



REVISED
AGENDA
PUBLIC WORKS COMMITTEE
REGULAR MEETING
THURSDAY, JUNE 16, 2022 – 8:00 AM
HIGHWAY DEPARTMENT - MEETING ROOM
410 SOUTH SPRING STREET, PORT WASHINGTON, WI 53074

The public can access the meeting by viewing the live stream at the link which will be opened five minutes before the call to order:

[Public Works Committee Live Stream](#)

The public can submit comments here: [Public Comment Form](#)

[Public Comment Policy](#) & [Instructions For Submitting Public Comments Online](#)

1. CALL TO ORDER

Roll Call

2. PROPER NOTICE

3. PUBLIC COMMENTS/CORRESPONDENCE/COMMUNICATIONS

4. APPROVAL OF MINUTES

a. May 19, 2022

5. HIGHWAYS

a. Action Items:

1. Ordinance: Creating Section 3.02(18)(a) of the Ozaukee County Code of Ordinances pertaining to Speed Limits: County Trunk Highway "Q"

b. Discussion Items:

1. Highway Department Facility Study

6. FACILITIES MANAGEMENT

a. Action Items:

1. Project Approval and Authorization to Bid - Security Improvements to Administrative Center Entrance
2. Fairground's Pavilion Building Improvements Contract
3. Fairground's Security Enhancements

b. Management/Financial/Informational Reports

1. Facilities Financial Reports

7. TRANSIT SERVICES

a. Action Items:

~~1. Cross County Shared Ride Taxi Service Memorandum of Understanding with Washington County~~

1. [Resolution: Authorizing Ozaukee County to Enter into a Memorandum of Understanding with Washington County for a Cross-County Taxi Program](#)

2. Transit Management Structure

b. Discussion Items:

1. Flex Route Service

c. Management/Financial/Informational Reports

1. Transit Financial Report

2. Transit Ridership Quarterly Report

8. HIGHWAYS (cont.)

a. Action Items:

1. 2022 Bridge Inspection Contract
2. Waubeka Salt Shed Roofing Contract
3. Contract for Covered Bridge Park Pedestrian Bridge Repairs

b. Discussion Items:

1. CTH W Reconstruction Design Update

c. Management/Financial/Informational Reports

1. Highway Financial Reports

9. NEXT MEETING DATE

July 21, 2022

10. ADJOURNMENT

A quorum of members of committees or the full County Board of Ozaukee County may be in attendance at this meeting for purposes related to committee or board duties, however, no formal action will be taken by these committees or the board at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the County Clerk's Office at 262-284-8110, twenty-four (24) hours in advance of the meeting.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 16, 2022
DEPARTMENT:	County Clerk
DIRECTOR:	Julie Winkelhorst
PREPARER:	Julie Winkelhorst

Agenda Summary May 19, 2022

[<https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/ 05192022-3082>](https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/05192022-3082)

ORDINANCE NO. (ID # 8725)

CREATING SECTION 3.02(18)(A) OF THE OZAUKEE COUNTY CODE OF ORDINANCES
PERTAINING TO SPEED LIMITS: COUNTY TRUNK HIGHWAY "Q"

An Ordinance creating Section 3.02(18)(a) of the Ozaukee County Code of Ordinances pertaining to Speed Limits: County Trunk Highway "Q".

The County Board of Supervisors of the County of Ozaukee does ordain that Section 3.02(18)(a) of the Ozaukee County Code of Ordinances be created as follows:

3.02 SPEED LIMITS

(18) County Trunk Highway "Q"(a) Forty-five (45) miles per hour from the I-43 on & off ramps to CTH C.

This Ordinance shall take effect upon enactment and publication.

Dated at Port Washington, Wisconsin, this 6th day of July 2022.

SUMMARY: Creating Section 3.02(18)(a) of the Ozaukee County Code of Ordinances establishing speed limits on County Trunk Highway "Q".

VOTE REQUIRED: Majority

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE:	June 16, 2022
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Creating Section 3.02(18)(a) of the Ozaukee County Code of Ordinances pertaining to Speed Limits: County Trunk Highway "Q"

BACKGROUND INFORMATION: Based upon a resident's request to reduce the speed limit of CTH Q from 55 MPH to 45 MPH, a speed study was conducted along CTH Q from I-43 to CTH C (Lake Shore Road), which is the entirety of CTH Q.

Additionally, in 2013, a speed study was conducted along the same stretch of highway based upon a request from the Town of Grafton to reduce the speed limit, and the data from both speed studies is contained on the attached map.

The Ozaukee County Highway or Sheriff's Departments occasionally receive requests from residents or local officials regarding lowering speed limits along various stretches of County Highways. If a speed study hasn't been performed in the last several years, the Sheriff's Department will schedule one when practical.

A speed study consists of the Sheriff's Department deploying their speed trailer in multiple locations in the study area in order to obtain the number of passing vehicles and their travel speed data. Upon completion, the data is presented to the Traffic Safety Commission (TSC).

Historically, the TSC has followed the 85th Percentile Rule when reviewing speed limits. The Wisconsin Department of Transportation (WisDOT) Traffic Engineering, Operations & Safety Manual (Chapter 13 - Traffic Regulations, Section 5 - Speed Limits) describes the philosophy as follows:

It has been found that motorists are generally capable of determining the driving speed that is reasonable for prevailing road and traffic conditions unless there are some roadway conditions that they are unaware of or which are not readily apparent and that the majority will subsequently adjust their speed accordingly. The 85th percentile speed, the speed at or below which 85% of the vehicles travel a particular roadway, has been found to best represent this perceived "reasonable" speed. The MUTCD Section 2B.13 states "when a speed limit is to be posted, it *should* be within 5 MPH of the 85th percentile speed of free-flowing traffic." This practice promotes safety as research shows the lowest risk of being involved in a crash occurs at approximately the 85th percentile speed (see "Setting the Speed Limit" in the Wisconsin Statewide Speed Management Guidelines, June 2009). The practice also promotes voluntary speed limit compliance as the majority of drivers would be anticipated to observe the limit. A third benefit of

posting speed limits close to the 85th percentile speed is the ability to target law enforcement efforts toward the limited number of motorists that speed.

Unreasonably low speed limits, also called irrational speed limits, are not effective in changing driver behavior and have several negative effects. Research shows that drivers do not reduce their speed to the posted limit on the basis of signage alone (ITE Journal, 2004, “The Effectiveness of Transitional Speed Zones.”). While irrational speed limits do not result in desired driver behavior, resulting negative effects include higher financial cost due to need for increased enforcement, higher potential for crashes due to larger variability in vehicle speeds, and encouragement of motorist disregard of other, rational posted speed limits. Irrationally low speed limits also promote a false sense of security among residents and pedestrians who *may* expect that posting lower limits will change drivers’ speed behavior.

Therefore, based upon the 85th Percentile Speeds, the TSC has historically recommended speed limit reductions if speeds are well below posted speed limits.

ANALYSIS: Based upon the 85th Percentile Rule, the speed limit would be recommended to stay at 55 MPH, but it’s close. At the TSC’s May 25th meeting, the TSC recommended approval of the speed reduction to 45 MPH based upon the Town of Grafton’s original request, the resident’s request and creating consistency with Ulao Lane, which is the extension of CTH Q to the east, and CTH C (Lake Shore Road).

FISCAL IMPACT: N/A **FUNDING SOURCE:** N/A

RECOMMENDED MOTION: If the Public Works Committee supports the CTH Q speed limit reduction as presented, then they should approve the ordinance revision and forward to the County Board for final approval.

ATTACHMENTS:

- CTH Q Speed Study Comparison (PDF)

Speed Study: CTH Q - I-43 to CTH C



Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Highway Department Facility Study

BACKGROUND INFORMATION: The Ozaukee County Highway Department operates out of three locations: Cedarburg, Port Washington & Waubeka. Over the past few years, we've begun trying to perform long range planning to lay out future building maintenance needs.

Given the age of our buildings and continued growth in the size of trucks, we've begun to see potential space needs with our sheds. This is especially true in Waubeka, where we needed to upgrade one of our garage doors for \$10,000 in 2020 to be able to fit our new Plow Truck into the shed. In addition to replacing garage doors for usability, we have \$200,000 proposed for roof maintenance in the next two years.

Therefore, in February of 2021, the Public Works Committee (PWC) authorized a Highway Department Facility Study to begin analyzing the building needs of the Highway Department and produce data that can be used to direct the future building maintenance and/or expansion needs of the Highway Department.

ANALYSIS: Jon Wallenkamp, Kueny Architects, developed a Condition Assessment and Master Plan Study, and will provide an overview of the study at the Public Works Committee meeting.

If you would like to review the entirety of the study, you can download a copy from the following location: <https://www.co.ozaukee.wi.us/DocumentCenter/View/16398/Oz-Cty-Hwy-Dept-Facility-Analysis---1-21-22>

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Facilities Management
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Project Approval and Authorization to Bid - Security Improvements to Administrative Center Entrance

BACKGROUND INFORMATION: Following May's Public Works Committee (PWC) meeting, Administration Center Building Superintendent Joe Hicks met with Kueny Architect's Jon Wallenkamp to discuss the PWC's comments regarding access and the security employee's area, and review design options.

First, adding steps towards the roadway were studied, but due to the proximity of the expansion to the existing sidewalk, there isn't room available to connect directly outside the eastern entrance door. However, given the security recommendation to avoid parking stalls directly in front of the entrance, the closest parking stalls will be within 20-feet of the entrance paths.

Secondly, staffing of the entrance is able to be done with one or more staff. In the event of a single officer working the station, they will have immediate access to the hallway. Otherwise, disturbances in other areas of the building would need to be handled by calling the City of Port Washington Police or Ozaukee County Sheriff's as is currently done.

ANALYSIS: Given the difficult nature of revising the front entrance with several limiting factors, we feel that the proposed design (attached) meets the goals of the project while trying to fulfill the PWC's requests.

Mr. Wallenkamp will be at the PWC meeting to answer any further questions or modification requests with the intent to seek approval from the PWC at the end of the discussions.

FISCAL IMPACT: Balance Current Year: \$350,000 to \$450,000

FUNDING SOURCE: Non-County Levy: American Rescue Plan Act (ARPA)

RECOMMENDED MOTION: Staff respectfully requests that the committee approve the project enhancing the Administration Center Entrance and authorize the Administration Center Building Superintendent to seek bids for construction.

ATTACHMENTS:

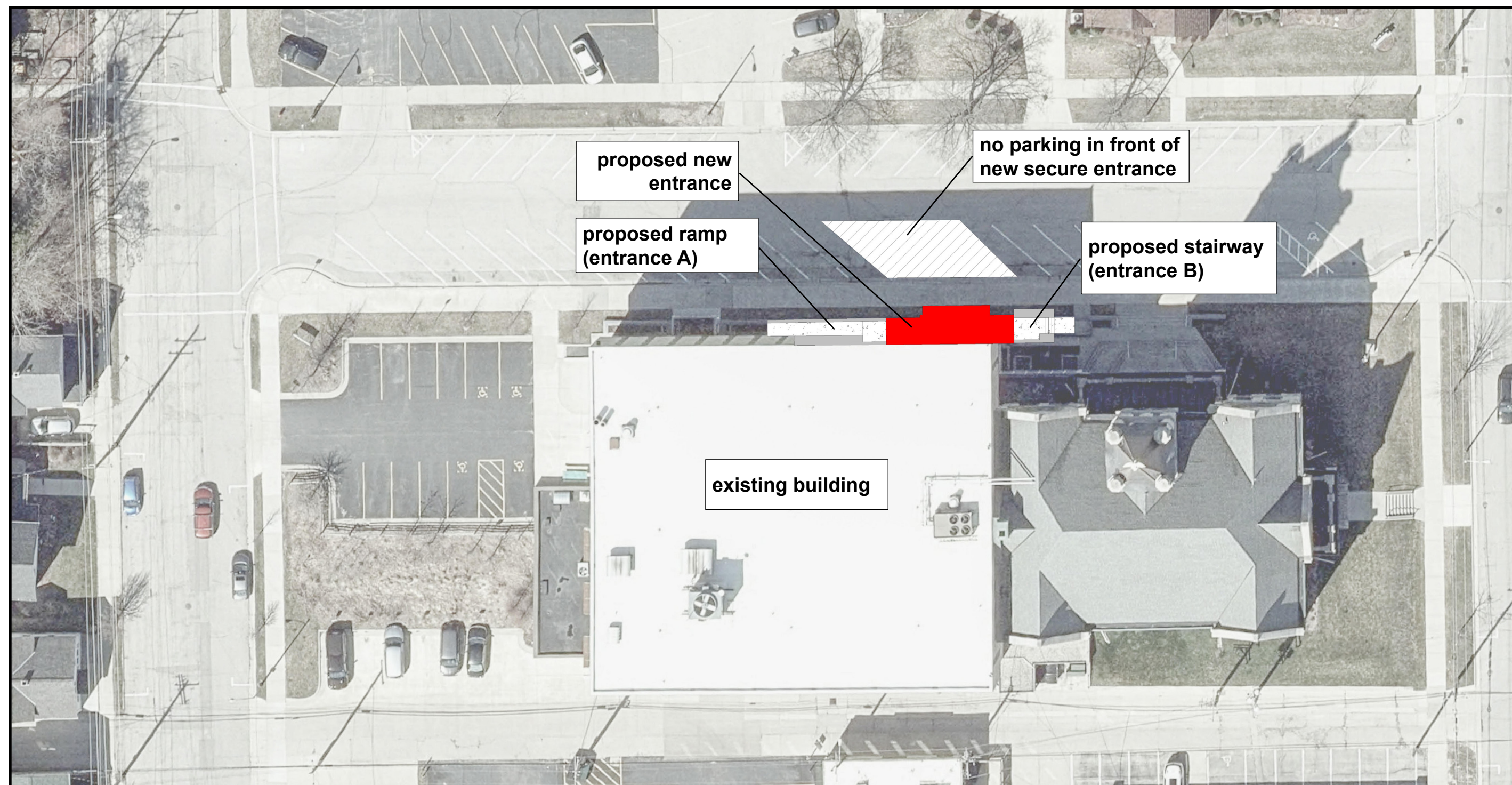
- Oz Cty Admin Center - Secure Entrance - 6-9-22 (PDF)

Ozaukee County Administration

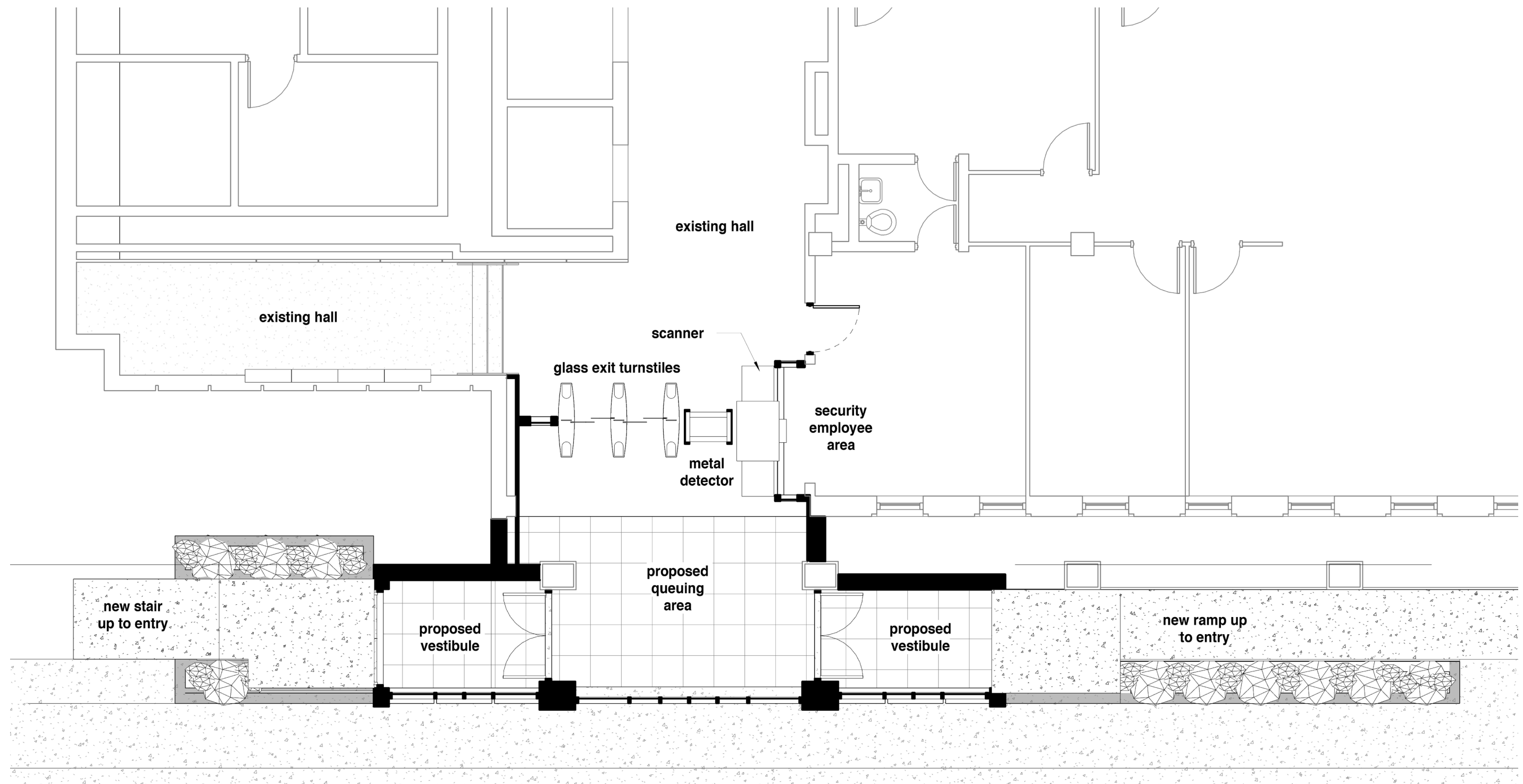
Secure Entrance Design

Kueny Architects, LLC
June 09, 2022





Site Plan View



Floor Plan View



Exterior Rendering



Attachment: Oz Cty Admin Center - Secure Entrance - 6-9-22 (Admin Center Security Imp)

Interior Rendering A



Attachment: Oz Cty Admin Center - Secure Entrance - 6-9-22 (Admin Center Security Imp)

Interior Rendering B

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Facilities Management
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Fairground's Pavilion Building Improvements Contract

BACKGROUND INFORMATION: As part of the 2022 Project Reserve Fund submittals, \$155,000 was approved for the Fairground's Pavilion Building Repair by the Ozaukee County Board on April 6th, 2022. The project will replace the windows, fascia, soffit, gutters and siding on the original section of the Fairgrounds Pavilion building, and replace the roofing on the entirety of the building.

The siding and trim will be as closely matched to the building addition as possible, and the roofing will match the current roofing shingles. New 6-inch gutters will be added with one additional downspout.

Based upon maintenance issues, the attic insulation was inspected, and found to be inadequate causing ice damming during the winter months. Therefore, we requested corrective actions in the requested quotes to provide new insulation and improve the ventilation.

Finally, as part of the window replacement, Justice Center Building Superintendent Ryan Tackes researched replacing the current wooden casement crank-out windows with vinyl picture windows. Based upon input from staff and the Fairground's Marketing Director Mary Sheffield, the building is temperature controlled and the windows are rarely, if ever, opened. Therefore, based upon the cheaper price and less maintenance, we requested prices for the vinyl picture windows.

ANALYSIS: Mr. Tackes requested quotes from four (4) different vendors, and received three (3) quotes:

<u>Contractor</u>	Lump Sum Cost	Insulation	Total Cost
	<u>Siding/Windows/Roof</u>	<u>Improvements</u>	
<i>JK Contractors</i>	\$127,160	\$5,400	\$132,560
Additional quote information: 10-year warranty on workmanship; 30-year warranty on siding material; Unlimited warranty on shingles			
<i>AllRite Home & Remodeling</i>	\$136,904	\$5,560	\$142,564
Additional quote information: 5-year warranty on all work performed; 50-year transferable warranty on shingles; Lifetime warranty on windows			
<i>JT Feyrer Exteriors</i>	\$144,354	N/A	\$146,700

Additional quote information: 1-year warranty on workmanship

AllRite Home & Remodeling and JT Feyrer did include the additional cost for wooden casement crank-out windows, and there were \$10,475 & \$6,768, respectively.

Following the review of the quotes received, our recommendation would be to award the contract to JK Contractors with the vinyl picture windows and corrective insulation measures for \$132,560.

FISCAL IMPACT: Balance Current Year: \$132,560

FUNDING SOURCE: Non-County Levy: American Rescue Plan Act (ARPA)

RECOMMENDED MOTION: Authorize Public Works Director to contract with JK Contractors for the Fairground's Pavilion Building Improvements.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Facilities Management
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Fairground's Security Enhancements

BACKGROUND INFORMATION: The Ozaukee County Fairgrounds are owned by Ozaukee County, but used by a wide variety of organizations. The Ozaukee County Agricultural Society, sometimes referred to as the Fair Board, are one of those organizations, and their biggest event is the annual Ozaukee County Fair.

As part of the Ozaukee County Fair, some security enhancements have been requested in order to protect fairgoers from vehicles attempting to drive into the crowds. The Fair Board is working on acquiring large, concrete vehicle barriers that can be moved and placed around the Fairgrounds.

Additionally, they're interested in adding some permanent flex beam along the north driveway, as shown on the attached drawing.

ANALYSIS: Ryan Tackes, Justice Center's Building Superintendent, who oversees the Fairgrounds, and Jon Edgren, Ozaukee County's Director of Public Works, have discussed the project with members of the Fair Board.

While we don't see a specific benefit to Ozaukee County with the flex beam, we don't see any significant detriments to Fairground's operations though there will be a little more maintenance to mow and occasional repairs. Josh Borden, Highway Department's Patrol Superintendent, estimated about \$8,000 to install the flex beam, which we would anticipate billing to the Fair Board.

If the Public Works Committee (PWC) allows installation of the flex beam, we would recommend including language specifying that the Fair Board is responsible for installation & maintenance of the flex beam and removal if directed by the PWC.

FISCAL IMPACT: N/A **FUNDING SOURCE:** N/A

RECOMMENDED MOTION: Authorize installation of flex beam as proposed following acceptance of responsibility for installation, maintenance and removal by the Ozaukee County Agricultural Society.

ATTACHMENTS:

- Fairgrounds Security Enhancements (PDF)



Attachment: Fairgrounds Security Enhancements (Fairground's Security Enhancements)

Legend

	Tax Parcel		CSM		US Highway		Town/Public Road
	Gap		Cemetery Plat		State Highway		Railroad Centerline
	Overlap		Condominium Plat		County Road		Ramp
	Historical Parcel Lines		Subdivision Plat		Private Road		
	Assessors Plat		Plat of Survey				

Product of the LAND INFORMATION OFFICE

6/9/2022, 10:42:51 AM

6/9/2022, 10:42:51 AM

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mi

DISCLAIMER: This map is not a substitute for an actual field survey or other professional survey. The accuracy of this map is limited to the quality of the records from which it was assembled.



Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE: June 16, 2022
DEPARTMENT: Facilities Management
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Facilities Financial Reports

ATTACHMENTS:

- Facilities Financials - June 2022 (PDF)

Ozaukee County Committee Report
General Fund Facilities Management
 For the Five Months Ending Tuesday, May 31, 2022
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2022 YTD Actual	2022 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Interdepartmental Charges	\$4,624	\$23,119	\$56,986	\$33,867	40.57%
Total Revenues	\$4,624	\$23,119	\$56,986	\$33,867	40.57%
Expenditures					
Salaries	\$43,036	\$226,825	\$581,355	\$354,530	39.02%
Fringe Benefits	\$14,799	\$87,329	\$181,362	\$94,033	48.15%
Travel/Training	-	-	\$100	\$100	0.00%
Supplies	\$3,607	\$29,712	\$101,795	\$72,083	29.19%
Purchased Services	\$18,433	\$145,378	\$427,124	\$281,746	34.04%
Interdepartment Charges	\$1,703	\$13,014	\$42,946	\$29,932	30.30%
Other Expenses	-	\$741	\$3,020	\$2,279	24.54%
Total Operating Expenditures	\$81,578	\$502,999	\$1,337,702	\$834,703	37.60%
Capital Outlay					
Total Expenditures	\$81,578	\$502,999	\$1,337,702	\$834,703	37.60%
Net Increase (Decrease)	(\$76,954)	(\$479,880)	(\$1,280,716)	(\$800,836)	37.47%

E q u i t y:

Attachment: Facilities Financials - June 2022 (Facilities Financials - June 2022)

Ozaukee County Committee Report
Special Revenue Fund Fair Grounds
 For the Five Months Ending Tuesday, May 31, 2022
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2022 YTD Actual	2022 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$9,918	\$49,590	\$119,017	\$69,427	41.67%
Public Charges for Services	\$6,775	\$23,130	\$206,150	\$183,020	11.22%
Other Revenue	-	-	\$3,000	\$3,000	0.00%
Total Revenues	\$16,693	\$72,720	\$328,167	\$255,447	22.16%
Expenditures					
Salaries	\$1,532	\$5,735	\$69,096	\$63,361	8.30%
Fringe Benefits	\$130	\$503	\$23,745	\$23,242	2.12%
Travel/Training	-	\$240	\$500	\$260	48.00%
Supplies	\$1,630	\$7,025	\$24,375	\$17,350	28.82%
Purchased Services	\$15,763	\$88,065	\$196,299	\$108,234	44.86%
Interdepartment Charges	\$284	\$3,604	\$7,900	\$4,296	45.62%
Other Expenses	\$115	\$460	\$6,250	\$5,790	7.36%
Total Operating Expenditures	\$19,454	\$105,632	\$328,165	\$222,533	32.19%
Capital Outlay					
Total Expenditures	\$19,454	\$105,632	\$328,165	\$222,533	32.19%
					-
Net Increase (Decrease)	(\$2,761)	(\$32,912)	\$2	\$32,914	1645600.00%
<i>Equity:</i>					
Governmental Fund Balance	-	(\$178,308)	-	\$178,308	0.00%

Attachment: Facilities Financials - June 2022 (Facilities Financials - June 2022)

RESOLUTION NO. (ID # 8733)

AUTHORIZING OZAUKEE COUNTY TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH WASHINGTON COUNTY FOR A CROSS-COUNTY TAXI PROGRAM

WHEREAS, Ozaukee and Washington Counties both operate a comparable Shared-Ride Taxi Service in their respective counties, open to the general public for the purposes of transportation to and from employment, medical appointments, social and personal business, school, and shopping; and

WHEREAS, cross-county transportation has been an identified unmet need in the County's *Public Transit - Human Services Transportation Coordination Plan for Ozaukee County: 2016*, and prioritizes strategies that encourage transit agencies to create memorandums of agreement that create transit connections between counties and establish procedures for funding these services; and

WHEREAS, Ozaukee and Washington Counties wish to provide their residents with transit services in the most efficient and cost-effective manner while maintaining or improving the level of service currently provided; and

WHEREAS, Transit began a one-year pilot program in April 2021 using the Shared Ride Taxi to provide transportation into Washington County without having to transfer; and

WHEREAS, this program is established through a MOU with Washington County, and provides cross-county transportation without duplicating services; and

WHEREAS, the Counties recognize that a Memorandum of Understanding for the continuation of the Cross-County Taxi Pilot Program is mutually beneficial to the parties and the taxpayers served by both Counties, represents significant intergovernmental cooperation and serves to positively enhance service delivery in a variety of ways; and

WHEREAS, this Memorandum of Understanding maintains each county's ability to operate and fund their Transit Services as a separate entity; and

WHEREAS, this Memorandum of Understanding outlines roles and responsibilities of the Counties providing the services, funding, marketing, and maintenance and fuel, and liability for operating the Cross-County Taxi Program.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Ozaukee County that the County Administrator and County Clerk be hereby authorized to enter into a Memorandum of Understanding Between Ozaukee County and Washington County for the purposes of continuing the Cross-County Taxi Program.

Dated at Port Washington, Wisconsin, this 6th day of July 2022.

SUMMARY: Authorizing Ozaukee County to enter into a Memorandum of Understanding between Ozaukee and Washington Counties for a Cross-County Taxi Program.

VOTE REQUIRED: Majority

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Administrator
DIRECTOR: Jason Dzwinel
PREPARER: Jason Dzwinel

Agenda Summary Authorizing Ozaukee County to Enter into a Memorandum of Understanding with Washington County for a Cross-County Taxi Program

BACKGROUND INFORMATION: This resolution will continue the Ozaukee/Washington County for a Cross-County Taxi Program. The program, MOU, and Resolution are being presented to this Public Works Committee for a vote.

ANALYSIS: The Shared Ride Taxi Cross-County Pilot Program has proved cost effective and feasible after a pilot. The MOU allows Ozaukee County to enter into a service agreement with Washington County without merging services. The MOU must be adopted by resolution.

Transit began a one-year pilot program in April 2021 using the Shared Ride Taxi to provide transportation into Washington County without having to transfer. Passengers who need to travel to Washington County can use Ozaukee County Shared Ride Taxi to be dropped off in Washington County. Washington County Shared Ride Taxi brings them back. This program is established through a MOU with Washington County, and provides cross-county transportation without duplicating services. The primary users of this service are adult disabled residents and the primary purpose is for employment. The Department of Workforce Development uses this service for some of its clients. Ozaukee County scheduled 613 cross county rides March-April, with about 32% of the rides coming from within one-mile of the county line.

FISCAL IMPACT:

Balance Current Year: \$0 Next Year's Estimated Cost: \$175,000

FUNDING SOURCE:

County Levy: \$18,000

Non-County Levy: \$135,000	Indicate source:	Farebox \$46,000
		WisDOT 85.20 \$29,900
		WisDOT 85.21 \$60,000

RECOMMENDED MOTION: Recommend approval of the Resolution and Memorandum of Understanding with Washington County to the Ozaukee County Board of Supervisors.

ATTACHMENTS:

- Cross County MOU (PDF)

**MEMORANDUM OF UNDERSTANDING
BETWEEN OZAUKEE COUNTY AND
WASHINGTON COUNTY**

This Agreement (“Agreement”) is made by and between Ozaukee County, a body corporate, and Washington County, a body corporate, and shall be in effect from ~~January~~-August 1, ~~2021-2022~~ through July 31, ~~2022~~2023.

RECITALS

WHEREAS, Ozaukee and Washington Counties wish to provide their residents with transit services in the most efficient and cost-effective manner while maintaining or improving the level of service currently provided; and

WHEREAS, the Ozaukee County Board of Supervisors adopted Resolution at its meeting on , a copy of which is attached hereto and incorporated herein by reference as Exhibit “A”, thereby approving Cross-County ~~Pilot~~ Program; and,

WHEREAS, the Washington County Board of Supervisors adopted Resolution at its meeting on , a copy of which is attached hereto and incorporated herein by reference as Exhibit “B”, thereby approving Cross-County ~~Pilot~~ Program; and

WHEREAS, the Counties recognize that the agreement contained herein is mutually beneficial to the parties and the taxpayers served by both Counties, represents significant intergovernmental cooperation and serves to positively enhance service delivery in a variety of ways; and

WHEREAS, the Counties agree that these areas of shared interests described herein are intertwined and constitute a complete agreement;

NOW, THEREFORE, Ozaukee County and Washington County agree as follows:

I. Services

- A. Ozaukee County and Washington County agree to participate in a Cross-County Shared Ride Taxi ~~Pilot~~ Program through the Transit Departments of both counties;
- B. Under the ~~Pilot~~ program, Ozaukee Shared Ride Taxi agrees to provide curb-to-curb and door-to-door transportation from all addresses in Ozaukee County to all addresses in Washington County. Washington County Shared Ride Taxi agrees to provide curb-to-curb

and door-to-door transportation from all addresses in Washington County to all addresses in Ozaukee County. To avoid duplication, services will be limited to drop-offs in the other county. Cross-county services will be available to the general public, including riders needing ADA accommodations.

II. Location

Ozaukee County Transit Services is located at 741 W. Oakland Ave, Port Washington, WI 53074. Washington County Transit Services is located within the Washington County Highway Department at 900 Lang Street, West Bend, WI 53090. Washington County Shared Ride Taxi operations are located at 510 Shoenhaar Drive, West Bend, WI 53090.

III. Funding

A. **County Funding.** Each county will continue to operate and fund the Transit Services as a separate entity.

B. **Fares.** Each County retains the right to all fares collected by their taxi service. The cross-county service will not affect the in-county fare structure. A cross-county surcharge will be added to all fares using the additional service. The recommended fare structure for cross-county service is a flat fare of \$5.75 for all riders.

C. **Marketing.** Ozaukee County and Washington County agree to provide adequate funding for marketing of the cross-county service in their respective service areas.

IV. Maintenance and Fuel

A. **Preventive Maintenance and Fuel.** Preventative maintenance and fuel for Ozaukee County Shared Ride Taxi will remain the sole responsibility of Ozaukee County; Preventative maintenance and fuel for Washington County Shared Ride Taxi vehicles will remain the sole responsibility of Washington County.

B. **Breakdowns.** In the event of a breakdown, each county will be responsible for the retrieval and repair of their county-owned vehicles. Continuation of a cross-county ride due to a breakdown will be decided by the service provider based on availability of drivers and vehicles. Fare revenue received during a split trip due to a breakdown will be credited to both county services.

V. Equal Burden

If one county clearly sustains a greater burden of loss of revenue as a result of providing the service to the other county, the county with the greater burden may request additional funding from the county of less burden to continue the service.

VI. Data Sharing

A. Ozaukee County and Washington County agree to share information about passengers who use the Shared Ride Taxi service with each other which may include: 1) riders full name, 2) rider's home address, 3) rider's eligibility for discounted fare rates, including senior or disabled status, and 4) travel destinations.

B. Ozaukee County and Washington County agree to limit the use of personal data to the provision of services on the Shared Ride Taxi and evaluation of the ~~Pilot~~ program. Personal identifies shall be removed for any data used for evaluation purposes.

VII. Real and Personal Property

No change of ownership of real and personal property will be required for the provision of the cross-county shared ride taxi service.

VIII. Limitation of Liability

This Agreement does not create any duty or obligation on the part of any county board to another county board or any other person or entity to perform any specific task or provide any specific good or service except as specifically agreed to by the respective county board or its authorized representatives set forth herein.

IX. Indemnification and Insurance

Ozaukee County and Washington County shall maintain comprehensive policies of general liability, property, auto and other insurance and shall be legally responsible for their own acts and omissions arising under this Agreement, and that of its respective appointed and elected officials, employees, officers, agents, assigns, and representatives, including the contracted operations of the Shared Ride Taxi. To the extent that applicable state or federal law does not provide complete or partial immunity for any liability arising out of this Agreement or the operation of or the services through the Cross-county Shared Ride Taxi ~~Pilot~~ Program, Ozaukee County and Washington County shall, indemnify, hold harmless and defend each other and its respective appointed and elected officials, employees, officers, agents, assigns, and representatives from and against any and all liability, loss, cost, damage, and expense arising or alleged to have arisen directly or indirectly out of or in consequence of the performance of this agreement and the operations of the Cross-county Shared Ride Taxi ~~Pilot~~ Program.

X. **Term and Termination.**

A. **Term.** ~~The agreement includes the Pilot program, planning period, and evaluation period and runs January 2, 2021 to July 31, 2022. The Pilot program service shall run for a maximum of 12 months, beginning April 1, 2021.~~ The initial term of this agreement shall be for one (1) year.

~~B. **Renewal.** Upon expiration of the initial term, this Agreement shall renew automatically for subsequent one year terms on the same terms and conditions contained herein or as modified by subsequent written amendments unless withdrawal occurs.~~ ~~This agreement will not renew.~~

~~C.B.~~

~~D.C.~~ **Termination/Withdrawal.** The county board of either county may terminate this Agreement and withdraw from the ~~Pilot~~ at any time by giving written notice to the Board Chairman and County Clerk, and the county board of the other county that it is withdrawing from this Agreement. Termination shall be effective on the last day of the next month following the month in which the notice was given.

XI. **Dispute Resolution**

In the event of any controversy or claim arising out of or relating to this Agreement regarding performance, interpretation, application or enforcement, including, but not limited to breach thereof, each county board shall designate a representative to consult and negotiate with each other and, recognizing their mutual interests, attempt to reach a solution that is satisfactory to both county boards. If a settlement is not reached within a reasonable period of time, the county boards shall refer the matter to mediation with a mutually agreed upon mediator. Initiation of any lawsuit shall not occur until the county boards have exhausted reasonable good faith efforts to resolve the dispute through mediation.

XII. **Integrated Agreement**

This Agreement is an integrated agreement and represents the entire agreement of the parties and supersedes all prior negotiations, discussions and oral or written communications regarding the Cross-County Service ~~Pilot~~ Program.

XIII. **Amendment**

This Agreement may be amended or modified only by a written instrument signed by both parties.

XIV. **Severability**

If any term of this Agreement is to any extent illegal, otherwise invalid or incapable of being enforced, such term shall be excluded to the extent of such illegality or unenforceability. All other terms of this Agreement, to the fullest extent possible, shall

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Attachment: Cross County MOU (Cross-County Pilot MOU and Resolution)

remain in full force and effect. In the event of severability and to the extent permitted and possible, the invalid or unenforceable term shall be replaced by a term that is valid and enforceable and that comes closest to expressing the intention of such invalid or unenforceable term. If either county suffers material economic loss as a result of the severed clause, the other county shall compensate the county adversely impacted as fully as possible provided the loss is not the result of serious misconduct by the county seeking compensation.

XV. Notice

Any notices required or permitted to be given shall be given in writing and may be delivered in person or by regular mail except that a notice of withdrawal or termination must be delivered in person, with a receipt demanded, or by certified mail, postage prepaid and return receipt requested. Notices shall be addressed as follows:

Notices to Ozaukee County:

Attn: County Clerk
121 W. Main Street
Port Washington, WI 53074

Notices to Washington County:

Attn: County Clerk
432 East Washington Street
P.O. Box 1986
West Bend, WI 53095-7986

IN WITNESS WHEREOF, each county representative signing below represents that he or she is duly authorized by the respective governing body to sign this agreement.

OZAUKEE COUNTY:

County Administrator

County Clerk

Printed Name

Printed Name

Date: _____

Date: _____

WASHINGTON COUNTY:

County Executive

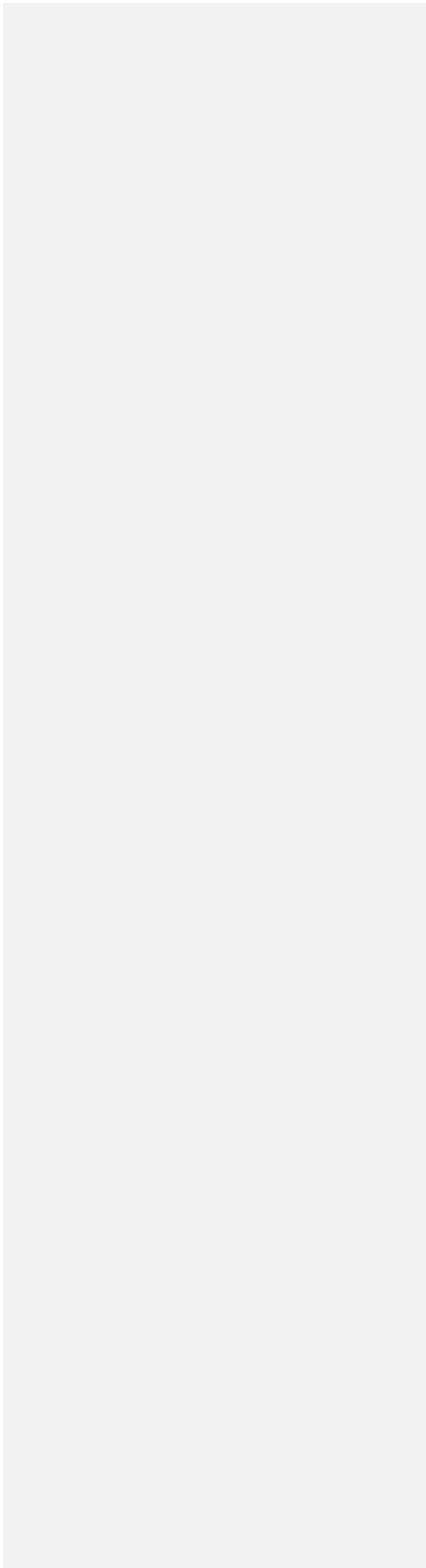
County Clerk

Printed Name

Printed Name

Date: _____

Date: _____



Attachment: Cross County MOU (Cross-County Pilot MOU and Resolution)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Transit
DIRECTOR: Jon Edgren
PREPARER: Joy Neilson

Agenda Summary Transit Management Structure

BACKGROUND INFORMATION: Ozaukee County and Washington County created a joint Transit Superintendent position in 2019 in anticipation of merging the two transit systems. Prior to 2019, each county had a full-time dedicated transit employee (Transit Superintendent - Ozaukee, Transit Manager - Washington). The primary charge of the new position was to develop a project plan and implement the transit merger. The most recent transit merger proposal has not been up for vote in Ozaukee County.

The Joint Transit Superintendent position combines two positions at different authority levels. In Washington County, the Transit Division is located inside of the Highway Department. The Transit Manager reports to the Highway Director/Chief of Public Works and is primarily responsible for financial management, contract oversight, and compliance reporting. In Ozaukee County, the Transit Superintendent is the department head for Transit Services. The Transit Superintendent in Ozaukee County has the authority to approve purchases, works directly with other department heads, leads strategic initiatives for Transit, and is responsible for developing a maintenance plan for the building.

Ozaukee County and Washington County both operate Shared Ride Taxi service and commuter bus service independently of each other. The WOTC provides cross-county taxi service via a MOU and represents 2% of the taxi ridership. Each county transit agency must fully and independently comply with WisDOT and FTA regulations, and independently meet deadlines for the same grant applications, audits, reviews, safety plans, DBE plans/analysis, etc. All contracts are also procured, managed, and billed separately.

The Joint Transit Superintendent position was never intended to remain as a single position with two otherwise independent county transit systems. Assistance has been requested each year. A permanent, dedicated position was denied because of the uncertainty around the long-term structure of Transit Services, including the services offered post-pandemic. The Transit management structure cannot be sustained long-term in its current form.

ANALYSIS: There are two options for changing the Transit Management Structure: splitting the position back into separate managers for each county, or keeping a shared superintendent position and adding a shared administrative manager. The decision to keep joint staff between the counties should be based on the Public Works Committees' assessment of value in continuing alignment of transit programs.

Splitting the position allows for a staff member to focus on the strategic initiatives of the county

while meeting compliance and operations deadlines. The benefit to this structure is focus on a single county, and being able to customize approaches to align with county vision, mission, and values.

The value in adding a second shared position is the continuation of a regional approach to Transit. The second position would be an analyst, who would take on reporting, billing, and front-line management responsibilities. This would free up the Transit Superintendent for project management, planning, compliance oversight, and stakeholder education. The structure also creates a regional succession plan for transit leadership.

FISCAL IMPACT: Ozaukee County's budget already includes a full FTE for Transit. Additional funds were allocated for a part-time position. The payments expected from Washington County were not included in the calculation of the budget. No increase in levy is needed to split the positions. The revenue loss of \$55,000 would be covered through FTA grants.

Adding a split position for the remainder of the year would increase expenses, depending on the pay grade approved. The ballpark estimate for a second position in 2023 is \$70,000 -\$80,000 including benefits. Half of the cost would be paid by Washington County.

FISCAL IMPACT:

Balance Current Year: \$0

Next Year's Estimated Cost: \$0 for a split position; \$70,000-80,000 for a second position

FUNDING SOURCE:

County Levy: \$0 Non-County Levy:

RECOMMENDED MOTION: Based upon discussion by the Public Works Committee, direct staff as appropriate.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Transit
DIRECTOR: Jon Edgren
PREPARER: Joy Neilson

Agenda Summary Flex Route Service

The Ozaukee County Strategic Plan lists the “development and planning of flexible shuttles to expand transportation from Milwaukee to Ozaukee County” as a tactic for meeting Strategic Objective IID: Expand Regional Transportation Services. A flex route bus service combines the traditional fixed route bus with demand response service; the bus travels along a fixed route during a scheduled time but can deviate up to 0.75 miles along the route with advanced notice. The deviation allows for curb service at business and residential addresses that are close to, but not directly on, the route.

Flex route bus services are a good option for suburban areas, where shopping or employment destinations are in business or commercial parks off of main roads. With a set schedule and route, riders have the option of catching the bus at a designated stop without a reservation. Riders will also have the option to request a deviation with 1-2 hours of advance notice for either pick up or drop off.

Ozaukee County first explored flex route service in 2018 through a Commute to Careers grant applications. SEWRPC prepared a memo, mapping three potential routes from Milwaukee County into Ozaukee: one up Port Washington Road in Mequon up to Grafton, a second up Port Washington Road to Port Washington, and the third up Cedarburg and Green Bay Roads to Cedarburg and Saukville. The purpose of that grant was to increase access to employers in Ozaukee County, with a focus on manufacturing. Although generally perceived as a good idea, Ozaukee Transit was unable to secure the business financial partners necessary for that particular grant program.

Ozaukee Transit asked SEWRPC to update the 2018 memo with a broader scope of increasing transportation options between Ozaukee County and Milwaukee County, especially with the elimination of commuter bus service on Port Washington Road in Mequon. This would be a new service, funded through fares, Federal and State formula operation grants, and county levy. The SEWRPC Memorandum updated January 28, 2022 includes the same three routes and adds Saturday service for retail and hospital transportation along Port Washington Road (Map 1, p.2).

The 5-year estimated annual cost for operations of the three routes is \$571,200. This does not include capital costs for vehicles, software, or bus stop construction (optional). A flex-route module can be added to our current taxi software. Bus stops can be physical or virtual.

Flex Route Cost Estimates

Route Number	Est. Operations	Est. Fare Revenue
1	\$ 240,900.00	\$ 34,600.00
2	\$ 179,400.00	\$ 26,000.00
3	\$ 150,900.00	\$ 21,600.00
Total	\$ 571,200.00	\$ 82,200.00

The earliest a new flex route service could be operational is 2024. Community engagement is essential to determine if this is the right type of service for the transportation needs of the county. The exploration phase of planning includes meetings with the public and the business community to determine route and time changes, and feedback on the proposed plan. Additional analysis is needed to determine the need and costs not included in the proposal, such as software and bus stops.

This committee is being asked to review the SEWRPC report. Initiation of the project to implement the planning project will be brought to the Public Works Committee in July or August. A final proposal would be brought to the Public Works Committee and the Ozaukee County Board for approval of the new service in Spring, 2023.

ATTACHMENTS:

- 6_SEWRPC_Ozaukee Flexible Shuttle Revised January 2022 (PDF)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •

TELEPHONE (262) 547-6721
FAX (262) 547-1103

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WAUKESHA



SEWRPC Staff Memorandum

OZAUKEE COUNTY FLEXIBLE SHUTTLE ROUTES ANALYSIS

Updated January 28, 2022

INTRODUCTION

In 2018, at the request of Ozaukee County, the Southeastern Wisconsin Regional Planning Commission refined analyses conducted as part of the *Ozaukee County Transit Development Plan: 2019-2023* to project the annual operating expenses, revenues, and ridership for three potential flexible shuttle routes. That memorandum was produced in response to a call for projects for the "Commute to Careers" grant program, which provided one-time funding to help meet the workforce transportation needs of low-income workers in Wisconsin. This memorandum provides an updated analysis of the potential transportation services envisioned, including connecting transit services, the latest demographic data, and current estimated service costs.

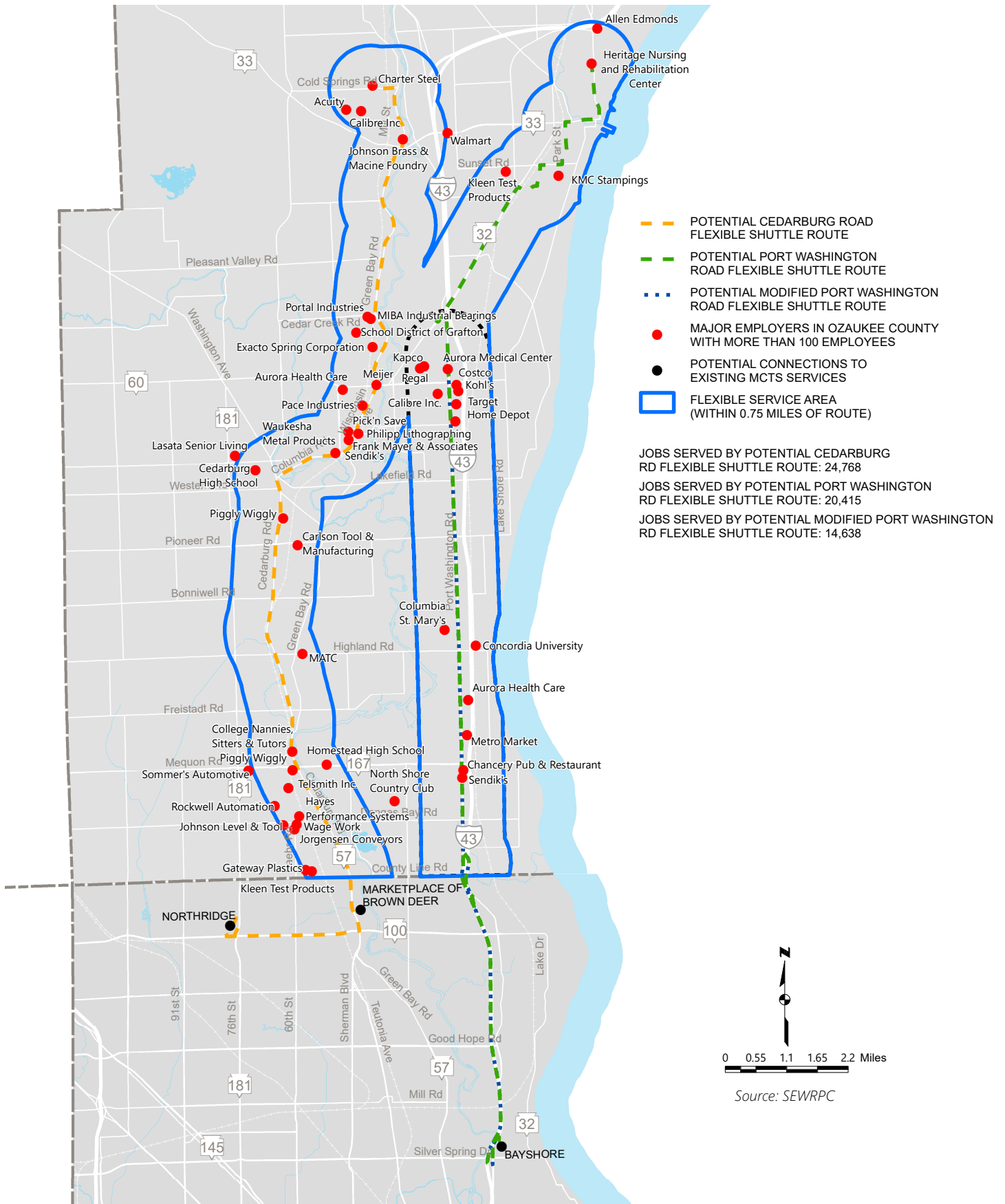
Flexible Shuttle Service Overview

The flexible service envisioned would allow for minor deviations from the proposed routes to provide direct access to passengers who live or work in the vicinity of the routes. Like the 2018 memo, the proposed service for all three route options is assumed be offered from 5:00 a.m. to 8:00 p.m. on weekdays and would pick-up and drop-off at any location within 0.75 miles of a route in Ozaukee County upon passenger request. This distance was selected based on surveys of providers documented in the Transit Cooperative Research Program Report 140, *A Guide for Planning and Operating Flexible Public Transportation Services*, and is consistent with the operation of similar services in western Kenosha County prior to April 2020, but could be modified by the County as needed. It is anticipated that this service would be provided with a smaller vehicle than a full-sized bus, similar to the largest vehicles in the existing Shared-Ride Taxi fleet, with a capacity to transport up to 14 passengers, including two passengers in wheelchairs. For purposes of the analysis, the 2022 Ozaukee County Shared-Ride Taxi hourly purchase rate, maintenance costs, and fuel costs were used to project operating expenses. However, based on the needs of Ozaukee County, these services may be provided through a separate contract with a private transportation operator, which would likely result in higher operating expenses.

As shown in Map 1, the three routes include; (1) a route along Cedarburg Road, beginning at the former Northridge Mall (Brown Deer Road and Servite Drive), continuing to the Marketplace of Brown Deer (Green Bay Road and Schroeder Drive), and then north to the Village of Saukville, (2) a route along Port Washington Road, starting at Bayshore Mall and continuing north—ending approximately one mile north of downtown

Map 1

PROXIMITY OF EMPLOYERS TO THE POTENTIAL FLEXIBLE ROUTES IN OZAUKEE COUNTY



Port Washington¹, and (3) a modified route along Port Washington Road, starting at Bayshore Mall and ending at Grafton Commons. Each of the three routes originate at locations in northern Milwaukee County currently served by multiple MCTS bus routes. The three routes are described in more detail below. These routes are generally the same as the ones proposed in the 2018 memo. However, it is now proposed that the Port Washington route extend approximately one mile north of downtown Port Washington to serve major employers on Wisconsin Street.

Cedarburg Road Route: Former Northridge site to Saukville

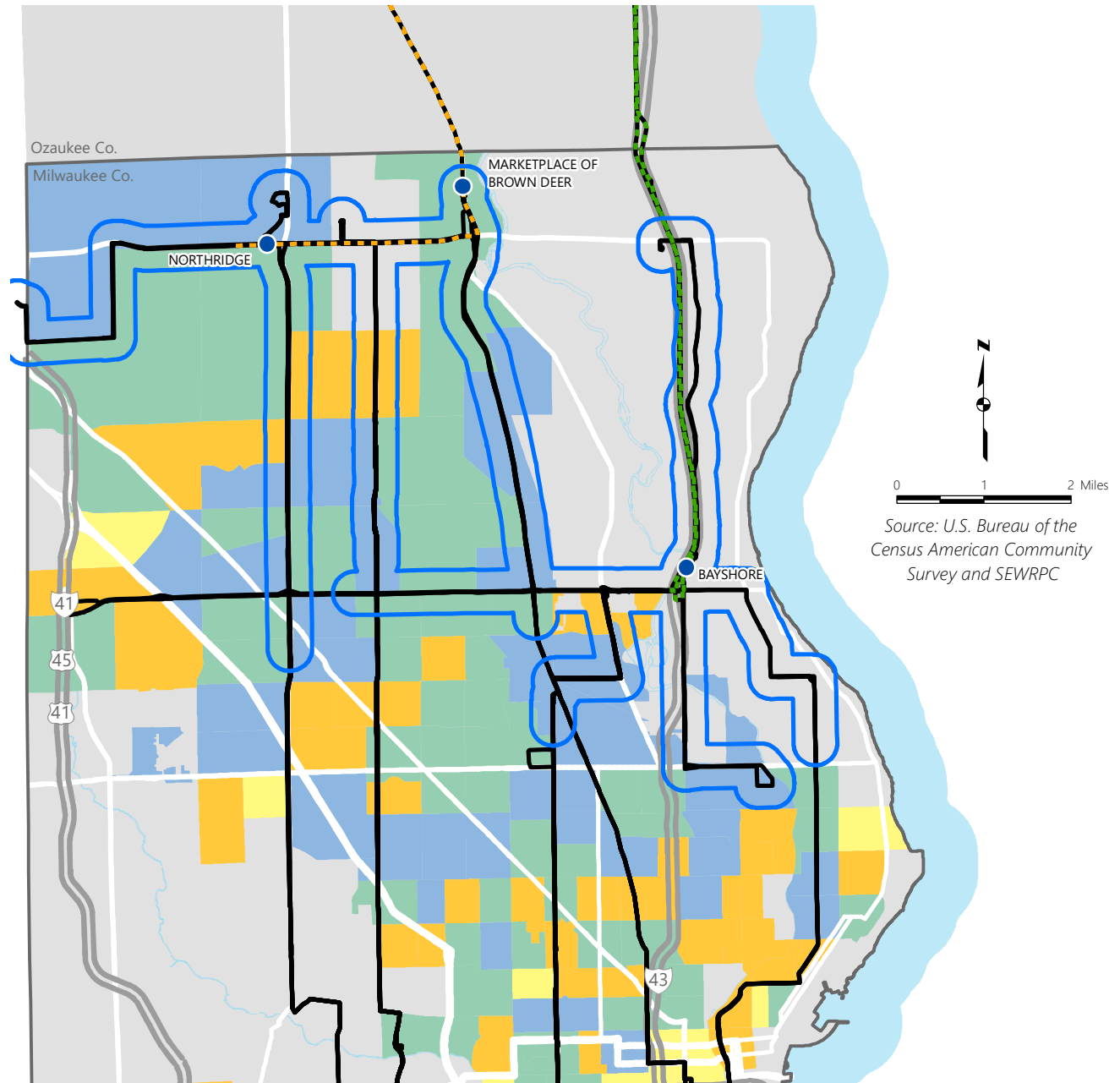
The Cedarburg Road route would provide up to 15 one-way trips per day and would serve destinations such as the Mequon business park, downtown Cedarburg, MATC-Mequon, Rockwell Automation, and Charter Steel in Saukville. There were approximately 24,800 jobs in Ozaukee County within the 0.75 miles service area of this route in 2020, the latest available data. This is an increase of approximately 14 percent from the 2010 figure reported in the original memo. It is assumed that two additional vehicles with capacity to transport 14 passengers, including two passengers in wheelchairs, would be needed to provide hourly service. The route could be flexibly served by a subset of the Ozaukee County Shared-Ride Taxi fleet in that, once a run is completed, the vehicle would be available to resume regular Shared-Ride Taxi Service. Subsequently, a second vehicle could begin service at the former Northridge location (Brown Deer Road and Servite Drive) and continue northbound toward the final stop in Saukville. Should the County utilize this route option and see a high demand for additional stops, N. 60th Street and Brown Deer Road could serve as an additional stop location as it would allow a passenger to transfer to and from MCTS Route 60. As shown in Table 1, the annual cost of this route is estimated at approximately \$224,400 in 2022, which includes the cost to operate and maintain the vehicles based on the Shared-Ride Taxi hourly purchase rate, maintenance costs, and fuel costs. The capital costs to purchase two cutaways (at approximately \$76,000 each) is not included in this total². For purposes of this analysis, a conservative ridership estimate is provided, with 17,300 passengers per year. However, it is anticipated that the shuttle schedule will be coordinated with Ozaukee County employers' shift changes, likely resulting in actual ridership that would exceed the estimates.

Commission staff quantified the number of individuals with an income below 150 percent of the poverty level and the number of unemployed individuals within a 15-minute transit ride from the MCTS transit connections to the Cedarburg Road shuttle route. Based on census tract data from the 2015-2019 American Community Survey, there are approximately 12,350 persons with an income below 150 percent of the poverty level and 1,880 unemployed persons served by MCTS routes connecting to the Cedarburg Road flexible shuttle route, as shown in Map 2 and Map 3, respectively. This route would also provide service to Ozaukee County residents living within 0.75 miles of the shuttle route, with approximately 2,270 persons with an income below 150 percent of the poverty level and approximately 310 unemployed persons living in that area.

¹ The extent of the Port Washington route has been updated to extend approximately one mile north of downtown Port Washington to serve major employers on Wisconsin Street, including Allen Edmonds.

² Estimated vehicle cost for a medium, gas-powered bus. Source: <https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/transit/5310-app-trad.pdf>

Map 2
Population with an Income Below 150 Percent of the Poverty Level
within a 15-minute Transit Ride from Potential Transit Connections



TRANSIT SERVICE (2021)

- POTENTIAL TRANSIT CONNECTION
- ONE-QUARTER MILE WALK DISTANCE FROM BUS ROUTES WITHIN A 15 MINUTE TRANSIT RIDE FROM POTENTIAL TRANSIT CONNECTIONS
- MCTS LOCAL & EXPRESS SERVICE
- POTENTIAL CEDARBURG ROAD FLEXIBLE SHUTTLE ROUTE
- POTENTIAL PORT WASHINGTON ROAD FLEXIBLE SHUTTLE ROUTE

PERSONS WITH AN INCOME BELOW 150% OF THE POVERTY LEVEL SERVED BY MCTS ROUTES CONNECTING TO THE CEDARBURG ROAD FLEXIBLE SHUTTLE ROUTE: 12,349

PERSONS WITH AN INCOME BELOW 150% OF THE POVERTY LEVEL SERVED BY MCTS ROUTES CONNECTING TO THE PORT WASHINGTON ROAD FLEXIBLE SHUTTLE ROUTE: 10,677

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PERSONS WITH INCOME BELOW 150 PERCENT OF THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 20.6 PERCENT BASED ON THE 2015-2019 U.S. CENSUS AMERICAN COMMUNITY SURVEY

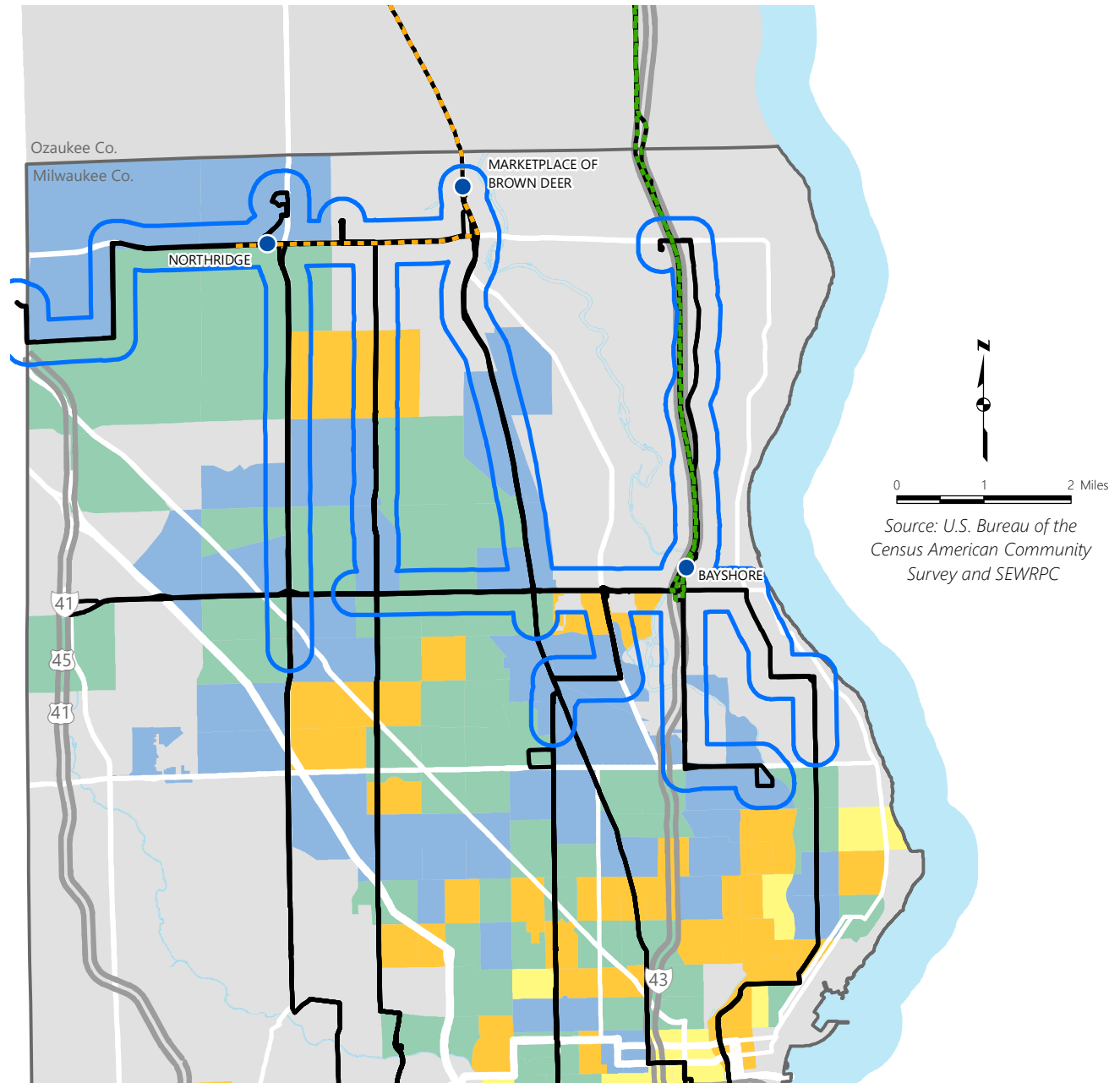
- FEWER THAN 500 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 500-999 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 1,000-1,499 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 1,500 OR MORE PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL

Notes: Areas in gray are comprised of census tracts wherein the percentage of persons with an income of below 150 percent of the poverty level is less than or equal to the regional average of 22.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of persons with income below 150 percent of the poverty level even though there are only small enclaves of such persons located within the tract identified.

Map 3

Unemployed Population within a 15-minute Transit Ride from Potential Transit Connections



TRANSIT SERVICE (2021)

- POTENTIAL TRANSIT CONNECTION
- ONE-QUARTER MILE WALK DISTANCE FROM BUS ROUTES WITHIN A 15 MINUTE TRANSIT RIDE FROM POTENTIAL TRANSIT CONNECTIONS
- MCTS LOCAL & EXPRESS SERVICE
- POTENTIAL CEDARBURG ROAD FLEXIBLE SHUTTLE ROUTE
- POTENTIAL PORT WASHINGTON ROAD FLEXIBLE SHUTTLE ROUTE

UNEMPLOYED PERSONS SERVED BY MCTS ROUTES CONNECTING TO THE CEDARBURG ROAD FLEXIBLE SHUTTLE ROUTE: 1,879

UNEMPLOYED PERSONS SERVED BY MCTS ROUTES CONNECTING TO THE PORT WASHINGTON ROAD FLEXIBLE SHUTTLE ROUTE: 1,727

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PERSONS WITH INCOME BELOW 150 PERCENT OF THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 20.6 PERCENT BASED ON THE 2015-2019 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 500 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 500-999 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 1,000-1,499 PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL
- 1,500 OR MORE PERSONS WITH INCOME BELOW 150% OF THE POVERTY LEVEL

Notes: Areas in gray are comprised of census tracts wherein the percentage of persons with an income of below 150 percent of the poverty level is less than or equal to the regional average of 22.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of persons with income below 150 percent of the poverty level even though there are only small enclaves of such persons located within the tract identified.

Table 1
Projected Annual Operating Expenses, Revenues, and
Ridership for Flexible Shuttle Route Along Cedarburg Road:
2022-2026

Characteristics	Projected		
	2022	2026	Average
Services Provided			
Revenue Vehicle Miles	79,000	79,000	79,000
Revenue Vehicle Hours	6,900	6,900	6,900
Revenue Passengers			
Total	17,300	17,300	17,300
Passengers per Revenue Vehicle Mile	0.22	0.22	0.22
Passengers per Revenue Vehicle Hour	2.50	2.50	2.50
Expenses and Revenues			
Operating Expenses ^a	\$224,400	\$257,400	\$240,900
Farebox Revenues ^a	\$34,600	\$34,600	\$ 34,600

^a Expenses and revenues are expressed in estimated year-of-expenditure dollars.

Sources: Ozaukee County and SEWRPC

Port Washington Road Route: Bayshore Mall to Port Washington

The Port Washington Road route would serve destinations that include Ascension/Columbia St. Mary's, Aurora Medical Center, and the Port Washington Industrial Park, providing up to 15 one-way trips per day. There were approximately 20,400 jobs in Ozaukee County within the 0.75 mile service area of this route as of 2020. This is a decrease of approximately 2 percent from the 2010 figure reported in the original memo. It is assumed that two additional vehicles with capacity to transport 14 passengers, including up to two passengers in wheelchairs, would be needed to provide hourly service. The route could be flexibly served by a subset of the Ozaukee County Shared-Ride Taxi fleet in that, once a run is completed, the vehicle would be available to resume regular Shared-Ride Taxi Service. Subsequently, a second vehicle could begin service at Bayshore Mall and continue northbound toward the final stop approximately one mile north of downtown Port Washington.

As shown in Table 2, the annual cost of this route is estimated at approximately \$167,100 in 2022, which includes the cost to operate and maintain the vehicles based on the Shared-Ride Taxi hourly purchase rate, maintenance costs, and fuel costs. The capital costs to purchase two cutaways (at approximately \$76,000 each) is not included in this total. For purposes of this analysis a conservative estimate of ridership is provided with approximately 13,000 passengers per year. However, it is anticipated that the shuttle schedule will be coordinated with Ozaukee County employers' shift changes, likely resulting in actual ridership that would exceed the estimates.

Commission staff quantified the number of individuals with an income below 150 percent of the poverty level and the number of unemployed individuals within a 15-minute transit ride from the MCTS transit connections to the Port Washington Road shuttle route. Based on census tract data from the 2015-2019 American Community Survey, there are approximately 10,680 persons with an income below 150 percent of the poverty level and 1,730 unemployed persons served by MCTS routes connecting to the Port Washington Road flexible shuttle route, as shown in Map 2 and Map 3, respectively. This route would also provide service to Ozaukee County residents living within 0.75 miles of the shuttle route, with approximately 1,640 persons with an income below 150 percent of the poverty level and approximately 260 unemployed persons living in that area.

Table 2
Projected Annual Operating Expenses, Revenues, and
Ridership for Flexible Shuttle Route Along Port Washington
Road: 2022-2026

Characteristics	Projected		
	2022	2026	Average
Services Provided			
Revenue Vehicle Miles	83,300	83,300	83,300
Revenue Vehicle Hours	5,200	5,200	5,200
Revenue Passengers			
Total	13,000	13,000	13,000
Passengers per Revenue Vehicle Mile	0.16	0.16	0.16
Passengers per Revenue Vehicle Hour	2.50	2.50	2.50
Expenses and Revenues			
Operating Expenses ^a	\$167,100	\$191,700	\$179,400
Farebox Revenues ^a	\$26,000	\$26,000	\$26,000

^a Expenses and revenues are expressed in estimated year-of-expenditure dollars.

Sources: Ozaukee County and SEWRPC

Modified Port Washington Road Route: Bayshore Mall to Grafton Commons

The modified Port Washington Road route would serve destinations including Ascension/Columbia St. Mary's and the Aurora Medical Center, providing up to 15 one-way trips per day. This route would run on Saturdays to serve the medical, retail, and commercial establishments near Grafton Commons. There were approximately 14,600 jobs in Ozaukee County within the 0.75 mile service area of this route. This is a slight increase of approximately 2 percent from the 2010 figure reported in the original memo. The route could be flexibly served by a subset of the Ozaukee County Shared-Ride Taxi fleet in that, once a run is completed, the vehicle would be available to resume regular Shared-Ride Taxi Service. Given the shorter distance of this route (30 minutes one-way), it is envisioned that one additional vehicle, with capacity to transport 14 passengers, including up to two passengers in wheelchairs, could flexibly service this route, while maintaining the Shared-Ride Taxi's existing level of service.

As shown in Table 3, the annual cost of this route is estimated at approximately \$140,500 in 2022, which includes the cost to operate and maintain the vehicles based on the Shared-Ride Taxi hourly purchase rate, maintenance costs, and fuel costs. The capital costs to purchase one cutaway (at approximately \$76,000) is not included in this total. For purposes of this analysis a conservative ridership estimate of passengers is provided, with approximately 10,800 passengers per year. However, it is anticipated that the shuttle schedule will be coordinated with Ozaukee County employers' shift changes, likely resulting in actual ridership that would exceed the estimates.

Commission staff quantified the number of individuals with an income below 150 percent of the poverty level and the number of unemployed individuals within a 15-minute transit ride from the MCTS transit connections to the Port Washington Road shuttle route. Based on census tract data from the 2015-2019 American Community Survey, there are approximately 10,680 persons with an income below 150 percent of the poverty level and 1,190 unemployed persons served by MCTS routes connecting to the Port Washington Road flexible shuttle route, as shown in Map 2 and Map 3, respectively. This route would also provide service to Ozaukee County residents living within 0.75 miles of the shuttle route, with approximately 750 persons with an income below 150 percent of the poverty level and approximately 80 unemployed persons living in that area.

Table 3
Projected Annual Operating Expenses, Revenues, and
Ridership for a Modified Flexible Shuttle Route Along Port
Washington Road to Grafton Commons: 2022-2026

Characteristics	Projected		
	2022	2026	Average
Services Provided			
Revenue Vehicle Miles	67,500	67,500	67,500
Revenue Vehicle Hours	4,300	4,300	4,300
Revenue Passengers			
Total	10,800	10,800	10,800
Passengers per Revenue Vehicle Mile	0.16	0.16	0.16
Passengers per Revenue Vehicle Hour	2.50	2.50	2.50
Expenses and Revenues			
Operating Expenses ^a	\$140,500	\$161,200	\$150,900
Farebox Revenues ^a	\$21,600	\$21,600	\$21,600

^a Expenses and revenues are expressed in estimated year-of-expenditure dollars.

Sources: Ozaukee County and SEWRPC

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE: June 16, 2022
DEPARTMENT: Transit
DIRECTOR: Jon Edgren
PREPARER: Joy Neilson

Agenda Summary Transit Financial Report

ATTACHMENTS:

- May PW Committee Report 2022 (PDF)

Ozaukee County Committee Report
Special Revenue Fund Transit Services
 For the Five Months Ending Tuesday, May 31, 2022
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2022 YTD Actual	2022 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$22,826	\$114,131	\$273,915	\$159,784	41.67%
Intergovernmental Revenues	-	\$357,811	\$1,662,315	\$1,304,504	21.52%
Public Charges for Services	\$30,698	\$166,373	\$558,150	\$391,777	29.81%
Fines/Forfeitures/Penalties	-	\$360	\$6,300	\$5,940	5.71%
Interest Revenue	-	\$77	-	(\$77)	0.00%
Other Revenue	\$1,000	\$3,000	\$1,102,841	\$1,099,841	0.27%
Total Revenues	\$54,524	\$641,752	\$3,603,521	\$2,961,769	17.81%
Expenditures					
Salaries	\$7,141	\$35,638	\$106,489	\$70,851	33.47%
Fringe Benefits	\$2,759	\$10,508	\$39,836	\$29,328	26.38%
Travel/Training	-	-	\$4,500	\$4,500	0.00%
Supplies	\$7,349	\$87,353	\$289,720	\$202,367	30.15%
Purchased Services	\$108,301	\$546,839	\$2,702,758	\$2,155,919	20.23%
Interdepartment Charges	\$3,397	\$52,792	\$158,606	\$105,814	33.28%
Other Expenses	\$762	\$3,368	\$39,363	\$35,995	8.56%
Total Operating Expenditures	\$129,709	\$736,498	\$3,341,272	\$2,604,774	22.04%
Capital Outlay					
Equipment & Furniture	\$26,936	\$192,005	\$262,250	\$70,245	73.21%
Total Capital Outlay	\$26,936	\$192,005	\$262,250	\$70,245	73.21%
Total Expenditures	\$156,645	\$928,503	\$3,603,522	\$2,675,019	25.77%
Net Increase (Decrease)	(\$102,121)	(\$286,751)	(\$1)	\$286,750	28675100.00%
Equity:					
Governmental Fund Balance	-	(\$2,180,412)	-	\$2,180,412	0.00%

Attachment: May PW Committee Report 2022 (Transit Monthly Financial Report)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary 2022 Bridge Inspection Contract

BACKGROUND INFORMATION: The Wisconsin Department of Transportation (WisDOT) requires that all bridges are inspected every 24 months. In Ozaukee County, there are 54 County and locally owned bridges, and all of their inspections are scheduled for Fall of 2022. Historically, Ozaukee County has covered the costs to perform the inspection on all of them, and our consultant distributes the bridge reports to each individual municipality.

In 2016, Ozaukee County performed a Request for Proposals (RFP) for Bridge Inspection, and selected Jewell Associates based upon their low cost and qualifications.

Following good service and reasonable cost increases, we re-contracted with Jewell Associates for the 2018 & 2020 bridge inspections. However, as it has been six (6) years since the original proposal, we decided to redo the Bridge Inspection RFP's, and sent the request to four (4) consulting engineering firms.

ANALYSIS: Of the four (4) consulting engineering firms, only Jewell Associates returned a proposal. The other firms (Ayres Associates, JT Engineering & GRAEF) responded that due to lack of staffing and/or lack of availability, they would not be able to propose.

Jewell's proposed total bridge inspection cost is \$13,820, which is up slightly from previous years (\$11,860 in 2016, \$12,065 in 2018 & \$12,265 in 2020), but reasonable given the market. Therefore, we recommend approval of Jewell Associates' contract.

FISCAL IMPACT:

Balance Current Year: \$13,820 Next Year's Estimated Cost: --

FUNDING SOURCE: County Levy: X

RECOMMENDED MOTION: Authorize Highway Commissioner to approve Jewell's 2022 Bridge Inspection contract.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Waubeka Salt Shed Roofing Contract

BACKGROUND INFORMATION: As part of the 2022 Highway Department Budget, the re-roofing of the Waubeka Salt Shed was included in our Building's Capital Improvement Plan (CIP) for \$60,000 due to curling, missing and damaged shingles.

The proposed maintenance project includes:

- Removal of all shingles down to the decking
- Install synthetic felt and ice shield
- Install new edging
- Install new ridge vent full length of shed
- Install 40-year shingles (light grey in color to match all other salt facilities)

ANALYSIS: Joe Hicks, Administration Center's Building Superintendent, requested information from multiple companies, and received the following quotes:

<u>Contractor</u>	<u>Cost</u>
Dehling-Voight, Inc.	\$29,844*
C&K Services	\$32,355
PHD Roof Doctors	\$32,414

*Recommended quote.

Following review of the quotes, Highway Staff recommends the low bid of \$29,844 from Dehling-Voight, Inc. Dehling-Voights quote met requirements, and they have performed well for the Highway Department in the past including reroofing Highways Main Office Shop in Port Washington.

FISCAL IMPACT: Balance Current Year: \$29,844

FUNDING SOURCE:

Non-County Levy: X Indicate source: Highway Department's Building Fund

RECOMMENDED MOTION: Approve the contract with Dehling-Voight, Inc. for a total of \$29,844.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 16, 2022
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Contract for Covered Bridge Park Pedestrian Bridge Repairs

BACKGROUND INFORMATION: On Wednesday, May 18th, contractors associated with the Covered Bridge Road bridge replacement noticed cracks in the Covered Bridge Pedestrian bridge, which parallels the roadway bridge about 40' to the east.

Scott Reay, Wisconsin Department of Transportation (WisDOT) Bureau of Structures (BOS) Southeast Regional Program Manager, notified me that we needed to close the bridge immediately to all users. Therefore, the pedestrian bridge has been blockaded with barrels and caution tape.

While the Covered Bridge Pedestrian bridge is officially the responsibility of the Planning & Parks Department, we felt that we needed to move quickly on the analysis of the pedestrian bridge, so I authorized a \$4,400 amendment with Jewell Associates, our Bridge Inspection Consultant, to inspect the pedestrian bridge and produce a report with potential repair design.

ANALYSIS: Jewell Associates provided the inspection report on Wednesday, June 8th (attached).

In essence, they've diagramed a likely solution to the potential failure, and estimated that the construction costs would be around \$55,000 and we should add the bridge to our standard annual inspections. Also, they've stated that steps should be taken to ensure that no motorized vehicles can cross the pedestrian bridge. However, given the historic nature of the pedestrian bridge, we should be sensitive to make sure any changes minimally impact the surrounding views.

We feel that we should be moving forward as quickly as possible given the number of residents that visit the park, and the opportunity with a bridge construction firm (Pheifer Brothers) beginning reconstruction of the Covered Bridge Road bridge on June 6th.

While we don't have a specific funding source designated for the repairs, we're asking for approval to move forward with the repairs with a cost not to exceed \$70,000.

FISCAL IMPACT: Balance Current Year: \$70,000

FUNDING SOURCE:

County Levy: X (Planning & Parks, General Reserves, Highway Reserves, ARPA, etc...)

RECOMMENDED MOTION: Authorize Public Works Director to contract for Covered Bridge Pedestrian Bridge repairs up to \$70,000.

ATTACHMENTS:

- Covered Bridge Park Ped Bridge - Jewell Assoc Report - 6-8-22 (PDF)

Structure Inspection

Covered Bridge Over Cedar Creek



Michael Mertens, P.E.
 Bridge Inspector No. 9516

Dan Tracy, P.E.
 Bridge Inspector No. 9731



Date: June 8, 2022

Inspection Date: May 31, 2022

Inspector: Michael Mertens, P.E. Bridge Inspector No. 9516

Dan Tracy, P.E. Bridge Inspector No. 9731

Structure Deck Width: 16.5' Out-Out, 13.3' Clear Roadway Width

Structure Total Length: End of Deck to End of Deck – 121.0'

Location: 43d20'15.64", -88d00'17.78"

Overall Comments

This inspection was conducted to assess the condition of the structure on the day of inspection, May 31, 2022. Our inspection was limited to those elements exposed to view, and did not utilize ultrasonic or destructive testing.

The structure is a two-span timber through truss structure with a timber deck and timber roof. This structure has long since exceeded its service life, and further, regular repairs should be expected.

Elements

Timber Deck

The timber deck consists of 2" x 3" timbers on edge making up the wearing surface. The timber deck is in good condition with minor wear. There are some thin asphalt patches near the outside edges of the deck. (See Figure 3 & 4)

Timber Truss

All members of the timber truss are 3" x 10" timbers. The top chord consists of four members, two each side of the diagonal web members. The bottom chord consists of 8 members, four each side of the diagonal web members. The lower members of the bottom chord supports the transverse floor beams, and the upper members of the bottom chord are located on top of the timber deck boards. 3" x 10" diagonal web members are configured in a lattice pattern between the outer and inner members of the truss chords. The web members show rot and splits at the bottom in some locations. (See Figure 15, 25)

The timber connection pins connecting the bottom chords to the diagonal web members just above the deck are rotten at the ends of the structure. The pins on the underside of the structure appear and sound solid. (See Figure 9 & 10)

Truss bearing south abutment - The timber truss bottom chords have 100% section loss, and have been repaired in the past using 8" x 2 1/4" steel channels with U-bolts. (See Figure 5, 6, 7, 8)

Truss bearing northeast corner of pier – OK, no issues noted

Truss bearing northwest corner of pier – Both laminations of the interior bottom chord are split 3" (total chord depth measured 13"). The split extends approximately 5 feet from the face of the pier. The three wood pins that make up the web-chord connection are in good condition, but



are significantly misaligned, with the bottom chord failing around the pins. The interior laminations of the bottom chord have significant section loss from rot with portions of the split wood able to be pulled away. The exterior laminations have significant section loss, but no splits. (See Figure 16, 17, 18, 19, 20)

Truss bearing southwest corner of pier – The interior laminations of the bottom chord are split in the same way as the northwest corner of the pier, however the splits have not yet opened up. There is similar section loss from rot on the inside of the timber with the bottom chord failing around the pins. (See Figure 14, 19)

Truss bearing southeast corner of pier - The interior lamination of the lower truss chord has dropped +/-1". The connection pins sound solid, but could not verify if a shear failure has occurred in the interior of the pins. (See Figure 11, 12, 13)

Truss bearing at north abutment – The truss bottom chord has significant section loss at the northwest bearing with one exterior lamination split at the abutment on the bottom face. (See Figure 22, 23, 24, 25)

Timber Roof

The roof consists of timber trusses with timber roof boards spanning between trusses. The roof system is in fair to good condition with no issues noted. (See Figure 3)

Timber Stringers

Ten lines of stringers run north to south consisting of 5 3/4" x 7 1/4" timbers. The stringers are exhibiting some splitting and minor rot resulting in discoloration. (See Figure 29 & 30)

Timber Floor Beams

The 2nd floor beam from the south has split with brackets installed to hold it tight. The split is horizontal and full length. The 3rd floor beam from the south has also split horizontally, but has not been repaired. Other floor beams appear to be in good condition. (See Figure 26, 27, 29)

Concrete Abutment

Concrete abutment at the south is in good condition with no issues noted.

Masonry Abutment

Masonry abutment at the north has lost all mortar at the center. There is a loss of stone behind the northeast bearing. (See Figures 28, 31)

Concrete Pier

The concrete pier has significant scaling and spalling at the waterline on both sides. However, this does not affect the capacity of the pier significantly. (See Figure 32)

The following are the NBI Bridge ratings for the structure:

Element NBI Ratings

North Abutment – 4

Pier – 5

South Abutment – 7

Deck – 6

Stringers/Floor Beams – 6

Truss Bottom Chords – 2

Truss Webs/Upper Chords – 6

Following, please find a description of the NBI Bridge Rating Scale.

NBI Bridge Rating Scale

9 – Excellent condition

8 – Very good condition – no problems noted

7 – Good condition – some minor problems

6 – Satisfactory condition – structural elements show some minor deterioration

5 – Fair condition – all primary structural elements are sound, but may have minor section loss, cracking, spalling or scour

4 – Poor condition – advanced section loss, deterioration, spalling or scour

3 – Serious condition – loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.

2 – Critical condition – advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

1 – “Imminent” failure condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but with corrective action may be put back in light service.

0 – Failed condition – out of service – beyond corrective action.

Recommended Maintenance (in order of priority)

- Repair the truss bottom chords over the pier, repair plan/details are attached. Because of likelihood of interior rot, care should be taken when jacking the truss to complete the repair. Any crushing observed during jacking or tightening of bolts during the repair may indicate that repairs are not prudent.
- Tuck point and replace missing stones at north abutment.
- Repair the northwest bearing at the masonry abutment. Repair would be similar to the bearing repair at the pier.

Loading Recommendations

With the above repairs, we feel that the structure can remain open to foot traffic only, i.e. pedestrians and bicycles. Some method should be used to prevent motorized traffic from crossing the bridge. We would suggest steel pipe bollards or concrete barricade spaced approximately 3 feet apart.



Inspection Recommendations

After repairs are completed, we recommend that the structure be inspected annually for continued deterioration. The recommended repairs are intended to address existing deficiencies, and are not intended to prevent further deterioration of other portions of the structure.

If you have any questions regarding our findings or recommendations, feel free to contact us in our office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mertens", is written over a horizontal line.

Michael Mertens, P.E.
Wisconsin Bridge Inspector, ID No. 9516



Figure 1: Top of structure looking North

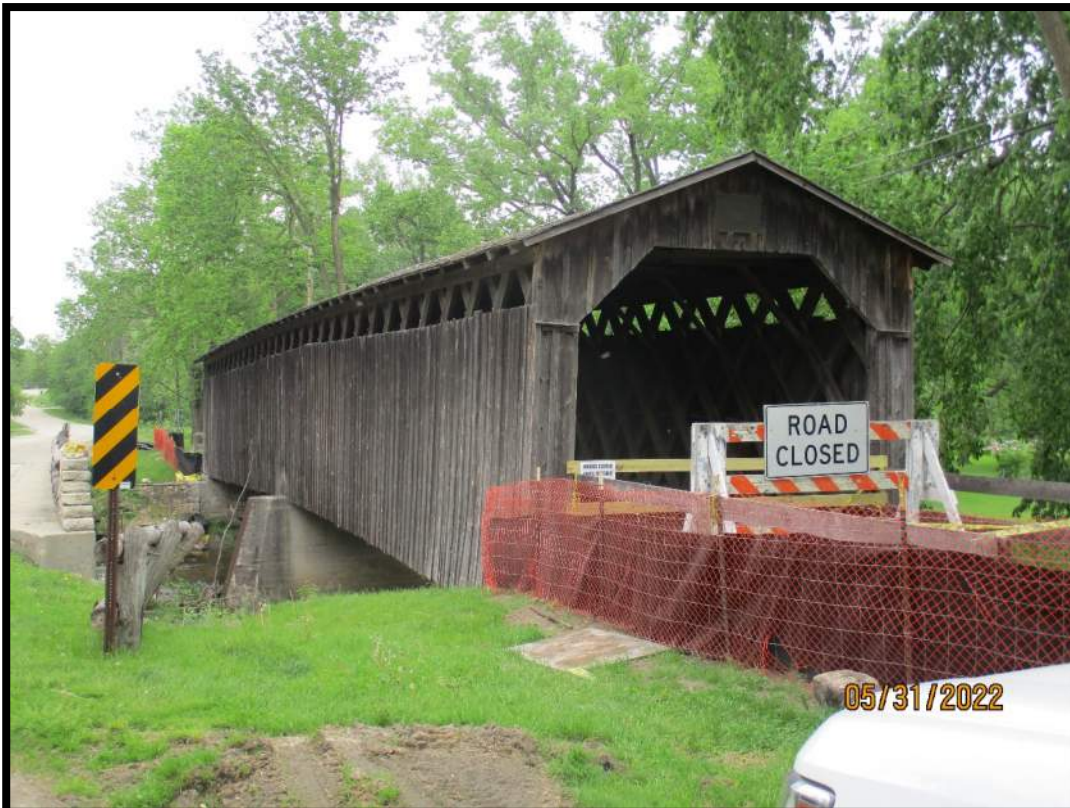


Figure 2: Top of Structure looking Northeast



Figure 3: Inside of Structure



Figure 4: Typical timber deck surface



Figure 5: Truss Bearing at Abutment - SE – Repaired with steel



Figure 6: Truss Bearing at Abutment – SW Corner – Repaired with steel



Figure 7: Truss Bearing at Abutment – SW Corner – 100% section loss of lower chord



Figure 8: Truss Bearing at Abutment – SW Corner – Repaired with steel



Figure 9: Truss connection pins rotting



Figure 10: Truss connection pins rotting



Figure 11: Truss Bearing at Pier – SE Corner – Interior lamination has dropped +/-1"



Figure 12: Truss Bearing at Pier – SE Corner – Interior lamination has dropped +/-1"



Figure 13: Truss Bearing at Pier – SE Corner – Interior lamination has dropped +/-1"



Figure 14: Truss Bearing at Pier – SW Corner – Splitting starting with interior section loss



Figure 15: Truss Bottom Chord – Split in outer lamination



Figure 16: Truss Bearing at Pier – NW Corner – Lower chord failed, connection pins displaced



Figure 17: Truss Bearing at Pier – NW Corner – Lower chord failed, connection pins displaced



Figure 18: Truss Bearing at Pier – NW Corner – Crack opens 3" and extends past floor beam



Figure 19: Truss Bearing at Pier – West Side – Truss is continuous, cracking on both sides of pier



Figure 20: Truss Bearing at Pier – NW Corner – Interior laminations split and dropped



Figure 21: Truss Bearing at Abutment – NE Corner – No issues noted



Figure 22: Truss Bearing at Abutment – NW Corner – Significant section loss to timber



Figure 23: Truss Bearing at Abutment – NW Corner – Lower chord lamination split at bearing



Figure 24: Truss Bearing at Abutment – NW Corner – Lower chord lamination split and web member split



Figure 25: Truss Bearing at Abutment – NW Corner – Web member split



Figure 26: Floor Beam Near South End of Deck – Split originating from notch, previously repaired with steel clamp



Figure 27: Floor Beam Near South End of Deck – Horizontal split continues full length



Figure 28: NE Corner of abutment – Loss of stone and mortar



Figure 29: Stringer and Floor Beam Layout



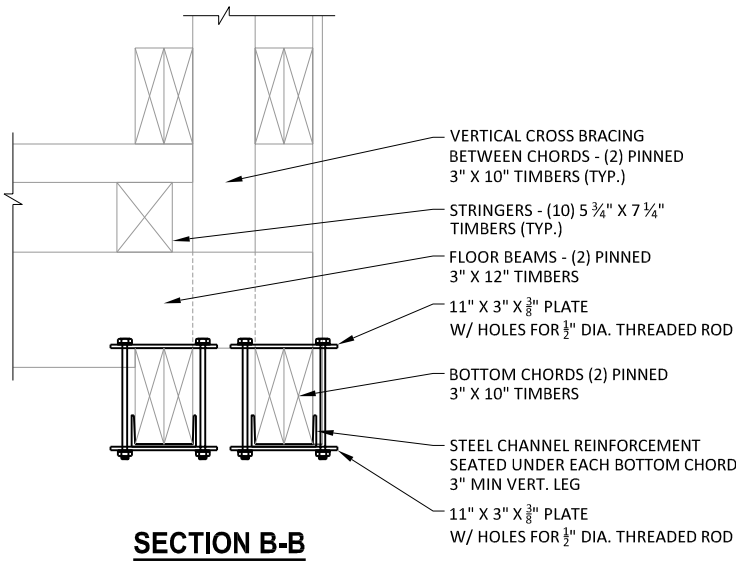
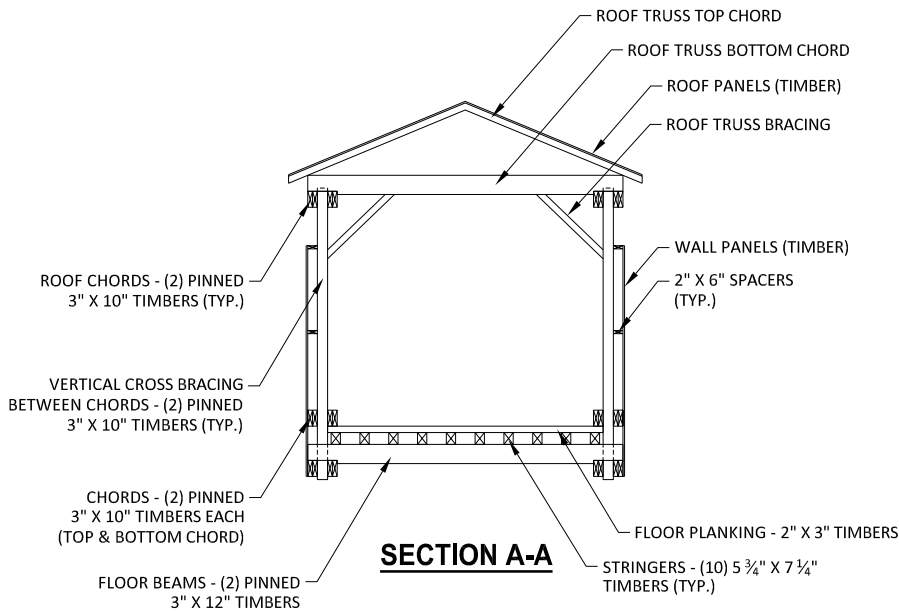
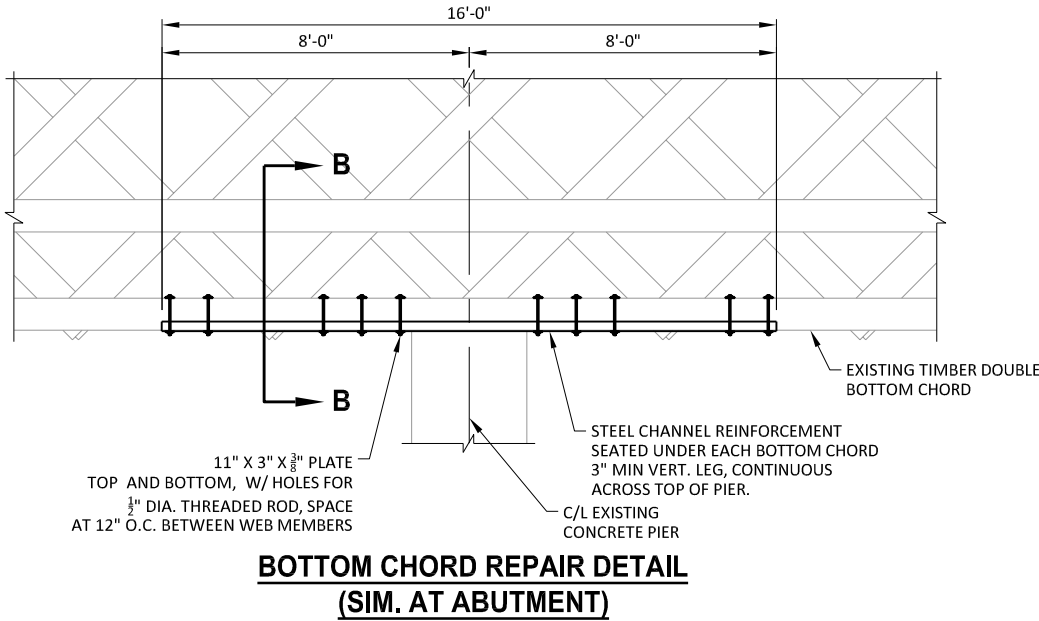
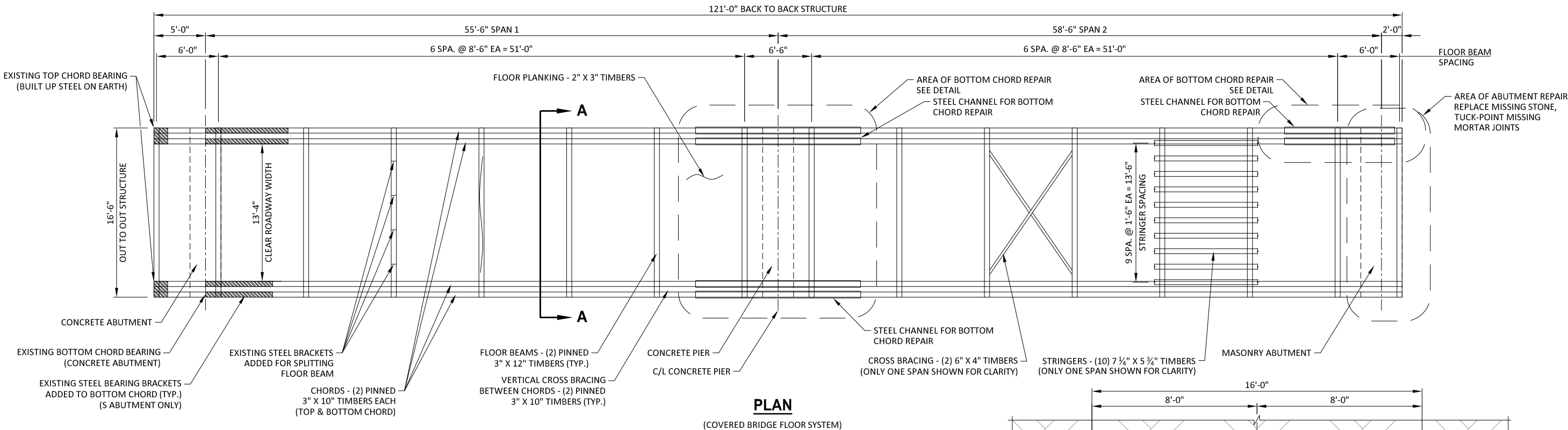
Figure 30: Some splitting noted in timber stringers



Figure 31: Loss of mortar at masonry abutment



Figure 32: Spalling at base of concrete pier



NOTES ON REPAIR:
ONE METHOD TO ACCOMPLISH THE BOTTOM CHORD REPAIR IS TO JACK ONE FACE OF THE STRUCTURE AT A TIME. LIFTING JACKS WOULD BE PLACED UNDER THE BOTTOM CHORD AT MULTIPLE DIAGONAL WEB MEMBER CONNECTION LOCATIONS ON EACH SIDE OF THE PIER. CARE SHOULD BE TAKEN WHEN JACKING THE TRUSS TO COMPLETE THE REPAIR. ANY CRUSHING OBSERVED DURING JACKING OR TIGHTENING OF BOLTS DURING THE REPAIR MAY INDICATE THAT REPAIRS ARE NOT PRUDENT.

INSPECTOR
MICHAEL MERTENS, PE
(608) 588-7484

INSPECTOR
DAN TRACY, PE
(608) 588-7484

NO.	DATE	REVISION	BY
JEWELL associates engineers, inc. Engineers - Architects - Surveyors			
560 SUNRISE DRIVE SPRING GREEN, WI 53588 OFFICE: (608) 588-7484 www.JewellAssoc.com			
STRUCTURE			
COVERED BRIDGE ROAD OVER CEDAR CREEK			
COUNTY	OZAUKEE	TOWN/VILLAGE	CEDARBURG
INSPECTED BY	MICHAEL MERTENS, P.E.	INSPECTED BY	DAN TRACY, P.E.
GENERAL PLAN			SHEET 1 OF 1

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE:	June 16, 2022
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary CTH W Reconstruction Design Update

BACKGROUND INFORMATION: The Ozaukee County Highway Department was awarded a Local Road Improvement Program - Supplemental (LRIP-S) grant from the Wisconsin Department of Transportation (WisDOT) for up to \$1,000,000 for the reconstruction of CTH W from STH 33 to Mink Ranch Road, and the Public Works Committee (PWC) approved acceptance of the grant in October of 2020. Later, the PWC approved an engineering contract with RA Smith in February of 2021 for \$150,000. We anticipated a total construction cost of \$1,500,000.

In November of 2021, I provided an update with RA Smith's initial alternative sketches for the proposed reconstruction. Generally, their goal was to bring the highway above the 10-year storm event (typically 2-3') and shift the highway away from the Milwaukee River if possible.

However, due to poor soil conditions and anticipating re-building the highway to a stronger structural level, all of the options significantly raised the cost estimate from \$2,300,000 to \$2,900,000. We temporarily put the project on hold in order to investigate the potential for additional WisDOT grant funds.

ANALYSIS: Since the last update, we have received another \$573,000 from WisDOT through their County Highway Improvement Supplemental Program (CHIS). Therefore, we have \$1,573,000 from WisDOT, so Ozaukee County would be funding roughly \$800,000 to \$1,300,000. However, there's the potential for additional CHIS funding in 2023.

We're beginning to move forward again, and are planning for the middle option, which is estimated for a \$2,700,000 construction cost. Completing the final design over summer will allow for starting right-of-way (ROW) acquisition in late 2022.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE: June 16, 2022
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Highway Financial Reports

ATTACHMENTS:

- Hwy Financials - June 2022 (PDF)

Ozaukee County Committee Report
Special Revenue Fund County Roads and Bridges
 For the Four Months Ending Saturday, April 30, 2022
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2022 YTD Actual	2022 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$276,291	\$1,105,164	\$3,315,491	\$2,210,327	33.33%
Intergovernmental Revenues	-	\$414,893	\$1,573,852	\$1,158,959	26.36%
Other Revenue	-	-	\$122,525	\$122,525	0.00%
Total Revenues	\$276,291	\$1,520,057	\$5,011,868	\$3,491,811	30.33%
Expenditures					
Interdepartment Charges	\$141,382	\$959,284	\$5,011,868	\$4,052,584	19.14%
Total Operating Expenditures	\$141,382	\$959,284	\$5,011,868	\$4,052,584	19.14%
Capital Outlay					
Total Expenditures	\$141,382	\$959,284	\$5,011,868	\$4,052,584	19.14%
Net Increase (Decrease)	\$134,909	\$560,773	-	(\$560,773)	0.00%
<i>Equity:</i>					
Governmental Fund Balance	-	(\$1,161,357)	-	\$1,161,357	0.00%

Attachment: Hwy Financials - June 2022 (Hwy Financials - June 2022)

Ozaukee County Committee Report

Internal Service Fund Highway Department

For the Four Months Ending Saturday, April 30, 2022

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2022 YTD Actual	2022 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$11,083	\$44,333	\$133,000	\$88,667	33.33%
Intergovernmental Revenues	-	\$7,755	\$121,750	\$113,995	6.37%
Intergovernmental Charges	\$331,603	\$1,883,323	\$6,070,148	\$4,186,825	31.03%
Interdepartmental Charges	\$48,314	\$227,965	\$2,670,680	\$2,442,715	8.54%
Licenses & Permits	\$9,297	\$43,715	\$357,750	\$314,035	12.22%
Other Revenue	\$8,568	\$109,531	\$79,738	(\$29,793)	137.36%
Total Revenues	\$408,865	\$2,316,622	\$9,433,066	\$7,116,444	24.56%
Expenditures					
Salaries	\$235,929	\$990,583	\$3,127,314	\$2,136,731	31.68%
Fringe Benefits	\$110,189	\$439,954	\$1,150,301	\$710,347	38.25%
Travel/Training	\$608	\$2,276	\$30,934	\$28,658	7.36%
Supplies	\$196,615	\$943,818	\$5,631,734	\$4,687,916	16.76%
Purchased Services	\$17,384	\$106,272	\$163,819	\$57,547	64.87%
Interdepartment Charges	(\$13,601)	(\$117,763)	(\$3,498,505)	(\$3,380,742)	3.37%
Depreciation	\$103,142	\$412,552	\$1,237,638	\$825,086	33.33%
Grants	\$10,866	\$31,507	\$133,000	\$101,493	23.69%
Other Expenses	\$2,049	\$14,686	\$252,831	\$238,145	5.81%
Total Operating Expenditures	\$663,181	\$2,823,885	\$8,229,066	\$5,405,181	34.32%
Capital Outlay					
Equipment & Furniture	-	\$4,475	\$969,000	\$964,525	0.46%
Buildings & Land	-	-	\$235,000	\$235,000	0.00%
Total Capital Outlay	-	\$4,475	\$1,204,000	\$1,199,525	0.37%
Total Expenditures	\$663,181	\$2,828,360	\$9,433,066	\$6,604,706	29.98%
Net Increase (Decrease)	(\$254,316)	(\$511,738)	-	\$511,738	0.00%
<i>Equity:</i>					
Retained Earnings	-	(\$300,267)	-	\$300,267	0.00%

Attachment: Hwy Financials - June 2022 (Hwy Financials - June 2022)