



AGENDA
PUBLIC WORKS COMMITTEE
REGULAR MEETING
THURSDAY, JUNE 20, 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. May 16, 2024
- 5. FACILITIES MANAGEMENT**
 - a. **Management/Financial/Informational Reports**
 1. Facilities Financials
- 6. TRANSIT SERVICES**
 - a. **Action Items:**
 1. Ozaukee County Transit Title VI (Civil Rights) Policy
 - b. **Discussion Items:**
 1. Transit Ridership
 - c. **Management/Financial/Informational Reports**
 1. Transit Financials
 2. Transit Monthly Update
- 7. HIGHWAYS**
 - a. **Action Items:**
 1. CTH D Angled Parking
 2. Salt Brine Building Concrete Change Order
 3. CTH W & CTH C Highway Safety Improvement Program Agreement
 4. CTH W Plat & Relocation Order
 5. Resolution: Permanent Easement Granted to We Energies on Parcel Number 16-032-10-004.00
 - b. **Management/Financial/Informational Reports**
 1. Highway Financials
 2. Highway Monthly Update
- 8. NEXT MEETING DATE**

July 18, 2024
- 9. ADJOURNMENT**

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

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

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	County Clerk
DIRECTOR:	Karen Niemuth
PREPARER:	Lisa Henning

Agenda Summary May 16, 2024

[<https://www.ozaukeecounty.gov/AgendaCenter/ViewFile/Minutes/ 05162024-3407>](https://www.ozaukeecounty.gov/AgendaCenter/ViewFile/Minutes/05162024-3407)

PUBLIC WORKS COMMITTEE

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Facilities Management
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Facilities Financials

ATTACHMENTS:

- Facilities Financials - June 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
General Fund Facilities Management
 For the Five Months Ending Friday, May 31, 2024
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Prior YTD Actual	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues						
Interdepartmental Charges	\$26,087	\$6,074	\$30,369	\$74,386	\$44,017	40.83%
Other Revenue	-	\$45	\$45	-	(\$45)	0.00%
Total Revenues	\$26,087	\$6,119	\$30,414	\$74,386	\$43,972	40.89%
Expenditures						
Salaries	\$268,049	\$66,188	\$309,949	\$724,702	\$414,753	42.77%
Fringe Benefits	\$116,140	\$22,952	\$126,536	\$177,445	\$50,909	71.31%
Travel/Training	\$1,002	-	\$141	\$100	(\$41)	141.00%
Supplies	\$36,214	\$7,288	\$33,259	\$115,265	\$82,006	28.85%
Purchased Services	\$163,423	\$15,508	\$173,761	\$427,378	\$253,617	40.66%
Interdepartment Charges	\$19,446	\$1,897	\$23,626	\$41,116	\$17,490	57.46%
Other Expenses	\$741	-	\$195	\$2,270	\$2,075	8.59%
Total Operating Expenditures	\$605,015	\$113,833	\$667,467	\$1,488,276	\$820,809	44.85%
Capital Outlay						
Total Expenditures	\$605,015	\$113,833	\$667,467	\$1,488,276	\$820,809	44.85%
Net Increase (Decrease)	(\$578,928)	(\$107,714)	(\$637,053)	(\$1,413,890)	(\$776,837)	45.06%
<i>Equity:</i>						
Due To / Due From	(\$578,928)	(\$107,713)	(\$637,052)	-	\$637,052	0.00%

Attachment: Facilities Financials - June 2024 (Facilities Financials)

Ozaukee County Committee Report
Special Revenue Fund Fair Grounds
For the Five Months Ending Friday, May 31, 2024
Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Prior YTD Actual	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues						
Taxes	\$49,590	\$9,918	\$49,590	\$119,017	\$69,427	41.67%
Public Charges for Services	\$65,905	\$10,350	\$33,130	\$212,634	\$179,504	15.58%
Interest Revenue	-	-	-	\$10,000	\$10,000	0.00%
Other Revenue	-	\$41	\$41	\$3,000	\$2,959	1.37%
Total Revenues	\$115,495	\$20,309	\$82,761	\$344,651	\$261,890	24.01%
Expenditures						
Salaries	\$9,892	\$3,082	\$12,833	\$82,276	\$69,443	15.60%
Fringe Benefits	\$839	\$255	\$1,075	\$39,677	\$38,602	2.71%
Travel/Training	\$224	-	\$191	\$500	\$309	38.20%
Supplies	\$16,799	\$1,217	\$7,129	\$24,675	\$17,546	28.89%
Purchased Services	\$78,125	\$30,366	\$94,945	\$179,800	\$84,855	52.81%
Interdepartment Charges	\$2,288	\$298	\$14,282	\$11,473	(\$2,809)	124.48%
Other Expenses	-	-	-	\$6,250	\$6,250	0.00%
Total Operating Expenditures	\$108,167	\$35,218	\$130,455	\$344,651	\$214,196	37.85%
Capital Outlay						
Total Expenditures	\$108,167	\$35,218	\$130,455	\$344,651	\$214,196	37.85%
Net Increase (Decrease)	\$7,328	(\$14,909)	(\$47,694)	-	\$47,694	0.00%
Equity:						
Unassigned	(\$235,301)	-	-	-	-	0.00%
Due To / Due From	\$245,478	(\$14,909)	(\$38,444)	-	\$38,444	0.00%

Attachment: Facilities Financials - June 2024 (Facilities Financials)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Transit
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Ozaukee County Transit Title VI (Civil Rights) Policy

BACKGROUND INFORMATION: As a recipient of Federal funds, and in compliance with FTA Circular 4702.1B, Ozaukee County Transit Services is required to submit an updated Title VI policy to the FTA every three years. The update of the Title VI policy provides Ozaukee County an opportunity review policies and procedures to ensure no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination while using Transit Services.

The policy update requires a Four Factor Analysis, which uses data from the American Community Survey (5-year estimate) to determine the extent to which OCTS needs to provide materials and services in languages other than English. This is updated every three years.

Additional policy pieces have remained static, including the process to file a complaint. Notice of the policy is posted in all vehicles for both the Shared Ride Taxi and Ozaukee County Express bus. Notice is also available on the OCTS website.

ANALYSIS: Ozaukee County has a small population of persons 5 years old and older who identify as being limited in English proficiency (LEP). After updating our Four-Factor Analysis, Ozaukee County has few estimated LEP residents (1.3%). No one language exceeds Other Indo-European speakers who speak English less than very well at 0.7%, thus no language is subject to the 5% Safe Harbor threshold, requiring LEP services.

However, Spanish continues to be the predominate language other than English spoken in the Milwaukee Metropolitan Statistical Area (7.9%), which consists of Ozaukee, Milwaukee, Waukesha, and Washington Counties. Considering the on-going and increasing service connections within the Metropolitan Statistical Area, it is prudent of Ozaukee County to continue to offer Spanish language LEP resources. Resources currently being offered include Spanish language brochures for the Taxi, and a free Spanish 1-800 relay service available for Shared Ride Taxi dispatchers.

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

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

RECOMMENDED MOTION: Approve the Ozaukee County Transit updated Title VI Policy.

ATTACHMENTS:

- OCTS - 2024 Title VI Plan - 6-7-24(PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Transit Services Title VI Program Contents

- (1) Title VI Notice to the Public (attached)
 - a. List of Locations Posted are as follows:
 - i. <http://ozaukeetransit.com/>
 - ii. Shared-Ride Taxi Service Fliers
 - iii. Ozaukee Express Bus Route Guides
 - iv. On-board all Shared-Ride Taxis
 - v. On-board all Ozaukee Express Buses
- (2) Instructions to public on how to file a Title VI Complaint including procedures for tracking and investigating Title VI Complaints (attached)
- (3) List of any public transportation-related Title VI investigations, complaints or lawsuits filed with the recipient since the time of the last submission:
 - a. No investigation, complaints or lawsuits have been filed with OCTS since the last Title VI Program submission
- (4) Public Participation Plan (attached)
- (5) Language Assistance Plan to LEP Persons (attached)
- (6) OCTS does not have any transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, where the membership is selected by OCTS.
- (7) OCTS monitors Shared-Ride Taxi Service and commuter Ozaukee Express bus operator by;
 - a. Ensuring Title VI Notices are posted on board vehicles
 - b. Requiring all complaints be forwarded to OCTs that may include Title VI Complaints
 - c. Requiring Title VI Notice in bus operator provided Route Guides
 - d. Requiring Title VI Notice in Shared-Ride Taxi Service brochures be made available to riders of Shared-Ride Taxi Service
 - e. Requiring Taxi Operator to begin tracking LEP interactions
- (8) OCTS has not constructed any facility, vehicle storage facility, maintenance facility or operation center since OCTS's last Title VI Program submission in 2021.
- (9) System-wide Service Standards and System-wide Service Policies



Ozaukee County Transit Services

410 South Spring Street
P.O. Box 994
Port Washington, Wisconsin 53074-0994

Phone 262-238-8108

6.a.1.a

Ozaukee County Transit Services Title VI Policy

Ozaukee County Transit Services in accordance with Title VI of the Civil Rights Act ensures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any County program or activity receiving Federal financial assistance.

Ozaukee County Transit Services operates its programs and services without regard to race, color or national origin. All transit services are distributed in an equitable manner. For more information on the Title VI transit obligations, contact:

Ozaukee County Transit Services

741 West Oakland Avenue
PO Box 994
Port Washington, WI 53074

Phone (262) 238-8108

Making a Title VI Complaint

Any person who believes he or she has been subjected to discrimination in the delivery of or access to public transportation services on the basis of race, color or national origin, may file a complaint with Ozaukee County Human Resources. Such complaint must be filed within 90 days after the alleged discrimination. For information on filing a complaint, contact:

Ozaukee County Human Resources

121 West Main Street
Port Washington, WI 53074

Local: (262) 284-8321

Metro: (262) 238-8321

Hours: 8:30 a.m. - 5:00 p.m.

Attachment: OCTS - 2024 Title VI Plan - 6-7-24 (Update to Title VI Policy)



Ozaukee County Transit Services

410 South Spring Street
P.O. Box 994
Port Washington, Wisconsin 53074-0994

Phone 262-238-8108

Fax 262-238-8343

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Metro: (262) 238-8321
Hours: 8:30 a.m. - 5:00 p.m.

**Ozaukee County Transit Services
TITLE VI Complaint Form**

Title VI of the Civil Rights Act of 1964 states, "No person in the United States shall, on the grounds of race, color or national origin, be excluded from, participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Please provide the following information necessary in order to process your complaint.
Assistance is available upon request. For questions, please call (262) 284-8321.

Complete this form and mail or deliver to:

Ozaukee County Human Resources

121 West Main Street
Port Washington, WI 53074

1. Complainant's Name: _____

2. Address: _____

3. City: _____ State: _____ Zip Code: _____

4. Telephone No. (Home): _____ (Business): _____

5. Person discriminated against (if other than complainant)

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

6. What was the discrimination based on? (Check all that apply)

☐ Race/Color ☐ Low Income ☐ Disability

☐ National Origin ☐ Sex ☐ Limited English

7. Date of incident resulting in discrimination: _____

8. Describe how you were discriminated against. What happened and who was responsible? For additional space, attach additional sheets of paper or use back of the form. _____

Revised July 20, 2009

9. What Ozaukee County transit representatives are you alleging were involved? _____

10. Where did the incident take place? Please provide location, vehicle number, driver’s name, etc. _____

11. Witnesses? Please provide their contact information.

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

12. Did you file this complaint with another federal, state, or local agency; or with a federal or state court? ____ Yes ____ No

If answer is yes, check each agency complaint was filed with:

____ Federal Agency ____ Federal Court ____ State Agency

____ State Court ____ Local Agency ____ Other

13. Provide contact person information for the agency you also filed the complaint with:

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Sign the complaint in space below. Attach any documents you believe supports your complaint.

Complainant's Signature

Signature Date

Revised July 20, 2009

OZAUKEE COUNTY TRANSIT SERVICES - TITLE VI COMPLAINT PROCEDURES

Who May File a Complaint?

Individuals may file a complaint if he or she believes they have been discriminated against under Title VI of the Civil Rights Act of 1964 and other related statutes, as stated in 49 C.F.R. 21.11(b) which prohibits discrimination on the grounds of race, color, or national origin. Complaints may be filed with the department or Federal agency that provides funds for that program. Complaints may also be filed by a representative on behalf of a complainant.

Submission of Title VI Complaint

- (1) Formal complaints shall be submitted to Ozaukee County Human Resources or Federal Transit Administration
 - (a) No later than 90 days after the date of the alleged act of discrimination; or
 - (b) If there has been a continuing discriminatory conduct, 90 days after the alleged discrimination was discontinued
 - (c) In writing and signed by the complainant or the complainant's designee or representative using the Ozaukee County Transit Title VI Complaint Form or any other signed document alleging discrimination
 1. Including a complete explanation of the facts and circumstances surrounding the alleged discrimination
 - (d) Verbal complaints or by electronic media will be referred to the Human Resources Director
 1. Public Works Director or Title VI designee will assist the complainant in documenting the complaint in writing and obtaining complainant's signature

Receipt of Title VI Complaint by Ozaukee County Transit

- (1) Complaints will be date stamped immediately upon receipt by the Human Resources Director or Title VI designee
- (2) Human Resources Director or Title VI designee will acknowledge receipt of the complaint in writing and inform the complainant of the initial action taken or proposed action to process the alleged complaint
- (3) If complaint is deemed incomplete, additional information will be requested, and the complainant will be provided 60 business days to submit the required information
 - (a) Failure to provide additional information by complainant may be considered good cause for a determination of no investigative merit
- (4) Human Resources Director and Public Works Director will determine its jurisdiction in pursuing the matter and whether the complaint has sufficient merit to warrant investigation
 - (a) Within 15 business days from receipt of a complete complaint
 - (b) And inform the complainant within 5 business days of this decision

Acceptance for Investigation

- (1) Once complaint is accepted for investigation, the Human Resources Director or Title VI designee will establish a case file with all relevant documents and information

Revised July 20, 2009

Attachment: OCTS - 2024 Title VI Plan - 6-7-24 (Update to Title VI Policy)

- (2) A copy of the complaint and relevant documents will be forwarded to the Federal Transit Administration.
- (a) Federal Transit Administration will oversee the investigation and determine to what extent Ozaukee County Transit will be involved in the investigation

Investigation by Ozaukee County Transit

- (1) Investigation will be conducted by Human Resources Director or Title VI designee
- (a) Investigative Report will be submitted to the Human Resources Director within 60 days from the receipt of the complaint
 - 1. Investigative Report will include
 - a. Narrative description of incident
 - b. Summaries of all persons interviewed
 - c. Findings
 - d. Evidence reviewed
 - e. Recommendation
 - 2. If investigation is delayed, investigator will contact appropriate authorities to request an extension
 - 3. Copies of the report will be provided to FTA, Public Works Director, OCT, and Title VI Designee
 - 4. The Human Resources Director will issue letter of finding to the Complainant within 90 days from receipt of the complaint
 - 5. If the Complainant is dissatisfied with Ozaukee County Transit's resolution of the complaint, he/she has the right to file a complaint with the Federal Transit Administration

Ozaukee County Transit Services Public Participation Plan

Ozaukee County provides opportunities for public engagement throughout the year by regularly holding public meetings and hearings to develop its budget and program of projects each year. Meetings are held in multiple locations within Ozaukee County, and at different times of day. All public meetings sponsored by the County were broadcast over the Ozaukee County YouTube channel during the COVID-19 pandemic. Individuals wishing to speak were able to attend in person or via Zoom with advance notice. Ozaukee County Transit Services also attends monthly County Board Public Works Committee oversight meetings, where action and discussion Transit items are regularly discussed. Information shared during Public Works Committee meetings often includes updates on ridership, costs, service analysis, and purchase of equipment. Transit attendance at the Public Works Committee meetings is publicly noticed and all are afforded an opportunity for public comments at each meeting. Any changes in fares or a 10% reduction in service hours also requires a public hearing. Ozaukee County Transit Services engages in these public outreach activities to ensure that all Ozaukee County residents are afforded an opportunity for meaningful engagement.

Summary of Outreach Efforts

Subject Matter	Sponsor	Forum	Date	Location
2022 Budget	County Board Executive Committee	Public Hearing	11/5/2021	Ozaukee County Administration Center
2022 Section 85.21 Grant Application	Aging Disability Resource Center Board	Public Meeting	12/10/2021	Ozaukee County Administration Center
2022 Section 85.21 Grant Application	County Public Works Committee	Public Meeting	12/06/2021	Ozaukee County Highway Dept
2023 Budget	County Board Executive Committee	Public Hearing	11/4/2022	Ozaukee County Administration Center
2023 Section 85.21 Grant Application	Aging Disability Resource Center Board	Public Meeting	11/11/2022	Ozaukee County Administration Center
2023 Section 85.21 Grant Application	County Public Works Committee	Public Meeting	11/21/2022	Ozaukee County Highway Dept
2024 Budget	County Board Executive Committee	Public Hearing	10/6/2023	Ozaukee County Administration Center & Zoom
Elimination of the Ozaukee County Commuter Express Bus Service	County Public Works Committee	Public Hearing	11/14/2023	Ozaukee County Administration Center
Elimination of the Ozaukee County Commuter Express Bus Service	County Public Works Committee	Public Hearing	11/16/2023	Ozaukee County Highway Dept
2024 Section 85.21 Grant Application	Aging Disability Resource Center Board	Public Meeting	11/09/2023	Ozaukee County Administration Center
2024 Section 85.21 Grant Application	County Public Works Committee	Public Meeting	11/19/2023	Ozaukee County Administration Center

Four Factor Analyses

Ozaukee County Transit Services (OCTS) recognizes that public transit is a vital mobility option for Limited English Proficiency persons. OCTS provides essential, safe, and reliable public transit services consists of a Shared-Ride Taxi Service. The Shared Ride Taxi offers demand response service within Ozaukee County, with connection points to Milwaukee County in Brown Deer, WI and Washington County.

After updating our Four-Factor Analysis, Ozaukee County has few estimated LEP residents (1.3%). No one language exceeds Other Indo-European speakers who speak English less than very well at .7%, thus no language is subject to the Safe Harbor threshold. Still, OCTS is committed to following an LEP Implementation Plan to meet the needs of the small LEP population in Ozaukee County, and prepared to meet any growing LEP population needs. All OCTS riders are valued regardless of what language they speak. OCTS's Limited English Proficiency (LEP) Implementation Plan was developed after conducting the Four-Factor Framework. Guidance used for Four-Factor Framework is found in CFR 4702.1B and *Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to LEP Person*, prepared by the FTA Office of Civil Rights, April 13, 2007. The following Four Factor analysis was updated in 2024 to help determine appropriate language services, and inform language access planning:

FACTOR 1: The Number or Proportion of LEP Persons Eligible to be Served or Likely to be Encountered by the Program or Recipient

- A) How LEP persons interact with OCTS;
 - i. Our Shared-Ride Taxi Manager has indicated that primarily Indian languages/dialects, Russian, and Spanish speaking LEP individuals are encountered once per week or less by drivers and dispatchers.
- B) Identification of LEP Communities, and assessing the number or proportion of LEP persons from each language group to determine the appropriate language services for each language group;
 - i. No one language exceeds Indo-European speakers who speak English less than very well at .7%, thus no language is subject to the Safe Harbor threshold.

- C) The literacy skills of LEP populations in their native languages, in order to determine whether translation of documents will be an effective practice; and
- i. No one language exceeds Indo-European speakers who speak English less than very well at .7%, thus no language is subject to the Safe Harbor threshold.
- D) Whether LEP persons are underserved by the recipient due to language barriers.
- i. No one language exceeds Indo-European speakers who speak English less than very well at .7%, thus no language is subject to the Safe Harbor threshold.

Ozaukee County Population Estimates by English Language Proficiency: 2019

Ozaukee County Population Estimate 2019: 5 years old and over – 85,780

English Proficiency by Non-English Speakers	Count	% of Total Population
Speak language other than English	4804	5.6%
Speak “English very well”	3708	4.3%
Speak “Less than very well”	1096	1.3%

Source: U.S. Census Bureau, 2009-2022 American Community Survey 5-Year Estimates

The majority of residents in Ozaukee County who speak a language other than English also reported being able to speak English “very well.” Only 1.3% or 1073 people 5 and over who speak another language other than English also speak English “less than very well.”

Language Spoken – Limited English Proficiency	Total	%
Speak Spanish	257	0.3%
Speak Other Indo-European languages	600	0.7%
Speak Asian and Pacific Island languages	172	0.2%
Speak Other languages	86	< 0.1%
English not well	1115	1.3%

Source: U.S. Census Bureau, 2009-2022 American Community Survey 5-Year Estimates

More than half (52.8%) of people in Ozaukee County age 5 and over who do not speak English “very well” speak Other Indo-European languages. This is consistent with the observations reported by the Shared Ride Taxi Manager. In Ozaukee County, only;

- .3% or 257 Spanish speakers also speak “English not very well”
- .7% or 600 Other Indo-European language speakers also speak “English not very well”
- .2% or 172 Asian-Pacific language speakers also speak “English not very well”

- <0.1% or 86 speak “other” language and “English not very well”

Ozaukee County Population Estimate: Labor Force 16 years and over 47,569

Language Spoken Other Than English	Speak English “Very Well”	Speak English less than “Very Well”	Percent Limited English Proficiency
Speak Spanish	896	185	0.4%
Speak other languages	1318	426	0.9%
Total	2214	611	1.3%

Source: U.S. Census Bureau, 2009-2022 American Community Survey 5-Year Estimates

Of Ozaukee County employed population 16 years and over, 1.3% or 599 people speak a language other than English and speak “English less than very well”, and of that 599, 182 people are Spanish language speakers.

Language	Use Public Transportation- Excluding Taxicab		Taxicab, Motorcycle, Bicycle	
All	286	0.6%	492	1.1%
Other than English	9	<0.1%	60	0.1%
“Less than very well”	0	0	20	<0.1%

Source: U.S. Census Bureau, 2009-2022 American Community Survey 5-Year Estimates

The percent of workers who use public transportation or taxicab, motorcycle, or bicycle as primary transportation to employment and speak English “less than very well” is less than 0.1%.

FACTOR 2: The Frequency with which LEP Persons Come into Contact with the Program

- A) Use of bus and rail service;
 - i. N/A
- B) Purchase of passes and tickets through vending machines, outlets, website and over the phone;
 - i. N/A
- C) Participation in public meetings;
 - i. OCTS has had no LEP persons attend public meetings between 2022-2024.

D) Customer service interactions

- i. Our Shared-Ride Taxi Manager has indicated that primarily Indian languages/dialects, Russian, and Spanish speaking LEP individuals are encountered once per week or less by drivers and dispatchers.
- ii. MCTS our contract bus operator has indicated in their own Title VI Program Four Factor Analysis, that LEP persons are encountered infrequently encompassing their whole system that includes our one route indicated by:
 1. Customer Service Reps receiving 31 calls on average requiring LEP assistance.
 2. Administrative building receiving 15 requests on average per year for LEP assistance.
- iii. MCTS works with Certified Languages International to provide phone assistance to individuals needing language services. According to their Title VI plan, Spanish-speaking employees are occasionally asked to assist with in-person translation.

E) Ridership Surveys

- i. SEWRPC conducted a survey in September 2023

F) Operator Surveys

- i. Shared-Ride Taxi Service operator will begin tracking LEP interactions.

FACTOR 3: The Nature and Importance of the Program, Activity or Service Provided by the Program to People's Live's

OCTS's most critical program is our Shared- Ride Taxi Service. Activities or services thought to be most important to using the taxi are route guides and fliers.

No LEP needs were identified in Ozaukee County's Public Transit-Human Services Transportation Coordination Plan for Ozaukee County: 2021.

Annual meetings with Ozaukee County's Aging Disability and Resource Center Committee have not resulted in any LEP concerns or needs being brought forward.

FACTOR 4: The Resources Available to the Recipient for LEP Outreach, as well as the Costs Associated with that Outreach

Inventory of Language Assistance Measures and Associated Costs

Spanish Language Assistance

- Shared-Ride Taxi Service brochure/flier in Spanish - \$200-400
- Share-Ride Taxi Service Spanish Brochure Available online at ozaukee transit.com <http://www.ozaukee transit.com/wp-content/uploads/2017/10/Oz-Taxi-Brochure-6-2017-SPANISH.pdf> which includes the Title VI Notice and information on filing a complaint in the brochure – \$Minimal

Determine what, if any, additional services are needed to provide meaningful access

Based on our analysis of demographic, no LEP persons meet the 5% Safe harbor Threshold, and no community organizations have indicated additional services are needed to provide meaningful access. If additional services are determined to be needed in the future, based on our current costs, no budget barriers exist.

Consider Cost effective practices for providing language services

Shared-Ride Taxi Service brochure costs are printed as needed to keep costs down.

Language Assistance Plan

Task 1: Identifying LEP Individuals Who Need Language Assistance

Based on Factors 1 & 2 showing that infrequent contact with LEP individuals currently exists, based on actual encounters by Shared-Ride Taxi Dispatchers and Drivers and U.S. Census Data that shows only 0.7% of population speaks Indo-European, 0.3% of population speaks Spanish, and English not very well, and Asian-Pacific languages at .3% and English not very well, and Other at .2% who speak English not very well. OCTS does not believe that a Safe Harbor Threshold of 5% exists in any one language showing a need for language assistance.

However, Spanish continues to be the predominate language other than English spoken in the Milwaukee Metropolitan Statistical Area (7.9%), which consists of Ozaukee, Milwaukee, Waukesha, and Washington Counties. Considering the on-going and increasing service connections within the Metropolitan Statistical Area, it is prudent of Ozaukee County to offer Spanish language LEP resources.

Task 2: Language assistance measures currently available will continue to be made available by OCTS:

- Spanish Shared-Ride Taxi Service brochure/flier
 - Available on webpage in PDF http://www.ozaukeetransit.com/wp-content/uploads/2017/10/Oz-Taxi-Brochure-6-2017_SPANISH.pdf Available at Dispatch Center. Brochure will be updated in 2024.
 - Available in Drivers Rooms for drivers to distribute as needed
- Shared-Ride Taxi Service utilizes a free Spanish 1-800 relay service that will interpret calls for Shared-Ride Taxi

Language Assistance Procedures

(1) Responding to LEP calls or correspondence

- (a) Transit staff will use Google Translate for any translation of letters/e-mail correspondence or for assistance in developing informational materials for distribution or website
- (b) Transit staff and contractor operated Shared-Ride Taxi services will provide Spanish LEP callers with free relay service phone number 1-800-833-7813 to assist in answering questions or help arrange rider services when needed

(2) Instructions for vehicle operators interacting with LEP riders

- (a) Vehicle operators will provide Spanish LEP riders with a Spanish Shared-Ride Taxi Service brochure/flier
- (b) Vehicle operators can relay any Spanish LEP riders to Dispatch who can use relay service phone number

Task 3: Training Staff

OCTS staff consists of 1 FTE. OCTS's 1 FTE employee rarely encounters LEP individuals. Contractor operated Shared-Ride Taxi Service vehicle operators are more likely to encounter LEP riders, but also have few encounters but are versed on the above procedures.

Training Staff Procedures

- (1) New OCTS employees will be trained on LEP Implementation Plan when hired by existing OCTS staff
- (2) Contractor operated Shared-Ride Taxi Service will receive a copy of the LEP Implementation Plan to ensure vehicle operators are fully trained when hired

Task 4: Providing Notice to LEP Persons

OCTS's existing public service announcement and community outreach are:

- Spanish taxi brochures are located where those LEP individuals are likely to be encountered:
 - o At OCTS Headquarters
 - o Shared-Ride Taxi Dispatch
 - o In Vehicles
 - o On OCTS Website
- (1) OCTS will explore incorporating notice of availability of language assistance on its agency website and in its vehicles or in Public Notices to the public and in existing documents where applicable.
 - a. OCTS will potentially add notice of Spanish Shared-Ride Taxi Service Brochure in English printed brochure
- (2) OCTS will continue informal discussions with County agencies such as Human Services, Child Support, Public Health, etc. to improve ways the County notifies LEP individuals of language assistance.

Task 5: Monitoring and Updating the LEP Plan

- (1) OCTS staff will meet to evaluate LEP language assistance measures at the end of each fiscal year including new monitoring of LEP encounters by Shared-Ride Taxi Services dispatch
- (2) OCTS staff will contact our transit contractors and County agencies at the end of each fiscal year to evaluate the effectiveness of LEP language assistance measures and inquire if any LEP issues have arisen
- (3) Any changes to the LEP Implementation Plan and expanded language assistance services will be made after OCTS staff has met and contractors have been contacted or as needed based on continuing evaluation

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Ridership

ATTACHMENTS:

- PWC - Transit Ridership - JUNE 2024 (PDF)

PUBLIC WORKS COMMITTEE

2024 OZ CO EXPRESS BUS				
MONTH	SERVICE DAYS IN MONTH	PAX	COST/ TRIP	NET COST/ TRIP
January	22	803	\$58.25	\$53.52
February	21	797	\$56.02	\$51.89
March	21	676	\$66.05	\$59.89
April	22	704	\$66.44	\$62.84
May	22	527	\$88.76	\$85.25
June	20			
July	22			
August	22			
September	20			
October	23			
November	20			
December	21			

2024 OZ CO SHARED RIDE TAXI				
MONTH	SERVICE DAYS IN MONTH	TOTAL TRIPS	COST/ TRIP	NET COST/ TRIP
January	30	7,447	\$21.78	\$16.82
February	29	7,748	\$20.06	\$19.84
March	31	7,387	\$21.51	\$22.43
April	30	7,921	\$20.48	\$18.83
May	30	7,672	\$21.14	19.31
June	30			
July	30			
August	31			
September	29			
October	31			
November	29			
December	30			

MONTH	TOTAL TRIPS	HOURS	INVOICE	LESS FARES
January	7,447	4,930	\$162,197.00	\$125,276.50
February	7,748	4,725	\$155,452.50	\$153,686.25
March	7,387	4,830	\$158,907.00	\$165,707.25
April	7,921	4,930	\$162,197.00	\$149,155.15
May	7,672	4,930	\$162,197.00	\$147,555.00
June				
July				
August				
September				
October				
November				
December				
TOTAL	38,175	24,345	\$800,950.50	\$741,380.15

Express Bus Ridership Report														
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	Average
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
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
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
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
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
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
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
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
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
2020	4,420	4,400	2,171										10,991	3,664
2021								44	526	577	596	471	2,214	443
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	797	676	704	527								3,507	701
Same month 2024 vs 2023	27.3%	50.7%												
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%		

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	8,376	9,173	8,746	10,245	9,259	8,424	112,135	9,345
2019 Monthly Ridership	8,816	9,252	9,921	10,021	9,648	8,337	8,056	8,798	8,609	9,667	8,535	8,046	107,706	8,976
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	7,748	7,387	7,921	7,672								38,175	7,635
Same month 2023 vs 2024	1.7%	13.1%	-3.8%	14.4%	2.3%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%		
Same month 2024 vs 2019	-15.5%	-16.3%	-25.5%	-21.0%	-20.5%	-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	158	156	154	134	126								728	146
Same month 2023 vs 2024	-27%	-23%	-27%	-21%	-30%	-100%	-100%	-100%	-100%	-100%	-100%	-100%		

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Financials

ATTACHMENTS:

- Transit Financials - June 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
Special Revenue Fund Transit Services
 For the Five Months Ending Friday, May 31, 2024
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Prior YTD Actual	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues						
Taxes	\$101,083	\$20,736	\$103,678	\$248,828	\$145,150	41.67%
Intergovernmental Revenues	\$291,508	-	\$363,292	\$2,262,417	\$1,899,125	16.06%
Public Charges for Services	\$183,733	\$5,844	\$118,960	\$524,500	\$405,540	22.68%
Intergovernmental Charges	-	-	\$1,721	-	(\$1,721)	0.00%
Fines/Forfeitures/Penalties	-	-	-	\$6,300	\$6,300	0.00%
Interest Revenue	\$5,357	\$677	\$4,249	-	(\$4,249)	0.00%
Other Revenue	-	\$1	\$10,051	\$883,086	\$873,035	1.14%
Total Revenues	\$581,681	\$27,258	\$601,951	\$3,925,131	\$3,323,180	15.34%
Expenditures						
Salaries	\$53,815	\$8,556	\$43,128	\$111,628	\$68,500	38.64%
Fringe Benefits	\$9,775	\$2,465	\$13,363	\$17,885	\$4,522	74.72%
Travel/Training	-	-	\$249	\$6,500	\$6,251	3.83%
Supplies	\$96,613	(\$19,793)	\$85,235	\$273,009	\$187,774	31.22%
Purchased Services	\$799,791	\$4,167	\$842,945	\$2,998,515	\$2,155,570	28.11%
Interdepartment Charges	\$77,467	\$4,565	\$71,949	\$184,980	\$113,031	38.90%
Other Expenses	\$134	-	\$6,580	\$39,364	\$32,784	16.72%
Total Operating Expenditures	\$1,037,595	(\$40)	\$1,063,449	\$3,631,881	\$2,568,432	29.28%
Capital Outlay						
Equipment & Furniture	\$57,853	\$90,725	\$156,299	\$293,250	\$136,951	53.30%
Total Capital Outlay	\$57,853	\$90,725	\$156,299	\$293,250	\$136,951	53.30%
Total Expenditures	\$1,095,448	\$90,685	\$1,219,748	\$3,925,131	\$2,705,383	31.08%
Net Increase (Decrease)	(\$513,767)	(\$63,427)	(\$617,797)	-	\$617,797	0.00%
Equity:						
Unassigned	(\$81,938)	-	-	-	-	0.00%
Restricted	(\$2,180,412)	-	-	-	-	0.00%
Due To / Due From	\$1,352,154	(\$28,386)	\$882,120	-	(\$882,120)	0.00%

Attachment: Transit Financials - June 2024 (Transit Financials)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Monthly Update

ATTACHMENTS:

- Transit - PWC Monthly Update - 6-20-24 - REV JEE (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: 20 June 2024

1) **Ozaukee County Express Elimination**

- o Last day of service is Friday ~ 28 June 2024

2) **Trust Fund**

- o Hiring a consultant for the next year (Recently retired WISDOT employee Steve Hirschfeld)
 - Approximately 10-hours/week, meeting in Port Washington
 - Assist Business Manager & Transit Superintendent with understanding the intricacies of transit finance and reporting
 - Guide the transition from Urban to Rural
 - Assist with plan to utilize allocated funds in Ozaukee County

3) **Vehicles**

- o One Bariatric Ford Transit Van delivered in May 2024
- o Two Bariatric Ford Transit Vans expected to be delivered by end of month
- o Hired **Sisu Details** to service each transit vehicle once each quarter

4) **ARPA Wishlist spending**

- o Compiled a spreadsheet for improvements
 - Transit Building
 - Highway Building
 - Maintenance Facility
 - Tow Truck

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary CTH D Angled Parking

BACKGROUND INFORMATION: The former St. Mary Parish Church (6098 Lake Church Road, Belgium, WI), on the corner of CTH D & Lake Church Road, was converted into a single-family residential property, and a portion of the parking lot was left straddling the right-of-way (ROW) along CTH D to serve as angled parking for the Lake Church Inn across the street.

At the August 11th, 2022, Public Works Committee (PWC) meeting, the PWC approved the angled parking east of the driveway pending dedication of 4-feet of right-of-way (ROW) and acceptance of maintenance responsibilities by the Town of Belgium, which they accepted on Tuesday, September 6th, 2022.

In May of 2023, I followed up with Dave Maiman, owner of the Lake Church Inn, as the required ROW hadn't been dedicated. Unfortunately, the Lake Church Inn burned down in mid-May, so after discussions with Mr. Maiman in June, I told him that I'd give him some time to determine if he was still interested in seeking the angled parking.

Over Winter, I was told that the Lake Church Inn isn't being rebuilt and the affected property has been sold. Therefore, I reached out to the new owners (Stephen & Michelle Gilliland) to ask if they intended to dedicate the required ROW, and they responded that they are willing to in order to keep the angled parking.

However, following discussions with the Town of Belgium and Gillilands, I do not believe that it is practical to maintain the existing pavement as-is, so I am recommending removing the pavement.

That being said, the Gillilands were hoping to save the parking stalls per their attached proposal.

ANALYSIS: If the PWC agrees that the existing asphalt can't be maintained as-is, then the Gilliland's proposal would have the Highway Department remove the asphalt and boulders from their property as part of our project.

While it we may not be our responsibility for removal of the pavement and/or boulders from the Gilliland's property, I understand the difficult position that leaving their portion of the pavement would cause.

Therefore, I'm proposing for Highway Staff to remove the pavement and boulders, and see the affected areas on the Gilliland's property pending their approval of a Right of Entry form.

FISCAL IMPACT: Balance Current Year: \$1,000 Next Year's Estimated Cost: --

FUNDING SOURCE: County Levy: \$1,000 Non-County Levy: --

Indicate source: --

RECOMMENDED MOTION: Authorize Highway Department to restore private property at 6098 Lake Church Road to turf pending approval of a Right of Entry form.

ATTACHMENTS:

- OzCty_Gilliland^6098 Lake Church Parking Proposal - Vers 2 (PDF)

PUBLIC WORKS COMMITTEE

June 10, 2024

To the Ozaukee County Public Works Committee,

Hello! We are Stephen and Michelle Gilliland, the new owners of the renovated church house at 6098 Lake Church Rd. We first want to express our appreciation to you for reaching out to us about the parking lot and allowing us to be involved in the process before making alterations. We understand the issue has been going on for a while, and we would like to work with you to come to an agreement as soon as possible.

We purchased the property in October of 2023 unaware that the lot was slated to be removed, which we only found out two months ago with the letter from Mr. Edgren. The parking spaces and the surrounding landscaping were part of the practical and aesthetic value of the property when we bought it, and we would be very disappointed to lose that. Though this is now a residential property, it is a *big* house with a 25x80 foot main gathering area. When we welcome friends and family, there will sometimes be a need for parking for 10-20 cars. This 26-foot-deep lot will be much safer for them than crossing the road or getting out of their cars parallel parked on the shoulder, then walking a distance along the road (maybe in the dark or winter conditions) to and from the house.

We also want to keep this historic landmark looking beautiful. When the property was redone, the landscaping was designed around that lot, including the line of huge boulders originally obtained from the county and placed along the border. Seeding the whole lot would leave a strip of aimless boulders through the middle of the yard. This would be an aesthetic eyesore, requiring the removal of all 31 of them and the underlying crushed rock, moving our mailbox, and topsoiling and seeding the entire 270-foot strip (Figure 1). This is an expense we were not planning on.

Regarding traffic safety and visibility for cars at the stop sign northbound on Lake Church Rd, we are fine if 25-30 feet of the lot must be removed. But as seen in Figure 2, even with 6 cars parked west of the driveway, there is still a clear view from the stop sign on Lake Church Rd of westbound CHD traffic for about 200 feet, a 5-second travel time on this 25 mph highway. The church has been operating with parking stalls in this proximity to the road for several generations (Figures 3 and 4), and we are curious what has changed that requires either immediate removal or re-paving of the lot.

In summary, our position on the matter is:

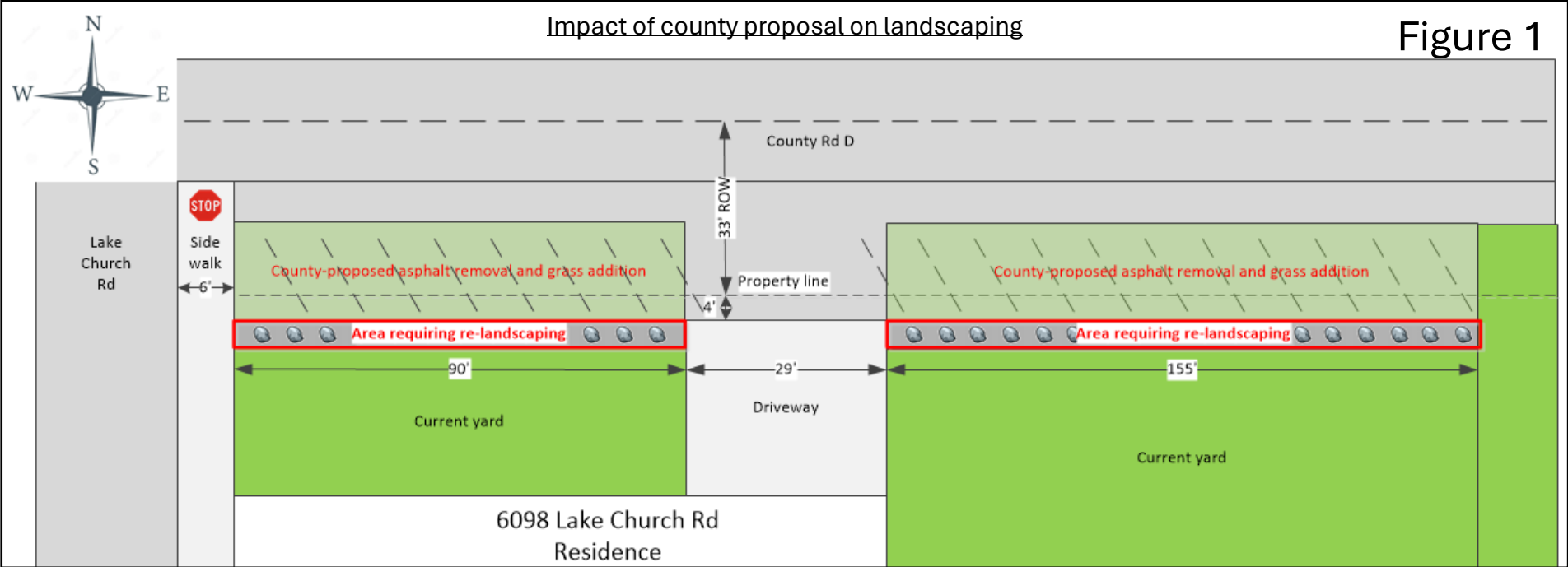
1. We would like to preserve as much of the parking as possible, in as-is condition.
2. If #1 is not an option, we are agreeable to the destruction and seeding of the lot and authorize the county to work on our property, provided the county extends its scope of work to include removal of the boulders and crushed rock, and topsoiling and seeding of the area represented in Figure 1.

Thank you for your consideration,

Stephen & Michelle Gilliland
319-210-5831
stephen.d.gilliland@gmail.com

Attachment: OzCty_Gilliland^6098 Lake Church Parking Proposal - Vers 2 (CTH D Angled Parking)

June 10, 2024



June 10, 2024

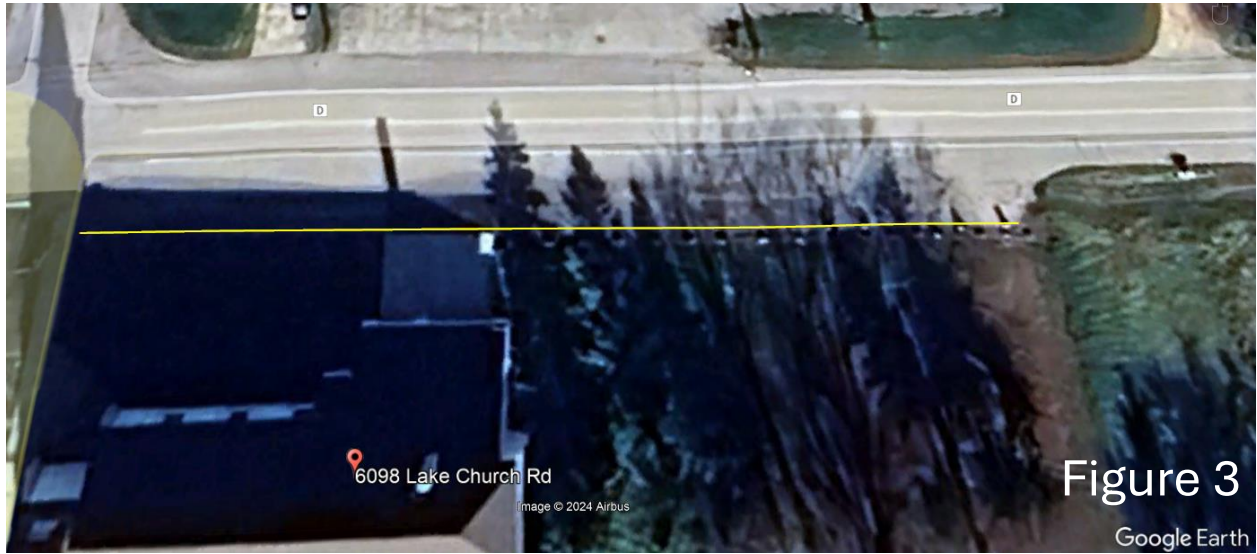
Visibility from the intersection travelling north on Lake Church Rd



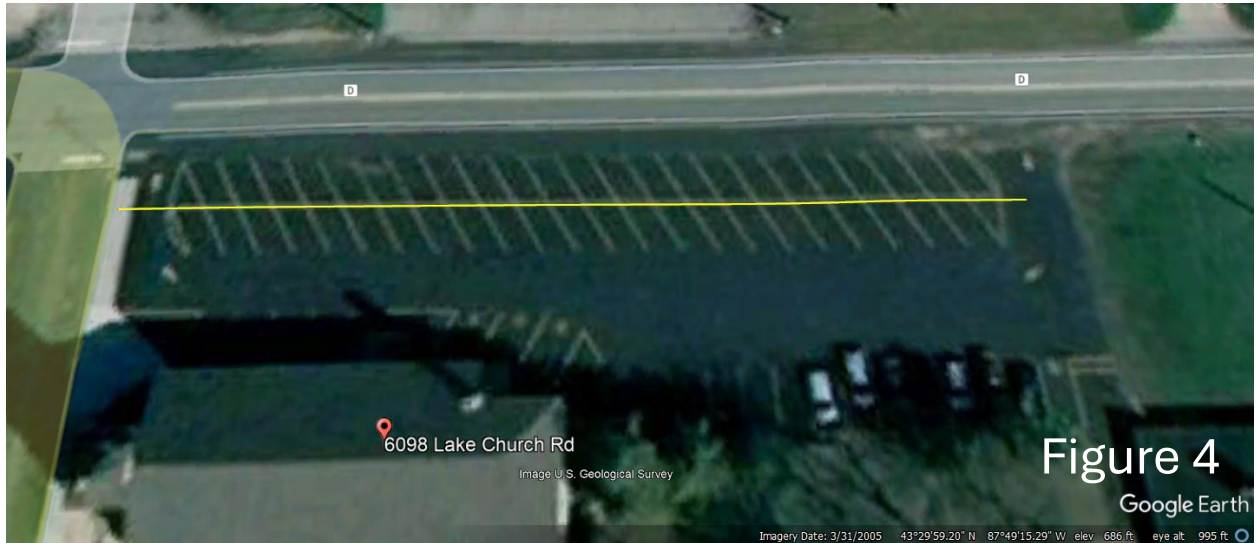
Attachment: OzCty_Gilliland^6098 Lake Church Parking Proposal - Vers 2 (CTH D Angled Parking)

June 10, 2024

Parking lot boundary, 2022



Same boundary, 2005. The stalls have been in this position for decades.



Attachment: OzCty_Gilliland^6098 Lake Church Parking Proposal - Vers 2 (CTH D Angled Parking)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Salt Brine Building Concrete Change Order

BACKGROUND INFORMATION: The Ozaukee County Highway Department was approved for \$600,000 for a Salt Brine Building project as part of the County Board's American Rescue Plan Act (ARPA) funding, and awarded the contract to Mike Koenig Construction in November, 2023 for roughly \$577,000.

The overall project is expected to be closer to \$650,000 given the intent for Ozaukee County staff to perform the interior flat work and various site improvements, and a planned electrical upgrade for Building B. However, those additional costs are covered via levy as a part of Port Washington Facility Site improvements.

Following completion of the concrete work, it was recommended to add a protectant layer to the concrete given the corrosive effect of salt within the building.

Patrol Superintendent Josh Borden researched two (2) options:

- 1) Fiberglass Reinforced Plastic (FRP) with Insulation
- 2) Polyurea Coating

ANALYSIS: Our recommendation is to use both options by using the FRP with Insulation around the Brine Tank, and the Polyurea Coating on the side storing the salt. The FRP method is cheaper and offers insulation benefits, but, if used on the side with salt, it will likely be damaged when loading or unloading salt on that side of the building.

Patrol Superintendent Borden received quotes (attached) for both options to cover their respective half of the building as follows:

- 1) FRP by Mike Koenig Const: \$6,738.88
 - 2) Polyurea Coating by Sid's Sealants: \$10,600
- Total = \$17,338.88

FISCAL IMPACT: Balance Current Year: \$18,000 Next Year's Estimated Cost: --

FUNDING SOURCE: County Levy: -- Non-County Levy: X Indicate source: ARPA Funds

RECOMMENDED MOTION: Authorize approval of the Salt Brine Building Concrete Protectant Change Orders as submitted.

ATTACHMENTS:

- Salt Brine Bldg - Conc Protectant Quotes (PDF)

PUBLIC WORKS COMMITTEE



May23, 2024

Ozaukee County Brine Building
410 South Spring Street
Port Washington, Wisconsin 53074

Potential Owner Change Order POCO #4- FRP Base Cover REV1

Mike Koenig Construction Co. Inc. proposes to supply labor, materials, and equipment to provide the following:

- 6' high FRP cover around base of Brine Building
- System to include 3/8" FRP, 3/4" rigid insulation, and treated 1x4 blocking.
- Only in Brine Area

NET SUM OF: \$ 6,738.88

Please sign below to indicate your approval.

Owner Signature

Date

Note: If this proposal is accepted, an official contract change order will be issued which will adjust the total contract amount accordingly.

Respectfully Submitted,

MIKE KOENIG CONST. CO., INC.

Nick Kelly
Project Manager



*Sid's Sealants, LLC
PO BOX 347
Port Washington, WI 53074*

INJECTION PROPOSAL

Date: 06/06/2024

Number of Pages: 2

To: Josh Borden

From: Sid Arthur, Sids Sealants
Sid@sidssealants.com

Project: Oz Cty Salt Brine Shed

Scope of work: Provide labor, equipment and materials to apply polyurea coating at a 30x40 walls (1200 square feet). All work to be done during normal business hours Monday through Friday and in one mobilization according to the following:

Sids Sealants LLC will do:

- Set up work area.
- Prepare surfaces(bughole/honeycomb patching by concrete company)
- Spray apply polyurea coating(120mils).

Revised Price to perform the above:

Apply polyurea coating: \$10,600.00

Above pricing contingent upon receiving the entire package.

Attachment: Salt Brine Bldg - Conc Protectant Quotes (Salt Brine Bldg Concr CO)

Page 2
6/6/2024

General Contractor to provide:

- a. 110v electric.
- b. Clear access to work area,
- c. Dumpster and disposal of debris.
- d. Boom lift/scaffold as needed for access.
- e. Marking/locating of all cracks to be injected.
- f. Weather protection.

Exclusions:

- a. Holidays, nights, or weekend work.
- b. Dust / overspray control.
- c. Delays caused by others.
- d. Permits.
- e. Performance/Payment Bond.
- f. MBE, DBE, WBE.

Sid Arthur
Estimator

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary CTH W & CTH C Highway Safety Improvement Program Agreement

BACKGROUND INFORMATION: In 2019, the Public Works Committee (PWC) authorized Traffic Analysis & Design Inc. (TADI) to perform a Safety Screening Report throughout Ozaukee County to seek highway and/or intersection improvements that were potentially eligible for safety related funding through the Wisconsin Department of Transportation's (WisDOT) Highway Safety Improvement Program (HSIP). As a reminder, Traffic Signals at CTH V & CTH W and CTH NN & CTH Y were designed and constructed utilizing HSIP funds, which pay for 90% of design and construction costs.

The CTH W (N. Port Washington Rd) & CTH C (Pioneer Rd) intersection was the top rated intersection according the final Safety Screening report for potential HSIP funding, but understanding that changes could occur as part of the I-43 Expansion project, we didn't want to move forward.

In November, 2023, the PWC authorized submittal of a HSIP Application for the intersection, and we've been notified of an award of up to \$2,100,000 for the intersection improvements.

ANALYSIS: Given the accident history at the CTH W & CTH C intersection, and desire to reduce accidents and increase safety for our residents, we recommend approval of WisDOT's State-Municipal Agreement (SMA) (attached).

Following approval of the SMA, Ozaukee County will solicit for a Consulting Engineer with a goal of construction in 2026/2027.

FISCAL IMPACT: Balance Current Year: -- Next Year's Estimated Cost: \$220,000

FUNDING SOURCE: County Levy: ☒ Non-County Levy: -- Indicate source: --

RECOMMENDED MOTION: Authorize Public Works Director to approve WisDOT's HSIP SMA for the CTH W & CTH C intersection.

ATTACHMENTS:

- CTH W & CTH C - HSIP 2695-05-02 - SMA (PDF)

PUBLIC WORKS COMMITTEE



**STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

Date: May 23, 2024

I.D.: 2695-05-02/72

Road Name: PIONEER RD (CTH C)

Limits: INTERSECTION PORT WASHINGTON
RD/ CTH W

County: OZAUKEE

Roadway Length: 0.01 miles

The signatory County of Ozaukee, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: The existing traffic signals at this intersection consist of standards on each corner and one overhead traffic signal head in each direction. Entering approaches have a left-turn and thru lane and a separate right turn lane on 3 legs. There are only black backplates currently. The existing left-turn lanes have a neutral offset NB-SB and a negative offset EB-WB. The intersection experiences high crash volumes.

Proposed Improvement - Nature of work: Convert the traffic signals to monotubes with signal heads over each lane and installing yellow retro-reflective backplates on each signal head. improved lighting on each pole, new controller, video detection and emergency pre-emption, positive off-set left-turn lanes on each leg.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan). Items to be 100% locally funded could include, but may not be limited to, haul roads, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, decorative elements.

Attachment: CTH W & CTH C - HSIP 2695-05-02 - SMA (CTH W & CTH C HSIP)

TABLE 1: SUMMARY OF COSTS

Phase		Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
2695-05-02						
Preliminary Engineering:						
Plan Development	1	\$ 205,650	\$ 185,085	90%	\$ 20,565	10%+ Bal
WisDOT review	1	\$ 10,000	\$ 9,000	90%	\$ 1,000	10%+ Bal
<i>Total Design</i>		\$ 215,650	\$ 194,085		\$ 21,565	
2695-05-72						
Construction:						
Roadway	1	\$ 1,791,783	\$ 1,612,605	90%	\$ 179,178	10%+ Bal
Construction Oversight	1	\$ 74,764	\$ 67,288	90%	\$ 7,476	10%+ Bal
WisDOT review	1	\$ 10,000	\$ 9,000	90%	\$ 1,000	10%+ Bal
Non Participating	1	\$ 5,000	\$ -	0%	\$ 5,000	100%
<i>Total Construction</i>		\$ 1,881,547	\$ 1,688,892		\$ 192,655	
Total Cost Distribution		\$ 2,097,197	\$ 1,882,977		\$ 214,220	

1 Federal funding maximum of \$194,085 for Design, and \$1,688,892 for Construction
Costs in excess of this amount shall be the responsibility of the Municipality.

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [4]); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the Ozaukee County (please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the State (please sign in blue ink)	
Name Tony Barth	Title WisDOT SE Region Planning Chief
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay

the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.

2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Compensable utility adjustment and railroad force work necessitated for the project.
 - (c) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (d) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (e) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (f) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (g) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (h) Replacement of existing driveways, in kind, necessitated by the project.
 - (i) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Real Estate necessitated for the improvement.
 - (e) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (f) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (g) Parking lane costs.
 - (h) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.

- (i) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (j) Conditioning, if required, and maintenance of detour routes.
 - (k) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
 5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
 6. The work will be administered by the State and may include items not eligible for federal/state participation.
 7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.
 8. Basis for local participation as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations: Participation is based on actual costs incurred; all costs listed in Table 1: Summary of Costs are approximate costs unless otherwise noted:
 - (a) Funding for preliminary engineering: Design is funded with 90% Federal funding up to a maximum of \$194,085 when the Municipality agrees to provide the remaining 10% and any funds in excess of the federal funding maximum.
 - (b) Funding for construction: Construction is funded with 90% Federal funding up to a maximum of \$1,688,892 when the Municipality agrees to provide the remaining 10% and any funds in excess of the federal funding maximum.
 - (c) Funding for non-participating items 100% Municipality.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary CTH W Plat & Relocation Order

BACKGROUND INFORMATION: Ozaukee County is in the design phase of the CTH W (STH 33 to Mink Ranch Road) Reconstruction project, which utilizes funds through the Wisconsin Department of Transportation (WisDOT) Local Road Improvement - Supplementary (LRIP-S) and County Highway Improvement - Supplementary (CHI-S) programs.

Based upon our desire to create separation between the highway and the Milwaukee River as part of the design review, we are recommending acquiring additional right-of-way (ROW) through Fee Acquisition and some Temporary Limited Easements (TLE) to allow grading to occur for highway side slopes.

As we're utilizing WisDOT funds to pay for more than 60% of the project, we need to follow State policies for obtaining the ROW. Therefore, the first step is approval of the Plat & Relocation Order, so our ROW Acquisition Specialist can begin negotiations with the landowners.

ANALYSIS: The Public Works Committee approved the Plat & Relocation Order in November 2023, but there have been some design revisions shifting potential grading wider than anticipated. Therefore, we've requested RA Smith to re-do the Plat & Relocation Order, and anticipate presenting the revised documents to the PWC at the meeting.

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

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

RECOMMENDED MOTION: Approve the Plat and Relocation Order as presented.

PUBLIC WORKS COMMITTEE

RESOLUTION NO. (ID # 10113)

PERMANENT EASEMENT GRANTED TO WE ENERGIES ON PARCEL NUMBER 16-032-10-004.00

WHEREAS, We Energies needs to extend electrical services through Parcel Number 16-032-10-004.00; and

WHEREAS, the proposed project requires a We Energies easement across the Parcel Number 16-032-10-004.00 to avoid working in the street; and

WHEREAS, the easement area is described as a strip of land 12 feet in width being a part of the North 1/2 of the Southwest 1/4 of Section 32, Township 11 North, Range 22 East, City of Port Washington, Ozaukee County, Wisconsin; and

WHEREAS, the purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area; and

NOW, THEREFORE, BE IT RESOLVED, that the Ozaukee County Board of Supervisors grants and warrants to Wisconsin Electric Power Company, a Wisconsin corporation doing business as We Energies, a permanent easement for electrical services upon, within, beneath, over, and across County-owned land at Parcel Number 16-032-10-004.00; and authorizes the Ozaukee County Clerk to sign and execute this easement.

Dated at Port Washington, Wisconsin, this 3rd day of July, 2024.

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE: June 20, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Permanent Easement Granted to We Energies on Parcel Number 16-032-10-004.00

BACKGROUND INFORMATION: We Energies is performing work along Sunset Road as requested by the American Transmission Company (ATC), which is also performing work in the area. As part of the project, We Energies is proposing to create an easement on the north side of the Justice Center property to run some underground lines from a power pole to the ATC right-of-way (ROW).

Patricia Guske, We Energies ROW Agent, described the work as follows with the attached sketch:

ATC is doing work on their lines within the City of Port Washington.

On the sketch below, the location of the overhead lines between points 110 and 120 will stay energized as it keeps the west connected to the source. The agreement with ATC is to temporary de-energize the span between points 100 and 110 for their work. At your location, the dashed orange line that is highlighted is the underground boring easement that we are requesting for the service loop. We are replacing the light pole due to height requirements, and installing one new utility pole as it is preferable to not have additional components on a riser pole.

ANALYSIS: The easement area is described as a strip of land 12 feet in width being a part of the North 1/2 of the Southwest 1/4 of Section 32, Township 11 North, Range 22 East, City of Port Washington, Ozaukee County, Wisconsin.

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

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

RECOMMENDED MOTION: Approve the Resolution granting the We Energies easement as presented.

ATTACHMENTS:

- We Energies - JC Sunset Rd Easement (PDF)

**45-3
STD 110-13.7
TRANSFER EXISTING
LIGHT TO NEW POLE**

Packet Pg. 49

We Energies

700 Sunset Rd.

Port Washington, WI 53074-2150

Office 262-268-3600

800-498-5111

Fax 262-268-3628

www.we-energies.com

**June 3, 2024**

**Ozaukee County
121 W. Main St.
Port Washington, WI 53074**

Dear Ozaukee County:

We Energies has developed a plan to install underground utility facilities on your property located on W. Sunset Rd. in the City of Ozaukee County, Wisconsin. Enclosed please find an easement which, when executed, would grant this company the right to install and maintain the necessary facilities.

If the above proposal meets with your approval, please have the enclosed document executed.

The easement should be signed by you and a Notary Public must attest to the signature.

I have enclosed a business reply envelope for you to return the fully executed document to me. If you have any questions, please feel free to contact me at (262) 268-3446.

Sincerely,

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

**Patty Guske
Right-Of-Way Agent**

Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)

DISTRIBUTION EASEMENT UNDERGROUND

Document Number

WR NO. 4964640 IO NO. 457709892

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, **OZAUKEE COUNTY**, hereinafter referred to as "Grantor", owner of land, hereby grants and warrants to **WISCONSIN ELECTRIC POWER COMPANY**, a Wisconsin corporation doing business as **We Energies**, hereinafter referred to as "Grantee", a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area".

The easement area is described as a strip of land 12 feet in width being a part of the **North ½ of the Southwest ¼ of Section 32**, Township 11 North, Range 22 East, City of Port Washington, Ozaukee County, Wisconsin.

The location of the easement area with respect to Grantor's land is as shown on the attached drawing, marked Exhibit "A", and made a part of this document.

RETURN TO:
We Energies
PROPERTY RIGHTS & INFORMATION GROUP
231 W. MICHIGAN STREET, ROOM P277
PO BOX 2046
MILWAUKEE, WI 53201-2046

16-032-10-004.00
(Parcel Identification Number)

1. **Purpose:** The purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
2. **Access:** Grantee or its agents shall have the right to enter and use Grantor's land with full right of ingress and egress over and across the easement area and adjacent lands of Grantor for the purpose of exercising its rights in the easement area.
3. **Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric codes or any amendments thereto.
4. **Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.
5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until some time in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document or voluntarily waives the five day review period.

Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)

Grantor:

OZAUKEE COUNTY

By: _____

(Print name and title): _____

By _____

(Print name and title): _____

Personally came before me in _____ County, Wisconsin on _____, 2024,
 the above named _____, the _____
 and _____, the _____
 of OZAUKEE COUNTY pursuant to a Resolution adopted by the County Board on _____
 as Resolution No. _____.

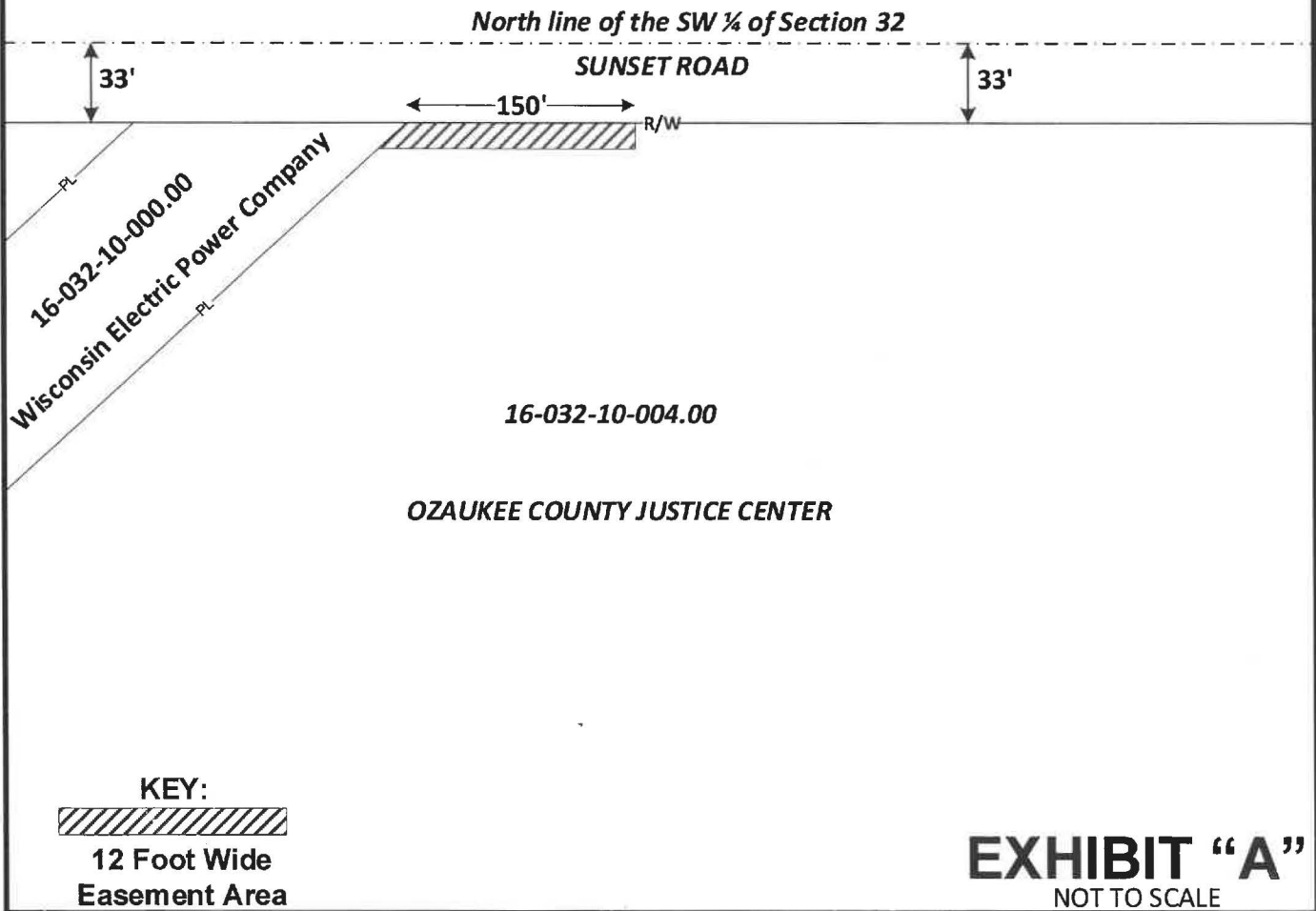
Notary Public Signature, State of Wisconsin_____
Notary Public Name (Typed or Printed)

(NOTARY STAMP/SEAL)

My commission expires _____

Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)

This instrument was drafted by Patricia Guske on behalf of Wisconsin Electric Power Company, PO Box 2046,
 Milwaukee, Wisconsin 53201-2046.



IDO	Part of the North $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 32, T11N, R22E, City of Port Washington, Ozaukee County, Wisconsin.	DRAWN BY
4964640		Douglas J. Hartmann
REVISIONS		DATE
		6/1/2024

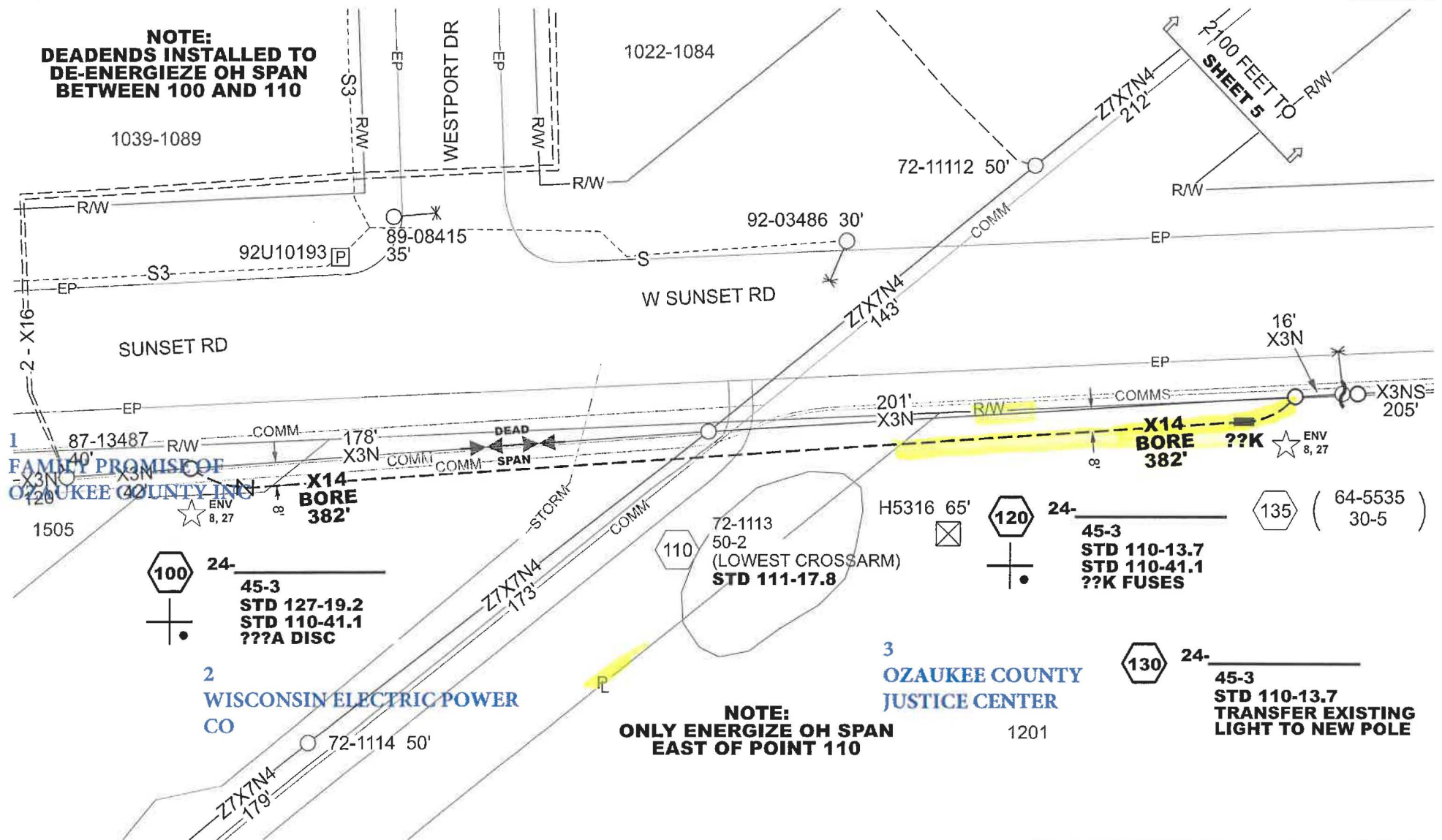
Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)



ELECTRIC WORK REQUEST

4964640

**NOTE:
DEADENDS INSTALLED TO
DE-ENERGIZE OH SPAN
BETWEEN 100 AND 110**



Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)

Printed 5/16/2024 9:44:27 AM

SCALE 1" = 30' SHEET 4 OF 5

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Highway Financials

ATTACHMENTS:

- Highway Financials - June 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
Special Revenue Fund County Roads and Bridges
 For the Four Months Ending Tuesday, April 30, 2024
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Prior YTD Actual	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues						
Taxes	\$1,105,164	\$276,291	\$1,105,164	\$3,315,491	\$2,210,327	33.33%
Intergovernmental Revenues	\$419,183	-	\$437,783	\$1,751,975	\$1,314,192	24.99%
Total Revenues	\$1,524,347	\$276,291	\$1,542,947	\$5,067,466	\$3,524,519	30.45%
Expenditures						
Interdepartment Charges	\$1,332,863	\$279,052	\$1,305,277	\$5,612,552	\$4,307,275	23.26%
Total Operating Expenditures	\$1,332,863	\$279,052	\$1,305,277	\$5,612,552	\$4,307,275	23.26%
Capital Outlay						
Total Expenditures	\$1,332,863	\$279,052	\$1,305,277	\$5,612,552	\$4,307,275	23.26%
Other Finance (Sources)	-	-	-	(\$545,086)	(\$545,086)	0.00%
Net Other Financing Sources/Uses	-	-	-	(\$545,086)	(\$545,086)	0.00%
Net Increase (Decrease)	\$191,484	(\$2,761)	\$237,670	-	(\$237,670)	0.00%
<i>Equity:</i>						
Unassigned	(\$18,673)	-	-	-	-	0.00%
Committed	(\$1,649,607)	-	-	-	-	0.00%
Due To / Due From	\$1,859,765	(\$2,761)	\$237,669	-	(\$237,669)	0.00%

Attachment: Highway Financials - June 2024 (Highway Financials)

Ozaukee County Committee Report
Internal Service Fund Highway Department
For the Four Months Ending Tuesday, April 30, 2024
Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Prior YTD Actual	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues						
Taxes	\$44,333	\$11,083	\$44,333	\$133,000	\$88,667	33.33%
Intergovernmental Revenues	-	-	-	\$87,610	\$87,610	0.00%
Intergovernmental Charges	\$2,292,135	\$368,977	\$2,298,145	\$7,006,355	\$4,708,210	32.80%
Interdepartmental Charges	\$386,917	\$118,860	\$329,424	\$2,932,021	\$2,602,597	11.24%
Licenses & Permits	\$50,353	\$5,515	\$47,485	\$394,022	\$346,537	12.05%
Other Revenue	\$58,084	\$18,982	\$51,417	\$107,376	\$55,959	47.89%
Total Revenues	\$2,831,822	\$523,417	\$2,770,804	\$10,660,384	\$7,889,580	25.99%
Expenditures						
Salaries	\$1,111,815	\$267,814	\$1,162,904	\$3,422,402	\$2,259,498	33.98%
Fringe Benefits	\$490,068	\$115,549	\$528,066	\$1,335,903	\$807,837	39.53%
Travel/Training	\$13,697	\$1,184	\$1,593	\$16,300	\$14,707	9.77%
Supplies	\$912,632	\$182,464	\$843,582	\$6,354,634	\$5,511,052	13.28%
Purchased Services	\$203,645	\$37,960	\$119,081	\$272,531	\$153,450	43.69%
Interdepartment Charges	(\$139,726)	(\$8,846)	(\$137,846)	(\$2,242,541)	(\$2,104,695)	6.15%
Depreciation	\$412,568	\$84,795	\$339,180	\$1,133,724	\$794,544	29.92%
Grants	\$30,721	\$5,176	\$39,195	\$133,000	\$93,805	29.47%
Other Expenses	\$45,848	\$19,161	\$81,993	\$194,531	\$112,538	42.15%
Total Operating Expenditures	\$3,081,268	\$705,257	\$2,977,748	\$10,620,484	\$7,642,736	28.04%
Capital Outlay						
Equipment & Furniture	\$106,595	-	\$167,753	\$39,900	(\$127,853)	420.43%
Buildings & Land	\$29,390	-	-	-	-	0.00%
Total Capital Outlay	\$135,985	-	\$167,753	\$39,900	(\$127,853)	420.43%
Total Expenditures	\$3,217,253	\$705,257	\$3,145,501	\$10,660,384	\$7,514,883	29.51%
Net Increase (Decrease)	(\$385,431)	(\$181,840)	(\$374,697)	-	\$374,697	0.00%
Equity:						
Fixed Assets	(\$9,323,116)	-	-	-	-	0.00%
Unassigned	\$477,078	-	-	-	-	0.00%
Restricted	(\$1,329,402)	-	-	-	-	0.00%
Due To / Due From	(\$1,517,417)	(\$314,167)	(\$39,721)	-	\$39,721	0.00%

Attachment: Highway Financials - June 2024 (Highway Financials)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	June 20, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Highway Monthly Update

ATTACHMENTS:

- PW Comm_JEE^PW Monthly Update - 6-20-24 (PDF)

PUBLIC WORKS COMMITTEE



Ozaukee County Highway Department

410 South Spring Street

Port Washington, Wisconsin 53074-0994

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TO: Public Works Committee
FROM: Jon E. Edgren, Director of Public Works
SUBJECT: Highway Monthly Update
DATE: June 13, 2024

The following are status updates on various Highway Department items:

1) **Chip Sealing: June 24th to 27th**

Ozaukee County is planning on Chip Sealing, starting Monday, June 24th (weather dependent).

Chip sealing can be a bothersome process for neighbors, but we believe it's a very effective and cost saving maintenance strategy to extend the life of our pavements.

We're planning on the following County Highways [*with the directly affected Municipalities*]:

- CTH A/H (Fredonia Avenue) through Fredonia [*Village of Fredonia*]
- CTH D (Main Street) through Belgium [*Village of Belgium*]
- CTH Q [*Town of Grafton*]
- CTH C (Just south of CTH Q to just north of CTH Q) [*Town of Grafton*]
- CTH Y from STH 60 to CTH NN [*Town of Cedarburg*]

We have placed signs on the highways notifying the public that we'll be Chip Sealing that week, and we'll do our best to limit interruptions to the traveling public. However, we do plan short term closures (2-4 Hours) for "Thru Traffic" for the safety of our workers, but will work with those living within the project limits to have consistent access, though there may be some short term delays.

We will have Highway staff at the closures to provide direction for anyone unsure of how to get to their destination.

2) **Town Road Bridge Aid**

In the past few years, there was some issues surrounding a Town of Cedarburg request for Town Road Bridge Aids, and the denial of the request at the County Board level due to questions over technical issues within the Wisconsin State Statutes.

Given the clarification of the State Statutes by the Attorney General, and subsequent revisions to State Statutes by the Wisconsin Legislature, I've been notified that the Town of Cedarburg and Town of Belgium are preparing resolutions to request Town Road Bridge Aids in the near future.