



AGENDA
PUBLIC WORKS COMMITTEE
REGULAR MEETING
THURSDAY, JULY 18, 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. June 20, 2024
- 5. DISCUSSION ITEMS**
 - a. Public Works 2024-2026 Goals
- 6. FACILITIES MANAGEMENT**
 - a. **Action Items:**
 1. Fairground Facility Rental Fees
 - b. **Management/Financial/Informational Reports**
 1. Facilities Financials - July 2024
- 7. TRANSIT SERVICES**
 - a. **Discussion Items:**
 1. Transit Ridership - July 2024
 - b. **Management/Financial/Informational Reports**
 1. Transit Financials - July 2024
- 8. HIGHWAYS**
 - a. **Action Items:**
 1. Resolution: Permanent Easement Granted to We Energies on Parcel Number 16-032-10-004.00 (postponed from June 20, 2024)
 2. Safe Streets for All Application Proposal
 - b. **Management/Financial/Informational Reports**
 1. Highway Financials - July 2024
- 9. NEXT MEETING DATE**

August 22, 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:	July 18, 2024
DEPARTMENT:	County Clerk
DIRECTOR:	Karen Niemuth
PREPARER:	Lisa Henning

Agenda Summary June 20, 2024

[<https://www.ozaukeecounty.gov/AgendaCenter/ViewFile/Minutes/ 06202024-3422>](https://www.ozaukeecounty.gov/AgendaCenter/ViewFile/Minutes/06202024-3422)

PUBLIC WORKS COMMITTEE

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: July 18, 2024
DEPARTMENT: Administrator
DIRECTOR: Jason Dzwinel
PREPARER: Jason Dzwinel

Agenda Summary Public Works 2024-2026 Goals

At the direction of the Executive Committee as Standing Committees and our County Departments move into the 2024-2026 cycle, this discussion item is to allow for a review of departmental goals. This discussion is intended to allow each department to present their identified goals for the 2024-2026 County Board Term for reviewing by the Standing Committee and establishing reporting at a regular cadence.

Committee Review

Committees should evaluate the feasibility and relevance of each goal either strategically or operationally. Departments were directed to identify any goals they felt were important for the two year cycle.

ATTACHMENTS:

- Public Works Goals 2024-2026 Goals (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Standing Committee Departmental Goals 2024-2026

AGENDA INFORMATION SHEET

AGENDA DATE: July 18, 2024

DEPARTMENT: Highway

DIRECTOR: Jon Edgren

PREPARER: Jon Edgren

Departmental Goal *(Briefly describe a policy issue or departmental goal for the 2024-2026 County Board Term):*

Establish future Gravel Pit plan.

Goal Objectives *(Briefly describe the objectives of the policy issue or departmental goal):*

Seek and obtain location for Ozaukee County's future gravel pit, establish timeline for start-up, and layout transition plan to the new location.

Opportunities *(Briefly describe the opportunities created by the policy issue or departmental goal):*

Continue to provide Ozaukee County with quality, cost-effective construction products.

Obstacles *(Briefly describe the obstacles identified to implement the policy issue or departmental goal):*

Residents will likely object near potential sites, and/or Municipalities may not want tax-exempt parcels.

Ozaukee County Standing Committee Departmental Goals 2024-2026

AGENDA INFORMATION SHEET

AGENDA DATE: July 18, 2024

DEPARTMENT: Highway

DIRECTOR: Jon Edgren

PREPARER: Jon Edgren

Departmental Goal *(Briefly describe a policy issue or departmental goal for the 2024-2026 County Board Term):*

Ensure efficient Shared Ride Taxi (SRT) operations

Goal Objectives *(Briefly describe the objectives of the policy issue or departmental goal):*

Compile and analyze ridership data to tailor the service to the needs of Ozaukee County residents and maximize efficiencies within the operations.

Opportunities *(Briefly describe the opportunities created by the policy issue or departmental goal):*

Provide improved service through more rides and greater accessibility to the elderly, disabled and economically-challenged community.

Obstacles *(Briefly describe the obstacles identified to implement the policy issue or departmental goal):*

Understanding our deficiencies and the areas of greatest need.

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: July 18, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Fairground Facility Rental Fees

BACKGROUND INFORMATION: Ozaukee County has multiple facilities for rent on the Fairgrounds in Cedarburg, including the Pavilion and Expo Center (Curler's Building).

Melissa Alexander, Ozaukee County's Sales & Marketing staff, performed a review of the facility rental costs for the Ozaukee County Fairgrounds compared to other event facilities, and has recommended increasing the fees as well as the security deposits.

ANALYSIS: Ms. Alexander recommends increases as shown on the attached sheet.

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

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

RECOMMENDED MOTION: Approve the Fairground's Facility Rental Fees as presented.

ATTACHMENTS:

- Oz Cty Fairgrounds - Rental Pricing (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Fairground's Facilities

	Standard Rental		Non-Profit Rental		
Pavilion	Current	Proposed	Current	Proposed	
North	\$300	\$300	\$225	\$225	Seats 80-85
South	\$700	\$1,000	\$450	\$450	Seats 225-240
Entire Bldg	\$1,000	\$1,300	\$675	\$675	
Security Deposit: North	\$250	\$200	Cert of Ins	Cert of Ins	
Security Deposit: South	\$350	\$400	Cert of Ins	Cert of Ins	
Security Deposit: Entire	\$550	\$800	Cert of Ins	Cert of Ins	
	Standard Rental		Non-Profit Rental		
Expo Center	Current	Proposed	Current	Proposed	
Meeting Room	\$300	\$300	\$225	\$225	
Bar Lounge	\$500	\$1,000	\$375	\$375	Seats 75-80 w/ Kitchen
Arena	\$1,000	\$2,200	\$750	\$750	Seats 800 w/ Kitchen
Entire Building	\$1,800	\$3,500	\$1,350	\$1,350	
Sec Dep: Bar/Lounge	\$250	\$800	Cert of Ins	Cert of Ins	
Sec Dep: Expo Center	\$750	\$800	Cert of Ins	Cert of Ins	

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	July 18, 2024
DEPARTMENT:	Facilities Management
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Facilities Financials - July 2024

ATTACHMENTS:

- Facilities Financials - July 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
General Fund Facilities Management
For the Six Months Ending Sunday, June 30, 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	\$36,443	\$74,386	\$37,943	48.99%
Other Revenue	-	\$45	-	(\$45)	0.00%
Total Revenues	\$6,074	\$36,488	\$74,386	\$37,898	49.05%
Expenditures					
Salaries	\$58,055	\$368,005	\$724,702	\$356,697	50.78%
Fringe Benefits	\$21,922	\$148,458	\$177,445	\$28,987	83.66%
Travel/Training	\$56	\$197	\$100	(\$97)	197.00%
Supplies	\$2,554	\$35,813	\$115,265	\$79,452	31.07%
Purchased Services	\$20,327	\$194,871	\$427,378	\$232,507	45.60%
Interdepartment Charges	\$1,791	\$37,987	\$41,116	\$3,129	92.39%
Other Expenses	-	\$195	\$2,270	\$2,075	8.59%
Total Operating Expenditures	\$104,705	\$785,526	\$1,488,276	\$702,750	52.78%
Capital Outlay					
Total Expenditures	\$104,705	\$785,526	\$1,488,276	\$702,750	52.78%
Net Increase (Decrease)	(\$98,631)	(\$749,038)	(\$1,413,890)	(\$664,852)	52.98%

E q u i t y:

Attachment: Facilities Financials - July 2024 (Facilities Financials - July 2024)

Ozaukee County Committee Report

Special Revenue Fund Fair Grounds

For the Six Months Ending Sunday, June 30, 2024

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$9,918	\$59,509	\$119,017	\$59,508	50.00%
Public Charges for Services	\$51,971	\$85,101	\$212,634	\$127,533	40.02%
Interest Revenue	-	-	\$10,000	\$10,000	0.00%
Other Revenue	-	\$41	\$3,000	\$2,959	1.37%
Total Revenues	\$61,889	\$144,651	\$344,651	\$200,000	41.97%
Expenditures					
Salaries	\$4,718	\$17,552	\$82,276	\$64,724	21.33%
Fringe Benefits	\$379	\$1,454	\$39,677	\$38,223	3.66%
Travel/Training	\$140	\$331	\$500	\$169	66.20%
Supplies	\$1,209	\$8,338	\$24,675	\$16,337	33.79%
Purchased Services	\$13,887	\$108,832	\$179,800	\$70,968	60.53%
Interdepartment Charges	\$298	\$14,640	\$11,473	(\$3,167)	127.60%
Other Expenses	-	-	\$6,250	\$6,250	0.00%
Total Operating Expenditures	\$20,631	\$151,147	\$344,651	\$193,504	43.86%
Capital Outlay					
Total Expenditures	\$20,631	\$151,147	\$344,651	\$193,504	43.86%
Net Increase (Decrease)	\$41,258	(\$6,496)	-	\$6,496	0.00%
Equity:					
Governmental Fund Balance	-	(\$204,265)	-	\$204,265	0.00%

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	July 18, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Ridership - July 2024

ATTACHMENTS:

- PWC - Transit Ridership - JULY 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	448	\$94.92	\$91.92
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	6,928	\$21.96	19.96
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	6,928	4,625	\$152,162.50	\$138,282.95
July				
August				
September				
October				
November				
December				
TOTAL	45,103	28,970	\$953,113.00	\$879,663.10

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	448							3,955	659
Same month 2024 vs 2023	27.3%	50.7%	6.6%	27.3%	-2.8%	-13.3%								
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%		

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	6,928							45,103	7,517
Same month 2023 vs 2024	1.7%	13.1%	-3.8%	14.4%	2.3%	2.5%	-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%	-16.9%	-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	166	145	164	124							913	152
Same month 2023 vs 2024	-27%	-23%	-22%	-14%	-9%	-32%	-100%	-100%	-100%	-100%	-100%	-100%		

Attachment: PWC - Transit Ridership - JULY 2024 (Transit Ridership - July 2024)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	July 18, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Financials - July 2024

ATTACHMENTS:

- Transit Financials - July 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
Special Revenue Fund Transit Services
For the Six Months Ending Sunday, June 30, 2024
Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2024 YTD Actual	2024 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$20,736	\$124,414	\$248,828	\$124,414	50.00%
Intergovernmental Revenues	-	\$363,292	\$2,262,417	\$1,899,125	16.06%
Public Charges for Services	\$16,490	\$135,450	\$524,500	\$389,050	25.82%
Intergovernmental Charges	-	\$1,721	-	(\$1,721)	0.00%
Fines/Forfeitures/Penalties	-	-	\$6,300	\$6,300	0.00%
Interest Revenue	\$520	\$4,769	-	(\$4,769)	0.00%
Other Revenue	\$4,999	\$15,050	\$883,086	\$868,036	1.70%
Total Revenues	\$42,745	\$644,696	\$3,925,131	\$3,280,435	16.42%
Expenditures					
Salaries	\$8,521	\$51,648	\$111,628	\$59,980	46.27%
Fringe Benefits	\$2,456	\$15,819	\$17,885	\$2,066	88.45%
Travel/Training	-	\$249	\$6,500	\$6,251	3.83%
Supplies	\$8,592	\$110,781	\$273,009	\$162,228	40.58%
Purchased Services	\$220,978	\$1,063,923	\$2,998,515	\$1,934,592	35.48%
Interdepartment Charges	\$4,565	\$89,661	\$184,980	\$95,319	48.47%
Other Expenses	-	\$6,580	\$39,364	\$32,784	16.72%
Total Operating Expenditures	\$245,112	\$1,338,661	\$3,631,881	\$2,293,220	36.86%
Capital Outlay					
Equipment & Furniture	-	\$156,299	\$293,250	\$136,951	53.30%
Total Capital Outlay	-	\$156,299	\$293,250	\$136,951	53.30%
Total Expenditures	\$245,112	\$1,494,960	\$3,925,131	\$2,430,171	38.09%
Net Increase (Decrease)	(\$202,367)	(\$850,264)	-	\$850,264	0.00%
<i>Equity:</i>					
Governmental Fund Balance	-	(\$2,311,924)	-	\$2,311,924	0.00%

Attachment: Transit Financials - July 2024 (Transit Financials - July 2024)

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.

06/20/24

Public Works Committee

POSTPONED

Next: 07/18/24

RESULT:	POSTPONED [UNANIMOUS]	Next: 7/18/2024 8:00 AM
MOVER:	T. Grabow, Vice-Chairperson	
SECONDER:	T. Bichler, Supervisor District 1	
AYES:	M. Wolf, T. Grabow, T. Bichler, D. Vogel	
EXCUSED:	J. Strom	

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE:	July 18, 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: --

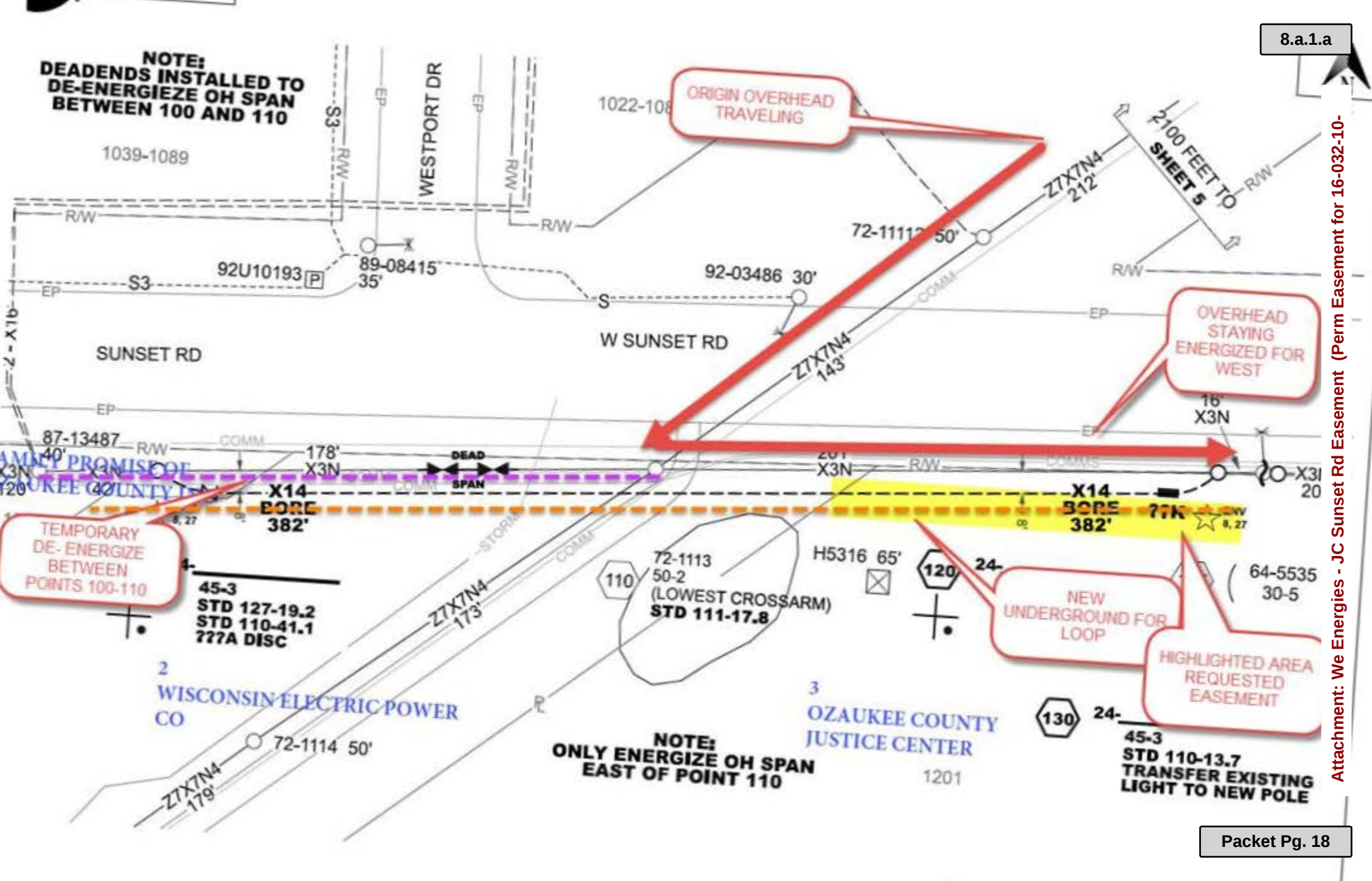
FUNDING SOURCE: County Levy: -- Non-County Levy (Indicate source): --

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

ATTACHMENTS:

- We Energies - JC Sunset Rd Easement (PDF)

Packet Pg. 18



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. _____.

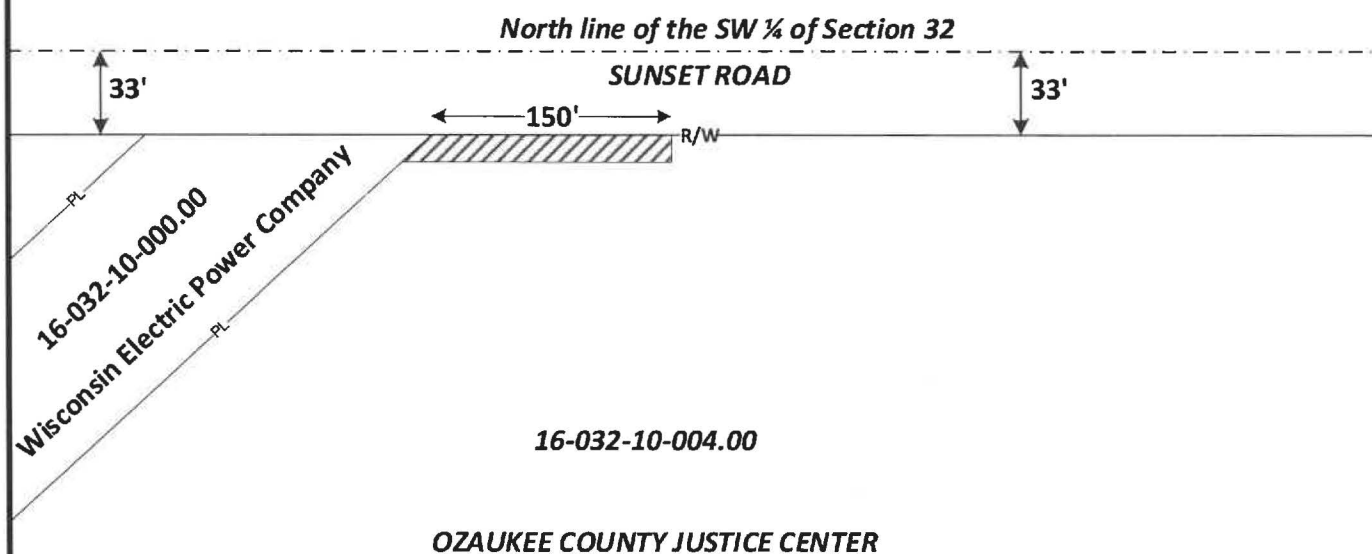
Notary Public Signature, State of Wisconsin_____
Notary Public Name (Typed or Printed)

(NOTARY STAMP/SEAL)

My commission expires _____

Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-0004.00)

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



KEY:



12 Foot Wide
Easement Area

EXHIBIT "A"
NOT TO SCALE

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

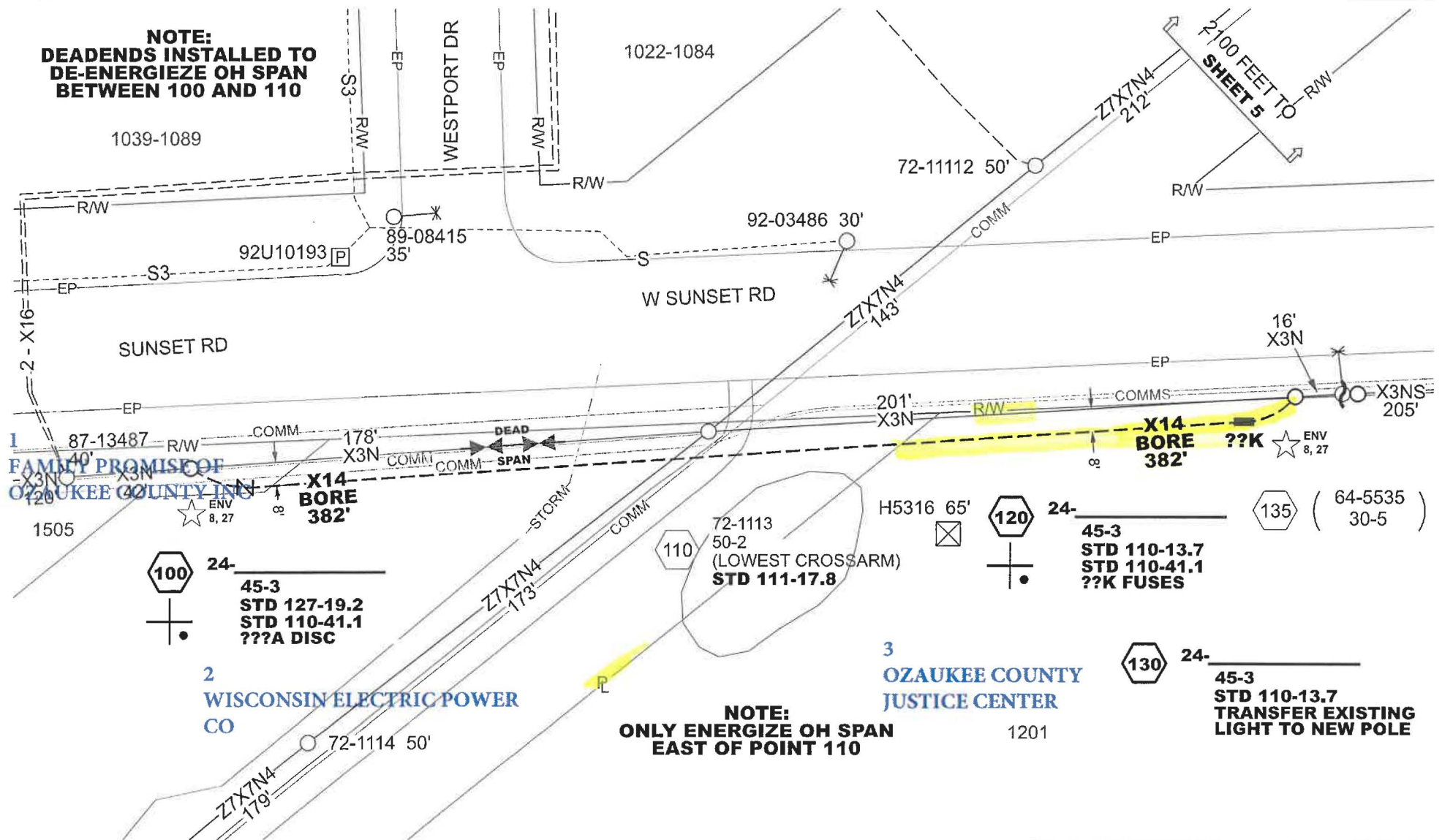
Attachment: We Energies - JC Sunset Rd Easement (Perm Easement for 16-032-10-004.00)



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)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: July 18, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Safe Streets for All Application Proposal

BACKGROUND INFORMATION: As part of the Bipartisan Infrastructure Law (BIL), the United States Department of Transportation (USDOT) is distributing funds through the Safe Streets and Roads for All (SS4A) Grant Program. The SS4A program funds local initiatives to prevent roadway deaths and serious injuries.

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). Through that effort, Traffic Signals at CTH NN & CTH Y (Granville Rd) were constructed and Traffic Signals at CTH W (Port Washington Rd) & CTH C (Pioneer Rd) are going to be updated utilizing HSIP funds, which pay for 90% of design and construction costs.

Similarly, I approached TADI to assist in submitting a SS4A application with the intent of performing a comprehensive safety assessment of Ozaukee County's entire highway network. (See the attached Five Year Crash Summary Flyer.)

If approved by USDOT, we would obtain a Comprehensive Safety Action Plan (CSAP), which would typically cost \$200,000, at 80% Federal funding for the Ozaukee County highway network. The CSAP would perform a safety analysis of our highways, and create a prioritized list of improvements including state or federal-aid options.

ANALYSIS: TADI submitted the attached proposal for \$9,979, which would have them create the application and associated support documents as detailed on Attachment A of the proposal.

Obtaining the CSAP would create future opportunities to seek Federal or State grant funding for continued safety improvements throughout Ozaukee County, and would clarify priority locations for safety concerns.

FISCAL IMPACT: Balance Current Year: \$9,979 Next Year's Estimated Cost: --

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

RECOMMENDED MOTION: Authorize Public Works Director to approve TADI's proposal and submittal of SS4A application.

ATTACHMENTS:

- TADI - Road Safety Flyer - Oz Cty (2019-2023) (PDF)

- TADI - Ozaukee County SS4A Application Proposal - 6-27-24 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County

County Highways

\$195,583,000

Comprehensive Cost of Crashes*

Motor vehicle crashes cause tremendous economic and societal harm.

In the past five years, there were 1,094 crashes on county highways in Ozaukee County. The estimated comprehensive cost of these crashes was \$195,583,000.

This document contains a summary of crash trends and information about how to obtain state/federal aid to reduce crashes.

Picture 10% Fewer Crashes

SOCIETAL BENEFITS

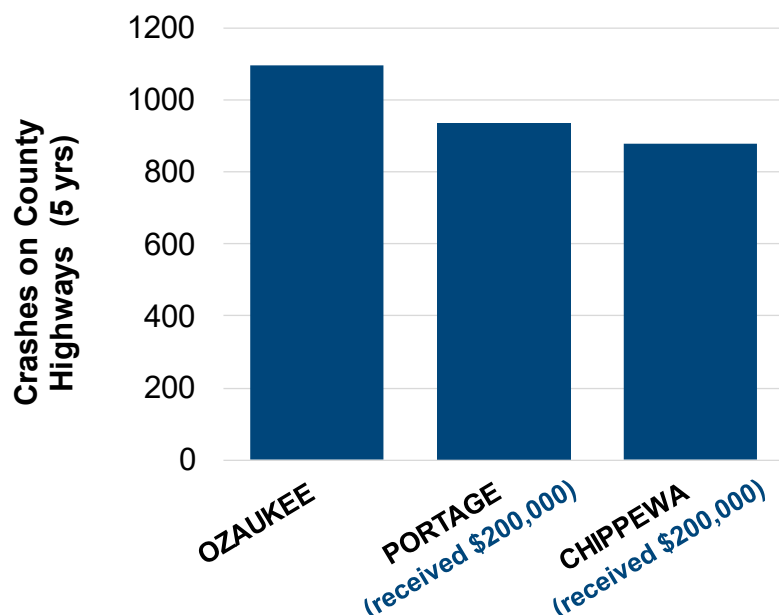
in the next 10 years could be:

219 Fewer Police Responses
322 Vehicles Not Damaged
86 Injuries Prevented
35 Fewer Medical Transports
 Multiple Lives Saved

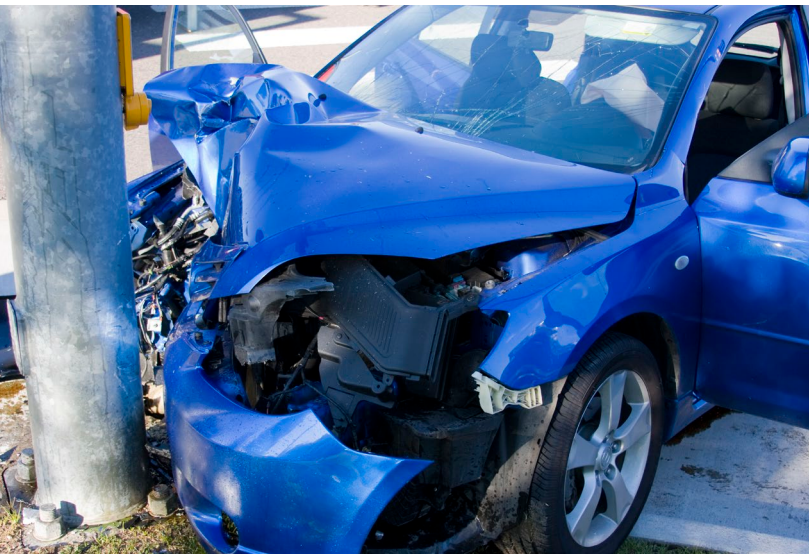
AND

\$39,100,000
in comprehensive benefits to your community

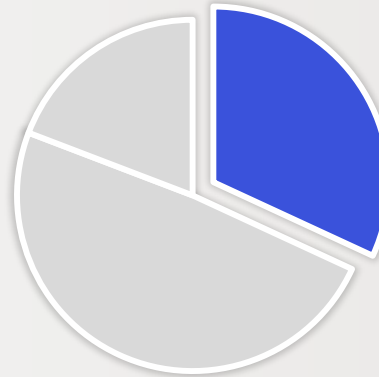
Comparison with Successful SS4A Grant Winners



*Comprehensive crash costs (aka societal costs) are a combination of tangible impacts (ie, economic costs) and the monetized pain and suffering (ie, quality-adjusted life years). Comprehensive costs are meant to capture all of the impact that results from crashes.
Sources: FHWA Crash Costs for Highway Safety Analysis – adjusted for 2020 dollars.



Single Vehicle



465 Crashes

\$62 Million
in Comprehensive
Costs

Attachment: TADI - Road Safety Flyer - Oz Cty (2019-2023) (Safe Streets Application)

Multi-Vehicle

622 Crashes

\$96 Million
in Comprehensive
Costs

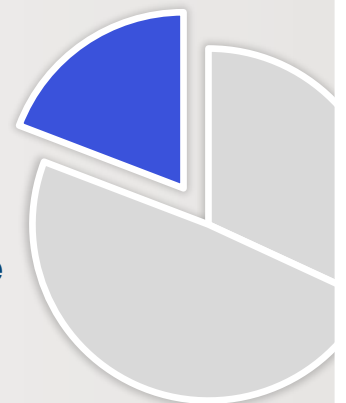


At a 30-mph speed of impact, pedestrians have a 20% chance of being killed.*

Pedestrian/Bicyclist

7 Crashes

\$38 Million
in Comprehensive
Costs



*Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety.

About SS4A

Name: Safe Streets and Roads for All

Budget: 5 billion dollars. Yes, that's \$5,000,000,000!

Grants are 80% funded by USDOT



Planning and Demonstration Grants (less competitive)

Implementation Grants (more competitive)

**Develop a Comprehensive Safety Action Plan (CSAP)
with a Planning Grant**

How to Apply



Visit website: <https://www.transportation.gov/grants/ss4a/how-to-apply>

Planning & Demonstration Grant applications due: August 29, 2024

Planning and Demonstration Grants → Low-effort application

Already been selected?



Division will contact recipient.

Division will invite grantees to a webinar kick off meeting.

Grant agreement will be established.

Division will continue collaboration with grantee.

Safe Streets and Roads for All

Action Plan Components

8.a.2.a

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approach analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).



Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

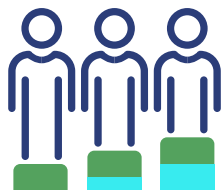
Attachment: TADI - Road Safety Flyer - Oz Cty (2019-2023) (Safe Streets Application)



Safe Streets and Roads for All

Action Plan Components

8.a.2.a



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

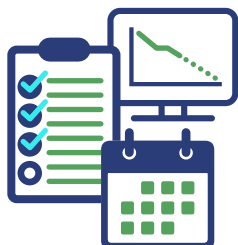
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



TADI's technical experts provide comprehensive traffic engineering services, including data collection, capacity analysis, and safety analysis. Our team of certified Road Safety Professionals (RSPs) are ready to help you identify safety issues, involve the community, develop solutions, prioritize improvements, and help you apply for state or federal aid.

Safety Services



Safety Screenings

Identify safety issues, potential improvements, and funding opportunities.



Funding Applications

We'll help you prepare successful applications!

90% match in HSIP and SISIP; 80% match in TAP and SS4A.



Ped & Bike Risk Analysis

Proactive risk analysis to plan and prioritize ped/bike safety solutions.



Safety Action Plans

Comprehensive plan to prioritize improvements, involve the community, and measure performance.

TADI Safety Team



John Campbell, PE, RSP,
Director of Traffic Safety



Pete Garcia, PE, VMA
30 Years Experience
with FHWA Programs



Derek Hungness, PE, PTOE,
AICP, PMP



Dan Bieberitz, PE, PTOE,
Previous NW Region
WisDOT Safety Engineer



Amy Pomeroy, PE, RSP,
Human Behavior Expert



Christian Sternke, PE, RSP,
Safety Analysis Expert



Angela Rinaldi
Analysis & Graphics

**Are you
ready to
reduce
crashes?**



Contact

John Campbell, P.E., RSP₂
Director of Traffic Engineering Safety Service
414-350-3256 | jcampbell@tadi-us.com
Providing Engineering Excellence in the Midwest
www.tadi-us.com

AGREEMENT FOR ENGINEERING SERVICES

8.a.2.b

THIS AGREEMENT is entered into between **Ozaukee County** (Client) and **Traffic Analysis & Design, Inc.** (Engineer), based upon Client's intention to prepare a Safe Streets and Roads for All Planning and Demonstration Grant (SS4A) Application for Ozaukee County, Wisconsin (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".
2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.
3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.
4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.
5. Engineer and Client waive all rights against each other for damages covered by property insurance during and after the completion of the Services.
6. Notwithstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.
7. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.
8. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.
9. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.
10. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.
11. Any notice required by this Agreement shall be made in writing to the address specified below:
 - Client:** Ozaukee County Highway Department
410 South Spring Street
P.O. Box 994
Port Washington, Wisconsin 53074-0994
 - Attn:** Jon Edgren, PE
Highway Commissioner
 - Engineer:** Traffic Analysis & Design, Inc.
P.O. Box 128
Cedarburg, WI 53012
 - Attn:** Mr. John A. Bieberitz, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of June 27, 2024.

Ozaukee County Highway Department (Client)

Traffic Analysis & Design, Inc. (Engineer)

By: _____

By: 
John A. Bieberitz, P.E., PTOE

Title: _____

Date: _____

Date: 6/27/24

Attachment: TADI - Ozaukee County SS4A Application Proposal - 6-27-24 (Safe Streets Application)

ATTACHMENT A

SCOPE OF SERVICES

SS4A PLANNING AND DEMONSTRATION GRANT APPLICATION

The consultant will prepare Safe Streets and Roads for All (SS4A) grant application for a comprehensive safety action plan and demonstration activities.

DATA RETRIEVAL

The consultant will retrieve the last five years of electronic crash data (2019-2023) from the Wisconsin Department of Transportation (WisDOT) via the WisTransPortal to provide statistics to support the application.

EQUITY CONSIDERATIONS

The consultant will retrieve data from the US DOT Equitable Transportation Community (ETC) Explorer tool regarding disadvantaged areas and incorporate this information into the application.

DESCRIPTION OF SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES

The consultant will provide a brief description of supplement planning and/or demonstration activities that are being proposed. The description will include a discussion of why the activities are proposed and how they will help inform the comprehensive safety action plan.

DEMONSTRATION ACTIVITIES SCHEDULE

The consultant will provide a brief schedule showing when the activities will be in place and start/end dates of the work.

NARRATIVE

The consultant will provide a two-page narrative affirming its alignment with SS4A safety considerations and addressing the criteria.

MAP

The consultant will provide a map in pdf format showing the roadway network.

ESTIMATED BUDGET

The consultant will provide an estimated budget for planning and demonstration activities proposed in the application.

MEETINGS

Two virtual meetings are included in the scope.

ADDITIONAL WORK

The intent of this application is to propose planning and demonstration activities in the range of \$200,000 to \$350,000 and conceptual cost-estimates for such activities will be provided. If there is a desire to propose demonstration activities that would require detailed analysis to estimate the cost of such activity (e.g., proposing a camera system and monitoring station) an amendment would be required. Furthermore, if the proposed application exceeds \$350,000, an amendment may be required to cover additional time and expenses for an application larger than originally scoped.

PROVIDED BY OZAUKEE COUNTY

The client will upload and submit the application, including the standard forms listed below:

- Application for Federal Assistance (SF-424),

- Budget Information for Non-Construction Programs (SF-424A),
- Assurances for Non-Construction Programs (SF-424B), and
- Disclosure of Lobbying Activities (SF-LLL).

The client will be responsible for:

- Obtaining or confirming that Ozaukee County has a Unique Entity Identifier (UEI) from [Sam.gov](https://sam.gov)
- Registering in [Valid Eval](#)
- Submitting application in [Valid Eval](#)

SCHEDULE

The consultant will complete the scope within four weeks of authorization, or sooner if possible.

COMPENSATION

Compensation for the services described above, CLIENT shall pay Engineer a lump sum fee of Nine Thousand, Nine Hundred and Seventy-Nine Dollars (\$9,979.00).

All services not cited in Attachment A, Scope of Services, will be conducted as additional services under an Amendment to this Agreement.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	July 18, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Highway Financials - July 2024

ATTACHMENTS:

- Highway Financials - July 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report
Special Revenue Fund County Roads and Bridges
 For the Five Months Ending Friday, May 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	\$276,291	\$1,381,455	\$3,315,491	\$1,934,036	41.67%
Intergovernmental Revenues	-	\$437,783	\$1,751,975	\$1,314,192	24.99%
Total Revenues	\$276,291	\$1,819,238	\$5,067,466	\$3,248,228	35.90%
Expenditures					
Interdepartment Charges	\$212,336	\$1,517,613	\$5,612,552	\$4,094,939	27.04%
Total Operating Expenditures	\$212,336	\$1,517,613	\$5,612,552	\$4,094,939	27.04%
Capital Outlay					
Total Expenditures	\$212,336	\$1,517,613	\$5,612,552	\$4,094,939	27.04%
Other Finance (Sources)	-	-	(\$545,086)	(\$545,086)	0.00%
Net Other Financing Sources/Uses	-	-	(\$545,086)	(\$545,086)	0.00%
Net Increase (Decrease)	\$63,955	\$301,625	-	(\$301,625)	0.00%
<i>Equity:</i>					
Governmental Fund Balance	-	(\$757,070)	-	\$757,070	0.00%

Attachment: Highway Financials - July 2024 (Highway Financials - July 2024)

Ozaukee County Committee Report

Internal Service Fund Highway Department

For the Five Months Ending Friday, May 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	\$11,083	\$55,417	\$133,000	\$77,583	41.67%
Intergovernmental Revenues	-	-	\$87,610	\$87,610	0.00%
Intergovernmental Charges	\$424,638	\$2,722,783	\$7,006,355	\$4,283,572	38.86%
Interdepartmental Charges	\$110,539	\$439,964	\$2,932,021	\$2,492,057	15.01%
Licenses & Permits	\$9,597	\$57,082	\$394,022	\$336,940	14.49%
Other Revenue	\$11,009	\$62,426	\$107,376	\$44,950	58.14%
Total Revenues	\$566,866	\$3,337,672	\$10,660,384	\$7,322,712	31.31%
Expenditures					
Salaries	\$281,373	\$1,444,277	\$3,422,402	\$1,978,125	42.20%
Fringe Benefits	\$115,229	\$643,296	\$1,335,903	\$692,607	48.15%
Travel/Training	\$608	\$2,201	\$16,300	\$14,099	13.50%
Supplies	\$332,208	\$1,175,791	\$6,354,634	\$5,178,843	18.50%
Purchased Services	\$20,142	\$139,224	\$272,531	\$133,307	51.09%
Interdepartment Charges	(\$140,648)	(\$278,494)	(\$2,242,541)	(\$1,964,047)	12.42%
Depreciation	\$84,795	\$423,975	\$1,133,724	\$709,749	37.40%
Grants	\$19,724	\$58,918	\$133,000	\$74,082	44.30%
Other Expenses	\$11,692	\$93,685	\$194,531	\$100,846	48.16%
Total Operating Expenditures	\$725,123	\$3,702,873	\$10,620,484	\$6,917,611	34.87%
Capital Outlay					
Equipment & Furniture	\$14,922	\$182,675	\$39,900	(\$142,775)	457.83%
Total Capital Outlay	\$14,922	\$182,675	\$39,900	(\$142,775)	457.83%
Total Expenditures	\$740,045	\$3,885,548	\$10,660,384	\$6,774,836	36.45%
Net Increase (Decrease)	(\$173,179)	(\$547,876)	-	\$547,876	0.00%
Equity:					
Retained Earnings	-	(\$852,324)	-	\$852,324	0.00%
Governmental Fund Balance	-	\$288,773	-	(\$288,773)	0.00%

Attachment: Highway Financials - July 2024 (Highway Financials - July 2024)