

Waukesha County Board of Supervisors

Minutes of the Executive Committee Monday, July 19, 2021

Chair Decker called the meeting to order at 8:30 a.m.

Present: Supervisors Paul Decker, Jim Heinrich, Dave Swan, Tim Dondlinger, Bill Mitchell, Peter Wolff, and Dave Zimmermann.

Also Present: Chief of Staff Sarah Spaeth, Legislative Policy Advisor Alex Ignatowski, Administrative Specialist Mary Pedersen, Administrative Services Manager Randy Setzer, Business Services Administrator Donn Hoffmann, Accounting Services Manager Danielle Igielski, County Board Supervisor Chris Mommaerts, Public Works Director Allison Bussler, Senior Civil Engineer Ed Hinrichs, Engineering Services Manager Karen Braun, and citizens Tom and Barbara Klein, Barbara Reinhart, Edward and Nancy Meier, Debbie Carrasco-Zanini, Greg Malcolm, Frances Heintz Taylor, Jim Smukowski, Deb Edwards, John Heintz Taylor, Rachelle JaQuith, and Michael Jones.

Discuss and Consider Ordinance 176-O-044 Modify The 2021-2025 Capital Plan And 2021 Capital Project Budget To Modify Scope For Capital Project #202014 HHS Electronic Medical Record Module Improvements And Retitle Project To HHS Technology System Enhancements

Igielski, Setzer, and Hoffmann were present to discuss this ordinance which modifies the 2021-2025 Capital Plan to modify the scope and budget for this project. Igielski explained the American Rescue Plan Act (ARPA) funding associated with this ordinance. The expanded scope of the project would include a new contract management application estimated to cost \$174,000. The ordinance would also increase project budget authority by \$36,000 for the Public Health application replacement, based on additional functionality needs identified during its experience with the COVID-19 pandemic. The ordinance would increase project budget authority by \$210,000 in total.

This ordinance would also increase the revenue budget by \$210,000 to offset the new costs. Guidance from the U.S. Treasury indicates that projects that enhance public health, behavioral health, and other HHS services and data systems are eligible for funding under the ARPA – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program. This includes existing project expenditure authority prior to this ordinance of \$520,000 which will offset the need for Capital Project Fund balance that was previously assumed for these project costs.

The estimated ongoing levy impact for the new contract management application is estimated at \$16,000 annually and would need to be prioritized within the department's future tax levy targets. The module is expected to generate operating efficiencies and reduce risk in establishing and managing contracts.

MOTION: Dondlinger moved, second by Zimmermann to approve Ordinance 176-O-044. Motion carried 7-0.

Approve Minutes of June 14, 2021

MOTION: Swan moved, second by Zimmermann to approve the minutes of June 14. Motion carried 7-0.

Next Meeting Date

- August 16, 2021

Public Comment

Smukowski, a Town of Ottawa supervisor, spoke in support of Ordinance 176-O-043. Also speaking in support of defunding Capital Project #201613 were J. Heintz Taylor, F. Heintz Taylor, JaQuith, Jones, B. Klein, Rinehart, T. Klein, E. Meier, N. Meier, and Carasco-Zarini. F. Heintz Taylor, JaQuith, B. Klein, T. Klein, and N. Meier also provided handouts to the committee. (See Public Works Committee minutes of June 10 and July 15 for additional information).

Discuss and Consider Ordinance 176-O-043 Amend 2021-2025 Capital Plan To Defund Capital Project #201613 CTH D, Moraine Hills Drive Intersection And Modify 2021 Capital Projects Budget

Mommaerts and Public Works staff discussed this ordinance to modify the 2021-2025 Capital Plan and defund and effectively eliminate capital project #201613 CTH D, Moraine Hills Drive Intersection. This ordinance would also reduce the expenditure authority in this project by \$352,600 to leave approximately \$26,000 of expenditure authority remaining to cover estimated third-party contractor design and Wisconsin Department of Transportation (WisDOT) oversight charges. Mommaerts discussed her supporting information that was emailed to the County Board challenging the Public Works Department's claims on accident data, etc.

Bussler discussed the budget for the capital project which is estimated to cost \$1,238,000 with federal Highway Safety Improvement Program (HSIP) funding of \$786,000 covering 90% of all costs, except for land acquisition, for a net county share of costs of \$452,000. (The County budgets for the net share because WisDOT manages project expenses and HSIP revenues and bills the County for the net remaining costs.) The project is in the design phase (land acquisition planned for later in 2021 and construction planned for 2022) and staff estimate approximately \$26,000 in total third-party subcontractor and WisDOT oversight charges have been incurred for work already performed. The County's share of these costs would normally be \$2,600 (10%) but not moving forward with the project would make the County ineligible for HSIP revenue requiring the county to pay the full \$26,000.

Most of the design work is being performed in-house by Public Works staff which the County is reimbursed for through HSIP. Defunding this project would eliminate approximately \$107,000 of revenues that DPW relies on to fund its operating budget, creating a gap between expenditures and revenues which will adversely affect fund balance.

Mommaerts said adding solar charged LED lights to a dangerous area of Highway 67 has helped reduced the amount of accidents immensely. The State would not allow the Highway 67 curve to be straightened due to the unique terrain of the kettle moraine area. She noted that 85% of the accidents on the Highway D curve were due to driving too fast for winter conditions. "The curve is not that extreme" was written in an accident report that involved a Sheriff's deputy. Bussler, Hinrichs, and Braun discussed the justification for this project which is primarily being done to

address safety issues. Bussler said over the years, this particular curve has resulted in too many accidents per traffic count, about two per year, and referred to it as a “magnet” for accidents. This project would also make the road safer in the winter months. Braun and Hinrichs explained the project, its improvements, and impacts on area homeowners. It was noted that the Town of Ottawa opposed this project at its inception.

Zimmermann drove the area and did not think the curve was extreme compared to others in the county and he had concerns with impacts on affected homeowners. Dondlinger agreed. Decker said the capital project was reviewed by county and state engineers and all have agreed that this project is needed to address safety concerns. This ordinance was discussed in length.

MOTION: Mitchell moved, second by Swan to approve Ordinance 176-O-043. Motion defeated 3-4. Decker, Wolff, Swan, and Heinrich voted no.

Discuss and Consider the Following Appointments: 176-A-013 Richard Bayer to the Board of Adjustment; 176-A-014 Stephen Schmidt to the Board of Adjustment; and 176-A-015 James Siepmann to the Park & Planning Commission

MOTION: Heinrich moved, second by Mitchell to approve Appointments 176-A-013, 176-A-014, and 176-A-015. Motion carried 7-0.

Announcements

Swan said the County Fair starts this week. Decker noted that he will be speaking to a 4-H group.

Spaeth gave an update on the redistricting process.

Legislative Update

Ignatowski said the budget was recently signed by the governor and to contact him if there are any questions.

Standing Committee Reports

Committee chairs gave reports on their respective committee meetings.

MOTION: Wolff moved, second by Zimmermann to adjourn at 10:34 a.m. Motion carried 7-0.

Respectfully submitted,

Peter M. Wolff

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Secretary