemental Reports		102 <input type="checkbox"/> Witness Statements			103 <input type="checkbox"/> Measurements Taken		78 - E M S Number		

GENERAL INFORMATION

Operator/Pedestrian

Unit Status		81 - Most Harmful Event: Collision With PARKED MOTOR VEHICLE		23 - Dir Of Travel NORTH		24 - Speed Limit 25		
38 - Operating as Classified B CLASS		37 - Endorsements		<input checked="" type="checkbox"/> Operating Commercial Motor Vehicle				
29 - Date of Birth								
32 - Date Of Birth		33 - Sex MALE						
26 - Address Street & Number						26 - PO Box		
27 - City			27 - State		27 - Zip Code		28 - Telephone Number	
39 - Seat Position FRONT-SEAT-LEFT-SIDE (MC/BIKE DRIVER, TRAIN CONDUCTOR)				40 - Safety Equipment SHOULDER-BELT-AND-LAP-BELT-USED				
36 - Injury Severity N - NO APPARENT INJURY		41 - Airbag NON-DEPLOYED		42 - Ejected NOT-EJECTED		44 <input type="checkbox"/> Medical Transport		
43 - Trapped/Extricated NOT-TRAPPED		92 - Pedestrian Location		92 - Pedestrian Action				
119 - What Driver Was Doing BACKING-MANEUVER			120 - Traffic Control NO-CONTROL			82 - No. of Citations Issued		
64 - 1st Statute No.		64 - 2nd Statute No.		64 - 3rd Statute No.		64 - 4th Statute No.		64 - 5th Statute No.
122 - Driver Factors UNSAFE-BACKING								
86 - Driver or Pedestrian Cond APPEARED NORMAL		89 - Substance Presence NEITHER-ALCOHOL-NOR-DRUGS-PRESENT						
88 - Alcohol Test TEST NOT GIVEN		89 - Alcohol Content			91 - Drug Test TEST-NOT-GIVEN			

OPERATOR/PEDESTRIAN 01

Wisconsin Motor Vehicle **P0QX6PW**

Accident Report MV4000e 01/2005

PK2011

91 - Drugs Reported
124 - Highway Factors NOT-APPLICABLE

Vehicle

VEHICLE 01	21 - Unit Type TRUCK		Vehicle Type TRUCK-TRACTOR-(NOT ATTACHED)			22 - Total Occupants 1
	50 - Year 2006		51 - Make CCC	52 - Model	53 - Body Style GG	54 - Color BLU
	94 - Vehicle Damage NONE					
	95 - Extent Of Damage NONE		96 <input type="checkbox"/> Vehicle Towed Due To Damage		97 - Vehicle Removed By	
	123 - Vehicle Factors NOT-APPLICABLE					
	99 - State WI					

Vehicle Owner

VEH OWNER 01	45 <input type="checkbox"/> Vehicle Owner Same As Operator					
	46 - Vehicle Owner Last Name		48 - First Name		46 - Middle Initial	45 - Suffix
	46 - Company Name SHEBOYGAN CITY		47 - PO Box			
	47 - Address Street & Number 828 CENTER AVE #205			48 - City SHEBOYGAN		
	48 - State WI		48 - Zip Code 53081		49 - Telephone Number (920) 980-0130 EXT.	

Insurance

INS 01	63 - Liability Insurance Company GOVERNMENT		60 <input type="checkbox"/> Policy Holder Same As Owner			
	61 - Policy Holder Last Name		61 - Policy Holder First Name			
	61 - Policy Holder Company					

School Bus

BUS 01	Bus Travelling to/from <input type="radio"/> To <input type="radio"/> From		School Name	Body Make	Seating Capacity
	School District Contracted With				

Operator/Pedestrian

Unit Status L - LEGALLY PARKED		61 - Most Harmful Event: Collision With MOTOR VEHICLE IN TRANSPORT		23 - Dir Of Travel NORTH	24 - Speed Limit 25
36 - Operating as Classified D CLASS		37 - Endorsements		35 <input type="checkbox"/> Operating Commercial Motor Vehicle	
32 - Date Of Birth					
33 - Sex					

Wisconsin Motor Vehicle **P0QX6PW**

Accident Report MV4000e 01/2005

PK2011

OPERATOR/PEDESTRIAN 02	26 - Address Street & Number				26 - PO Box	
	27 - City		27 - State	27 - Zip Code		28 - Telephone Number
	38 - Seat Position BLANK			40 - Safety Equipment NOT-APPLICABLE-NONMOTORIST		
	38 - Injury Severity		41 - Airbag NOT APPLICABLE	42 - Ejected NOT-APPLICABLE		44 <input type="checkbox"/> Medical Transport
	43 - Trapped/Extricated NOT-APPLICABLE		82 - Pedestrian Location		83 - Pedestrian Action	
	118 - What Driver Was Doing LEGALLY-PARKED		120 - Traffic Control NO-CONTROL		62 - No. of Citations Issued	
	64 - 1st Statute No.	64 - 2nd Statute No.	64 - 3rd Statute No.	64 - 4th Statute No.	64 - 5th Statute No.	
	122 - Driver Factors NOT-APPLICABLE					
	88 - Driver or Pedestrian Cond		89 - Substance Processed			
	80 - Alcohol Test		80 - Alcohol Content		81 - Drug Test	
81 - Drugs Reported						
124 - Highway Factors NOT-APPLICABLE						

Vehicle

VEHICLE 02	21 - Unit Type AUTOMOBILE		Vehicle Type PASSENGER-CAR			22 - Total Occupants 0
	[REDACTED]					
	50 - Year 2010	51 - Make FORD	52 - Model	53 - Body Style VN	54 - Color WHI	100 - Skidmarks to Impact (ft)
	94 - Vehicle Damage REAR DRIVER SIDE, MIDDLE DRIVER SIDE					
	95 - Extent Of Damage MINOR		96 <input type="checkbox"/> Vehicle Towed Due To Damage		87 - Vehicle Returned By	
123 - Vehicle Factors NOT-APPLICABLE						

Vehicle Owner

VEH OWNER 02	45 <input type="checkbox"/> Vehicle Owner Same As Operator					
	48 - Vehicle Owner Last Name		48 - First Name		48 - Middle Initial	48 - Suffix
	46 - Company Name REMY BATTERY CO					
	47 - Address Street & Number 4301 W LINCOLN AVE				47 - PO Box	
	48 - City MILWAUKEE		48 - State WI	48 - Zip Code 53219		48 - Telephone Number (414) 348-5878 EXT.

Insurance

Wisconsin Motor Vehicle POQX6PW

Accident Report MV4000e 01/2005

PK2011

INS 02	63 - Liability Insurance Company NOT-REQUIRED		60 <input type="checkbox"/> Policy Holder Same As Owner
	61 - Policy Holder Last Name		61 - Policy Holder First Name
	61 - Policy Holder Company		

School Bus

BUS 02	Bus Traveling to/from <input type="radio"/> To <input type="radio"/> From	School Name	Body Make	Seating Capacity
	School District Contracted With			

Diagram and Narrative

105 - PHOTOS BY

DIAGRAM AND NARRATIVE

UNIT 2 WAS LEGALLY PARKED, FACING NORTH, ON LAKESHORE DR, IN THE 1800 BLOCK OF LAKESHORE DR. UNIT 1 WAS HEADING NORTH ON LAKESHORE DR AND HAD JUST PASSED UNIT 2. UNIT 1 MISSED ITS TURN INTO THE ALLEY DIRECTLY TO THE LEFT OF BOTH UNIT 1 AND UNIT 2. UNIT 1 THEN BEGAN BACKING UP IN THE ROADWAY, TO TURN LEFT INTO THE ALLEY. WHEN UNIT 1 BEGAN BACKING UP, DRIVER DID NOT SEE UNIT 2. UNIT 1 THEN BACKED INTO AND SIDESWIPED UNIT 2. UNIT 1 DRIVER SAID HE NEVER SAW UNIT 2 PARKED THERE. #408

Officer Information

OFFICER INFORMATION	125 - Officer Last Name INGER		125 - First Name BRIAN		126 - Middle Initial		131 - Officer ID 486	
	129 - Law Enforcement Agency No. 5861		130 - Law Enforcement Agency Name SHEBOYGAN POLICE DEPARTMENT					
	128 - Law Enforcement Agency Address Street & Number 1316 N 23RD ST							
	127 - City SHEBOYGAN		127 - State WI		127 - Zip Code 53081		128 - Telephone Number (820) 459-3333 EXT.	
	132 - Date Notified 08/16/2013		133 - Time Notified (Military Time) 1252		134 - Time Arrived (Military Time) 1267		135 - Date Of Report 08/16/2013	
	Agency Accident Number		Police Number C13-15803		18 - Special Study			
	16 - Agency Space SQUAD #17							

Truck and Bus

Wisconsin Motor Vehicle **P0QX6PW**

Accident Report MV4000e 01/2005

PK2011

TRUCK/BUS	135 A truck or truck combination > 10,000 lbs GVWR/GCWR <input checked="" type="checkbox"/>		128 Any vehicle displaying a hazardous materials placard <input type="checkbox"/>			
	125 <input type="checkbox"/> A vehicle designed to carry 9 or more people, including the driver					
	136 <input type="checkbox"/> Fatal Injury	138 <input type="checkbox"/> Medical Transport	139 One or more vehicles towed from the scene due to disabling damage <input type="checkbox"/>			
	134 - License Number					
	137 - Hazardous Materials Class Numbers					
	137 - Hazardous Materials "UN" Nos.	Hazardous Material Placard Displayed <input type="checkbox"/>		Hazardous Cargo Was Released <input type="checkbox"/>		
	137 - Name Of Hazardous Materials In this Load		137 - Name Of Hazardous Materials Released			
	138 Interstate Carrier <input type="checkbox"/>	140 - US DOT No.	140 - ICC MC No.	LC No.	IC No.	141 - Source
	139 - Carrier Name					
	142 - Carrier Address		City	State	Zip Code	
	143 - GVWR (lbs)	144 - Total No. of Axles	145 - Vehicle Configuration		147 - Cargo Body Type	
	146 - First Event		148 - Second Event			
	146 - Third Event		148 - Fourth Event			

		0.7 TWO STAGE			
E 0584	FLARE,WHEEL OPENING LT	2T1Z58280K97AA	85.78	0.3	1
RI0430	SHIELD,QUARTER PANE LT	R&I ASSEMBLY		0.6	1
RI0539	LENS,TAILLAMP LT	R&I ASSEMBLY		0.3	1
RI0058	EXTN,RR BUMPER OUTE LT	R&I ASSEMBLY		0.2	1
N M17	COVER CAR EXTERIOR	ADDNL LABOR OPERA	4.80*	0.2*	1
N M60	HAZARD. WSTE. REM.	ADDNL LABOR OPERA	5.00*		1*
N	TAPE JAMS	ADDNL LABOR OPERA		0.5*	4*
SB	DECALS	SUBLET REPAIR	125.00*		INC*1*
E	TIRE LT. REAR	NEW PART	150.00*	0.3*	2*

15 ITEMS

MC MESSAGE(S)
 10 INCLUDES AUDATEX TIME TO CLEAR ENTIRE PANEL
 13 INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE

FINAL CALCULATIONS & ENTRIES

GROSS PARTS					766.33
OTHER PARTS					89.75
PAINT MATERIAL					136.80
PARTS & MATERIAL TOTAL					992.88
TAX ON PARTS & MATERIAL @			5.600%		55.60
LABOR	RATE	REPLACE HRS	REPAIR HRS		
1-SHEET METAL	56.00	2.5	9.2		655.20
2-MECH/ELEC	95.00	0.3			28.50
3-FRAME	67.00				
4-REFINISH	56.00	3.3	0.5		212.80
5-PAINT MATERIAL	36.00				
LABOR TOTAL					896.50
TAX ON LABOR		@	5.600%		50.20
SUBLET REPAIRS					125.00
TAX ON SUBLET		@	5.600%		7.00
TOWING					
STORAGE					

GROSS TOTAL 2,127.18

NET TOTAL 2,127.18

SHOPLINK UJ038 ES CD LOG 10594-1 DATE 08/16/13 02:51:25PM R6.37 CD 08/13

PXN: Y/00/00/00/00/00 CUM 00/00/00/00/00 GEOCODE 53214

HOST LOG

(C) 1998 - 2008 AUDATEX NORTH AMERICA, INC.

1.3 HRS WERE ADDED TO THIS EST. BASED ON AUDATEX TWO-STAGE REFINISH FORMULA.

 THIS ESTIMATE HAS BEEN PREPARED BASED ON THE USE OF ONE OR MORE REPLACEMENT PARTS SUPPLIED BY A SOURCE OTHER THAN THE MANUFACTURER OF YOUR MOTOR VEHICLE.

WESTWAY AUTO BODY, INC.
 1412 SO 62ND ST.
 WEST ALLIS, WI 53214
 PH. 414 259 1119 FX. 414 259 8081
 FED. TAX I.D. 39-1255918

CD LOG NO 10594-1 DATE 08/16/13

SHOP: INSP DATE: 08/16/13
 CONTACT: MICHAEL MALONEY
 OWNER: REMY BATTERY WORK PHONE: (414) 349-0340
 ADDRESS: 4301 W. LINCOLN AVE.
 CITY STATE: MILWAUKEE, WI
 EMAIL: WWW.@REMYBATTERY.COM

POINT OF IMPACT: 7

LIC#: STATE: VIN: NM0LS7DN2AT016249
 BODY COLOR: WHITE MILEAGE:
 CONDITION: ACCTNG CTL#:
 DRIVEABLE: YES VEH. INSP#:

*=USER-ENTERED VALUE	E=REPLACE OEM	NG=REPLACE NAGS
EC=REPLACE ECONOMY	UE=REPLACE OE SURPLUS	UC=RECONDITIONED PRT
UM=REMAN/REBUILT PRT	EU=REPLACE SALVAGE	EP=REPLACE PXN
OE=REPLACE PXN OE SRPLS	PC=PXN RECONDITIONED	PM=PXN REMAN/REBUILT
TE=PARTL REPL PRICE	ET=PARTL REPL LABOR	IT=PARTIAL REPAIR
I=REPAIR	L=REFINISH	BR=BLEND REFINISH
TT=TWO-TONE	CG=CHIPGUARD	SB=SUBLET
N=ADDITIONAL LABOR	RI=R&I ASSEMBLY	P=CHECK
AA=APPEAR ALLOWANCE	RP=RELATED PRIOR	UP=UNRELATED PRIOR

2010 FORD TRANSIT CONNECT XLT 2DOOR CARGO VAN 4CYL GASOLINE 2.0 DOHC
 CODE: P6304B/A OPTNS B/24FGIR

OPTIONS:
 TWO-STAGE - EXTERIOR SURFACES TWO-STAGE - INTERIOR SURFACES
 POWER DOOR LOCKS POWER WINDOWS
 ELEC REMOTE CONTROL MIRRORS CRUISE CONTROL

OP	GDE	MC	DESCRIPTION	MFG. PART NO.	PRICE	AJ%	B%	HOURS	R
E	0901		WHEEL, FRONT	LT 2T1Z1007A	251.30			0.4	1
E	0923		COVER, REAR WHEEL	LT 9T1Z1130A	70.83				1
N	0937		SUSP ALIGN, 4 WHEEL	ADDNL LABOR OPERA	79.95*				INC*2
E	0243		HOUSING, MIRROR OUTE	LT 9T1Z17683B	208.42			0.7	1
I	0389		PANEL, QUARTER	LT REPAIR					9.0*1
L	0389	#	PANEL, QUARTER	LT REFINISH					3.3*4

= 13, 10

2.0*SURFACE
 0.6 TWO STAGE SETUP

FOREST HOME AUTO BODY
3135 W. FOREST HOME AVENUE
MILWAUKEE, WISCONSIN 53215
OFFICE: 414-384-6360 FAX: 414-384-6354
FEDERAL ID # 39-1897933

*** PRELIMINARY ESTIMATE ***

09/04/2013 01:12 PM

Owner

Owner: REMY

Inspection

Inspection Date: 09/04/2013 01:12 PM
Primary Impact: Left Rear Side

Inspection Type:
Secondary Impact: Left Side

Appraiser Name: MARTY/DEBBIE ZABEL
Address: 3135 W. FOREST HOME AVE.
City State Zip: Milwaukee, WI 53215

Appraiser License # :
Work/Day: (414)384-6360
FAX: (414)384-6354

Repairer

Repairer: FOREST HOME AUTO BODY
Address: 3135 W. FOREST HOME
AVENUE

Contact: MARTY & DEBBIE ZABEL
Work/Day: (414)384-6360,
FAX: (414)384-6354
Work/Day:

City State Zip: Milwaukee, WI 53215
Email: FORESTAB@SBCGLOBAL.NET

Vehicle

2010 Ford Transit Connect XLT 2 DR Cargo Van
4cyl Gasoline 2.0 Dohc
4 Speed Automatic

Lic.Plate: EY5056
Lic Expire:
Prod Date: 08/2009
Veh Insp# :
Condition:
Ext. Color: WHITE
Ext. Refinish: Two-Stage

Lic State: WI
VIN: NM0LS7DN2AT016249
Mileage:
Mileage Type: Actual
Code: P6304B
Int. Color:
Int. Refinish: Two-Stage

Options

AM/FM CD Player
Bucket Seats
Fender Flares
Heavy Duty Suspension
Lighted Entry System
Power Door Locks
Power Windows
Side Airbags
Tilt & Telescopic Steer

Air Conditioning
Cruise Control
Full Size Spare Tire
Intermittent Wipers
Overhead Console
Power Mirrors
Rear Fog Lamp
Steel Wheels
Tinted Glass

Anti-Lock Brakes
Dual Airbags
Halogen Headlights
Keyless Entry System
Power Brakes
Power Steering
Rear Step Bumper
Tachometer
Velour/Cloth Seats

Damages

Line	Op	Guide	MC	Description	MFR.Part No.	Price	ADJ% B%	Hours	R
Wheels									
1	E	1984	46	Snsr,RR Tire Pressure LT	9L3Z1A189A	\$83.73		INC	ME
2	EU	903	46	Wheel,Rear LT	Replace Recycled	\$135.00*	+25.00	0.4	SM
3	E	1722	46	Valve Stem LT	9L3Z1700A	\$13.63			SM
4	E	923		Cover,Rear Wheel LT	9T1Z1130A	\$70.83			SM
Front Doors									
5	E	243		Housing,Mirror Outer LT	9T1Z17683B	\$208.42		0.7	SM
6	E	1160		Cover,Frt Door Mirror LT	9T1Z17A703BB	\$16.68		0.1	SM
Quarter And Rocker Panel									
7	I	389		Panel,Quarter LT	Repair			8.0*	SM
8	L	389	13	Panel,Quarter LT	Refinish			4.8	RF
					3.5 Surface				
					0.6 Two-stage setup				
					0.7 Two-stage				
9	E	584		Flare,Wheel Opening LT	2T1Z58280K97AA	\$85.78		0.3	SM
Rear Bumper									
10	N	55		Rear Bumper Assy R&I	Additional Labor			0.6	SM
Manual Entries									
11	EC	M13		Wheel Balance	Replace Economy	\$15.00*			SM
12	I	M14		Corrosion Protection	Sublet Repair	\$10.00*		0.3*	SM
13	EC	M17		Cover Car Exterior	Replace Economy	\$8.00*			RF
14	I	M31		Set-Up For Realignment	Repair			1.5*	FR
15	EC	M60		Hazardous Waste Removal	Replace Economy	\$3.00*			SM
16	I			ROUGH PULL	Repair			1.0*	SM*
17	EC			GRAPHICS	Replace Economy	\$75.00*		1.0*	SM*
				>> INCLDS TIME TO REMOVE OLD GRAPHICS					
18	EC			ContiProContact LR	Replace Economy	\$101.00	+25.00		SM
				>> CONTINENTAL 205/65R15 15449480000 BSW 540 11 95T					
				>> Tire Rack					
				>> South Bend IN (800) 445-0179					
18	Items								

MC	Message
13	INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE
46	PRINTABLE ALTERNATE PARTS COMPARE

Estimate Total & Entries

Gross Parts	\$479.07	
Other Parts	\$337.00	
Paint Materials	\$163.20	
Line Item Markup	\$59.00	
Parts & Material Total		\$1,038.27
Tax on Parts & Material	@ 5.600%	\$58.14

Labor	Rate	Replace Hrs	Repair Hrs	Total Hrs	
Sheet Metal (SM)	\$54.00	2.5	9.9	12.4	\$669.60
Mech/Elec (ME)	\$64.00				

Frame (FR)	\$58.00		1.5	1.5	\$87.00
Refinish (RF)	\$54.00	4.8		4.8	\$259.20
Paint Materials	\$34.00				

Labor Total			18.7 Hours		\$1,015.80
Tax on Labor	@ 5.600%			\$56.88	
Sublet Repairs				\$10.00	
Tax on Sublet	@ 5.600%			\$0.56	
Gross Total					\$2,179.65
Net Total					\$2,179.65

Alternate Parts Y/03/00/00/03/02 CUM 03/00/00/03/02 Zip Code: 53215 milwaukee

Audatex Estimating 7.0.019 ES 09/04/2013 01:21 PM REL 7.0.019 DT 08/01/2013 DB 09/01/2013
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1.3 HRS WERE ADDED TO THIS ESTIMATE BASED ON AUDATEX'S TWO-STAGE REFINISH FORMULA.

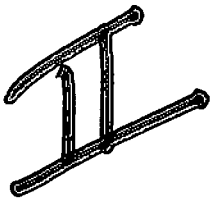
Op Codes

* = User-Entered Value	E = Replace OEM	NG = Replace NAGS
EC = Replace Economy	OE = Replace PXN OE Srpls	UE = Replace OE Surplus
ET = Partial Replace Labor	EP = Replace PXN	EU = Replace Recycled
TE = Partial Replace Price	PM = Replace PXN Reman/Reblt	UM = Replace Reman/Rebuilt
L = Refinish	PC = Replace PXN Reconditioned	UC = Replace Reconditioned
TT = Two-Tone	SB = Sublet Repair	N = Additional Labor
BR = Blend Refinish	I = Repair	IT = Partial Repair
CG = Chipguard	RI = R & I Assembly	P = Check
AA = Appearance Allowance	RP = Related Prior Damage	



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R. O. No. - 13 - 14 . By CITY CLERK. September 16, 2013.

Submitting a claim from Francisco James for alleged damages to his vehicle occurring during an arrest by Sheboygan Police at Sheridan Park.

City Clerk

DATE RECEIVED 9-9-13

RECEIVED BY SLS

CLAIM NO. 5-13

CITY OF SHEBOYGAN NOTICE OF DAMAGE OR INJURY

INSTRUCTIONS: TYPE OR PRINT IN BLACK INK

OFF 2104113

1. Notice of death, injury to persons or to property must be filed not later than 120 days after the occurrence.
2. Attach and sign additional supportive sheets, if necessary.
3. This notice form must be signed and filed with the Office of the City Clerk.
4. **TWO ESTIMATES MUST BE ATTACHED IF YOU ARE CLAIMING DAMAGE TO A VEHICLE.**

TO CITY OF SHEBOYGAN

1. Name of Claimant: Francisco James
2. Home address of Claimant: 919 N 5th St Apt 53 Sheboygan WI, 53081
3. Home phone number: ~~919~~ 920-254-3002 420 452 0346 (work)
4. Business address and phone number of Claimant: _____

5. When did damage or injury occur? (date, time of day) 9-4-13 6pm

6. Where did damage or injury occur? (give full description) Hood and Driver side ~~door~~ behind door. Sheridan Park, parked on virginia ave and 14th st.

7. How did damage or injury occur? (give full description) Police suspects went active and my car was there and it got bumped on the side. An officer put a woman on my hood causing the damage there.

8. If the basis of liability is alleged to be an act or omission of a City officer or employee, complete the following:

(a) Name of such officer or employee, if known: DIETZ, KEVIN

(b) Claimant's statement of the basis of such liability: Saw the Police handcuff the people where the damage is.

9. If the basis of liability is alleged to be a dangerous condition of public property, complete the following:

(a) Public property alleged to be dangerous: N/A

(b) Claimant's statement of basis for such liability: N/A

10. Give a description of the injury, property damage or loss, so far as is known at this time. (If there were no injuries, state "NO INJURIES").

Dents in the hood and side and scratches on the side.

11. Name and address of any other person injured: N/A

12. Damage estimate: (You are not bound by the amounts provided here.)

Auto:	\$ <u>1,128.44</u>
Property:	\$ <u>—</u>
Personal injury:	\$ <u>—</u>
Other: (Specify below)	\$ <u>—</u>
TOTAL	
	<u>1,128.44</u>

Damaged vehicle (if applicable)

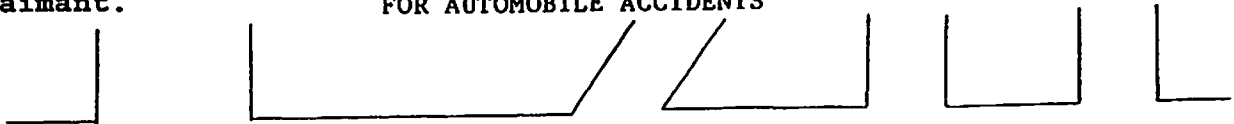
Make: Dodge Model: Challenger Year: 2013 Mileage: 14,791

Names and addresses of witnesses, doctors and hospitals: N/A

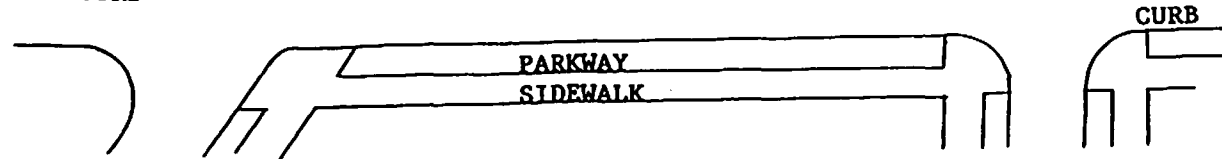
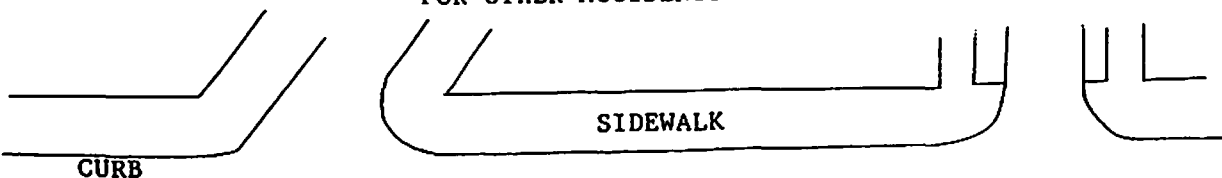
FOR ALL ACCIDENT NOTICES, COMPLETE THE FOLLOWING DIAGRAM IN DETAIL. BE SURE TO INCLUDE NAMES OF ALL STREETS, HOUSE NUMBERS; LOCATION OF VEHICLES, INDICATING WHICH IS CITY VEHICLE (IF APPLICABLE), WHICH IS CLAIMANT'S VEHICLE, LOCATION OF INDIVIDUALS, ETC.

NOTE: If diagrams below do not fit the situation, attach hereto a proper diagram signed by the Claimant.

FOR AUTOMOBILE ACCIDENTS



FOR OTHER ACCIDENTS



SIGNATURE OF CLAIMANT: J. [Signature]

Date: 9-9-13

DATE RECEIVED 9-9-13

RECEIVED BY SLS

CLAIM NO. 5-13

CLAIM

SEP 13 2013

Claimant's Name: Francisco James

Auto \$ 1,128.44

Claimant's Address: 919 N 5th St Apt 53

Property \$ —

Sheboygan WI 53081

Personal Injury \$ —

Claimant's Phone No. 920-254-3002

Other (Specify below) \$ —

920-452-0346 (work)

TOTAL 1,128.44

PLEASE INCLUDE COPIES OF ALL BILLS, INVOICES, ESTIMATES, ETC.

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM.
(WISCONSIN STATUTES 943.395)

The undersigned hereby makes a claim against the City of Sheboygan arising out of the circumstances described in the Notice of Damage or Injury. The claim is for relief in the form of money damages in the total amount of \$ 1,128.44.

SIGNED: J. [Signature]

DATE: 9-9-13

ADDRESS: 919 N 5th St Apt 53 Sheboygan WI 53081

SHEBOYGAN COLLISION CENTER
CHEVROLET - BUICK - GMC - CADILLAC INC
3400 SOUTH BUSINESS DRIVE -- SHEBOYGAN, WI 53081
OFFICE: 920-459-6855 FAX: 920-459-6286 TOLL FREE: 888-459-6855
FED I.D.# 39-1695786 EMAIL: COLLISIONCENTER@SHEBOYGANAUTO.COM

*** PRELIMINARY ESTIMATE ***

09/09/2013 11:52 AM

Owner

Owner: FRANCISCO JAMES
Address: 919 N 5TH STREET
City State Zip: Sheboygan, WI 53081

Home/Day: (920)254-3002
FAX:

Inspection

Inspection Date: 09/09/2013 11:49 AM
Inspection Location: Sheboygan Chev/Buick/GMC/Cad
Address: 3400 SOUTH BUSINESS DRIVE

City State Zip: SHEBOYGAN, WI 53081
Email: collisioncenter@sheboyganauto.com

Primary Impact: Non-Collision

Appraiser Name: Jeff Wiegand

Inspection Type: Drive In

Contact:

Work/Day: (920)459-6855x

Work/Day: (888)459-6855x

FAX: (920)459-6286x

Secondary Impact:

Appraiser License # :

Repairer

Repairer: Sheboygan Chev/Buick/GMC/Cad
Address: 3400 SOUTH BUSINESS DRIVE

City State Zip: SHEBOYGAN, WI 53081
Email: collisioncenter@sheboyganauto.com

Contact:

Work/Day: (920)459-6855

Work/Day: (888)459-6855

FAX: (920)459-6286

Vehicle

2013 Dodge Challenger SXT 2 DR Coupe
6cyl Gasoline 3.6
5 Speed Automatic

Lic.Plate: CMK8986
Lic Expire:
Prod Date:
Veh Insp# :
Condition:
Ext. Color: BRIGHT WHITE
Ext. Refinish: Two-Stage
Ext. Paint Code: PW7

Lic State: WI
VIN: 2C3CDYAG4DH579043
Mileage: 14,791
Mileage Type: Actual
Code: N1313B
Int. Color:
Int. Refinish: Two-Stage
Int. Trim Code:

Options

2nd Row Head Airbags
Anti-Lock Brakes
Bucket Seats
Climate Control For A/C
Floor Mats
Intermittent Wipers

AM/FM CD Player
Auto Trns W/Man Select Switch
Center Console
Cruise Control
Halogen Headlights
Keyless Entry System

Air Conditioning
Automatic Dimming Mirror
Chromed Alloy Wheels
Dual Airbags
Head Airbags
Leather Shift Knob

Leather Steering Wheel	Lighted Entry System	MP3 Player
Overhead Console	Power Brakes	Power Door Locks
Power Drivers Seat	Power Mirrors	Power Steering
Power Windows	Pwr Driver Lumbar Supp	Rear Window Defroster
Rem Trunk-L/Gate Release	Side Airbags	Split Folding Rear Seat
Stability Cntrl Suspensn	Strg Wheel Radio Control	Tachometer
Tilt & Telescopic Steer	Tinted Glass	Tire Pressure Monitor
Traction Control System	Trip Computer	USB Audio Input
Velour/Cloth Seats		

Damages

Line	Op	Guide	MC	Description	MFR.Part No.	Price	ADJ%	B%	Hours	R
Front Body And Windshield										
1	SB	83		Panel,Hood Aluminum >> PAINTLESS DENT / DENT WIZARD	Sublet Repair	\$185.00*				SM
Front Doors										
2	BR	209		Pnl,Front Door Outer LT	Blend Refinish 1.0 Blend 0.5 Two-stage				1.5	RF
3	RI	130		W/Strip,Belt Outer LT	R & I Assembly				0.6	SM
4	RI	229		Mirror,Outer R/C LT	R & I Assembly				0.3	SM
5	RI	227		Handle,Front Door Otr LT	R & I Assembly				0.2	SM
Quarter And Rocker Panel										
6	BR	37	13	Panel,Bodyside Otr Upr LT	Blend Refinish 0.6 Blend 0.6 Two-stage setup 0.3 Two-stage				1.5	RF
7	I	389		Panel,Quarter LT	Repair				2.5*	SM
8	L	389		Panel,Quarter LT	Refinish 2.3 Surface 0.5 Two-stage				2.8	RF
9	RI	350		Door,Fuel Filler LT	R & I Assembly				0.3	SM
10	RI	530		Glass,Quarter Tinted LT	R & I Assembly				1.7	SM
Manual Entries										
11	L			Cover Car Exterior	Refinish	\$5.00*				SM
12	SB			Hazardous Waste	Sublet Repair	\$3.00*				RF*
13	L			Corrosion.Protection	Refinish	\$6.00*			0.3*	SM
13 Items										

MC	Message
13	INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE

Estimate Total & Entries

Other Parts	\$11.00	
Paint Materials	\$208.80	
Parts & Material Total		\$219.80
Tax on Parts & Material	@ 5.000%	\$10.99

Labor	Rate	Replace Hrs	Repair Hrs	Total Hrs
-------	------	-------------	------------	-----------

Sheet Metal (SM)	\$57.00	3.4	2.5	5.9	\$336.30
Mech/Elec (ME)	\$92.00				
Frame (FR)	\$67.00				
Refinish (RF)	\$57.00	5.8		5.8	\$330.60
Paint Materials	\$36.00				
<hr/>					
Labor Total				11.7 Hours	\$666.90
Tax on Labor		@ 5.000%			\$33.35
Sublet Repairs					\$188.00
Tax on Sublet		@ 5.000%			\$9.40
Gross Total					\$1,128.44
Net Total					\$1,128.44

Alternate Parts C/00/00/00/00/00 CUM 00/00/00/00/00 Zip Code: 53081 Default
Recycled Parts NOT REQUESTED


Audatex Estimating 7.0.019 ES 09/09/2013 12:01 PM REL 7.0.019 DT 08/01/2013 DB 09/08/2013
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1.9 HRS WERE ADDED TO THIS ESTIMATE BASED ON AUDATEX'S TWO-STAGE REFINISH FORMULA.

THIS ESTIMATE HAS BEEN PREPARED BASED ON THE USE OF ONE OR MORE REPLACEMENT PARTS SUPPLIED BY A SOURCE OTHER THAN THE MANUFACTURER OF YOUR MOTOR VEHICLE. WARRANTIES APPLICABLE TO THESE REPLACEMENT PARTS ARE PROVIDED BY THE MANUFACTURER OR DISTRIBUTOR OF THE REPLACEMENT PARTS RATHER THAN BY THE MANUFACTURER OF YOUR MOTOR VEHICLE.

Op Codes

* = User-Entered Value	E = Replace OEM	NG = Replace NAGS
EC = Replace Economy	OE = Replace PXN OE Srpls	UE = Replace OE Surplus
ET = Partial Replace Labor	EP = Replace PXN	EU = Replace Recycled
TE = Partial Replace Price	PM = Replace PXN Reman/Reblt	UM = Replace Reman/Rebuilt
L = Refinish	PC = Replace PXN Reconditioned	UC = Replace Reconditioned
TT = Two-Tone	SB = Sublet Repair	N = Additional Labor
BR = Blend Refinish	I = Repair	IT = Partial Repair
CG = Chipguard	RI = R & I Assembly	P = Check
AA = Appearance Allowance	RP = Related Prior Damage	



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RELEASE OF PUBLIC INFORMATION

SPD #391 rev. 02/00

DATE: 9-9-13	TIME: 1047	COST: 50¢
HOW RECEIVED: MAIL/FAX/IN PERSON/PHONE		
PERSON REQUESTING REPORT: Francisco James		PHONE:
REQUESTING AGENCY:		
PERSON INVOLVED: **		DOB: **
ADDRESS: **		PHONE NUMBER: **
DATE OF INCIDENT:	LOCATION:	
ACCIDENT/INCIDENT CASE NUMBER: C13-17285		
FAX/MAIL TO:		
NOTES:		
** TO BE COMPLETED REF RECORD CHECK		
REQUEST TAKEN BY: JS		



SHEBOYGAN POLICE DEPARTMENT

Incident C13-17285

Nature: DISTURBANCE
Location: N39

Address: 701 S 14TH ST
 SHEBOYGAN WI 53081

Offense Codes: 5311, 5029, 5590, 5015

Received By: WIMMER, A **How Received:** T **Agency:** SPD
Responding Officers: DIETZ, KEVIN, KEHOE, HOLLY M, JAEGER, A, HEIMERL, M, MCKAY, SHANNON,
 FISCHER, DANA, STEPHEN, C, VREEKE, BRENT, RAKOW, MATTHEW, SMITH,
 JONATHAN

Responsible Officer: DIETZ, KEVIN **Disposition:** CAA 09/04/13
When Reported: 18:29:37 09/04/13 **Occurred Between:** 18:29:37 09/04/13 and 18:29:37 09/04/13

Assigned To: **Detail:** **Date Assigned:** **/**/**
Status: **Status Date:** **/**/** **Due Date:** **/**/**

Complainant:

Last: **First:** **Mid:**
DOB: **/**/** **Dr Lic:** **Address:**
Race: **Sex:** **Phone:** **City:** ,

Offense Codes

Reported: 5312 DISTURBING PEACE **Observed:** 5311 DISORDERLY CONDUCT
Additional Offense: 5311 DISORDERLY CONDUCT
Additional Offense: 5029 OBSTRUCTING
Additional Offense: 5590 LITTER/POLUTION/PUB
 HEALTH
Additional Offense: 5015 RESISTING OFFICER

Circumstances

Responding Officers: **Unit :**
 DIETZ, KEVIN 424
 KEHOE, HOLLY M 442
 JAEGER, A 429
 HEIMERL, M 403
 MCKAY, SHANNON 288
 FISCHER, DANA 415
 STEPHEN, C 441
 VREEKE, BRENT 433

Sheboygan Police
 Department Record
 DO NOT DISCLOSE

RAKOW, MATTHEW 440
 SMITH, JONATHAN 432

Responsible Officer: DIETZ, KEVIN
 Received By: WIMMER, A
 How Received: T TELEPHONE
 When Reported: 18:29:37 09/04/13
 Judicial Status: JUV
 Misc Entry:

Agency: SPD
 Last Radio Log: 23:35:06 09/04/13 CMPLT
 Clearance:
 Disposition: CAA Date: 09/04/13
 Occurred between: 18:29:37 09/04/13
 and: 18:29:37 09/04/13

Modus Operandi: Description : Method :

Involvements

Date	Type	Description	Vehicle
09/04/13	Vehicle	WHI 2013 DODG MI	Vehicle

Vehicles

Vehicle Number:
 45138

License Plate: CMK8986
 State: MI

Vehicle Year: 2013
 Make: DODG DODGE
 Color: WHI /

Vehicle Type:

License Type: PC PASSENGER CAR
 Expires: 12/28/13
 VIN: 2C3CDYAG4DH579043
 Model:
 Doors: 2
 Value: \$0.00

Owner:

Last: JAMES
 DOB: **/**/**

First: MARGARET
 Dr Lic: J-520-586-000-990

Mid:
 Address: ;14204 EVERGREEN RD

Race: Sex: F Phone: ()- City: DETROIT, MI 48223 2800

Agency: SPD SHEBOYGAN POLICE DEPARTMENT

Date Recov/Rcvd: **/**/**

Officer: REINEKE, SCOTT

Area:

UCR Status:

Wrecker Service:

Local Status:

Storage Location:

Status Date: 09/04/13

Release Date: **/**/**

Comments:

II

R. O. No. - 13 -14. By PURCHASING AGENT. September 16, 2013

Submitting an evaluation of Request for Bids #1734-13-3 received on September 5, 2013 for the purchase of one 4WD Pickup for the Department of Public Works.

Dealer	2014 4WD Ext. Cab Pickup
Badger Truck Center Milwaukee	Ford F-150 XL \$26,510.00
Ewald's Hartford Ford Hartford	Ford F-150 XL \$ 26,300.50
Ewald's Chevrolet Buick Oconomowoc	Chevrolet Silverado WT 1500 \$27,087.50
Sheboygan Chevrolet Sheboygan	Chevrolet Silverado WT 1500 \$ 26,231.16

The truck proposed by Sheboygan Chevrolet Cadillac Buick GMC (Low bid) has been found to meet or exceed all of the specifications and therefore is recommended for award.

Respectfully submitted,

Bernard R. Rammer

II

R. O. No. _____ - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a claim from Alex and Jessica Horvat for alleged damages from stones flying through their front window panel from the DPW workers cutting the concrete in the street for street repairs.

City Clerk

DATE RECEIVED 9/12/13

RECEIVED BY ckl

CLAIM NO. 6-13

CITY OF SHEBOYGAN NOTICE OF DAMAGE OR INJURY

INSTRUCTIONS: TYPE OR PRINT IN BLACK INK

- 1. Notice of death, injury to persons or to property must be filed not later than 120 days after the occurrence.
- 2. Attach and sign additional supportive sheets, if necessary.
- 3. This notice form must be signed and filed with the Office of the City Clerk.
- 4. **TWO ESTIMATES MUST BE ATTACHED IF YOU ARE CLAIMING DAMAGE TO A VEHICLE.**

TO CITY OF SHEBOYGAN

- 1. Name of Claimant: Alex Horvat + Jessica Horvat
- 2. Home address of Claimant: 3152 Ciccle Ave
- 3. Home phone number: 920.889.8967
- 4. Business address and phone number of Claimant: N/A

5. When did damage or injury occur? (date, time of day) Aug 2013 Dayshift

6. Where did damage or injury occur? (give full description) Front Window panel of above address

7. How did damage or injury occur? (give full description) Stone flying from city workers cutting concrete in road

8. If the basis of liability is alleged to be an act or omission of a City officer or employee, complete the following:

(a) Name of such officer or employee, if known: N/A

(b) Claimant's statement of the basis of such liability: N/A

9. If the basis of liability is alleged to be a dangerous condition of public property, complete the following:

(a) Public property alleged to be dangerous: N/A

(b) Claimant's statement of basis for such liability: N/A

10. Give a description of the injury, property damage or loss, so far as is known at this time. (If there were no injuries, state "NO INJURIES").

No Injuries

11. Name and address of any other person injured: N/A

12. Damage estimate: (You are not bound by the amounts provided here.)

Auto:

\$ N/A

Property:

\$ 200.00

Personal injury:

\$ N/A

Other: (Specify below

\$ N/A

TOTAL

\$200.00

Damaged vehicle (if applicable) N/A

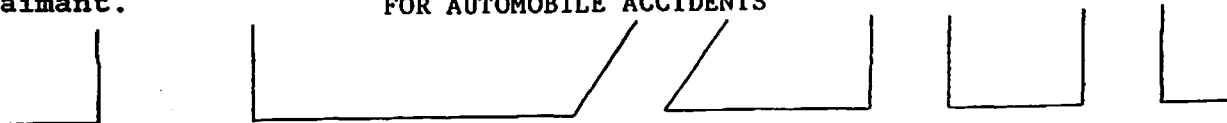
Make: _____ Model: _____ Year: _____ Mileage: _____

Names and addresses of witnesses, doctors and hospitals: _____

FOR ALL ACCIDENT NOTICES, COMPLETE THE FOLLOWING DIAGRAM IN DETAIL. BE SURE TO INCLUDE NAMES OF ALL STREETS, HOUSE NUMBERS; LOCATION OF VEHICLES, INDICATING WHICH IS CITY VEHICLE (IF APPLICABLE), WHICH IS CLAIMANT'S VEHICLE, LOCATION OF INDIVIDUALS, ETC.

NOTE: If diagrams below do not fit the situation, attach hereto a proper diagram signed by the Claimant.

FOR AUTOMOBILE ACCIDENTS



FOR OTHER ACCIDENTS



CURB

SIDEWALK

PARKWAY
SIDEWALK

CURB

SIGNATURE OF CLAIMANT

[Handwritten Signature]

Date:

9.6.13

DATE RECEIVED 9/12/13

RECEIVED BY OKL

CLAIM NO. 6-13

CLAIM

Claimant's Name: _____

Auto \$ _____

Claimant's Address: _____

Property \$ 200-

Personal Injury \$ _____

Claimant's Phone No. _____

Other (Specify below) \$ _____

TOTAL 200-

PLEASE INCLUDE COPIES OF ALL BILLS, INVOICES, ESTIMATES, ETC.

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM.
(WISCONSIN STATUTES 943.395)

The undersigned hereby makes a claim against the City of Sheboygan arising out of the circumstances described in the Notice of Damage or Injury. The claim is for relief in the form of money damages in the total amount of \$ 200-.

SIGNED: [Signature]

DATE: 9.12.13

ADDRESS: 3152 Greele Ave
Sheb. WI 53083

Proposal

Falls Glass Service, Inc.

Est. 1950

Thermopanes –Mirrors Plate Glass-Windows & Doors

Alum. Awnings & Railings & Fireplaces

Phone (920-467-3192 Fax (920) 467-0341

433 Monroe St

Sheboygan Falls, WI. 53085

Proposal Submitted to

Alex Horvat

Street

3152 Geele Ave

City, State, & Zip Code

Sheboygan, WI, 53081

We hereby submit specifications & estimates

Phone

920-889-8966

Job Name

Date

8-20-13

Job Location

Furnish and Install (1) Thermopane for casement unit in front Bay Window.

Total \$198.00 Installed

***To place order please sign & return,**

Please Note: If building permit is required it is to be obtained by the home owner

Payments to be made as follows: Net 30 Days after completion or delivery for remainder

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specification involving extra costs will be executed only upon written order, and will become an extra charge over & above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado & other necessary insurance our workers are fully covered by workman's compensation Insurance.

Authorized
Signature

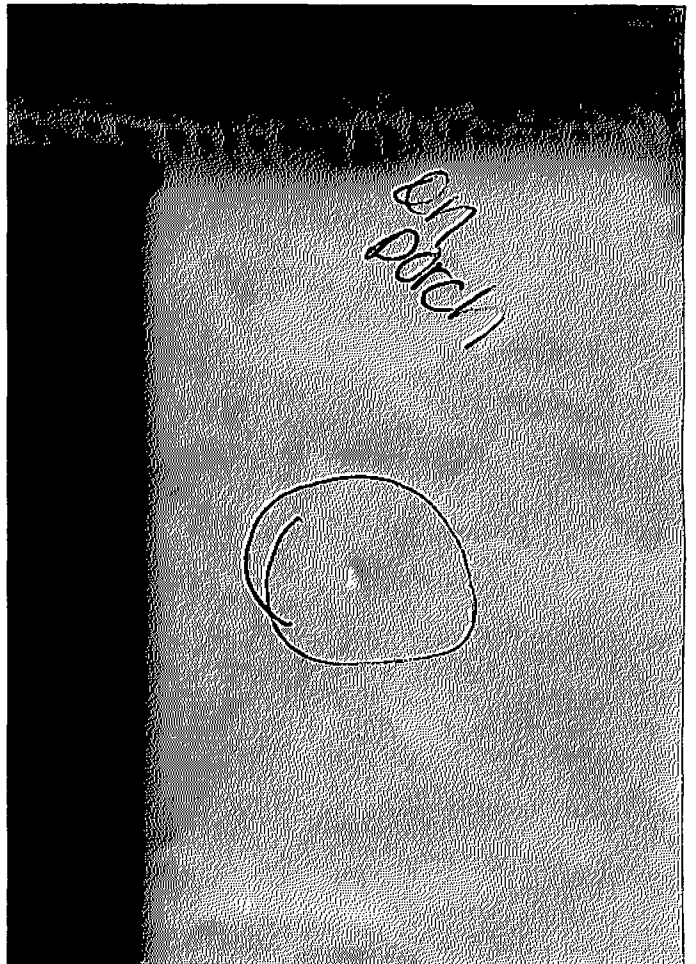
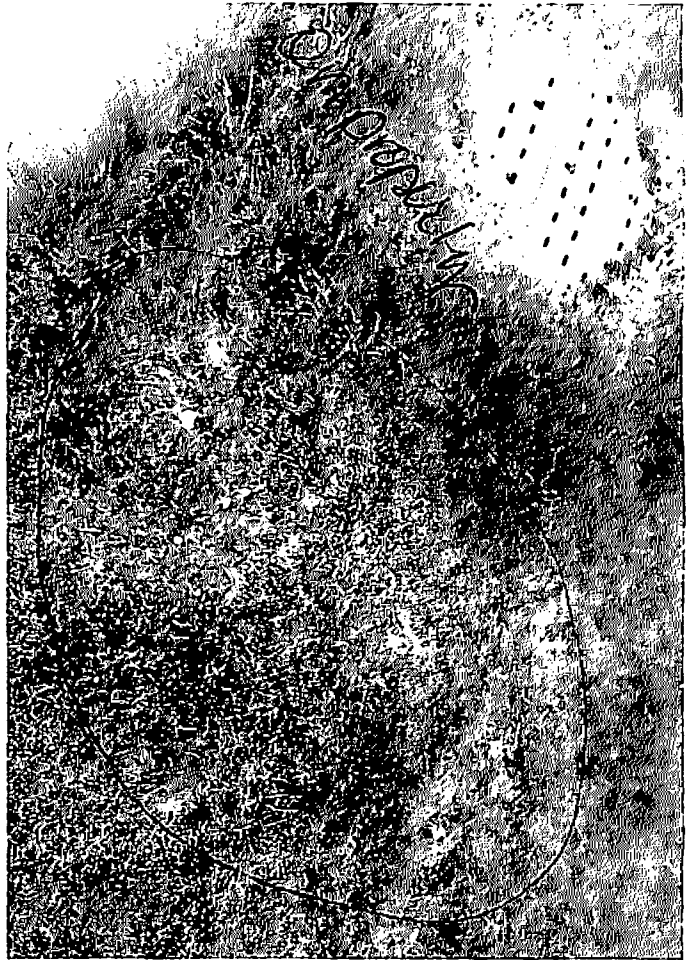
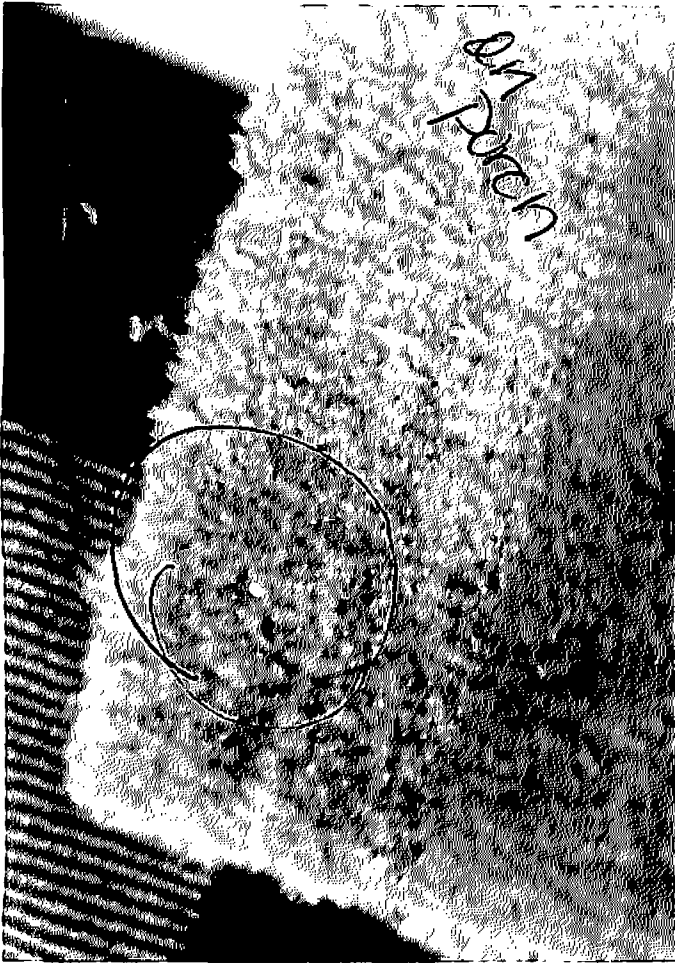
Note: This proposal may be withdrawn by us if
not accepted within 15 Days.

Acceptance of Proposal The above prices, specifications & conditions are satisfactory & are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above

Date of Acceptances.

Signature







R. O. No. - 13 - 14. By PURCHASING AGENT. September 16, 2013.

Submitting an evaluation of Request for Bids #1734-13-3 received on September 5, 2013 for the purchase of one 4WD Pickup for the Fire Department. Emergency lighting and accessories will be purchased separately and installed by the City following receipt of the vehicle.

Dealer	2014 4WD Crew Cab Pickup
Badger Truck Center	Ford F-250 XLT \$ 31,450.00
Ewalds Hartford Ford	Ford F-250 XLT \$31,406.50 Low Bid
Ewalds Chevrolet Buick	Chevrolet Silverado LT 2500 \$ 32,470.50
Sheboygan Chevrolet	Chevrolet Silverado LT 2500 \$ 31,727.51 Recommended

The truck proposed by Sheboygan Chevrolet Cadillac Buick GMC, while not the low bid, has been determined to be a better value for the Fire Department for the following reasons:

The Ford F-250 requires the front hubs to be manually locked into position from outside the vehicle before the four wheel drive can be activated.

The Chevrolet carries a 5 Year/100,000 Mile powertrain warranty versus 5 years/60,000 miles for the Ford.

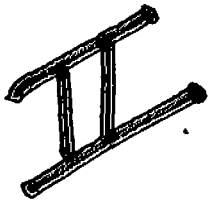
The Chevrolet comes with free oil changes and tire rotations in the first two years of ownership.

The Chevrolet features an EPA combined rating of 21 MPG versus a rating of 16 MPG on the Ford.

In consideration of the above, the recommendation is to purchase the Chevrolet Silverado for this application and award the bid to Sheboygan Chevrolet Cadillac Buick GMC.

Respectfully submitted,

Bernard R. Rammer



R. O. No. - 13 - 14 . By CITY CLERK. September 16, 2013.

Submitting a communication from Kevin Fetterer, 4th Street Tap, inquiring about purchasing the parking lot of the Armory, east side of the alley to 4th Street.

City Clerk

April 25, 2013

4th Street Tap
520 N. 4th St.
Sheboygan, WI. 53085

OFFICE OF THE CLERK

To whom it may concern,

I am writing in concern to being able to purchase the parking lot of the Armory, east side of the alley to 4th Street. If not available for purchase, we wanted to build a pavilion with a park like setting, planting grass etc. along with parking. The park would be open to all to enjoy, along with I'll have a place where I can run brat fry's, festivals, etc. If not available for purchase, we'd like to know if we were allowed to lease the parking for special functions.

Thank you for your consideration.

Sincerely,

Kevin Fetterer
4th Street Tap



Res. No. _____ - 13 - 14. By Alderperson Hammond. September 16, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the provision of Health Screening Biometric services for all City employees currently participating in the City's health insurance program, and to waive the need for competitive bidding for the service.

WHEREAS: The City of Sheboygan is interested in providing wellness programs for its employees in an effort to control healthcare costs and:

WHEREAS: The City currently provides wellness and health care related services to its employees offered by Interra Health, Inc., through an agreement with Sheboygan County and;

WHEREAS: The proposed costs associated with the biometric screenings take advantage of the combined buying power of the City, County and Sheboygan Area School District and;

WHEREAS: Under Ordinance 2-338 the Purchasing Agent may purchase from or in cooperation with, other governmental agencies without competitive bids.

RESOLVED: That the Purchasing Agent is hereby authorized to enter into contract with Interra Health, Inc., for the services in the amount of \$28,000.00 dependent upon participation and such authorization includes the waiver of the competitive bidding requirements.

BE IT FURTHER RESOLVED: That the appropriate City Officials are hereby authorized to draw orders on Account #70411030-521900 or others as deemed appropriate by the City Treasurer in payment of same.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

Res. No. - 13 - 14. By Alderperson Heidemann. September 16, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the purchase of one (1) 4WD Pickup Truck for the Department of Public Works.

WHEREAS: The Department of Public Works is in need of a suitable vehicle for use by the Superintendent of Parks & Forestry.

WHEREAS: Resolution No. 45-13-14 approved the solicitation of sealed bids for this vehicle.

WHEREAS: The Purchasing Agent solicited bids for all three vehicles and has determined that the low bid meets or exceeds the City's requirements:

RESOLVED: That the Purchasing Agent is hereby authorized to enter into contract for the purchase of one 2014 4WD Pickup truck including the necessary options and license and title fees in the amount of \$26,231.16 from Sheboygan Chevrolet Cadillac Buick GMC;

BE IT FURTHER RESOLVED: That the appropriate City officials are authorized to draw the funds from 70136100-641100 Motor Vehicle Fund in payment thereof.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20 _____. _____, City Clerk

Approved _____ 20_____. _____, Mayor

III

Res. No. _____ - 13 - 14. By Alderperson Carlson. September 10, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the purchase of one (1) 4WD Crew Cab Pickup Truck for the Sheboygan Fire Department for use as a command vehicle.

WHEREAS: The Sheboygan Fire Department in need of a suitable vehicle to replace a 1995 GM Suburban as well as needing the ability to tow the Survive Alive house and;

WHEREAS: The Fire Department has determined that a 4WD Pickup truck with a Crew Cab and shortened cargo box with cap will fulfill their requirements and;

WHEREAS: The Purchasing Agent solicited bids for all three vehicles and has determined that the low bid meets the City's requirements but it is advantageous to the City to consider the second low bid due to a number of distinct differences from one manufacturer to another;

RESOLVED: That the Purchasing Agent is hereby authorized to enter into contract for the purchase of one 2014 Chevrolet Silverado 4WD Pickup truck including the necessary options and license and title fees in the amount of \$ _____ from Sheboygan Chevrolet Cadillac Buick GMC;

BE IT FURTHER RESOLVED: That the appropriate City officials are authorized to draw the funds from in payment thereof.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____, _____, City Clerk

Approved _____ 20____, _____, Mayor

VII

R. C. No. _____ - 13 - 14. By LAW AND LICENSING. September 16, 2013.

Your Committee to whom was referred, pursuant to R. O. No. 86-13-14 by the City Clerk, submitting Taxicab Operator License #8147 be denied based upon his failure to accurately reveal all convictions on his application, his record of violations related to the licensed activity, and his failure to cooperate with the Committee.

_____ Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

IV

R. C. No. - 13 - 14 . By STRATEGIC FISCAL PLANNING. September 16, 2013.

Your Committee to whom was referred Res. No. 48-13-14 by Strategic Fiscal Planning Commission amending the public forum rules for common council meetings; recommends the Resolution be placed on file.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

III

6.4

Res. No. 48 - 13 - 14. By Alderperson Hammond. August 5, 2013.

A RESOLUTION amending the public forum rules for common council meetings.

RESOLVED: That the public forum rules for common council meetings are amended so as to provide for up to five pre-registered members of the public to speak for up to three minutes each during the public forum. Except as herein amended, all other council rules relating to the public forum remain in effect.



*Strategic
File*

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



R. C. No. _____ - 13 - 14. By STRATEGIC FISCAL PLANNING. September 16, 2013.

Your Committee to whom was referred G. O. No. 16-13-14 by Strategic Fiscal Planning Commission repealing and recreating Section 2-112 of the Sheboygan Municipal Code relating to time of regular meetings so as to change the regular meeting time to 6:00 p.m. rather than 7:00 p.m.; recommends the Ordinance be passed.

Committee

I HEREBY CERTIFY that the foregoing Committee Report was duly accepted and adopted by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

~~X~~

8.1

Gen. Ord. No. 16 - 13 - 14. By Alderperson Hammond. August 5, 2013.

AN ORDINANCE repealing and recreating Section 2-112 of the Sheboygan Municipal Code relating to time of regular meetings so as to change the regular meeting time to 6:00 p.m. rather than 7:00 p.m.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

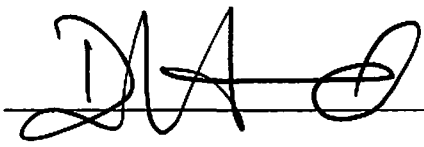
Section 1. Section 2-112 of the Sheboygan Municipal Code entitled "Time of regular meetings" is hereby repealed and recreated to read as follows:

"Sec. 2-112. *Time of regular meetings.*

- (a) The regular meetings of the common council shall be held on the first and third Mondays of each month at 6:00 p.m., except that:
 - (1) The first meeting in April of each year shall be held the day following the municipal election, and the second meeting in April shall be held on the second Monday thereafter; and
 - (2) Each organizational meeting of the new council shall be held on the third Tuesday of April, and there shall also be a regular meeting of the council on the first Monday following the organizational meeting only for the purpose of confirming or rejecting the appointments made by the mayor at the organizational meeting.
- (b) If any of the days designated as regular meetings shall be a legal holiday, or an officially designated city government holiday, the regular meeting shall be held on the following Tuesday, at 6:00 p.m. However, if such Tuesday falls on election day, the meeting shall be held on the next succeeding day."

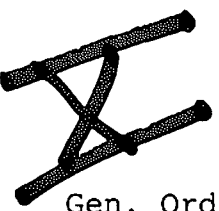
*Strategic
approve*

Section 2. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

 _____

I HEREBY CERTIFY that the foregoing Ordinance was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the ____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk
Approved _____ 20____. _____, Mayor



Gen. Ord. No. _____ - 13 -14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE requiring east and westbound traffic on Arizona Ave. to stop at S. 21st St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled, "Prohibitions and Restrictions Authorized," stop signs shall be added requiring east bound and west bound traffic on Arizona Avenue to stop at the intersection of S. 21st St. and Arizona Avenue.

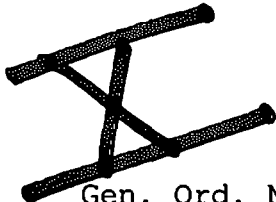
Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to add the sign(s) to give notification of the aforementioned change.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



Gen. Ord. No. _____ - 13 - 14. By Alderperson Carlson. September 17, 2013.

AN ORDINANCE repealing Gen. Ord. 40-02-03 creating to a no parking, stopping, standing zone on the south side of Cooper Ave. west of N. 20th St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled, "Prohibitions and Restrictions Authorized," Gen. Ord. 40-02-03, which created a no parking, stopping, or standing zone on the south side of Cooper Avenue, is hereby repealed.

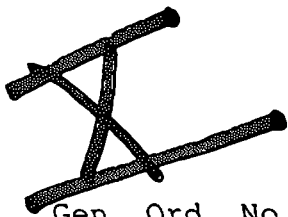
Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to remove the signs giving notification of the repealed parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



Gen. Ord. No. - 13 - 14 . By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone from 7 a.m. until 4 p.m. on school days on the north side of Cooper Ave. west of N. 20th St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled "Prohibitions and Restrictions Authorized," the north side of Cooper Avenue from North 20th Street to 70' west of the west curb line of N. 20th Street is hereby added to the list of locations where no parking is permitted from 7 a.m. to 4 p.m. on school days.

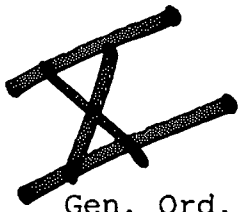
Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to install the signs to give notification of the aforementioned parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



Gen. Ord. No. - 13 -14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE relating creating a no parking zone effective December 1st through April 1st on the south side of Ontario Ave. west of N. 14th St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled, "Prohibitions and Restrictions Authorized," the south side of Ontario Avenue from N. 14th Street to 75 feet west of the west curb line of N. 14th Street is hereby added to the list of locations where parking is not permitted from December 1st through April 1st.

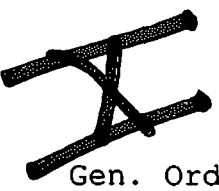
Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to install the signs to give notification of the aforementioned parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



Gen. Ord. No. - 13 - 14 . By Alderperson Heidemann. September 16, 2013.

AN ORDINANCE creating a no parking zone in the alley north of Jefferson Ave. and south of Pennsylvania Ave. between S. 9th St. and Water St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled "Prohibitions and Restrictions Authorized", the entire alley located 165' south of the south curb line of Pennsylvania Ave. is hereby added to the list of locations where no parking is permitted.

Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to install the signs to give notification of the aforementioned parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor



Gen. Ord. No. _____ - 13 - 14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone on the west side of S. 24th St. south of Union Ave.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled "Prohibitions and Restrictions Authorized," the west side of S. 24th Street from 75' south of the south curb line of Union Avenue is hereby added to the list of locations where no parking is permitted.

Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to install the signs to give notification of the aforementioned parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

Gen. Ord. No. _____ - 13 - 14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone on the north side of Union Ave. between S. 26th St. and S. 25th St.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 118-126 of the Municipal Code entitled "Prohibitions and Restrictions Authorized," the north side of Union Avenue from 80' east of the east curb line of S. 26th St. to 113' east of the east curb line of S. 26th St. is hereby added to the list of locations where no parking is permitted.

Section 2. The Department of Public Works and the Police Department are hereby authorized and directed to install the signs to give notification of the aforementioned parking restriction.

Section 3. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20____. _____, City Clerk

Approved _____ 20____. _____, Mayor

COMMON COUNCIL

Official Proceedings of the 2013-2014 Common Council of the City of Sheboygan.

TWELFETH REGULAR MEETING

The Council met: Monday, September 16, 2013.

Mayor Mike Vandersteen in the Chair:

On call of the roll, the following Alderpersons were present:

Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Absent and Excused: Lessard, Matichek □ 2.

On motion by Alderperson Hammond and second by Alderperson Carlson, the reading of the minutes of the Eleventh Regular Meeting held September 3, 2013, was approved as entered on the record, all Alderpersons present voting "Aye".

RESIGNATIONS

September 3, 2013

RE: International Committee

Dear Mary,

Could you please announce my resignation from the International Committee at your next meeting. Due to my college schedule I am unfortunately unable to attend meetings (one of my classes meets on Tuesdays from 5:30-8:30) on a regular basis. I feel it would be to the committee's advantage that I resign and allow for the committee to possibly find another community member that could help make contributions. I appreciate your understanding and patience concerning this matter. I truly hope that the committee has wonderful trip to Esslingen! Gute Fahrt!

Respectfully submitted,

Susan Kirchner

On motion by Alderperson Hammond and second by Alderperson Carlson, the foregoing Resignation was accepted and placed on file, all Alderpersons present voting "Ayes".

ELECTION OF THE BOARD OF WATER COMMISSIONERS MEMBER

A motion by Alderperson Hammond and second by Alderperson Carlson was made to open the floor for nominations for a member of the Board of Water Commissioners.

A motion by Alderperson Hammond and second by Alderperson Carlson was made to nominate Gerry Van De Kreeke. The nominations were closed.

On motion by Alderperson Hammond and second by Alderperson Carlson, the City Clerk was directed to cast a unanimous ballot for Gerry Van De Kreeke as the new member to the Board of Water Commissioners, majority of Alderpersons present voting "Aye". Alderperson Bohren abstained.

PRESENTATION OF 2014 BUDGET SUMMARY

MAYOR'S ANNOUNCEMENTS

On motion by Alderperson Hammond and second by Alderperson Carlson, the following documents notated with an asterick (*) were accepted and placed on file, accepted and adopted, or passed on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

REPORTS OF OFFICERS

*R. O. No. 127 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting various license applications ALREADY ISSUED.

TEMPORARY CLASS "B" LICENSE

<u>No.</u>	<u>Name</u>	<u>Address</u>
1377	St. Dominics Church	2133 N. 22 nd St. – one-day event to be Held 9/15/2103 to include part of the PAC Hall at 2108 N. 21 st St.

***R. O. No. 128 - 13 - 14. By CITY ATTORNEY. September 16, 2013.**

Submitting, as a matter of record, a copy of the recorded Access Easement Agreement dated July 24, 2013, between the City of Sheboygan and Betty Kauger, executed in accordance with Res. No. 25-13-14.

***R. O. No. 129 - 13 - 14. By CHIEF ADMINISTRATIVE OFFICER. September 16, 2013.**

Submitting a revised 2014 Budget Schedule

2014 BUDGET SCHEDULE

March 18, 2013	Strategic Fiscal Planning Committee submits to the Common Council established budget goals and objectives for 2014 budget process and beyond
March, 2013	Chief Administrative Officer communicates to department heads goals and objectives for 2014 budget submittals and beyond
May, 2013	Departmental budget submittals and reviews
July 8, 2013	2014 General Fund Budget summary to Finance Committee
July 15, 2013	2014 Preliminary Budget submitted to Council
August, 2013	Standing Committees review department budgets and report Committee recommendations to the Common Council on Aug. 19, 2013
August 26, 2013	Finance Committee review reports of Standing Committees on departmental Budgets
September 3, 2013	Proposed budget submitted to Common Council
September 13, 2013	Publication of Notice of Public Hearing on 2014 Proposed Budget
September 16, 2013	Report of Fund Balance and G O Bonded Debt to the Common Council
October 7, 2013	Public Hearing on 2014 Proposed Budget and Council Discussion on the status of departmental budgets
October 14, 2013	Finance Committee final review of 2014 Budget
October 21, 2013	Council Meeting to adopt the 2014 Budget

***R. O. No. 130 - 13 - 14. By CITY CLERK. September 16, 2013.**

Submitting various license applications.

TEMPORARY CLASS "B" BEER LICENSE

<u>No.</u>	<u>Name</u>	<u>Address</u>
2541	Sheboygan Visual Artist	1201 Erie Ave. – one-day event to be held 9/27/13, 10/25/13, 1/31/14, 2/28/14, 3/28/14, 4/25/14, 5/30/14 & 6/27/14 to Include 1 st floor of EBCO artworks.
2541	Sheboygan Visual Artist	1201 Erie Ave. – two-day event to be held 11/22/13 – 11/23/13 to include 1 st floor of EBCO artworks.

R. O. No. 131 - 13 - 14 By PURCHASING AGENT. September 16, 2013.

Submitting an estimated value of the costs associated with the contract for provision of annual bio-metric screenings for all city employees covered by the City provided health plan with the screenings to be provided by Interra Health, Inc.

The contract is based upon a minimum of 315 employees participating in the screenings. Assuming full participation the value of this contract is estimated to be approximately \$ 28,000.00.

The requirement for competitive bidding is waived under the exemption provided in Ordinance 2-338 of the City code, allowing the city to purchase in cooperation with other units of government.

These screenings have been shown to play a role in the containment or reduction of health care insurance costs over a period of years.

A motion by Alderperson Hammond and second by Alderperson Carlson to suspend the rules of the Common Council was passed by unanimous consent.

On motion by Alderperson Hammond and second by Alderperson Carlson, the foregoing Report of Officer was accepted and placed on file call of the roll:

September 16, 2013

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

R. O. No. 132 - 13 - 14. By Chief Administrative Officer. September 16, 2013.

As part of the budget process, the attached listing of the Estimated Unreserved Fund Balances at December 31, 2013 and outstanding debt as of December 31, 2013 is submitted for your review.

Lies over under the rules to October 21st.

R. O. No. 133 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Kevin Fetterer, 4th Street Tap, inquiring about purchasing the parking lot of the Armory, east side of the alley to 4th Street.

Was referred to the City Plan Commission.

R. O. No. 134 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a claim from Remy Battery Co., Inc. for alleged damages to their parked van due to the city garbage truck backing into the driver's side of the van and doing extensive damage.

Was referred to the Committee on Finance.

R. O. No. 135 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a claim from Francisco James for alleged damages to his vehicle occurring during an arrest by Sheboygan Police at Sheridan Park.

Was referred to the Committee on Finance.

R. O. No. 136 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a claim from Alex and Jessica Horvat for alleged damages from stones flying through their front window panel from the DPW workers cutting the concrete in the street for street repairs.

Was referred to the Committee on Finance.

R. O. No. 137 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting various license applications for the period ending June 30, 2014 and June 30, 2015.

Was referred to the Committee on Law and Licensing.

R. O. No. 138 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from State of Wisconsin Department of Corrections on behalf of Daniel Ludwigson filing an appeal to the Sex Offender Residency Restrictions.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 139 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Walter Holzhaeuser requesting that the stop lights located at the intersection of N. 13th Street and Geele Ave. be removed and replaced with stop signs.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 140 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from State of Wisconsin Department of Corrections on behalf of Andrew Tershner filing an appeal to the Sex Offender Residency Restrictions.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 141 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Wydell Vaughn requesting a waiver to the Sex Offender Residency Restrictions.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 142 - 13 - 14. By CITY CLERK. September 16, 2013.

Submitting a communication from Leo Hernandez Jr. requesting a waiver to the Sex Offender Residency Restrictions.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 143 - 13 - 14. By PURCHASING AGENT. September 16, 2013.

Submitting an evaluation of Request for Bids #1734-13-3 received on September 5, 2013 for the purchase of one 4WD Pickup for the Fire Department. Emergency lighting and accessories will be purchased separately and installed by the City following receipt of the vehicle.

Was referred to the Committee on Public Protection and Safety.

R. O. No. 144 - 13 -14. By PURCHASING AGENT. September 16, 2013

Submitting an evaluation of Request for Bids #1734-13-3 received on September 5, 2013 for the purchase of one 4WD Pickup for the Department of Public Works.

Was referred to the Committee on Public Works.

RESOLUTIONS INTRODUCED

Res. No. 58 - 13 - 14. By Alderperson Hammond. September 16, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the provision of Health Screening Biometric services for all City employees currently participating in the City's health insurance program, and to waive the need for competitive bidding for the service.

WHEREAS: The City of Sheboygan is interested in providing wellness programs for its employees in an effort to control healthcare costs and:

WHEREAS: The City currently provides wellness and health care related services to its employees offered by Interra Health, Inc., through an agreement with Sheboygan County and;

WHEREAS: The proposed costs associated with the biometric screenings take advantage of the combined buying power of the City, County and Sheboygan Area School District and;

WHEREAS: Under Ordinance 2-338 the Purchasing Agent may purchase from or in cooperation with, other governmental agencies without competitive bids.

RESOLVED: That the Purchasing Agent is hereby authorized to enter into contract with Interra Health, Inc., for the services in the amount of \$28,000.00 dependent upon participation and such authorization includes the waiver of the competitive bidding requirements.

BE IT FURTHER RESOLVED: That the appropriate City Officials are hereby authorized to draw orders on Account #70411030-521900 or others as deemed appropriate by the City Treasurer in payment of same.

A motion by Alderperson Hammond and second by Alderperson Carlson to suspend the rules of the Common Council was passed by unanimous consent.

On motion by Alderperson Hammond and second by Alderperson Carlson, the foregoing Resolution was passed on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

Res. No. 59 - 13 - 14. By Alderperson Carlson. September 10, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the purchase of one (1) 4WD Crew Cab Pickup Truck for the Sheboygan Fire Department for use as a command vehicle.

Was referred to the Committee on Public Protection and Safety.

Res. No. 60 - 13 - 14. By Alderperson Heidemann. September 16, 2013.

A RESOLUTION authorizing the Purchasing Agent to enter into contract for the purchase of one (1) 4WD Pickup Truck for the Department of Public Works.

Was referred to the Committee on Public Works.

Res. No. 61 - 13 - 14. By Alderperson Donohue. September 16, 2013.

A RESOLUTION establishing the monthly premium equivalent rates for the Medical Benefit Plan effective for January 2014 coverage.

Was referred to the Salaries and Grievances Committee.

Res. No. 62 - 13 - 14. By Alderperson Carlson. September 16, 2013.

A RESOLUTION supporting the Green Tier Charter for Legacy Communities as set forth by the Wisconsin Department of Natural Resources.

Was referred to the Strategic Fiscal Planning Committee.

REPORTS OF COMMITTEES

***R. C. No. 165 - 13 - 14. By PUBLIC WORKS. September 16, 2013.**

Your Committee to whom was referred Com. No. 8-13-14 by Alderperson Lewandoske submitting a communication from Russell Rasmussen from the DNR stating that he understands that the City of Sheboygan wants to put life preserver rings on their piers and seem to think they need some sort of permit. The DNR state that unless they are expanding the pier footprint, the City would not need a permit from the DNR; recommends to file the Communication

***R. C. No. 166 - 13 - 14. By STRATEGIC FISCAL PLANNING. September 16, 2013.**

Your Committee to whom was referred Com. No. 13-13-14 by Strategic Fiscal Planning Commission submitting a communication from Alderperson Bohren being a document entitled "Priority Driven Budget Process"; recommends that the Communication be placed on file.

***R. C. No. 167 - 13 - 14. By PUBLIC WORKS. September 16, 2013.**

Your Committee to whom was referred R. O. No. 94-13-14 by the City Clerk submitting a communication from St. Nicholas Hospital regarding their proposed utility construction plan set and legal description for the City's review and records. St. Nicholas Hospital is constructing a private fiber network among the area's health cares with utility construction taking place within the city road right-of-way commencing as early as this fall with completion of construction and restoration planned by winter of 2013; recommends filing the Report of Officer.

***R. C. No. 168 - 13 - 14. By PUBLIC WORKS. September 16, 2013.**

Your Committee to whom was referred R. O. No. 126-13-14 by the City Clerk submitting a communication from the Mid-Lake Softball Organization stating concerns they are having with the Sheboygan Softball Association; recommends filing the Report of Officer.

***R. C. No. 169 - 13 - 14. By LAW AND LICENSING. September 16, 2013.**

Your Committee to whom was referred R. O. No. 86-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2014 and June 30, 2015; the following licenses by granted with various caveats (indicated below):

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
7052	Schad, Jamie L.	2520 Lakeshore Dr.
*7356	Stiller-Devoe, Lynda S.	13 Elmwood Dr.

***Grant contingent upon the application being corrected, and with a warning to include all violations on future applications.**

***R. C. No. 170 - 13 - 14. By LAW AND LICENSING. September 16, 2013.**

Your Committee to whom was referred, pursuant to R. O. No. 108-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2015; that the following licenses be granted contingent upon the application being corrected, and with a warning to include all violations on future applications:

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>	<u>Address</u>
0106	Cole, Dominic A.	1610 Blocki Ct.
0101	Dimas, Evangelina L.	1222 Parkwood Blvd.

***R. C. No. 171 - 13 - 14. By LAW AND LICENSING. September 16, 2013.**

Your Committee to whom was referred, pursuant to R. O. No. 122-13-14 by the City Clerk, submitting license applications for the period ending June 30, 2014 and June 30, 2015; that the following licenses be granted:

CHANGE OF PREMISE

<u>No.</u>	<u>Name</u>	<u>Address</u>
1420	VFW Post #9156	552 S. Evans St. □ one-day event to be held 10/12/13 to include the north side of the building, front(East) of building and south side of the building.

FERMENTED MALT BEVERAGE LICENSE (June 30, 2014)

<u>No.</u>	<u>Name</u>
3007	Tidy Car of Sheboygan

BEVERAGE OPERATOR'S LICENSE (June 30, 2015)

<u>No.</u>	<u>Name</u>
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0127 Benzschawel, Lisa M.
 6748 Bresser, Matt J.
 0126 Davey-Turner, Matthew J.
 0029 Diedrich, Emily S.
 0120 Farley, Dean J.
 0118 Hauch, Gary M.
 0113 Hughes Jr., Tony A.
 0125 Laganowski, Josh D.
 5799 Neils, Nicole M.
 0124 Pidkowicz, Kathryn M.
 0115 Robles, Savannah R.
 0111 Russell, James E.(Club)
 0117 Theis, Robert R.
 2315 Wilsing, Timothy S.

TAXICAB OPERATOR'S LICENSE (June 30, 2014)

No.	Name
0122	Henderson, William J.
0110	Love, Ever L.
0121	Ramos, Jose F.
0109	Shaw, Troy Allen
2359	Wright, Mary A.

R. C. No. 172 - 13 - 14. By STRATEGIC FISCAL PLANNING. September 16, 2013.

Your Committee to whom was referred Res. No. 48-13-14 by Strategic Fiscal Planning Commission amending the public forum rules for common council meetings; recommends the Resolution be placed on file.

On motion by Alderperson Hammond and second by Alderperson Carlson, the Report of Committee was accept and adopted to file the Resolution on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Hammond, Heidemann, Hermann, Pentico, Van Akkeren, VanderWeele, Versey □ 11.

Nays: Donohue, Lewandoske, Thiel □ 3.

R. C. No. 173 - 13 - 14. By STRATEGIC FISCAL PLANNING. September 16, 2013.

Your Committee to whom was referred G. O. No. 16-13-14 by Strategic Fiscal Planning Commission repealing and recreating Section 2-112 of the Sheboygan Municipal Code relating to time of regular meetings so as to change the regular meeting time to 6:00 p.m. rather than 7:00 p.m.; recommends the Ordinance be passed.

Was accepted and adopted.

R. C. No. 174 - 13 - 14. By LAW AND LICENSING. September 16, 2013.

Your Committee to whom was referred, pursuant to R. O. No. 86-13-14 by the City Clerk, submitting Taxicab Operator License #8147 be denied based upon his failure to accurately reveal all convictions on his application, his record of violations related to the licensed activity, and his failure to cooperate with the Committee.

Was re-referred to the Committee on Law and Licensing.

ORDINANCES ON SECOND READING

Gen. Ord. No. 16 – 13 - 14. By Alderperson Hammond. August 5, 2013.

AN ORDINANCE repealing and recreating Section 2-112 of the Sheboygan Municipal Code relating to time of regular meetings so as to change the regular meeting time to 6:00 p.m. rather than 7:00 p.m.

THE COMMON COUNCIL OF THE CITY OF SHEBOYGAN DO ORDAIN AS FOLLOWS:

Section 1. Section 2-112 of the Sheboygan Municipal Code entitled "Time of regular meetings" is hereby repealed and recreated to read as follows:

"Sec. 2-112. *Time of regular meetings.*

- (a) The regular meetings of the common council shall be held on the first and third Mondays of each month at 6:00 p.m., except that:
 - (1) The first meeting in April of each year shall be held the day following the municipal election, and the second meeting in April shall be held on the second Monday thereafter; and
 - (2) Each organizational meeting of the new council shall be held on the third Tuesday of April, and there shall also be a regular meeting of the council on the first Monday following the

September 16, 2013

organizational meeting only for the purpose of confirming or rejecting the appointments made by the mayor at the organizational meeting.

- (b) If any of the days designated as regular meetings shall be a legal holiday, or an officially designated city government holiday, the regular meeting shall be held on the following Tuesday, at 6:00 p.m. However, if such Tuesday falls on election day, the meeting shall be held on the next succeeding day.”

Section 2. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict, and this ordinance shall be in effect from and after its passage and publication.

A motion was made by Alderperson Hammond and second by Alderperson Carlson to pass the Ordinance.

Before action was taken thereon, a motion was made by Alderperson Hammond and second by Alderperson Carlson, to amend the foregoing Ordinance to make effective January 1, 2014, passed on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Pentico, Van Akkeren, Vander Weele, Versey □ 12.

Nays: Lewandoske, Thiel □ 2.

On motion by Alderperson Hammond and second by Alderperson Carlson, the Ordinance, as amended, was passed on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Pentico, Van Akkeren, Vander Weele, Versey □ 12.

Nays: Lewandoske, Thiel □ 2.

ORDINANCES INTRODUCED

Gen. Ord. No. 26 – 13 -14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE requiring east and westbound traffic on Arizona Ave. and Elm Ave. to stop at S. 21st St. Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 27 - 13 - 14. By Alderperson Carlson. September 17, 2013.

AN ORDINANCE repealing Gen. Ord. 40-02-03 creating to a no parking, stopping, standing zone on the south side of Cooper Ave. west of N. 20th St.

Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 28 – 13 - 14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone from 7 a.m. until 4 p.m. on school days on the north side of Cooper Ave. west of N. 20th St.

Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 29 - 13 -14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE relating creating a no parking zone effective December 1st through April 1st on the south side of Ontario Ave. west of N. 14th St.

Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 30 – 13 - 14. By Alderperson Heidemann. September 16, 2013.

AN ORDINANCE creating a no parking zone in the alley north of Jefferson Ave. and south of Pennsylvania Ave. between S. 9th St. and Water St.

Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 31 - 13 - 14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone on the west side of S. 24th St. south of Union Ave.

Was referred to the Committee on Public Protection and Safety.

Gen. Ord. No. 32 - 13 - 14. By Alderperson Carlson. September 16, 2013.

AN ORDINANCE creating a no parking zone on the north side of Union Ave. between S. 26th St. and S. 25th St.

Was referred to the Committee on Public Protection and Safety.

DISCHARGING THE FINANCE COMMITTEE WITHOUT NOTICE

Regarding Res. No. 55-13-14 by Alderperson Hammond

September 16, 2013

A motion was made by Alderperson Hammond and second by Alderperson Carlson to Discharge the Finance Committee, was passed on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

Res. No. 55 - 13 - 14. By Alderperson Hammond. September 3, 2013.

A RESOLUTION amending Res. No. 184-10-11 by Alderperson Hammond to establish a service fee for payments that are made by credit or debit card to the City of Sheboygan.

WHEREAS, the City of Sheboygan wishes to provide the option to the citizens of processing payments and debit card systems, and

WHEREAS, the City of Sheboygan wishes to establish a service fee for the users of the system to pay for the cost.

NOW, THEREFORE, BE IT RESOLVED: That the City of Sheboygan will use the Point & Pay System. The service charge will be based on a sliding scale on the bill payment amount.

On motion by Alderperson Hammond and second by Alderperson Carlson, the Resolution was passed, on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

A MOTION TO CONVENE IN CLOSED SESSION was made by Alderperson Hammond and second by Alderperson Carlson, under the exemption provided in Sec. 19.85(1)(e), Wis. Stats., for the purpose of deliberating the possible sale of public property where competitive and bargaining reasons require a closed session was passed, on call of the roll:

Ayes: Belanger, Bohren, Carlson, Dassler, Donohue, Hammond, Heidemann, Hermann, Lewandoske, Pentico, Thiel, Van Akkeren, Vander Weele, Versey □ 14.

Nays: None.

There being no further business, on motion by Alderperson Hammond and second by Alderperson Carlson, the meeting was then adjourned, all Alderpersons present voting "Aye".

Mayor

City Clerk