

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
9915 - 39th Avenue
Pleasant Prairie, WI
January 4, 2016
6:00 p.m.**

A regular meeting of the Pleasant Prairie Village Board was held on Monday, January 4, 2016. Meeting called to order at 6:00 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Steve Kumorkiewicz, Dave Klimisch and Mike Serpe. Also present were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Dave Smetana, Police Chief; Doug McElmury; Fire & Rescue Chief; Matt Fineour, Village Engineer; John Steinbrink Jr., Public Works Director; Dan Honore', IT Director; Sandro Perez, Inspection Superintendent and Jane M. Romanowski, Village Clerk. Two citizens attended the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. MINUTES OF MEETINGS - DECEMBER 14 AND 21, 2015**

Dave Klimisch:

I move approval.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Dave, second by Steve. Any additions, corrections, comments?

KLIMISCH MOVED TO APPROVE THE MINUTES OF THE DECEMBER 14 AND DECEMBER 21, 2015 VILLAGE BOARD MEETINGS AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

- 5. CITIZEN COMMENTS**

John Steinbrink:

Anybody wishing to speak under citizens' comments? Hearing none I'll close citizens' comments.

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6. ADMINISTRATOR'S REPORT

Mike Pollocoff:

I just want to give an update on the repurposing of this building based on discussions with Riley Construction. Based on our discussions with Riley Construction, I believe our auditorium will be ready for the first meeting in February, February 1st. And the first meeting will be with the meeting of the Village Board. Then after the other Commissions will also meet down there. And this will just remain as the courtroom for the Municipal Court. They're fairly well done. They're working on the elevator right now. And then the rooms that are kind of attached to the elevator they can't get done until the elevator is done. So we'll be all set to go. And we'll get the word out to the newsletter and everything that we're going to have that meeting that night. I think it's going to be a fairly long agenda matter of fact. So everybody who needs to get for that night or wants to come they'll know to park down there and come into the new auditorium.

I was down there today. We were looking at the work that's been done so far. And when I look at that room I can't believe we got fire trucks parked in there. The room isn't any bigger than it was, and it's not any smaller than it was when the fire trucks were in there. But it actually is a little bit bigger than this room. And we took the extra step to insulate it which will help with the heating. Back when the building was built it was never insulated. But I think it's going to be a nice addition. We have a break out wall there. One of the big problems we've had with lack of meeting space is for like neighborhood associations and some of the nonprofit groups had no place to meet. And now they'll be able to meet in that meeting room. And we can actually have two different groups in there and break it out with an acoustical wall between the two. So that will be ready.

There was one more thing. I wanted Chief Smetana to come up. There was a press release on it - I'm not sure if you all saw it, that Lieutenant Riley went to the FBI Academy. Unfortunately it's the first time we've done it since I've been here.

Chief Smetana:

Good evening. I was fortunate enough back when I first got here to kind of poll the officers and upper command staff and find out what they were interested in. One of the topics that came up was command training. So being an alumni of the National Academy which is a ten week intensive academic and physical training, it's held out at Quantico where the new agents come in, so you're living there in dorms which is like the 1960 style. So if you watch the TV show Quantico it's nothing like that. Its 1960 style dorms. But generally it's between 270 and 280 law enforcement professionals from all over the world.

And you're mixed in with the training. You take a certain curriculum. You can take masters level classes or bachelors level classes. Mixed in with that you have PT training three times a week. And they work you up from running one mile the first week to over six and a half miles with an obstacle course on the Marine Corp base the eighth week. So it's prestigious. It's something that helps set up our department for growth in the future.

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I was fortunate enough to apply to get Dan in, and his spot came up early so we were able to send him in October. I've got another command staff member who's on the list, so I'm hoping to get them through as well. So it was a great experience for Dan. If you get a chance give him an email and he can tell you personally what he thought about it.

John Steinbrink:

Chief, do you know if they offer a course on boxing with that?

Chief Smetana:

I asked Dan if he talked about his boxing. And what the President's referring to is Dan's Battle of the Badges. And Dan he's just a great team player. Dan jumped into that. It was a fundraiser for autism, and they try to pair up people equally. Dan's opponent was a little bit more skilled. But I never boxed, Dan never boxed, and Dan jumped into the ring. He trained himself up. He takes a great deal of pride on his physical fitness. Trained himself up and fought a good fight, put it that way. So there's not even a boxing ring out in Quantico.

John Steinbrink:

I give him credit because he told us the story, and it was --

Chief Smetana:

Oh, good, I'm glad I'm not the one telling it to you. We can blame it on him. We're looking forward to somebody else taking the reigns and doing it next year for charity.

John Steinbrink:

It was a good cause.

Chief Smetana:

It was a great cause. Any questions on the National Academy? No? Thank you.

John Steinbrink:

Thank you, Chief.

Mike Pollocoff:

That's all I have, Mr. President.

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John Steinbrink:

Okay, thank you, Mike.

7. UNFINISHED BUSINESS

- A. Consider a Memorandum of Understanding Agreement for the property located at 9201 Wilmot Road.**

Mike Pollocoff:

Mr. President, this hasn't been completed yet. And as such I'm recommending we remove it from the agenda.

Michael Serpe:

So moved.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Any discussion?

SERPE MOVED TO REMOVE UNFINISHED BUSINESS ITEM 7A. FROM THE TABLE AND AT THE REQUEST OF THE VILLAGE ADMINISTRATOR, REMOVE IT FROM THE AGENDA; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

8. NEW BUSINESS

- A. Consider award of contract to purchase a 100 foot aerial platform fire truck.**

Chief McElmury:

Mr. President and members of the Board, we're here tonight to give you some information about the 100 foot aerial platform that we went out to bid for that we're looking to purchase in 2016. We have spent several years actually researching the different aerial platforms out. We've traveled all over looking at different ones, different brands, different models, different options. And so we spent quite a bit of time putting together a very detailed specification about what we were looking for and what would meet the needs of our community not only today but up to 25 years or more in the future. Our existing ladder truck is 28 years old now, so we're kind of looking at that as a round figure of how long this needs to be around, so how long do we need to try to equip it for the future.

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So there's three basic components that are in the budget. It's the platform itself, it is the radio equipment that goes in it, and then all the loose fire equipment. And that's all included in the budget of \$1.343 million. So we sent out a request for a proposal to three different companies. And those three companies are Emergency One, Pierce Manufacturing and Suffern Corporation. And we sent them directly to their Wisconsin dealers.

We received a no bid response from the Sutphen Corporation. They no longer build a rear mount aerial platform which is what we decided to go with. They have mid mount aerial platforms. And if you've seen like in Kenosha they have the mid mount aerial platforms. There are some distinct advantages for communities that have low overhead bridges such as Kenosha or have low garage doors. That's the main reason you'd buy a mid mount platform. That's where the aerial platform rotates out of the center just behind the cab of the truck, and the bucket overhangs the back. The problem with a mid mount is the tail swing. As you go around a corner that bucket swings over like eight to ten feet over. So if you're in traffic you really have to be very careful on how you drive that or it can be kind of a wrecking machine driving down the road.

A much more practical option for Pleasant Prairie is what they call a rear mount platform. Very similar to the truck we have now where the ladder rotates off the rear end of the apparatus. The bucket sticks out over the front. So there's a good picture here on the left. So we specified a rear mount so that dropped us down to two bidders. And that was Reliant Fire Apparatus which is our local Pierce dealer, and also Fire Safety USA which is our E-One dealer. We received responses from both of them.

There's a couple things that we liked -- could we go back just one slide there for a sec. When we got the rough bids in Fire Safety USA was actually considerably less than Pierce. As I stated in the memo there's three basic components that we really like about the E-One. Number one is this outrigger design. If you look on the left that's the E-One. Its 15 foot 6 inches wide, but they're very slow slung, very low mount. So it's easier to set that up in a tighter area than the Pierce. That's got a 16 foot 6, but they're much larger, what they call an H type of outrigger system versus the A frame with the E-One. And that's what we have currently. And we really do like that.

And as we go into new developments such as Village Green, little tighter streets, little narrower areas it's much more practical. Then the second thing that we liked is the load capabilities. The E-One has a 1,305 pound load rating in the basket. And at a two and a half to one safety factor versus 1,150 pounds and only a two to one. And two to one meets the NFPA requirement, National Fire Protection Association Requirement, but it does -- obviously two and a half to one with the heavier capacity is going to be much better now and in the future. We can put more equipment in there.

So to date E-One has never experienced an aerial failure, which not many aerial manufacturers can say that. I should knock on wood when I say that. And then there's nearly a \$100,000 cost savings. If you look this is the raw bids that came in. And as you can imagine when you go out to bid for a rig as complicated as a ladder truck the bids are quite extensive. These are the two bids we got back so pretty lengthy. It's not exactly an apples to apples comparison when you go through.

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So we start with the raw bids. Fire Safety USA is \$1,125,000. The safety factor which I talked about -- now their base price did not include several things. This is the main things. The large diameter valve is just an outlet that comes off the side where you can flow large amounts of water through a large diameter hose. A collision mitigation system which is like a forward facing radar. Some of the new cars have that where it sense there's a car in front of you, and it actually will apply the brakes if you start getting too close which that was in our specification. I mean when we're looking at something this expensive, this heavy, it makes sense to equip it with the most modern safety features available.

The Line-X coating on the exterior diamond plate for slip resistance and also long term from a maintenance standpoint it saves a lot. Independent front suspension, again, so it handles better, it handles better on the road with that, and the tires will last longer. And the zinc coating on the frame rails. With the salt and also the additives to the salt nowadays one of the big problems in fire apparatus because you keep it so long is that gets up on the frame rails, and they're experience nationwide, especially in the northern climates, rusting of the frame rails. So we want to make sure we protect those. So that was something that we added in our spec.

Michael Serpe:

Is that zinc permanent, or does it have to be redone every now and then?

Chief McElmury:

No that is permanent. And there are some other spray coatings you can put on. Actually we did that to all of our existing apparatus here this last round of PM because we got an update that came from the different factories recommending that. And that's call Carwell. It's almost like a thick oil that goes up and protects the frame. So we can do that in addition to even protect it more. So that was the raw bid from Fire Safety. And when we come to our final total in a little bit you'll see those are the items that we had priced out that we added into that base price which is coming up. Next slide please.

The Pierce raw bid was \$1,283,987. As I mentioned that has a little bit less of a bucket capacity. There's a typo there, I apologize. It's not 11,505, it's 1,550. Forget that last five. Now they had included some things that, again, to compare truly apples to apples comparison between the two manufacturers, the Telma electromagnetic braking retarder which kind of does the same thing as if you ever heard of Jake brake, if you hear like a truck or somebody slowing down you hear that real throaty exhaust sound that's a Jake brake.

John Steinbrink:

They are illegal in the Village you know.

Chief McElmury:

Except on fire apparatus, we're exempt. When you have a rig that heavy you want to do everything you can do to slow down. And actually one of the things we looked at doing was eliminating that

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on this rig and going with a Telma. It was not available from E-One. So we took the price of that off of the bid from Reliant. We had initially expected a second air compressor. We do that with our ambulances to assure that we don't run out of air with the air horns. It's not really necessary so we pulled that off. And also there was a rear waterway option that we had had on our spec that upon talking with both manufacturers while it would lend some flexibility to the way we operate it really wasn't practical. The departments that had gotten it had actually stopped using it, so we actually eliminated that from our spec. So those prices along with some minor electrical stuff came off.

So when we get to our final pricing you can see we actually added to the E-One and subtracted from the Reliant to make it a true apples to apples comparison. So our final bid, if you will, that was adjusted for this for E-One is the \$1,152,500 versus \$1,252,044. So almost \$100,000 difference between the E-One and the Pierce. So we're recommending that we go with the E-One. And I think we have pictures. That's a base print of the proposed model that came out of E-One so you can see the side view and the rear view. The next slide should be the officer's side and the front view.

We're very fortunate both dealers are very reputable. Both are very experienced in the fire apparatus business. We've had excellent history with both dealers. As I mentioned in the memo we've had some problems with the one manufacturer, and that was one of the factors in not going with them. So that's the base price. I'll let Mike discuss the different financial options here.

Mike Pollocoff:

E-One provided an option where if you paid cash up front that they would deduct three percent off the price of the truck. In doing that we'd want a performance and payment bond. If you think back to the Pirsch disaster how many fire departments lost their money they put down on trucks when they couldn't deliver. E-One is a good company, Pierce is a good company, but they've both been through reorganization as well. The bond I think was \$8,000.

Chief McElmury:

\$7,500 for the performance bond for the E-One for full price.

Mike Pollocoff:

And we took a look at -- depending on what we thought the bonds were going to be and talking with Kathy, especially after what happened in the stock market today, the bonds are going to get cheaper which is good news if we're borrowing money, but not for investors. In this case we'd be looking at saving -- we're thinking when we go out to issue bonds for the public works building and for the ladder we're going to be at about two percent. So it would be kind of a wash. Once you put in bond attorney fees and stuff like that I don't think it would be worth it. If the interest rate was a little higher then it would be something worth looking at. We could carry it off with our reserves until we went -- once the budget was implemented as far as the capital and debt service and then pay it off at that time. But as such my recommendation is to reject the purchase option. It's not going to be -- it will be financially good for E-One, but I don't think it benefits the Village.

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Michael Serpe:

What's the fate of the old ladder truck? What's the value of it, and what are we going to do with it?

Chief McElmury:

We didn't include that because we would try to sell it as a ladder truck. But when the companies like the E-One dealer looked at it they literally looked at scrap value of a rig that old. As far as the worse case scenario for a trade in with the aluminum ladder, the aluminum body and all that there's a lot of scrap value, engine and transmission. We would attempt to sell that, though, outright to another fire department. It passes ladder tests. We just did some extensive hydraulic work to it. And so it's functioning, it will be in service until we replace it. So our goal would be to try to get much more than scrap value.

Michael Serpe:

Is that in need of a lot of repair?

Chief McElmury:

Well, it's 28 years old. We did what we had to do to keep it in service. We had problems with the hydraulic hoses. They literally so old the rubber on the inside of the hose was deteriorating. It was clogging up the valves. It's a very complicated hydraulic system with proportioning valves, and also it has to satisfy that there's weight on all four jacks before it will allow you to move the aerial. Well, it clogs up the valves and the sensors on that. So we ended up replacing all the hydraulic hoses so it would work.

Kris Keckler:

I believe I reads it was 390 and some days upon ordering. So if we went this route is a down payment included, or pay for it all upon delivery?

Chief McElmury:

The different options are if we do pay we could opt to pay some up front. But the main option is when it's done we pay for it.

Kris Keckler:

Is there any idea that it really would hold tight to the run the 390 days?

Chief McElmury:

No, it's about 300 days actually. They anticipate that if we get a purchase order in here within the next couple weeks we'd be locked into probably an October bill.

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Kris Keckler:

So it's still in this calendar year.

Chief McElmury:

Calendar year 2016, correct.

Mike Pollocoff:

It's capitalized so that goes over fiscal years.

Dave Klimisch:

Do you know what kind of money -- what kind of return we're getting on the million that we have? If we were going to pay cash for it and save three percent how is that money performing for us now?

Mike Pollocoff:

We don't have that money. So we have our reserve funds invested. Some of it's in more liquid accounts which are racking up -- because we have secured funds we're at about three quarters of a percent. And then through our long-term reserves are at about almost four percent.

Dave Klimisch:

And then just a general question on the aerial ladders. When the ladder is up are you able to drive the rig, or is that not drivable?

Chief McElmury:

No, you actually have those [inaudible] riggers, those jacks are down, they stabilize it. Because otherwise it would actually tip over. And they've had departments that have like bypassed the inner locks, so that's usually where you see a headline on a newspaper.

Dave Klimisch:

So that ladder has to be all the way down for the stabilizers to come in?

Chief McElmury:

Right, exactly. The ladder has got to be all the way down, what they call bedded. So it's retracted down, and there actually has to be weight, about over a thousand pounds of down pressure on the cradle of the ladder before it will allow you to switch back over and use the jacks.

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Dave Klimisch:

And that stops you from hitting power lines.

Chief McElmury:

Exactly.

Michael Serpe:

Doug, when you showed the photograph of the Pierce with the H and the other one is there a reason why Pierce went with that? Have any of these trucks ever tipped over?

Chief McElmury:

Oh, yeah.

Michael Serpe:

Oh, that's good.

Chief McElmury:

One of the demos that we actually did with the E-One, and we're very familiar with their outrigger system because that's what we have now, it's a little bigger, a little more robust with a platform versus a straight stick like we have now, but they put the ladder out to the side all the way out, and basically it's rated for four people. We had eight of us in the bucket and we couldn't tip the thing. And that's the worse possible case scenario. That's about a foot above ground level 100 feet straight out. So it's impressive how stable it is.

Dave Klimisch:

So when you say aerial failure is that a tip, or are there other aerials failures with the other model?

Chief McElmury:

Nationwide there's been multiple aerial failures and a multitude of reasons. When you have an H jack system like that the newer models allow you to -- well, all of them allow you to do what they call short jack. So in other words let's say you're in a very tight area and you don't have the 16 feet or 16 1/2 feet to put them out, you can actually take one side and you can pull them in. So if you're going to go off the right side you can pull the left side jacks and they only go out part way. Well, the newer machines, the newer aerials have an interlock that says you can't go past the 180 degree mark. So you can't go past the cabin or front. And if you swing this way it stops at the back point so you can't go under that short jack side. Well, the old aerials don't have that. And people would swing around to the side they short jacked on and tip it over.

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Also Atlanta had a problem. Suffern Manufacturing had some issues where they actually told all their people that had aerials don't use them until we get this worked out. They had some cable and pulley failures where the aerial was up and it dropped with a crew in it. When aerials fail it's generally very ugly. And that was one of our big things that we liked about the E-One was not only does it have a higher capacity, it has a higher rated capacity at a two and a half to one versus two to one safety factor.

Dave Klimisch:

I like exceeding the standards, not just meeting them.

Chief McElmury:

Exactly. And to somebody that's spent a lot of time up in the air not only from a fire fighting mode but also from a technical rescue hanging off of them in ropes we like that safety factor, too.

Michael Serpe:

So we're looking for a motion to approve E-One?

Mike Pollocoff:

We're looking for a motion to approve and authorize the Chief to complete negotiations. I mean there's still some -- this is the high number, and I think he still wants the opportunity to be able to negotiate it down on some of the things that we think we're not going to need or are going to be over. And then we'll execute a contract, execute a purchase order. We'll probably execute the purchase order first. There will just be an encumbrance, and then we'll adjust that purchase order when we get down to the final number.

Michael Serpe:

I would make that motion.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Any further discussion?

Kris Keckler:

The list of items, the additional equipment and instruments and everything else will just be available dependent upon the funds that are realized?

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Chief McElmury:

Right. What we did is we went off our budgeted amount. So if we realize a savings it would come off of that amount. It wouldn't get added to the loose equipment. We have enough budgeted for the loose equipment to do what we need.

Kris Keckler:

Is there anything salvageable still from the existing one?

Chief McElmury:

Yeah, there's a few things. But a lot of that equipment is 28 years old so we're looking to replace some of that. Plus our existing rig doesn't have a pump. So it has absolutely no fittings or adapters or anything like that for a hose. So that's why that's in there.

Kris Keckler:

Okay, thanks.

Steve Kumorkiewicz:

How much did we budget for that?

Chief McElmury:

\$1.343 is the whole package including -- and that's what I'm asking to be approved tonight. So not only the apparatus but also the radios, the loose equipment. We budgeted a whole \$94 for licensing and title.

John Steinbrink:

But we don't have to pay tax, right?

Chief McElmury:

No tax.

John Steinbrink:

That's a big savings right there. Further comment or question?

SERPE MOVED TO AWARD A CONTRACT TO E-ONE TO PURCHASE A 100 FOOT AERIAL PLATFORM FIRE TRUCK AND ACCESSORIES IN AN AMOUNT NOT TO EXCEED \$1,343,372.00; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

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Chief McElmury:

Thank you.

John Steinbrink:

Thank you, Chief.

B. Consider Resolution #16-01 - Preliminary Resolution Declaring Intent to Exercise Special Assessment Police Powers in connection with the construction of municipal water on Springbrook Road from Green Bay Road (STH 31) northeast approximately 6,600 feet.

Matt Fineour:

Mr. President and members of the Board, this is a preliminary resolution to levy special assessments for the Springbrook road water main project. The water main project is about 6,600 feet long. It starts at Green Bay Road on the west side and travels northeast, like I said, 6,600 feet up to the ending point. This water main is actually going to connect an existing water main from the north to an existing water main to the south there. So there's existing water mains on both sides. This is really to loop our system. It gives our system better reliability for looping capacity and getting water not only to the tower there but also to the industrial park. If there's any questions I'd be happy to answer them.

Mike Pollocoff:

This project is being financed through the Tax Increment District. So what this assessment tonight will do is the people that live along that route aren't required to connect to it or pay for it. But as such time as they do they're going to have to pay what the cost of an eight inch main would be. So the TIF district can't make an improvement outside the district for people to use. So this actually gets that main I think at a lot better price than they would enjoy otherwise. It's available for their use if they need it.

John Steinbrink:

Would that eight inch main be at today's price or when they hook up?

Mike Pollocoff:

Today's price. The TIF district can finance the spread. So whatever it costs today they wouldn't have to pay the added interest cost. The TIF district would have to pay for that. The other thing it gives them is it gives them a fire hydrant in front of their property. That does a lot for helping them with their homeowner's insurance and what they pay for fire protection.

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Kris Keckler:

Do they have any idea what the cost would be? I know it's various, but is there a price per foot or anything that any residents have inquired about?

Matt Fineour:

As far as the assessment cost?

Kris Keckler:

Yeah.

Matt Fineour:

We're still working up the overall project cost. I mean it's a 16 inch main. It's about a \$1.5 million construction cost. But we'll have the actual numbers with the final assessment. I don't have the exact number in my head for that.

Mike Pollocoff:

This is one of those resolutions where we want to get it out there because really the purpose of this resolution is it notices our intent so it gets out there. So if there's any property transactions that take place buyers and sellers know that there's a contemplated assessment that's going to happen out there.

Michael Serpe:

This is a deferred assessment, Mike?

Mike Pollocoff:

Until connection.

Michael Serpe:

Now, once the main goes in and the fire hydrants go in and the people along that line don't hook up as of yet, are they still charged something for that hydrant being in front of their house?

Mike Pollocoff:

No.

Michael Serpe:

Nothing?

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Mike Pollocoff:

We can't charge them unless they're hooked up to water. Now they are charged -- I take that back. There's a process whereby things for public fire protection which is the hydrant, the oversizing of mains, the tanks, the towers, the pumps that's all part of the Public Service Commission's public fire protection charge. So it's that line item that shows up on your bill. And a lot of people think that's what they pay for fire fighting. What that really is the Public Service Commission says you have to pull that away from the cost of providing municipal water to people, and you have to identify that separately as a cost of providing fire protection water to a community. So everybody whether they have a main in front of their lot or not pays that monthly, and it's based on the value of your property. So they will pay that, but they've been paying it all along anyway.

Kris Keckler:

Move to approve Resolution 16-01.

Dave Klimisch:

Second.

John Steinbrink:

Motion and a second for approval of 16-01. Any further discussion?

Steve Kumorkiewicz:

Yeah, a question for Mike. Mike, what are the limits of when they can hook up? Because I recall there was a ten year -- that was a private [inaudible], ten years and then they have to pay. I wondered about that.

Mike Pollocoff:

Any project that's funded by a developer there's a ten year right of recovery. But this isn't being funded by a developer.

Steve Kumorkiewicz:

So they can do it anytime, 20 or 30 years from now. Okay, thank you.

Dave Klimisch:

And then if a property sells the new homeowner still has the right to refuse the water? They don't have to hook up then.

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Mike Pollocoff:

Yeah, they don't have to. But to be honest with you sometimes a mortgage company wants that off the record, and it ends up being the transaction between a buyer and a seller. We'll provide a notice or statement to a prospective buyer or a title company saying that there is a deferred assessment, we're not requiring connection unless they do connect and use it. But I've seen real estate transactions where a mortgage company says unless that future assessment has been satisfied we're not going to write the loan. And that depends on who you're getting your mortgage through and probably your personal finances as well.

John Steinbrink:

A lot of times when they test the wells all of a sudden they find out that it is a good idea to hook up.

Steve Kumorkiewicz:

The question I've got, too, is we put the laterals [inaudible] or not?

Mike Pollocoff:

Yeah, we're putting laterals on this.

Steve Kumorkiewicz:

Okay, thank you.

John Steinbrink:

Any further comments or question? We had a motion by Kris, second by Dave.

KECKLER MOVED TO ADOPT RESOLUTION #16-01 - PRELIMINARY RESOLUTION DECLARING INTENT TO EXERCISE SPECIAL ASSESSMENT POLICE POWERS IN CONNECTION WITH THE CONSTRUCTION OF MUNICIPAL WATER ON SPRINGBROOK ROAD FROM GREEN BAY ROAD (STH 31) NORTHEAST APPROXIMATELY 6,600 FEET; SECONDED BY KLIMISCH; MOTION CARRIED 5-0.

9. VILLAGE BOARD COMMENTS – None.

10. ADJOURNMENT

SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KECKLER; MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 6:35 P.M.