



AGENDA
PUBLIC WORKS COMMITTEE
REGULAR MEETING
THURSDAY, FEBRUARY 22, 2024 – 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**
- 2. PROPER NOTICE**
- 3. PUBLIC COMMENTS/CORRESPONDENCE/COMMUNICATIONS**
- 4. APPROVAL OF MINUTES**
 - a. January 18 & February 7, 2024
- 5. HIGHWAYS**
 - a. *Action Items:*
 1. ATV/UTV County Highway Links
- 6. FACILITIES MANAGEMENT**
 - a. *Action Items:*
 1. Carryover of 2023 Funds - Facilities Management
 2. Recommendation of Public Works Project Submittals to the Executive Committee
 - b. *Management/Financial/Informational Reports*
 1. Facilities Financial Report
- 7. TRANSIT SERVICES**
 - a. *Discussion Items:*
 1. Transit Ridership
 - b. *Action Items:*
 1. Resolution: Ozaukee County Express Service Termination (postponed from November 16, 2023)
 - c. *Management/Financial/Informational Reports*
 1. Transit Financial Report
 2. Transit Update
- 8. HIGHWAYS (cont.)**
 - a. *Management/Financial/Informational Reports*
 1. Highway Financial Report
 2. Public Works Monthly Update
- 9. NEXT MEETING DATE**

March 21, 2024
- 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:	February 22, 2024
DEPARTMENT:	County Clerk
DIRECTOR:	Karen Niemuth
PREPARER:	Lisa Henning

Agenda Summary January 18 & February 7, 2024

January 18, 2024

[<https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_01182024-3354>](https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_01182024-3354)

February 7, 2024

[<https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_02072024-3365>](https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_02072024-3365)

PUBLIC WORKS COMMITTEE

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: February 22, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary ATV/UTV County Highway Links

BACKGROUND INFORMATION: In 2018, the State of Wisconsin authorized municipalities to establish All-Terrain Vehicle (ATV) and/or Utility-Terrain Vehicle (UTV) routes on roadways within their community. In addition, they were given authority to establish routes on State or County Highways with Speed Limits at 35 MPH or less without approval of the jurisdictional owner.

Over the last few years, the Towns of Belgium, Fredonia, Port Washington & Saukville have approved ATV/UTV routes within their communities. However, the Lakeshore ATV-UTV Club is interested in expanding the accessible routes onto some County Highways above 35 MPH to create “links” between routes.

At last April’s Public Works Committee (PWC) meeting, the Lakeshore ATV-UTV Club brought forth a request to expand their accessibility to County Highways, and Ozaukee County Sheriff Christy Knowles voiced concerns over ATV and/or UTV’s being on some of the busier County Highways. Therefore, the Lakeshore ATV-UTV Club has been working with the Ozaukee County Sheriff’s Department (OCSD) to find acceptable highways to create their highway links.

ANALYSIS: The Lakeshore ATV-UTV Club, with review by the OCSD, has submitted a packet (attached) for consideration by the PWC.

The requested “links” are only within local municipalities that have already approved ATV/UTV access to their roadways, so the County approval could be considered simply acknowledging “local” decisions. However, PWC members or others may have concerns that expanding the legal use of ATV/UTV’s on County Highways could lead to more accidents and/or injuries.

Currently, Ozaukee County Code 3.07 - Ozaukee County All-Terrain Vehicle Code (attached) directs ATV usage per State Statutes, so the section may have to be updated or an entire new section may be required if the Board supports the expansion of ATV/UTV routes.

If the PWC supports the expansion of ATV/UTV routes, I would expect the PWC to direct staff to incorporate the requested changes into an Ordinance, and bring back the Ozaukee County Code of Ordinances revisions to the PWC and County Board for final approval.

FISCAL IMPACT: Balance Current Year: -- Next Year’s Estimated Cost: --

FUNDING SOURCE: County Levy: -- Non-County Levy: --

Indicate source: --

RECOMMENDED MOTION: Direct staff to develop the required Ordinance changes to allow the use of ATV/UTV's on County Highways as detailed.

ATTACHMENTS:

- Lakeshore ATV-UTV - County Link Request - 2-8-24 (PDF)
- Oz Cty Ordinances - Chp 3.07 - ATV (PDF)

PUBLIC WORKS COMMITTEE

February 22, 2024

Public Works Committee
Ozaukee County Highway Dept.
410 South Spring Street
Port Washington, WI 53074

Subject: Ozaukee County ATV/UTV Proposed Ordinance, Maps and Links

Dear Committee Members,

The purpose of this letter is to propose an ATV/UTV Ordinance to the Ozaukee County Public Works Committee. The intent of this Ordinance is to establish links to provide local residents the opportunity to ride their ATVs and UTVs to local businesses and communities within the Towns of Belgium, Fredonia, Saukville, and Port Washington.

With input and concurrence from the Ozaukee County Sheriff's Department, local residents, and our Club Members, these road links were selected with a "common sense" approach, while taking into account the Average Daily Traffic (ADT), length of the road links, and safety concerns.

The following documents are enclosed:

- 1) The proposed Ozaukee County ATV/UTV Ordinance.
- 2) Descriptions of the proposed road links outlining the location, length & ADT for the Towns of Belgium, Fredonia, Saukville, and Port Washington.
- 3) Maps of the proposed road links for the Towns of Belgium, Fredonia, Saukville, and Port Washington.
- 4) Drafts of the required letters that need to be sent per the statute to the Wisconsin Department of Natural Resources, the Ozaukee County Sheriff, and the Wisconsin State Patrol.
- 5) For reference:
 - a) A copy of the Washington County ATV/UTV Ordinance.
 - b) A copy of the Sheboygan County ATV/UTV Ordinance.
 - c) Wisconsin Legislative Council Act 87 Memo (Municipal Ordinances Authorizing ATV and UTV Operations on Highways).
 - d) 2017 Wisconsin Act 87.
 - e) Wisconsin Legislative Council Act 193 Memo (All-Terrain Vehicle Route Signage).
 - f) 2017 Wisconsin Act 193.
 - g) Statute 23.23 All-Terrain Vehicles and Utility-Terrain Vehicles.
 - h) Trail Ambassador Program.

Please feel free to contact us if you have any questions or concerns. Thank you.

Sincerely,

Bob Hubing & Kevin Peiffer
Lakeshore ATV/UTV Club

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

DRAFT OF THE PROPOSED ORDINANCE

ORDINANCE NO. 24-XX

CREATING SECTION X.XX(X) OF THE OZAUKEE COUNTY CODE OF ORDINANCES PERTAINING TO DESIGNATING ALL-TERRAIN VEHICLE LINKS AND REGULATING THE OPERATION OF ALL-TERRAIN VEHICLES

An Ordinance creating Section X.XX of the Ozaukee County Code of Ordinances pertaining to designating all-terrain vehicle links and regulating the operation of all-terrain vehicles.

The County Board of Supervisors of the County of Ozaukee does ordain that Section X.XX of the Ozaukee County Code of Ordinance be created as follows:

X.XX

- 1) Pursuant to Wis. Stat. § 23.33, a county may designate certain highways as all-terrain vehicle links.
- 2) Following due consideration of the recreational value to connect route opportunities as weighed against possible danger, public health, liability aspects, terrain involved, traffic density, and history of automobile traffic and as authorized by Wis. Stat. § 23.33(8)(b), the Ozaukee County Board has determined that certain County highways shall be designated as all-terrain vehicle links as connectors between town, city or village roads designated for all-terrain vehicle/utility-terrain vehicle (ATV/UTV) operation.
- 3) Statutory Authority: Open usage of County roads designated is done pursuant to Wis. Stat. § 23.33(8)(b) and Wis. Admin. Code § NR 64.12 and the applicable provisions of Wis. Stat. § 23.33 and Wis. Admin. Code Ch. NR 64 regulating ATV/UTV operation are incorporated by reference.
- 4) Requirements for requesting ATV/UTV Links:
 - A) Any request for an ATV/UTV route must be submitted to the Ozaukee County Transportation Department in writing and must be accompanied by a supporting resolution of the municipality in which the ATV/UTV route is located, and with the concurrence of the Ozaukee County Sheriff Department. The submittal letter must contain the County highway(s) involved and the beginning and end location.
 - B) The request must indicate the need for the route.
 - C) The request must indicate who will be responsible for purchasing signs, installing the signs, the maintenance of the signs, and the name the organization who will be responsible for this activity.
 - D) The group requesting the County highway road use shall be subject to the approval of the Ozaukee County Transportation Director. Signage designating such roads shall be placed in accordance with Wis. Admin. Code § NR 64.12. Signs shall be inspected annually and be maintained by the group which requested route designation or its successor. County shall be notified immediately of any change in responsibility for maintenance of signage.
 - E) Any request must be accompanied by a highlighted map illustrating the connecting route.

- F) A right-of-way permit application and signing map must be submitted at the time of the request.
 - G) The Transportation Director shall have authority to suspend operation on designated routes due to hazard, construction, or emergency conditions.
- 5) Conditions: The following conditions shall apply to all operators and passengers operating ATV/UTVs on County highways:
- A) All ATV/UTV operators shall observe posted speed limits.
 - B) No person under 18 years of age may operate or be a passenger on an ATV/UTV without wearing protective headgear of the type required under Wis. Stat. § 347.485(1)(a) and with the chin strap properly fastened, except as specifically exempted under Wis. Stat. § 23.33(3g), (b), (c), and (d).
 - C) Operation of ATVs and UTVs on roadways designated as ATV/UTV routes are authorized only for the extreme right side of the roadway on the paved surface (if the roadway is paved), except that left turns may be made from any part of the roadway that is safe given prevailing conditions.
 - D) All ATV/UTV operators shall ride single file.
 - E) The operator of an ATV/UTV shall obey all traffic laws, local ordinances, and Department of Natural Resources regulations.
 - F) The operator of an ATV/UTV shall display a lighted headlamp, tail lamps, and brake lights on the ATV/UTV and display the registration and license plate at all times.
 - G) ATV/UTV operation is at the risk of the operator. Ozaukee County has no liability for any damage or injury to persons, real property, or personal property arising out of the operation of ATVs and UTVs on designated ATV/UTV routes.
 - H) The operator of an ATV/UTV shall operate an ATV/UTV only on such highways approved for ATV/UTV operation.
 - I) Use of ATV/UTV links designed under this Ordinance shall be limited to the hours of 5:00AM to 11:00PM.
 - J) ATV/UTV operators are required to have liability insurance coverage.
 - K) No open intoxicants are allowed in or upon any ATV/UTV while it is in operation.
- 6) Penalties: Wisconsin State ATV and UTV penalties as found in Wis. Stat. § 23.33(13)(a) are adopted by reference, and any law enforcement officer may issue citations for violation of this Section. Issuance of the citation and payment does not preclude compliance with the terms and conditions of this Ordinance.
- 7) Effective Date: The herein Ordinance shall take effect upon enactment and publication.

Dated at Port Washington, Wisconsin, this (DATE), 2024.

**TOWN OF BELGIUM & VILLAGE OF BELGIUM
OZAUKEE COUNTY ROAD ROUTE LINKS**

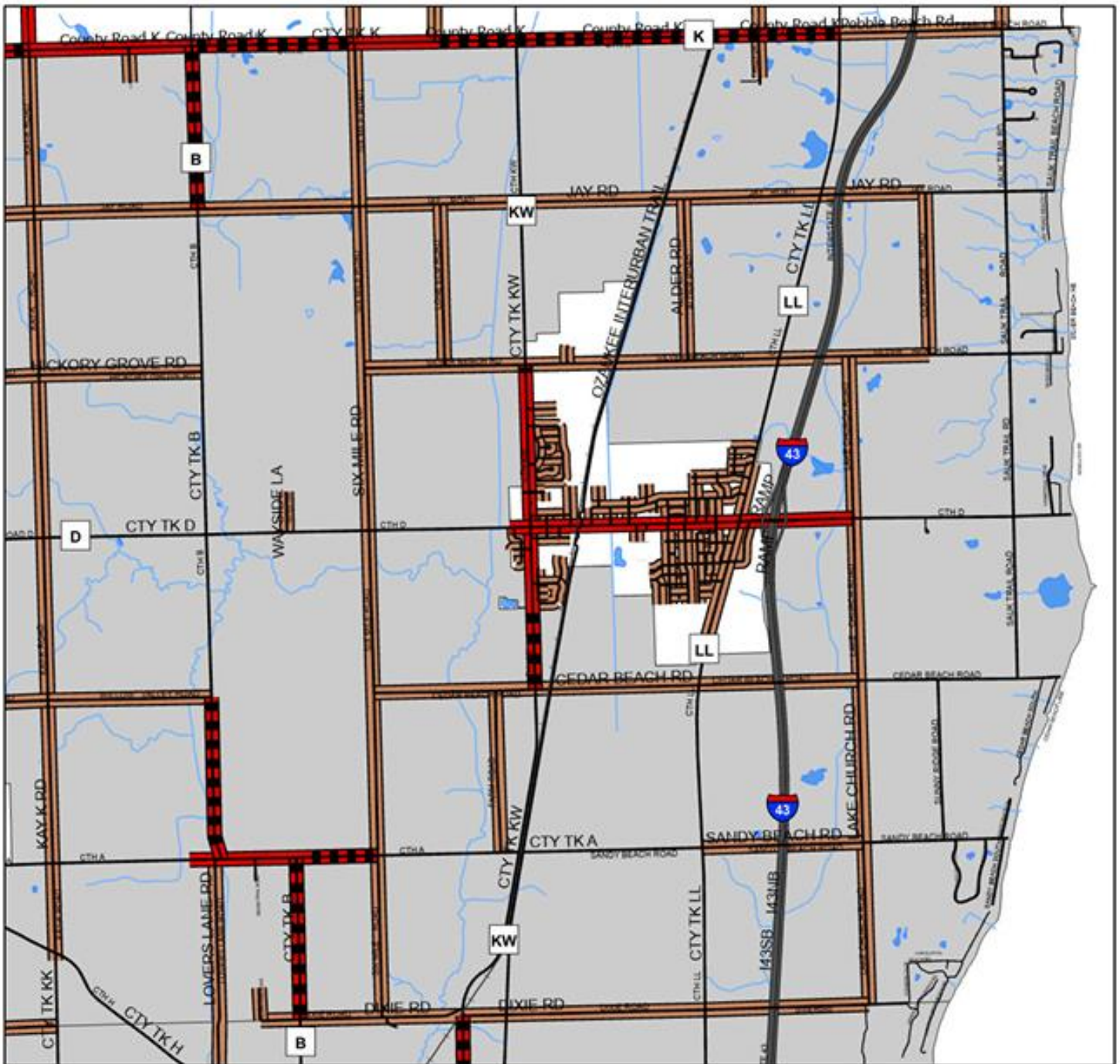
ADT Based on WisDOT Traffic Counts

<u>Road</u>	<u>From >> To</u>	<u>Distance</u>	<u>ADT</u>
CTH A	Six Mile Road >> Holy Cross (East Side)	0.4 Mile	No Data
CTH B	Dixie Road >> CTH A (Holy Cross)	1.0 Mile	350
CTH B	CTH A (Holy Cross) >> Willow Valley Road	0.9 Mile	180
CTH B	Jay Road >> CTH K (North County Line)	1.0 Mile	200
CTH K*	CTH B >> Six Mile Road (*North County Line, Pending approval from Sheboygan County)	1.0 Mile	330
CTH K*	Krier Ct. >> CTH LL (*North County Line, Pending approval from Sheboygan County)	2.5 Miles	330
CTH KW	Cedar Beach Road >> Village of Belgium (South Limits)	0.5 Mile	1200
CTH KW	Village of Belgium (North Limits) >> Silver Beach Road	0.1 Mile	No Data

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

TOWN OF BELGIUM / VILLAGE OF BELGIUM

ATV / UTV ROUTES



Date: 11/30/2023

0 0.25 0.5 1 Miles

Legend

- Existing Routes - Town Roads
- Existing Routes - County Hwys
- Proposed Routes - County Hwys

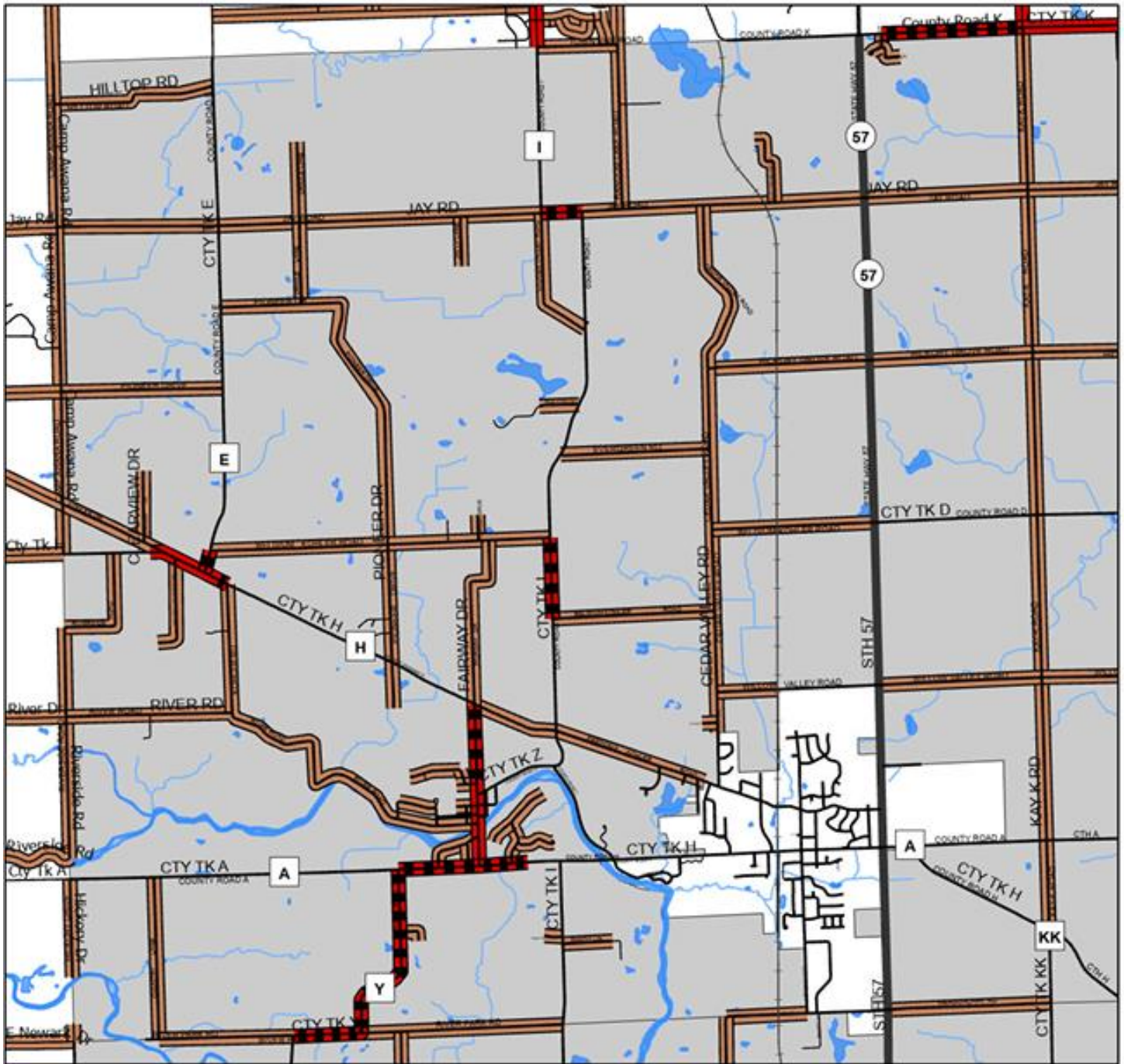
TOWN OF FREDONIA
OZAUKEE COUNTY ROAD ROUTE LINKS
ADT Based on WisDOT Traffic Counts

<u>Road</u>	<u>From >> To</u>	<u>Distance</u>	<u>ADT</u>
CTH A	W3970 CTH H (Big Joe's Gas Station) >> CTH Y	0.8 Mile	2500-4100
CTH E	CTH H >> Belgium-Kohler Road	0.1 Mile	No Data
CTH H	Kohler Road >> Little Kohler (East Side)	0.1 Mile	1200
CTH H	Waubeka (North Limits) >> Fredonia-Kohler Road	0.3 Mile	No Data
CTH I	Belgium-Kohler Rd (East) >> Belgium-Kohler Rd (West)	0.5 Mile	680
CTH I (Jay Rd)	Int. of CTH I (South) >> Int. of CTH I (North)	0.3 Mile	No Data
CTH K*	Kay K Road >> Five Pillars Supper Club (*North County Line, Pending approval from Sheboygan County)	0.8 Mile	670
CTH Y	CTH A >> River Park Road (East)	1.2 Miles	No Data
CTH Y*	River Park Rd. (East) >> River Park Road (West) (*Shared with the Town of Saukville)	0.4 Mile	No Data

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

TOWN OF FREDONIA

ATV / UTV ROUTES



Date: 11/30/2023



Legend

- Existing Routes - Town Roads
- Existing Routes - County Hwys
- Proposed Routes - County Hwys

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

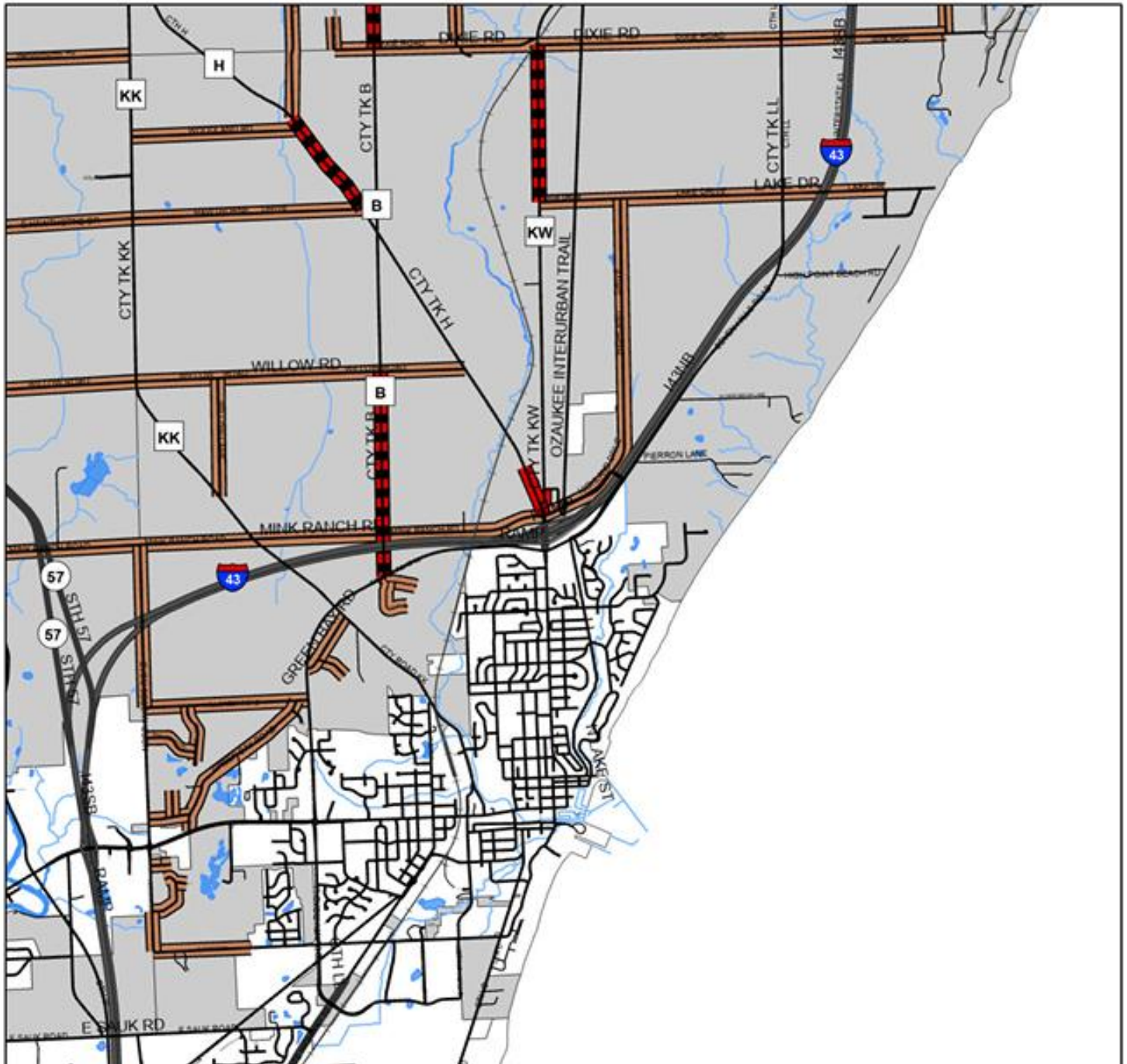
**TOWN OF PORT WASHINGTON
OZAUKEE COUNTY ROAD ROUTE LINKS**
ADT Based on WisDOT Traffic Counts

<u>Road</u>	<u>From >> To</u>	<u>Distance</u>	<u>ADT</u>
CTH B	CTH LL >> Willow Road	1.3 Miles	No Data
CTH H	Hawthorne Drive >> Lovers Lane Road	0.7 Mile	1400
CTH KW	Lake Drive >> Dixie Road	1.0 Mile	1200-1900

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

TOWN OF PORT WASHINGTON

ATV / UTV ROUTES



Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)



Date: 11/30/2023

0 0.25 0.5 1 Miles

Legend

- Existing Routes - Town Roads
- Existing Routes - County Hwys
- Proposed Routes - County Hwys

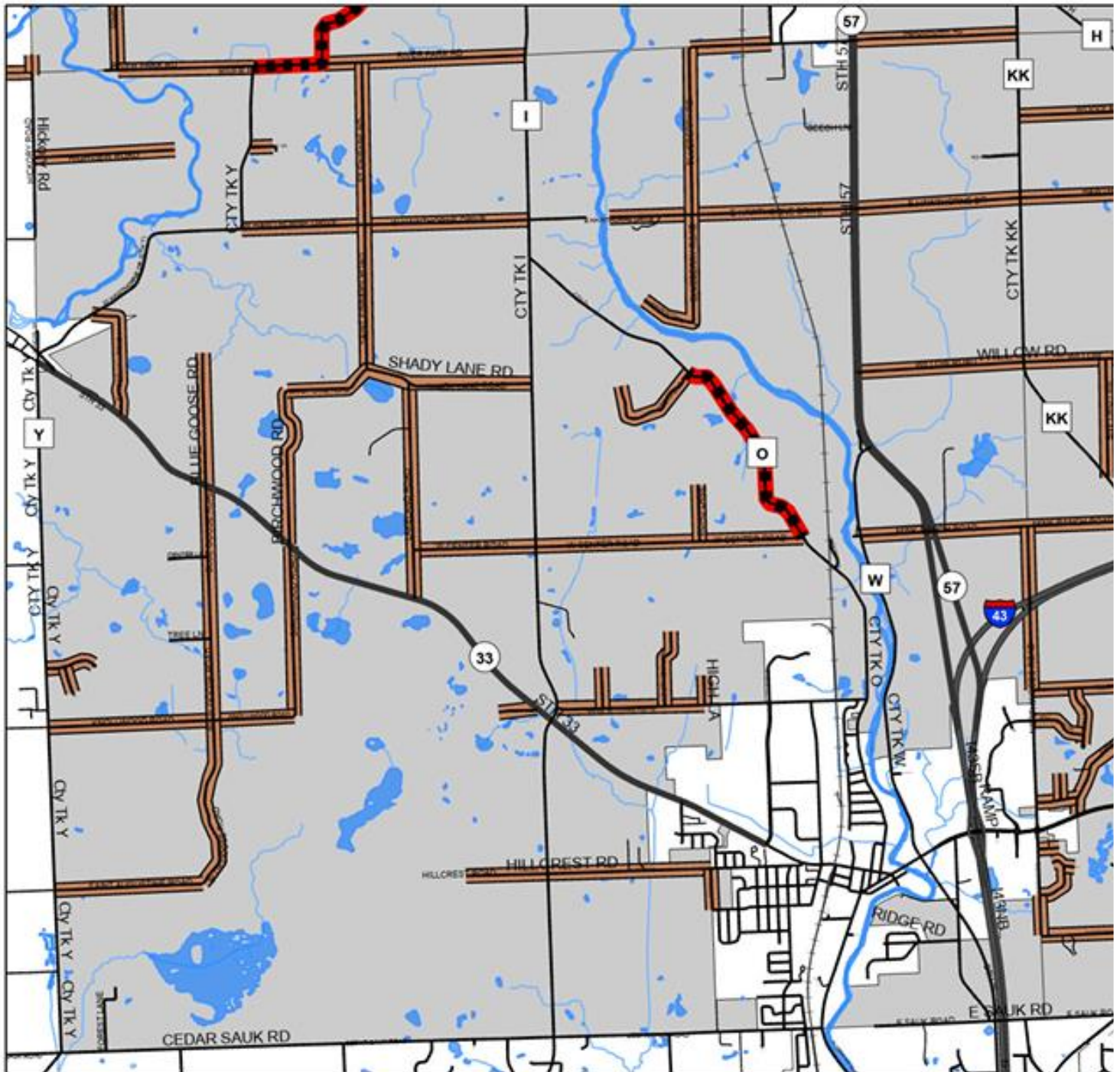
TOWN OF SAUKVILLE
OZAUKEE COUNTY ROAD ROUTE LINKS
ADT Based on WisDOT Traffic Counts

<u>Road</u>	<u>From >> To</u>	<u>Distance</u>	<u>ADT</u>
CTH Y*	River Park Road (East) >> River Park Rd. (West) (*Shared with the Town of Fredonia)	0.4 Mile	No Data
CTH O	W Center Road >> Deerfield Road	1.3 Miles	760

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

TOWN OF SAUKVILLE

ATV / UTV ROUTES



Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)



Date: 1/16/2024

0 0.25 0.5 1 Miles

Legend

- Existing Routes - Town Roads
- Existing Routes - County Hwys
- Proposed Routes - County Hwys

DRAFT OF THE REQUIRED LETTER TO THE DEPARTMENT OF NATURAL RESOURCES

Date

Department of Natural Resources
Attn: ATV Section
P.O. Box 7921
Madison, WI 53707

To Whom It May Concern,

Ozaukee County has enacted an ATV/UTV Ordinance in accordance with the Wisconsin State Statute 23.33.

Included documents:

- Copy of the Ozaukee County All-Terrain Vehicle Route Ordinance.
- Copy of the Ozaukee County Links Maps.

Thank you.

Sincerely,

Karen J. Niemuth, Clerk
Ozaukee County

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

DRAFT OF THE REQUIRED LETTER TO THE OZAUKEE COUNTY SHERIFF

Date

Ozaukee County Sheriff
Sheriff Christy Knowles
1201 S. Spring Street
Port Washington, WI 53074

Dear Sheriff Knowles,

Ozaukee County has enacted an ATV/UTV Ordinance in accordance with the Wisconsin State Statute 23.33.

Included documents:

- Copy of the Ozaukee County All-Terrain Vehicle Route Ordinance.
- Copy of the Ozaukee County Links Maps.

Thank you.

Sincerely,

Karen J. Niemuth, Clerk
Ozaukee County

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

DRAFT OF THE REQUIRED LETTER TO THE WISCONSIN STATE PATROL

Date

Wisconsin State Patrol
Southeast Region
2115 E. Moreland Blvd.
Waukesha, WI 53186

To Whom It May Concern,

Ozaukee County has enacted an ATV/UTV Ordinance in accordance with the Wisconsin State Statute 23.33.

Included documents:

- Copy of the Ozaukee County All-Terrain Vehicle Route Ordinance.
- Copy of the Ozaukee County Links Maps.

Thank you.

Sincerely,

Karen J. Niemuth, Clerk
Ozaukee County

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

COPY OF THE WASHINGTON COUNTY ATV/UTV ORDINANCE

Chapter 157. Highways

§ 157-9. All-terrain vehicle and utility-terrain vehicle routes.

[Added 2-9-2022 by Ord. No. 2021-11]

Purpose. This section is intended to regulate the operation of All-Terrain Vehicles ("ATV") as defined in § 23.33(1)(b), Wis. Stats., and Utility-Terrain Vehicles ("UTV") as defined in § 23.33(1)(ng) under Sections 23.33(8)(b) and (11), Wis. Stats.

- A. Operation of ATV and UTV. Pursuant to § 23.33(4)(b), Wis. Stats., except as otherwise provided in § 23.33(4), Wis. Stats., no person may operate an ATV or UTV on any Washington County highway except on those portions of County highways that as designated as ATV and UTV routes pursuant to the Code of Washington County.
- B. The operation of ATVs or UTVs on any portion of a County highway designated as an ATV and UTV route is authorized:
- (1) In strict conformance with and subject to all applicable laws, orders, regulations, restrictions, and rules, including § 23.33, Wis. Stats., and Chapter NR 64 of the Wisconsin Administrative Code, as amended.
 - (2) On County highways signed in accordance with § 23.33(8), Wis. Stats., and any other applicable law.
 - (3) Only during periods of the year designated for such use pursuant to § 23.33(8)(d), Wis. Stats., and Chapter NR 64.12(4).
- C. Routes/connections. The following routes/connections are designated as ATV/UTV routes/connections.

#	HWY	From	To
R1	H	28	Dodge County Line
R2	W	28	Fond du Lac County Line
R3	BB	28	Fond du Lac County Line
R4	W	D	33
R5	DW	Dodge County Line	W
R6	U	33	Turtle Road
R7	XX	H	Sheboygan County Line
C1	D	Friendly Drive	Lighthouse Lane
C2	W	Beechnut Drive	Hillcrest Lane
C3	DW	Ohio Road	W (included within Route #5 above)
C4	W	S	Hillcrest Drive (west)
C5	M	River Road	Overlook Pass
C6	U	S	Illinois Road (included within route #6 above)
C7	NN	Z	Cedar Pointe Drive
C8	Z	Dunst Drive	S Woodcrest Ridge Drive
C9	K	Wildlife Road	Indian Drive
C10	S	Crooked Road	Level Road

- D. Administration. This section shall be administered by the Washington County Highway Commissioner and his or her designee.
- E. Enforcement. This section shall be enforced in accordance with § 23.33(12), Wis. Stats., including the issuance of a citation under § 66.0113, Wis. Stats.
- F. Penalties. Penalties for a violation of this section shall be as set forth in § 23.33(13), Wis. Stats.

COPY OF THE SHEBOYGAN COUNTY ATV/UTV ORDINANCE

SHEBOYGAN COUNTY ORDINANCE NO. 04 (2019/20)

Re: **Designating All-terrain Vehicle Routes and Regulating the Operation
of All-terrain Vehicles**

WHEREAS, pursuant to Wis. Stat. § 23.33, a county may designate certain highways as all-terrain vehicle routes, and

WHEREAS, following due consideration of the recreational value to connect trail opportunities as weighed against possible danger, public health, liability aspects, terrain involved, traffic density, and history of automobile traffic and as authorized by Wis. Stat. § 23.33(8)(b), the Sheboygan County Board has determined that certain County highways shall be designated as all-terrain vehicle routes as connectors between town, city or village roads designated for ATV/UTV operation;

NOW, THEREFORE, the County Board of Supervisors of the County of Sheboygan does ordain as follows:

Section 1. **Creating New Section 26.07.** A new Section 26.07 of the Sheboygan County Code of Ordinances is hereby created as follows, and the present Section 26.07 (Enforcement and Penalties) is renumbered 26.08:

26.07 ALL-TERRAIN VEHICLE ROUTES AND REGULATION

- (1) **STATUTORY AUTHORITY.** Open usage of County roads designated in Subsection (3) below, is done pursuant to Wis. Stat. § 23.33(8)(b) and Wis. Admin. Code § NR 64.12 and the applicable provisions of Wis. Stat. § 23.33 and Wis. Admin. Code Ch. NR 64 regulating all-terrain vehicle/utility-terrain vehicle (ATV/UTV) operation are incorporated by reference.
- (2) **REQUIREMENTS FOR REQUESTING ATV/UTV ROUTE.**
 - (a) Any request for an ATV/UTV route must be submitted to the Sheboygan County Transportation Department in writing and must be accompanied by a supporting resolution of the municipality in which the ATV/UTV route is located. The submittal letter must contain the County highway(s) involved and the beginning and end location.
 - (b) The request must indicate the need for the route.
 - (c) The request must indicate who will be responsible for purchasing signs, the maintenance of signs, and name the contact person who will be responsible for this activity.
 - (d) The group requesting the county highway road use shall be responsible for installing and maintaining appropriate signage

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

subject to the approval of the Sheboygan County Transportation Director. Signage designating such roads shall be placed in accordance with Wis. Admin. Code § NR 64.12. Signs shall be inspected annually and be maintained by the group which requested route designation or its successor. County shall be notified immediately of any change in responsibility for maintenance of signage.

- (e) Any requested route must connect two trails or provide access to a service center, or gas station/repair shop.
 - (f) Any request must be accompanied by a highlighted map illustrating the connecting route.
 - (g) A right-of-way permit application and the associated fee must be submitted at the time of the request.
- (3) **ROUTES.** County roads, as designated by the Transportation Committee, will be open to all-terrain vehicle/utility-terrain vehicle (ATV/UTV) usage. The Transportation Director shall have authority to suspend operation on designated routes due to hazard, construction or emergency conditions.
- (4) **CONDITIONS.** The following conditions shall apply to all operators and passengers operating ATV/UTVs on County highways:
- (a) All ATV/UTV operators shall observe posted speed limits.
 - (b) No person under 18 years of age may operate or be a passenger on an ATV/UTV without wearing protective headgear of the type required under Wis. Stat. § 347.485(1)(a) and with the chin strap properly fastened, except as specifically exempted under Wis. Stat. §§ 23.33(3g)(b),(c), and (d).
 - (c) Operation of ATVs and UTVs on roadways designated as ATV/UTV routes are authorized only for the extreme right side of the roadway on the paved surface (if the roadway is paved), except that left turns may be made from any part of the roadway that is safe given prevailing conditions.
 - (d) All ATV/UTV operators shall ride single file.
 - (e) The operator of an ATV/UTV shall obey all traffic laws, local ordinances, and Department of Natural Resources regulations.
 - (f) The operator of an ATV/UTV shall display a lighted headlamp, tail lamps, and brake lights on the ATV/UTV and display the registration or license plate at all times.

(g) ATV/UTV operation is at the risk of the operator. Sheboygan County has no liability for any damage or injury to persons, real property, or personal property arising out of the operation of ATVs and UTVs on designated ATV/UTV routes.

(h) The operator of an ATV/UTV shall operate an ATV/UTV only on such highways approved for ATV/UTV operation.

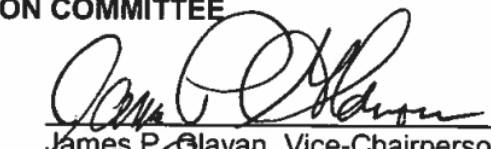
(5) **PENALTIES.** Wisconsin State ATV and UTV penalties as found in Wis. Stat. § 23.33(13)(a) are adopted by reference, and any law enforcement officer may issue citations for violation of this Section 26.07 as authorized by Chapter 90 of this Code. Issuance of the citation and payment does not preclude compliance with the terms and conditions of this Ordinance.

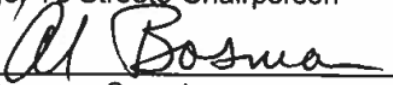
Section 2. **Effective Date.** The herein Ordinance shall take effect upon enactment and publication.

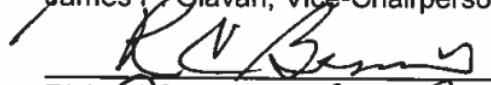
Respectfully submitted this 16th day of July, 2019.

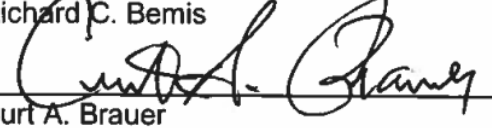
TRANSPORTATION COMMITTEE


Roger Te Stroete Chairperson


James P. Glavan, Vice-Chairperson


Al Bosman, Secretary


Richard C. Bemis


Curt A. Brauer

Opposed to Introduction:

Countersigned by:


Thomas Wegner, Chairperson

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June 26, 2019, draft

Attachment: Lakeshore ATV-UTV - County Link Request - 2-8-24 (ATV/UTV Hwy Links)

State of Wisconsin



2017 Senate Bill 392

Date of enactment: November 30, 2017

Date of publication*: December 1, 2017

2017 WISCONSIN ACT 87

AN ACT to amend 23.33 (4) (b) and 23.33 (11) (am) 1.; and to create 23.33 (11) (am) 4. of the statutes; relating to: municipal ordinances authorizing all-terrain vehicle and utility terrain vehicle operation on highways within the municipality.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 23.33 (4) (b) of the statutes is amended to read:

23.33 (4) (b) *Other highways; operation restricted.* No person may operate an all-terrain vehicle or utility terrain vehicle on a highway except as authorized under pars. (d), (e), and (f) and sub. (11) (am) 2. ~~or 3., or 4.~~ or as authorized by rules promulgated by the department and approved by the department of transportation.

SECTION 2. 23.33 (11) (am) 1. of the statutes is amended to read:

23.33 (11) (am) 1. Any county, town, city, or village may enact an ordinance that is in strict conformity with

this section and rules promulgated by the department under this section if the ordinance encompasses all aspects encompassed by this section, except as provided in subds. 2. ~~and 3., and 4.~~

SECTION 3. 23.33 (11) (am) 4. of the statutes is created to read:

23.33 (11) (am) 4. A city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway that is not part of the national system of interstate and defense highways, that has a speed limit of 35 miles per hour or less, and that is located within the territorial boundaries of the city, village, or town regardless of whether the city, village, or town has jurisdiction over the highway.

* Section 991.11, WISCONSIN STATUTES: Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication."



**WISCONSIN LEGISLATIVE COUNCIL
ACT MEMO**

2017 Wisconsin Act 193
[2017 Assembly Bill 442]

**All-Terrain Vehicle Route
Signage**

2017 Wisconsin Act 193 makes changes to requirements for signs placed to mark all-terrain vehicle (ATV) routes. Under state law, a town, village, city, or county (local government) may designate highways or sidewalks as ATV routes. In addition, it may authorize the operation of utility terrain vehicles on ATV routes. Rules promulgated by the Department of Natural Resources (DNR) require that all ATV routes be marked by signs at the beginning of the route and at intervals along the route as needed to enable ATV operators to follow the route.

The Act provides that, if a local government designates **specific highways** within its jurisdiction as ATV routes, the local government is required to do one of the following:

- Erect a sign at each point on a highway where the ATV route begins and at each point where the ATV route intersects an ATV trail or a highway that is not designated as an ATV route;¹ or
- Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs must alert motorists that all highways within the town, village, city, or county have been designated as ATV routes, except where otherwise indicated.²

Alternatively, the Act authorizes a local government to designate **all highways** within its territorial boundaries as ATV routes and to erect signs at the entrances to the local government alerting motorists of this designation. The Act provides that if a local government erects these entrance signs, DNR may not require it to erect or maintain additional signs along the ATV routes.

The Act also provides some additional sign placement authority for a local government that designates all highways under its jurisdiction as ATV routes. The Act allows such a local government to erect a sign on each highway under its jurisdiction at the point where that highway crosses its territorial boundary and enters another town, village, city, or county that does not designate the highway as an ATV route alerting motorists and ATV operators that the ATV route designation has ended. The local government may also designate a preferred route and erect signs marking the route.

Effective date: April 5, 2018 **Prepared by:** Steve McCarthy, April 9, 2018
Staff Attorney

State of Wisconsin



2017 Assembly Bill 442

Date of enactment: April 3, 2018
Date of publication*: April 4, 2018

2017 WISCONSIN ACT 193

AN ACT to *renumber* 23.33 (8) (e); to *renumber and amend* 23.33 (8) (b); and to *create* 23.33 (1) (ja), 23.33 (8) (b) 2., 23.33 (8) (e) 2., 23.33 (8) (e) 3., 23.33 (8) (e) 4., 23.33 (8) (e) 5. and 23.33 (8) (e) 6. of the statutes; relating to: all-terrain vehicle route signage.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1m. 23.33 (1) (ja) of the statutes is created to read:

23.33 (1) (ja) "Preferred route" means an all-terrain vehicle route marked with signs to assist all-terrain vehicle operators in navigating to needed services such as fueling stations, restaurants, lodging, or other business establishments.

SECTION 1p. 23.33 (8) (b) of the statutes is renumbered 23.33 (8) (b) 1. and amended to read:

23.33 (8) (b) 1. ~~A~~ Subject to subd. 3., a town, village, city, or county may designate highways as all-terrain vehicle routes.

3. No state trunk highway or connecting highway may be designated as an all-terrain vehicle route unless the department of transportation approves the designation.

SECTION 2. 23.33 (8) (b) 2. of the statutes is created to read:

23.33 (8) (b) 2. Subject to subd. 3., a town, village, city, or county may designate all highways under its jurisdiction as all-terrain vehicle routes.

SECTION 3. 23.33 (8) (e) of the statutes is renumbered 23.33 (8) (e) 1.

SECTION 4. 23.33 (8) (e) 2. of the statutes is created to read:

23.33 (8) (e) 2. Except as provided in subd. 3, if a town, village, city, or county designates specific highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county shall do one of the following:

a. Erect a sign at each point on a highway where the all-terrain vehicle route begins and at each point where the all-terrain vehicle route intersects an all-terrain vehicle trail or a highway that is not designated as an all-terrain vehicle route. The town, village, city, or county is not required to erect a sign under this subdivision at a point that is not more than one-half mile from a sign marking the same all-terrain vehicle route on the same highway.

b. Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways within the town, village, city, or county have been designated as all-terrain vehicle routes, except where otherwise indicated. The town, village, city, or county shall erect signs as appropriate to indicate highways that are not designated as an all-terrain vehicle route.

* Section 991.11, WISCONSIN STATUTES: Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication."

2017 Wisconsin Act 193

- 2 -

2017 Assembly Bill 442

SECTION 5. 23.33 (8) (e) 3. of the statutes is created to read:

23.33 (8) (e) 3. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways under the jurisdiction of the town, village, city, or county have been designated as all-terrain vehicle routes.

SECTION 6m. 23.33 (8) (e) 4. of the statutes is created to read:

23.33 (8) (e) 4. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway under its jurisdiction at the point where that highway crosses its territorial boundary and enters another town, village, city, or county that does not designate the highway as an all-ter-

rain vehicle route. The signs shall be in a position to be viewed by motorists and all-terrain vehicle operators as they leave the town, village, city, or county and shall alert motorists and all-terrain vehicle operators that the all-terrain vehicle route designation has ended.

SECTION 7m. 23.33 (8) (e) 5. of the statutes is created to read:

23.33 (8) (e) 5. If a town, village, city or county designates highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may designate a preferred route and erect signs marking the route.

SECTION 8m. 23.33 (8) (e) 6. of the statutes is created to read:

23.33 (8) (e) 6. If a town, village, city, or county erects and maintains signs under subd. 3., the department may not require the town, village, city, or county to erect any additional signs marking the all-terrain vehicle routes within the town, village, city, or county.



WISCONSIN STATE LEGISLATURE

23.33 All-terrain vehicles and utility terrain vehicles.

(8) ROUTES AND TRAILS.

(a) *Department authority.* The department shall encourage and supervise a system of all-terrain vehicle routes and trails. The department may establish standards and procedures for certifying the designation of all-terrain vehicle routes and trails.

(b) *Routes.*

1. Subject to subd. 3., a town, village, city, or county may designate highways as all-terrain vehicle routes.
2. Subject to subd. 3., a town, village, city, or county may designate all highways under its jurisdiction as all-terrain vehicle routes.
3. No state trunk highway or connecting highway may be designated as an all-terrain vehicle route unless the department of transportation approves the designation.

(c) *Trails.* A town, village, city, county or the department may designate corridors through land which it owns or controls, or for which it obtains leases, easements or permission, for use as all-terrain vehicle trails.

(d) *Restrictions.* The designating authority may specify effective periods for the use of all-terrain vehicle routes and trails and may restrict or prohibit the operation of an all-terrain vehicle or utility terrain vehicle during certain periods of the year.

(e) *Signs.*

1. The department, in cooperation with the department of transportation, shall establish uniform all-terrain vehicle route and trail signs and standards and uniform signs and standards for the operation of utility terrain vehicles on all-terrain vehicle routes and trails. The standards may not require that any additional signs be placed on all-terrain vehicle routes concerning the operation of all-terrain vehicles or utility terrain vehicles with snow removal devices attached.

2. Except as provided in subd. 3, if a town, village, city, or county designates specific highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county shall do one of the following:

a. Erect a sign at each point on a highway where the all-terrain vehicle route begins and at each point where the all-terrain vehicle route intersects an all-terrain vehicle trail or a highway that is not designated as an all-terrain vehicle route. The town, village, city, or county is not required to erect a sign under this subdivision at a point that is not more than one-half mile from a sign marking the same all-terrain vehicle route on the same highway.

b. Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways within the town, village, city, or county have been designated as all-terrain vehicle routes, except where otherwise indicated. The town, village, city, or county shall erect signs as appropriate to indicate highways that are not designated as an all-terrain vehicle route.

3. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways under the jurisdiction of the town, village, city, or county have been designated as all-terrain vehicle routes.

4. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway under its jurisdiction at the point where that highway crosses its territorial boundary and enters another town, village, city, or county that does not designate the highway as an all-terrain vehicle route. The signs shall be in a position to be viewed by motorists and all-terrain vehicle operators as they leave the town, village, city, or county and shall alert motorists and all-terrain vehicle operators that the all-terrain vehicle route designation has ended.

5. If a town, village, city or county designates highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may designate a preferred route and erect signs marking the route.

6. If a town, village, city, or county erects and maintains signs under subd. 3., the department may not require the town, village, city, or county to erect any additional signs marking the all-terrain vehicle routes within the town, village, city, or county.

(f) *Interference with signs and standards prohibited.*

1. No person may intentionally remove, damage, deface, move, obstruct, or interfere with the effective operation of any uniform all-terrain vehicle route or trail sign or standard or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail if the sign or standard is legally placed by the state, any municipality or any authorized individual.

2. No person may possess any uniform all-terrain vehicle route or trail sign or standard, or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail, of the type established by the department for the warning, instruction or information of the public, unless he or she obtained the uniform sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle route or trail sign or standard or uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail creates a rebuttable presumption of illegal possession.

(9) ADMINISTRATION; ENFORCEMENT; AIDS.

(a) *Enforcement.* The department may utilize moneys received under sub. (2) for all-terrain vehicle and utility terrain vehicle registration aids administration and for the purposes specified under s. 20.370 (3) (as) and (5) (er) including costs associated with enforcement, safety education, accident reports and analysis, law enforcement aids to counties, and other similar costs in administering and enforcing this section.

(b) *All-terrain vehicle projects.* Any of the following all-terrain vehicle projects are eligible for funding as a state all-terrain vehicle project from the appropriation account under s. 20.370 (1) (ms) or for aid as a nonstate all-terrain vehicle project from the appropriation accounts under s. 20.370 (5) (ct) and (cu):

1. Acquisition of an easement or land in fee simple.
2. Development of all-terrain vehicle facilities such as parking areas, riding areas, shelters, toilets or other improvements.
3. Development of all-terrain vehicle routes or all-terrain vehicle trails.

4. Development or maintenance of a snowmobile route or trail or an off-the-road motorcycle trail or facility if the route, trail or facility is open for use by all-terrain vehicles.

5. Maintenance of all-terrain vehicle routes or all-terrain vehicle trails.

6. Purchase of liability insurance.

(bb) *Signs*. In addition to the projects listed in par. (b), the department may provide aid from the appropriation under s. 20.370 (5) (ct) or (cu) to a town, village, city or county for up to 100 percent of the cost of placing signs developed under sub. (4z) (a) 2.

(bd) *All-terrain and utility terrain vehicle projects; stewardship funding*.

1. The department may obligate from the appropriation account under s. 20.866 (2) (ta) moneys for state projects and for aids to counties, cities, villages, or towns for nonstate projects. The projects may be any of the following:

a. Acquisitions of easements and land as specified in par. (b) 1.

b. Development of facilities, routes, and trails as specified in par. (b) 2. and 3.

c. Development of a snowmobile route or trail or an off-the-road motorcycle trail or facility if the route, trail or facility is open for use by all-terrain vehicles.

d. Improvement of all-terrain vehicle trails for use by utility terrain vehicles.

e. Placement of signs developed under sub. (4z) (a) 2.

2. Moneys obligated from the appropriation account under s. 20.866 (2) (ta) for a project under subd. 1. shall be limited to no more than 80 percent of the cost of the project. The county, city, village, or town receiving the aid is responsible for the remainder of the project cost.

(bg) *Projects for utility terrain vehicles*. A project to improve or maintain all-terrain vehicle trails for use by utility terrain vehicles is eligible for funding as a state utility terrain vehicle project from the appropriation account under s. 20.370 (1) (mr) or for aid as a nonstate utility vehicle project from the appropriation accounts under s. 20.370 (5) (eu) and (gr). The maximum amount allowed for aid under this paragraph is \$100 per mile for all-terrain vehicle trails that are maintained not less than 3 months per year including the months of June, July, and August. If the requests for aid for projects under this paragraph exceed the funds available, the department shall distribute available funds to qualified applicants on a proportional basis.

(10) LIABILITY OF LANDOWNERS. Section 895.52 applies to this section.

(11) LOCAL ORDINANCES.

(a) Counties, towns, cities and villages may enact ordinances regulating all-terrain vehicles and utility terrain vehicles on all-terrain vehicle trails maintained by or on all-terrain vehicle routes designated by the county, city, town or village.

(am)

1. Any county, town, city, or village may enact an ordinance that is in strict conformity with this section and rules promulgated by the department under this section if the ordinance encompasses all aspects encompassed by this section, except as provided in subds. 2., 3., and 4.

2. For a roadway, or for a portion of a roadway, that is located within the territorial boundaries of a city, village, or town, the city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles with snow removal devices attached on the roadway, or adjacent to the roadway, if the applicable roadway speed limit is greater than 45 miles per hour, and regardless of whether the city, village, or town has jurisdiction over the roadway.

3. A county, city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway bridge that is not part of the national system of interstate and defense highways, that is 1,000 feet in length or less, and that is located within the territorial boundaries of the county, city, village, or town regardless of whether the county, city, village, or town has jurisdiction over the highway. Any such ordinance shall require a person crossing a bridge to do all of the following:

a. Cross the bridge in the most direct manner practicable and at a place where no obstruction prevents a quick and safe crossing.

b. Stay as far to the right of the roadway or shoulder as practicable.

c. Stop the vehicle prior to the crossing.

d. Yield the right-of-way to other vehicles, pedestrians, electric scooters, and electric personal assistive mobility devices using the roadway or shoulder.

e. Exit the highway as quickly and safely as practicable after crossing the bridge.

4. A city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway that is not part of the national system of interstate and defense highways, that has a speed limit of 35 miles per hour or less, and that is located within the territorial boundaries of the city, village, or town regardless of whether the city, village, or town has jurisdiction over the highway.

(b) If a county, town, city, or village adopts an ordinance regulating all-terrain vehicles, utility terrain vehicles, or both, its clerk shall immediately send a copy of the ordinance to the department, to the state traffic patrol, and to the office of any law enforcement agency of each county, town, city, or village having jurisdiction over any of the highways to which the ordinance applies.

(12) ENFORCEMENT.

(a) An officer of the state traffic patrol under s. 110.07 (1), inspector under s. 110.07 (3), conservation warden appointed by the department under s. 23.10, county sheriff or municipal peace officer has authority and jurisdiction to enforce this section and ordinances enacted in accordance with this section.

(b) No operator of an all-terrain vehicle or utility terrain vehicle may refuse to stop after being requested or signaled to do so by a law enforcement officer or a commission warden, as defined in s. 939.22 (5).

(13) PENALTIES.

(a) *Generally*. Except as provided in pars. (am) to (e), any person who violates this section shall forfeit not more than \$250.

(am) *Penalty related to interference with signs and standards*. Except as provided in par. (cg), a person who violates sub. (8) (f) and who, within the last 2 years prior to the arrest for the current violation, was 2 or more times previously convicted for violating a provision of this chapter shall forfeit not more than \$500.

(ar) *Penalty related to nonresident trail passes*. Any person who violates sub. (2j) shall forfeit not more than \$1,000.

(b) *Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle*.

1. Except as provided under subds. 2. and 3., a person who violates sub. (4c) (a) 1., 2., or 2m. or (4p) (e) shall forfeit not less than \$150 nor more than \$300.

2. Except as provided under subd. 3., a person who violates sub. (4c) (a) 1., 2., or 2m. or (4p) (e) and who, within 5 years prior to the arrest for the current violation, was convicted previously under the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law

or the refusal law shall be fined not less than \$300 nor more than \$1,100 and shall be imprisoned not less than 5 days nor more than 6 months.

3. A person who violates sub. (4c) (a) 1., 2., or 2m. or (4p) (e) and who, within 5 years prior to the arrest for the current violation, was convicted 2 or more times previously under the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law or refusal law shall be fined not less than \$600 nor more than \$2,000 and shall be imprisoned not less than 30 days nor more than one year in the county jail.

4. A person who violates sub. (4c) (a) 3. or (4p) (e) and who has not attained the age of 21 shall forfeit not more than \$50.

(bg) *Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle; underage passengers.* If there is a passenger under 16 years of age on the all-terrain vehicle or utility terrain vehicle at the time of a violation that gives rise to a conviction under sub. (4c) (a) 1. or 2. or (4p) (e), the applicable minimum and maximum forfeitures, fines, and terms of imprisonment under pars. (b) 1., 2., and 3. for the conviction are doubled.

(br) *Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle; enhancers.*

1. If a person convicted under sub. (4c) (a) 1. or 2. had an alcohol concentration of 0.17 to 0.199 at the time of the offense, the minimum and maximum fines specified under par. (b) 3. for the conviction are doubled.

2. If a person convicted under sub. (4c) (a) 1. or 2. had an alcohol concentration of 0.20 to 0.249 at the time of the offense, the minimum and maximum fines specified under par. (b) 3. for the conviction are tripled.

3. If a person convicted under sub. (4c) (a) 1. or 2. had an alcohol concentration of 0.25 or above at the time of the offense, the minimum and maximum fines under par. (b) 3. for the conviction are quadrupled.

4. The increased fines in this paragraph do not apply if the person convicted under sub. (4c) (a) 1. or 2. is subject to par. (bg).

(c) *Penalties related to causing injury; intoxicants.* A person who violates sub. (4c) (b) shall be fined not less than \$300 nor more than \$2,000 and may be imprisoned not less than 30 days nor more than one year in the county jail.

(cg) *Penalties related to causing death or injury; interference with signs and standards.* A person who violates sub. (8) (f) 1. is guilty of a Class H felony if the violation causes the death or injury, as defined in s. 30.67 (3) (b), of another person.

(cm) *Sentence of detention.* The legislature intends that courts use the sentencing option under s. 973.03 (4) whenever appropriate for persons subject to par. (b) 2. or 3. or (c). The use of this option can result in significant cost savings for the state and local governments.

(d) *Calculation of previous convictions.* In determining the number of previous convictions under par. (b) 2. and 3., convictions arising out of the same incident or occurrence shall be counted as one previous conviction.

(dm) *Reporting convictions to the department.* Whenever a person is convicted of a violation of the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law, the clerk of the court in which the conviction occurred, or the justice, judge or magistrate of a court not having a clerk, shall forward to the department the record of such conviction. The record of conviction forwarded to the department shall state whether the offender was involved in an accident at the time of the offense.

(e) *Alcohol, controlled substances or controlled substance analogs; assessment.* In addition to any other penalty or order, a person who violates sub. (4c) (a) or (b) or (4p) (e) or who violates s. 940.09 or 940.25 if the violation involves the operation of an all-terrain vehicle or utility terrain vehicle, shall be ordered by the court to submit to and comply with an assessment by an approved public treatment facility for an examination of the person's use of alcohol, controlled substances or controlled substance analogs. The assessment order shall comply with s. 343.30 (1q) (c) 1. a. to c. Intentional failure to comply with an assessment ordered under this paragraph constitutes contempt of court, punishable under ch. 785.

(f) *Restoration or replacement of signs and standards.* In addition to any other penalty, the court may order the defendant to restore or replace any uniform all-terrain vehicle route or trail sign or standard, or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail, that the defendant removed, damaged, defaced, moved or obstructed.

History: 1985 a. 29; 1987 a. 200, 353, 399, 403; 1989 a. 31, 275, 359; 1991 a. 39, 303, 315; 1993 a. 16, 105, 119, 405; 1995 a. 27 ss. 1350 to 1351, 9126 (19); 1995 a. 436, 448; 1997 a. 27, 248, 283; 1999 a. 9; 2001 a. 16, 90, 106, 109; 2003 a. 30, 97, 251, 326; 2005 a. 25, 253, 481; 2007 a. 20 ss. 664m to 666m, 9121 (6) (a); 2007 a. 27, 209; 2009 a. 85, 175, 252, 367; 2011 a. 35, 51, 208, 258; 2013 a. 15, 20, 67, 83; 2013 a. 165 s. 114; 2013 a. 173, 224, 316; 2015 a. 55, 89, 170, 210; 2017 a. 59, 87, 161, 193, 365; 2019 a. 11.

Cross-reference: See also ch. NR 64, Wis. adm. code.

The safety certificate requirement under sub. (5) is a creation of the legislature, and the legislature has specified who is required to comply with the requirement. When a person is not required to obtain a safety certificate, that person cannot be negligent for failing to do so. *Hardy v. Hoeffler*, 2007 WI App 264, 306 Wis. 2d 513, 743 N.W.2d 843, 06-2861.

County forest roads open to vehicular traffic are highways that can be designated as routes under sub. (8) (b). 77 Atty. Gen. 52.

Even if the primary purpose of designating short county highway segments as ATV routes is to allow a private organization to enhance its system of trails that benefit club members and their invitees, such designations will not violate the public purpose doctrine if no county resources are expended and no county expenditures occur as a result of those designations. OAG 3-11.

2017-18 Wisconsin Statutes updated through 2019 Wis. Act 18 and through all Supreme Court and Controlled Substances Board Orders filed before and in effect on August 19, 2019. Published and certified under s. 35.18. Changes effective after August 19, 2019, are designated by NOTES. (Published 8-19-19)



THE TRAIL AMBASSADOR PROGRAM

Outdoor recreation is a vast resource that many American's participate in every year.

Access to the great outdoors can be done in various ways, however one of the major systems in place throughout the United States is that of recreational trails. These trails are generally maintained by the men and women volunteers of locally organized clubs.

The Trail Ambassador program is one tool these clubs can utilize in their toolbox to help protect and maintain the trails on which they ride (and in some cases, have responsibility for).

Often times a land managing agency such as a county, township or state agency will contract with the local clubs to maintain the trail as part of a usage agreement. The Trail Ambassador program brings creditability and accountability to these agreements.

Our training program can help club volunteers become better advocates for trail preservation and community outreach.

Our leadership structure ensures the current generation of dedicated volunteers have the tools to attract, train and help mold future generations of individuals.

The Trail Ambassador teaches these clubs and individuals responsible recreational practices. The skills learned from our training program allow the Trail Ambassador to perform such duties as:

- Report illegal activity
- Survey & report on trail maintenance issues
- Report invasive plant species
- Conduct community outreach programs
- Conduct safety courses for the general public
- Promote a positive image for their sport
- Collect survey data to further improve the sport



The Trail Ambassador program has worked on behalf of the Wisconsin ATV and UTV registration program for the last 15+ years.

With support from our partners, the Trail Ambassador program constantly analyzes the activities and policies of the program for ways to improve itself. The leadership of the Trail Ambassador program is always looking to upgrade our program to improve the various recreations the Trail Ambassador program are targeting.

MAIN PROGRAM GOALS



INCREASE CLUB PARTICIPATION

Local clubs are the heart of any outdoor recreation system. The Trail Ambassador program encourages participation in local clubs.



BE A PRESENCE ON THE TRAILS

The Trail Ambassador program has a proud presence on the trail systems it serves. The presence of our volunteers reassure the general public there is a group watching over them and the trail system they enjoy using.



INCREASE SAFETY FOR OTHER USERS

From reporting dangerous conditions on the trail system to talking with riders about how to enjoy their sport while taking the necessary precautions to protect themselves are one of many duties of a Trail Ambassador.



ENGAGE IN COMMUNITY EVENTS

Outdoor recreation often involves community events. These events help raise funds to operate and often expand the current trail network. The Trail Ambassadors have the necessary tools to help at these important events.

3.07 OZAUKEE COUNTY ALL-TERRAIN VEHICLE CODE

3.071 State All-Terrain Vehicle Laws Adopted.

(1) The statutory provisions describing and defining regulations with respect to all-terrain vehicles in Section 23.33 of the Wisconsin Statutes, exclusive of any provisions therein relating to the penalties to be imposed or the punishment for violation of the statutes, are hereby adopted and by reference made a part of this Ordinance as if fully set forth herein. Any act required to be performed or prohibited by any statute incorporated herein by reference is required or prohibited by this Ordinance. Any further amendments, revisions or modifications of the statutes incorporated herein are intended to be made part of this code in order to secure uniform statewide regulation of all-terrain vehicles.

3.072 Penalties.

(1) Any person who shall violate any of the provisions of this Ozaukee County All-Terrain Vehicle Code shall upon conviction thereof forfeit not less than \$10.00 nor more than \$250.00 together with the costs of prosecution and in default of payment of the forfeiture and costs of prosecution shall be imprisoned in the county jail until said forfeiture and costs are paid but not exceeding 90 days.

3.073 Severability.

(1) The provisions of this Ordinance shall be deemed severable and it is expressly declared that the County Board of Supervisors would have passed the other provisions of this Ordinance irrespective of whether or not one or more provisions may be declared invalid and if any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, the remainder of the Ordinance and the application of such provisions to other persons or circumstances shall not be affected thereby.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Facilities Management
DIRECTOR:	Jon Edgren
PREPARER:	Tyler Quaas

Agenda Summary Carryover of 2023 Funds - Facilities Management

ATTACHMENTS:

- Facilities Carryover (PDF)

PUBLIC WORKS COMMITTEE

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: February 22, 2024
DEPARTMENT: Administrator
DIRECTOR: Jason Dzwinel
PREPARER: Jason Wittek

Agenda Summary Recommendation of Public Works Project Submittals to the Executive Committee

BACKGROUND INFORMATION: Below the Committee will find information on the project fund applications from the departments within your oversight. A memo explaining the process is included to aid in understanding. A project feasibility reports is included for each submittal that summarizes the project and details the staff recommendation. Finally, all of the information submitted by the departments is included.

SUMMARY OF RECOMMENDATIONS:

- Solar Electric PV System - Staff recommends consideration of funding, contingent on obtaining FOE incentives, and the 30% tax credit through the Inflation Reduction Act.
- Justice Center Security Improvement - Not recommend to be funded at this time.

RECOMMENDED MOTION: Staff respectfully requests that the committee consider the projects as proposed and make recommendations for consideration by the Executive Committee.

ATTACHMENTS:

- 2024 Project Reserve Memo_12-15-2023 (PDF)
- Project Scorecard 2024 (PDF)
- Solar_Capital Project Request Form_Revised 2024 (PDF)
- Feasibility and Analysis_Solar (DOCX)
- Justice Center Capital Project Justice Center Maintenance - Court Security Improvement(PDF)
- Justice Center Maintenance - Court Security Improvement - Attachment 1 (PDF)
- Justice Center Maintenance - Court Security Improvement - Attachment 2 (PDF)
- Feasibility and Analysis Courtroom Security (DOCX)

PUBLIC WORKS COMMITTEE



DEPARTMENT OF ADMINISTRATION
 COUNTY ADMINISTRATOR'S OFFICE
 Jason Dzwinel, County Administrator
 www.co.ozaukee.wi.us

TO: COUNTY DEPARTMENTS

FROM: JASON DZWINEL, COUNTY ADMINISTRATOR

SUBJECT: 2024 PROJECT PROPOSAL PROCESS

DATE: 12/15/2023

BACKGROUND

Through the 2024 Budget Process, the Board and Staff identified funds to be reserved for projects funded through a Request for Proposal process submitted by departments. The current amount of funding available is approximately \$2,000,000 in 2024. Additional funding could be available in 2024, after the 2023 financial closeout. A county policy adopted in 2018, allows the County Board to add up to fifty percent of the year-end surplus to the project fund. In an effort to decrease the amount of annual deferral of necessary projects. One of the goals established by the Board and Staff is better capital asset and one-time project planning, and part of this involves finding a regular source of funds for these projects. There is significant pressure on using the base tax levy to fund regular operations, and this leaves little tax levy available for capital assets or one-time projects.

PROCESS

In 2019, the Executive Committee met and approved a concept for staff to design and implement a Project Proposal Process, which will continue in 2024. With this input from the Executive Committee, Staff has finalized an evaluation process intending to prioritize projects into various quartiles. The evaluation is based on a set of criterion established by the Executive Committee and Staff. The evaluation places less emphasis on a hard 1 through 30 ranking of projects and more emphasis on putting projects into a quadrant that highlights the impact of the project. This allows the Board and Staff to focus less on rankings and understand the general priority of all projects.

PROCESS REQUIREMENTS AND ELIGIBILITY

The intention of this funding is to provide an opportunity for Departments that are typically unable to fund their projects using tax levy during the annual budget process. Funding is available to Departments within the rules and eligibility highlighted below:

1. Projects are tax levy supported. Projects could use Enterprise or Special Revenue funds to offset some of the tax levy, but overall the project would not be completed without tax levy investment.
2. Projects can be capital (example: replacement of existing asset, purchase of new asset, new building/service, etc.) or a one-time project that is not capital related (consulting services studying operations, innovation, business process improvement, etc.). Projects could include both components.
3. The number of projects requested is up to the discretion of departments. This includes any projects that a department has submitted in prior requests during a budget process. It should

121 W. Main Street, P. O. Box 994, Port Washington, WI 53074

Phone: (262) 284-8198 Metro: (262) 238-8198 Fax: (262) 284-8199 Metro Fax: (262) 238-8199



DEPARTMENT OF ADMINISTRATION

COUNTY ADMINISTRATOR'S OFFICE

Jason Dzwinel, County Administrator

www.co.ozaukee.wi.us

also include any projects the department has not submitted in the past because they might have assumed it would not be approved due to the constant deferral of projects in prior budget processes.

4. Projects should be in the near-term of the County's 5-year CIP plan. Projects should be shovel ready for start and completion within the next 2 years.
5. Consult with Administration if you have any questions about projects you are considering.
6. Submit projects via email to the following: jwittek@ozaukeecounty.gov

PROJECT PROPOSAL CALENDAR

The dates below indicate the timeline for this process. The process relies on the County's Committee process for input and recommendations. The Board will approve the final plan.

December 15 – Materials Available to Departments

January 12 – Materials Due from Departments

January 15-19 – Staff Analysis of Department Projects. Departments provide clarification, if needed.

January 22-26 – Staff follows up with Departments. Review results of analysis presented to Committees.

February 8 – Natural Resources Committee

February 20 – Public Safety Committee

February 22 – Public Works Committee

February 27 – Health and Human Services Committee

February 29 – Finance Committee

March 4 (Tentative) – Executive Committee Reviews

March 20 – County Board Review at Mid-Month Meeting

April 3 – County Board Approves (projects and funds approved for the 2022 Amended Budget)

ATTACHMENTS

1. **Business Case Analysis Form**
2. **Evaluation Scorecard**

VALUE AND EFFICIENCY										
Percentage of Project Budget expended - Project's percentage of available budget. Inverse score to project cost.	10	20	30	40	50	60	70	80	90	100
This is a measurement of input and the scarcity of resources. Assumption is that the project fund is limited and due to scarcity projects requiring a higher percentage of the total budget limits the ability to fund project in the current year or future funding cycles.										
Operational Budget Impact - Net of project revenues and ongoing operational expenses.	10			40			70			100
Operational Cost	\$50,000 - \$25,000			\$25,000 - \$5,000			\$5,000 - \$0			<\$0
This is a measurement of how the project will impact the operational budget. Projects creating efficiencies, revenue streams, cost savings and with limited risk should score well on the operational budget impact scale.										
Health and Safety - Impacts of potential health hazards, public safety, and risk to citizens and employees will be addressed by this project.	10	20	30	40	50	60	70	80	90	100
Negligible			Marginal				Critica			
This is a measurement of the project's impact on health and safety, public, environmental and risk mitigation.										
Project Urgency - Project need is imminent, consider risk of delay.	10	20	30	40	50	60	70	80	90	100
Desired			Necessary				Urgen			
This is a measurement the level of need for project completion. Consideration should be given to the impact of project delay, legal requirements, the viability of project alternatives.										

MODERNIZATION AND SERVICE										
Modernization - Proposals include innovative solutions and/or leverages technology or partnerships to improve business processes. Project maintains or enhances existing assets.	10	20	30	40	50	60	70	80	90	100
Low Impact			ON BUSINESS PROCESS					High Impact		
This is a measurement of the project's innovation, how it was selected over other viable alternative, and how it leverages partnerships.										
Project purpose - Project addresses a recognized problem and/or need that is supported by data or information. Project links back to departmental strategy, service.	10	20	30	40	50	60	70	80	90	100
Does Not Meet Need			PROPOSAL MEETS NEED					Quality Solution		
Assess the quality of the proposal, the consideration of alternatives and the final recommendation.										
Quality of Life - Proposal leads to a positive impact on customer's improving quality of life.	10	20	30	40	50	60	70	80	90	100
Low Impact			ON QUALITY OF LIFE					High Impact		
Consideration should be given to the departmental mission and how the project will impact specific measures of quality of life under the mission.										
Customer Satisfaction - Proposal satisfies customer need or request.	10	20	30	40	50	60	70	80	90	100
Low Satisfaction			CUSTOMER SATISFACTION					High Satisfaction		
Consideration should be given to the needs of the service population, as well as, how the customer requests of the project or service. Customers include both the internal and external persons served.										

Project Reserve Information Sheet			
Project Name:			
Requested By:			
Project Owner:			
Start Date:			
Project Costing - Detail Project Costs			
Funding Source (Please Check All that Apply):			
Project Fund	Grants	Dept. Reserve	Other
List All Funding Sources Selected:			
Source	Amount	Grant Information	
TOTAL PROJECT COST:			
Offsetting Revenue or Savings (If Applicable):			
Source		Amount	
		TOTAL	
Provide a narrative of project costs:			

Project Narrative - Define the Current State

Describe the need, urgency, or gap in service and risk of delay from a customer perspective:

Describe how the project impacts the department's level of service:

Project Recommendation - Define the Suggested Course of Action

Define the project scope and why the project is an innovative solution:

Describe how the project addresses Department objectives or countywide strategy:

Describe the project's impact on quality of life:

Describe the project's impact on health and safety:

Describe how the project impacts department operations using business objectives:

BUSINESS OBJECTIVE EXAMPLES – Description will define performance measures

Business Goal/Objective	Description
Increase Revenue	Describe impact on revenue and timelines
Control Costs	Describe impact on costs and timelines
Customer Deliverables	How does the project meet customer expectations
Partnerships	Describe how the project leverages internal and external partnerships
Customer Service	How does the impact improve customer service internally and externally
Investment in Innovation	What is innovative about the approach
Reduce Errors	How will the project reduce errors in work
Improve Safety	How will the project improve safety
Impact on Energy Usage	What is the impact of energy usage
Streamline Business Process	Define efficiencies in process
Ensure Compliance	How does the project ensure legal/policy compliance
Improve Reporting or Transparency	How will the project impact the dissemination of information
Improve Community Outreach	Define impacts on community partnerships
Improve Staff Skills	How will the project improve the analytical or technical skills of staff
Build Performance Measures	How will the project allow for improved reporting of performance
Improve Productivity and Performance	How will the project impact staff output and goal attainment
Development of Leaders	How will the project assist with stability and succession

PROJECT FEASIBILITY ANALYSIS

Project Name: Solar Electric PV System – Admin Center, Justice Center, Hwy Shop

Project Manager: Facilities MGT/DOA

Project Budget Estimate:

Source	Amount	Grant Information
2024 Capital Project Fund	\$400,000	N/A
30% Tax Credit -Inflation Reduction Act	\$213,000	Not Applied For
Focus on Energy	\$95,000	Not Applied For
<u>TOTAL</u>	<u>708,000</u>	

Project Score: Value and Efficiency (290/400) Modernization and Service (270/400)

Project Purpose Summary (from department):

The estimated cost to design-build three Solar PV Systems, on the flat roofs of the Admin Center (98 KW), Justice Center (166 KW), and Hwy Department (70 KW) is approximately \$708,000. \$400,000 is requested from the County project fund; \$213,000 will be applied for from the Inflation Reduction Act's "Elective Pay" provision, which allows municipalities to be eligible for a 30% tax credit; and \$95,000 will be obtained from Focus on Energy's (FOE) renewable energy incentive program. The \$308,000 in tax credit and FOE incentive funding would reimburse approximately 43% of the project, with approximately 57% coming from the County project fund. The County will accrue electrical cost savings of approximately \$40,000 annually. After ten years, the County will have recovered the \$400,000 investment through cost savings. Over the 25-year warrantied life of the system, the County will accrue \$1,000,000 in savings, a gain of \$600,000, and an ROI of 250%, an annualized rate of return of 3.75%.

Proposal Considerations, Risks, and Identified Issues:

Installation of a Solar PV System on our three main campus buildings is a unique opportunity, due to the 30% tax credit being offered to municipalities, through the Inflation Reduction Act (IRA). Municipalities would typically be ineligible for a tax credit, but under the IRA, they can receive a direct pay incentive through the program. The project also relies on Focus on Energy funding. The project would also further the renewable energy goals of the County's Energy & Sustainability Plan, offsetting approximately 397,000 kWh annually or 5.6% of the County's electrical use.

Staff Recommendation:

Staff recommends consideration of funding for Solar Electric PV Systems at the Administration Center, Justice Center and Highway Department, contingent on obtaining FOE incentives, and the 30% tax credit through the Inflation Reduction Act.

Project Reserve Information Sheet			
Project Name:			
Requested By:			
Project Owner:			
Start Date:			
Project Costing - Detail Project Costs			
Funding Source (Please Check All that Apply):			
Project Fund	Grants	Dept. Reserve	Other
List All Funding Sources Selected:			
Source	Amount	Grant Information	
TOTAL PROJECT COST:			
Offsetting Revenue or Savings (If Applicable):			
Source	Amount		
	TOTAL		
Provide a narrative of project costs:			

Project Narrative - Define the Current State

Describe the need, urgency, or gap in service and risk of delay from a customer perspective:

Describe how the project impacts the department's level of service:

Project Recommendation - Define the Suggested Course of Action

Define the project scope and why the project is an innovative solution:

Describe how the project addresses department objectives or countywide strategy:

Describe the project's impact on quality of life:
Describe the project's impact on health and safety:
Describe how the project impacts department operations using business objectives:

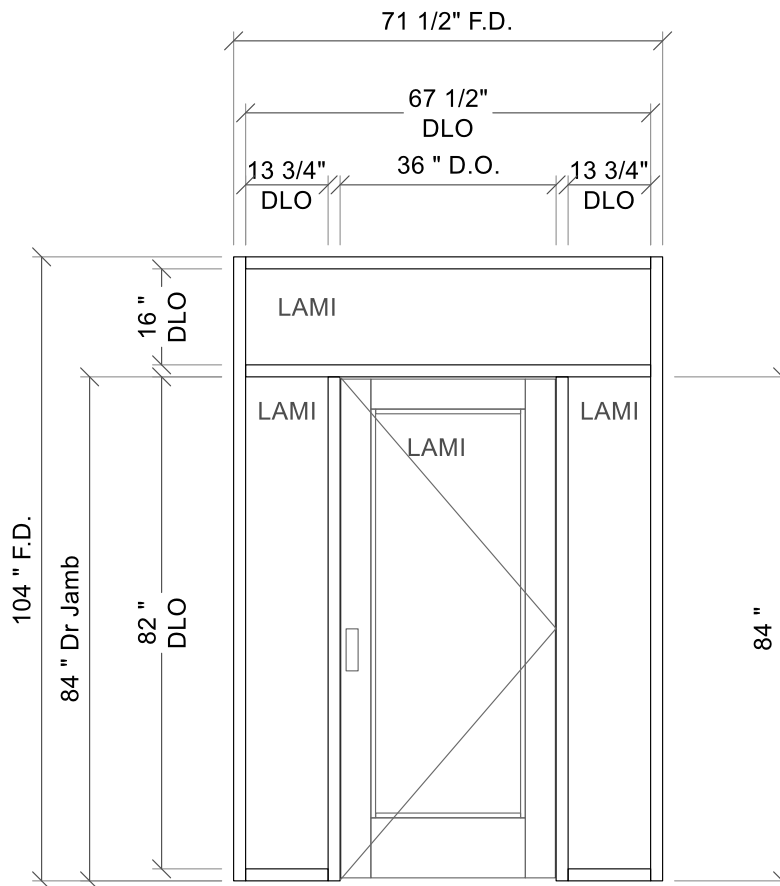
BUSINESS OBJECTIVE EXAMPLES – Description will define performance measures

Business Goal/Objective	Description
Increase Revenue	Describe impact on revenue and timelines
Control Costs	Describe impact on costs and timelines
Customer Deliverables	How does the project meet customer expectations
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Build Performance Measures	How will the project allow for improved reporting of performance
Improve Productivity and Performance	How will the project impact staff output and goal attainment
Development of Leaders	How will the project assist with stability and succession

DARK BRONZE ANODIZED FINISH ALUMINUM STOREFRONT GLAZED WITH 9/16" TEMPERED LAMINATED SECURITY GLASS

3'-0" X 7'-0" WIDE STILE DOOR WITH:
 10" BOTTOM RAIL
 CONTINUOUS GEAR HINGE
 LATCH LOCK WITH LEVER HANDLE
 ELECTRIC STRIKE
 TUBULAR PUSH PULLS
 IDC 44CI HEAVY DUTY CLOSER

NOT INCLUDED:
 POWER TO ELECTRIC STRIKE
 WIRING OF STRIKE



OZAUKEE COUNTY JUSTICE CENTER - 001 - 001 - ENTRANCE (1
 Thus)
 1/27/2021

CUT BY:		 BGS GLASS SERVICE 1620 ARCADIAN AVENUE WAUKESHA, WI 53186 (262) 513-2806 (262) 513-2812 FAX bgsglass.com	
BUILT BY:	VINYL INSPECTION:		
INSTALLED BY:	CAULK INSPECTION:		
GLAZED BY:	DOOR INSPECTION:		
	JOB NAME	BGS GLASS SERVICE	1 of 1
DRAWN BY JACK BAUER	OZAUKEE COUNTY JUSTICE CENTER		
DATE 1/27/2021	ARCHITECT		
	GENERAL CONTRACTOR		

All Family Glass, Inc. /dba
BGS GLASS SERVICE
1620 ARCADIAN AVE.
WAUKESHA, WI 53186



6.a.2.g

Quote

Quote Number: JB11379
Quote Date: 1/27/2021

Phone: (262) 513-2806
Fax: (262) 513-2812

www.bsgsglass.com
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Quoted to:
OZAUKEE COUNTY JC-SHERIFF
1201 S. SPRING ST.
PORT WASHINGTON, WI 53074
Phone: (262) 284-8254 Fax:

Ship to:

Work performed may be photographed for marketing

Job Name		Shipping Method	**Payment Terms**	Sales Rep
SECURED ENTRANCE		Installed	COD	JACK BAUER
Quantity	Item	Description	Unit Price	Extension
1	LINE ITEM	SECURED ENTRANCE	0.00	0.00*
1	COMMERCIAL	FURNISH AND INSTALL 2" X 4 1/2" DARK BRONZE ANODIZED FINISH ALUMINUM STOREFRONT GLAZED WITH 9/16" TEMPERED LAMINATED SECURITY GLASS. INCLUDES (1) 3'-0" X 7'-0" DOOR	5800.00	5,800.00*
1	LINE ITEM	WIDE STILE DOOR WITH 10" BOTTOM RAIL CONTINUOUS GEAR HINGE LATCH LOCK WITH LEVER HANDLE ELECTRIC STRIKE TUBULAR PUSH PULLS IDC 44CI HEAVY DUTY CLOSER WEATHER STRIPPING	0.00	0.00*
1	LINE ITEM	NOT INCLUDED: POWER TO STRIKE WIRING OF STRIKE	0.00	0.00*

* means item is non-taxable

All material on this quote is guaranteed to be as specified, and is not safety glazed material unless so marked. It is sold with the understanding that this material will not be glazed in a "hazardous location" as defined by the Consumer Product Safety Commission. All glass installed and/or supplied by BGS Glass Service meets ASTM glass standards.

TOTAL AMOUNT 5,800.00

**Effective 06/01/2018, a 3% processing fee will be added to Invoices paid with Credit and Debit Cards.
50% deposit is required on all product ordered, and balance would be due upon completion or product picked up and/or delivered.**

Measurements taken by the customer for ordering are solely the responsibility of the customer.
Measurements taken by the customer for quoting are only used for the purpose of quoting.

All merchandise returned for credit, refund or exchange must be in resalable condition, authorized for return and accompanied by this receipt.
Restocking charges will be applied. NO RETURNS WILL BE AUTHORIZED FOR ANY SPECIAL ORDERS OR CUT FLAT GLASS.

NOTICE OF LIEN RIGHTS AS REQUIRED BY THE WISCONSIN CONSTRUCTION LIEN LAW, builder hereby notifies owner that persons or companies furnished labor or materials for the construction on owner's land may have lien rights on owner's land and building if not paid. Those entitled to lien rights, in addition to the undersigned builder, are those who give the owner notice within 60 days after they first furnish labor or materials for the construction. Accordingly, owner probably will receive notices from those who furnish labor or materials for the construction and should give a copy of each notice received to his mortgage lender, if any. Builder agrees to cooperate with the owner and his lender, if any, to see that all potential lien claimants are duly paid. Any/all lien waivers for this job will not be released until payment in full, is received by BGS Glass Services.

BGS Glass Service Warranties:

- 1) Insulated (Thermopane) Glass Units Installed: 10 years on insulated Unit and One year on labor.
- 2) Insulated (Thermopane) Glass Units Supplied Only: No Warranty
- 3) Shower Doors, Installed: One year on parts and labor, excluding tempered glass.
- 4) Mirrors, Installed: To be free of defects arising from Improper production, for a period of 3 years (contact BGS for list of defects) and One year on labor.
- 5) ALL Custom Made: Glass/Mirror/Plexi/Lexan/Windows/Storms/Screens - SUPPLIED ONLY: No Warranty. Product leaves BGS premises, product is not covered by ANY warranty. No exceptions. Inspect all products before you leave BGS Glass Service.

- 6) Custom Window Orders: Please contact your representative for appropriate warranties.
- 7) Any other orders/issues/applications, please contact BGS Glass Service.

Terms of payment are stated above. A service charge of 1.500% per month will be added to past due accounts. There will be a fee of \$45.00 for any returned checks.

Quote is good for 30 days, unless specifically stated otherwise.

Packet Pg. 49

Attachment: Justice Center Maintenance - Court Security Improvement - Attachment 2 (Recommendation of Public Works Project Submittals to

All Family Glass, Inc. /dba
BGS GLASS SERVICE
 1620 ARCADIAN AVE.
 WAUKESHA, WI 53186



Quote

Quote Number: JB11379
 Quote Date: 1/27/2021

Phone: (262) 513-2806
 Fax: (262) 513-2812

www.bsgsglass.com

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Quoted to:

OZAUKEE COUNTY JC-SHERIFF
 1201 S. SPRING ST.
 PORT WASHINGTON, WI 53074
 Phone: (262) 284-8254 Fax:

Ship to:

Work performed may be photographed for marketing

ACCEPTED BY:

By signing this quote I agree to the terms presented above, and take full responsibility for payment

All products are subject to appropriate sales tax, unless tax exempt certificate is provided BEFORE work is started.
 Work performed may be photographed for marketing.

PROJECT FEASIBILITY ANALYSIS

Project Name: Court Security Improvement

Project Manager: Ryan Tackes

Project Budget Estimate:

Source	Amount	Grant Info
2024 Capital Project Fund	\$33,900	N/A
TOTAL	\$33,900	

Project Score: Value and Efficiency (/400) Modernization and Service (/400)

Project Purpose Summary (from department):

In 2012 and 2017, the United States Marshals Service (USMS) conducted a Court Security Survey and Assessment of the Ozaukee County Justice Center located at 1201 S. Spring St. in the city of Port Washington. Both assessments were conducted by USMS Senior Inspector Gary Enos. In both assessments, Inspector Enos suggested we close the small hallway to the public creating a two-door employee entrance and exit located by the Child Support office. This would significantly upgrade the security to this employee entrance area in multiple ways.

Proposal Considerations, Risks, and Identified Issues:

Further consideration needed on possible alternatives, before a final decision. Possibly revisit the project, and potential funding from operations at a later determined date.

Staff Recommendation:

Staff does not recommend funding this project through the 2024 capital project fund at this time.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Facilities Management
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Facilities Financial Report

ATTACHMENTS:

- Facilities Financials - Feb 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report

General Fund Facilities Management

For the One Month Ending Wednesday, January 31, 2024

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Interdepartmental Charges	\$6,074	\$6,074	\$74,386	\$68,312	8.17%
Total Revenues	\$6,074	\$6,074	\$74,386	\$68,312	8.17%
Expenditures					
Salaries	\$31,853	\$31,853	\$724,702	\$692,849	4.40%
Fringe Benefits	\$32,940	\$32,940	\$177,445	\$144,505	18.56%
Travel/Training	-	-	\$100	\$100	0.00%
Supplies	\$4,130	\$4,130	\$115,265	\$111,135	3.58%
Purchased Services	\$17,387	\$17,387	\$427,378	\$409,991	4.07%
Interdepartment Charges	-	-	\$41,116	\$41,116	0.00%
Other Expenses	\$195	\$195	\$2,270	\$2,075	8.59%
Total Operating Expenditures	\$86,505	\$86,505	\$1,488,276	\$1,401,771	5.81%
Capital Outlay					
Total Expenditures	\$86,505	\$86,505	\$1,488,276	\$1,401,771	5.81%
Net Increase (Decrease)	(\$80,431)	(\$80,431)	(\$1,413,890)	(\$1,333,459)	5.69%

Equity:

Attachment: Facilities Financials - Feb 2024 (Facilities Financials)

Ozaukee County Committee Report

Special Revenue Fund Fair Grounds

For the One Month Ending Wednesday, January 31, 2024

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	-	-	\$119,017	\$119,017	0.00%
Public Charges for Services	\$4,675	\$4,675	\$212,634	\$207,959	2.20%
Interest Revenue	-	-	\$10,000	\$10,000	0.00%
Other Revenue	-	-	\$3,000	\$3,000	0.00%
Total Revenues	\$4,675	\$4,675	\$344,651	\$339,976	1.36%
Expenditures					
Salaries	\$2,040	\$2,040	\$82,276	\$80,236	2.48%
Fringe Benefits	\$167	\$167	\$39,677	\$39,510	0.42%
Travel/Training	-	-	\$500	\$500	0.00%
Supplies	\$3,000	\$3,000	\$24,675	\$21,675	12.16%
Purchased Services	\$16,993	\$16,993	\$179,800	\$162,807	9.45%
Interdepartment Charges	-	-	\$11,473	\$11,473	0.00%
Other Expenses	-	-	\$6,250	\$6,250	0.00%
Total Operating Expenditures	\$22,200	\$22,200	\$344,651	\$322,451	6.44%
Capital Outlay					
Total Expenditures	\$22,200	\$22,200	\$344,651	\$322,451	6.44%
Net Increase (Decrease)	(\$17,525)	(\$17,525)	-	\$17,525	0.00%

Equity:

Attachment: Facilities Financials - Feb 2024 (Facilities Financials)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Ridership

ATTACHMENTS:

- PWC - Transit Ridership - FEBRUARY 2024 (PDF)

PUBLIC WORKS COMMITTEE

OZ CO EXPRESS BUS					Ave Riders/ Bus	Express Bus Ridership Report																	
MONTH	SERVICE DAYS IN MONTH	PAX	COST/ TRIP	NET COST/ TRIP		Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	Average			
January	22	803	\$58.25	\$53.52	5.2	2011	7,812	7,181	8,740	7,810	7,731	7,559	6,826	7,608	7,776	7,933	7,868	7,051	91,895	7,658			
February	21					2012	7,446	8,197	8,178	7,652	8,103	7,608	7,222	8,184	7,559	8,716	7,700	7,011	93,576	7,798			
March	21					2013	7,680	7,704	7,737	7,834	8,217	7,110	7,432	7,120	7,562	8,490	7,249	6,872	91,007	7,584			
April	22					2014	7,292	6,570	7,229	7,495	7,442	7,224	6,890	6,787	7,135	7,135	7,974	6,759	85,932	7,161			
May	22					2015	6,774	6,110	6,859	6,629	5,875	6,756	5,985	6,335	6,525	6,798	6,271	6,063	76,980	6,415			
June	20					2016	6,255	6,798	7,273	6,779	6,525	6,549	6,150	7,190	6,806	7,058	6,859	6,359	80,601	6,717			
July	22					2017	6,829	6,495	7,525	6,595	7,003	6,087	5,068	5,615	5,710	6,236	5,471	4,727	73,361	6,113			
August	22					2018	6,018	5,560	5,917	5,595	5,540	4,852	4,748	5,538	4,916	5,789	4,805	3,889	63,167	5,264			
September	20					2019	4,062	4,568	4,927	4,804	4,515	3,876	3,934	4,213	4,176	4,855	3,830	3,529	51,289	4,274			
October	23					2020	4,420	4,400	2,171										10,991	3,664			
November	20					2021								44	526	577	596	471	2,214	443			
December	21					2022	89		544	811	907	1,028	976	1,068	920	1,042	941	671	8,997	818			
						2023	631	529	634	553	542	517	486	519	449	833	730	713	7,136	595			
						2024	803															803	803
						Same month 2024 vs 2023	27.3%																
						Same month 2023 vs 2022	609.0%		16.5%	-31.8%	-40.2%	-49.7%	-50.2%	-51.4%	-51.2%	-20.1%	-22.4%	6.3%					
						Same month 2023 vs 2019	-84.5%	-88.4%	-87.1%	-88.5%	-88.0%	-86.7%	-87.6%	-87.7%	-89.2%	-82.8%	-80.9%	-79.8%					

2024 OZ CO SHARED RIDE TAXI			
MONTH	SERVICE DAYS IN MONTH	TOTAL TRIPS	COST/ TRIP
January	30	7,447	\$21.78
February	29		
March	31		
April	30		
May	30		
June	30		
July	30		
August	31		
September	29		
October	31		
November	29		
December	30		

Shared Ride Taxi (SRT) Ridership Report																
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Totals	Average		
2010 Monthly Ridership	5,820	5,665	6,795	6,251	5,803	5,858	5,928	5,666	6,353	6,870	6,870	6,709	74,588	6,216		
2011 Monthly Ridership	6,479	5,819	7,561	6,724	6,786	6,433	5,850	6,775	6,872	6,997	6,854	6,736	79,886	6,657		
2012 Monthly Ridership	7,780	7,901	7,811	7,240	7,721	6,875	6,769	7,511	7,193	8,807	7,869	7,274	90,751	7,563		
2013 Monthly Ridership	8,343	7,809	8,221	8,148	8,403	7,356	7,619	7,612	7,727	8,778	8,202	8,102	96,320	8,027		
2014 Monthly Ridership	8,238	9,244	10,091	10,203	10,106	9,204	8,983	8,475	9,004	9,863	8,461	8,719	110,591	9,216		
2015 Monthly Ridership	8,900	8,835	9,812	9,523	9,208	9,030	8,611	8,496	9,070	9,613	8,578	8,837	108,513	9,043		
2016 Monthly Ridership	9,448	9,601	9,968	9,830	9,282	9,172	8,642	9,374	9,345	9,915	9,547	9,445	113,569	9,464		
2017 Monthly Ridership	10,218	9,810	10,512	9,399	9,732	9,222	8,773	9,934	9,543	10,338	9,584	9,214	116,279	9,690		
2018 Monthly Ridership	10,143	9,513	10,122	9,565	9,764	8,805	10,143	9,513	10,122	9,565	9,764	8,805	115,824	9,652		
2019 Monthly Ridership	10,143	9,513	10,122	9,565	9,764	8,805	8,376	9,173	8,746	10,245	9,259	8,424	112,135	9,345		
2020 Monthly Ridership	9,024	8,706	6,011	2,549	2,717	4,275	5,135	5,205	5,926	6,155	5,308	5,456	66,467	5,539		
2021 Monthly Ridership	5,568	6,103	6,443	6,396	5,814	6,140	5,770	6,022	5,970	6,083	5,924	6,194	72,427	6,036		
2022 Monthly Ridership	6,091	6,263	5,783	6,429	6,097	6,328	5,924	7,163	7,134	7,248	6,852	6,453	77,765	6,480		
2023 Monthly Ridership	7,326	6,853	7,678	6,926	7,499	6,761	6,251	7,035	6,714	7,412	6,929	6,535	83,919	6,993		
2024 Monthly Ridership	7,447												7,447	7,447		
Same month 2023 vs 2024	1.7%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%				
Same month 2024 vs 2019	-26.6%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%				

Shared Ride Taxi (SRT): Cross-County Trips																
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	Average		
2021	N/A	N/A	N/A	82	80	136	156	125	102	132	126	93	1,032	115		
2022	149	140	191	201	201	179	159	211	198	208	165	182	2,184	182		
2023	215	202	212	169	181	182	183	231	239	219	195	210	2438	203		
2024	178												178	178		
Same month 2023 vs 2024	-17%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%				

MONTH	TOTAL TRIPS	HOURS	INVOICE	LESS FARES
January	7,447	4,930	\$162,197.00	\$125,276.50
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				
TOTAL				

RESOLUTION NO. (ID # 9738)

OZAUKEE COUNTY EXPRESS SERVICE TERMINATION

WHEREAS, Ozaukee County commenced a commuter transit service in 1996, now known as the Ozaukee Commuter Express (OCE) service, with the goal to provide transit services to bring residents between Milwaukee County and Ozaukee County to meet the needs of Ozaukee County employers and residents; and

WHEREAS, declining revenues in 2019 led to reviews of the financial viability of the Ozaukee Commuter Express as ridership had dropped from over 90,000 to less than 60,000 rides per year;

WHEREAS, following the COVID-19 pandemic, the ridership of the Ozaukee Commuter Express service has plummeted to less than 10,000 rides per year; and

WHEREAS, the Ozaukee Commuter Express reduced service in 2023 to three (3) morning routes and four (4) afternoon routes and began utilizing smaller bus sizes to reduce the expected budget by 50%; and

WHEREAS, the Ozaukee County Public Works Committee has deemed the current service model an inefficient use of public funds; and

WHEREAS, the Ozaukee County Public Works Committee has received and reviewed comments from the public and after having had a public hearing, the Public Works Committee recommends that the service be terminated due to decreased use of the service, associated loss of revenue and increased costs;

NOW, THEREFORE, BE IT RESOLVED by the Ozaukee County Board of Supervisors that this Board authorizes the termination of the Ozaukee Commuter Express service.

Dated at Port Washington, Wisconsin, this 6th day of March 2024.

SUMMARY: Authorize the termination of the Ozaukee County Express bus service.

VOTE REQUIRED: Majority

11/16/23 Public Works Committee
Next: 02/22/24

POSTPONED

RESULT: **POSTPONED [UNANIMOUS]** **Next: 2/22/2024 8:00 AM**
MOVER: T. Grabow, Vice-Chairperson
SECONDER: M. Godden, Supervisor District 20
AYES: Wolf, Grabow, Richart, Strom, Godden

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Ozaukee County Express Service Termination

BACKGROUND INFORMATION: The Ozaukee County Commuter Express provides fixed-route service between Ozaukee County and downtown Milwaukee during peak commute hours. It began as a project funded through a Congestion Mitigation and Air Quality (CMAQ) grant in 1996, and originally provided freeway service connecting park and rides in Ozaukee County and downtown Milwaukee with a series of coordinated shuttles to bring Milwaukee residents to employment centers in Ozaukee County from the park and ride lots. By 2001, shuttle service only served areas in Mequon, Thiensville and Saukville, and the shuttles were eliminated due to budget cuts by the end of 2008. However, the downtown Commuter Routes continued to operate.

The bus used to serve 9 regular stops in Ozaukee County, including multiple stops on Port Washington Road in Mequon. In Milwaukee, service began at Capital Drive - connecting Ozaukee County to UWM local buses - and continued downtown. The bus operated as MCTS 143, and the schedule as of a couple years ago had 7 runs in the morning from Ozaukee County to Milwaukee, and 7 runs in the afternoon/evening from Milwaukee to Ozaukee County. Riders could pick up the bus at three locations in Ozaukee County.

Due to low Ridership and as part of the review of the 2023 Commuter Express service, the Ozaukee County Public Works Committee (PWC), at their August 2022 meeting, directed staff to reduce the number of runs to 3 in the morning, and 4 in the afternoon. Further, given the likelihood of MCTS no longer seeking to operate the service, we were directed to attempt to utilize smaller buses. These items were included in the Request for Proposals (RFP) for OCE Service in 2023, which was eventually awarded to Go Riteway.

In October of 2023, given continued low Ridership numbers, the PWC directed staff to start the process to terminate the OCE. Eliminating the commuter express bus program is a major service change, and subject to Ozaukee County Transit's service change and Title VI policies. The County is required to hold a public hearing. Final determination to end the service will require a resolution passed by the Ozaukee County Board.

Therefore, we've scheduled a Public Hearing for Tuesday, November 14th, service overview presentation to the County Board on Wednesday, November 15th, and an action item for the PWC on Thursday, November 16th. If the PWC directs staff to terminate OCE, then the item is expected to come before the County Board on Wednesday, March 6th 2024.

ANALYSIS: OCE Ridership did increase in October, which is at least partially due to the

elimination of the Washington County Commuter Express, though it was still lower than October of 2022. However, that is likely because of the closure of the CTH C Park & Ride, which closed due to I-43 Construction in April of 2023 and showed a reduction of Ridership from March to April in 2023. The CTH C Park & Ride is scheduled to re-open in December.

Ozaukee County has funding through COVID relief funds to run the bus without County Levy through the end of 2024, but eliminating the bus would simply allow more COVID relief funds to be used for the Shared Ride Taxi. However, elimination of the Commuter Express would trigger a higher hourly rate for the Shared Ride Taxi, which would cost approximately \$120,000 more per year, but only about \$40,000 of Levy after grants and Ridership fares. The additional Levy wouldn't be required until complete exhaustion of the COVID relief funds, which we anticipate extending into 2025 with Shared Ride Taxi service only.

If OCE is eliminated, the best commuter options for Ozaukee County residents would be the following:

- Wisconsin RIDESHARE: Connects commuters with carpool or Bike Buddy. Most commuter bus users have access to a car. This program connects commuters to share the costs. This is the only alternative that provides service to downtown Milwaukee employment sites without a transfer.
- Shared Ride Taxi to Milwaukee County Transit Services: Ozaukee Shared Ride connects to the Milwaukee County Transit system at three locations along Brown Deer Road. Multiple transfers may be needed to get to downtown Milwaukee.

FISCAL IMPACT: Balance Current Year: -- Next Year's Estimated Cost: --

FUNDING SOURCE: County Levy: -- Non-County Levy (Indicate source): --

RECOMMENDED MOTION: Following discussion, if the PWC believes that the OCE should be terminated, move to terminate Ozaukee County Express, and forward the resolution to the Ozaukee County Board for approval.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Financial Report

ATTACHMENTS:

- Transit Financials - Feb 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report

Special Revenue Fund Transit Services

For the One Month Ending Wednesday, January 31, 2024

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	-	-	\$248,828	\$248,828	0.00%
Intergovernmental Revenues	-	-	\$2,262,417	\$2,262,417	0.00%
Public Charges for Services	\$14,684	\$14,684	\$524,500	\$509,816	2.80%
Fines/Forfeitures/Penalties	-	-	\$6,300	\$6,300	0.00%
Interest Revenue	\$1,248	\$1,248	-	(\$1,248)	0.00%
Other Revenue	-	-	\$883,086	\$883,086	0.00%
Total Revenues	\$15,932	\$15,932	\$3,925,131	\$3,909,199	0.41%
Expenditures					
Salaries	\$4,493	\$4,493	\$111,628	\$107,135	4.02%
Fringe Benefits	\$2,720	\$2,720	\$17,885	\$15,165	15.21%
Travel/Training	-	-	\$6,500	\$6,500	0.00%
Supplies	\$4,122	\$4,122	\$273,009	\$268,887	1.51%
Purchased Services	\$1,484	\$1,484	\$2,998,515	\$2,997,031	0.05%
Interdepartment Charges	\$1,882	\$1,882	\$184,980	\$183,098	1.02%
Other Expenses	-	-	\$39,364	\$39,364	0.00%
Total Operating Expenditures	\$14,701	\$14,701	\$3,631,881	\$3,617,180	0.40%
Capital Outlay					
Equipment & Furniture	\$850	\$850	\$293,250	\$292,400	0.29%
Total Capital Outlay	\$850	\$850	\$293,250	\$292,400	0.29%
Total Expenditures	\$15,551	\$15,551	\$3,925,131	\$3,909,580	0.40%
Net Increase (Decrease)	\$381	\$381	-	(\$381)	0.00%

Equity:

Attachment: Transit Financials - Feb 2024 (Transit Financials)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Update

ATTACHMENTS:

- Transit - PWC Monthly Update - 2.22.24 (PDF)

PUBLIC WORKS COMMITTEE



Ozaukee County Transit Services

410 South Spring Street

P.O. Box 994

Port Washington, Wisconsin 53074-0994

Jon Edgren – Director of Public Works

Kara Ottum – Transit Superintendent

www.ozaukeetransit.com

Phone 262.284.8108

TO: Public Works Committee
 FROM: Kara Ottum, Transit Superintendent
 SUBJECT: Transit Monthly Update
 DATE: 22 February 2024

1) 2023 Funding

- o Completed the final Echo Drawdowns from the FTA to close out the fiscal year

2) 2024 Funding

- o \$467,942 in Capital Grants for Preventive Maintenance will be rescinded if we do not begin drawing it down. In March, I will present the PW Committee with a number of improvements for the DPW Maintenance Facility.
- o These funds require a 20% local match.

3) 2023 Cross County Shared Ride Taxi Calculation

- **1558 rides:** Washington Co. into Ozaukee Co.
- **2438 rides:** Ozaukee Co. into Washington Co.
- Use Latitude & Longitude to determine distance from each county line as the crow flies, to calculate mileage expended into each county
- Use the standard mileage rate provided by the IRS of \$.655/mile (2023)
- **BREAKDOWN OF RIDERSHIP in January 2024:**
 - o 178 rides provided by OCTS
 - o 28 individual riders
 - o 16 regular riders
 - o 20 Ozaukee Co. residents

4) Ecolane Software

- Daily meetings with Ecolane currently underway
- The Ecolane team arrives onsite 19 February 2024 to conduct driver & dispatcher training
- Go-Live date is 27 February 2024
- Communication Plan will be presented to the public: tentatively scheduled for 11 March 2024
 - o We do not want to overwhelm the staff with questions from the public as they are learning the system.

Attachment: Transit - PWC Monthly Update - 2.22.24 (Transit Update)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Highway Financial Report

ATTACHMENTS:

- Highway Financials - Feb 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report

Special Revenue Fund County Roads and Bridges

For the Twelve Months Ending Sunday, December 31, 2023

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2023 YTD Actual	2023 Amended Budget	Budget Balance	% Budget YTD	% Budget YTD Dec 2022
Revenues						
Taxes	\$276,291	\$3,315,491	\$3,315,491	-	100.00%	100.00%
Intergovernmental Revenues	-	\$1,676,734	\$1,659,573	(\$17,161)	101.03%	105.45%
Other Revenue	-	\$5,000	-	(\$5,000)	0.00%	0.00%
Total Revenues	\$276,291	\$4,997,225	\$4,975,064	(\$22,161)	100.45%	99.27%
Expenditures						
Interdepartment Charges	\$165,902	\$5,021,766	\$5,395,771	\$374,005	93.07%	81.53%
Total Operating Expenditures	\$165,902	\$5,021,766	\$5,395,771	\$374,005	93.07%	81.53%
Capital Outlay						
Total Expenditures	\$165,902	\$5,021,766	\$5,395,771	\$374,005	93.07%	81.53%
Other Finance (Sources)	-	-	(\$420,707)	(\$420,707)	0.00%	100%
Net Other Financing Sources/Uses	-	-	(\$420,707)	(\$420,707)	0.00%	100%
Net Increase (Decrease)	\$110,389	(\$24,541)	-	\$24,541	0.00%	109.13%
Equity:						
Governmental Fund Balance	-	(\$1,180,031)	-	\$1,180,031	0.00%	

Attachment: Highway Financials - Feb 2024 (Highway Financials)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	February 22, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Public Works Monthly Update

ATTACHMENTS:

- PW Comm_JEE^PW Monthly Update - 2-22-24 (PDF)

PUBLIC WORKS COMMITTEE

**Ozaukee County Highway Department**

410 South Spring Street

Port Washington, Wisconsin 53074-0994

Jon E. Edgren, P.E. – Director of Public Works

Phone 262-238-8335

Fax 262-238-8343

TO: Public Works Committee
FROM: Jon E. Edgren, Director of Public Works
SUBJECT: Public Works Monthly Update
DATE: February 14, 2024

The following are status updates on various Public Works Department items:

HIGHWAY:**1) CTH W (N. Port Washington Rd) & CTH C (Pioneer Rd) HSIP Application**

Our Highway Safety Improvement Program (HSIP) application to the Wisconsin Department of Transportation (WisDOT) has been submitted by Traffic Analysis & Design (TADI), and we've received some initial good feedback on the proposed project. The estimated costs grew significantly from \$550,000 to \$1.8M based upon additional work and TADI's desire to ensure the full project is covered as it may not happen for 2-3 years. Regardless, the Public Works Committee (PWC) will approve any final contract if we do receive grant approval.

2) CTH C (Pioneer Rd) & CTH Y (Granville Rd) Intersection

Following the PWC's discussion in January, we have ordered flashing "Cross Traffic Does Not Stop" signs for the Stop Signs located for Northbound & Southbound CTH Y/Granville Rd. However, they're about 6 weeks out to delivery, but we'll install them shortly after receipt.

3) Salt Brine Building

The Highway Department's Salt Brine Building construction is underway with the concrete foundation and walls being completed. Carpentry is scheduled to start by mid-March.

4) CTH W (Riverside Dr) from STH 33 to Schowalter St Project Update

The Right-of-Way (ROW) Acquisition phase of the project has begun moving forward with CORRE representatives reaching out to the residents, and ROW limits being marked along the project. However, the workload has reduced with the purchase of two (2) of the properties by the Ozaukee County Planning & Parks Department through grants.

[OVER]

5) Citgo Gas Station (1185 Port Washington Rd (CTH W)) Median Access

In 2006, the PWC approved project plans for STH 60 from CTH W to the I-43 Ramps with a provision that the median opening immediately north of STH 60 on CTH W for access to the Citgo Gas Station from Northbound CTH W remain open, but with a contingency that the PWC could require the property owner to close the median at their cost if it became a safety issue. Recently, an attorney contacted me to inquire about the requirement as their client was exploring purchasing the property. Following review of the accident history over the last five (5) years, I found only six (6) accidents at or near the driveway entrance and only one (1) of them involved the median. Therefore, I notified the attorney that I didn't have interest in closing the median at this time, but reserved the right to revisit the decision in the future.

6) Ozaukee County Bridge Inspection Request for Proposal (RFP)

Jewell Associates has been performing Ozaukee County's bi-annual Bridge Inspections, required by WisDOT, since 2016. However, they've notified us that they're no longer staffed to continue to perform our inspections, so we have distributed an RFP to Engineering Consultants that perform Bridge Inspections elsewhere within WisDOT's Southeast region, and will bring forward a firm for approval in March.

7) WisDOT 6-ft to 20-ft Bridges & Culverts Inventory & Assessment

WisDOT has grant funds for bridge rehabilitation and reconstructions, but bridges are defined by having a minimum of a 20-ft span under a roadway. There have been complaints that funding should be available for smaller culverts that can still significantly impact municipal budgets. Therefore, WisDOT had funds appropriated to attempt to perform an Inventory and Assessment of any bridges/culverts that have a span from 6-ft to 20-ft under a roadway. Through a joint agreement between the Wisconsin Counties Association (WCA), Wisconsin County Highway Association (WCHA), WisDOT, League of Wisconsin Municipalities & Wisconsin Towns Association (WTA), Counties are being directed to facilitate the process. Ozaukee County staff is planning to handle the Inventory of structures on County or Town roadways, and any required Assessment will be done by a contracted Consulting Engineer through the WCA. (See attached memo for additional information.)

\\OZCTY06\Highway\Public Works Committee\Agendas\2024\2-22-24\PW Comm_JEE^PW Monthly Update - 2-22-24.docx

Attachment: PW Comm_JEE^PW Monthly Update - 2-22-24 (Public Works Monthly Update)



Local Structures 6 – 20ft: Program Overview

The WisDOT 2023-25 budget includes the following language:

Provide \$12,500,000 to the Joint Committee on Finance SEG supplemental biennial appropriation in 2023-24 for assessment of local bridges and culverts that are less than 20 feet in length and create a biennial DOT SEG appropriation that could receive the funds. Direct DOT to develop a program for counties to assess local bridges and culverts that are 20 feet or under in length, but greater than six feet in length.

WisDOT has developed draft details to administer the program identified above and has discussed with the following local owner representatives:

- Wisconsin Towns Association (WTA)
- Wisconsin League of Municipalities (WLM)
- Wisconsin County Highway Association (WCHA)
- Wisconsin Counties Association (WCA)

Below is a summary of the proposed program to date.

Program Overview

- WisDOT estimates that there are approximately 25,000 structures that meet the definition in the budget language.
 - This estimate is based on GIS information of local roads, mapped waterways, and previous culvert inventory efforts. This estimate aligns with survey information from local owners.
- WisDOT is proposing a phased approach:
 - Phase 1: Inventory
 - Phase 2: Assessment

Phase 1: Inventory

- There are no personnel qualifications necessary to collect inventory information.
- Effort is focused on locating structures and gathering basic inventory information.
 - Goal is to gather as much relevant information that can be efficiently done by personnel with no technical background.
- WisDOT will provide guidance/direction on collecting the information noted below and will be available to answer questions as needed.
- WisDOT will provide information on identified *possible* structure locations to aid the inventory collection effort.
- Information will be uploaded into the Highway Structures Information System (HSIS), an on-line database used to store all Wisconsin bridge information.

Inventory Items to be Collected

- Name of person completing the inventory
- Date of inventory
- Owner
- County
- Municipality
- Road name
- Number of lanes on structure

January 17, 2024



- Feature under (waterway, dry terrain, pathway, other)
- Latitude/Longitude
- Location description (distance from an intersection)
- Total structure length
- Structure type (pipe culvert, box culvert, girder bridge, etc.)
- Structure material (concrete, steel, etc.)
- Weight limit (if posted)
- Concerns/photos (Intended to identify any critical issues noticed that should be brought to the immediate attention of the owner)

Phase 2: Assessment

Inspections

- Collect condition information on identified structures.
- Work is done by Wisconsin-certified bridge inspectors and submitted to WisDOT via the Highway Structures Information System (HSIS) application.
- WisDOT will provide guidance/direction on collecting the information noted below and will be available to answer questions as needed.
- Condition information will be based on the National Bridge Inspection (NBI) 0 – 9 scale, commonly used for bridges.
 - 7 – 9: Good condition
 - 5 – 6: Fair condition
 - 3 – 4: Poor condition
 - 0 – 2: Severe condition
- For a bridge-like structure, the inspector will rate the superstructure, substructure, and deck based on the NBI scale noted above.
- For a culvert-like structure, the inspector will record a single rating for the structure based on the NBI scale noted above.
- Inspector to supplement NBI rating with notes and photographs detailing significant findings.
- Other items to be collected during the inspection:
 - Structure geometric measurements – dependent on structure type
 - For culvert-type structures: height, barrel length, number of cells
 - For bridge-like structures: deck width, deck thickness, girder dimensions (if present)
 - Approach roadway width
 - Evidence of flooding, structure inundation
 - Supplement with notes and photographs (as appropriate) to support findings.

Load Rating

- As funding allows, structures will be load rated to verify their capacity to safely carry legal-weight traffic.
 - Only bridge-like structures will be considered for a load rating.
 - Load ratings may be prioritized based on condition.
- Load ratings will be performed by a professional engineer or under the supervision of a professional engineer.
- If capacity is found to be inadequate, the structure is load posted or closed.



Program Funding & Administration

The goal is to distribute funding as equitably and efficiently as possible, based on the number of structures in a given county, city, town, or village.

Inventory

- WisDOT and local owner representatives agree on the following payment structure:
 - Local owners reimbursed \$100 per structure inventory that meet the parameters of the budget item as defined by WisDOT.
- Individual local owners will have three options to collect and submit the inventory information:
 - Use their own staff to collect the required information.
 - Coordinate with their respective County Highway Commissioner to have their county collect the required information.
 - Contract with a private-sector agency to collect the required information.
- Regardless of the resourcing method, inventory information will be sent to the County Highway Commissioners for submittal to WisDOT.
- WisDOT will reimburse County Highway Commissioners based on the number of structure inventories received for their respective county. The County Highway Commissioners will be responsible for distributing those funds to local owners, as applicable.

Assessment: Inspections

- WisDOT and local owner representatives agree on the following payment structure:
 - Reimbursement will be \$350 per structure inspection.
- Options to collect and submit inspection information include:
 - Municipalities with staff certified as bridge inspectors and the capacity to resource the effort may inspect structures in their jurisdiction.
 - County Highway Commissioners with county staff certified as bridge inspectors and the capacity to resource the effort will inspect all local structures within their county.
 - If the County Highway Commissioner does not have certified bridge inspectors on staff or does not have capacity to resource the effort, private sector certified bridge inspectors will be used.
- In the case where municipality staff certified as bridge inspectors are used:
 - WisDOT will reimburse County Highway Commissioners based on the number of structure inspections performed, who will then distribute to the appropriate municipality.
- In the case where county staff certified as bridge inspectors are used:
 - WisDOT will reimburse County Highway Commissioners based on the number of structure inspections performed by their staff and uploaded to HSIS.
- In the cases where private sector certified bridge inspectors are used:
 - The Wisconsin Counties Association (WCA) will coordinate with the other local owner organizations (WCHA, WTA, and WLM) to develop scope and execute contracts with private sector inspectors.
 - WCA et al. will coordinate across county lines to take advantage of economy of scale and most efficiently complete the work.



- WisDOT will reimburse WCA based on the number of structure inspections performed by consultant inspectors and uploaded to HSIS.

Assessment: Load Rating

- WisDOT will coordinate with local owner representatives to develop specific direction for the load rating effort.
 - Scope of the load rating effort will be dependent on available funding.
- Load rating will be performed by private sector structural engineers.
- Reimbursement for load ratings will be on a lump sum basis.
- It is expected that contracting and reimbursement will be similar to the process described above for private sector inspections.

Program Timeline

Expected timeline for this effort is as follows.

- Inventory phase:
 - Start: Pending Joint Finance Committee approval, the intent is to start as soon as possible.
 - Local owners must decide on resourcing and inform their County Highway Commissioner by April 15, 2024. To recap, options for resourcing are:
 - Use their own staff.
 - Have county staff collect information.
 - Have an executed contract with a private sector agency to perform the inventory work.
 - WCHA will develop and distribute a form for local municipalities to complete indicating their resourcing choice.
 - Complete: By December 31, 2024
 - Work performed and information submitted to the County Highway Commissioner and WisDOT.
- Assessment phase (inspection):
 - Start: No later than January 1, 2025, possibly concurrent with the inventory phase.
 - Municipalities with staff certified as bridge inspectors must decide on resourcing and communicate to their respective County Highway Commissioner by February 1st, 2024.
 - County Highway Commissioners must decide on resourcing and communicate to Wisconsin Counties Association by February 15th, 2024. To recap, options for resourcing are:
 - Use county bridge inspectors to complete all required inspections in their respective county.
 - Use private sector bridge inspectors, with Wisconsin Counties Association (WCA) executing the consultant contract.
 - Complete: Funds must be encumbered for the inspection effort by June 30, 2025.
- Assessment phase (load rating):
 - Start: To be determined, based on available funding.
 - Complete: Funds must be encumbered for the load rating effort by June 30, 2025.