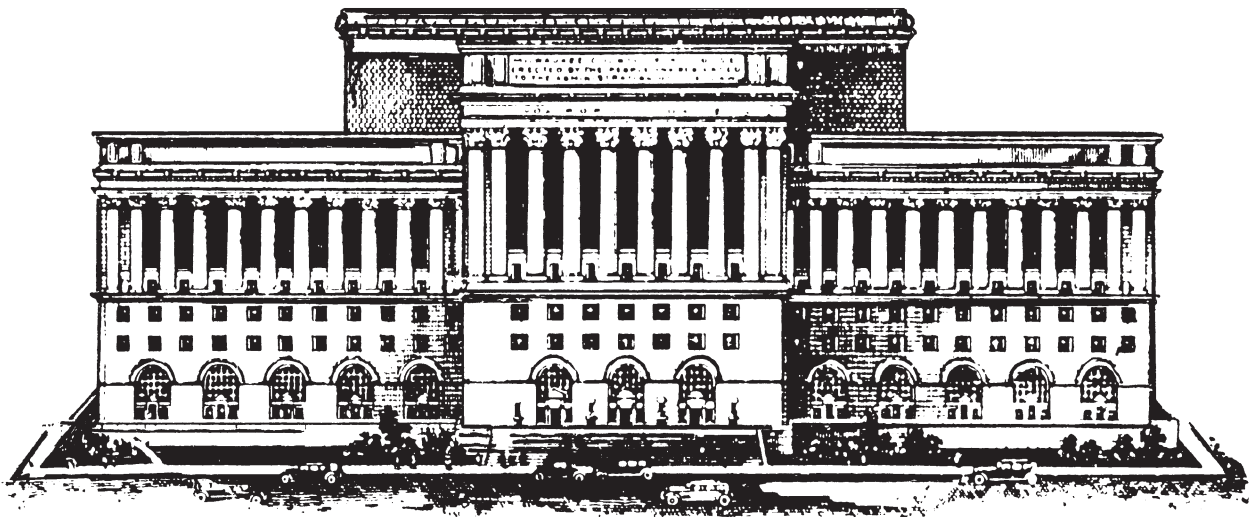


**MILWAUKEE COUNTY  
EXECUTIVE BUDGET  
2012 CAPITAL IMPROVEMENTS**



**Chris Abele  
Milwaukee County Executive**

# TABLE OF CONTENTS

<b>Table of Contents</b> .....	1
<b>Summary of the 2012 Recommended Capital Improvements Budget</b> .....	2
<b>Introduction</b> .....	3
<b>Debt Affordability Indicators</b> .....	13
<b>Section 1 Airports (WA)</b> .....	19
WA123 GMIA – Airfield Safety Improvements .....	20
WA135 GMIA – Runways 1L - 19R & 7R – 25L Intersection Re-Paving .....	22
WA139 GMIA – Redundant Main Electric Service Feed .....	24
WA141 GMIA – Training Facility .....	26
WA142 LJT – Runway 15L – 33R Extension .....	28
WA153 GMIA – GMIA Purchase of Non-County Owned Jet Bridges.....	30
WA161 GMIA – Terminal Roadway Signage.....	32
WA162 GMIA – Cessna Service Apron Reconstruction.....	34
WA163 GMIA – Perimeter Road Bridge over Howell Ave .....	36
WA166 GMIA – Perimeter Road Extension 128 <sup>th</sup> ARW to College.....	38
WA167 GMIA – Terminal Escalator Replacement.....	40
WA169 LJT – Runway and Taxiway Light Replacement.....	42
WA173 GMIA – Fuel Farm Electrical Service Upgrade.....	44
<b>Section 2 Zoo (WZ)</b> .....	47
WZ600 Zoo Master Plan .....	48
<b>Section 3 Other County Agencies (WO)</b> .....	51
WO112 Fleet Equipment Acquisition.....	52
WO114 Countywide Infrastructure Improvements .....	54
WO205 Fiscal Automation Program .....	56
WO624 Milwaukee County Revolving Loan Fund .....	58
WO870 Special Assessments .....	62
Five-Year Capital Improvements (2012-2016).....	65

# Milwaukee County Summary of 2012 Recommended Capital Improvements Budget

As of September 22, 2011 at 4:50:12 PM

Project	Description	2012		Reimbursement Revenue	Net County Contribution	Sales Tax Revenue	Private Contribution	Property Tax Levy	PFC		
		Recommended	Revenue						Revenue/Airport Reserve	Bonds	
<b>TRANSPORTATION AND PUBLIC WORKS</b>											
<b>Airport</b>											
WA123	GMIA Runway Safety Improvements	200,000	175,000		25,000	0	0	0	0	25,000	0
WA135	Runways 1L-19R & 7R-25L Intersect Repave Study	2,750,000	2,406,250		343,750	0	0	0	0	343,750	0
WA139	GMIA - Redundant Main Electric Svc Feed -Design	7,405,000	0		7,405,000	0	0	0	0	3,702,500	3,702,500
WA141	GMIA Training Facility	2,415,000	0		2,415,000	0	0	0	0	0	2,415,000
WA142	LJT RW 15L-33R Ext. -Environment Documentation	78,000	76,050		1,950	0	0	0	0	1,950	0
WA153	GMIA Purchase of Non-County Owned Jet Bridges	5,500,000	0		5,500,000	0	0	0	0	5,500,000	0
WA161	GMIA Terminal Roadway Signage	2,850,000	0		2,850,000	0	0	0	0	2,850,000	0
WA162	GMIA Cessna Service Apron Reconstruction	1,021,000	893,375		127,625	0	0	0	0	127,625	0
WA163	GMIA Perimeter Road Bridge over Howell Ave	3,200,000	2,800,000		400,000	0	0	0	0	400,000	0
WA166	GMIA Perimeter Road Extension- 128th to College	1,100,000	962,500		137,500	0	0	0	0	137,500	0
WA167	GMIA Bag Claim Escalator Replacement	600,000	0		600,000	0	0	0	0	600,000	0
WA169	LJT Runway and Taxiway Light Replacement	250,000	243,750		6,250	0	0	0	0	6,250	0
WA173	GMIA Fuel Farm Electrical Service Upgrade	150,000	0		150,000	0	0	0	0	150,000	0
	<b>Total Airport</b>	<b>27,519,000</b>	<b>7,556,925</b>		<b>19,962,075</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,844,575</b>	<b>6,117,500</b>
	<b>Total TRANSPORTATION AND PUBLIC WORKS</b>	<b>27,519,000</b>	<b>7,556,925</b>		<b>19,962,075</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,844,575</b>	<b>6,117,500</b>
<b>PARKS, RECREATION AND CULTURE</b>											
<b>Zoological Department</b>											
WZ600	Zoo Master Plan	100,000	0		100,000	0	50,000	50,000	0	0	0
	<b>Total Zoological Department</b>	<b>100,000</b>	<b>0</b>		<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Total PARKS, RECREATION AND CULTURE</b>	<b>100,000</b>	<b>0</b>		<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GENERAL GOVERNMENT</b>											
<b>Other Agencies</b>											
WO112	Fleet Airport Equipment	1,100,000	0		1,100,000	0	0	0	0	1,100,000	0
WO114	Courthouse Complex Improvements	1,500,000	0		1,500,000	0	0	1,500,000	0	0	0
WO205	Fiscal Automation Program	195,000	0		195,000	195,000	0	0	0	0	0
WO624	Milwaukee County Revolving Loan Fund	0	0		0	0	0	0	0	0	0
WO870	County Special Assessments	250,000	0		250,000	250,000	0	0	0	0	0
	<b>Total Other Agencies</b>	<b>3,045,000</b>	<b>0</b>		<b>3,045,000</b>	<b>445,000</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>1,100,000</b>	<b>0</b>
	<b>Total GENERAL GOVERNMENT</b>	<b>3,045,000</b>	<b>0</b>		<b>3,045,000</b>	<b>445,000</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>1,100,000</b>	<b>0</b>
	<b>Grand Total 2012 Recommended Capital Improvements</b>	<b>30,664,000</b>	<b>7,556,925</b>		<b>23,107,075</b>	<b>445,000</b>	<b>50,000</b>	<b>1,550,000</b>	<b>0</b>	<b>14,944,575</b>	<b>6,117,500</b>
	<b>Total Excluding Airports</b>	<b>3,145,000</b>	<b>0</b>		<b>3,145,000</b>	<b>445,000</b>	<b>50,000</b>	<b>1,550,000</b>	<b>0</b>	<b>1,100,000</b>	<b>0</b>

## INTRODUCTION

The 2012 Capital Improvements Budget reflects the financing plan approved by the County Executive and County Board of Supervisors in 2009 and incorporated into the 2010 Adopted Capital Improvements Budget. The Financing Plan was developed to allow the County to take advantage of favorable market conditions resulting from the Build America Bond (BAB) Program.

### **Milwaukee County Financing Plan**

The financing plan consists of the County accelerating its five-year capital plan by implementing projects primarily selected from the years 2009-2012 in the Five-Year Capital Improvements Plan in the years 2009 and 2010. Also included in the financing plan to manage debt service costs resulting from advancing the capital program, the capital improvement budget for the years 2011 and 2012 would consist of projects financed from revenue sources other than bond proceeds. The adopted bond authorizing resolutions specify that the County will not issue additional general obligation bonds or notes during 2011 or 2012 in order to comply with County policy regarding bonding caps.

The 2011 Capital Improvements Budget included \$5,008,380 of future borrowing for the refurbishment of Moody Pool, \$5,000,000 of UWM land sale revenue for various projects, and the reallocation of \$8,951,367 of existing expenditure authority and associated bond financing for various capital improvement budgets.

No additional general obligation debt has been issued in 2011; however, a reimbursement resolution not to exceed \$5,200,000 was approved in February 2011 for the refurbishment of Moody Pool and a reimbursement resolution of \$4,100,000 and related appropriation transfers were approved in March of 2011 for two highway projects. It is the intent of the resolutions that these projects will be included in the next debt issuance in 2013.

The Capital Budget also accelerated financing of Airport projects and directed that no additional Airport supported debt would be issued. However, increased revenue due to growth in passenger volume as well as increased contributions agreed to by the airlines in the new master lease agreement provide a funding source for new Airport supported debt to finance projects identified in the new master lease. As a result the 2012 budget includes \$6,117,500 in new borrowing for the County's airport.

Excluding the Airport, total estimated costs for the projects that were advanced to 2009 and 2010 are \$209,421,294, with \$126,922,508 in bonds. The 2012 Recommended Budget does not include additional corporate purpose general obligation bond or note financing.

### **2012 Recommended Capital Improvements Budget**

The 2012 Recommended Capital Improvements Budget (Recommended Capital Budget) includes 19 separate projects for a total expenditure appropriation of \$30,664,000. Anticipated reimbursement revenue (Federal, State and local grants) totals \$7,606,925 resulting in a net County financing of \$23,057,075.

Appropriations for six corporate purpose projects total \$3,145,000. Offsetting reimbursement revenues totals \$50,000. The resulting County financing of \$3,095,000 is to be financed by \$1,550,000 in property tax levy, \$1,100,000 in Passenger Facility Charges (PFC) revenue, \$445,000 in sales tax revenues.

### **2012 Recommended Airport Capital Improvements Budget**

Budgeted expenditure appropriations for 2012 Airport capital improvements total \$27,519,000. Airport reimbursement revenue of \$7,556,925 results in net County financing of \$19,962,075. Net County financing for Airport projects includes \$6,117,500 in revenue bonds, \$12,958,750 in pay-as-you-go PFC financing, and \$885,825 in revenue from the Airport Capital Improvements Reserve/Airport Development Fund Account.

From 1982 through 2000, all Airport improvement costs not reimbursed by State or Federal agencies were debt financed using general obligation bonds or financed through pay-as-you-go PFC revenues. Airlines housed in

General Mitchell International Airport (GMIA) agreed to pay all accrued principal and interest payments on debt issued on behalf of the Airport. Debt issued for the Airport from 1982 to 1984 is being repaid by the Airlines in accordance with a 25-year repayment schedule outlined in the Airline lease agreement. Bonds issued after 1984 are repaid by the Airlines over the actual term of the issue. Airport bonds issued after 1985 are classified as private activity bonds. These bonds remain tax-exempt, but income earned from interest on these bonds may be subject to the Alternative Minimum Tax for some taxpayers. The County began issuing General Airport Revenue Bonds (GARBs) in 2000 to finance the GMIA parking facility. Beginning in 2004, the County has been issuing PFC-backed revenue bonds supported by GARBs. All debt service payments for the revenue bonds will be the responsibility of the Airlines using GMIA. A portion of the PFC-backed bond issues were GARBs.

#### Airport Semi-Annual Reports

The Airport Director shall continue to submit semi-annual reports to the Committees on Finance and Audit and Transportation and Public Works on the status of all currently authorized Capital Improvement projects. The report shall provide the following information for each authorized Capital Improvement Project:

- Date of initial County Board approval
- Brief description of scope of project
- Estimated completion date
- Expenditures and revenues summary, including reconciliation of each revenue source (e.g. Passenger Facility Charges, Airport Reserve, Bonds and Miscellaneous Revenue) and amount of committed funds for each
- Date, purpose and amount of any approved appropriation transfers

Each semi-annual report shall be submitted to the County Board within one month of the end of six month period. The first report, for the period ending December 31, 2011, shall be submitted to the County Board Committees of Finance and Audit and Transportation, Public Works and Transit no later than February 1, 2012.

#### **2012 Expenditure Appropriations by Function**

The 2012 Capital Improvements Budget includes appropriations of \$27,519,000 for Transportation and Public Works. The amount represents 89.7 percent of total 2012 capital appropriations. The \$27,519,000 in appropriations is offset with 27.5 percent in reimbursement revenues.

Major Transportation and Public Works projects include, WA139 – GMIA Redundant Main Electric Service Feed (\$7,405,000), WA153 – GMIA Purchase of New Passenger Loading Bridges (\$5,500,000), and WA163 – GMIA Perimeter Road Bridge over Howell Avenue (\$3,200,000).

Budgeted appropriations for General Government departments total \$3,045,000. This amount represents 9.9 percent of the total capital budget. Major appropriations include WO114 – Countywide Infrastructure Improvements (\$1,500,000) and WO112 – Fleet Equipment Acquisition (\$1,100,000).

The 2012 Capital Improvements Budget includes appropriations of \$100,000 for the Milwaukee County Zoo. This amount represents 0.3 percent of the total capital budget. The \$100,000 appropriation is for the first phase of a new Zoo Master Plan.

#### **MAJOR 2012 CAPITAL IMPROVEMENT ISSUES**

The acceleration of the 2009-2012 years in the Five-Year Capital Improvements Plan will allow the County to aggressively address its infrastructure improvement needs and effectively manage its major maintenance and capital improvements program.

#### **Future Borrowing Limitations**

In June 2003, the County Board issued \$100,025,000 in general obligation refunding bonds to advance refund various maturities from the 1994 through 2002 corporate purpose bond issues. The refunding increased the County's overall outstanding debt service by \$48.7 million. In order to minimize the impact of this refunding on the County's debt service, the County Executive and County Board also adopted a change in the County's debt management goals restricting future borrowing. In this policy limited 2005-2007 borrowing to an increase of no more than \$1 million over the previous year's corporate purpose bond amount. In addition, the corporate purpose

bond amount for 2008 was set at a not-to-exceed amount of \$30 million, and future not-to-exceed amounts were limited to increase by 3 percent over the previous year's bond amount. In 2010 Adopted Capital Improvements Budget, bonding authority for 2011 and 2012 was accelerated to take advantage of low interest rates available through the Build America Bond program. Under County debt policies no additional bonding authority is available until 2013.

### **Borrowing for "Operating Expenses"**

Borrowing for "operating expenses" (Wis. Stats. 67.04): State Statutes prohibits borrowing for "operating expenses." The statute defines operating expenses as "wages, salaries, fringe benefits, materials, supplies, contractual services, equipment with a useful life of less than one year and other costs specified by the Department of Revenue by rule." Because many expensed or non-capitalized projects are considered to have a useful life of less than one year, debt obligations typically may not be used to finance these projects. The 2012 Capital Improvements Budget does contain some expensed projects (non-capitalized). These projects are financed with property tax levy, sales tax revenue, or revenue generated from Passenger Facility Charges (PFCs).

### **Impact of County Property Tax Rate Limit**

Approval of a property tax rate limit for Wisconsin counties has resulted in limits for both operating and debt service purposes.

1993 Levy Cap (Wis Stats 59.605): The rate limit is based on the 1992 levy rate adopted for the 1993 budget. The operating levy rate may only be increased if program or service responsibilities are transferred from one governmental unit to another or if a rate increase is approved by public referendum. This section of the Wisconsin State Statutes was suspended for a county's levy that is imposed in December 2011 (2012 Budget) and December 2012 (2013 Budget).

### **Local Levy Limit**

The 2011 levy limit for the 2012 Budget (Wis Stats. 66.0602): Wisconsin Act 32 changed the local levy limit to the greater of the percentage change in the political subdivision's January 1 equalized value due to new construction less improvements removed between the previous year and the current or zero percent. The levy limit will consist of net new construction, which is .426 for the 2012 Budget. The 2011 for the 2012 Budget terminated TID percentage is 0.00 percent.

The **2011** levy cap combines operating and debt service levy amounts. **Exceptions** (66.06.02 (3)) under which the levy limit may be adjusted include:

- (a) if a political subdivision transfers to another governmental unit responsibility for providing any service that the political subdivision provided in the preceding year, the levy increase limit otherwise applicable under this section to the political subdivision in the current year is decreased to reflect the cost that the political subdivision would have incurred to provide that service, as determined by the department of revenue;
- (b) if a political subdivision increases the services that it provides by adding responsibility for providing a service transferred to it from another governmental unit that provided the service in the preceding year, the levy increase limit otherwise applicable under this section to the political subdivision in the current year is increased to reflect the cost of that service, as determined by the department of revenue;
- (c) if a city or village annexes territory from a town, the city's or village's levy increase limit otherwise applicable under this section is increased in the current year by an amount equal to the town levy on the annexed territory in the preceding year and the levy increase limit otherwise applicable under this section in the current year for the town from which the territory is annexed is decreased by that same amount, as determined by the department of revenue;
- (d) (1) If the amount of debt service for a political subdivision in the preceding year is less than the amount of debt service needed in the current year, as a result of the political subdivision adopting a resolution before July 1, 2005, authorizing the issuance of debt, the levy increase limit otherwise applicable to the political subdivision in the current year is increased by the difference between these two amounts, as determined by

the department of revenue and (2) the limit otherwise applicable under this section does not apply to amounts levied by a political subdivision for the payment of any general obligation debt service, including debt service on debt issued or reissued to fund or refund outstanding obligations of the political subdivision, interest on outstanding obligations of the political subdivision, or the payment of related issuance costs or redemption premiums, authorized on or after July 1, 2005, and secured by the full faith and credit of the political subdivision and (3) the limit otherwise applicable under this section does not apply to amounts levied by a county having a population of 500,000 or more for the payment of debt service on appropriation bonds issued under s. 59.85 including debt service on appropriation bonds issued to fund or refund outstanding appropriation bonds of the county, to pay related issuance costs or redemption premiums, or to make payments with respect to agreements or ancillary arrangements authorized under s. 59.86 and (4) if the amount of a lease payment related to a lease revenue bond for a political subdivision in the preceding year is less than the amount of the lease payment needed in the current year as a result of the issuance of a lease revenue bond before July 1, 2005, the levy increase limit otherwise applicable under this section to the political subdivision in the current year is increased by the difference between these two amounts. (6m) If the department of revenue does not certify a value increment for a tax incremental district for the current year as a result of the district's termination, the levy increase limit otherwise applicable under this section in the current year to the political subdivision in which the district is located is increased by an amount equal to the political subdivision's maximum allowable levy for the immediately preceding year, multiplied by a percentage equal to 50 percent of the amount determined by dividing the value increment of the terminated tax incremental district, calculated for the previous year by the political subdivision's equalized value for the previous year, all as determined by the department of revenue;

- (e) The limit otherwise applicable under this section does not apply to any of the following: (1) The amount that a county levies in that year for a county children with disabilities education board. (2) The amount that a 1<sup>st</sup> class city levies in that year for school purposes. (3) The amount that a county levies in that year under §82.08 (2) for bridge and culvert construction and repair. (4) The amount that a county levies in that year to make payment to public libraries under §43.12. (5) The amount that a political subdivision levies in that year to make up any revenue shortfall for the debt service on a revenue bond issued under §66.0621 by the political subdivision or by a joint fire department if the joint fire department uses the proceeds of the bond to pay for a fire station and assesses the political subdivision for its share of that debt, under an agreement entered into under §66.031, which is incurred by the joint fire department but is the responsibility of the political subdivision. (6) The amount that a county levies in that year for a county-wide emergency medical system. (7) The amount that a village levies in that year for police protection services, but this subdivision applies only to a village's levy for the year immediately after the year in which the village changes from town status and incorporates as a village, and only if the town did not have a police force.
- (f) (1) Subject to Subd. 3., if a political subdivision's allowable levy under this section in 2010 was greater than its actual levy in 2010, the levy increase limit otherwise applicable under this section to the political subdivision in 2011 is increased by the difference between these two amounts, as determined by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in 2010. (2) Subject to subd. 3, if a political subdivision's allowable levy under this section in 2011 was greater than its actual levy in 2011, the levy increase limit otherwise applicable under this section to the political subdivision in 2012 is increased by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in 2011. (3) The adjustment described in subs. 1 and 2 may occur only if the political subdivision's governing body approves of the adjustment by one of the following methods (a) With regard to a city, village, or county, if the governing body consists of a least 5 members, by a three-quarters majority vote of the governing body. (b) With regard to a city, village, or county, if the governing body consists of fewer than 5 members, by a two-thirds majority vote (c) With a regard to a town, by a majority vote of the annual town meeting, or a special town meeting, if the town board has adopted a resolution approving of the adjustment by a two-thirds majority vote of the town board. (4) If a political subdivision's allowable levy under this section in 2012, or any year thereafter was greater than its actual levy in that year, the levy increase limit otherwise applicable under this section to the political subdivision in the next succeeding year is increased by the difference between the prior year's allowable levy and the prior year's actual levy, as determined by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in that prior year.
- (g) If a county has provided a service in a part of the county in the proceeding year and if a city, village, or town has provided that same service in another part of the county in the proceeding year, and if the

provision of that service is consolidated at the county level, the levy increase limit otherwise applicable under this section to the county in the current year is increased to reflect the total cost of providing that service, as determined by the department of revenue.

- (h) 1. Subject to subd. 2., the limit otherwise applicable under this section does not apply to the amount that a city, village, or town levies in that year to pay for charges assessed by a joint fire department, but only to the extent that the amount levied to pay for such charges would cause the city, village, or town to exceed the limit that is otherwise applicable under this section. (2) The exception to the limit that is described under subd. 1. applies only if all of the following apply: (a.) The total charges assessed by the joint fire department for the current year increase, relative to the total charges assessed by the joint fire department for the previous year, by a percentage that is less than or equal to the percentage change in the U.S. consumer price index for all urban consumers, U.S. city average, as determined by the U.S. department of labor, for the 12 months ending on September 30 of the year of the levy, plus 2 percent. (b.) The governing body of each city, village, and town that is served by the joint fire department adopts a resolution in favor of exceeding the limit as described in subd.1.

The levy limit may be adjusted based on a Referendum Exception (§§66.0602 (4)):

- (a) A political subdivision may exceed the levy increase limit if its governing body adopted a resolution to that effect and if the resolution is approved in a referendum. The resolution shall specify the proposed amount of increase in the levy beyond the amount that is allowed, and shall specify whether the proposed amount of increase is for the next fiscal year only or if it will apply on an ongoing basis. With regard to a referendum relating to the 2005 levy, or any levy in an odd-numbered year thereafter, the political subdivision may call a special referendum for the purpose of submitting the resolution to the electors of the political subdivision for approval or rejection. With regard to a referendum relating to the 2006 levy, or any levy in an even-numbered year thereafter, the referendum shall be held at the next succeeding spring primary or election or September primary or general election.
- (b) The clerk of the political subdivision shall publish type A, B, C, D, and E notices of the referendum under §10.01 (2). Section 5.01 (1) applies in the event of failure to comply with the notice requirements of this paragraph.
- (c) The referendum shall be held in accordance with chs. 5 to 12. The political subdivision shall provide the election officials with all necessary election supplies. The form of the ballot shall correspond substantially with the standard form for referendum ballots prescribed by the elections board under §§5.64 (2) and 7.08 (10(a)). The question shall be submitted as follows: “Under state law, the increase in the levy of the ...(name of political subdivision) for the tax to be imposed for the next fiscal year, (year), is limited to ...%, which results in a levy of \$.... Shall the ...(name of political subdivision) be allowed to exceed this limit and increase the levy for the next fiscal year, ...(year, by a total of ...%, which results in a levy of \$....?”.
- (d) Within 14 days after referendum, the clerk of the political subdivision shall certify the results of the referendum to the department of revenue. The levy increase limit otherwise applicable to the political subdivision under this section is increased in the next fiscal year by the percentage approved by a majority of those voting on the question. If the resolution specifies that the increase is for one year only, the amount of the increase shall be subtracted from the base used to calculate the limit for the 2<sup>nd</sup> succeeding fiscal year.

The Penalties ((66.0602 (6)) except as provided in (6m) for political subdivisions for having an excess are included below.

- (a) Reduce the amount of county and municipal aid payments to the political subdivision under §79.035 in the following year by an amount equal to the amount of the penalized excess.
- (b) Ensure that the amount of any reductions in county and municipal aid payments under par. (a) lapses to the general fund.
- (c) Ensure that the amount of the penalized excess is not included in determining the limit described for the political subdivision for the following year.
- (d) Ensure that, if a political subdivision’s penalized excess exceeds the amount of aid payment that may be reduced under par. (a), the excess amount is subtracted from the total amount of penalized excess is subtracted from the aid payments

## Capital Project Staffing/Consultant Plan



Each project narrative and fiscal sheet has a detailed staffing plan listed. Milwaukee County’s General Ordinance for Professional Services 56.30(4) requires that “[f]or projects managed by the Department of Transportation and Public Works, the Department of Transportation and Public Works is authorized to enter into contractual services or professional services agreements as may be required for specific capital improvement projects which have been previously approved by County Board action.” Furthermore, “[t]he budget write-up shall contain specific information as to the scope of the project, professional services required and estimated cost of the professional service work to be performed.” Subsequent to budget adoption, the Department of Transportation and Public Works prepares a final staffing plan, which is reviewed and approved by the County Executive and County Board. Any subsequent changes to the final 2012 staffing plan have to be approved by the County Executive and County Board of Supervisors.

**Appropriations Based on Cash Flow Needs**

The 2012 Capital Improvements Budget is based on cash flow requirements for multi-year projects. The capital improvements budget was developed based on cash flow financing needs due to the establishment of expenditure targets by the Federal government for tax exempt, debt-financed projects. This budgeting practice may result in the approval of multi-year construction contracts for projects that exceed the budgeted appropriation. In these cases, subsequent appropriations may be necessary to complete project financing. In several instances, appropriations for 2012 will result in contractual obligations for future years to complete project financing initiated or continued in 2012 for prior years.

**PFC Revenues**

During 1995, General Mitchell International Airport received authorization to charge a \$3 per-person Passenger Facility Charge (PFC). The 2012 Capital Improvements Budget reflects \$14,058,750 in PFC cash financing. PFC revenues of \$1,100,000 are budgeted for 2012 in WO112 – Fleet Equipment Acquisition as an offset to equipment costs for items being purchased for the Airport.

**Federal Expenditure Targets for Tax Exempt Bonds**

Federal tax law governs the use of bond proceeds. Beginning with 1990 bond issues, the Federal government established expenditure targets for spending tax-exempt municipal bond proceeds. Expenditure targets follow six-month intervals from the closing date and it is required that all proceeds be spent in either 18 or 24 months depending upon the particular issue.

If less than 75 percent of the bond issue is to finance construction projects then the rebate method (18-month expenditure period method) must be used. If 75 percent or more will be used to finance construction projects, the County has the option of selecting the rebate or penalty-in-lieu of rebate method (24-month expenditure period).

Failure to meet these targets subjects the County to financial liability under the rebate or the penalty-in-lieu of rebate method. Under the rebate method, if the County fails to meet the expenditure targets and the investment rate is higher than the interest rate of the bonds, then all investment earnings on the unspent bond proceeds (in excess of the amount which would have been earned if the proceeds had been invested at a rate equal to the rate on the bonds) must be paid to the Federal government. No amount is required to be paid if the investment rate is lower than the interest rate on the bonds even if the expenditure targets have not been met.

Under the penalty-in-lieu of rebate method, financial penalties totaling up to 1.5 percent of the unspent bond proceeds, including investment earnings, will be assessed every six months until all of the proceeds are spent for each target that is unmet. If expenditure targets are not met, for either method, appropriations for individual projects will be reduced to pay rebate or penalty amounts.

Corporate Purpose Bonds

6 months	15 percent of proceeds and actual and expected earnings
12 months	60 percent of proceeds and actual and expected earnings
18 months	100 percent of proceeds and actual earnings

Airport Revenue Bonds

6 months	10 percent of proceeds and actual and expected earnings
12 months	45 percent of proceeds and actual and expected earnings
18 months	75 percent of proceeds and actual and expected earnings
24 months	100 percent of proceeds and actual earnings

A small amount of proceeds is allowed to be spent after the final 18<sup>th</sup> or 24<sup>th</sup> month, whichever is applicable, to allow for contract retainage. Project bonds are issued on a reimbursement basis, which allows project expenditures to be incurred on January 1 for projects budgeted as part of the annual capital improvements budget.

**Regulations for Reimbursement Bonds**

The Internal Revenue Service (IRS) regulates the issuance of "reimbursement bonds" or bonds issued subsequent to project expenses actually being incurred. Tax-exempt issuers are allowed to pay capital costs out of available cash in anticipation of issuing long-term bond or note financing if certain conditions are met. The County's current practice is to issue capital improvement debt in the late winter or early spring. Prior to debt issuance, some expenditures may have already occurred for new projects. This practice subjects the County to regulations for reimbursement bonds. The 2012 budget continues the practice of allowing debt-financed expenditures to occur before bonds are actually issued. This practice helps the County to meet expenditure targets for tax-exempt bond issues. The following declarations are made for the purpose of complying with the regulations on reimbursement bonds.

1. A summary of 2012 capital improvements identifies specific projects and the amount of the expenditure appropriation to be debt financed. As described above, the County intends to reimburse itself for expenditures made on debt financed projects with the proceeds of the County's 2010 bond issue(s), the interest on which is to be excludable from the gross income of the owners under Section 103 of the Internal Revenue Code of 1986, as amended.
2. The intent of the County is to use unspent bond proceeds from prior year financings or other cash reserves to make advance expenditures for 2012 capital improvements. The temporary expenditure of prior year bond proceeds will be limited to the use category specified when the bonds were originally issued. These proceeds are not available to finance 2012 capital improvements on a long-term basis because they are allocated to other capital improvements. Separate corporate purpose and Airport issues may be required. The timing of these issues has not been finalized, but based on past experience bonds may be issued in the late winter or early spring.
3. Interest expense and investment earnings are budgeted each year for all departments during the planning and construction of the projects. Upon substantial completion of the project, proprietary departments (Mass Transit, Airport, and Information Management Service Division) budget for interest payments during each calendar year. This expense is abated in the County's debt service fund. The County's current budget policy is to dedicate County sales and use tax revenues for debt service payments. To the extent sales and use tax revenues are not sufficient, general tax revenues will be used to meet debt service payments. For 2012, all debt service costs are offset with sales tax revenue.

**Capitalized Interest and Construction Fund Earnings Recorded in Capital Projects Fund**

The current interest expense on bonds issued for projects that are under construction is referred to as capitalized interest. Under generally accepted accounting principles (GAAP), the capitalized interest cost for proprietary fund departments should be reflected in the construction fund of the project (capital projects fund). In the past, interest expense for the general fund capital projects was budgeted in the General Debt Service Fund Budget. These costs have been reallocated to the capital projects so that all of the capitalized interest costs are reflected in the capital projects fund.

Upon substantial completion of the project or total project completion, capitalized interest is charged as operating expense in the proprietary departments operating budgets. Capitalized and operating interest expense is reflected as an abatement to the debt service fund expenditure budget to avoid double counting this expenditure. Construction fund earnings on unspent bond proceeds will reduce net capitalized interest costs. The 2012 budget anticipates \$270,994 in investment earnings for the prior year unspent bonds. These earnings are recorded directly in the capital projects fund to offset the interest expense for the bonds. The capital improvement budget narrative and

fiscal sheet completed for each project reflects the impact of directly recording both capitalized interest expense and construction fund earnings on project costs.

### **Requirements for Cash Financing for 2012 Capital Improvements**

Beginning with the 1995 capital budget, the County established a cash-financing goal of 20 percent to be implemented over a ten-year period. This policy served to increase minimum cash financing by 2.0 percent annually. Net County financing included in the 2012 budget totals \$23,057,075, including the Airport. Cash needed to meet the 20 percent financing goal is calculated at \$4,661,415 and budgeted cash financing is \$16,939,575, or 73.5 percent of net County financing. Excluding Airport projects, net County financing totals \$3,095,000 of which 100 percent is cash.

### **Financing for 2012 Capital Improvements**

Budgeted financing for 2012 corporate purpose (non-airport) improvements is a combination sales tax revenues and property tax levy.

The County has a goal of 20 percent cash financing of the net County commitment (net of reimbursement revenues) for capital projects. The 2012 Recommended Capital Improvements Budget includes \$1,550,000 of property tax levy, \$1,100,000 of Passenger Facility Charge Cash, and \$445,000 of sales tax. Projects that are financed with these revenue sources consist of the Project WO114 Countywide Infrastructure Improvements (\$1,500,000), Project WO112 Fleet Equipment Acquisition (Airport), Project WO870 Special Assessments (\$250,000), Project WO205 Fiscal Automation Program (\$195,000), and Project WZ600 Zoo Master Plan (\$50,000).

### **Debt Management and Capital Financing Policies**

On July 21, 1994, the County Board of Supervisors adopted several debt management and capital financing policies or goals. As stated previously, in June 2003, the County Board issued \$100,025,000 in general obligation refunding bonds to advance refund various maturities from the 1994 through 2002 corporate purpose bond issues. The refunding increased the County's overall outstanding debt service by \$48.7 million. In order to minimize the impact of this refunding on the County's debt service, the County Board also adopted a change in the County's debt management goals restricting future borrowing. In effect, this policy limited 2005-2007 borrowing to an increase of no more than \$1 million over the previous year's corporate purpose bond amount. In addition, the corporate purpose bond amount for 2008 was set at a not-to-exceed amount of \$30 million, and future not-to-exceed amounts are to increase by 3 percent over the previous year's bond amount. In 2010 Adopted Capital Improvements Budget, bonding authority for 2011 and 2012 was accelerated to take advantage of low interest rates available through the Build America Bond program. Under County debt policies no additional bonding authority is available until 2013.

Debt Management and Capital Financing Policies include a requirement that the budget include a summary of the impact that borrowing proposals contained in the budget would have on various measures of debt affordability. As discussed earlier, the policies also established limitations on capital improvement borrowing by requiring an increase in project pay-as-you-go cash financing. The requirement for 2012 is that 20 percent of County financed project costs be financed from cash sources.

Partly due to the rapid amortization of the County's outstanding debt, the three national rating agencies have consistently given the County a solid rating. The County is rated Aa2 by Moody's Investor Service, AA by Standard & Poor's, and AA+ by Fitch Ratings.

The stable rating for the County is a reflection of the debt management policies followed by the County. The debt restructuring reduced the County's rate of amortization from 87 percent to 77 percent, which is still considered a rapid schedule based on a ten-year period. The initial implementation of the bonding caps has increased the amortization rate to 88 percent. The County requested a rating from the rating agencies for the issuance of the \$100,025,000 General Obligation Refunding Bonds, Series 2003A which restructured the County's outstanding debt. All of the ratings agencies affirmed the County's rating for the bond issue and its current outstanding debt.

The County has adopted the following debt management and capital finance policy goals:

1. Tax supported debt service costs shall not exceed actual sales and use tax revenues.

1. Tax supported debt service costs shall not exceed actual sales and use tax revenues.
2. Cash financing for capital improvements shall provide for a minimum of 20 percent of County financed project costs.
3. Direct debt shall not exceed 1.5 percent of equalized property value.
4. Financing terms shall not exceed 16 years.
5. Average principal maturities shall not exceed 10 years.
6. Net present value savings for proposed advance refundings should total a minimum of 3 percent to 5 percent of refunded principal.
7. Direct debt per capita shall not exceed \$500.
8. Bond insurance will be used when it provides a net economic benefit.
9. County corporate purpose bond issue increases will be limited to a principal amount of no more than \$1 million over the principal amount of the previous year's corporate purpose bond issue.
10. Corporate purpose bond issues for 2008 and forward would be limited to a principal amount of \$30 million plus three percent per year for inflation.

**This Page Left Intentionally Blank.**

**DEBT AFFORDABILITY INDICATORS**

A summary of selected debt affordability indicators is contained in the pages that follow.

### **Debt Service in Comparison to Sales Tax Revenue**

#### **Policy Goal:**

Tax supported debt service shall not exceed County sales and use tax revenues.

#### **Definition:**

Debt service in comparison to county sales and use tax revenues consists of the amount of principal and interest on direct debt that the County must pay from tax revenues compared to net collections of county sales and use tax revenue. Tax supported debt service excludes interest allocations to proprietary fund departments and other debt service fund revenues. Net collections of sales and use tax revenues exclude discounts withheld by retailers and administrative fees retained by the Wisconsin Department of Revenue. Reported sales tax revenue annual totals are in accordance with generally accepted accounting principles (GAAP). Annual totals reflect March thru February monthly receipts.

#### **Trend Information:**

<b>Budget Year</b>	<b>Tax Supported Debt Service</b>	<b>County Sales and Use Tax Revenues</b>	<b>Surplus Sales Tax Revenues</b>
2012	\$59,290,179	\$64,000,880	(\$4,710,701)
2013	\$63,038,274	\$65,536,901	(\$1,647,310)
2014	\$60,623,285	\$67,109,787	(\$3,074,467)
2015	\$45,871,638	\$68,720,422	(\$20,536,836)
2016	\$44,982,558	\$70,369,712	(\$23,113,101)
2017	\$46,654,598	\$72,058,585	(\$23,129,681)
2018	\$42,473,079	\$73,787,991	(\$29,040,333)
2019	\$41,659,846	\$75,558,903	(\$31,628,201)
2020	\$43,999,543	\$77,372,316	(\$31,251,426)
2021	\$45,404,478	\$79,229,252	(\$31,528,019)

#### **Note:**

The 2012 Recommended Budget continues the use of surplus sales tax revenue to pre-fund employee benefit costs or fund anticipated or extraordinary annual increases in such costs or supplement the Appropriation for Contingencies and includes a modification to Section 22.04 under separate cover to allow for such use. For further sales tax revenue information please refer to the 2012 Recommended Budget Org. Unit 1800 – Non-Departmental Revenues.

Net debt services costs in the table above increases are primarily due to decreases in revenue to offset debt service costs. Revenues allocated to debt service average approximately \$3.5 million for future years. Budgeted revenues for the upcoming fiscal years are determined through the budget process. Revenues for 2012 are \$8.2 million.

## Cash Financing of Capital Improvements

### Policy Goal:

Cash financing for capital improvements shall be used for a minimum of 20 percent of County financed project costs.

### Definition:

Cash financing (pay-as-you-go financing) of capital improvements means the direct non-debt financing of County financed project costs. It is anticipated that cash financing will consist of property tax levy, sales tax revenues, donations, interest earnings realized from the investment of bond proceeds issued for proprietary fund departments, and revenue from Passenger Facility Charges (PFCs). Cash financing for 2012 totals \$16,939,575 and consists of \$1,550,000 in property tax levy, \$445,000 in sales tax revenue, \$14,058,750 in PFC revenue, and \$885,825 from Airport reserves. For the purpose of calculating the percentage of cash financing, all project costs financed by State, Federal or other local government agencies are excluded from project cost totals.

### Trend Information:

Budget Year	Net County Capital Cost	Direct Cash Financing	Percent Cash Financing
2012	\$44,164,087	\$16,939,575	38.4%
2013	\$42,515,982	\$8,503,196	20.0%
2014	\$43,787,305	\$8,757,461	20.0%
2015	\$45,101,413	\$9,020,283	20.0%
2016	\$46,458,306	\$9,291,661	20.0%
2017	\$47,851,872	\$9,570,374	20.0%
2018	\$49,282,111	\$9,856,422	20.0%
2019	\$50,760,574	\$10,152,115	20.0%
2020	\$52,283,391	\$10,456,678	20.0%
2021	\$53,851,893	\$10,770,379	20.0%

### Note:

Beginning with the 1995 capital budget, the County established cash financing goals to be implemented over a ten-year period. This policy served to increase minimum cash financing by 2.0 percent annually. Since the 2004 Budget the goal has been 20 percent.



## Direct Debt as a Percent of Equalized Value

### Policy Goal:

Direct debt shall not exceed 1.5 percent of equalized property value. A long-term policy goal is established that direct debt shall not exceed 1.0 percent of equalized property values.

### Definition:

Direct debt is the total outstanding principal for general obligation bonds and notes which the County has pledged its full faith, credit and unlimited taxing power. Direct debt does not include debt issued by the County on behalf of the conduit financings issued for non-county agencies. Equalized property value includes the value of Tax Incremental Financing Districts (TIDs).

### Trend Information:

<b>Budget Year</b>	<b>Direct Debt</b>	<b>Equalized Value (Includes TID)</b>	<b>Direct Debt as a Percent of Value</b>
2012	\$752,799,151	61,099,028,600	1.23%
2013	\$683,411,491	64,355,606,824	1.06%
2014	\$617,323,605	67,785,760,668	0.91%
2015	\$565,564,759	71,398,741,712	0.79%
2016	\$512,899,345	75,204,294,645	0.68%
2017	\$458,161,237	79,212,683,550	0.58%
2018	\$407,106,353	83,434,719,583	0.49%
2019	\$356,565,000	87,881,790,136	0.41%
2020	\$303,410,000	92,565,889,551	0.33%
2021	\$248,185,000	97,499,651,464	0.25%

### Note:

Annual growth in equalized values is 5.33 percent, which reflects the 10-year average for the County.

## Direct Debt Per Capita

### Policy Goal:

Direct debt per capita shall not exceed \$500.

### Definition:

Direct debt is the total outstanding principal for general obligation bonds and notes which the County has pledged its full faith, credit and unlimited taxing power. Direct debt per capita is determined by dividing direct debt totals by the most recent estimate of the number of persons residing in Milwaukee County.

### Trend Information:

<b>Budget Year</b>	<b>Direct Debt</b>	<b>County Population</b>	<b>Direct Debt per Capita</b>
2012	\$752,799,151	947,735	\$794
2013	\$683,411,491	947,735	\$721
2014	\$617,323,605	947,735	\$651
2015	\$565,564,759	947,735	\$597
2016	\$512,899,345	947,735	\$541
2017	\$458,161,237	947,735	\$483
2018	\$407,106,353	947,735	\$430
2019	\$356,565,000	947,735	\$376
2020	\$303,410,000	947,735	\$320
2021	\$248,185,000	947,735	\$262

### Note:

Direct debt per capita can be used to compare debt levels between issuers or communities but is not a good indicator of real debt burdens over time unless it is adjusted for price level changes. The column on the far right indicates the direct debt per capita in 1994 dollars – the year the policy was adopted. The recommendation to establish this debt policy goal included the caution that this policy must be updated annually to be meaningful and to reflect changes in real price levels.

**This Page Left Intentionally Blank.**

**SECTION 1**  
**AIRPORTS**

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA123	Project Title and Location GMIA Airfield Safety Improvements	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$2,344,945	\$1,587,000	\$264,500	\$268,500	\$224,945
2011					\$0
2012	\$200,000	\$150,000	\$25,000		\$25,000
2013	\$200,000				\$200,000
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$2,744,945</b>	<b>\$1,737,000</b>	<b>\$289,500</b>	<b>\$268,500</b>	<b>\$449,945</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$86,000			\$86,000
Construction & Implementation	\$2,258,945	\$200,000	\$200,000	\$2,658,945
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees	\$3,000			\$3,000
Professional Services	\$35,000			\$35,000
DPW Charges	\$351,400	\$30,000		\$381,400
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$5,000			\$5,000
Buildings/Structures				\$0
Land/Land Improvements	\$1,944,545	\$170,000	\$200,000	\$2,314,545
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$6,000			\$6,000
<b>Total Project Cost</b>	<b>\$2,344,945</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$2,744,945</b>

### Budget Year Financing

Federal, State and Local Aids	\$175,000
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$25,000
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$200,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$1,603,031
2010 Expenditures	\$441,947
2011 Expenditures	\$36,716
Total Expenditures to Date	\$2,081,694
Encumbrances	\$667
<b>Available Balance</b>	<b>\$262,584</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA123 - GMIA Airfield Safety Improvements**

An appropriation of \$200,000 is budgeted for Airfield Safety Improvements at General Mitchell International Airport (GMIA). This project is Airport Improvement Program (AIP) eligible as well as Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$150,000 in federal revenue, \$25,000 in state revenue, and \$25,000 in PFC pay as you go revenue.

Increased airline traffic has prompted a renewed nation-wide vigilance of aviation safety. Accordingly, in recent years there has been an increasing need to add more safety related features and aids on the nation's commercial airports runways and taxiways. In each of the last several years GMIA has received directives from the Federal Aviation Administration (FAA) to make these additions in a strict timely manner. These directives have come in several forms including FAA "Call to Action" Runway Action Team initiatives, FAA Airport Certification Safety Recommendations, FAA Airports District Office notices, and new FAA Advisory Circulars. Additionally, some proactive measures have been formulated by GMIA in advance of directives anticipated from the FAA. The required added features have typically included new airfield pavement markings, added or changed guidance signage, and changes in or additional airfield lighting and circuiting.

Appropriations made for budget years 2007 through 2011 have funded the implementation of several airfield safety measures either directed by the FAA or formulated by GMIA. The scope of this project includes the implementation of any airfield safety related directives received from the FAA in 2011. Absent any such directives in 2011, the 2012 appropriation will provide for a proactive measure to enhance the airfield lighting and/or signage systems.

In prior years, the airport has had to draw from many different resources to satisfy these safety issues within the very short time periods required. These projects are becoming increasingly more complex and difficult to implement. The consequences of not addressing these issues can have severe consequences on efficient airline operation and the safety of the traveling public.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA135	Project Title and Location GMIA Runways 1L-19R & 7R-25L Intersection Re-Paving	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$6,659,000	\$4,994,250	\$832,375		\$832,375
2011					\$0
2012	\$2,750,000	\$2,062,500	\$343,750		\$343,750
2013	\$2,888,000	\$2,475,000			\$413,000
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$12,297,000	\$9,531,750	\$1,176,125	\$0	\$1,589,125

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$659,000			\$659,000
Construction & Implementation	\$6,000,000	\$2,750,000	\$2,888,000	\$11,638,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees	\$2,000			\$2,000
Professional Services	\$832,000	\$50,000		\$882,000
DPW Charges	\$221,600	\$100,000	\$2,888,000	\$3,209,600
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$2,400			\$2,400
Buildings/Structures		\$2,600,000		\$2,600,000
Land/Land Improvements	\$5,596,000			\$5,596,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$5,000			\$5,000
<b>Total Project Cost</b>	\$6,659,000	\$2,750,000	\$2,888,000	\$12,297,000

### Budget Year Financing

Federal, State and Local Aids	\$2,406,250
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$343,750
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$2,750,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$177,288
2010 Expenditures	\$218,499
2011 Expenditures	\$3,592,995
Total Expenditures to Date	\$3,988,782
Encumbrances	\$503,824
<b>Available Balance</b>	\$2,166,394

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA135 - GMIA Runways 1L-19R & 7R-25L Intersection Re-Paving**

An appropriation of \$2,750,000 is budgeted in 2012 for the second of three construction phases for Runways 1L-19R & 7R-25L Intersection Re-Paving at General Mitchell International Airport (GMIA). This project is Airport Improvement Program (AIP) eligible as well as Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$2,062,500 in federal revenue, \$343,750 in state revenue, and \$343,750 in PFC pay as you go revenue.

Annual inspections of the 1L-19R and 7R-25L intersection have revealed some cracking and open joints in large areas of the pavement surface. Since the operational need of the airport requires that one of these two runways remain open at all times for scheduled flights, the opportunity to repair discovered deficiencies is limited to weekend nights, typically from 11:30pm on Saturday evening through 6:00am the following Sunday morning. Historically a weekend or two is scheduled each summer to complete typical repairs involving crack and joint sealing in some areas and milling and repaving of the surface over other larger areas.

Concern exists with the Federal Aviation Administration (FAA) and GMIA as to whether this approach to maintenance of the 1L-19R and 7R-25L intersection is appropriate for the long-term viability of this pavement. Of particular concern are the structural integrity of the pavement section and any further deficiency in the underlying layers of pavement and sub-base, the topography of the surface, and the adequacy of the existing pavement surface friction.

The 2009 Capital Improvements Budget included an appropriation of \$484,000 for the Runways 1L-19R and 7R-25L Intersection Repaving which has resulted in a thorough study and evaluation of the intersection involving pavement condition testing, review of the existing surface grades, planning for friction improvement and determination of best long-term pavement condition management. Several design alternatives and means of pavement repair and reconstruction have been evaluated with consideration given to construction phasing and coordination with the airport, airlines, and the FAA to prevent disruption to the operational need of the intersection.

The 2010 Capital Improvements Budget included an appropriation of \$6,000,000 for the completion of the design of the recommended and approved alternative as well as for the initial construction phase of the project. The 2012 appropriation will provide for the second of three construction phases required to complete the project. The second phase will include the reconstruction of the concrete on 1L-19R.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.



## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA139	Project Title and Location GMIA Redundant Main Electric Service Feed	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$321,000				\$321,000
2011	\$321,000				\$321,000
2012	\$7,405,000				\$7,405,000
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$8,047,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,047,000</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$642,000			\$642,000
Construction & Implementation		\$7,405,000		\$7,405,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$525,000	\$400,000		\$925,000
DPW Charges	\$115,000	\$299,000		\$414,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$2,000			\$2,000
Buildings/Structures		\$6,706,000		\$6,706,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$642,000</b>	<b>\$7,405,000</b>	<b>\$0</b>	<b>\$8,047,000</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
General Airport Revenue Bonds	\$3,702,500
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$3,702,500
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$7,405,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$26,742
2010 Expenditures	\$0
2011 Expenditures	\$179,057
Total Expenditures to Date	\$205,799
Encumbrances	\$148,134
<b>Available Balance</b>	<b>\$288,067</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA139 - GMIA Redundant Main Electric Service Feed**

An appropriation of \$7,405,000 is budgeted for the construction phase of the Redundant Main Electric Service Feed at General Mitchell International Airport (GMIA). This project is Passenger Facility Charge (PFC) financing eligible. Financing will be provided from \$3,702,500 in PFC pay as you go revenue and \$3,702,500 in general airport revenue bonds (GARBs).

This project is proposed to correct a condition in the electric power service and distribution system at GMIA in which the majority of the electrical feeders into the GMIA Terminal Building are routed through a common underground ductbank and manhole system. This condition contributed to the loss of power to the Terminal in July 2007 as a contractor's mishap shorted a feeder cable and started a fire that damaged other feeders in the manhole. This necessitated interruption in power through all of the feeders in the manhole in order to extinguish the fire and make the temporary repairs.

To reduce this high risk situation and provide significant improved electrical service reliability, this project will provide a second two-line electric power service from WE Energies to serve the Terminal Building from a different location than the service feeders that currently exist entering the northwest side of the terminal. The new electrical service equipment required for this project would be similar to that at the Howell Avenue Service Substation and in the Power House currently utilized for provision of the existing primary service to the Terminal.

This project will improve the reliability and continuity of electric power service throughout the Terminal facility by installing redundant feeders from the new alternate source into the various distribution facilities existing throughout the Terminal. Once in place, any loss of power from either source, be it due to equipment failure or loss of utility service, could be immediately restored from the alternate source.

This project would further allow for additional future reliability in the service from WE Energies. WE Energies presently supplies all sources of power to GMIA from one branch substation. They are currently working on the development of a new substation that would replace one of the two lines serving GMIA. The new substation is anticipated to go online in 2012. After the completion of this substation, each service feed to GMIA would then be routed from independent WE Energies substations. This construction of the redundant main electric service feed is anticipated to be complete by the end of 2013.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. <b>WA141</b>	Project Title and Location <b>GMIA Training Facility</b>	4789-2012
Requesting Department or Agency <b>Transportation and Public Works</b>		Functional Group <b>Airport</b>
Department Priority	Person Completing Form	Date <b>September 29, 2011</b>

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$1,805				\$1,805
2011	\$489,000				\$489,000
2012	\$2,415,000				\$2,415,000
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$2,905,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,905,805</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$490,805			\$490,805
Construction & Implementation		\$2,415,000		\$2,415,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$375,305			\$375,305
DPW Charges	\$114,000			\$114,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$1,500			\$1,500
Buildings/Structures		\$2,415,000		\$2,415,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$490,805</b>	<b>\$2,415,000</b>	<b>\$0</b>	<b>\$2,905,805</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
General Airport Revenue Bonds	\$2,415,000
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$2,415,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$1,805
2010 Expenditures	\$0
2011 Expenditures	\$16,155
Total Expenditures to Date	\$17,960
Encumbrances	\$62,048
<b>Available Balance</b>	<b>\$410,797</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA141 - GMIA Training Facility**

An appropriation of \$2,415,000 is budgeted for the construction phase of the Training Facility at General Mitchell International Airport (GMIA). Financing will be provided from \$2,415,000 in general airport revenue bonds (GARBs).

The ground floor of the Administration Building wing of the GMIA Terminal currently contains an exterior pass-through, old un-leased garage space, and other areas ill-suited for other practical airport needs and use. The airport envisions filling in and finishing the pass-through, finishing the garage space and remodeling other areas of the ground floor for location of airport security, operations and safety and security training facilities.

The Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA) have, over the years, increased the requirements for enhanced airfield driving and security training for all personnel requiring access to the airfield and secured areas of the airport. With the enhanced training there has been a corresponding increase in required documentation of the training and related record-keeping.

In order to meet these mandatory training requirements, computer based training, also known as Interactive Employee Training (IET), has become the industry standard. This training system is comprised of a kiosk style booth with a computer, touch screen monitor, and chair. (Each unit measures 30"Wx30"Dx55"H, without the chair.) The student watches a video and takes the test on the screen, and the results are sent to a printer so that a computer record and a paper record are maintained. Currently GMIA has over 6,000 badged employees that need recurrent training that take from 45 minutes to 2½ hours to complete. A median time of 1½ hours per badged employee equals 9,000 training hours per year. During high peak times, such as at the beginning of the construction season when contractors are obtaining access credentials, the number of individuals needing additional training in airfield safety can number well over 100. This additional training is approximately 3 hours per individual. The new space is needed to facilitate a conducive training environment, the ability to repair and maintain the units, and house supplies. Approximately 2,400 of square feet will be added by the construction of the training facility.

The existing Administration Building wing was constructed in several stages under numerous projects. The various existing connecting walls would make the design and construction of an interior corridor very difficult. To make the space as practical as possible the project will include the addition of a single story corridor along the southwest face of the existing building. A common corridor added to the outside of the existing building will make the existing space more practical for use and provide better access to the various areas along the length of the building.

The 2011 Capital Improvements Budget included an appropriation of \$489,000 for the design phase of the training facility.

The construction will also include the addition of an elevator or ramp for ADA access between the ground level space to the Administration Building 2<sup>nd</sup> level and the Concourse C connector. The TSA is an existing tenant on the west end of the first floor of the Administration Building and has cited on several occasions their requirement for elevator or ramp access to the concourse level from their leased space on the ground floor.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA142	Project Title and Location LJT Runway 15L - 33R Extension	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$200,000	\$190,000	\$5,000		\$5,000
2011	\$260,000	\$247,000	\$6,500		\$6,500
2012	\$78,000	\$74,100	\$1,950		\$1,950
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$538,000</b>	<b>\$511,100</b>	<b>\$13,450</b>	<b>\$0</b>	<b>\$13,450</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$460,000	\$0		\$460,000
Construction & Implementation		\$78,000	\$0	\$78,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees	\$1,000			\$1,000
Professional Services	\$332,000	\$70,000		\$402,000
DPW Charges	\$123,500	\$8,000		\$131,500
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$1,500			\$1,500
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$2,000			\$2,000
<b>Total Project Cost</b>	<b>\$460,000</b>	<b>\$78,000</b>	<b>\$0</b>	<b>\$538,000</b>

### Budget Year Financing

Federal, State and Local Aids	\$76,050
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$1,950
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$78,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$133,515
Total Expenditures to Date	\$133,515
Encumbrances	\$65,985
<b>Available Balance</b>	<b>\$260,500</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA142 - LJT Runway 15L-33R Extension**

An appropriation of \$78,000 is budgeted for additional design and environmental expenses for the Runway 15L-33R Extension at LJT. This project is Airport Improvement Program (AIP) eligible. Financing is provided from \$74,100 in federal revenue, \$1,950 in state revenue, and \$1,950 from the Capital Improvement Reserve Account.

The recently completed Strategic Development and Airport Master Plan Study for LJT recommends a 300 foot extension on each end of Runway 15L-33R, with related taxiway extensions and aircraft run-up pads. Lengthening the runway from 4,107 feet to 4,707 feet will make the airport more attractive for and useable by business jet aircraft. Business jet aircraft purchase more fuel than private general aviation aircraft and will make the airport more financially stable.

The LJT Master Plan Study was adopted by the County Board on February 7, 2008 by a vote of 18-0. The Master Plan document has been reviewed and approval by the Wisconsin Department of Transportation, Bureau of Aeronautics.

The 2010 Capital Improvements Budget included an appropriation of \$200,000 for the environmental assessment as required by the National Environmental Policy Act (NEPA) for this project.

The 2011 Capital Improvements Budget included an appropriation of \$250,000 for the design of the runway extension.

The 2012 appropriation will address cost overruns for the environmental assessment (EA) and design phase of the project. The cost of the environmental assessment has cost more than originally anticipated due to more effort being needed for the EA than initially estimated. The estimated cost of design has increased due to escalation of cost for a later construction schedule. The EA is still underway in 2011 and upon its completion the design is planned to immediately follow. The schedule for construction will depend on the timing of available Airport Improvement Program (AIP) funding.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA153	Project Title and Location GMIA Purchase of New Passenger Loading Bridges	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$5,000,000				\$5,000,000
2011					\$0
2012	\$5,500,000				\$5,500,000
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$10,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,500,000</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation	\$5,000,000	\$5,500,000		\$10,500,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$250,000	\$20,000		\$270,000
DPW Charges	\$250,000	\$180,000		\$430,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures	\$1,500,000	\$5,300,000		\$6,800,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$3,000,000			\$3,000,000
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$5,000,000</b>	<b>\$5,500,000</b>	<b>\$0</b>	<b>\$10,500,000</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$5,500,000
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$5,500,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$1,819,393
<b>Available Balance</b>	<b>\$3,180,607</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA153 - GMIA Purchase of New Passenger Loading Bridges**

An appropriation of \$5,500,000 is budgeted for the Purchase of New Passenger Loading Bridges (jet bridges) at General Mitchell International Airport (GMIA). This project Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$5,500,000 in PFC pay as you go revenue.

Currently, the airlines serving General Mitchell International Airport utilize a total of 40 jet bridges surrounding the three concourses of the Airport. Prior to 2011 the Airport owned 20 of these jet bridges, all located at preferential use gates. In order to continue the County's efforts at implementing the Airport's Competition Plan and providing equal accessibility to all new entrant and expanding carriers, and in conjunction with the new Airport Master Lease Agreement (executed in 2010), the Airport has commenced (in 2011) with obtaining the remaining 20 passenger bridges from the air carriers owning them.

In 2009, an appropriation transfer of \$3,000,000 was approved for the purchase of 18 used airline-owned jet bridges.

Several of the bridges obtained by the Airport from the air carriers are very old, in poor condition and of little remaining useful operational life and as a result are in need of replacement. The 2012 appropriation is intended to purchase new passenger loading bridges to replace the used bridges needing replacement. Ten bridges have been identified for replacement at an estimate average cost of \$550,000 per bridge.

Following the completion of the process of obtaining all 20 bridges from the airlines all of the gates at GMIA will be preferential use and/or common use gates assignable by the Airport.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.



## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA161	Project Title and Location GMIA Terminal Roadway Signage	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011	\$250,000				\$250,000
2012	\$2,850,000				\$2,850,000
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$3,100,000	\$0	\$0	\$0	\$3,100,000

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$250,000			\$250,000
Construction & Implementation		\$2,850,000		\$2,850,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees		\$100,000		\$100,000
Professional Services	\$200,000			\$200,000
DPW Charges	\$50,000	\$106,000		\$156,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$2,644,000		\$2,644,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	\$250,000	\$2,850,000	\$0	\$3,100,000

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$2,850,000
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$2,850,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$18,896
<b>Available Balance</b>	\$18,896

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA161 – GMIA Terminal Roadway Signage**

An appropriation of \$2,850,000 is budgeted for the construction phase of the Terminal Roadway Signage Replacement Project at General Mitchell International Airport (GMIA). This project is Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$2,850,000 in PFC pay as you go revenue.

The majority of the roadway signage providing guidance into and out of the GMIA terminal roads was originally installed in the 1970s, when the first parking structure was built. Since then the signs have been altered, appended and reconfigured as conditions have required. After three decades, the signs lack consistency in size, reflectivity, lighting and appearance, and are, in some cases, in need of structural repair. Replacement with new signage is needed to allow airport users to navigate the terminal roadways safely and efficiently.

The 2011 Capital Improvements Budget included an appropriation of \$250,000 for the design phase of the project. The design phase of this project, underway in 2011, will provide construction and bidding documents for terminal roadway signage replacement that will address standardized and updated appearance, uniform and more efficient lighting, and structural and spare capacity.

The 2012 appropriation will be used for the full removal and replacement of all airport signage. The appropriation will also be used to replace the overheight vehicle detection and warning system. The current warning system has not been adequate to prevent vehicles from entering the ticketing loop and causing damage to the overhead walkway structure. It is anticipated that the construction phase of the project will be complete by 2013.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. <b>WA162</b>	Project Title and Location <b>GMIA Cessna Service Apron Reconstruction</b>	4789-2012
Requesting Department or Agency <b>Transportation and Public Works</b>		Functional Group <b>Airport</b>
Department Priority	Person Completing Form	Date <b>September 29, 2011</b>

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
<b>PRIOR</b>					\$0
<b>2011</b>	\$95,000	\$71,250	\$11,875		\$11,875
<b>2012</b>	\$1,021,000	\$765,750	\$127,625		\$127,625
<b>2013</b>					\$0
<b>2014</b>					\$0
<b>2015</b>					\$0
<b>2016</b>					\$0
<b>SUBSEQUENT</b>					\$0
<b>TOTAL</b>	\$1,116,000	\$837,000	\$139,500	\$0	\$139,500

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$95,000			\$95,000
Construction & Implementation		\$1,021,000		\$1,021,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$5,000			\$5,000
DPW Charges	\$90,000	\$91,000		\$181,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$930,000		\$930,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	\$95,000	\$1,021,000	\$0	\$1,116,000

### Budget Year Financing

Federal, State and Local Aids	\$893,375
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$127,625
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$1,021,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	\$95,000

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA162 – GMIA Cessna Apron Reconstruction**

An appropriation of \$1,021,000 is budgeted for the construction phase of the Cessna Citation Service Center apron Reconstruction Project. This project is Airport Improvement Program (AIP) eligible. Financing is provided from \$765,750 in federal revenue, \$127,625 in state revenue, and \$127,625 from the Airport Capital Improvement Reserve Account with principle and interest being recovered through increased rents assessed to Cessna.

The Cessna Citation Service Center hangar and apron pavement were constructed in 1989. The apron was expanded in 2006. The original portion of the ramp is deteriorating due to its age and extensive use and is in need of reconstruction. The apron will be reconstructed with Portland Cement Concrete (PCC) on Econocrete and crushed aggregate base course.

The 2011 Capital Improvements Budget included an appropriation of \$95,000 for the design phase of the project. The estimated total cost for this project, including both design and construction, is \$1,116,000.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA163	Project Title and Location GMIA Perimeter Road Bridge over Howell Ave	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011	\$300,000	\$225,000	\$37,500		\$37,500
2012	\$3,200,000	\$2,400,000	\$400,000		\$400,000
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$3,500,000	\$2,625,000	\$437,500	\$0	\$437,500

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$300,000			\$300,000
Construction & Implementation		\$3,200,000		\$3,200,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$250,000	\$278,000		\$528,000
DPW Charges	\$50,000	\$150,000		\$200,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$2,772,000		\$2,772,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	\$300,000	\$3,200,000	\$0	\$3,500,000

### Budget Year Financing

Federal, State and Local Aids	\$2,800,000
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$400,000
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$3,200,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$12,587
Total Expenditures to Date	\$12,587
Encumbrances	\$277,350
<b>Available Balance</b>	\$10,063

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA163 – GMIA Perimeter Road Bridge over Howell Avenue**

An appropriation of \$3,200,000 is budgeted for the construction phase of the Perimeter Road Bridge over Howell Avenue Project. This project is Airport Improvement Program (AIP) eligible as well as Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$2,400,000 in federal revenue, \$400,000 in state revenue, and \$400,000 in passenger facility charge pay as you go revenue.

Increased airline traffic has prompted renewed nation-wide vigilance of aviation safety. Accordingly, in recent years, there has been an increasing need to add more safety related features and aids on the nation's commercial airports. One such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets. The airport currently has a perimeter road extending from the north side of runway 7R and extending around the north end of the airport to the Northwest Hanger area. With the current Runway Safety Area (RSA) project, the perimeter road system is being extended southerly around the west end of runway 7R eastward to the west side of Howell Avenue. This project will provide a bridge over Howell Avenue that will connect the perimeter road to the east side of Howell Avenue at Citation Way. With future projects this road will ultimately extend to the south end of the runway 1L for access to the southeast corner of the airfield.

This project is a specific Runway Safety Action Team initiative and is strongly encouraged by the Federal Aviation Administration (FAA) Airport Certification Safety office.

This bridge will be located on the south side of Runway 7R-25L at Citation Way. It will be similar to the existing bridge that crosses Howell Avenue and provides access from the terminal to the cargo ramp and hangers located north of Runway 7R-25L.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA166	Project Title and Location GMIA Perimeter Road Extension- 128th Air Refueling Wing to College Avenue	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011					\$0
2012	\$1,100,000	\$825,000	\$137,500		\$137,500
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$1,100,000	\$825,000	\$137,500	\$0	\$137,500

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$1,100,000		\$1,100,000
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services		\$28,000		\$28,000
DPW Charges		\$180,000		\$180,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$892,000		\$892,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>		\$1,100,000	\$0	\$1,100,000

### Budget Year Financing

Federal, State and Local Aids	\$962,500
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$137,500
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$1,100,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	\$0

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA166 – GMIA Perimeter Road Extension – 128<sup>th</sup> Air Refueling Wing to College Avenue**

An appropriation of \$1,100,000 is budgeted for the design and construction of the Perimeter Road Extension from the Wisconsin Air National Guard 128<sup>th</sup> Air Refueling Wing (128th ARW) to College Avenue Project. This project is Airport Improvement Program (AIP) eligible as well as Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$825,000 in federal revenue, \$137,500 in state revenue, and \$137,500 in PFC pay as you go revenue.

Increased airline traffic has prompted renewed nation-wide vigilance of aviation safety. Accordingly, in recent years there has been an increasing need to add more safety related features and aids on the nation's commercial airports. One such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets. The airport currently has a significant but incomplete network of perimeter road encircling approximately two-thirds of the airport. Several projects in recent years have added to the perimeter road system with the goal of completing an entire loop of the airport. This project will extend the perimeter road in the southeast corner of the airport from the south end of the 128<sup>th</sup> Air Refueling Wing to the existing road just north of College Avenue.

The completion of the perimeter road system at GMIA is a specific Runway Safety Action Team initiative and is strongly encouraged by the FAA Airport Certification Safety office.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.



## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA167	Project Title and Location GMIA Terminal Escalator Replacement	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011					\$0
2012	\$600,000				\$600,000
2013	\$600,000				\$600,000
2014	\$650,000				\$650,000
2015	\$650,000				\$650,000
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation		\$600,000	\$1,900,000	\$2,500,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges		\$10,000	\$1,900,000	\$1,910,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$590,000		\$590,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>		<b>\$600,000</b>	<b>\$1,900,000</b>	<b>\$2,500,000</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$600,000
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$600,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	<b>\$0</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA167 – GMIA Terminal Escalator Replacement**

An appropriation of \$600,000 is budgeted for the Terminal Escalator Replacement Project at General Mitchell International Airport (GMIA). Financing is provided from the GMIA Airport Development Fund Account.

There are currently five sets of escalators in the GMIA terminal mall; three route passengers to and from ticketing while the other two route passengers to and from the bag claim area. The 2010 Capital Improvements Budget included an appropriation of \$1,915,000 for the replacement and reorientation of one set (a set consists of one down escalator and one up escalator) located at the south end of the terminal mall (south escalator to ticketing). The remaining four sets of escalators, however, are original to the construction of the terminal in 1982 and are in need of replacement.

The 2012 appropriation will be used to replace one escalator set. Future appropriations for the project will be used to replace one set of escalators each year over the following three years. The replacement will involve a “modernization” of the escalator with a retrofit into the existing truss structure with all new escalator equipment. The resulting modernized elevator will conform to the most recent safety standards with greatly improved reliability and energy efficiency.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA169	Project Title and Location LJT Taxiway and Runway Light Replacement	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011					\$0
2012	\$250,000	\$237,500	\$6,250		\$6,250
2013	\$250,000	\$237,500	\$6,250		\$6,250
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$500,000	\$475,000	\$12,500	\$0	\$12,500

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$250,000	\$250,000	\$500,000
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services		\$30,000		\$30,000
DPW Charges		\$20,000	\$250,000	\$270,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$200,000		\$200,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>		\$250,000	\$250,000	\$500,000

### Budget Year Financing

Federal, State and Local Aids	\$243,750
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$6,250
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$250,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	\$0

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA169 – LJT Runway and Taxiway Lighting Replacement**

An appropriation of \$250,000 is budgeted for the first phase for the Taxiway and Runway Lighting Replacement at Lawrence J. Timmerman Airport (LJT). This project is Airport Improvement Program (AIP) eligible. Financing is provided from \$237,500 in federal revenue, \$6,250 in state revenue, and \$6,250 from the Airport Capital Improvement Reserve Account.

This project will replace all of the existing taxiway and runway lighting at LJT with new light-emitting diode (LED) airfield lighting over the course of two phases of installation. The first phase in 2012 will replace all of the taxiway lighting. The second phase in 2013 will replace the runway lighting, including the beacon light and pole. The existing runway and taxiway lighting is 20 years old and replacement with new LED fixtures will provide energy savings as well as lower cost of maintenance.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA173	Project Title and Location GMIA Fuel Farm Electrical Service Upgrade	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011					\$0
2012	\$150,000				\$150,000
2013	\$950,000				\$950,000
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$1,100,000	\$0	\$0	\$0	\$1,100,000

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$150,000	\$950,000	\$1,100,000
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services		\$75,000		\$75,000
DPW Charges		\$75,000	\$950,000	\$1,025,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>		\$150,000	\$950,000	\$1,100,000

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$150,000
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$150,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	\$0

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WA173 – GMIA Fuel Farm Electrical Service Upgrade**

An appropriation of \$150,000 is budgeted for the design of the Fuel Farm Electrical Service Upgrade at General Mitchell International Airport (GMIA). Financing is provided from the Airport Capital Improvement Reserve Account with principle and interest being recovered through GMIA hydrant fuel fees.

The fuel farm at GMIA is located on the airfield just to the northeast of the terminal apron and provides for the distribution of jet fuel through the hydrant fueling system. The hydrant fueling system is utilized to refuel aircraft at apron gates. Several electric powered pumps are located at the fuel farm are utilized to transfer fuel, pump fuel through the system and to flush the system clean on a prescribed interval. Delivering power to these pumps are high voltage feeders from the terminal with a transformer, motor control center, breaker panels and a transfer switch connected with a backup generator. Much of this equipment was installed in 1985. It is undersized for its current usage, requiring more frequent maintenance and repairs, and is at the end of its reliable life.

The 2012 appropriation will be used for the design for replacement and upgrade of the fuel farm electrical system including new feeders from the terminal, a new transfer switch, a new motor control center with modern switch board and breaker panels with remote monitoring capabilities. The design will also include a new, larger enclosure to provide code required clearance for the new equipment with updated, functioning heating and ventilating to properly protect the equipment from the weather.

The design work will also include detailed construction cost estimates and the preparation of bidding documents for the construction phase of the project

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.

**This Page Left Intentionally Blank.**

**SECTION 2**  
**ZOO**



## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WZ600	Project Title and Location Zoo Master Plan	4789-2012
Requesting Department or Agency Zoo		Functional Group Zoo
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011	\$400,000				\$400,000
2012	\$100,000				\$100,000
2013	\$300,000				\$300,000
2014	\$2,000,000				\$2,000,000
2015	\$15,000,000				\$15,000,000
2016	\$15,000,000				\$15,000,000
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$32,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,800,000</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$400,000	\$100,000	\$32,300,000	\$32,800,000
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$400,000	\$100,000	\$32,300,000	\$32,800,000
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$400,000</b>	<b>\$100,000</b>	<b>\$32,300,000</b>	<b>\$32,800,000</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	\$50,000
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	\$50,000
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$100,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	<b>\$400,000</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY**

### **WZ600 – Zoo Master Plan**

An appropriation of \$100,000 is budgeted for development of a new Master Plan for the Zoo. Financing is provided from \$50,000 in property tax levy and \$50,000 from the Milwaukee County Zoological Society.

The Master Plan will be produced in conjunction with the Zoological Society and will serve as a baseline and guide for the development of Zoo capital improvements over the next ten years.

The design for the Zoo at the current location was produced in the 1950s, and the majority of the Zoo was constructed over the next 10 years.

In 1985, the Zoo and the Zoological Society developed a \$26 million private/public partnership Capital Improvement Plan. The planned improvements were completed within budget by 1995. Major accomplishments of this plan included the following: a new Visitor Welcome Center, the Apes of Africa Center, the renovations of the Aviary, the renovations of the Primates of the World, the renovations of the Aquatic and Reptile Center, the addition of the Dairy complex at Heritage Farm, the additions of underwater viewing at Sea Lions and Polar Bears, a new Wolf Woods, and the construction of what is now the Sea Lion/Seal presentation theater.

In 1997, a draft Zoo Master Plan was developed and served as a guideline for a \$29 million Capital Improvement Plan completed in partnership with the Zoological Society. This plan allowed major renovations of what are now Big Cat Country, Family Farm, Macaque Island, the Spider Monkey exhibit, Wolf Woods, and the Giraffe exhibit, and new construction of the Animal Health Center, the Education Center, Lakeview Plaza, and the Gathering Place.

The 2012 Zoo Master Plan will address the entire Zoo, with an emphasis on Zoo facilities and areas that were not modified in the 1985 and 1997 plans. This plan will also address the major changes in facilities, infrastructure and internal traffic patterns that will result from the reconstruction of the Zoo Interchange. A team consisting of professional planning consultants, the Department of Transportation staff, selected Zoo staff and representatives of the Zoological Society will develop the plan. Work on the plan will begin once the financing of \$50,000 is received by Milwaukee County from the Zoological Society of Milwaukee County and there is a written agreement between both parties to fund the full cost of the master plan.

The master plan will be completed in three phases with a total estimated project cost of \$400,000. In 2012, the Zoo will begin with phase 1 of the project. Additional funding will be requested in the future to complete phases 2 and 3. The Zoo has worked with a consultant to assemble a three phase approach to complete the master plan. The summary of each phase is described below.

The scope of the plan will include the following:

1. Establish overall planning goals including but not limited to improving the Zoo visitor experience, enhancing visitor education, establishing state-of-the-art animal husbandry and exhibit facilities, augmenting animal conservation and research, boosting revenues while holding or decreasing expenditures, establishing more efficient Zoo operations, encouraging increased attendance, effectively responding to changes resulting from the Zoo Interchange project, and meeting the Zoo's mission.
2. Summarize the state of the existing facilities and grounds using information from the DTPW Facilities Assessment of the Zoo conducted in 2003, and additional information regarding facility updates, Zoo infrastructure, and Zoo grounds.
3. Define proposed renovations and new facilities, including concession and merchandise outlets, visitor access areas, visitor services, indoor and outdoor animal exhibits, animal service facilities, education areas, Zoological Society facilities, maintenance and Zoo service areas, administrative office areas, landscape

features, rental facilities, and outdoor entertainment facilities.

4. Provide a conceptual design for each major facility renovation or addition, including information on proposed infrastructure changes such as utilities, communication networks, parking, Zoo access, and other factors that relate to the proposed facility changes. Include conceptual drawings of the Zoo as a whole that integrate the proposed facility changes, including proposed visitor flow, service traffic flow, the impact of the development of the northwest corner of the Zoo known as the Bliffert property and the impact of the Zoo Interchange Project.
5. Design the facilities to a level that will allow an accurate assessment of the capital and annual operating costs (including utilities, personnel, maintenance, etc.). Itemize and summarize these costs for each major facility and the entire Zoo.
6. Prioritize the major additions and renovations, and develop a proposed schedule to implement the plan.
7. Provide presentation materials, including drafts for review during the plan design, and final products for information and suitable for fund-raising.

#### **PHASE 1: Initial Analysis and Strategy Development**

- Meet with Zoo staff to review the Zoo's existing facilities and operations.
- Conduct an assessment of the Zoo's current operations.
- Establish project objectives.
- Interview stakeholders and potential partners.
- Review other attractions to establish benchmarks and find new opportunities for programming.
- Compile analyses into an initial report.

#### **PHASE 2: Product Development/Prioritization**

- Brainstorm with Zoo staff.
- Focus on business and financial components to ensure sustainability.
- Develop a site plan, diagram and renderings of concepts.
- Develop alternatives to increase revenue.
- Develop cost estimates.
- Generate a report and site plan summarizing improvements.

#### **PHASE 3: Implementation**

- Assemble an implementation plan and schedule for the proposed improvements.
- Develop a return on incremental costs model.
- Identify funding and implementation strategies.
- Assemble all findings into a master plan document.

#### **Staffing Plan**

The Zoological Department staff will be responsible for overall project management. Specialized consultants will be retained as needed.

**SECTION 3  
OTHER AGENCIES**

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO112	Project Title and Location Fleet Equipment Acquisition	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Fleet Management
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$65,742,130		\$278,244		\$65,463,886
2011	\$375,000				\$375,000
2012	\$1,100,000				\$1,100,000
2013	\$6,000,000				\$6,000,000
2014	\$3,850,000				\$3,850,000
2015	\$3,350,000				\$3,350,000
2016	\$3,350,000				\$3,350,000
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$83,767,130</b>	<b>\$0</b>	<b>\$278,244</b>	<b>\$0</b>	<b>\$83,488,886</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment	\$65,742,130	\$1,100,000	\$16,550,000	\$83,392,130
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$65,742,130	\$1,100,000	\$16,550,000	\$83,392,130
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$65,742,130</b>	<b>\$1,100,000</b>	<b>\$16,550,000</b>	<b>\$83,392,130</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$1,100,000
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$1,100,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$44,536,458
2010 Expenditures	\$12,166,533
2011 Expenditures	\$4,250,375
Total Expenditures to Date	\$60,953,366
Encumbrances	\$1,820,253
<b>Available Balance</b>	<b>\$3,343,510</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition	
Complete Preliminary Plans	1/07
Complete Final Plans & Specifications	3/07
Begin Construction	4/07
Complete Construction	11/07
Scheduled Project Closeout	12/07

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WO112 – Fleet Equipment Acquisition**

An appropriation of \$ 1,100,000 is budgeted for vehicle and equipment replacement. Financing is provided from Passenger Facility Charge (PFC) pay as you go revenue.

The 2012 appropriation will be used to purchase one deicing truck (\$375,000), one loader (\$325,000), one mass casualty vehicle (\$250,000), and equipment for snow melting vehicles (\$150,000).

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**

Department of Transportation and Public Works- Fleet Management Division staff will be responsible for overall project management.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO114	Project Title and Location Countywide Infrastructure Improvements	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group General Government
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011	\$11,894,631				\$11,894,631
2012	\$1,500,000				\$1,500,000
2013	\$158,000				\$158,000
2014	\$5,144,000				\$5,144,000
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$18,696,631	\$0	\$0	\$0	\$18,696,631

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$315,000			\$315,000
Construction & Implementation	\$11,579,631	\$1,500,000	\$5,302,000	\$18,381,631
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees	\$516,528			\$516,528
Professional Services	\$3,523,944	\$150,000	\$5,302,000	\$8,975,944
DPW Charges	\$1,634,549	\$150,000		\$1,784,549
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures	\$6,217,610	\$1,200,000		\$7,417,610
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$2,000			\$2,000
<b>Total Project Cost</b>	\$11,894,631	\$1,500,000	\$5,302,000	\$18,696,631

### Budget Year Financing

Federal, State and Local Aids	
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	\$1,500,000
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$1,500,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$4,353,966
Total Expenditures to Date	\$4,353,966
Encumbrances	\$516,494
<b>Available Balance</b>	\$7,024,171

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WO114 – Countywide Infrastructure Improvements**

An appropriation of \$1,500,000 is budgeted for façade repairs at the Criminal Justice Facility (CJF) and the Safety Building of the Courthouse Complex. Financing is provided from property tax levy.

In September 2010, Graef-USA Inc. completed a report that evaluated the façade of 106 buildings. The report identified priority one action items that were recommended to be completed during 2011.

The 2011 Adopted Capital Improvements Budget included appropriations to address the priority one action items identified by the Graef report. Some of the appropriations were financed by UWM land sale revenue.

In February 2011, a Real Property Purchase Agreement with UWM Innovation Park, LLC for County-owned land located in the Northeast Quadrant of the County Grounds was approved. The purchase price was \$13.55 million. The payments were amended from the schedule originally adopted in May 2009. Instead of the second \$5 million payment being received by Milwaukee County in February 2012 (available for fiscal year 2011), it will be received in February 2014 (available for fiscal year 2013). The change in the timing of the payments has resulted in a lack of financing for some projects.

In June 2011, available sales tax revenue was applied towards Graef, priority one action items that were originally financed with UWM land sale revenue. The allocation included \$97,841 for design work associated with the priority one action items at the Courthouse Complex.

The 2012 appropriation will be used for the construction phase of the priority one action items at the Courthouse Complex. The two major components of the scope of work for the project are the recaulking of all of the building faces of the Criminal Justice Facility and the rebuilding of the parapet on the exterior wall of the Safety Building.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.



## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO205	Project Title and Location Fiscal Automation Program	4789-2012
Requesting Department or Agency Administrative Services		Functional Group General Government
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$2,372,003				\$2,372,003
2011	\$175,000				\$175,000
2012	\$195,000				\$195,000
2013	\$350,000				\$350,000
2014	\$350,000				\$350,000
2015	\$350,000				\$350,000
2016	\$350,000				\$350,000
SUBSEQUENT					\$0
<b>TOTAL</b>	<b>\$4,142,003</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,142,003</b>

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation	\$2,394,183	\$195,000	\$1,400,000	\$3,989,183
Right-of-Way Acquisition				\$0
Equipment	\$152,820			\$152,820
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$2,394,183	\$195,000	\$1,400,000	\$3,989,183
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$152,820			\$152,820
Other Expenses				\$0
<b>Total Project Cost</b>	<b>\$2,547,003</b>	<b>\$195,000</b>	<b>\$1,400,000</b>	<b>\$4,142,003</b>

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	\$195,000
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	<b>\$195,000</b>

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$1,279,775
2010 Expenditures	\$55,053
2011 Expenditures	\$137,210
Total Expenditures to Date	\$192,623
Encumbrances	\$721,637
<b>Available Balance</b>	<b>\$160,706</b>

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

### WO205 – Fiscal Automation Program

An appropriation of \$195,000 is budgeted to continue improvements to processes, reports, and access for more efficient, effective and timely access to information and decision-making. Financing is provided from \$195,000 in sales tax revenue.

Milwaukee County is in the process of expanding OnBase imaging capabilities across multiple departments. Prior appropriations have been used to automate processes and work flows for increased efficiencies and better process controls in Child Support Enforcement. Appropriations have been also used to begin imaging of recent green files (post 2002) and marriage licenses (post 2008) in the County Clerk's Office.

The 2012 appropriation will be used to pay for consultant services for programming and other needs, and business software and hardware to complete the process improvements in the departments listed below:

- **County Clerk:** The 2012 appropriation will be used to begin the first phase of a multi-year project to image past green files (prior to 2002) and marriage license applications (prior to 2008) that are currently on paper or on microfilm. The initial phase of the project will include an assessment of the total number of documents that may need to be imaged and an assessment of the potential for creating more efficient access to the documents.
- **Medical Examiner:** The Medical Examiner's (ME) Office currently must maintain a paper file that contains all reports generated for each case such as investigative, autopsy, toxicology, and property sheets. Numerous agencies (insurance companies, attorneys, law enforcement, physicians, and families) make open records requests for these files. When these requests are made, the ME office staff must make copies of the file and the contents are either picked up by the interested party or are faxed. The 2012 appropriation will be used to scan documents, develop internal on-line storage, and create more efficient workflows. These process improvements would eliminate a large portion of the locating and copying of individual files and would free up staff for other important tasks. The appropriation may also be used to create an online web portal for funeral homes and other agencies to submit documents and request information from the ME Office.
- **Ethics Board:** The 2012 appropriation will be used to create an internal web portal and a secure website for candidates, elected officials, and staff to submit statements of economic interest. This will allow Ethics Board Staff to eliminate the process of typing information from the forms into a searchable database and free up staff time for other important tasks.
- **Administrative Services/Treasurer's Office:** Milwaukee County currently processes approximately 100,000 checks per year. In an effort to increase efficiency and sustainability, the 2012 appropriation will be used to pursue electronic payments in various functional areas within the County. One area that will be pursued will be the Rent Assistance Program in the Housing Division of the Department of Health and Human Services (DHHS). This appropriation will be used to review the financial systems, explore electronic fund transfer (EFT) capabilities, and implement the requirements to perform electronic payment actions with US Bank, the approved banking entity for Milwaukee County.

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

A consultant will be hired for programming. The Department of Administrative Services – Information Management Services Division will provide assistance to the Department of Administrative Services – Fiscal Affairs division and user departments to implement the project.

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO624	Project Title and Location Milwaukee County Revolving Loan Fund	4789-2012
Requesting Department or Agency Department of Economic Development		Functional Group General Government
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2011					\$0
2012	\$0	\$0	\$0		\$0
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Png & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
<b>Total Project Cost</b>		\$0	\$0	\$0

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget	\$0
Year Financing	

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
<b>Available Balance</b>	\$0

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY**

### **WO624 – Revolving Loan Fund**

A new capital project is created to contribute funds to the newly created Milwaukee County Economic Development Corporation (MCEDC) of which 80% shall be deposited into a Milwaukee County Revolving Loan Fund and 20% shall be allocated to a non-profit agency actively managed by minority group members and principally serves minority group members. Financing will be provided from anticipated land sale revenue. No allocations will be made until land sale proceeds have been received by Milwaukee County.

The Milwaukee County Department of Administrative Services- Economic Development Division will create a non-profit agency named the Milwaukee County Economic Development Corporation (MCEDC) that will serve to oversee the Milwaukee County Revolving Loan Fund (MCLF).

This non-profit agency will be composed of nine members. One member will be the County Executive or his/her designee, one member will be the County Board Chairman or his/her designee, two members will be appointed by the County Executive, two members will be appointed by the County Board Chairman, and three members will be private business owners. The private business owners will be selected by the County Executive and submitted to the County Board for approval. The terms of each of the appointees excluding the County Executive and County Board Chairman shall be two years.

Financing for the MCEDC will be provided from Milwaukee County land sale revenue. As provided in the County's Land Sale Budget (see the Org, 1800 Non-Departmental Revenue Budget for additional information):

*Fifty percent of the land sale revenue, up to a maximum of \$5,000,000 will be allocated to the newly created Milwaukee County Economic Development Corporation (MCEDC) for the purposes of providing financing to the Milwaukee County Revolving Loan Fund (MCRLF) and providing financing to a non-profit agency that is actively managed by minority group members and principally serves minority group members. After \$5,000,000 has been deposited into the MCRLF, 100 percent of land sale proceeds above the amount budgeted in Real Estate Services to cover operating expenditures will be allocated to the Debt Service Reserve and will be specifically earmarked for the Debt Retirement Program.*

Of the funds given to the MCEDC 80% must be deposited into the Milwaukee County Revolving Loan Fund and 20% must be given to a non-profit agency that is actively managed by minority group members and principally serves minority group members. Land sale revenue deposited into the MCRLF that is not "loaned out" after a period of 18 months must be returned to Milwaukee County and deposited into the Debt Service Reserve and specifically earmarked for the Debt Retirement Program.

The agency will create a Milwaukee County Revolving Loan Fund that will serve to provide access to a flexible source of capital that can be used in combination with more conventional sources. The fund will help encourage job creation and grow the tax base within Milwaukee County. Eligible uses for the Milwaukee County Revolving Loan Fund will include acquisition of land and buildings, new construction, property improvements, and acquisition of machinery and equipment. Funds will not be used to pay existing debts or pay expenses that were incurred prior to receipt of the loan.

The amount of a loan from the Milwaukee County Revolving Loan Fund may not exceed 50% of the total amount that can be secured from other sources, there will be a 10% minimum equity or collateral requirement, and the term of the loan cannot exceed the term of the private financing. The maximum terms will be 20 years for real estate, 10 years for equipment, and 7 years for working capital.

The interest rate on the loans will be set at between 3%-8% for the term of the loan. Principal and interest payments will be payable back to the Milwaukee County Revolving Loan Fund. Interest from the loans may be used by the MCEDC for internal or external administrative expenses.

The MCEDC may enter into an agreement with an existing economic development agency in order to procure professional services associated with administering the fund. These services will include, but not be limited to, loan underwriting, loan closing, loan servicing, and marketing.

The MCEDC will incorporate a provision into its bylaws that gives Milwaukee County's internal and external auditors the right to annually audit the financial statements and operations of the Milwaukee County Economic Development Corporation and the Milwaukee County Revolving Loan Fund.

**Staffing Plan**

The Department of Administrative Services – Economic Development Division will be responsible for working with internal and external agencies.

**This Page Left Intentionally Blank.**

## 2012 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO870	Project Title and Location County Special Assessments	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group General Government
Department Priority	Person Completing Form	Date September 29, 2011

### Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$5,481,114				\$5,481,114
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
<b>TOTAL</b>	\$6,231,114	\$0	\$0	\$0	\$6,231,114

### Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$5,481,114	\$250,000	\$250,000	\$5,981,114
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges	\$30,000	\$30,000	\$30,000	\$90,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$5,451,114	\$220,000	\$220,000	\$5,891,114
<b>Total Project Cost</b>	\$5,481,114	\$250,000	\$250,000	\$5,981,114

### Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	\$250,000
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
<b>Total Budget Year Financing</b>	\$250,000

Cost Estimates Prepared By	DPW Review By
----------------------------	---------------

Project Useful Life (Years)
-----------------------------

### Project Fiscal Status

Prior Year Expenditures	\$5,214,941
2010 Expenditures	\$141,160
2011 Expenditures	(\$1,840)
Total Expenditures to Date	\$5,354,261
Encumbrances	
<b>Available Balance</b>	\$376,853

### Project Annual Operating Costs

Net Annual Depreciation	
Change in Operating Costs	
Annual Interest Expense	
Change in Annual Costs	
Change in Annual Revenues	
Change in Property Taxes	

### Project Schedule

Complete Site Acquisition
Complete Preliminary Plans
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

## **2012 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY**

### **WO870 – Countywide Special Assessments**

An appropriation of \$250,000 is budgeted for special assessments levied on the County by local municipalities. Financing is provided from sales tax revenue.

The special assessments are typically for the installation of improvements such as street pavement, curbs, gutters, sidewalks, water mains and sewers in lands abutting County lands or facilities.

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**

Department of Transportation and Public Works staff will be responsible for overall project management. Specialized consultants will be retained as needed.



**This Page Left Intentionally Blank.**

**2012 RECOMMENDED CAPITAL IMPROVEMENTS**  
**FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM**  
**2012-2016**

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST		2013 Projected Budget	2014 Projected Budget	2015 Projected Budget	2016 Projected Budget	BOND AMOUNT	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PFC/Misc Rev						
<b>TRANSPORTATION AND PUBLIC WORKS</b>										
<b>1200 Highway</b>										
WH00101	Traffic Hazard Elimination	0	0	0	0	0	0	0	0	0
<b>Total WH001</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH00201	Inter-jurisdictional Traffic System CMAQ	0	0	0	0	0	0	0	0	0
WH00202	Congestion Mitigation/Air Quality Program Var	0	0	0	0	0	0	0	0	0
<b>Total WH002</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH01002	Reconst. Mill Rd. 43rd St. to Teutonia Avenue	0	0	0	0	0	0	0	0	0
WH01005	Reconstruct CTH "ZZ" College Avenue 27th to 51st	0	0	0	0	0	0	0	0	0
WH01006	Reconstruct CTH "Y" Layton Avenue 27th to 43rd	0	0	0	0	0	0	0	0	0
WH01008	Reconstruct CTH "N" South 92nd Street	0	0	0	0	0	0	0	0	0
WH01013	S. 13th St. So. County Line Rd to Ryan Rd	0	0	0	0	0	0	0	0	0
WH01014	N. Pt. Washington Rd.: Daphne to Good Hope	0	0	0	0	0	0	0	0	0
WH01016	Reconst. 13th: Ryan to Rawson	0	0	0	0	0	0	0	0	0
WH01017	S.76th St. - Puetz to Imperial	0	0	0	0	0	0	0	0	0
WH01019	Old Loomis Rd 76th to East Cui Du Sac	0	0	0	0	0	0	0	0	0
WH01020	Beloit Road: 124th to Hwy 100	0	0	0	0	0	0	0	0	0
<b>Total WH010</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH02001	Resurface S. 76th St. South County Line to Puetz	0	0	0	0	0	0	0	0	0
WH02002	College Ave: 13th to 20th	0	0	0	0	0	0	0	0	0
WH02004	Mill Rd 91st to STH 45	0	0	0	0	0	0	0	0	0
WH02005	Resurface W. Oklahoma Ave. : 108th to 72nd St.	0	0	0	0	0	0	0	0	0
WH02008	Rehab Old Loomis Rd.: Rawson to 76th St.	0	0	0	0	0	0	0	0	0
WH02011	W. College Avenue: 20th to 27th Street	0	0	0	0	0	0	0	0	0
WH02012	S. 68th St.: Ryan Rd. to House of Correction	0	0	0	0	0	0	0	0	0
WH02013	W. College Ave.: Loomis to 51st	0	0	0	0	0	0	0	0	0
WH02015	N. Cape Rd High St. to Carrol Circle	0	0	0	0	0	0	0	0	0
<b>Total WH020</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH02201	N. 107th St. Brown Deer to NCL	0	0	0	0	0	0	0	0	0
<b>Total WH022</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH03012	Whitnall Park Bridge #565 - Root River	0	0	0	0	0	0	0	0	0
WH03013	Whitnall Park Bridge #713 - Root River	0	0	0	0	0	0	0	0	0
WH03014	W. Vienna Ave. - Menomonee River #771	0	0	0	0	0	0	0	0	0
WH03017	Oak Creek Parkway Bridge #740	0	0	0	0	0	0	0	0	0
WH03018	Whitnall Park Bridge #564 - Root River	0	0	0	0	0	0	0	0	0
<b>Total WH030</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WH08002	Oak Creek Parkway Bridge #601	0	0	0	0	0	0	0	0	0
WH08006	W. Teutonia Ave. over Branch of Milwaukee River	0	0	0	0	0	0	0	0	0
WH08008	Lake Park Bridge #576 over Ravine Road	0	0	0	0	0	0	0	0	0
WH08009	W. College Ave. Bridge #517 over Soo Line	0	0	0	0	0	0	0	0	0
WH08010	W. College Ave. Bridge #518 over Soo Line	0	0	0	0	0	0	0	0	0
WH08011	E. Rawson Ave. Bridge #0020 over Union Pacific	0	0	0	0	0	0	0	0	0
WH08012	E. Rawson Ave. Bridge #0021 over Union Pacific	0	0	0	0	0	0	0	0	0
WH08013	Mason St. Bridge	0	0	0	0	0	0	0	0	0
WH08014	S. 76th St. - Root River Bridge #0575	0	0	0	0	0	0	0	0	0
WH08015	S. 76th St. Root River Bridge #0576	0	0	0	0	0	0	0	0	0
WH08016	W. Layton Ave. - Root River Bridge #0013	0	0	0	0	0	0	0	0	0
WH08017	W. Rawson Ave. - Root River Bridge #0645	0	0	0	0	0	0	0	0	0
WH08018	W. Rawson Ave. - Root River Bridge #0661	0	0	0	0	0	0	0	0	0
WH08019	S. 13th St. Bridge over Root River #509	0	0	0	0	0	0	0	0	0
WH08020	W. Hampton Ave. Bridge over Milw River #750	0	0	0	0	0	0	0	0	0
WH08021	Swan Blvd Bridge over Menomonee River #511	0	0	0	0	0	0	0	0	0
<b>Total WH080</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013 Projected Budget	2014 Projected Budget	2015 Projected Budget	2016 Projected Budget	BOND AMOUNT	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax						
WH08701	Ryan Rd Culvert East of S 112th	0	0	0	0	320,000	0	0	0	0	0
	<b>Total WH087</b>	0	0	0	0	320,000	0	0	0	0	0
WH22801	North Shop Improvements	0	0	0	0	1,999,445	3,632,140	0	0	0	0
	<b>Total WH228</b>	0	0	0	0	1,999,445	3,632,140	0	0	0	0
<b>WH</b>	<b>Total Highway</b>	0	0	0	0	79,254,015	24,152,140	6,525,000	1,305,000	0	0
<b>1250</b>	<b>Mass Transit</b>										
WT02201	MCTS Complex Renovation/Repairs	0	0	0	0	0	1,000,000	0	0	0	0
	<b>Total WT022</b>	0	0	0	0	0	1,000,000	0	0	0	0
WT02601	New Flyer Buses	0	0	0	0	12,284,000	0	0	0	0	0
	<b>Total WT026</b>	0	0	0	0	12,284,000	0	0	0	0	0
<b>WT</b>	<b>Total Mass Transit</b>	0	0	0	0	12,284,000	1,000,000	0	0	0	0
<b>1300</b>	<b>Airport</b>										
WA04201	GMIA Bag Claim Remodeling	0	0	0	0	46,018,000	0	0	0	0	0
	<b>Total WA042</b>	0	0	0	0	46,018,000	0	0	0	0	0
WA06201	GMIA Firehouse Garage Addition	0	0	0	0	167,000	1,092,000	0	0	0	0
	<b>Total WA062</b>	0	0	0	0	167,000	1,092,000	0	0	0	0
WA06401	GMIA - Phase II Mitigation Program	0	0	0	0	14,200,000	17,329,000	5,500,000	0	0	0
	<b>Total WA064</b>	0	0	0	0	14,200,000	17,329,000	5,500,000	0	0	0
WA11801	Parking Structure Phase 2	0	0	0	0	6,858,000	60,798,000	0	0	0	0
	<b>Total WA118</b>	0	0	0	0	6,858,000	60,798,000	0	0	0	0
WA11901	Cargo Apron Expansion	0	0	0	0	543,000	0	0	0	0	0
	<b>Total WA119</b>	0	0	0	0	543,000	0	0	0	0	0
WA12101	Parking Remote Lot B Expansion	0	0	0	0	1,470,000	1,470,000	0	0	0	0
	<b>Total WA121</b>	0	0	0	0	1,470,000	1,470,000	0	0	0	0
WA12201	GMIA Airfield Pavement Rehabilitation	0	0	0	0	974,000	304,000	0	0	0	0
	<b>Total WA122</b>	0	0	0	0	974,000	304,000	0	0	0	0
WA12301	GMIA Runway Safety Improvements	200,000	175,000	25,000	0	200,000	0	0	0	0	0
	<b>Total WA123</b>	200,000	175,000	25,000	0	200,000	0	0	0	0	0
WA13201	GMIA Part 150 Study - IAB Ramp Electrification	0	0	0	0	1,115,000	0	0	0	0	0
	<b>Total WA132</b>	0	0	0	0	1,115,000	0	0	0	0	0
WA13501	Runways 1L-19R & 7R-25L Intersect Repave Study	2,750,000	2,406,250	343,750	0	2,888,000	0	0	0	0	0
	<b>Total WA135</b>	2,750,000	2,406,250	343,750	0	2,888,000	0	0	0	0	0
WA13901	GMIA - Redundant Main Electric Svc Feed -Design	7,405,000	0	3,702,500	0	0	0	0	0	0	0
	<b>Total WA139</b>	7,405,000	0	3,702,500	0	0	0	0	0	0	0
WA14101	GMIA Training Facility	2,415,000	0	0	0	0	0	0	0	0	0
	<b>Total WA141</b>	2,415,000	0	0	0	0	0	0	0	0	0
WA14201	LJT RW 15L-33R Ext.-Environment Documentation	78,000	76,050	1,950	0	0	0	0	0	0	0
	<b>Total WA142</b>	78,000	76,050	1,950	0	0	0	0	0	0	0
WA15001	GMIA Part 150 Study - Ground Run-up Enclosure	0	0	0	0	600,000	0	0	0	0	0
	<b>Total WA150</b>	0	0	0	0	600,000	0	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	FEDERAL/STATE LOCAL/OTHER	2012: BREAKDOWN OF COST			2013		2014		2015		2016	
				Reserve/PFC/Misc Rev	Sales Tax	Levy	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WA15301	GMIA Purchase of Non-County Owned Jet Bridges	5,500,000	0	5,500,000	0	0	0	0	0	0	0	0	0	0
<b>Total WA153</b>		<b>5,500,000</b>	<b>0</b>	<b>5,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA15401	GMIA Part 150 Study - Aircraft Operational Study	0	0	0	0	0	412,000	0	0	0	0	0	0	0
<b>Total WA154</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>412,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA15501	GMIA Connector Taxways	0	0	0	0	0	4,386,000	0	0	0	0	0	0	0
<b>Total WA155</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,386,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA15601	GMIA Remote Parking - Employees	0	0	0	0	0	1,110,000	0	0	0	0	0	0	0
WA15602	GMIA Remote Parking - Passenger	0	0	0	0	0	347,000	0	1,614,000	0	0	0	0	0
<b>Total WA156</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,457,000</b>	<b>0</b>	<b>1,614,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA15901	GMIA Part 150 Study - Noise Barrier	0	0	0	0	0	1,190,000	0	0	0	0	0	0	0
<b>Total WA159</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,190,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16101	GMIA Terminal Roadway Signage	2,850,000	0	2,850,000	0	0	0	0	0	0	0	0	0	0
<b>Total WA161</b>		<b>2,850,000</b>	<b>0</b>	<b>2,850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16201	GMIA Cessna Service Apron Reconstruction	1,021,000	893,375	127,625	0	0	0	0	0	0	0	0	0	0
<b>Total WA162</b>		<b>1,021,000</b>	<b>893,375</b>	<b>127,625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16301	GMIA Perimeter Road Bridge over Howell Ave	3,200,000	2,800,000	400,000	0	0	0	0	0	0	0	0	0	0
<b>Total WA163</b>		<b>3,200,000</b>	<b>2,800,000</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16601	GMIA Perimeter Road Extension - 128th to College	1,100,000	962,500	137,500	0	0	0	0	0	0	0	0	0	0
<b>Total WA166</b>		<b>1,100,000</b>	<b>962,500</b>	<b>137,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16701	GMIA Bag Claim Escalator Replacement	600,000	0	600,000	0	0	600,000	0	650,000	0	650,000	0	0	0
<b>Total WA167</b>		<b>600,000</b>	<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	<b>0</b>	<b>650,000</b>	<b>0</b>	<b>650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA16901	LJT Runway and Taxiway Light Replacement	250,000	243,750	6,250	0	0	250,000	0	0	0	0	0	0	0
<b>Total WA169</b>		<b>250,000</b>	<b>243,750</b>	<b>6,250</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA17201	GMIA Terminal Sanitary Sewer Upgrade	0	0	0	0	0	300,000	0	0	0	0	0	0	0
<b>Total WA172</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA17301	GMIA Fuel Farm Electrical Service Upgrade	150,000	0	150,000	0	0	950,000	0	0	0	0	0	0	0
<b>Total WA173</b>		<b>150,000</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>950,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WA17401	GMIA Administration Building Addition	0	0	0	0	0	260,000	0	2,840,000	0	0	0	0	0
<b>Total WA174</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260,000</b>	<b>0</b>	<b>2,840,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WA Total Airport</b>		<b>27,519,000</b>	<b>7,556,925</b>	<b>13,844,575</b>	<b>0</b>	<b>6,117,500</b>	<b>84,838,000</b>	<b>54,346,000</b>	<b>84,627,000</b>	<b>60,798,000</b>	<b>6,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1375 Environmental</b>														
WV00901	County-wide Sanitary Sewers Repairs	0	0	0	0	0	150,000	150,000	880,000	880,000	150,000	300,000	300,000	300,000
<b>Total WV009</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>150,000</b>	<b>880,000</b>	<b>880,000</b>	<b>150,000</b>	<b>300,000</b>	<b>300,000</b>	<b>300,000</b>
WV01201	Pond and Lagoon Demonstration Project	0	0	0	0	0	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000
<b>Total WV012</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>
WV01501	Lake Michigan Outfall - 2700 Lincoln Memorial Dr	0	0	0	0	0	250,000	250,000	0	0	0	0	0	0
WV01502	Lake Michigan Outfall - Doctors Park	0	0	0	0	0	0	0	250,000	0	0	0	0	0
WV01503	Lake Michigan Outfall - South Shore Beach	0	0	0	0	0	0	0	250,000	0	0	0	0	0
<b>Total WV015</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>500,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WV01601	NR216 Stormwater TSS Controls	0	0	0	0	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
<b>Total WV016</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013 Projected Budget	BOND AMOUNT	2014 Projected Budget	BOND AMOUNT	2015 Projected Budget	BOND AMOUNT	2016 Projected Budget	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax								
WV01801	Underground Storage Tank Upgrades	0	0	0	0	475,000	0	0	0	0	0	0	
<b>Total WV018</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>475,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WV01901	Domestic Water Distribution	0	0	0	0	866,013	0	0	0	0	0	0	
<b>Total WV019</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>866,013</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WV</b>	<b>Total Environmental</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,591,013</b>	<b>2,230,000</b>	<b>2,230,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,150,000</b>	<b>1,150,000</b>	
<b>Total TRANSPORTATION AND PUBLIC WORKS</b>			<b>7,555,925</b>	<b>13,844,575</b>	<b>0</b>	<b>6,117,500</b>	<b>0</b>	<b>112,009,140</b>	<b>70,172,140</b>	<b>13,675,000</b>	<b>2,305,000</b>	<b>1,150,000</b>	
<b>PARKS, RECREATION AND CULTURE</b>													
1400	Parks, Recreation, & Culture												
WP05703	Dog Park Phase III	0	0	0	0	750,000	0	750,000	750,000	0	0	0	
<b>Total WP057</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>750,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP06901	Countywide Play Area Redevelopment Program	0	0	0	0	500,000	0	500,000	500,000	500,000	0	0	
<b>Total WP069</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	
WP07027	Brown Deer Asphalt Cart Path	0	0	0	0	0	0	0	0	0	0	0	
<b>Total WP070</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP12901	Baseball Fields	0	0	0	0	0	0	750,000	500,000	0	0	0	
WP12902	Softball Fields	0	0	0	0	0	0	750,000	750,000	0	0	0	
WP12903	Soccer	0	0	0	0	0	0	0	0	750,000	0	0	
<b>Total WP129</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,250,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	
WP16701	Parks Countywide Restroom Renovations	0	0	0	0	1,000,000	0	4,000,000	4,000,000	0	0	0	
<b>Total WP167</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>4,000,000</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP17801	Puiski Indoor Aquatic Center	0	0	0	0	3,000,000	0	0	0	0	0	0	
<b>Total WP178</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP17901	Noyes Indoor Aquatic Center	0	0	0	0	3,000,000	0	0	0	0	0	0	
<b>Total WP179</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19301	Noyes Indoor Pool Roof	0	0	0	0	400,000	0	0	0	0	0	0	
<b>Total WP193</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19401	Dretzka Storage Garage Roof	0	0	0	0	20,000	0	0	0	0	0	0	
<b>Total WP194</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19601	Zablocki Service Building Roof	0	0	0	0	40,000	0	0	0	0	0	0	
<b>Total WP196</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19701	Humboldt Bandshell Roof	0	0	0	0	20,000	0	0	0	0	0	0	
<b>Total WP197</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19801	Oakwood Golf Course Service Building Roof	0	0	0	0	40,000	0	0	0	0	0	0	
<b>Total WP198</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP19901	Jackson Service Building Roof	0	0	0	0	30,000	0	0	0	0	0	0	
<b>Total WP199</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP20001	Jackson Boat House Roof	0	0	0	0	75,000	0	0	0	0	0	0	
<b>Total WP200</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WP20101	Wehr Nature Center Roof	0	0	0	0	50,000	0	0	0	0	0	0	
<b>Total WP201</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PFC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WP20201	King Community Center HVAC	0	0	0	0	1,000,000	0	0	0	0	0	0	0
	<b>Total WP202</b>	0	0	0	0	1,000,000	0	0	0	0	0	0	0
WP20301	Kosciuszko Community Center HVAC	0	0	0	0	1,000,000	0	0	0	0	0	0	0
	<b>Total WP203</b>	0	0	0	0	1,000,000	0	0	0	0	0	0	0
WP20401	Sherman Recreation Center HVAC	0	0	0	0	1,000,000	0	0	0	0	0	0	0
	<b>Total WP204</b>	0	0	0	0	1,000,000	0	0	0	0	0	0	0
WP20501	Sports Complex HVAC	0	0	0	0	500,000	0	0	0	0	0	0	0
	<b>Total WP205</b>	0	0	0	0	500,000	0	0	0	0	0	0	0
WP20601	Brown Deer Golf Course Clubhouse HVAC	0	0	0	0	0	0	500,000	0	0	0	0	0
	<b>Total WP206</b>	0	0	0	0	0	0	500,000	0	0	0	0	0
WP20701	Mitchell Park Domes Security/Fire Protection	0	0	0	0	100,000	0	0	0	0	0	0	0
	<b>Total WP207</b>	0	0	0	0	100,000	0	0	0	0	0	0	0
WP20801	Kosciuszko Comm. Center Security/Fire Protection	0	0	0	0	100,000	0	0	0	0	0	0	0
	<b>Total WP208</b>	0	0	0	0	100,000	0	0	0	0	0	0	0
WP20901	Sports Complex Security/Fire Protection	0	0	0	0	100,000	0	0	0	0	0	0	0
	<b>Total WP209</b>	0	0	0	0	100,000	0	0	0	0	0	0	0
WP21001	Oakwood Clubhouse Security/Fire Protection	0	0	0	0	0	0	100,000	0	0	0	0	0
	<b>Total WP210</b>	0	0	0	0	0	0	100,000	0	0	0	0	0
WP21101	Hansen Clubhouse Security/Fire Protection	0	0	0	0	0	0	100,000	0	0	0	0	0
	<b>Total WP211</b>	0	0	0	0	0	0	100,000	0	0	0	0	0
WP21201	McKinley Marina Security/Fire Protection	0	0	0	0	100,000	0	0	0	0	0	0	0
	<b>Total WP212</b>	0	0	0	0	100,000	0	0	0	0	0	0	0
WP21301	Currie Golf Course Roadway Lighting	0	0	0	0	450,000	0	0	0	0	0	0	0
	<b>Total WP213</b>	0	0	0	0	450,000	0	0	0	0	0	0	0
WP21401	Honey Creek Parkway Lighting (60th to 70th)	0	0	0	0	0	0	0	0	0	500,000	0	0
	<b>Total WP214</b>	0	0	0	0	0	0	0	0	500,000	0	0	0
WP21701	Greenfield Golf Course Upgrades	0	0	0	0	0	0	250,000	0	0	0	0	0
	<b>Total WP217</b>	0	0	0	0	0	0	250,000	0	0	0	0	0
WP21801	Oakwood Golf Course Bunkers	0	0	0	0	0	0	50,000	0	0	0	0	0
	<b>Total WP218</b>	0	0	0	0	0	0	50,000	0	0	0	0	0
WP21901	Oakwood Golf Course Tournament Level Upgrades	0	0	0	0	0	0	2,000,000	0	0	0	0	0
	<b>Total WP219</b>	0	0	0	0	0	0	2,000,000	0	0	0	0	0
WP22101	Lincoln Golf Course Irrigation/Pumphouse	0	0	0	0	0	0	800,000	0	0	0	0	0
	<b>Total WP221</b>	0	0	0	0	0	0	800,000	0	0	0	0	0
WP22201	Dretzka Golf Course Satellite System	0	0	0	0	150,000	0	0	0	0	0	0	0
	<b>Total WP222</b>	0	0	0	0	150,000	0	0	0	0	0	0	0
WP22301	Warmont Golf Course Irrigation	0	0	0	0	0	0	0	0	500,000	0	0	0
	<b>Total WP223</b>	0	0	0	0	0	0	0	0	500,000	0	0	0
WP22401	Whitnall Golf Course Bridge #12	0	0	0	0	0	0	0	0	0	75,000	0	0
	<b>Total WP224</b>	0	0	0	0	0	0	0	0	0	75,000	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST				2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WP22501	Oakwood Golf Course Cart Paths	0	0	0	0	0	0	0	200,000	200,000	0	0	0	0
	<b>Total WP225</b>	0	0	0	0	0	0	0	200,000	200,000	0	0	0	0
WP22601	Greenhouse	0	0	0	0	8,000,000	0	0	0	0	0	0	0	0
	<b>Total WP226</b>	0	0	0	0	8,000,000	0	0	0	0	0	0	0	0
<b>WP</b>	<b>Total Parks, Recreation, &amp; Culture</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,425,000</b>	<b>0</b>	<b>13,296,112</b>	<b>10,750,000</b>	<b>10,500,000</b>	<b>2,325,000</b>	<b>2,325,000</b>	<b>2,325,000</b>	<b>0</b>
<b>1550</b>	<b>Museum</b>													
WM00301	Electrical Distribution Replacement	0	0	0	0	2,700,000	0	2,700,000	0	0	550,000	550,000	1,845,395	1,845,395
	<b>Total WM003</b>	0	0	0	0	2,700,000	0	2,700,000	0	0	550,000	550,000	1,845,395	1,845,395
WM00501	Museum Air Handling and Piping Replacement	0	0	0	0	100,000	0	100,000	100,000	100,000	1,200,000	1,200,000	550,000	550,000
	<b>Total WM005</b>	0	0	0	0	100,000	0	100,000	100,000	100,000	1,200,000	1,200,000	550,000	550,000
WM00901	Museum Roof Replacement	0	0	0	0	425,000	0	425,000	350,000	350,000	0	0	500,000	500,000
	<b>Total WM009</b>	0	0	0	0	425,000	0	425,000	350,000	350,000	0	0	500,000	500,000
WM01001	MPM Elevator & Escalator Modernization	0	0	0	0	1,500,000	0	1,500,000	0	0	0	0	3,000,000	3,000,000
	<b>Total WM010</b>	0	0	0	0	1,500,000	0	1,500,000	0	0	0	0	3,000,000	3,000,000
WM01101	Exterior Visitor Entrances Replacement Hardware	0	0	0	0	240,000	0	240,000	240,000	240,000	0	0	0	0
	<b>Total WM011</b>	0	0	0	0	240,000	0	240,000	240,000	240,000	0	0	0	0
WM01501	Museum Exterior Window Replacement	0	0	0	0	0	0	0	0	0	0	0	500,000	500,000
	<b>Total WM015</b>	0	0	0	0	0	0	0	0	0	0	0	500,000	500,000
WM01601	Museum Fascade Repair	0	0	0	0	700,000	0	700,000	700,000	700,000	0	0	0	0
	<b>Total WM016</b>	0	0	0	0	700,000	0	700,000	700,000	700,000	0	0	0	0
WM56301	Security/Fire/Life Safety System	0	0	0	0	0	0	0	0	0	250,000	250,000	3,500,000	3,500,000
	<b>Total WM563</b>	0	0	0	0	0	0	0	0	0	250,000	250,000	3,500,000	3,500,000
<b>WM</b>	<b>Total Museum</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,665,000</b>	<b>0</b>	<b>5,665,000</b>	<b>450,000</b>	<b>450,000</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>9,895,395</b>	<b>9,895,395</b>
<b>1575</b>	<b>Zoological Department</b>													
WZ01413	Zoo Infrastructure - General	0	0	0	0	0	0	0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
	<b>Total WZ014</b>	0	0	0	0	0	0	0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
WZ06601	Peck AV Equipment Replacement	0	0	0	0	175,057	0	175,057	0	0	0	0	0	0
	<b>Total WZ066</b>	0	0	0	0	175,057	0	175,057	0	0	0	0	0	0
WZ06701	Sea Lion Show Pool Sealant Repair	0	0	0	0	77,501	0	77,501	77,501	77,501	0	0	0	0
	<b>Total WZ067</b>	0	0	0	0	77,501	0	77,501	77,501	77,501	0	0	0	0
WZ06801	Peck Welcome Center and Boardwalk	0	0	0	0	73,892	0	73,892	0	0	0	0	0	0
WZ06802	Animal Hospital	0	0	0	0	18,775	0	18,775	0	0	0	0	0	0
WZ06803	Lakeview Restaurant	0	0	0	0	22,238	0	22,238	0	0	0	0	0	0
WZ06804	Wolf Woods Cabin and Boardwalk	0	0	0	0	17,007	0	17,007	0	0	0	0	0	0
WZ06805	Stain/Paint Education Building	0	0	0	0	11,970	0	11,970	0	0	0	0	0	0
	<b>Total WZ068</b>	0	0	0	0	143,882	0	143,882	0	0	0	0	0	0
WZ06901	Boardwalk at Wolf Woods	0	0	0	0	51,600	0	51,600	0	0	0	0	0	0
	<b>Total WZ069</b>	0	0	0	0	51,600	0	51,600	0	0	0	0	0	0
WZ07001	Boardwalk at Monkey Island	0	0	0	0	54,600	0	54,600	0	0	0	0	0	0
	<b>Total WZ070</b>	0	0	0	0	54,600	0	54,600	0	0	0	0	0	0
WZ07101	Peck Boardwalk Hangers	0	0	0	0	39,421	0	39,421	6,570	6,570	0	0	0	0
	<b>Total WZ071</b>	0	0	0	0	39,421	0	39,421	6,570	6,570	0	0	0	0



Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PFC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WZ07201	Warthog Structure	0	0	0	0	0	4,680	0	0	0	0	0	0
<b>Total WZ072</b>		0	0	0	0	0	<b>4,680</b>	0	0	0	0	0	0
WZ07301	South End Serv/Train Garage Roof Replacement	0	0	0	0	0	388,675	0	0	0	0	0	0
<b>Total WZ073</b>		0	0	0	0	0	<b>388,675</b>	0	0	0	0	0	0
WZ07401	South End Serv/Train Garage Window Replacement	0	0	0	0	0	55,411	0	0	0	0	0	0
<b>Total WZ074</b>		0	0	0	0	0	<b>55,411</b>	0	0	0	0	0	0
WZ07501	South End Commissary Overhead Door Replacement	0	0	0	0	0	83,433	0	0	0	0	0	0
<b>Total WZ075</b>		0	0	0	0	0	<b>83,433</b>	0	0	0	0	0	0
WZ07601	South End Train Garage Ventilation	0	0	0	0	0	60,336	0	0	0	0	0	0
<b>Total WZ076</b>		0	0	0	0	0	<b>60,336</b>	0	0	0	0	0	0
WZ07701	South End Commissary Improvements	0	0	0	0	0	4,680	0	0	0	0	0	0
<b>Total WZ077</b>		0	0	0	0	0	<b>4,680</b>	0	0	0	0	0	0
WZ07801	Elephant Shade Structure	0	0	0	0	0	78,000	0	0	0	0	0	0
<b>Total WZ078</b>		0	0	0	0	0	<b>78,000</b>	0	0	0	0	0	0
WZ07901	Elephant Serv Corridor Reinforcement Program	0	0	0	0	0	46,805	0	0	0	0	0	0
<b>Total WZ079</b>		0	0	0	0	0	<b>46,805</b>	0	0	0	0	0	0
WZ08001	Annex Public Restroom Renovation	0	0	0	0	0	195,096	0	0	0	0	0	0
<b>Total WZ080</b>		0	0	0	0	0	<b>195,096</b>	0	0	0	0	0	0
WZ08101	Walkway Replacement Lot 4 to Train Cross 3	0	0	0	0	0	49,150	0	0	0	0	0	0
<b>Total WZ081</b>		0	0	0	0	0	<b>49,150</b>	0	0	0	0	0	0
WZ08201	Pavement Replacement West Side of Farm	0	0	0	0	0	228,070	0	0	0	0	0	0
<b>Total WZ082</b>		0	0	0	0	0	<b>228,070</b>	0	0	0	0	0	0
WZ08301	Pavement Replacement & Lighting Lot Fingers	0	0	0	0	0	1,109,313	0	0	0	0	0	0
<b>Total WZ083</b>		0	0	0	0	0	<b>1,109,313</b>	0	0	0	0	0	0
WZ08401	Lighting Replacement in Gorilla/Apes	0	0	0	0	0	32,161	0	0	0	0	0	0
<b>Total WZ084</b>		0	0	0	0	0	<b>32,161</b>	0	0	0	0	0	0
WZ08501	Permanent Restroom at Caribou Village	0	0	0	0	0	518,300	0	0	0	0	0	0
<b>Total WZ085</b>		0	0	0	0	0	<b>518,300</b>	0	0	0	0	0	0
WZ08601	Replace Woody Concessions Stand	0	0	0	0	0	2,458,000	0	0	0	0	0	0
<b>Total WZ086</b>		0	0	0	0	0	<b>2,458,000</b>	0	0	0	0	0	0
WZ08701	Peck Center Siding	0	0	0	0	0	801,941	0	0	0	0	0	0
<b>Total WZ087</b>		0	0	0	0	0	<b>801,941</b>	0	0	0	0	0	0
WZ08901	South End Hay Barn Roof Replacement	0	0	0	0	0	156,500	0	0	0	0	0	0
<b>Total WZ089</b>		0	0	0	0	0	<b>156,500</b>	0	0	0	0	0	0
WZ09001	Family Farm Roof & Renovations	0	0	0	0	0	185,760	0	0	0	0	0	0
<b>Total WZ090</b>		0	0	0	0	0	<b>185,760</b>	0	0	0	0	0	0
WZ09101	Oak/Maple Picnic Area Renovations	0	0	0	0	0	129,600	0	0	0	0	0	0
<b>Total WZ091</b>		0	0	0	0	0	<b>129,600</b>	0	0	0	0	0	0
WZ09201	Pavement Replacement Western 3rd Lot 1	0	0	0	0	0	516,000	0	0	0	0	0	0
<b>Total WZ092</b>		0	0	0	0	0	<b>516,000</b>	0	0	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013 Projected Budget	BOND AMOUNT	2014 Projected Budget	BOND AMOUNT	2015 Projected Budget	BOND AMOUNT	2016 Projected Budget	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax								
WZ09301	Storm Drain & Manhole Rehabilitation	0	0	0	0	296,700	0	0	0	0	0	0	
<b>Total WZ093</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>296,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ09401	Pavement Replacement South Service Yard	0	0	0	0	254,041	0	0	0	0	0	0	
<b>Total WZ094</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254,041</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ09501	Bliffert Utilities	0	0	0	0	0	2,632,610	0	0	0	0	0	
<b>Total WZ095</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,632,610</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ09601	Parking Structure	0	0	0	0	0	30,922,635	0	0	0	0	0	
<b>Total WZ096</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,922,635</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ09701	Zoo/Trail/Roadway Improvements	0	0	0	0	0	1,032,396	0	0	0	0	0	
<b>Total WZ097</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,032,396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ09801	Old Animal Hospital/Bird Winter Quarters	0	0	0	0	0	2,064,792	0	0	0	0	0	
<b>Total WZ098</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,064,792</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WZ60001	Zoo Master Plan	100,000	0	50,000	50,000	300,000	0	2,000,000	15,000,000	0	15,000,000	0	
<b>Total WZ600</b>		<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>300,000</b>	<b>0</b>	<b>2,000,000</b>	<b>15,000,000</b>	<b>0</b>	<b>15,000,000</b>	<b>0</b>	
<b>WZ</b>	<b>Total Zoological Department</b>	<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>8,494,713</b>	<b>0</b>	<b>40,652,433</b>	<b>17,000,000</b>	<b>2,000,000</b>	<b>17,000,000</b>	<b>2,000,000</b>	
	<b>Total Parks, Recreation and Culture</b>	<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>35,584,713</b>	<b>0</b>	<b>51,822,433</b>	<b>21,325,000</b>	<b>6,325,000</b>	<b>26,895,395</b>	<b>11,895,395</b>	
<b>HEALTH AND HUMAN SERVICES</b>													
1600	Behavioral Health	0	0	0	0	55,000	0	0	0	0	0	0	
WE02801	Replace Nurse Call System	0	0	0	0	55,000	0	0	0	0	0	0	
<b>Total WE028</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WE03701	BHD Parking Lots	0	0	0	0	1,451,431	0	0	0	0	0	0	
<b>Total WE037</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,451,431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WE03801	BHD Pedestrian Pavement	0	0	0	0	34,005	0	0	0	0	0	0	
<b>Total WE038</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WE03901	BHD Install Cable Television Access System	0	0	0	0	374,791	0	0	0	0	0	0	
<b>Total WE039</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>374,791</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WE04001	BDH Roof Repair	0	0	0	0	0	0	819,055	0	0	0	0	
<b>Total WE040</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>819,055</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WE04101	BHD Air Handling System	0	0	0	0	0	0	0	3,099,883	0	0	0	
<b>Total WE041</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,099,883</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WE</b>	<b>Total Behavioral Health</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,915,227</b>	<b>0</b>	<b>819,055</b>	<b>3,099,883</b>	<b>3,099,883</b>	<b>0</b>	<b>0</b>	
1625	Human Services	0	0	0	0	1,156,482	0	0	0	0	0	0	
WS01801	Coggs Center Basement Build Out	0	0	0	0	1,156,482	0	0	0	0	0	0	
<b>Total WS018</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,156,482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WS02801	Kelly Nutrition Bldg - Renov Restroom & Kitchen	0	0	0	0	199,400	0	212,700	0	0	0	0	
<b>Total WS028</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>199,400</b>	<b>0</b>	<b>212,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WS03201	Variable Air Volume Boxes - Upgrade/Replacement	0	0	0	0	1,984,500	0	0	0	0	0	0	
<b>Total WS032</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,984,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WS03301	CCC Roof Replacement	0	0	0	0	438,480	0	460,404	483,424	0	0	0	
<b>Total WS033</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>438,480</b>	<b>0</b>	<b>460,404</b>	<b>483,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST				2013 Projected Budget	BOND AMOUNT	2014 Projected Budget	BOND AMOUNT	2015 Projected Budget	BOND AMOUNT	2016 Projected Budget	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Sales Tax	Reserve/PFC/Misc Rev	Levy								
WS03401	Washington Park Sr Ctr - Roof Replacement	0	0	0	0	392,530	392,530	0	0	0	0	0	0	
<b>Total WS034</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>392,530</b>	<b>392,530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WS03601	Clinton-Rose Exit/Access Corridors Renovation	0	0	0	0	70,700	70,700	0	0	0	0	0	0	
WS03602	Clinton-Rose Multipurpose Room Fire Separations	0	0	0	0	54,500	54,500	0	0	0	0	0	0	
WS03603	Clinton-Rose New Corridor Exit	0	0	0	0	16,800	16,800	0	0	0	0	0	0	
WS03604	Clinton-Rose Interior Stairway Renovation	0	0	0	0	7,300	7,300	0	0	0	0	0	0	
WS03605	Clinton-Rose Backstage Steps Renovation	0	0	0	0	4,600	4,600	0	0	0	0	0	0	
<b>Total WS036</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>153,900</b>	<b>153,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WS03701	Kelly Senior Center Nutrition Bldg Foundation	0	0	0	0	320,800	320,800	0	0	0	0	0	0	
<b>Total WS037</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>320,800</b>	<b>320,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WS</b>	<b>Total Human Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,646,092</b>	<b>4,646,092</b>	<b>673,104</b>	<b>673,104</b>	<b>483,424</b>	<b>483,424</b>	<b>0</b>	<b>0</b>	
<b>1700</b>	<b>County Grounds</b>													
WG00801	CATC "A" & "C" Building Radiant Heat	0	0	0	0	0	0	100,320	100,320	0	0	0	0	
<b>Total WG009</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,320</b>	<b>100,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WG01003	CATC "A" Building Roof Replacement	0	0	0	0	540,292	540,292	1,061,407	1,061,407	0	0	0	0	
<b>Total WG010</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>540,292</b>	<b>540,292</b>	<b>1,061,407</b>	<b>1,061,407</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WG01301	North Ave Booster Pump Station	0	0	0	0	705,600	705,600	0	0	0	0	0	0	
<b>Total WG013</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>705,600</b>	<b>705,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WG</b>	<b>Total County Grounds</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,245,892</b>	<b>1,245,892</b>	<b>1,161,727</b>	<b>1,161,727</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>Total HEALTH AND HUMAN SERVICES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,807,211</b>	<b>7,807,211</b>	<b>2,653,886</b>	<b>2,653,886</b>	<b>3,583,307</b>	<b>3,583,307</b>	<b>0</b>	<b>0</b>	
<b>GENERAL GOVERNMENT</b>														
<b>1750</b>	<b>Courthouse Complex</b>													
WC01301	Criminal Justice Center Deputy Workstations	0	0	0	0	700,000	700,000	1,400,000	1,400,000	0	0	0	0	
<b>Total WC013</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	<b>700,000</b>	<b>1,400,000</b>	<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC01401	Courthouse HVAC System	0	0	0	0	0	0	0	0	200,000	200,000	1,165,000	1,165,000	
<b>Total WC014</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>200,000</b>	<b>1,165,000</b>	<b>1,165,000</b>	
WC01801	Safety Bldg - Clerk of Court, Rm. 419 Renovation	0	0	0	0	242,340	242,340	0	0	0	0	0	0	
<b>Total WC018</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242,340</b>	<b>242,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC02101	CJF Video Visitation	0	0	0	0	432,000	432,000	0	0	0	0	0	0	
<b>Total WC021</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>432,000</b>	<b>432,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC02501	Courthouse Restroom Renovation	0	0	0	0	0	0	311,400	311,400	311,400	311,400	311,400	311,400	
<b>Total WC025</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>311,400</b>	<b>311,400</b>	<b>311,400</b>	<b>311,400</b>	<b>311,400</b>	<b>311,400</b>	
WC02601	Safety Building Restrooms	0	0	0	0	0	0	648,000	648,000	0	0	0	0	
<b>Total WC026</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>648,000</b>	<b>648,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC02701	Courthouse Light Court Window Replacement	0	0	0	0	0	0	336,000	336,000	336,000	336,000	336,000	336,000	
<b>Total WC027</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336,000</b>	<b>336,000</b>	<b>336,000</b>	<b>336,000</b>	<b>336,000</b>	<b>336,000</b>	
WC03801	Courthouse Roof Drain Replacement	0	0	0	0	765,480	765,480	0	0	0	0	0	0	
<b>Total WC038</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>765,480</b>	<b>765,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC04201	CJF 3D Doors and Plumbing	0	0	0	0	0	0	500,000	500,000	0	0	0	0	
<b>Total WC042</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WC04401	CJF 4C Double Bunk Installation	0	0	0	0	94,800	94,800	0	0	0	0	0	0	

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013 Projected Budget	BOND AMOUNT	2014 Projected Budget	BOND AMOUNT	2015 Projected Budget	BOND AMOUNT	2016 Projected Budget	BOND AMOUNT
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax								
	<b>Total WC044</b>	0	0	0	0	94,800	94,800	0	0	0	0	0	0
WC04701	City Campus HVAC	0	0	0	0	250,000	250,000	250,000	250,000	0	0	0	0
	<b>Total WC047</b>	0	0	0	0	250,000	250,000	250,000	250,000	0	0	0	0
WC05001	Courthouse - Courtroom Public Address System Rep	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total WC050</b>	0	0	0	0	0	0	487,634	487,634	0	0	0	0
WC05101	Courts Exhibit/Case Records	0	0	0	0	0	0	50,400	50,400	0	0	0	0
	<b>Total WC051</b>	0	0	0	0	0	0	50,400	50,400	0	0	0	0
WC05601	SB Room 223 Storage Room Shelving	0	0	0	0	0	0	97,440	97,440	0	0	0	0
	<b>Total WC056</b>	0	0	0	0	0	0	97,440	97,440	0	0	0	0
WC05701	Courtroom Bullet Resistant Glass Wall	0	0	0	0	0	0	0	0	265,200	265,200	280,000	280,000
	<b>Total WC057</b>	0	0	0	0	0	0	0	0	265,200	265,200	280,000	280,000
WC05801	Vehicle and Large Evidence Storage Building	0	0	0	0	0	0	693,000	693,000	0	0	0	0
	<b>Total WC058</b>	0	0	0	0	0	0	693,000	693,000	0	0	0	0
WC05901	CH Complex Electrical Infrastruct Upgrade Phase 1	0	0	0	0	0	0	415,800	415,800	0	0	0	0
	<b>Total WC059</b>	0	0	0	0	0	0	415,800	415,800	0	0	0	0
WC06001	C.J.F. - Pod 4D Tamper Resistant Recreation Cells	0	0	0	0	0	0	155,000	155,000	0	0	0	0
	<b>Total WC060</b>	0	0	0	0	0	0	155,000	155,000	0	0	0	0
WC06201	C.J.F. - Building Roof Replacement	0	0	0	0	1,784,066	1,784,066	0	0	0	0	0	0
	<b>Total WC062</b>	0	0	0	0	1,784,066	1,784,066	0	0	0	0	0	0
WC06401	Medical Examiner HVAC	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total WC064</b>	0	0	0	0	0	0	0	0	0	0	0	0
WC06601	Safety Building Chiller Replacement	0	0	0	0	0	0	0	0	0	0	0	0
WC06602	City Campus Chiller Replacement	0	0	0	0	0	0	0	0	124,200	124,200	0	0
	<b>Total WC066</b>	0	0	0	0	0	0	0	0	124,200	124,200	0	0
WC07401	C.J.F. Cooling Tower	0	0	0	0	414,000	414,000	414,000	414,000	0	0	0	0
	<b>Total WC074</b>	0	0	0	0	414,000	414,000	414,000	414,000	0	0	0	0
WC07501	City Campus Cooling Tower	0	0	0	0	136,200	136,200	136,200	136,200	0	0	0	0
	<b>Total WC075</b>	0	0	0	0	136,200	136,200	136,200	136,200	0	0	0	0
WC07601	City Campus Roof Replacement	0	0	0	0	70,160	70,160	70,160	70,160	0	0	0	0
	<b>Total WC076</b>	0	0	0	0	70,160	70,160	70,160	70,160	0	0	0	0
WC07701	City Campus Parking Lot Resurfacing	0	0	0	0	236,000	236,000	236,000	236,000	0	0	0	0
	<b>Total WC077</b>	0	0	0	0	236,000	236,000	236,000	236,000	0	0	0	0
WC07801	Milwaukee Justice Center Area Build Out	0	0	0	0	394,000	394,000	197,000	197,000	0	0	0	0
	<b>Total WC078</b>	0	0	0	0	394,000	394,000	197,000	197,000	0	0	0	0
<b>WC</b>	<b>Total Courthouse Complex</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,519,046</b>	<b>5,322,046</b>	<b>5,488,674</b>	<b>1,236,800</b>	<b>1,236,800</b>	<b>2,492,400</b>	<b>2,492,400</b>	<b>2,492,400</b>
<b>1800</b>	<b>House of Correction</b>												
WJ02101	ACC HVAC System	0	0	0	0	1,494,000	1,494,000	1,494,000	1,494,000	0	0	0	0
	<b>Total WJ021</b>	0	0	0	0	1,494,000	1,494,000	1,494,000	1,494,000	0	0	0	0
WJ04101	Roof Replacement	0	0	0	0	350,000	350,000	350,000	350,000	0	0	0	0
	<b>Total WJ041</b>	0	0	0	0	350,000	350,000	350,000	350,000	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012: BREAKDOWN OF COST				2013		2014		2015		2016		
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PFC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WJ04301	Slider Security Door in 600 Bed Facility	0	0	0	0	90,000	90,000	0	0	0	0	0	0	0	
<b>Total WJ043</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,000</b>	<b>90,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WJ04701	Window Replacement	0	0	0	0	200,000	200,000	0	0	0	0	0	0	0	
<b>Total WJ047</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WJ04912	HOC Infrastructure Improvements (GENERAL)	0	0	0	0	250,000	250,000	250,000	250,000	0	0	0	0	0	
<b>Total WJ049</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WJ05501	CCFS (HOC) North Kitchen Renovation	0	0	0	0	1,752,800	1,752,800	0	0	0	0	0	0	0	
<b>Total WJ055</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,752,800</b>	<b>1,752,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WJ</b>	<b>Total House of Correction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,136,800</b>	<b>4,136,800</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>1850</b>	<b>Other Agencies</b>														
WO00901	Data Warehouse & Reporting	0	0	0	0	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	
<b>Total WO009</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	
WO02901	Milwaukee County Historical Society Renovation	0	0	0	0	990,300	990,300	0	0	0	0	0	0	0	
<b>Total WO029</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>990,300</b>	<b>990,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO03801	Marcus Center HVAC Upgrade	0	0	0	0	812,700	812,700	812,700	812,700	853,335	2,674,114	2,674,114	2,674,114	2,674,114	
<b>Total WO038</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>812,700</b>	<b>812,700</b>	<b>812,700</b>	<b>812,700</b>	<b>853,335</b>	<b>2,674,114</b>	<b>2,674,114</b>	<b>2,674,114</b>	<b>2,674,114</b>	
WO04801	Wii-O-Ways Grant HVAC Rehab	0	0	0	0	82,000	82,000	0	0	0	0	0	0	0	
<b>Total WO048</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,000</b>	<b>82,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO04901	Wii-O-Ways Grant Sump Pump	0	0	0	0	7,756	7,756	0	0	0	0	0	0	0	
<b>Total WO049</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,756</b>	<b>7,756</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO06003	Countywide Road Improvement Program (GENERAL)	0	0	0	0	0	0	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	
WO06015	Oak Creek Parkway- RR Tracks to Chicago Ave	0	0	0	0	653,100	653,100	0	0	0	0	0	0	0	
WO06016	Root River Parkway- River Cleaveland to Lincoln	0	0	0	0	708,200	708,200	0	0	0	0	0	0	0	
WO06017	Root River Parkway-College Ave Ext. East of 92nd	0	0	0	0	290,700	290,700	0	0	0	0	0	0	0	
WO06018	Underwood Creek Parkway- Watertown Plank to Swan	0	0	0	0	1,387,000	1,387,000	0	0	0	0	0	0	0	
<b>Total WO060</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,039,000</b>	<b>3,039,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	
WO098011	Legislative Workflow and Public Access Program	0	0	0	0	177,800	177,800	0	0	0	0	0	0	0	
<b>Total WO098</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>177,800</b>	<b>177,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO10301	Highway/Sheriff's Building Roof Repair	0	0	0	0	0	0	234,000	234,000	234,000	234,000	234,000	234,000	234,000	
<b>Total WO103</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>234,000</b>	<b>234,000</b>	<b>234,000</b>	<b>234,000</b>	<b>234,000</b>	<b>234,000</b>	<b>234,000</b>	
WO10701	Fleet Window Replacement	0	0	0	0	0	0	270,714	270,714	270,714	270,714	270,714	270,714	270,714	
<b>Total WO107</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>270,714</b>	<b>270,714</b>	<b>270,714</b>	<b>270,714</b>	<b>270,714</b>	<b>270,714</b>	<b>270,714</b>	
WO11101	Fleet Truck Wash	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total WO111</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO11201	Fleet General Equipment	0	0	0	0	5,000,000	5,000,000	5,000,000	5,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	
WO11202	Fleet Airport Equipment	1,100,000	1,100,000	0	0	1,000,000	1,000,000	0	0	850,000	850,000	350,000	350,000	350,000	
<b>Total WO112</b>		<b>1,100,000</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>3,850,000</b>	<b>3,850,000</b>	<b>3,350,000</b>	<b>3,350,000</b>	<b>3,350,000</b>	
WO11301	Fleet Management Stormwater Reconfiguration	0	0	0	0	1,406,000	1,406,000	0	0	0	0	0	0	0	
<b>Total WO113</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,406,000</b>	<b>1,406,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WO11403	City Campus Facade and Other Inspections	0	0	0	0	158,000	158,000	158,000	158,000	5,144,000	5,144,000	5,144,000	5,144,000	5,144,000	
WO11411	Courthouse Complex Improvements	1,500,000	1,500,000	0	0	0	0	0	0	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
<b>Total WO114</b>		<b>1,500,000</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>158,000</b>	<b>158,000</b>	<b>158,000</b>	<b>158,000</b>	<b>5,144,000</b>	<b>5,144,000</b>	<b>5,144,000</b>	<b>5,144,000</b>	<b>5,144,000</b>	

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012: BREAKDOWN OF COST			2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WO11501	Steam to Natural Gas Conversion- Fleet,CCC, Parks Total WO115	0	0	0	0	0	2,600,000	0	0	0	0	0	0
WO11601	Vogel Hall Renovation Total WO116	0	0	0	0	0	0	0	0	0	0	2,000,000	0
WO11701	Marcus Center Roof Replacement Total WO117	0	0	0	0	0	1,705,132	0	0	0	0	0	0
WO11801	Historical Society Fascade Total WO118	0	0	0	0	0	1,705,132	0	0	0	0	0	0
WO11901	Historical Society Stormwater Reconfiguration Total WO119	0	0	0	0	0	3,120,000	0	0	0	0	0	0
WO12001	War Memorial Bird Cage Staircase Total WO120	0	0	0	0	0	100,000	0	0	0	0	0	0
WO12101	War Memorial Veterans Courtyard Deck & Lighting Total WO121	0	0	0	0	0	0	228,218	0	0	0	0	0
WO12201	War Memorial Ground Water Penetrations Total WO122	0	0	0	0	0	0	228,218	0	0	0	0	0
WO12301	War Memorial North and South Granite Block Walls Total WO123	0	0	0	0	0	0	0	0	0	0	92,622	0
WO12401	Charles Allis Window and Door Replacement Total WO124	0	0	0	0	0	261,450	0	0	0	0	0	0
WO12501	Villa Terrace Window and Door Replacement Total WO125	0	0	0	0	0	0	689,945	0	0	0	0	0
WO12601	Wil-O-Ways Grant Exterior Wall Wood Siding Total WO126	0	0	0	0	0	142,851	0	0	0	0	0	0
WO12701	Wil-O-Ways Grant Exterior Wall Insulation Total WO127	0	0	0	0	0	129,247	0	0	0	0	0	0
WO12801	Wil-O-Ways Grant Lighting Total WO128	0	0	0	0	0	0	163,259	0	0	0	0	0
WO12901	Wil-O-Ways Underwood Wading Pool Total WO129	0	0	0	0	0	40,815	0	0	0	0	0	0
WO13001	Wil-O-Ways Underwood Lighting Total WO130	0	0	0	0	0	0	163,259	0	0	0	0	0
WO13101	Wil-O-Ways Underwood Single Stall Restroom Total WO131	0	0	0	0	0	75,000	0	0	0	0	0	0
WO13201	Wil-O-Ways Underwood Recreation Center HVAC Total WO132	0	0	0	0	0	35,000	0	0	0	0	0	0
WO20502	Fiscal Automation Program Total WO205	195,000	0	195,000	0	0	350,000	350,000	0	0	0	350,000	0
WO20702	Imaging System for Active Court Documents Total WO207	0	0	0	0	0	635,000	635,000	635,000	635,000	635,000	635,000	635,000

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PFC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WO21501	Storage Expansion Total WO215	0	0	0	0	400,000	400,000	400,000	300,000	300,000	300,000	350,000	350,000
WO21601	Thin Client Total WO216	0	0	0	0	700,000	700,000	700,000	250,000	150,000	150,000	0	0
WO21701	Phone and Voicemail Replacement Total WO217	0	0	0	0	800,000	800,000	800,000	600,000	200,000	200,000	200,000	200,000
WO21801	Infrastructure Replacement Total WO218	0	0	0	0	500,000	500,000	500,000	300,000	300,000	300,000	350,000	350,000
WO41001	Sheriff Remodel Meeting Room	0	0	0	0	100,000	100,000	100,000	0	0	0	0	0
WO41002	Sheriff Remodel Locker Room	0	0	0	0	100,000	100,000	100,000	0	0	0	0	0
WO41003	Sheriff Remodel Entrance Total WO410	0	0	0	0	300,000	300,000	300,000	0	0	0	0	0
WO42201	In Squad Cameras- Vision Hawk Digital Total WO422	0	0	0	0	302,400	302,400	302,400	0	0	0	0	0
WO42301	Security Cameras in CJF Total WO423	0	0	0	0	216,000	216,000	216,000	0	0	0	0	0
WO42401	Jail Records Management System Total WO424	0	0	0	0	700,000	700,000	700,000	1,250,000	1,250,000	0	0	0
WO43301	Glass Partition Barrier Extension Total WO433	0	0	0	0	127,632	127,632	127,632	0	0	0	0	0
WO43401	Jail Cell Tracking System Total WO434	0	0	0	0	144,000	144,000	144,000	0	0	0	0	0
WO44101	MCSO - Voice Logger Communications Equipment Total WO441	0	0	0	0	151,200	151,200	151,200	0	0	0	0	0
WO44201	MCSO - Security Cameras - Safety Building	0	0	0	0	236,683	236,683	236,683	0	0	0	0	0
WO44202	MCSO - Security Cameras - Courthouse	0	0	0	0	132,285	132,285	132,285	0	0	0	0	0
WO44203	MCSO - Security Cameras - Juvenile Justice Center Total WO442	0	0	0	0	44,095	44,095	44,095	0	0	0	0	0
WO44301	Safety Building Rm 310 - New Sally Port Total WO443	0	0	0	0	210,000	210,000	210,000	0	0	0	0	0
WO50201	Villa Terrace Drain Pipe Repair Total WO502	0	0	0	0	170,000	170,000	170,000	0	0	0	0	0
WO50501	War Memorial South Stairs Replacement Total WO505	0	0	0	0	938,196	938,196	938,196	0	0	0	0	0
WO50601	Charles Allis Roof and Drain Replacement Total WO506	0	0	0	0	151,000	151,000	151,000	0	0	0	0	0
WO50701	Charles Allis Exterior Façade Repair Total WO507	0	0	0	0	300,000	300,000	300,000	0	0	0	0	0
WO50801	Marcus Center - Pedestrian Pavement Replacement Total WO508	0	0	0	0	764,000	764,000	764,000	896,400	486,300	486,300	831,000	831,000
WO60201	Main Frame Apps Migration Total WO602	0	0	0	0	600,000	600,000	600,000	5,400,000	500,000	500,000	500,000	500,000

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012 Recommended Budget	2012 BREAKDOWN OF COST			2013		2014		2015		2016	
			FEDERAL/STATE LOCAL/OTHER	Reserve/PFC/Misc Rev	Sales Tax	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WO60601	Rewire County Facilities	0	0	0	0	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000
<b>Total WO606</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
WO60701	Install Wireless Infrastructure @ Cnty Facility	0	0	0	0	0	250,000	250,000	250,000	250,000	250,000	250,000	250,000
<b>Total WO607</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>
WO61301	Cyber Security Implementation	0	0	0	0	0	350,000	350,000	75,000	75,000	75,000	250,000	250,000
<b>Total WO613</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>350,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>250,000</b>	<b>250,000</b>
WO61401	Build Out Ten Sites to Digital	0	0	0	0	0	4,100,000	4,100,000	6,690,000	5,020,000	5,020,000	2,300,000	2,300,000
<b>Total WO614</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,100,000</b>	<b>4,100,000</b>	<b>6,690,000</b>	<b>5,020,000</b>	<b>5,020,000</b>	<b>2,300,000</b>	<b>2,300,000</b>
WO61901	Disaster Recovery Site	0	0	0	0	0	1,200,000	1,200,000	500,000	0	0	0	0
<b>Total WO619</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>	<b>1,200,000</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WO62102	Email Replacement	0	0	0	0	0	100,000	100,000	300,000	0	0	0	0
<b>Total WO621</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WO62301	Marcus Center- Vogel Hall Renovation	0	0	0	0	0	1,897,584	992,584	0	0	0	0	0
<b>Total WO623</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,897,584</b>	<b>992,584</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WO65906	Fleet Exterior Painting	0	0	0	0	0	0	0	0	0	0	61,800	61,800
<b>Total WO659</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61,800</b>	<b>61,800</b>
WO87001	County Special Assessments	250,000	0	250,000	0	0	250,000	0	0	0	0	0	0
<b>Total WO870</b>		<b>250,000</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WO88803	Ulhein #2 elevator	0	0	0	0	0	504,300	504,300	555,991	583,790	583,790	0	0
WO88804	Ulhein Stage Lifts	0	0	0	0	0	0	0	555,991	0	0	0	0
WO88805	Ulhein #4 elevator	0	0	0	0	0	0	0	0	583,790	583,790	0	0
<b>Total WO888</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504,300</b>	<b>504,300</b>	<b>555,991</b>	<b>583,790</b>	<b>583,790</b>	<b>0</b>	<b>0</b>
WO94901	Inventory and Assessment of County Buildings	0	0	0	0	0	1,230,301	0	0	0	0	0	0
<b>Total WO949</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,230,301</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WO95001	Milwaukee County Public Art Program - Admin	0	0	0	0	0	20,000	20,000	0	0	0	0	0
<b>Total WO950</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WO</b>	<b>Total Other Agencies</b>	<b>3,045,000</b>	<b>0</b>	<b>1,545,000</b>	<b>1,500,000</b>	<b>0</b>	<b>40,407,727</b>	<b>35,654,907</b>	<b>33,719,121</b>	<b>32,199,121</b>	<b>20,066,464</b>	<b>15,915,344</b>	<b>15,215,344</b>
	<b>Total GENERAL GOVERNMENT</b>	<b>3,045,000</b>	<b>0</b>	<b>1,545,000</b>	<b>1,500,000</b>	<b>0</b>	<b>50,063,573</b>	<b>45,113,753</b>	<b>39,457,795</b>	<b>37,937,795</b>	<b>21,303,264</b>	<b>18,407,744</b>	<b>17,707,744</b>
	<b>Capita Budget Summary</b>												
	<b>Grand Total Capital Improvements</b>	<b>30,664,000</b>	<b>7,555,925</b>	<b>15,439,575</b>	<b>1,550,000</b>	<b>6,117,500</b>	<b>272,422,525</b>	<b>167,178,039</b>	<b>205,973,254</b>	<b>123,713,821</b>	<b>59,886,571</b>	<b>46,453,139</b>	<b>30,753,139</b>
	<b>Total Excluding Airports</b>	<b>3,145,000</b>	<b>0</b>	<b>1,595,000</b>	<b>1,500,000</b>	<b>0</b>	<b>187,584,525</b>	<b>112,632,033</b>	<b>121,346,254</b>	<b>62,915,821</b>	<b>53,736,571</b>	<b>46,453,139</b>	<b>30,753,139</b>



**This Page Left Intentionally Blank.**