

### AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisor Lipscomb, Sr.

Amend Org. Unit No. 3270 – County Clerk and Election Commission as follows:

- Authorize a countywide advisory referendum be held on April 4, 2017 related to the Vehicle Registration Fee.

Amend the narrative as follows:

The County Clerk is authorized to schedule an advisory referendum concurrent with the spring general election on April 4, 2017. The advisory referendum shall read:

“Do you support County Executive’s Chris Abele’s proposal for a \$60 Vehicle Registration Fee (wheel tax) to provide designated funding for transit and transportation-related projects?”

This amendment would have \$0 tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
3270	County Clerk and Election Commission	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

*Note: An advisory referendum, when held concurrent to a regular election, typically adds approximately \$3,000 to the cost of holding the elections. The County Clerk indicated the 2017 Recommended appropriation for elections could cover the added the cost of scheduling the referendum.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

### AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisor Lipscomb, Sr.

Amend Org. Unit No. 1011 – County Executive – General Office as follows:

- Provide an abatement within the Personnel Series of \$188,150 to establish expenditures that match the 2011 Adopted Budget. At that time, the County Executive pledged to freeze his general office expenditures at the 2011 level. Increase the Appropriation for Contingencies.

Amend the narrative as follows:

The County Executive – General Office budget contains an expenditure abatement of \$188,150 to establish expenditure authority that matches the 2011 Adopted Budget. In 2011, the County Executive pledged to freeze General Office expenditures at the 2011 level.

County Executive - General Office Budget			
	2011 Budget	2017 CEX	Variance
Salaries and Wages	\$ 589,624	\$ 758,680	\$ 169,056
Operating Costs	\$ 19,526	\$ 12,084	\$ (7,442)
Cross Charges	\$ 199,454	\$ 225,990	\$ 26,536
Total:	\$ 808,604	\$ 996,754	\$ 188,150

Figures above exclude active and legacy fringe benefit charges

This amendment would no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1011	County Executive – General Office	(\$188,150)	\$0	(\$188,150)
1945	Appropriation for Contingencies	\$188,150	\$0	\$188,150
<b>TOTALS:</b>		(\$188,150)	\$0	(\$188,150)

(1A063)

Org Unit No: 1011 and 1945

Org. Name: County Executive – General Office and Appropriation for Contingencies

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Wasserman

Amend Org. Unit No. 1130 – Office of the Corporation Counsel as follows:

Corporation Counsel, in coordination with the Office of the Sheriff, the House of Correction, the Office of the Comptroller, and the Department of Administrative Services – Performance, Strategy and Budget, shall prepare a report on the municipal commitment of prisoners at the jail and HOC. The report shall include applicable laws, current contracts, and the feasibility of increasing daily commitment fees charged to municipalities. The report shall be presented to the County Board by the March 2017 committee cycle.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1130	Corporation Counsel	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Wasserman

Amend Org. Unit No. 1130 – Office of the Corporation Counsel as follows:

Corporation Counsel will provide a report to the County Board by the January 2017 cycle detailing current policies and procedures for the retention of outside legal counsel by county elected officials and/or entities and possible options for strengthening the county's ability to ensure taxpayer's dollars are not spent on frivolous lawsuits by county elected officials and/or entities.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1130	Corporation Counsel	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 5600 – DOT-Transit as follows:

Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low and middle income households. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated.

This amendment would have no tax levy impact.

<b>Org. No.</b>	<b>Department (or Capital Project)</b>	<b>Expenditure</b>	<b>Revenue (or Bonds*)</b>	<b>Tax Levy</b>
5600	DOT-Transit	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Weishan, Jr.

Delete Capital Improvement Project (WH00119) – CTH U and CTH BB Intersection as follows:

**WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB)**  
**[WISDOT Project I.D. 2160-01-02/72]**

~~An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need to achieve a significant reduction in traffic fatalities and serious injuries, improving highway safety. Increased traffic volumes and left turns at the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) have contributed to a large number of crashes due to existing intersection geometrics, operations and traffic control.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2014 Adopted Capital Improvement Budget included an appropriation of \$106,181, including \$700 in net capitalized interest, for the design phase of the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing was provided from \$94,933 in Federal revenue and \$11,248 in general obligation bonds.~~

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes offsetting the left turn lanes and installing overhead, per lane signal indications (monotubes) at the intersection, improving visibility and traffic signal progression/flow. Median openings and driveways will be evaluated for improvement in access control. Pavement marking and signage will be improved near the intersections to better direct drivers to their destination and therefore reduce side swipe crashes.~~

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Highway Safety Improvement Program (HSIP) was approved and the State/Municipal Agreement executed in 2013 for the intersection of S. 76th St. (CTH U)

and W. Rawson Ave. (CTH BB) project. The total estimated cost of the project is \$608,135, where the Federal funding is \$547,322 and the remaining \$60,814 is funded by Milwaukee County. The HSIP funding expires in 2017.

Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in vehicle registration fee revenue.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Highway Safety Improvement Program (HSIP) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH00206) – West Good Hope Road Corridor Adaptive Signal Control System as follows:

**WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]**

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the flow of traffic from one signalized intersection along W. Good Hope Rd. to the next, improving the overall Southeastern Wisconsin Traffic System Management.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital Improvement Budget included an appropriation of \$108,000 for the design phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing was provided from \$86,400 in Federal revenue and \$21,600 in general obligation bonds.

2017 Sub-Project Scope of Work:

The overall sub-project scope of work is to model, select, implement and calibrate a traffic adaptive signal system on the 7-mile corridor of W. Good Hope Rd. (CTH PP) from USH 41/45 to IH 43. Intersection controller equipment replacement would be required and improved traffic signal software that allows for remote management of all Milwaukee County Traffic signals, including possible coordination improvements with other agencies that would also be required as part of one of the corridor projects.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Congestion Mitigation & Air Quality Program (CMAQ) was approved and the State/Municipal Agreement executed in 2014 for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project. The total estimated cost of the project is \$576,000 where 80% is Federal funding \$460,800 and the remaining 20% \$115,200 funded by Milwaukee County. The CMAQ funding expires in 2018.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Congestion Mitigation & Air Quality Program (CMAQ) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH01002) – West Mill Rd.43rd St. to North Sydney Place as follows:

**WH01002 – W. Mill Rd. (CTH S)-N. 43rd St. to N. Sydney Pl., City of Milwaukee**  
**[WISDOT Project No. 2216-01-00/20/70]**

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2013 Adopted Capital improvements Budget included an appropriation of \$377,275 for the design phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$301,820 in Federal revenue and \$75,455 in general obligation bonds.

The 2014 Adopted Capital improvements Budget included an appropriation of \$389,875, including \$5,100 in net capitalized interest, for the design and right-of-way acquisition phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$307,820 in Federal revenue and \$82,055 in general obligation bonds.

The 2015 Adopted Capital improvements Budget included an appropriation of \$367,500 for the continuation and completion of the design and right-of-way phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$294,000 in Federal revenue and \$73,500 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$5,350,000 for the construction phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$4,240,000 in Federal revenue, \$50,000 in Local revenue and \$1,060,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes reconstructing a two-lane urban section for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. (1.2 miles) and an auxiliary lane from N. 43rd St. to N. 40th St. and from N. Teutonia Ave. to N. Sydney Pl. From N. 40th St. to N. Teutonia Ave. the roadway will be reconstructed to a two-lane rural section with paved shoulders. The design and right-of-way phases are complete and the construction phase is to begin in 2016.

The W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project is funded under the Wisconsin Department of Transportation (WISDOT) Surface Transportation Program (STP). In 2012, the State/Municipal Agreement (SMA) was amended to include the additional design and right-of-way costs of extending the limits of W. Mill Rd. (CTH S) from N. Teutonia Ave. to N. Sydney Pl. with estimated costs for design and right-of-way are \$1,650,000, where 80% is the Federal share \$1,320,000 and the remaining 20% \$330,000 is the Milwaukee County share. The project design and right-of-way has a Federal funding maximum of \$1,320,000. In 2014, the Federal funding for the

construction of W. Mill Rd. (CTH S) was approved and a revised SMA executed for an amount of \$5,300,000, where 80% is the Federal share \$4,240,000 and the remaining 20% \$1,060,000 is the Milwaukee County share. The total Federal funding for all project phases is \$5,560,000 with a Milwaukee County match of \$1,390,000 and \$50,000 local share for a total estimated project cost for all phases of \$7,000,000. The STP funding expires in 2020.

In order to adequately address the contaminated soils on W. Mill Rd. (CTH S), an additional \$750,000 of Milwaukee County funding is required to complete the construction of this STP project. The additional costs will cover the excavation, evaluating, loading, hauling, disposal, remediation and management of contaminated soils and replacement thereof as required by Wisconsin Department of Natural Resources (WDNR).

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH01016) – Reconstruction 13<sup>th</sup>: Drexel to Rawson Ave as follows:

**WH01016 – S. 13th St. (CTH V)-W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]**

An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from \$400,000 in Federal revenue and \$100,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital Improvements Budget included an appropriation of \$400,000 for the start of the design and right-of-way phases of the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$320,000 in Federal revenue and \$80,000 in general obligation bonds.

The 2016 Adopted Capital Improvements Budget included an appropriation of \$500,000 for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$400,000 in Federal revenue and \$100,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the reconstruction of a one mile segment of S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. Planned reconstruction consists of an urban and rural combination section with bicycle and pedestrian accommodations. In the 2017, the design and right-of-way phases will continue.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) was approved and the State/Municipal Agreement executed in 2014 for the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The total estimated cost of the project is \$7,200,000 where it would provide 80% for the Federal share \$5,720,000, 20% \$1,430,000 for the Milwaukee County share and \$50,000 for the local share.

Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available from the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project to be transferred to Project WH09501, W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. due to the reduction of scope from a roadway expansion to a roadway reconstruct. The reduction of scope is due to the decreased traffic on S. 13th St. (CTH V) caused by the recent construction of the W. Drexel Ave. interchange.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$5,800,000 that are necessary to complete the work on the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. Financing is anticipated to be provided from \$4,600,000 in Federal revenue, \$1,150,000 in County funding, and \$50,000 in Local revenue.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH02019) – North Teutonia Ave (Good Hope to Bradley) as follows:

**WH02019 – N. Teutonia Ave. (CTH D)-Good Hope Rd. to Bradley Rd., City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]**

An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway

Improvement Program (CHIP). Financing will be provided from \$100,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$1,418,669.57 and expires on June 30, 2019.

The 2015 Adopted Capital improvements Budget included an appropriation of \$325,000 for the design and right-of-way acquisition phases for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing was provided from \$68,750 in State revenue and \$256,250 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes rehabilitating and overlaying N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. with hot mix asphalt pavement, including other minor drainage and safety improvements.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$3,500,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$1,349,000 in State revenue and \$2,151,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH08023) – Whitnall Park Bridge #564 as follows:

**WH08023 – Whitnall Park Bridge #564, Village of Hales Corners**  
**[WISDOT Project I.D. 2981-00-03/73]**

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided

~~from \$388,283 in Federal revenue and \$201,107 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #564 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the rehabilitation of bridge P-40-0564, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #565 project. The total estimated cost of the project is \$586,354 where it would provide 80% for the Federal share \$468,283, 20% \$118,071 for the Milwaukee County share.~~

~~Due to the historic nature of the bridge, an additional \$104,436 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Delete Capital Improvement Project (WH08024) – Whitnall Park Bridge #565 as follows:

**WH08024 – Whitnall Park Bridge #565, Village of Hales Corners [WISDOT Project I.D. 2981-00-04/74]**

An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #565 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the rehabilitation of bridge P-40-0565, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #564 project. The total estimated cost of the project is \$643,341 where it would provide 80% for the Federal share \$513,873, 20% \$129,468 for the Milwaukee County share.

Due to the historic nature of the bridge, an additional \$102,884 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the project management for the Local Bridge Program (LBP) projects. Consultants will be used for components of construction management.

Delete Capital Improvement Project (WH09001) – West Ryan Road (CTH H) South 96th Street to South 112th Street as follows:

**WH09001 – W. Ryan Rd. (CTH H) S. 96th St. to S. 112th St., City of Franklin  
[WISDOT Project No. N/A]**

An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital improvements Budget included an appropriation of \$90,000 for the start of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$90,000 for the continuation of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes a pavement replacement with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.

The W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum CHIP funding reimbursement is \$755,106.76 and expires in June 30, 2019.

2018 – 2021 Scope of Work:

None.

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Delete Capital Improvement Project (WH09101) – Short Term CTH Rehabilitation Projects as follows:

### **WH09101 – Short Term CTH Rehabilitation Projects**

~~An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in vehicle registration fee revenue.~~

#### 2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the immediate significant need of short term rehabilitation of a number of CTHs to provide limited preservation until additional Federal or State funding becomes available to complete a longer term significant improvement project. The continued patching/spot maintenance activities performed by the Highway Maintenance Department on these CTHs are not sufficient to safely maintain these roadways.~~

#### Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2015 Adopted Capital improvements Budget included an appropriation of \$400,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from general obligation bonds.~~

~~The 2016 Adopted Capital Improvements Budget included an appropriation of \$450,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from sales tax revenue.~~

#### 2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes milling down the existing roadway and replacing it with an asphalt overlay. The program will not include any patching of the roadway areas. In the 2016, both the design and construction phases will take place.~~

~~The Short Term CTH Rehabilitation Project(s) under this program span the gap between routine maintenance and improvement projects and are not intended to upgrade or improve the CTH long term. Since these project(s) are short-term, this will allow time to obtain potential grant funding with County matching funds for improvement projects and most importantly keep roadways safe. These projects are short term improvements to extend the life of the pavement between 3-7 years until grant funding is available.~~

~~The Director of Transportation will report to the Committee on Transportation, Public Works, and Transit on any Short Term CTH Rehabilitation Project that receives WH09101 funding and the estimated amount of funding that will remain in the WH09101 allocation after the project's completion. The Director of Transportation will submit a report to the Committee on Transportation, Public Works, and Transit one month following the initiation of a rehabilitation project.~~

~~2018 – 2021 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$2,000,000 that are necessary to safely maintain our CTH system. Financing is anticipated to be provided from sales tax revenue.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH09501) – West Rawson Avenue (CTH BB) South 27th Street to South 20th Street as follows:~~

~~**WH09501 – W. Rawson Ave. (CTH BB) S. 27<sup>th</sup> St. to S. 20<sup>th</sup> St., City of Oak Creek [WISDOT Project No. Pending]**~~

~~An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the reconstruction of a 0.5 mile segment of W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. The planned reconstruction includes consideration for bicycle and pedestrian accommodations. In the 2017, the design phase is intended to start.~~

~~In 2015, MCDOT had applied for funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Although MCDOT did not~~

receive full STP funding in 2015, it is anticipated that enough funding to begin the design will be available to start in 2016. The total estimated cost of the project is \$3,200,000 where if the STP funding is approved it would provide 80% Federal funding \$2,560,000 and the remaining 20% \$640,000 funded by Milwaukee County.

Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project from a transfer of remaining Federal funding from Project WH01016, S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The project is contingent on receiving approval from SEWRPC of the Federal funding to begin the design of the project and the respective construction funding in the next STP funding cycle.

#### 2018 – 2022 Scope of Work:

The Five Year Capital Improvements Plan includes additional appropriations of \$3,050,000 that are necessary to complete the work on the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Financing is anticipated to be provided from \$2,440,000 in Federal revenue and \$610,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

#### **Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design and project management for the Surface Transportation Program (STP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24001) – West Rawson Avenue (CTH BB) USH 45 to Hawthorne Lane as follows:

#### **WH24001 – W. Rawson Ave. (CTH BB) USH 45 to Hawthorne Ln., City of Franklin [WISDOT Project No. N/A]**

An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.

#### 2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.

In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.

2018 – 2021 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the County Highway Improvement Program (CHIP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24101) – North Oakland Avenue Bridge Deck Mill & Overlay as follows:

**WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay**

An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the

Local Bridge Program, require the County to fully fund this work.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the HSTCP projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WT02601) – New Flyer Buses as follows:

**WT02601 – NEW FLYER BUSES**

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in vehicle registration fee revenue, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America

for the purchase of up to 75 buses by April 1, 2017. By year-end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.

A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.

2018 – 2021 Scope of Work:

Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.

Delete Capital Improvement Project (WT08301) – Bus Rapid Transit as follows:

**WT08301 – BUS RAPID TRANSIT**

An appropriation of \$43,775,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from \$7,775,000 in vehicle registration fee revenue and \$36,000,000 in Federal Section 5309 Small Starts funds.

2017 Sub-Project Addresses the following item/issue:

In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners, have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.

The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized \$1,225,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would

~~be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by \$1,225,000 for a total local amount of \$7,775,000. The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~In 2015, \$1,500,000 was authorized for the development of transit signal priority in the BRT corridor. Later in 2015, \$225,000 was authorized from the \$1,500,000 for the purposes of developing the feasibility analysis for the BRT project leaving a balance of \$1,225,000 for the transit signal priority project.~~

~~In May of 2016, the Board authorized \$2,190,000 of 5307 funds to be used for the purposes of supporting project development of the BRT project. Along with \$225,000 from Milwaukee County, \$300,000 from SEWRPC and \$85,000 from MCTS a total of \$610,000 locally funded the feasibility study. Therefore, the amount of \$2,190,000 of 5307 funds may be used as an 80% federal match to support future project development needs against the \$610,000.~~

~~2017 Sub-Project Scope of Work:~~

~~Project development work will continue for 2017. This will consist of working with the FTA and local units of government to determine the conditions for which BRT will operate. Decisions with regard to final station locations, use of existing traffic or parking lanes, and impacts to traffic all must be made during the project development, designing and preliminary engineering phase that will occur in 2017.~~

~~2018 – 2021 Scope of Work:~~

~~Once the work of project development, design and preliminary engineering is complete, and with approvals from local units of government, the department would anticipate entering into construction in 2018 and 2019. During these phases the department would utilize the vast majority of the funds made available by the FTA small start grant program for the purchase of vehicles, development of stations, and related infrastructure needed to complete the work related for the BRT project.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

**Staffing Plan**

~~MCDOT and MTS staff will be responsible for overall project management. Specialized consultants will be retained to support the project.~~

~~Delete Capital Improvement Project (WP290) – Kinnickinnic Parkway Reconstruction as follows:~~

**WP290 – KINNICKINNIC PARKWAY RECONSTRUCTION**

An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

This existing parkway requires reconstruction of the pavement, storm sewer, and roadway lighting systems due to their deterioration.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$265,167 for planning and design for replacement of the pavement, storm sewer, and roadway lighting system. Planning involves exploring alternatives to reduce the county's impervious pavement footprint, reducing future maintenance costs and better serving the communities recreational needs.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes reconstruction of pavement, storm sewer, and roadway lighting systems. Replacement of municipal utilities such as sanitary sewers, water mains, storm sewers and lighting are coordinated with this project. Traffic calming measures, storm water best management practices, green infrastructure, natural areas restoration and management, and connections to city streets and state highways are included in the reconstruction plans.

2018 – 2021 Scope of Work:

The overall Parkway reconstruction project (WP290) is to be completed in multiple sub-project phases. While the two segments (WP29001/02) from S 76th St to S 68th St and S 68th St to W Cleveland Ave are scheduled to begin reconstruction in 2017, several segments further east are on temporarily on hold due to MMSD's Kinnickinnic River Watershed project. This project will involve concrete channel removal, streambed and streambank naturalization, and flood impact mitigation. Heavy construction activities will be detrimental to the pavements, so they will be reconstructed after the river work is complete in future years. The new schedule is as follows:

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Delete Capital Improvement Project (WP52301) – Lake Park Steel Arch Bridge as

follows:

**WP52301 – LAKE PARK STEEL ARCH BRIDGE**

~~An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~None.~~

2017 Sub-Project Scope of Work:

~~The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.~~

2018 – 2021 Scope of Work:

~~The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

**Staffing Plan**

~~DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

Delete Capital Improvement Project (WP48401) – Lake Park Ravine Bridge as follows:

**WP48401 – LAKE PARK RAVINE BRIDGE**

~~An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from \$500,000 in vehicle registration fee revenue and \$2,000,000 in private contributions.~~

2017 Sub-Project Addresses the following item/issue:

The Lake Park Arch Bridge over Ravine Drive in historic Lake Park was built in 1905/1906. In 2014, increased cracking in the bridge and soil washout at the abutment prompted an updated condition assessment, resulting in the arch bridge and Ravine Drive below being closed until an in depth structural study could be completed to determine if it was safe to re-open the bridge and/or Ravine Drive.

Following completion of the inspection report, the arch bridge was re-opened to pedestrian traffic. However, Ravine Drive and pedestrian walking paths that pass under the bridge remain closed due to the potential for spalled concrete falling from the bridge on vehicles or pedestrians below. A copy of the inspection report can be found on the Milwaukee County (County) web site (<http://county.milwaukee.gov/ConstructionBidsandR23075.htm>).

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

In 2015, an appropriation of \$404,827 was used to fund a Lake Park Ravine Road (Concrete Arch) Bridge inspection report and perform planning and design services for bridge rehabilitation or bridge replacement.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs.

The County is providing \$500,000 in funding to serve as a challenge grant for private contributors.

The construction phase of this sub-project shall not proceed until the \$2,000,000 in private contributions is secured and committed.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Amend Org. Unit No. 5600 – DOT Transit narrative as follows:

**Strategic Implementation:**

In 2017, both expenditures and revenues are reduced by \$9,297,964. This reflects a reduction of \$11,497,964 in proposed VRF revenue, which is partially offset by \$2.2 million in revenue recaptured due to the elimination of the GO Pass program.

Milwaukee County Transit System (MCTS) shall report back to the County Board of Supervisors in January of 2017 with a plan for implementation, including any staffing reductions. Preliminary estimates from MCTS show reductions in expenditures and revenues would reduce service by 16% or a decrease of 229,000 bus hours.

MCTS shall also report back to the County Board with a revised fare schedule, including a promotional off-peak fare to attract additional riders and to mitigate any negative effects due to the elimination of GO Pass program. Milwaukee County residents who are over 65 or have an eligible disability will continue to be eligible for half-fare on MCTS buses per federal requirements.

MCTS will operate with the goal of continuing routes partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues, as well as routes fully funded with Zoo Interchange litigation funds.

~~Metro Express routes (Gold and Purple) will continue to be partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues. There is currently only one year of CMAQ funding available to cover two years of operations costs. CMAQ funding in 2017 decreases \$1.7 million from \$5.7 million to \$4.0 million. Reducing CMAQ revenue leaves an estimated reserve funding of \$2.4 million for 2018 with the goal of continuing these routes. Milwaukee County has been awarded additional CMAQ funds of \$4.8 million to cover 2019 and 2020.~~

~~Routes 6 and 61 continue to be fully funded with Zoo Interchange litigation funds.~~

~~Fixed-route services will change minimally from the current year. A reduction in bus hours of 1.9 percent reflects changes in Downtown Milwaukee resulting from the sale of the Downtown Transit Center, as well as removal of select school specific bus services in instances where the underlying fixed route transit buses have available capacity. Expenditures decrease by approximately \$2.6 million. Increases in wage and benefit costs are primarily offset by favorable fuel pricing. Fuel is budgeted at \$1.58 per gallon compared to \$2.70 per gallon in 2016 due to the use of fuel price hedging through futures contracts. Expenditures for fuel decrease \$5.2 million from \$11.7 million to \$6.5 million. Future year increases in the cost for fuel could significantly impact future budgets.~~

~~Fare increases are proposed for premium fares used to pay for Freeway Flyers and several forms of adult fare passes to counter negative annual passenger revenue trends. See amended fare table on pg. 7.~~

~~As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low income. Second, a modest fee per ride will be assessed to GO Pass recipients.~~

~~The following summarizes the 2017 changes for GO Pass eligibility.~~

~~GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:~~

- ~~1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits;~~  
~~or~~
- ~~2. For residents under 65:~~
  - ~~a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and~~
  - ~~b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.~~

~~For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.~~

~~Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half-fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens. The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.~~

~~Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders.~~

~~While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long term financial sustainability of the system.~~

~~Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget.~~

~~The 2017 budget includes revenue allocated from a county Vehicle Registration Fee (VRF). VRF funding for the Transit operating budget is estimated at \$11,497,964 and will be used to offset negative trends in revenue from the State and Federal government as well as the GO Pass program. VRF funding will also contribute to the capital budget to help fund transit and transportation infrastructure projects, please see the introduction for more details.~~

~~Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low income households. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated.~~

~~Finally, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. Passage of the MCTS budget will allow the Department of Transportation to apply for and execute the following revenue grant contracts in 2017:~~

- ~~• State Urban Mass Transit Operating Assistance Contract (Section 85.20)~~
- ~~• State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)~~
- ~~• State Specialized Transportation Assistance Program for Counties (Section 85.21)~~
- ~~• State Traffic Mitigation Contract – Zoo Interchange Project~~
- ~~• Federal Urbanized Area Formula (Section 5307)~~
- ~~• Federal Bus and Bus Facilities Formula (Section 5339)~~

~~This amendment would have no tax levy impact.~~

<b>Org. No.</b>	<b>Department (or Capital Project)</b>	<b>Expenditure</b>	<b>Revenue (or Bonds*)</b>	<b>Tax Levy</b>
WH00119	CTH U and CTH Intersection	(\$959,730)	(\$452,389) (\$507,341) VRF	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	(\$468,000)	(\$374,400) (\$93,600) VRF	\$0
WH01002	Mill Road 43 <sup>rd</sup> Street to Sydney Place	(\$750,000)	(\$750,000) VRF	\$0
WH01016	Reconstruction 13 <sup>th</sup> : Drexel to Rawson Avenue	(\$500,000)	(\$400,000) (\$100,000) VRF	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	(\$100,000)	(\$100,000) VRF	\$0
WH08023	Whitnall Park Bridge #564	(\$589,390)	(\$388,283) (\$201,107) VRF	\$0
WH008024	Whitnall Park Bridge #565	(\$644,825)	(433,873) (\$210,952) VRF	\$0
WH09001	West Ryan Road (CTH H) S. 96 <sup>th</sup> Street to S. 112 <sup>th</sup> Street	(\$1,540,000)	(\$713,000) (\$827,000) VRF	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects	(\$500,000)	(\$500,000) VRF	\$0
WH09501	West Rawson Avenue S. 27 <sup>th</sup> Street to S. 20 <sup>th</sup> Street	(\$150,000)	(\$120,000) (\$30,000) VRF	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0
WT02601	New Flyer Buses	(\$7,500,000)	(\$5,800,000) (\$1,700,000) VRF	\$0
WT08301	Bus Rapid Transit	(\$43,775,000)	(\$36,000,000) (\$7,775,000) VRF	\$0

(1B015)

Capital Project: Various Capital and DOT-Transit Operating

Date: November 2, 2016

WP290	Kinnickinnic Parkway Reconstruction	(\$1,739,000)	(\$1,739,000) VRF	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	(\$2,500,000)	(\$2,000,000) (\$500,000) VRF	\$0
5600	DOT - Transit	(\$11,497,964)	(\$11,497,964) VRF	\$0
5600	Eliminate GO Pass Program	\$2,200,000	\$2,200,000	\$0
<b>TOTALS:</b>		(\$71,544,709)	(\$71,544,709)	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Delete Capital Improvement Project (WH00119) – CTH U and CTH BB Intersection as follows:

**WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB)**  
**[WISDOT Project I.D. 2160-01-02/72]**

~~An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need to achieve a significant reduction in traffic fatalities and serious injuries, improving highway safety. Increased traffic volumes and left turns at the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) have contributed to a large number of crashes due to existing intersection geometrics, operations and traffic control.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2014 Adopted Capital Improvement Budget included an appropriation of \$106,181, including \$700 in net capitalized interest, for the design phase of the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing was provided from \$94,933 in Federal revenue and \$11,248 in general obligation bonds.~~

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes offsetting the left turn lanes and installing overhead, per lane signal indications (monotubes) at the intersection, improving visibility and traffic signal progression/flow. Median openings and driveways will be evaluated for improvement in access control. Pavement marking and signage will be improved near the intersections to better direct drivers to their destination and therefore reduce side swipe crashes.~~

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Highway Safety Improvement Program (HSIP) was approved and the State/Municipal Agreement executed in 2013 for the intersection of S. 76th St. (CTH U)

and W. Rawson Ave. (CTH BB) project. The total estimated cost of the project is \$608,135, where the Federal funding is \$547,322 and the remaining \$60,814 is funded by Milwaukee County. The HSIP funding expires in 2017.

Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in vehicle registration fee revenue.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Highway Safety Improvement Program (HSIP) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH00206) – West Good Hope Road Corridor Adaptive Signal Control System as follows:

**WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]**

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the flow of traffic from one signalized intersection along W. Good Hope Rd. to the next, improving the overall Southeastern Wisconsin Traffic System Management.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital Improvement Budget included an appropriation of \$108,000 for the design phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing was provided from \$86,400 in Federal revenue and \$21,600 in general obligation bonds.

2017 Sub-Project Scope of Work:

The overall sub-project scope of work is to model, select, implement and calibrate a traffic adaptive signal system on the 7-mile corridor of W. Good Hope Rd. (CTH PP) from USH 41/45 to IH 43. Intersection controller equipment replacement would be required and improved traffic signal software that allows for remote management of all Milwaukee County Traffic signals, including possible coordination improvements with other agencies that would also be required as part of one of the corridor projects.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Congestion Mitigation & Air Quality Program (CMAQ) was approved and the State/Municipal Agreement executed in 2014 for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project. The total estimated cost of the project is \$576,000 where 80% is Federal funding \$460,800 and the remaining 20% \$115,200 funded by Milwaukee County. The CMAQ funding expires in 2018.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Congestion Mitigation & Air Quality Program (CMAQ) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH01002) – West Mill Rd.43rd St. to North Sydney Place as follows:

**WH01002 – W. Mill Rd. (CTH S)-N. 43rd St. to N. Sydney Pl., City of Milwaukee [WISDOT Project No. 2216-01-00/20/70]**

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2013 Adopted Capital improvements Budget included an appropriation of \$377,275 for the design phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$301,820 in Federal revenue and \$75,455 in general obligation bonds.

The 2014 Adopted Capital improvements Budget included an appropriation of \$389,875, including \$5,100 in net capitalized interest, for the design and right-of-way acquisition phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$307,820 in Federal revenue and \$82,055 in general obligation bonds.

The 2015 Adopted Capital improvements Budget included an appropriation of \$367,500 for the continuation and completion of the design and right-of-way phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$294,000 in Federal revenue and \$73,500 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$5,350,000 for the construction phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$4,240,000 in Federal revenue, \$50,000 in Local revenue and \$1,060,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes reconstructing a two-lane urban section for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. (1.2 miles) and an auxiliary lane from N. 43rd St. to N. 40th St. and from N. Teutonia Ave. to N. Sydney Pl. From N. 40th St. to N. Teutonia Ave. the roadway will be reconstructed to a two-lane rural section with paved shoulders. The design and right-of-way phases are complete and the construction phase is to begin in 2016.

The W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project is funded under the Wisconsin Department of Transportation (WISDOT) Surface Transportation Program (STP). In 2012, the State/Municipal Agreement (SMA) was amended to include the additional design and right-of-way costs of extending the limits of W. Mill Rd. (CTH S) from N. Teutonia Ave. to N. Sydney Pl. with estimated costs for design and right-of-way are \$1,650,000, where 80% is the Federal share \$1,320,000 and the remaining 20% \$330,000 is the Milwaukee County share. The project design and right-of-way has a Federal funding maximum of \$1,320,000. In 2014, the Federal funding for the

~~construction of W. Mill Rd. (CTH S) was approved and a revised SMA executed for an amount of \$5,300,000, where 80% is the Federal share \$4,240,000 and the remaining 20% \$1,060,000 is the Milwaukee County share. The total Federal funding for all project phases is \$5,560,000 with a Milwaukee County match of \$1,390,000 and \$50,000 local share for a total estimated project cost for all phases of \$7,000,000. The STP funding expires in 2020.~~

~~In order to adequately address the contaminated soils on W. Mill Rd. (CTH S), an additional \$750,000 of Milwaukee County funding is required to complete the construction of this STP project. The additional costs will cover the excavation, evaluating, loading, hauling, disposal, remediation and management of contaminated soils and replacement thereof as required by Wisconsin Department of Natural Resources (WDNR).~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH01016) – Reconstruction 13<sup>th</sup>: Drexel to Rawson Ave as follows:~~

**~~WH01016 – S. 13th St. (CTH V)-W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]~~**

~~An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from \$400,000 in Federal revenue and \$100,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2015 Adopted Capital Improvements Budget included an appropriation of \$400,000 for the start of the design and right-of-way phases of the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$320,000 in Federal revenue and \$80,000 in general obligation bonds.~~

The 2016 Adopted Capital Improvements Budget included an appropriation of \$500,000 for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$400,000 in Federal revenue and \$100,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the reconstruction of a one mile segment of S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. Planned reconstruction consists of an urban and rural combination section with bicycle and pedestrian accommodations. In the 2017, the design and right-of-way phases will continue.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) was approved and the State/Municipal Agreement executed in 2014 for the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The total estimated cost of the project is \$7,200,000 where it would provide 80% for the Federal share \$5,720,000, 20% \$1,430,000 for the Milwaukee County share and \$50,000 for the local share.

Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available from the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project to be transferred to Project WH09501, W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. due to the reduction of scope from a roadway expansion to a roadway reconstruct. The reduction of scope is due to the decreased traffic on S. 13th St. (CTH V) caused by the recent construction of the W. Drexel Ave. interchange.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$5,800,000 that are necessary to complete the work on the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. Financing is anticipated to be provided from \$4,600,000 in Federal revenue, \$1,150,000 in County funding, and \$50,000 in Local revenue.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH02019) – North Teutonia Ave (Good Hope to Bradley) as follows:

**WH02019 – N. Teutonia Ave. (CTH D)-Good Hope Rd. to Bradley Rd., City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]**

An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway

Improvement Program (CHIP). Financing will be provided from \$100,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$1,418,669.57 and expires on June 30, 2019.

The 2015 Adopted Capital improvements Budget included an appropriation of \$325,000 for the design and right-of-way acquisition phases for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing was provided from \$68,750 in State revenue and \$256,250 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes rehabilitating and overlaying N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. with hot mix asphalt pavement, including other minor drainage and safety improvements.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$3,500,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$1,349,000 in State revenue and \$2,151,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH08023) – Whitnall Park Bridge #564 as follows:

**WH08023 – Whitnall Park Bridge #564, Village of Hales Corners**  
**[WISDOT Project I.D. 2981-00-03/73]**

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided

~~from \$388,283 in Federal revenue and \$201,107 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #564 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the rehabilitation of bridge P-40-0564, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #565 project. The total estimated cost of the project is \$586,354 where it would provide 80% for the Federal share \$468,283, 20% \$118,071 for the Milwaukee County share.~~

~~Due to the historic nature of the bridge, an additional \$104,436 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Delete Capital Improvement Project (WH08024) – Whitnall Park Bridge #565 as follows:

**WH08024 – Whitnall Park Bridge #565, Village of Hales Corners [WISDOT Project I.D. 2981-00-04/74]**

An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #565 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the rehabilitation of bridge P-40-0565, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #564 project. The total estimated cost of the project is \$643,341 where it would provide 80% for the Federal share \$513,873, 20% \$129,468 for the Milwaukee County share.

Due to the historic nature of the bridge, an additional \$102,884 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the project management for the Local Bridge Program (LBP) projects. Consultants will be used for components of construction management.

Delete Capital Improvement Project (WH09001) – West Ryan Road (CTH H) South 96th Street to South 112th Street as follows:

**WH09001 – W. Ryan Rd. (CTH H) S. 96th St. to S. 112th St., City of Franklin  
[WISDOT Project No. N/A]**

An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital improvements Budget included an appropriation of \$90,000 for the start of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$90,000 for the continuation of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes a pavement replacement with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.

The W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum CHIP funding reimbursement is \$755,106.76 and expires in June 30, 2019.

2018 – 2021 Scope of Work:

None.

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Delete Capital Improvement Project (WH09101) – Short Term CTH Rehabilitation Projects as follows:

### **WH09101 – Short Term CTH Rehabilitation Projects**

~~An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in vehicle registration fee revenue.~~

#### 2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the immediate significant need of short term rehabilitation of a number of CTHs to provide limited preservation until additional Federal or State funding becomes available to complete a longer term significant improvement project. The continued patching/spot maintenance activities performed by the Highway Maintenance Department on these CTHs are not sufficient to safely maintain these roadways.~~

#### Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2015 Adopted Capital improvements Budget included an appropriation of \$400,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from general obligation bonds.~~

~~The 2016 Adopted Capital Improvements Budget included an appropriation of \$450,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from sales tax revenue.~~

#### 2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes milling down the existing roadway and replacing it with an asphalt overlay. The program will not include any patching of the roadway areas. In the 2016, both the design and construction phases will take place.~~

~~The Short Term CTH Rehabilitation Project(s) under this program span the gap between routine maintenance and improvement projects and are not intended to upgrade or improve the CTH long term. Since these project(s) are short-term, this will allow time to obtain potential grant funding with County matching funds for improvement projects and most importantly keep roadways safe. These projects are short term improvements to extend the life of the pavement between 3-7 years until grant funding is available.~~

The Director of Transportation will report to the Committee on Transportation, Public Works, and Transit on any Short Term CTH Rehabilitation Project that receives WH09101 funding and the estimated amount of funding that will remain in the WH09101 allocation after the project's completion. The Director of Transportation will submit a report to the Committee on Transportation, Public Works, and Transit one month following the initiation of a rehabilitation project.

2018 – 2021 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$2,000,000 that are necessary to safely maintain our CTH system. Financing is anticipated to be provided from sales tax revenue.

Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH09501) – West Rawson Avenue (CTH BB) South 27th Street to South 20th Street as follows:

**WH09501 – W. Rawson Ave. (CTH BB) S. 27<sup>th</sup> St. to S. 20<sup>th</sup> St., City of Oak Creek [WISDOT Project No. Pending]**

An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the reconstruction of a 0.5 mile segment of W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. The planned reconstruction includes consideration for bicycle and pedestrian accommodations. In the 2017, the design phase is intended to start.

In 2015, MCDOT had applied for funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Although MCDOT did not

receive full STP funding in 2015, it is anticipated that enough funding to begin the design will be available to start in 2016. The total estimated cost of the project is \$3,200,000 where if the STP funding is approved it would provide 80% Federal funding \$2,560,000 and the remaining 20% \$640,000 funded by Milwaukee County.

Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project from a transfer of remaining Federal funding from Project WH01016, S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The project is contingent on receiving approval from SEWRPC of the Federal funding to begin the design of the project and the respective construction funding in the next STP funding cycle.

#### 2018 – 2022 Scope of Work:

The Five Year Capital Improvements Plan includes additional appropriations of \$3,050,000 that are necessary to complete the work on the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Financing is anticipated to be provided from \$2,440,000 in Federal revenue and \$610,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

#### **Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design and project management for the Surface Transportation Program (STP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24001) – West Rawson Avenue (CTH BB) USH 45 to Hawthorne Lane as follows:

#### **WH24001 – W. Rawson Ave. (CTH BB) USH 45 to Hawthorne Ln., City of Franklin [WISDOT Project No. N/A]**

An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.

#### 2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.

In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.

2018 – 2021 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the County Highway Improvement Program (CHIP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24101) – North Oakland Avenue Bridge Deck Mill & Overlay as follows:

**WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay**

An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the

Local Bridge Program, require the County to fully fund this work.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the HSTCP projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WT02601) – New Flyer Buses as follows:

**WT02601 – NEW FLYER BUSES**

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in vehicle registration fee revenue, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America

~~for the purchase of up to 75 buses by April 1, 2017. By year-end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.~~

~~A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.~~

~~2018 – 2021 Scope of Work:~~

~~Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~**Staffing Plan**~~

~~MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.~~

~~Delete Capital Improvement Project (WT08301) – Bus Rapid Transit as follows:~~

~~**WT08301 – BUS RAPID TRANSIT**~~

~~An appropriation of \$43,775,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from \$7,775,000 in vehicle registration fee revenue and \$36,000,000 in Federal Section 5309 Small Starts funds.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners, have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.~~

~~The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized \$1,225,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would~~

~~be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by \$1,225,000 for a total local amount of \$7,775,000. The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~In 2015, \$1,500,000 was authorized for the development of transit signal priority in the BRT corridor. Later in 2015, \$225,000 was authorized from the \$1,500,000 for the purposes of developing the feasibility analysis for the BRT project leaving a balance of \$1,225,000 for the transit signal priority project.~~

~~In May of 2016, the Board authorized \$2,190,000 of 5307 funds to be used for the purposes of supporting project development of the BRT project. Along with \$225,000 from Milwaukee County, \$300,000 from SEWRPC and \$85,000 from MCTS a total of \$610,000 locally funded the feasibility study. Therefore, the amount of \$2,190,000 of 5307 funds may be used as an 80% federal match to support future project development needs against the \$610,000.~~

~~2017 Sub-Project Scope of Work:~~

~~Project development work will continue for 2017. This will consist of working with the FTA and local units of government to determine the conditions for which BRT will operate. Decisions with regard to final station locations, use of existing traffic or parking lanes, and impacts to traffic all must be made during the project development, designing and preliminary engineering phase that will occur in 2017.~~

~~2018 – 2021 Scope of Work:~~

~~Once the work of project development, design and preliminary engineering is complete, and with approvals from local units of government, the department would anticipate entering into construction in 2018 and 2019. During these phases the department would utilize the vast majority of the funds made available by the FTA small start grant program for the purchase of vehicles, development of stations, and related infrastructure needed to complete the work related for the BRT project.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

**Staffing Plan**

~~MCDOT and MTS staff will be responsible for overall project management. Specialized consultants will be retained to support the project.~~

~~Delete Capital Improvement Project (WP290) – Kinnickinnic Parkway Reconstruction as follows:~~

**WP290 – KINNICKINNIC PARKWAY RECONSTRUCTION**

An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

This existing parkway requires reconstruction of the pavement, storm sewer, and roadway lighting systems due to their deterioration.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$265,167 for planning and design for replacement of the pavement, storm sewer, and roadway lighting system. Planning involves exploring alternatives to reduce the county's impervious pavement footprint, reducing future maintenance costs and better serving the communities recreational needs.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes reconstruction of pavement, storm sewer, and roadway lighting systems. Replacement of municipal utilities such as sanitary sewers, water mains, storm sewers and lighting are coordinated with this project. Traffic calming measures, storm water best management practices, green infrastructure, natural areas restoration and management, and connections to city streets and state highways are included in the reconstruction plans.

2018 – 2021 Scope of Work:

The overall Parkway reconstruction project (WP290) is to be completed in multiple sub-project phases. While the two segments (WP29001/02) from S 76th St to S 68th St and S 68th St to W Cleveland Ave are scheduled to begin reconstruction in 2017, several segments further east are on temporarily on hold due to MMSD's Kinnickinnic River Watershed project. This project will involve concrete channel removal, streambed and streambank naturalization, and flood impact mitigation. Heavy construction activities will be detrimental to the pavements, so they will be reconstructed after the river work is complete in future years. The new schedule is as follows:

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Delete Capital Improvement Project (WP52301) – Lake Park Steel Arch Bridge as

follows:

**WP52301 – LAKE PARK STEEL ARCH BRIDGE**

~~An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~None.~~

2017 Sub-Project Scope of Work:

~~The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.~~

2018 – 2021 Scope of Work:

~~The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

**Staffing Plan**

~~DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

Delete Capital Improvement Project (WP48401) – Lake Park Ravine Bridge as follows:

**WP48401 – LAKE PARK RAVINE BRIDGE**

~~An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from \$500,000 in vehicle registration fee revenue and \$2,000,000 in private contributions.~~

2017 Sub-Project Addresses the following item/issue:

The Lake Park Arch Bridge over Ravine Drive in historic Lake Park was built in 1905/1906. In 2014, increased cracking in the bridge and soil washout at the abutment prompted an updated condition assessment, resulting in the arch bridge and Ravine Drive below being closed until an in depth structural study could be completed to determine if it was safe to re-open the bridge and/or Ravine Drive.

Following completion of the inspection report, the arch bridge was re-opened to pedestrian traffic. However, Ravine Drive and pedestrian walking paths that pass under the bridge remain closed due to the potential for spalled concrete falling from the bridge on vehicles or pedestrians below. A copy of the inspection report can be found on the Milwaukee County (County) web site (<http://county.milwaukee.gov/ConstructionBidsandR23075.htm>).

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

In 2015, an appropriation of \$404,827 was used to fund a Lake Park Ravine Road (Concrete Arch) Bridge inspection report and perform planning and design services for bridge rehabilitation or bridge replacement.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs.

The County is providing \$500,000 in funding to serve as a challenge grant for private contributors.

The construction phase of this sub-project shall not proceed until the \$2,000,000 in private contributions is secured and committed.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Amend Org. Unit No. 5600 – DOT Transit narrative as follows:

**Strategic Implementation:**

In 2017, both expenditures and revenues are reduced by \$9,297,964. This reflects an \$11,497,964 reduction in proposed VRF revenue, which is partially offset by \$2.2 million in revenue recaptured due to the elimination of the GO Pass program.

Milwaukee County Transit System (MCTS) shall report back to the County Board of Supervisors in January of 2017 with a plan of how the transit system will absorb cuts.

Preliminary estimates from MCTS show reductions in expenditures and revenues would reduce service by 16% or a decrease of 229,000 bus hours, and passenger participation would decrease by 14% or 4,575,000 less passengers valued at approximately \$4.58 million. The impact also includes layoffs for approximately 100 bus operators and 6 mechanics, as well as a reduction in the fleet of about 18 buses.

~~Metro Express routes (Gold and Purple) will continue to be partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues. There is currently only one year of CMAQ funding available to cover two years of operations costs. CMAQ funding in 2017 decreases \$1.7 million from \$5.7 million to \$4.0 million. Reducing CMAQ revenue leaves an estimated reserve funding of \$2.4 million for 2018 with the goal of continuing these routes. Milwaukee County has been awarded additional CMAQ funds of \$4.8 million to cover 2019 and 2020.~~

~~Routes 6 and 61 continue to be fully funded with Zoo Interchange litigation funds.~~

~~Fixed-route services will change minimally from the current year. A reduction in bus hours of 1.9 percent reflects changes in Downtown Milwaukee resulting from the sale of the Downtown Transit Center, as well as removal of select school specific bus services in instances where the underlying fixed route transit buses have available capacity. Expenditures decrease by approximately \$2.6 million. Increases in wage and benefit costs are primarily offset by favorable fuel pricing. Fuel is budgeted at \$1.58 per gallon compared to \$2.70 per gallon in 2016 due to the use of fuel price hedging through futures contracts. Expenditures for fuel decrease \$5.2 million from \$11.7 million to \$6.5 million. Future year increases in the cost for fuel could significantly impact future budgets.~~

~~Fare increases are proposed for premium fares used to pay for Freeway Flyers and several forms of adult fare passes to counter negative annual passenger revenue trends. See amended fare table on pg. 7.~~

~~As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low income. Second, a modest fee per ride will be assessed to GO Pass recipients.~~

The following summarizes the 2017 changes for GO Pass eligibility.

GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:

1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits;
- or
2. For residents under 65:
  - a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and
  - b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.

For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half-fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens. The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.

Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders.

While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.

Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget.

The 2017 budget includes revenue allocated from a county Vehicle Registration Fee (VRF). VRF funding for the Transit operating budget is estimated at \$11,497,964 and will be used to offset negative trends in revenue from the State and Federal government as well as the GO Pass program. VRF funding will also contribute to the capital budget to help fund transit and transportation infrastructure projects, please see the introduction for more details.

Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low income households. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated.

Finally, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. Passage of the MCTS budget will allow the Department of Transportation to apply for and execute the following revenue grant contracts in 2017:

- State Urban Mass Transit Operating Assistance Contract (Section 85.20)
- State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)
- State Specialized Transportation Assistance Program for Counties (Section 85.21)
- State Traffic Mitigation Contract – Zoo Interchange Project
- Federal Urbanized Area Formula (Section 5307)
- Federal Bus and Bus Facilities Formula (Section 5339)

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WH00119	CTH U and CTH Intersection	(\$959,730)	(\$452,389) (\$507,341) VRF	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	(\$468,000)	(\$374,400) (\$93,600) VRF	\$0
WH01002	Mill Road 43 <sup>rd</sup> Street to Sydney Place	(\$750,000)	(\$750,000) VRF	\$0
WH01016	Reconstruction 13 <sup>th</sup> : Drexel to Rawson Avenue	(\$500,000)	(\$400,000) (\$100,000) VRF	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	(\$100,000)	(\$100,000) VRF	\$0

(1B014)

Capital Project: Various Capital and DOT-Transit Operating

Date: November 2, 2016

WH08023	Whitnall Park Bridge #564	(\$589,390)	(\$388,283) (\$201,107) VRF	\$0
WH008024	Whitnall Park Bridge #565	(\$644,825)	(433,873) (\$210,952) VRF	\$0
WH09001	West Ryan Road (CTH H) S. 96 <sup>th</sup> Street to S. 112 <sup>th</sup> Street	(\$1,540,000)	(\$713,000) (\$827,000) VRF	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects	(\$500,000)	(\$500,000) VRF	\$0
WH09501	West Rawson Avenue S. 27 <sup>th</sup> Street to S. 20 <sup>th</sup> Street	(\$150,000)	(\$120,000) (\$30,000) VRF	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0
WT02601	New Flyer Buses	(\$7,500,000)	(\$5,800,000) (\$1,700,000) VRF	\$0
WT08301	Bus Rapid Transit	(\$43,775,000)	(\$36,000,000) (\$7,775,000) VRF	\$0
WP290	Kinnickinnic Parkway Reconstruction	(\$1,739,000)	(\$1,739,000) VRF	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	(\$2,500,000)	(\$2,000,000) (\$500,000) VRF	\$0
5600	DOT - Transit	(\$11,497,964)	(\$11,497,964) VRF	\$0
5600	Eliminate GO Pass Program	\$2,200,000	\$2,200,000	\$0
<b>TOTALS:</b>		(\$71,544,709)	(\$71,544,709)	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

(1B014)

Capital Project: Various Capital and DOT-Transit Operating

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Wasserman

Amend Capital Improvement Project WH00119 – CTH U and CTH BB Intersection as follows:

- Replace Vehicle Registration Fee revenue of \$507,341 with general obligation bonding.

Amend the following applicable narrative sections:

**WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave.  
(CTH BB) [WISDOT Project I.D. 2160-01-02/72]**

An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in ~~vehicle registration fee revenue~~ general obligation bonds.

Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH00206 – West Good Hope Road Corridor Adaptive Signal Control as follows:

- Replace Vehicle Registration Fee revenue of \$93,600 with tax levy.

Amend the following applicable narrative sections:

**WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]**

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH01002 – Mill Road 43<sup>rd</sup> Street to North Sydney Place as follows:

- Replace Vehicle Registration Fee revenue of \$750,000 with general obligation bonds.

Amend the following applicable narrative sections:

**WH01002 – W. Mill Rd. (CTH S)-N. 43rd St. to N. Sydney Pl., City of Milwaukee [WISDOT Project No. 2216-01-00/20/70]**

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43<sup>rd</sup> St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH01016 – Reconstruction 13<sup>th</sup>: Drexel to Rawson Avenue as follows:

- Replace Vehicle Registration Fee revenue of \$100,000 with general obligation bonds.

Amend the following applicable narrative sections:

**WH01016 – S. 13<sup>th</sup> St. (CTH V)-W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]**

An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13<sup>th</sup> St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

\$400,000 in Federal revenue and \$100,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH02019 – North Teutonia Avenue (West Good Hope to Bradley) as follows:

- Replace Vehicle Registration Fee revenue of \$100,000 with tax levy.

Amend the following applicable narrative sections:

**WH02019 – N. Teutonia Ave. (CTH D)-Good Hope Rd. to Bradley Rd.. City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]**

An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing will be provided from \$100,000 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH08023 – Whitnall Park Bridge #564 as follows:

- Replace Vehicle Registration Fee revenue of \$201,107 with tax levy.

Amend the following applicable narrative sections:

**WH08023 – Whitnall Park Bridge #564. Village of Hales Corners [WISDOT Project I.D. 2981-00-03/73]**

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided from \$388,283 in Federal revenue and \$201,107 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH08024 – Whitnall Park Bridge #565 as follows:

- Replace Vehicle Registration Fee revenue of \$210,952 with tax levy.

Amend the following applicable narrative sections:

**WH08024 – Whitnall Park Bridge #565. Village of Hales Corners [WISDOT Project I.D. 2981-00-04/74]**

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023, WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601, WT08301, WP290, WP52301, WP48401, WO60201, WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH09001 – West Ryan Road (CTH H) S. 96<sup>th</sup> Street to 112<sup>th</sup> Street as follows:

- Replace Vehicle Registration Fee revenue of \$827,000 with general obligation bonds.

Amend the following applicable narrative sections:

**WH09001 – W. Ryan Rd. (CTH H)-S. 96<sup>th</sup> St. to S. 112<sup>th</sup> St., City of Franklin [WISDOT Project No. N/A]**

An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96<sup>th</sup> St. to S. 112<sup>th</sup> St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH09101 – Short Term CTH Rehabilitation Maintenance Projects as follows:

- Replace Vehicle Registration Fee revenue of \$500,000 with tax levy.

Amend the following applicable narrative sections:

**WH09101 – Short Term CTH Rehabilitation Projects**

An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH09501 – West Rawson Avenue S. 27<sup>th</sup> Street to S. 20<sup>th</sup> Street as follows:

- Replace Vehicle Registration Fee revenue of \$30,000 with general obligation bonds.

Amend the following applicable narrative sections:

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

**WH09501 – W. Rawson Ave. (CTH BB)-S. 27<sup>th</sup> St. to S. 20<sup>th</sup> St., City of Oak Creek**  
**[WISDOT Project No. Pending]**

An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27<sup>th</sup> St. to S. 20<sup>th</sup> St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue general obligation bonds.

Amend Capital Improvement Project WH24001 – West Rawson (CTH BB) USH 45 to Hawthorne Lane as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

**WH24001 – W. Rawson Ave. (CTH BB)-USH 45 to Hawthorne Ln., City of Franklin**  
**[WISDOT Project No. N/A]**

~~An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~None.~~

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements. In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.~~

2018 – 2021 Scope of Work:

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Amend Capital Improvement Project WH24101 – N. Oakland Avenue Bridge Deck Mill and Overlay as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

**WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay**

~~An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the Local Bridge Program, require the County to fully fund this work.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~None.~~

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.~~

2018 – 2021 Scope of Work:

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved~~

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

~~project scope without the approval of the County Board of Supervisors and the County Executive.~~

Amend Capital Improvement Project WT02601 – New Flyer Buses as follows:

- Replace Vehicle Registration Fee revenue of \$1,700,000 with general obligation bonds.

Amend the following applicable narrative sections:

### **WT02601 – NEW FLYER BUSES**

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in ~~vehicle registration fee revenue~~ general obligation bonds, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

Amend Capital Improvement Project WT08301 – Bus Rapid Transit as follows:

- Reduce expenditures and revenues by 50% to reflect that the project will be financed in 2017 and 2018. Reduce Vehicle Registration Fee revenue by \$5,806,513, from \$7,775,000 to \$1,968,487. Provide \$1,256,513 in general obligation bond financing to provide a total local match financing of \$3,225,000 in 2017.

Amend the following applicable narrative sections:

### **WT08301 – BUS RAPID TRANSIT**

An appropriation of ~~\$43,775,000~~ \$21,225,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from ~~\$7,775,000~~ \$1,968,487 in vehicle registration fee revenue, \$1,256,513 in general obligation bonds, and ~~\$36,000,000~~ \$18,000,000 in Federal Section 5309 Small Starts funds. For 2018, the remaining appropriation of \$22,500,000 will be provided, offset with \$18,000,000 in federal revenue, and \$4,500,000 in local match financing.

2017-2018 Sub-Project Addresses the following item/issue:

In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners,

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.

The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized ~~\$1,225,000~~ \$1,275,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by ~~\$1,225,000~~ \$1,275,000 for a total local amount of \$7,775,000. ~~The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

Amend Capital Improvement Project WP290 – Kinnickinnic Parkway Reconstruction as follows:

- Replace Vehicle Registration Fee revenue of \$1,739,000 with general obligation bonds.

Amend the following applicable narrative sections:

An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WP52301 – Lake Park Steel Arch Bridge as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

**~~WP52301 – LAKE PARK STEEL ARCH BRIDGE~~**

~~An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.~~

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023, WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601, WT08301, WP290, WP52301, WP48401, WO60201, WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.

2018 – 2021 Scope of Work:

The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Amend Capital Improvement Project WP48401 – Lake Park Ravine Bridge as follows:

- Replace Vehicle Registration Fee revenue of \$500,000 with general obligation bonds. Add an additional \$1,100,800 in general obligation bond funding and reduce private contributions by the same amount.

Amend the following applicable narrative sections:

**WP48401 – LAKE PARK RAVINE BRIDGE**

An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from ~~\$500,000~~ \$1,600,800 in ~~vehicle registration fee revenue~~ general obligation bonds and ~~\$2,000,000~~ \$899,200 in private contributions.

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023, WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601, WT08301, WP290, WP52301, WP48401, WO60201, WO11201, WO11203, WO11205, and WH22801  
Date: November 2, 2016

2017 Sub-Project Scope of Work:

The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs. The County is providing ~~\$500,000~~ \$1,600,800 in funding to serve as a challenge grant for private contributors.

The construction phase of this sub-project shall not proceed until the ~~\$2,000,000~~ \$899,200 in private contributions is secured and committed

Amend Capital Improvement Project WO60201 – Enterprise Platform Modernization as follows:

- Reduce expenditures and revenues by 45% to reflect that a portion of the recommended project will be delayed until 2018. Expenditures and revenues for 2017 are reduced by \$6,573,375, from \$14,607,500 to \$8,034,125. Financing is provided by \$1,650,000 in sales tax revenue and \$6,384,125 in general obligation bonds.

Amend the following applicable narrative sections:

**WO60201 – ENTERPRISE PLATFORM MODERNIZATION**

An appropriation of ~~\$14,607,500~~ \$8,034,125 is budgeted for the Enterprise Platform Modernization program. Financing is provided from ~~\$14,607,500~~ \$6,139,784 in general obligation bonds and ~~\$3,000,000~~ \$1,650,000 in sales tax revenue, and \$244,341 in tax levy.

2017 Sub-Project Scope of Work:

Upon completion of the initiation and planning phases of the project, the project will move into Phase III System Implementation. During this phase, purchase of the winning software as determined by the RFP process will be complete and system implementation will begin. The project will not only include system purchase and implementation but process re-engineering, data architecture, system configuration, integration, data migration, testing, project staffing, training, and change management.

Project components that are bond eligible may change based upon completion of the planning phase, the scope of work that is included in the contract with the selected ERP vendor(s) and other work being charged to the project. DAS-PSB and the Comptroller Office will work with DAS-IMSD to assess any financing changes that may be required (within the ~~\$14.6~~ \$8.0 million appropriation). An appropriation transfer to allocate cash from the Debt Service Reserve to the project will be submitted prior to the issuance of the 2017 bonds to modify the project's financing if the assessment

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

determines that more cash financing is required based on a better understanding of actual costs and scope of work.

2018 – 2021 Scope of Work:

The implementation and deployment phase is expected to run throughout 2018. Project costs are estimated at ~~\$9,819,000~~ \$16,392,375.

Amend Capital Improvement Project WO11201 – Fleet General Equipment as follows:

- Reduce expenditures and general obligation bonding by \$729,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

**WO11201 – FLEET GENERAL EQUIPMENT**

An appropriation of ~~\$3,480,000~~ \$2,751,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$3,480,000~~ \$2,751,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

This is an ongoing project to replace equipment at the end of its useful life. A detailed list of the highest priority equipment to be replaced is included on the following page.

Amend Capital Improvement Project WO11203 – Fleet Sheriff Equipment as follows:

- Reduce expenditures and general obligation bonding by \$200,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

**WO11203 – FLEET SHERIFF EQUIPMENT**

An appropriation of ~~\$1,000,000~~ \$800,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$1,000,000~~ \$800,000 in general obligation bonds.

Amend Capital Improvement Project WO11205 – Fleet Parks Equipment as follows:

- Reduce expenditures and general obligation bonding by \$951,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

## WO11205 – FLEET PARKS EQUIPMENT

An appropriation of ~~\$3,051,000~~ \$2,100,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$3,051,000~~ \$2,100,000 in general obligation bonds.

Amend Capital Improvement Project WH22801 – North Shop Improvements as follows:

- Reduce expenditures and revenues by \$954,000 to reflect adequate funding for planning and schematic design requirements in 2017.

Amend the following applicable narrative sections:

## WH22801– NORTH SHOP IMPROVEMENTS

An appropriation of ~~\$1,279,000~~ \$325,000 is budgeted for the replacement of the existing North Highway Maintenance Facility. Financing is provided from ~~\$1,279,000~~ \$325,000 in general obligation bonds.

### 2017 Sub-Project Scope of Work:

#### **Phase I: Design-**

This project will replace the existing North Highway Maintenance Facility. The existing facility has deteriorated and developed structural deficiencies. Construction documents were developed in 1999 for a new maintenance facility. Although these documents are 95% complete, the design will need to be revisited to address any program changes and to insure compliance with current codes and ordinances. Phase I would include programming and schematic plan design team review, design changes, construction cost estimate, bid ready documents, bid phase services and provide design consultant services during the construction phase.

### 2018 – 2021 Scope of Work:

#### **Phase II: Complete Construction Documents, Bid and Construction-**

~~The project scope for Phase I in 2017 would provide documents ready to bid. A construction cost estimate will be prepared in Phase I to assist in the preparation of the Phase II budget.~~ Phase II will address completion of the construction documents, bidding and construction of the facility in 2019. The 2001 estimate of probable construction cost was \$4,426,076.00. Utilizing historical cost data multipliers, the 2018 estimate of probable construction cost is projected to be approximately \$8,300,000 for the same 1999 design.

(1B004)

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

This amendment would have \$0 tax levy impact.

This amendment would increase general obligation bonding by \$208,938.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WH00119	CTH U and CTH Intersection	\$0	(\$507,341) VRF \$507,341 Bonds	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	\$0	(\$93,600) VRF	\$93,600
WH01002	Mill Road 43 <sup>rd</sup> Street to Sydney Place	\$0	(\$750,000) VRF \$750,000 Bonds	\$0
WH01016	Reconstruction 13 <sup>th</sup> : Drexel to Rawson Avenue	\$0	(\$100,000) VRF \$100,000 Bonds	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	\$0	(\$100,000) VRF	\$100,000
WH08023	Whitnall Park Bridge #564	\$0	(\$201,107) VRF	\$201,107
WH008024	Whitnall Park Bridge #565	\$0	(\$210,952) VRF	\$210,952
WH09001	West Ryan Road (CTH H) S. 96 <sup>th</sup> Street to S. 112 <sup>th</sup> Street	\$0	(\$827,000) VRF \$827,000 Bonds	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects		(\$500,000) VRF	\$500,000
WH09501	West Rawson Avenue S. 27 <sup>th</sup> Street to S. 20 <sup>th</sup> Street		(\$30,000) VRF \$30,000 Bonds	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0

(1B004)

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801

Date: November 2, 2016

WT02601	New Flyer Buses	\$0	(\$1,700,000) VRF \$1,700,000 Bonds	\$0
WT08301	Bus Rapid Transit	(\$22,550,000)	(\$18,000,000) Federal (\$5,806,513) VRF \$1,256,513 Bonds	\$0
WP290	Kinnickinnic Parkway Reconstruction	\$0	(\$1,739,000) VRF \$1,739,000 Bonds	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	\$0	(\$500,000) VRF \$1,600,800 Bonds (\$1,100,800) Private Contributions	\$0
WO60201	Enterprise Platform Modernization	(\$6,573,375)	(\$5,467,716) Bonds (\$1,350,000) Sales Tax	\$244,341
1996	Sales Tax Revenue		\$1,350,000	(\$1,350,000)
WO11201	Fleet General Equipment	(\$729,000)	(\$729,000) Bonds	\$0
WO11203	Fleet Sheriff Equipment	(\$200,000)	(\$200,000) Bonds	\$0
WO11205	Fleet Parks Equipment	(\$951,000)	(\$951,000) Bonds	\$0
WH22801	North Shop Improvements	(\$954,000)	(\$954,000) Bonds	\$0
<b>TOTALS:</b>		(\$32,488,175)	(\$32,488,175)	(\$0)

**(1B004)**

Capital Projects: WH00119, WH00206, WH01002, WH01016, WH02019, WH08023,  
WH08024, WH09001, WH09101, WH09501, WH24001, WH24101, WT02601,  
WT08301, WP290, WP52301, WP48401, WO60201,  
WO11201, WO11203, WO11205, and WH22801  
Date: November 2, 2016

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
<b>Wasserman Vice Chairperson</b>	X	
<b>West Chairperson</b>	X	
<b>TOTALS:</b>	7	0

*Approved 7-0*

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Capital Improvement Project (WT02601) – (New Flyer Buses) as follows:

### **WT02601 – NEW FLYER BUSES**

An appropriation of ~~\$7,500,000~~ \$3,750,000 is budgeted for the purchase of ~~fifteen~~ seven 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from ~~\$1,700,000~~ \$850,000 in vehicle registration fee revenue, ~~\$3,200,000~~ \$1,600,000 in federal Surface Transportation Program (STP) funds and ~~\$2,600,000~~ \$1,300,000 in Federal Section 5339 funds.

#### 2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

#### Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

#### 2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America for the purchase of up to 75 buses by April 1, 2017. By year-end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.

A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.

#### 2018 – 2021 Scope of Work:

Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

### **Staffing Plan**

MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.

Delete sections of Org. Unit No. 5600 – DOT-Transit narrative as follows:

~~As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low-income. Second, a modest fee per ride will be assessed to GO Pass recipients.~~

~~The following summarizes the 2017 changes for GO Pass eligibility.~~

~~GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:~~

- ~~1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits; or~~
- ~~2. For residents under 65:~~
  - ~~a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and~~
  - ~~b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.~~

~~For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.~~

~~Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half-fare on MCTS buses. The table~~

below lists the transportation benefits available to Milwaukee County elderly and disabled citizens.

The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.

Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders.

While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WT02601	New Flyer Buses	(\$3,750,000)	(\$3,750,000)	\$0
5600	DOT-Transit GO Pass	\$2,200,000	\$2,200,000	
<b>TOTALS:</b>		<b>(\$1,550,000)</b>	<b>(\$1,550,000)</b>	<b>\$0</b>

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Chair West</b>		
<b>Vice Chair Wasserman</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
 2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 5600 – DOT-Transit as follows:

For eligible GO Pass applicants, a fee of ~~\$5.00~~ \$15.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a ~~\$0.25~~ \$0.75 per ride fare. Up to two (2) minor children may accompany a GO Pass holder with no additional charge. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

This amendment would decrease the tax levy by \$262,995.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
5600	DOT-Transit	\$0	\$262,995	(\$262,995)
<b>TOTALS:</b>		<b>\$0</b>	<b>\$262,995</b>	<b>(\$262,995)</b>

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

*NOTE: Revenue from the \$0.75 fare is realized beginning in 2018. The estimated revenue realized beginning in 2018 is \$3,157,206. There is no revenue budgeted related to the proposed GO Pass fare changes in 2017. Issuance fee revenue of \$262,995 is realized in 2017.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 5600 – DOT-Transit as follows:

Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget. In an effort to keep transit sustainable and relevant, MCTS shall present a plan to the County Board by the July 2016 cycle, which contemplates the future of transit in Milwaukee County and at a minimum includes:

1. A plan to reduce the need for the current sized fleet of fixed route buses by 10 percent by 2019.
2. Options to incorporate driverless cars into the County's overall public transportation services, e.g., WEpod in the Netherlands and Easymile in Helsinki, Finland.
3. Options to incorporate smaller vehicles for on-demand public transportation routes.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
5600	DOT-Transit	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1A056)

Org Unit No: 5600

Org. Name: DOT-Transit

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Moore Omokunde

Amend Org. Unit No. 1090 – Office on African American Affairs as follows:

An appropriation of \$46,000 is provided for expanding youth programming in Sherman Park with Urban Underground's "Building the Future" pilot program and potentially other organizations serving the Sherman Park area.

This amendment would increase the tax levy by \$46,000

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1090	Office on African American Affairs	\$46,000	\$0	\$46,000
<b>TOTALS:</b>		\$46,000	\$0	\$46,000

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1090 – Office on African American Affairs as follows:

**Major Changes in FY 2017:** In order to reflect the position's sole dedication to the Office on African American Affairs and its focus on attracting resources to Milwaukee County to address disparate issues that adversely impact the African American community, the Development Specialist position is moved from DAS-Central Business Office (1156) to the Office on African American Affairs.

The Office shall work in collaboration with the Department of Health and Human Services to identify available community resources and support groups for parents of drug addicted children, and work to support the expansion of existing programs, in addition to pursuing the creation of a new support group for parents battling to save their teen(s) or adult children from drug addiction.

Amend Org. Unit No. 8000 – Department of Health and Human Services as follows:

### Major Changes in FY 2017:

- The Department of Health and Human Services shall work in collaboration with the Office on African American Affairs to identify available community resources and support groups for parents of drug addicted children, and work to support the expansion of existing programs, in addition to pursuing the creation of a new support group for parents battling to save their teen(s) or adult children from drug addiction.

(1A051)

Org Unit No: 1090, 8000

Org. Name: Office on African American Affairs, Department of Health and Human Services

Date: November 2, 2016

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1090	Office on African American Affairs	\$0	\$0	\$0
8000	Department of Health and Human Services	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1090 – Office on African American Affairs as follows:

**Department Mission:** To serve an integral role in recognizing and resolving the County's racial inequities for the benefit of all of its citizenry, and for the region to achieve its full potential.

**Department Description:** The Office on African American Affairs (OAAA) works to examine and define the issues central to the rights and needs of African Americans, advise policymakers and the public on recommendations for changes in programs and laws for the benefit of the African American community, develop and implement policies, plans, and programs related to the special needs of African Americans, and promote equal opportunities for African Americans.

Through its staffing and structure, the Office takes a collective impact approach to fulfilling its mission, which at its core entails coordinating with County Departments internally and with community stakeholders externally. The Office on African American Affairs is responsible for planning, managing, and supporting a collective approach to addressing racial inequities in Milwaukee through the development of a common agenda among stakeholders, shared measurement systems, mutually reinforcing activities, and continuous communication.

In conjunction with the department's mission, the Office is committed to the following initiatives:

- Pursue a goal of the Office's financial efficiency and self-sufficiency through the use of non-tax mechanisms such as grants from private foundations.
- Encourage reconciliation of race-based tensions in Milwaukee, particularly when related to the provision of government services, such as in matters of public safety.

(1A052)

Org Unit No: 1090

Org. Name: Office on African American Affairs

Date: November 2, 2016

This amendment would have no tax levy impact.

<b>Org. No.</b>	<b>Department (or Capital Project)</b>	<b>Expenditure</b>	<b>Revenue (or Bonds*)</b>	<b>Tax Levy</b>
1090	Office on African American Affairs	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

Org. Name: Office on African American Affairs, Human Resources, DAS-Central Business Office, DAS-IMSD, Appropriation for Contingencies, County Treasurer, Sheriff, House of Corrections, District Attorney, Medical Examiner, DAS-Facilities Maintenance, DHHS, Parks, Recreation and Culture, and Zoological Department  
Date: November 2, 2016

## **AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET**

By Supervisor Lipscomb, Sr.

Amend Org. Unit No. 1090 – Office on African American Affairs as follows:

- Deny the creation of the new position of Community Engagement Coordinator at a cost savings of \$77,290.

Amend Org. Unit No. 1140 – Human Resources as follows:

- Deny the creation of three new positions: Diversity and Inclusion Coordinator, Recruitment Representative, and Outward facing Recruiter. Deny funding for two unfunded positions: HR Business Partner/Generalist HR and Human Resource Analyst 3 at a cost savings of \$460,168.

Amend Org. Unit No. 1151 – DAS Central Business Office as follows:

- Deny the creation of the new position of Continuous Improvement Specialist at a cost savings of \$122,480.

Amend Org. Unit No. 1160 – DAS Information Management Services Division (IMSD) as follows:

- Deny the creation of six new positions: Administrative Assistant, Manager Contracts, Network Applications Specialist 4, Database Administrator, Security Analyst, and Service Desk Lead at a cost savings of \$575,362.

Amend Org. Unit No. 3090 – County Treasurer as follows:

- Deny the creation of one position of Clerical Assistant 2 at a cost savings of \$50,878.

Amend Org. Unit No. 4000 – Sheriff as follows:

Deny the creation of the following positions: Clerical Assistant 2 Hourly (4.3 FTE), Investigator Hourly (4.2 FTE), and Parking Checker Hourly (1.2 FTE) at a cost savings of \$548,658.

4300

4500, 4900, 5700, 8000, 9000, and 9500

Org. Name: Office on African American Affairs, Human Resources, DAS-Central Business Office, DAS-IMSD, Appropriation for Contingencies, County Treasurer, Sheriff, House of Corrections, District Attorney, Medical Examiner, DAS-Facilities Maintenance, DHHS, Parks, Recreation and Culture, and Zoological Department  
Date: November 2, 2016

Amend Org. Unit No. 4300 – House of Corrections as follows:

Deny the creation of one position of Corrections Manager at a cost savings of \$94,680.

Amend Org. Unit No. 4500 – District Attorney as follows:

Deny the creation of the following positions: Manager Financial, Administrative Assistant, and Analyst Witness Protection at a cost savings of \$210,588.

Amend Org. Unit No. 4900 – Medical Examiner as follows:

Deny the creation of one position of Lead Forensic Investigator at a cost savings of \$40,446.

Amend Org. Unit No. 5700 – DAS-Facilities Maintenance as follows:

Deny the creation of one position each of Clerical Specialist DPW and Director of Facilities Planning at a cost savings of \$193,650.

Amend Org. Unit No. 8000 – DHHS as follows:

Deny the creation of one position each of Coordinator Grant Program and Community Intervention Specialists at a cost savings of \$144,658.

Amend Org. Unit No. 9000 – Parks, Recreation and Culture as follows:

Deny the creation of the following positions: Park Unit Coordinator 2, Lifeguards (2 FTE), Park Maintenance Assistant (3 FTE), Receptionist, Office Assistant 1, Office Assistant 3, and Parks/Hwy Maintenance Worker (2.9 FTE) at a cost savings of \$629,876.

Amend Org. Unit No. 9500 – Zoological Department as follows:

Deny the creation of one position of Conservation & Sustainability Coordinator at a cost savings of \$87,924.

Transfer all of the savings from the denial of the new positions to Org. Unit 1940 – 1945 Appropriation for Contingencies.

Amend Org. Unit 1940 – 1945 Appropriation for Contingencies as follows:

Org. Name: Office on African American Affairs, Human Resources, DAS-Central Business Office, DAS-IMSD, Appropriation for Contingencies, County Treasurer, Sheriff, House of Corrections, District Attorney, Medical Examiner, DAS-Facilities Maintenance, DHHS, Parks, Recreation and Culture, and Zoological Department  
Date: November 2, 2016

An allocation of \$3,196,212 is provided within the Appropriation for Contingencies to allow policymakers to consider departmental requests to create positions that were originally proposed in the 2017 Recommended Budget. Department Directors may submit a request to the County Board of Supervisors in 2017 for the new position(s) and whether funding from the Appropriation for Contingencies is required.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1090	Office on African American Affairs	(\$77,290)	\$0	(\$77,290)
1140	Human Resources	(\$460,168)	\$0	(\$460,168)
1151	DAS Central Business Office	(\$122,480)	\$0	(\$122,480)
1160	DAS-IMSD	(\$575,362)	\$0	(\$575,362)
3090	Treasurer	(\$50,878)	\$0	(\$50,878)
4000	Sheriff	(\$548,658)	\$0	(\$548,658)
4300	House of Correction	(\$94,680)	\$0	(\$94,680)
4500	District Attorney	(\$210,588)	\$0	(\$210,588)
5700	DAS-Facilities Maintenance	(\$193,650)	\$0	(\$193,650)
8000	DHHS	(\$144,658)	\$0	(\$144,658)
9000	Parks, Recreation and Culture	(\$629,876)	\$0	(\$629,876)
9500	Zoological Department	(\$87,924)	\$0	(\$87,924)
1940 – 1945	Appropriation for Contingencies	\$3,196,212	\$0	\$3,196,212
<b>TOTALS:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1A045)

Org Unit No: 1090, 1140, 1151, 1160, 1945, 3090, 4000,

4300

4500, 4900, 5700, 8000, 9000, and 9500

Org. Name: Office on African American Affairs, Human Resources, DAS-Central Business Office,  
DAS-IMSD, Appropriation for Contingencies, County Treasurer, Sheriff, House of Corrections, District  
Attorney, Medical Examiner,

DAS-Facilities Maintenance, DHHS, Parks, Recreation and Culture, and Zoological Department

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

### AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisor West

Amend Org. Unit No. 4300 – House of Correction as follows:

• ~~Personnel changes - One FTE of Correction Manager is created to help oversee the Programming area. Currently, the HOC is combining the Programs Lieutenant and the Huber Lieutenant to try to cover 24x7 services. Thus, there is no relief factor nor direct management. With a Correction Manager's oversight, the HOC believes it can increase the number of inmates that are employed. The HOC will also be in a better position to develop and deliver effective Huber/EM/programming synergies. These synergies will work in tandem to produce pathways to education and employment to the majority of qualifying offenders.~~

This amendment would decrease the tax levy by \$94,680.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
4300	House of Correction	(\$94,680)	\$0	(\$94,680)
<b>TOTALS:</b>		(\$94,680)	\$0	(\$94,680)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Org. Unit No. 4500 – District Attorney as follows:

The District Attorney's 2017 Budget adds the following ~~4~~ 3.6 FTE positions, a Fiscal Manager, ~~an~~ a .6 Administrative Assistant, a Witness Protection Call Analyst, and a Victims of Crime Witness Advocate. The Victims of Crime Witness Advocate was added in 2016 per file 16-64. These positions are necessary to provide adequate resources for financial management of the office and to protect witnesses from potential harassment and intimidation.

### **Administrative Assistant (NR)**

~~One additional position of~~ A .6 FTE Assistant Administrative (NR) is created in the 2017 budget. This position, under the supervision of a deputy district attorney, will be responsible for contract administration in DocuSign, County Board reports and action items in Legistar, district attorney records retention and destruction administration, compliance with public records requests and subpoenas and court orders for district attorney records, and county personnel administration in the Ceridian Recruiting System (CRS) Creation of this new county position of senior executive assistant is necessary because the district attorney's office is short of county administrative staff and many county administrative functions have been performed by state employees. The state staff consists of the district attorney and 7 FTE deputy district attorneys that supervise 112.5 FTE assistant district attorneys and 159.5 FTE county employees. This position complements the other senior executive assistant (NR) who provides administrative support for the district attorney and chief deputy district attorney.

The District Attorney's 2017 budget provides a net increase of ~~4.0~~ 3.6 FTE positions. One Financial Manager, ~~one~~ a .6 Administrative Assistant, one Witness Protection Call Analyst, and one Victims of Crime Witness Advocate which was added in 2016 (file 16-64) and is being recognized in 2017. The District Attorney's 2017 additions are in response to an increased workload in the following areas: crime investigations, witness protection needs, violent crimes (drug and firearm), domestic violence, prosecution requirements, car-jackings, civil unrest, call volume, and call length.

This amendment would decrease the tax levy by \$17,369.

(1A049)

Org Unit No: 4500

Org. Name: District Attorney

Date: November 2, 2016

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
4500	District Attorney	(\$17,369)	\$0	(\$17,369)
<b>TOTALS:</b>		(\$17,369)	\$0	(\$17,369)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 7900 – Department on Aging as follows:

The Aging Resource Center (ARC) provides outreach and support to persons 60 years and older, offering information and assistance on programs available to them. ARC provides optional counseling for seniors and their families, functional eligibility determination, Medicaid application assistance and enrollment into local publicly funded long-term care programs. In 2017, the Aging Resource Center receives an additional ~~\$109,000~~ \$92,000, as well as, ~~2~~ 1.6 FTE Service Support Specialist positions for administrative support of Milwaukee County Transit's Growing Opportunities Pass.

This amendment would decrease the tax levy by \$17,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
7900	Aging	(\$17,000)	\$0	(\$17,000)
<b>TOTALS:</b>		(\$17,000)	\$0	(\$17,000)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1140 – Human Resources as follows:

- Deny the creation of one position of Recruitment Representative.

Amend the narrative sections as follows:

**Major Changes in FY 2017:** The 2017 Human resource budget adds a net increase of 4 3 FTE. One Human Resource Generalist, one Diversity and Inclusion Coordinator, ~~one Recruitment Representative~~, and one Outward Facing Recruiter are created to improve services provided to County Departments. Tuition Reimbursement is reduced from \$300,000 to \$225,000 based on the previous years' experience, as well as, alignment of the items that qualify for reimbursement with IRS regulations. The 2017 Human Resource Budget decreases by \$50,000 due to the reduction of the employee drug testing contract.

The 2017 Budget adds 2 1 FTE to this strategic area: ~~one Recruitment Representative~~, and one Outward Facing Recruiter. Two A positions are is added in the Employment Division in response to requests from County departments to increase services by proactively sourcing and recruiting highly-qualified and talented professionals to serve County government. These positions will perform more rigorous/thorough central Human Resources candidate screening/vetting than is currently done and work to increase the diversity of candidates. ~~One of t~~The additional positions will be assigned to work more closely with Departments to facilitate higher-quality hires, and ~~the other will~~ recruit in the community via social media and networking opportunities.

This amendment decrease tax levy by \$69,046

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1140	Human Resources	(\$69,046)	\$0	(\$69,046)
<b>TOTALS:</b>		(\$69,046)	\$0	(\$69,046)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1A058)

Org Unit No: 1140

Org. Name: Human Resources

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisor Lipscomb, Sr.

- Increase the Flexible Spending Account employer match by \$500, from \$1,000 to \$1,500. (The 2016 Adopted employer match was \$2,000)

Amend Org. Unit No. 1950 – Employee Fringe Benefits narrative as follows:

The Flexible Spending Account (FSA) Employer contribution for ~~2016~~ 2017 is a maximum of ~~\$1,000~~ \$1,500. Employees eligible for a FSA must provide ~~\$1,000~~ \$1,500 (a 1 dollar to 1 dollar match) to receive the maximum County contribution. For 2017, the maximum an employee may contribute is \$2,550.

- Reallocate the \$2 million contained in departmental budgets (\$1,710,000 after adjusting for revenue loss) to: \$401,218 (\$343,041 net after revenue) to restore the FSA to a \$1,500 employer maximum match and \$1,250,605 to the Appropriation for Contingencies.

Amend Org. Unit 1972 – Wage and Benefit Modification narrative as follows:

### **Strategic Implementation:**

\$1,878,360 is included in Wages and Benefits Modification for potential adjustments to move affected employees to the bottom step of new pay ranges.

In addition to the funds contained in this account, monies are contained within departmental accounts to effectuate the following:

- Annual Increase: \$1.1 million for a one percent annual increase for all employees effective Pay Period 14, 2017.
- ~~Auxiliary Salary Adjustment: \$2.0 million or approximately 1% of salary allocated to each department as an auxiliary salary adjustment to be used for performance based increases, equity increases, market adjustments, reallocations, and retention based increases.~~

(1C012)

Org Unit No: 1945, 1950, and 1972

Org. Name: Appropriation for Contingencies, Employee Fringe Benefits, and Wage and Benefit Modifications

Date: November 2, 2016

Amend Org. Unit 1940-1945 – Appropriation for Contingencies to add \$1,250,605 to the unallocated contingency account.

This amendment would have \$0 tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
Various	Employee Fringe Benefits*	\$401,218	(\$58,177)	\$343,041
Various	Salaries/Wages	(\$2,000,000)	(\$290,000)	(\$1,710,000)
1940-1945	Appropriation for Contingencies	\$1,250,605	\$0	\$1,308,782
<b>TOTALS:</b>		<b>(\$348,177)</b>	<b>(\$348,177)</b>	<b>\$0</b>

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

*\*This amendment would impact all departments with fringe benefit charges and the Offset to Internal Service Charges. The expenditure and revenues would be charged out of Org. 1950 – Employee Fringe Benefits to departments that receive active fringe benefit crosscharges.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Alexander

Amend Org. Unit No. 1950 – Employee Fringe Benefits as follows:

The Flexible Spending Account (FSA) Employer contribution for ~~2016~~ 2017 is a maximum of ~~\$1,000~~ \$750. Employees eligible for a FSA must provide ~~\$1,000~~ \$750 (a 1 dollar to 1 dollar match) to receive the maximum County contribution. For 2017, the maximum an employee may contribute is \$2,550.

This amendment would decrease the tax levy by \$171,521

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1950	Employee Fringe Benefits	(\$200,609)	(\$29,088)	(\$171,521)
<b>TOTALS:</b>		(\$200,609)	(\$29,088)	(\$171,521)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

*This amendment would impact all departments with fringe benefit eligible employees. The expenditure and revenues would be charged out of Org. 1950 – Employee Fringe Benefits to departments that receive active fringe benefit crosscharges.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
 2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1972 – Wage and Benefit Modifications as follows:

- Delay the 1% raise for employees by one month, from Pay Period 14 to Pay Period 16.

Amend the narrative sections as follows:

**Strategic Implementation:**

\$1,878,360 is included in Wages and Benefits Modification for potential adjustments to move affected employees to the bottom step of new pay ranges.

In addition to the funds contained in this account, monies are contained within departmental accounts to effectuate the following:

- Annual Increase: ~~\$1.4~~ \$1.0 million for a one percent annual increase for all employees effective Pay Period 44 16, 2017.
- Auxiliary Salary Adjustment: \$2.0 million or approximately 1% of salary allocated to each department as an auxiliary salary adjustment to be used for performance based increases, equity increases, market adjustments, reallocations, and retention based increases.

This amendment will decrease the tax levy by \$133,494

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1972	Wage and Benefit Modifications	(\$145,038)	(\$11,095)	(\$133,494)
<b>TOTALS:</b>		(\$145,038)	(\$11,095)	(\$133,494)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1C008)

Org Unit No: 1972

Org. Name: Wage and Benefit Modifications

Date: November 2, 2016

*Note: The funds to effectuate this amendment are contained in departmental accounts but are presented in this account. It would require an appropriation transfer in 2017 to reduce departmental funding to reflect the delay in providing the 1% raise. A countywide fund transfer is required, however, to distribute the monies already contained in this account to lift certain job classifications to higher minimum pay rates.*

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1950 – Employee Fringe Benefits as follows:

In an effort to decrease victimization of Milwaukee County employees and retirees by predatory lenders, Human Resources, in conjunction with the Office of the Comptroller, shall issue a Request for Proposals (RFP) to create a program where county employees and pensioners may receive short term loans from a third party vendor through a voluntary benefit program. Eligible employees and retirees will have access to voluntary loans of up to \$2,000 at an APR substantially less than that of loans offered by predatory lending companies, and repayable over 12 consecutive months via automatic payroll deductions.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1950	Employee Fringe Benefits	\$0	\$0	\$0
<b>TOTALS:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE’S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 8000 – DHHS – Housing Division as follows:

A program called Secure Pathways is created with an appropriation of \$15,000. Secure Pathways will provide micro-grants to individuals who are homeless or survivors of domestic violence and who would have access to safe housing, but need assistance with moving or relocation costs not covered by other donors or public assistance programs in order to access and utilize safe housing. The Housing Division will administer this program.

This amendment would increase the tax levy by \$15,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
8000	DHHS – Housing Division	\$15,000	\$0	\$15,000
<b>TOTALS:</b>		\$15,000	\$0	\$15,000

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisor Haas

Amend Org. Unit No. 9000 – Department of Parks, Recreation, and Culture as follows:

Any revenues generated from disc golf fees will be solely used for the maintenance, improvement, or promotion of disc golf courses.

This amendment would have no tax levy impact.

<b>Org. No.</b>	<b>Department (or Capital Project)</b>	<b>Expenditure</b>	<b>Revenue (or Bonds*)</b>	<b>Tax Levy</b>
9000	Department of Parks, Recreation, and Culture	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Sequanna Taylor and Mayo, Sr.

Amend Org. Unit No. 9000 – Department of Parks, Recreation, and Culture as follows:

\$70,000 is budgeted for at least 12 additional seasonal positions for youth employment in McGovern and Sherman Parks. These seasonal positions are specifically designated for youth who reside in the 2<sup>nd</sup> and 7<sup>th</sup> Districts.

This amendment would increase the tax levy by \$70,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
9000	Parks, Recreation, and Culture	\$70,000	\$0	\$70,000
<b>TOTALS:</b>		\$70,000	\$0	\$70,000

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE’S  
2017 RECOMMENDED BUDGET**

By Supervisor Mayo, Sr.

Amend the 2017 Recommended Capital Improvements Budget to create New Capital Project WP – Garden Homes PIP Playground Resurfacing as follows:

An appropriation of \$120,000 is provided to install Poured-In-Place (PIP) surfacing on the playground area at Garden Homes Square. Currently, there is sand at the playground in Garden Homes. PIP, a rubber material, is a low maintenance, safer option that is being used in state-of-art playgrounds around Milwaukee County. Funding is provided by general obligation bonds.

This amendment would increase general obligation bonding by \$120,000.

For discussion purposes only, the estimated debt service impact for this amendment is an increase of \$151,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WP	Garden Homes PIP Playground Resurfacing	\$120,000	\$120,000*	\$0
<b>TOTALS:</b>		\$120,000	\$120,000*	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1B010)

Capital Project: New Capital Project WP – Garden Homes PIP Playground Resurfacing

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE</b>		
<b>ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman</b>		
<b>Vice Chairperson</b>		
<b>West</b>		
<b>Chairperson</b>		
<b>TOTALS:</b>		

### AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Org. Unit No. 9500 – Zoological Department as follows:

The department will conduct a comparative study on the Zoo's structure, budget, and operations, which will include a review of options for having the Milwaukee County Zoological Society assume the operations duties of the facility, assisted by an annual funding commitment from the County. The department will submit a report on the findings of this study to the County Board by May 2017.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
9500	Zoological Department	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 9000 – Department of Parks, Recreation, and Culture as follows:

**Strategic Program Area 1: Administration**

**Service Provision: Administrative**

**Strategic Outcome: High Quality, Responsive Services**

**Major Changes:**

The Parks Amenities Matching Fund is not funded and requests for matching funds will be considered on a case by case basis.

Approximately \$240,000 is budgeted to begin the initial process of replacing the out-of-date point-of-sale system (POS) hardware & software.

The department will pursue revitalization efforts to the area and community surrounding Noyes Park and Pool, which will include analyzing the feasibility of introducing new revenue enhancing contracts for the DPRC and other development opportunities that include entertainment and recreation attractions such as an arcade, inflatable playground/trampoline recreation, and a coffee shop or additional concessions. The department will identify and report back to the County Board on possible development opportunities by the June 2017 cycle.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
9000	Department of Parks, Recreation, and Culture	\$0	\$0	\$0
<b>TOTALS:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1A053)

Org Unit No: 9000

Org. Name: Department of Parks, Recreation, and Culture

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
 2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1020 – Government Affairs as follows:

- Reduce expenditures earmarked for federal lobbying services by \$90,000.

This amendment would decrease the tax levy by \$90,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1020	Government Affairs	(\$90,000)	\$0	(\$90,000)
<b>TOTALS:</b>		(\$90,000)	\$0	(\$90,000)

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

*Note: The Recommended Budget allocated \$45,000 to Account 6040 Membership Dues and \$45,000 to Account 6148 Professional Services for contract lobbying services.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1900 – Villa Terrace/Charles Allis Museums as follows:

**Strategic Implementation:**

The cost saving measures instituted in 2014 and continued in 2015 resulted in our first year in the black since the organization became its own 501c3 organization at the behest of Milwaukee County. Savings were achieved through the elimination of two full time positions, and efficiencies achieved across expenses primarily in ground maintenance, building maintenance, technology and utilities (primarily at Charles Allis due to the new boiler system installed in 2014). At the same time we put more resources into rentals marketing, increasing sales 30%. This increase in sales is the main reason for our budget surplus in 2015. In December of 2015 we also ended our contract for exclusive beverage service and began providing this service in-house. Start-up of this service increased expenses as a result, however we forecast a positive impact on 2016 revenue of \$40,000. In an effort to continue the pursuit of independent sustainability, the Charles Allis and Villa Terrace will provide an analysis report on the benefits and possible outcomes of Milwaukee County divesting its financial support from the museums.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1900	Villa Terrace/Charles Allis Museums	\$0	\$0	\$0
<b>TOTALS:</b>		\$0	\$0	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1C007)

Org Unit No: 1900

Org. Name: Villa Terrace/Charles Allis Museums

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

## AMENDMENT TO THE COUNTY EXECUTIVE'S 2017 RECOMMENDED BUDGET

By Supervisors Alexander and Sebring

Amend Capital Improvement Project WZ11901 – Adventure Africa - Elephants as follows:

### **WZ11901 – ADVENTURE AFRICA - ELEPHANTS**

~~An appropriation of \$8,600,000 is budgeted to continue the Adventure Africa Elephants exhibit. Financing is provided from \$4,300,000 in general obligation bonds and \$4,300,000 from private contributions.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~Funding for the second-year of construction for Adventure Africa-Elephants.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2015 Adopted Capital Improvement Budget included an appropriation of \$800,000 for planning and design and the 2016 Adopted Capital Improvement Budget included \$1,774,000 to begin initial construction.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the continued construction of the Adventure Africa-Elephants exhibit.~~

~~2018 – 2021 Scope of Work:~~

~~In 2018, an appropriation of \$5,426,000 is planned in order to complete the construction phase of the exhibit. The Zoological Society of Milwaukee is funding 50% of the project or \$8 million.~~

~~Additional funds will be requested in 2018 and 2019 to carry out the full scope of Adventure Africa exhibits recommended in the Master Plan of 2012-2013.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

### **Staffing Plan**

~~DAS—Facilities Management Division staff will be responsible for overall project management. Specialized consultants will be retained as needed.~~

This amendment would decrease general obligation bonding by \$4,300,000.

For discussion purposes only, the estimated debt service impact for this amendment is a decrease of \$5,322,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WZ11901	Adventure Africa- Elephants	(\$8,600,000)	(\$4,300,000*) (\$4,300,000) Private Contributions	\$0
<b>TOTALS:</b>		(\$8,600,000)	(\$8,600,000*)	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE’S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend the 2017 Recommended Capital Improvements Budget to create New Project WP – Lindsay Park Futsal Courts as follows:

An appropriation of \$50,000 is provided to replace the existing, old basketball courts at Lindsay Park with the installation of new Futsal courts. The scope of this project would include grinding and sanding of the surface, blowing off the existing surface, color coating, and installing and securing futsal goals. Funding is provided by \$25,000 in property tax levy and \$25,000 in private contributions.

The County is providing \$25,000 in funding to serve as a challenge grant for private contributors.

The construction phase of this project shall not proceed until the \$25,000 in private contributions is secured and committed.

This amendment would increase property tax levy by \$25,000.

<b>Org. No.</b>	<b>Department (or Capital Project)</b>	<b>Expenditure</b>	<b>Revenue (or Bonds*)</b>	<b>Tax Levy</b>
WP	Lindsay Park Futsal Courts	\$50,000	\$25,000 Private Contributions	\$25,000
<b>TOTALS:</b>		\$50,000	\$25,000	\$25,000

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1B012)

Capital Project: New Capital Project WP Lindsay Park Futsal Courts

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE'S  
2017 RECOMMENDED BUDGET**

By Supervisors Alexander and Sebring

Amend the 2017 Recommended Capital Improvements Budget to create New Project WP – Noyes Pool Sign as follows:

**Noyes Pool Sign**

An appropriation of \$57,600 is budgeted for a new illuminated electronic sign to be displayed along Good Hope Rd. for Noyes Pool. The project scope will include electrical service and site work. Funding for this project is provided by general obligation bonds.

The new signage will aid in the awareness to the public for usage and availability of Noyes Pool.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

**Staffing Plan**

DAS – Facilities Management Division staff will be responsible for overall project management. Specialized consultants will be retained as needed.

This amendment would increase general obligation bonding by \$57,600.

For discussion purposes only, the estimated debt service impact for this amendment is an increase of \$70,000.

*For discussion purposes only, the previously estimated cost of this project was \$40,000 when presented as a potential addition to the 2016 budget.*

(1B011)

Capital Project: New Capital Project WP Noyes Pool Sign

Date: November 2, 2016

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WP	Noyes Pool Sign	\$57,600	\$57,600*	\$0
<b>TOTALS:</b>		\$57,600	\$57,600*	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		

**AMENDMENT TO THE COUNTY EXECUTIVE’S  
2017 RECOMMENDED BUDGET**

By Supervisor Mayo, Sr.

Amend the 2017 Recommended Capital Improvements Budget to create New Capital Project WP – Storage Sheds as follows:

An appropriation of \$37,000 is provided for five new storage sheds to be installed in various parks including Sherman Park, Washington Park, and others identified by the department as needed. Funding is provided by general obligation bonds.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Parks staff will be responsible for overall project management. Specialized consultants will be retained as needed.

This amendment would increase general obligation bonding by \$37,000.

For discussion purposes only, the estimated debt service impact for this amendment is an increase of \$48,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WP	Garden Homes Playground Improvements	\$37,000	\$37,000*	\$0
<b>TOTALS:</b>		\$37,000	\$37,000*	\$0

*If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.*

(1B009)

Capital Project: New Capital Project WP –Storage Sheds

Date: November 2, 2016

<b>FINANCE AND AUDIT COMMITTEE ROLL CALL</b>		
	<b>AYES</b>	<b>NOES</b>
Mayo, Sr.		
Johnson, Jr.		
Haas		
Moore Omokunde		
Taylor (2)		
<b>Wasserman Vice Chairperson</b>		
<b>West Chairperson</b>		
<b>TOTALS:</b>		