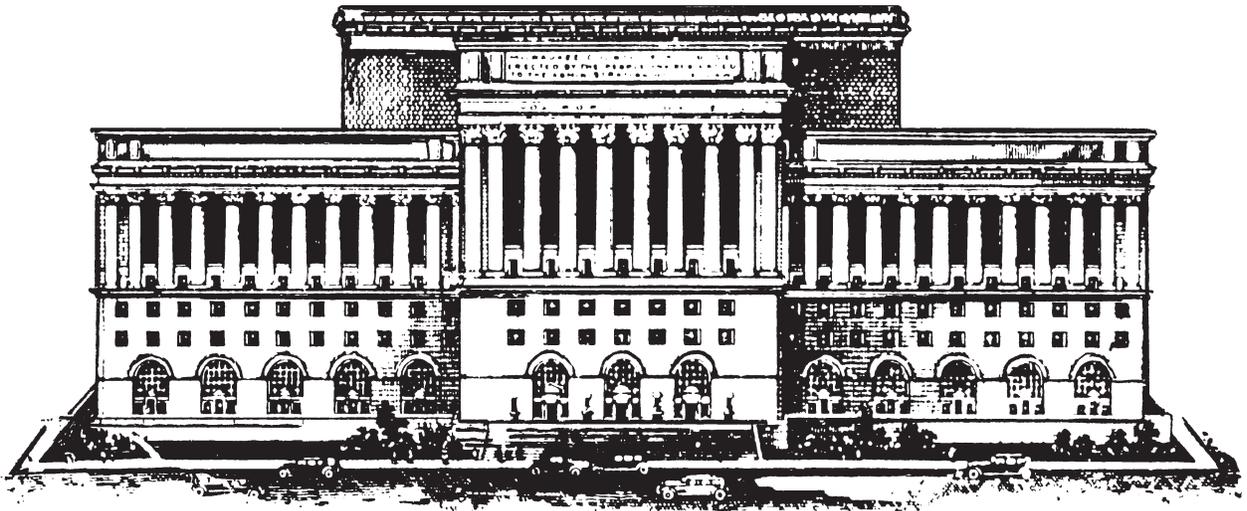


**MILWAUKEE COUNTY
EXECUTIVE BUDGET
2011 CAPITAL IMPROVEMENTS**



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Milwaukee County Executive**

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of
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**Cynthia Archer
Director, Department of Administrative Services**

**Steven R. Kreklow
Fiscal and Budget Administrator**

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2011 Summary of the Recommended Capital Improvements Budget

Project	Description	2011 Recommended	Reimbursement Revenue	Net County Contribution	Sales Tax Revenue	Investment Earnings	Miscellaneous Revenue/ Sale of Asset	Private Contribution	Property Tax Levy	PFC Revenue/Airport Reserve	Bonds
TRANSPORTATION AND PUBLIC WORKS											
Mass Transit											
WT047	Bus Rapid Transit - Fond Du Lac/National Avenue	43,060,000	36,601,000	6,459,000	0	0	0	0	0	0	6,459,000
	Total Mass Transit	\$43,060,000	\$36,601,000	\$6,459,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,459,000
Airport											
WA042	GMA Bag Claim Remodeling	5,436,000	0	5,436,000	0	0	0	0	0	5,436,000	0
WA044	GMA - In-line Baggage Screening Phase 2	11,589,000	0	11,589,000	0	0	0	0	0	0	11,589,000
WA127	GMA Terminal Expansion Design Study	500,000	0	500,000	0	0	0	0	0	500,000	0
WA131	GMA Part 150 Study-Ramp Electrification	188,500	164,938	23,562	0	0	0	0	0	23,562	0
WA139	GMA - Redundant Main Electric Svc Feed	321,000	0	321,000	0	0	0	0	0	160,500	160,500
WA141	GMA Training Facility	489,000	0	489,000	0	0	0	0	0	489,000	0
WA142	LJT RW 15L-33R Extension	260,000	253,500	6,500	0	0	0	0	0	6,500	0
WA161	GMA Terminal Roadway Signage	250,000	0	250,000	0	0	0	0	0	250,000	0
WA162	GMA Cessna Service Apron Reconstruction	95,000	83,125	11,875	0	0	0	0	0	11,875	0
WA163	GMA Perimeter Road Bridge over Howell Ave.	300,000	262,500	37,500	0	0	0	0	0	37,500	0
	Total Airport	\$19,428,500	\$764,063	\$18,664,437	0	0	0	0	0	\$6,914,937	\$11,749,500
	Total TRANSPORTATION AND PUBLIC WORKS	\$62,488,500	\$37,365,063	\$25,123,437	\$0	\$0	\$0	\$0	\$0	\$6,914,937	\$18,208,500
PARKS, RECREATION AND CULTURE											
Parks, Recreation, & Culture											
WP174	Parks Major Maintenance	1,325,000	0	1,325,000	0	0	1,325,000	0	0	0	0
WP184	Park Retaining Wall Repairs and Replacement	1,050,000	0	1,050,000	0	0	1,000,000	0	0	0	50,000
WP185	Parks Tuckpointing – Walls and Buildings	800,000	0	800,000	0	0	800,000	0	0	0	0
WP186	Parks Naturalization	61,000	0	61,000	0	0	61,000	0	0	0	0
	Total Parks, Recreation, & Culture	\$3,236,000	\$0	\$3,236,000	\$0	\$0	\$3,186,000	\$0	\$0	\$0	\$50,000
Zoological Department											
WZ600	Zoo Master Plan	400,000	0	400,000	0	0	200,000	200,000	0	0	0
	Total Zoological Department	\$400,000	\$0	\$400,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
	Total PARKS, RECREATION AND CULTURE	\$3,636,000	\$0	\$3,636,000	\$0	\$0	\$3,386,000	\$200,000	\$0	\$0	\$50,000
GENERAL GOVERNMENT											
Other Agencies											
Courthouse Complex											
WC070	Domestic Violence Area Reconstruction	459,000	0	459,000	0	0	0	0	0	0	459,000
WC071	District Attorney Office Security Card System	83,000	0	83,000	0	0	0	0	0	0	83,000
	Total Courthouse Complex	\$542,000	\$0	\$542,000	\$0	\$0	\$0	\$0	\$0	\$0	\$542,000
WO112	Fleet Airport Equipment Acquisition	375,000	0	375,000	0	0	0	0	0	375,000	0
WO114	Countywide Infrastructure Improvements	11,894,631	0	11,894,631	0	0	3,088,382	0	0	636,400	8,169,849
WO205	Fiscal Automation Program	175,000	0	175,000	110,000	0	65,000	0	0	0	0
WO444	BHD/MCSO Electronic Medical Records System	500,000	0	500,000	0	0	500,000	0	0	0	0
WO514	War Memorial Window Replacement and Reseal	42,000	0	42,000	0	0	42,000	0	0	0	0
WO515	War Memorial Window Ledger Leak Repairs	15,300	0	15,300	0	0	15,300	0	0	0	0
WO870	County Special Assessments	250,000	0	250,000	250,000	0	0	0	0	0	0
WO949	Inventory and Assessment of County Buildings	1,590,719	0	1,590,719	0	0	1,168,319	0	0	422,400	0
WO950	Milwaukee County Public Art Program	20,000	0	20,000	20,000	0	0	0	0	0	0
	Total Other Agencies	\$14,862,650	\$0	\$14,862,650	\$380,000	\$0	\$4,879,001	\$0	\$0	\$1,433,800	\$8,169,849
	Total GENERAL GOVERNMENT	\$15,404,650	\$0	\$15,404,650	\$380,000	\$0	\$4,879,001	\$0	\$0	\$1,433,800	\$8,171,849
	Grand Total 2011 Recommended Capital Improvements	\$81,529,150	\$37,365,063	\$44,164,087	\$380,000	\$0	\$8,265,001	\$200,000	\$0	\$8,348,737	\$26,970,349
	Total Excluding Airports	\$62,100,650	\$36,601,000	\$25,499,650	\$380,000	\$0	\$8,265,001	\$200,000	\$0	\$1,433,800	\$15,220,849

INTRODUCTION

The 2011 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 will 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 during 2011 or 2012 in order to comply with County policy regarding bonding caps. Present value savings from the implementation of the financing plan in 2009 were \$1.5 million when compared to the issuance of normal tax-exempt bonds. It is anticipated that the implementation of the financing plan in 2010 will yield similar results, producing an overall savings of \$3.0 million.

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 2011 budget includes \$11,749,500 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 2011 Recommended Budget does not include additional bond financing, but reallocates existing expenditure authority and associated bond financing to various capital improvement projects.

2011 Capital Reprogramming

The 2011 Recommended Capital Improvements Budget contains \$15,220,849 in expenditure authority and bond proceeds for various capital improvements projects. The bond proceeds that are listed to finance the projects in the 2011 Recommended Capital Improvements Budget were issued in 2010. To finance projects in 2011 with bond proceeds that were realized in 2010, the 2011 Recommended Capital Improvements Budget transfers expenditure authority from projects budgeted in 2010 to the various projects that are recommended in 2011. Approval of the 2011 Recommended Capital Improvements Budget results in the reallocation of expenditure authority from capital Project WO444 – Electronic Medical Records (\$2,586,849), capital Project WP178 – Pulaski Indoor Aquatic Center (\$3,000,000), capital Project Noyes Indoor Aquatic Center (\$3,175,000) and capital Project WT026 – Bus Replacement Program (\$6,459,000) to the various capital improvement projects in the 2011 Recommended Capital Improvements Budget. The 2011 Capital Budget retains \$10,710,015 for BHD improvements and \$6,743,841 for bus replacements. In addition, funding for the Electronic Medical Records project is cash financed in the 2011 Capital Budget. Below is the account detail for the reallocation of the expenditure authority:

	<u>From</u>	<u>To</u>
<u>WT026014 – Bus Replacement Program</u>		
8554 – Vehicles – Replacement	\$6,459,000	
<u>WO444012 – Electronic Medical Records</u>		
8552 – Machine & Equipment – New >\$2,500	\$2,586,849	
<u>WP178012 – Pulaski Pool Indoor Aquatic Center</u>		
6146 – Prof. Serv-Cap/Major Mtce	\$ 100,000	
8501 – Prof. Serv-Cap/Major Mtce	2,700,000	
9706 – Pro Serv Div Services	200,000	
<u>WP179012 – Noyes Indoor Aquatic Center</u>		
6146 – Prof. Serv-Cap/Major Mtce	\$ 245,000	
8501 – Prof. Serv-Cap/Major Mtce	2,700,000	
9706 – Pro Serv Div Services	230,000	
<u>WC07001 – District Attorney Domestic Violence Area Build Out</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$112,400
9706 – Pro Serv Div Services		346,600
<u>WC07101 – District Attorney Security Access System</u>		
6030 – Advertising		\$ 500
8501 – Prof. Serv-Cap/Major Mtce		72,500
9706 – Pro Serv Div Services		10,000
<u>WO114012 – O’Donnell Park Infrastructure Improvements</u>		
6050 – Contract Pers Serv-Short		\$ 295,377
6146 – Prof. Serv-Cap/Major Mtce		1,772,259
8509 – Other Building Improvements – (Cap)		3,063,881
9706 – Pro Serv Div Services		888,332
<u>WO114052 – Museum Façade Assessment and Replacement</u>		
6050 – Contract Pers Serv-Short		\$ 70,000
6146 – Prof. Serv-Cap/Major Mtce		420,000
8509 – Other Building Improvements – (Cap)		773,500
9706 – Pro Serv Div Services		136,500

	<u>From</u>	<u>To</u>
<u>WO114061 – Safety Building Restoration</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$75,000
9706 – Pro Serv Div Services		50,000
<u>WO114062 – Safety Building Restoration</u>		
8509 – Other Building Improvements – (Cap)		\$625,000
<u>WP184012 – Estabrook Park Boardwalk and Retaining Wall Replacement</u>		
8509 – Other Building Improvements – (Cap)		\$50,000
<u>WT047011 – Bus Rapid Transit – Fond Du Lac Avenue/National Avenue Bus Shelter</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$450,000
<u>WT047012 – Bus Rapid Transit – Fond Du Lac Avenue/National Avenue Bus Shelter</u>		
8509 – Other Building Improvements – (Cap)		\$450,000
<u>WT047021 – Bus Rapid Transit – Fond Du Lac Avenue/National Avenue Intersection</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$150,000
<u>WT047022 – Bus Rapid Transit – Fond Du Lac Avenue/National Avenue Intersection</u>		
8530 – Roadway Planning and Construction		\$258,000
<u>WT047041 – Fond Du Lac Traffic Signals</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$150,000
<u>WT047044 – Fond Du Lac Traffic Signals</u>		
8551 – Machine & Equipment Replacement (Cap)		\$687,000
<u>WT047051 – BRT – Fond Du Lac Avenue/National Kiosks</u>		
6146 – Prof. Serv-Cap/Major Mtce		\$150,000
<u>WT047054 – BRT – Fond Du Lac Avenue/National Kiosks</u>		
8551 – Machine & Equipment Replacement (Cap)		\$363,000
<u>WT047084 – BRT – Fond Du Lac Avenue/National Buses</u>		
8551 – Machine & Equipment Replacement (Cap)		\$3,801,000
TOTAL	\$15,220,849	\$15,220,849

2011 Recommended Capital Improvements Budget

The 2011 Recommended Capital Improvements Budget (Recommended Capital Budget) includes 27 separate projects for a total expenditure appropriation of \$81,529,150. Anticipated reimbursement revenue (Federal, State and local grants) totals \$37,365,063 resulting in a net County financing of \$44,164,087.

Appropriations for 17 corporate purpose projects total \$62,100,650. Offsetting reimbursement revenues totals \$36,601,000. The resulting County financing of \$25,499,650 is to be financed by \$15,220,849 in bond proceeds, \$380,000 in sales tax revenues, \$1,433,800 in Passenger Facility Charges (PFC) revenue, \$8,025,001 in land sale proceeds, \$240,000 in insurance proceeds and \$200,000 in private donations.

2011 Recommended Airport Capital Improvements Budget

Budgeted expenditure appropriations for 2011 Airport capital improvements total \$19,428,500. Airport reimbursement revenue of \$764,063 results in net County financing of \$18,664,437. Net County financing for Airport projects includes \$11,749,500 in revenue bonds, \$6,407,562 in pay-as-you-go PFC financing, and \$507,375 in revenue from the Airport Capital Improvements Reserve.

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 Quarterly Reports

The Airport Director shall continue to submit quarterly 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 quarterly report shall be submitted to the County Board within one month of the end of each quarter. The first report, for the period ending December 31, 2010, shall be submitted to the County Board Committees of Finance and Audit and Transportation, Public Works and Transit no later than February 1, 2011.

2011 Expenditure Appropriations by Function

The 2011 Capital Improvements Budget includes appropriations of \$62,488,500 for Transportation and Public Works. The amount represents 76.6 percent of total 2011 capital appropriations. The \$62,488,500 in appropriations is offset with 59.8 percent in reimbursement revenues.

Major Transportation and Public Works projects include, WT047 – Bus Rapid Transit – Fond Du Lac/National Avenue (\$43,060,000), WA042 – GMIA Baggage Claim Remodeling (\$5,436,000) and WA044 – GMIA – In-line Baggage Screening Phase II (\$11,589,000).

Budgeted appropriations for General Government departments total \$15,404,650. This amount represents 18.9 percent of the total capital budget. Major appropriations include WO114 – Countywide Infrastructure Improvements (\$11,894,631) and WO949 – Inventory and Assessment of County Buildings (\$1,590,719).

The 2011 Capital Improvements Budget includes appropriations of \$3,636,000 for Parks, Recreation and Culture. This amount represents 4.46 percent of the total capital budget. WP174 - Parking Lots Crack Repairs and Crosswalk Stripping (\$1,325,000), WP184 - Retaining Wall Repairs (\$1,050,000) and WP185 - Tuckpointing (\$800,000). Additional parks projects are also included under WO114 – Countywide Infrastructure Improvements.

MAJOR 2011 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 effect, this policy limits 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.

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: 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.

The conditions under which the debt service rate may be increased include: 1) approval of issuance of debt at a referendum; 2) adoption of a resolution by the County Board of Supervisors which sets forth its "reasonable expectation" that the issuance of the debt will not result in an increase in the tax rate; 3) actual authorization of the debt prior to the August 12, 1993 effective date of the rate limit; 4) issuance of debt for regional projects as described in Section 67.05(7)(f), Wisconsin Statutes; 5) issuance of debt to refund outstanding municipal obligations or 6) adoption of a resolution to issue debt which is approved by a 3/4 vote of the members-elect of the County Board.

The rate limit also 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 2009 Capital Improvements Budget does contain some expensed projects (non-capitalized). These projects are financed with sales tax revenue or revenue generated from Passenger Facility Charges (PFCs). The tax rate limit applies to all current County managed operations including internal service and enterprise operations which are supported by property taxes. Property tax levy support for these funds is reflected in the general fund.

The 2008 (payable in 2009) levy limit will consist of net new construction, which is 1.683 for 2008 (payable in 2009) or 2 percent, whichever is higher, plus the terminated TID (tax increment district) percentage percent. The 2008 terminated TID percentage is .04 percent. This percentage may change for 2008.

The 2007 levy cap combines operating and debt service levy amounts. The conditions 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 1st 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. (g) If a county has provided a service in a part of the county in the preceding year and if a city, village, or town has provided that same service in another part of the county in the preceding 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. (4) REFERENDUM EXCEPTION. (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 2nd succeeding fiscal year. (5) EXCEPTION CERTAIN TOWNS. A town with a population of less than 2,000 may exceed the levy increase limit otherwise applicable under this section to the town if the town board adopts a resolution supporting an increase and places the question on the agenda of an annual town meeting or a special town meeting and if the annual or special town meeting adopts a resolution endorsing the town board's resolution. The limit otherwise applicable to the town under this section is increased in the next fiscal year by the percentage approved by a majority of those voting on the question. Within 14 days after the adoption of the resolution, the town clerk shall certify the results of the vote to the department of revenue. (6) PENALTIES. Except as provided in sub. (6m), if the department of revenue determines that a political subdivision has a penalized excess in any year, the department of revenue shall do all of the following: (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. (6m) MISTAKES IN LEVIES. The department of revenue may issue a finding that a political subdivision is not liable for a penalty that would otherwise be imposed under sub. (6) If the department determines that the political subdivision's penalized excess is caused by one of the following clerical errors: (a) The department through mistake or inadvertence, has assessed to any county or taxation district, in the current year or in the previous year, a greater or less valuation for any year than should have been assessed, causing the political subdivision's levy to be

erroneous in a way that directly causes a penalized excess. (b) A taxation district clerk or a county clerk, through mistake or inadvertence in preparing or delivering the tax roll, cause a political subdivision's levy to be erroneous in a way that directly causes a penalized excess.

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 2010 staffing plan have to be approved by the County Executive and County Board of Supervisors.

Appropriations Based on Cash Flow Needs

The 2011 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 2011 will result in contractual obligations for future years to complete project financing initiated or continued in 2011 for prior years.

PFC Revenues

During 1995, General Mitchell International Airport received authorization to charge a \$3 per-person Passenger Facility Charge (PFC). The 2011 Capital Improvements Budget reflects \$18,157,062 in Passenger Facility Charges (PFC) revenue bonds and/ PFC cash financing. The Airport Capital Improvements Budget reflects \$6,407,562 from PFC revenues and \$11,589,000 in PFC-backed revenue bonds. PFC revenues of \$375,000 are budgeted for 2011 in WO112 – Fleet Equipment Acquisition and \$1,058,880 in WO114 – Countywide Infrastructure Improvements 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.

2010 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

2010 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 18th or 24th 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 2011 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 2011 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 2011 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 2011 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. Cash outlays for debt service payments on 2010 bond issues will not be required until 2011. However, 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 2011, 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.

The 2011 Capital Improvements Budget includes \$700,000 in appropriation authority to pay capitalized interest costs for the project each year until substantial completion of the project. 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 2011 budget anticipates \$281,829 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 2011 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 2011 budget totals \$44,164,087, including the Airport. Cash needed to meet the 20 percent financing goal is calculated at \$16,305,830 and budgeted cash financing is \$17,193,738, or 38.9 percent of net County financing. Excluding Airport projects, net County financing totals \$25,499,650 of which \$10,278,801 is cash, or 40.3 percent of the total.

The County has a goal of 20 percent cash financing of the net County commitment (net of reimbursement revenues) for capital projects. The 2011 Recommended Capital Improvements Budget includes \$8,025,001 in land sale proceeds (due at the time of closing) from the sale of land in the northeast quadrant of the County Grounds and Crystal Ridge located in Franklin. Projects that are financed with land sale revenue consist of the Parks Major Maintenance (\$1,325,000), Parkway Retaining Walls Repairs and Replacement (\$1,000,000), Tucking Pointing – Walls and Buildings (\$800,000), Zoo Master Plan (\$200,000), BHD/MCSO Electronic Medical Records (\$500,000), Countywide Infrastructure Improvements (\$2,848,381) Fiscal Automation Program (\$65,000), War Memorial Window Replacement and Reseal (\$42,000), War Memorial Window Ledge Leak Repairs (\$15,300) and Inventory and Assessment of County Buildings (\$1,168,319).

Financing for 2011 Capital Improvements

Budgeted financing for 2011 corporate purpose (non-airport) improvements is a combination of Federal, State and local government reimbursement revenues, general obligation bonds and notes, PFC revenues, sales tax revenues, general airport revenue bonds (GARBs), PFC-backed revenue bonds, and investment earnings from proprietary-funded construction projects. Although there are project financed with bond proceeds. These proceeds are being reallocated from existing capital projects. Please see page 2 for more detail.

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 limits 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 2011 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 Aa3 by Moody's Investor Service and AA by Standard & Poor's and Fitch Ratings. In 1998, Moody's Investor Service and Fitch Ratings upgraded the County to its current ratings. Standard & Poor's upgraded the County in 2001 to the current rating of AA, with a stable outlook. Moody's Investor Service added a negative outlook to the County's Aa3 in 2005, which was subsequently upgraded to a stable outlook in 2008. These ratings have been sustained for 2010.

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.
2. Cash financing for capital improvements shall provide for a minimum of 20 percent of County financed project costs. [This goal will be implemented over a ten-year period by increasing minimum cash financing by 2.0 percent annually beginning with the 1995 budget.]
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.

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:

Budget Year	Tax Supported Debt Service	County Sales and Use Tax Revenues	Surplus Sales Tax Revenues
2011	\$53,259,873	\$62,926,365	(\$9,666,492)
2012	\$65,621,068	\$64,436,598	\$1,184,470
2013	\$63,456,351	\$65,983,076	(\$2,526,725)
2014	\$62,558,662	\$67,566,670	(\$5,008,008)
2015	\$47,324,184	\$69,188,270	(\$21,864,086)
2016	\$46,246,761	\$70,848,788	(\$24,602,028)
2017	\$47,562,033	\$72,549,159	(\$24,987,127)
2018	\$43,033,284	\$74,290,339	(\$31,257,055)
2019	\$41,957,321	\$76,073,307	(\$34,115,987)
2020	\$44,061,572	\$77,899,067	(\$33,837,494)

Note:

The 2011 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 2011 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 2011 were \$14.7 million.

Milwaukee County Debt Management and Capital Financing Policy Goals

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. [This goal will be implemented over a ten-year period by increasing minimum cash financing by 2.0 percent annually beginning with the 1995 budget.]
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.

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TABLE 4
DEBT AFFORDABILITY INDICATORS

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:

Budget Year	Tax Supported Debt Service	County Sales and Use Tax Revenues	Surplus Sales Tax Revenues
2011	\$53,259,873	\$62,926,365	(\$9,666,492)
2012	\$65,621,068	\$64,436,598	\$1,184,470
2013	\$63,456,351	\$65,983,076	(\$2,526,725)
2014	\$62,558,662	\$67,566,670	(\$5,008,008)
2015	\$47,324,184	\$69,188,270	(\$21,864,086)
2016	\$46,246,761	\$70,848,788	(\$24,602,028)
2017	\$47,562,033	\$72,549,159	(\$24,987,127)
2018	\$43,033,284	\$74,290,339	(\$31,257,055)
2019	\$41,957,321	\$76,073,307	(\$34,115,987)
2020	\$44,061,572	\$77,899,067	(\$33,837,494)

Note:

The 2011 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 2011 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 2011 were \$14.7 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. This goal has been implemented over a seven-year period based on a schedule, which requires direct cash financing to increase by 2 percent annually beginning with the 1995 Adopted Capital Improvements Budget with a final increase of 2 percent in 2001 in achieving a goal of 20 percent. Therefore, the minimum cash-financing goal for this budget and future budgets will be 20 percent of net County financed capital improvement 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 sales tax revenues, interest earnings realized from the investment of bond proceeds issued for proprietary fund departments and revenue from Passenger Facility Charges (PFCs). Cash financing for 2011 totals \$17,193,738 and consists of \$380,000 in sales tax revenue, \$240,000 in insurance proceeds, \$200,000 in private donations, \$8,025,001 in land sale revenue, and \$8,348,737 in PFC revenue. 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
2011	\$44,164,087	\$17,193,738	38.9%
2012	\$68,729,000	\$20,970,500	30.5%
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%

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:

Budget Year	Direct Debt	Direct Debt (Excluding Pension Obligation Bonds)	Equalized Value (Includes TID)	Direct Debt as a Percent of Value	Direct Debt as a Percent of Value (Excluding Pension Obligation Bonds)
2011	\$819,711,968	\$440,116,968	63,403,510,200	1.29%	0.69%
2012	\$751,274,151	\$382,549,151	66,782,917,294	1.12%	0.57%
2013	\$580,891,491	\$358,641,491	70,342,446,785	0.83%	0.51%
2014	\$549,903,605	\$337,053,605	74,091,699,199	0.74%	0.45%
2015	\$535,074,759	\$332,164,759	78,040,786,766	0.69%	0.43%
2016	\$521,919,345	\$329,554,345	82,200,360,701	0.63%	0.40%
2017	\$508,171,237	\$326,996,237	86,581,639,926	0.59%	0.38%
2018	\$499,626,353	\$330,321,353	91,196,441,334	0.55%	0.36%
2019	\$493,114,450	\$336,404,450	96,057,211,658	0.51%	0.35%
2020	\$485,344,634	\$342,149,634	101,177,061,039	0.48%	0.34%

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:

Budget Year	Direct Debt	Direct Debt (Excluding Pension Obligation Bonds)	County Population	Direct Debt per Capita	Direct Debt (adjusted for inflation) in 1994 Dollars	Direct Debt Per Capital (Excluding Pension Obligation Bonds)	Direct Debt per Capita (adjusted for inflation) in 1994 Dollars (Excluding Pension Obligation Bonds)
2011	\$819,711,968	\$440,116,968	938,490	\$873	\$593	\$469	\$318
2012	\$751,274,151	\$382,549,151	938,490	\$801	\$544	\$408	\$277
2013	\$580,891,491	\$358,641,491	938,490	\$619	\$420	\$382	\$259
2014	\$549,903,605	\$337,053,605	938,490	\$586	\$398	\$359	\$244
2015	\$535,074,759	\$332,164,759	938,490	\$570	\$387	\$354	\$240
2016	\$521,919,345	\$329,554,345	938,490	\$556	\$377	\$351	\$238
2017	\$508,171,237	\$326,996,237	938,490	\$541	\$367	\$348	\$236
2018	\$499,626,353	\$330,321,353	938,490	\$532	\$361	\$352	\$239
2019	\$493,114,450	\$336,404,450	938,490	\$525	\$356	\$358	\$243
2020	\$485,344,634	\$342,149,634	938,490	\$517	\$351	\$365	\$248

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.

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**SECTION 1
MASS TRANSIT**

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WT047	Project Title and Location Bus Rapid Transit- Fond du Lac Avenue/National Avenue	4789-2011
Requesting Department or Agency Transit		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$43,060,000	\$36,601,000			\$6,459,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$43,060,000	\$36,601,000	\$0	\$0	\$6,459,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$6,000,000	\$0	\$6,000,000
Construction & Implementation		\$4,720,000	\$0	\$4,720,000
Right-of-Way Acquisition				\$0
Equipment		\$32,340,000	\$0	\$32,340,000
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services		\$6,000,000		\$6,000,000
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$3,000,000		\$3,000,000
Land/Land Improvements				\$0
Roadway Plng & Construction		\$1,720,000		\$1,720,000
Equipment & Furnishings		\$32,340,000		\$32,340,000
Other Expenses				\$0
Total Project Cost	\$0	\$43,060,000	\$0	\$43,060,000

Budget Year Financing

Federal, State and Local Aids	\$36,601,000
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	\$6,459,000
Airport Reserve	
Investment Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$43,060,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2010 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WT047 – Bus Rapid Transit – Fond du Lac Avenue/National Avenue

An appropriation of \$43,060,000 is budgeted for the Fond du Lac Avenue/National Avenue Bus Rapid Transit (BRT) Project. Financing will be provided from \$36,601,000 in Federal Interstate Cost Estimate (ICE) revenue and \$6,459,000 of expenditure authority and bond proceeds are reallocated from the 2010 Adopted Capital Project WT026 - Bus Replacement Program.

In March 2009, federal transportation legislation allocated 40 percent of the local \$91.5 million of Interstate Cost Estimate (ICE) funds to Milwaukee County. This resulted in funding of \$36,601,000 to Milwaukee County with a required local match of 15 percent. Milwaukee Transport Services, Inc. (MTS) and the Department of Transportation and Public Works (DTPW) will prepare and submit an application to the Federal Transit Administration (FTA) to use the funding for the BRT project. Upon final FTA approval of the application, DTPW will receive and expend grant funds for the purpose of the proposed BRT project.

The Milwaukee County Transit System (MCTS) is proposing to construct and operate a 12-mile long street-running BRT line along West Fond du Lac Avenue in a southeasterly direction into Downtown Milwaukee and then southwesterly out of Downtown through National and Greenfield Avenues. The transit improvements will include new stations with real-time passenger information and ticket/pass machines, bus shelters, traffic signal prioritization, improved radio communication systems in the dispatch office and the purchase of 20 buses. The service will operate with 10-minute headways during the peak-period and 15-minute headways during the weekday off-peak.

The BRT line will provide connectivity through transfers with up to 18 existing MCTS bus routes. In addition, the BRT line is expected to strengthen connections between high-density residential neighborhoods on the northeast side of Milwaukee and on the southwest side of Milwaukee with employment opportunities within Downtown Milwaukee and at the eastern and western termini of the route.

The 2011 appropriation will be used for the design and construction of the following:

• Station / Bus Shelters and “bump-outs” (roadway and sidewalk reconstruction for the bus stops)	\$ 8,720,000
• Traffic Signal Priority and Technology improvements	\$ 5,580,000
• Fare Collection Equipment	<u>\$ 3,420,000</u>
	<u>\$17,720,000</u>

The 2011 appropriation will also be used to purchase 20 buses at a cost of \$25,340,000. Buses will be ordered 12 – 18 months in advance of the estimated infrastructure completion date to allow for the construction and actual delivery of the buses (which ranges between 12 – 18 months).

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

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**SECTION 2
AIRPORTS**

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA042	Project Title and Location GMIA Bag Claim Building Remodeling	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$1,695,750				\$1,695,750
2010					\$0
2011	\$5,436,000				\$5,436,000
2012	\$46,018,000				\$46,018,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$53,149,750	\$0	\$0	\$0	\$53,149,750

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$1,695,750	\$5,436,000		\$7,131,750
Construction & Implementation			\$46,018,000	\$46,018,000
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	\$1,627,000	\$4,836,000		\$6,463,000
DPW Charges	\$68,750	\$600,000		\$668,750
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures			\$46,018,000	\$46,018,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$1,695,750	\$5,436,000	\$46,018,000	\$53,149,750

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	\$5,436,000
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$5,436,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$515,560
2009 Expenditures	\$0
2010 Expenditures	\$0
Total Expenditures to Date	\$515,560
Encumbrances	\$716,473
Available Balance	\$463,717

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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA042 - GMIA Bag Claim Building Remodeling

An appropriation of \$5,436,000 is budgeted to complete the design phase of the GMIA Bag Claim Building Remodeling project. Financing is provided from Passenger Facility Charge revenue.

In 1999, a conceptual study was conducted of the bag claim area and several recommendations were made to help resolve the deficiencies in the bag claim distribution system and bag claim area, including the removal of the rental car facilities. Accordingly, as part of the parking structure project in 2002, a rental car center was constructed on the first floor of the parking structure, allowing the relocation of the car rental company offices and counters from the bag claim building and providing additional room for the bag claim function.

The 2006 Adopted Capital Budget provided \$1,695,750 for the initial design phase of the GMIA Bag Claim remodeling project. The design was anticipated to be completed by 2008 and \$14,570,000 was estimated to be needed for construction, bringing the total estimated cost to \$16,445,750.

The 2011 appropriation will provide financing to complete the design through the bidding phase, including funding for consultant agreements for construction administration and construction management. It is anticipated that an appropriation of \$46,018,000 will be requested in the 2012 Capital Improvements Budget for construction, which will be completed in 2013. The total cost of the project is estimated to be \$53,154,000.

Based on the preliminary design work, the appropriate scope of the remodeling should include a total renovation of the approximate 46,000 square foot existing building, including the heating ventilating and air conditioning (HVAC) system, construction of a new roof, new lighting for the interior, new lighting for the exterior roadway, front sidewalk improvements, and replacement of the canopy system that covers the walkways and all or part of the road outside of the bag claim building.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA044	Project Title and Location GMIA In-line Baggage Screening Phase II	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority 1	Person Completing Form Edward Baisch	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$40,499,133	\$17,289,018	\$393,312		\$22,816,803
2010					\$0
2011	\$11,589,000				\$11,589,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$52,088,133	\$17,289,018	\$393,312	\$0	\$34,405,803

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$2,815,000			\$2,815,000
Construction & Implementation	\$22,148,000	\$11,589,000		\$33,737,000
Right-of-Way Acquisition				\$0
Equipment				\$0
Other	\$15,536,133			\$15,536,133
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees	\$1,000			\$1,000
Professional Services	\$3,155,000			\$3,155,000
DPW Charges	\$1,000,000			\$1,000,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$15,000			\$15,000
Buildings/Structures	\$20,790,000	\$11,589,000		\$32,379,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$15,538,133			\$15,538,133
Total Project Cost	\$40,499,133	\$11,589,000	\$0	\$52,088,133

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	\$11,589,000
Total Budget Year Financing	\$11,589,000

Cost Estimates Prepared By Consultant (McCluer)	DPW Review By Edward Baisch
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Project Useful Life (Years)	20
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Project Fiscal Status

Prior Year Expenditures	\$11,520,241
2009 Expenditures	\$892,972
2010 Expenditures	\$393,689
Total Expenditures to Date	\$12,806,902
Encumbrances	\$2,133,436
Available Balance	\$25,558,795

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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA044 – GMIA In-line Baggage Screening – Phase II

An appropriation of \$11,589,000 is budgeted to complete construction phase of the GMIA In-line Baggage Screening – Phase II project. Financing is provided from Passenger Facility Charge-Backed General Airport Revenue Bonds.

Background

The events of September 11, 2001 led to an increased awareness of actions needed to provide a more secure airport environment. As a result, the 2002 Adopted Capital Improvements Budget included an appropriation of \$1,942,000 for bomb proofing, vehicle inspection stations, additional barriers, and dog kennels to house bomb sniffing dogs.

At the end of year 2002, in compliance with Federal mandates, the Transportation Security Administration (TSA), began operation of equipment and procedures to screen all checked baggage at GMIA. This arrangement resulted in substantial congestion in the unsecured lobby area as well as significant inefficiency in both the TSA and the GMIA airlines' ticketing operations.

GMIA In-line Baggage Screening- Phase I

Phase I construction is completed and involved creating two common use bag make-up rooms, rather than the eight that previously existed. Each room contains two carousels and conveyor belts that feed passenger baggage from the ticketing lobby to the makeup rooms; however, Phase I did not remove the L-3 Explosive Detection System (EDS) equipment from the ticketing lobby. The total estimated costs for Phase I was \$13,023,000.

GMIA In-line Baggage Screening Phase II

The 2009 Adopted Capital Improvements Budget included an appropriation of \$2,815,000 for the design of Phase II of the GMIA In-line Baggage Screening project. The Phase II design conceptually envisioned two elevated structures on the north and south side of ticketing to house the EDS equipment. These elevated structures will permit tug traffic to proceed unimpeded to the baggage makeup rooms. The conveyor system installed in Phase I will be extended to these rooms with a number of diverters and pushers to ensure an efficient screening process. Centralized TSA screening will ensure maximum use of personnel and once bags are screened they will be returned through conveyers to the appropriate airline for delivery to outbound aircrafts.

In October 2009, an appropriation transfer included expenditure authority of \$22,148,000 for the construction phase of the GMIA In-line Baggage Screening Phase II project. Financing was provided from \$16,611,000 in Federal revenue and \$5,537,000 in PFC-Backed General Airport Revenue Bonds.

The 2011 appropriation of \$11,589,000 represents the total estimated remaining costs to complete construction of Phase II of the GMIA Inline Baggage Screening project.

In September 2010, the TSA announced an award of \$20,300,000 for the construction of the in-line baggage screening.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA127	Project Title and Location GMIA Terminal Expansion Design Study	4789-2011
Requesting Department or Agency Transportation and Public Works		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$500,000				\$500,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$500,000	\$0	\$0	\$0	\$500,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$500,000	\$0	\$500,000
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		\$430,000		\$430,000
DPW Charges		\$70,000		\$70,000
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
Total Project Cost	\$0	\$500,000	\$0	\$500,000

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	\$500,000
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$500,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA127 – GMIA Terminal Expansion Design Study

An appropriation of \$500,000 is budgeted for a GMIA Terminal Expansion Design Study. Financing is provided from Passenger Facility Charge revenue.

This project will consist of an architectural and engineering concept analysis to further plan for the General Mitchell International Airport (GMIA) terminal expansion as proposed by the current GMIA Master Plan Update. The study would examine in further detail the expansion of the GMIA terminal including the extension of the ticketing and bag claim structures to the south, growth of the terminal building for circulation, concessions and other defined needs, development of concourses “F” and “G”, expansion of the terminal apron for aircraft gate parking, all necessary building connectors and the reconfiguration of the vehicle entrance roadways including taxicab and bus holding areas. Elements in the scope will include a full review of the needs and feasibility of the expansion of the proposed facilities with preliminary layout of the new and modified structures and utilities, full description of both the interior and exterior functional areas, proposed sequencing and phasing of the expansion, identification of alternative design options and preliminary estimates of probable project costs.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 used for components of basic study, planning and design.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA131	Project Title and Location GMIA Part 150 Study-Ramp Electrification	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority 8	Person Completing Form Edward Baisch	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$269,500	\$216,000	\$27,000		\$26,500
2010					\$0
2011	\$188,500	\$141,375	\$23,563		\$23,562
2012	\$10,400,000	\$3,900,000	\$650,000		\$5,850,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$10,858,000	\$4,257,375	\$700,563	\$0	\$5,900,062

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$269,500	\$188,500	\$5,200,000	\$5,658,000
Construction & Implementation			\$5,200,000	\$5,200,000
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	\$220,000	\$160,000		\$380,000
DPW Charges	\$49,500	\$28,500		\$78,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures			\$10,400,000	\$10,400,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$269,500	\$188,500	\$10,400,000	\$10,858,000

Budget Year Financing

Federal, State and Local Aids	\$164,938
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	\$23,562
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$188,500

Cost Estimates Prepared By Consultant & Tim Kipp, Edward Baisch	DPW Review By Edward Baisch
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$0
2009 Expenditures	\$0
2010 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
Available Balance	\$269,500

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 June 2008
Complete Final Plans & Specifications December 2008
Begin Construction
Complete Construction
Scheduled Project Closeout

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA131 – GMIA Part 150 Study – Ramp Electrification

An appropriation of \$188,500 is budgeted for the design of IAB (International Arrivals Building) Ramp Electrification at GMIA. This design is both Passenger Facility Charge (PFC) financing and Airport Improvement Program (AIP) eligible. Financing is provided from \$141,375 in federal revenue, \$23,563 in state revenue and \$23,562 in Passenger Facility Charge Revenue.

The IAB Ramp Electrification - Design project is an individual outcome of the larger FAR Part 150 Study that has recently been completed and approved by the Milwaukee County Board of Supervisors.

The 2008 Adopted Capital Improvements Budget included an appropriation of \$269,500 that provided for the design of Ramp Electrification for the North FBO Signature Ramp, the West Ramp and on the south side of the Concourse D Stem. The 2011 appropriation will add the IAB to this project.

The 2011 appropriation will address aircraft noise generated by parked aircraft that either idle their engines or use generator powered auxiliary units (APU) to maintain onboard instruments or provide temperature control in the aircraft. The following are the types of general mitigation measures available for this type of ground noise:

- Use of quiet and clean electric powered auxiliary units for aircraft to minimize use of aircraft engines and generator powered auxiliary power units.
- Voluntary Airport Regulations for time limits on APU usage and aircraft engine idle time.

GMIA currently has engine idle procedures in place for the terminal area including a voluntary time limit. However, in many circumstances, limiting engine idle time is not practical. To achieve further reductions in noise and harmful emissions from aircraft engines, ramp electrification needs to be pursued. To utilize electric powered auxiliary units that mitigate the noise, the aircraft parking ramps must be “electrified” to provide power to these units. At terminal gates where aircraft can park at passenger loading bridges and sufficient electrical power is available, these units are mounted to and powered through the bridges. However, at aircraft parking locations that do not utilize passenger loading bridges, such as at the hardstand parking locations near the IAB, electrical power will need to be supplied through vaults installed in the ramp pavement.

Design for this project will include the investigation of available service, the routing of conduit and cable to the IAB passenger loading bridge and at appropriate vault locations, design of the vaults with required equipment and the specification of additional mobile equipment (such as pre-conditioned air units) to provide the necessary service to the aircraft. An aircraft parking plan will be formulated with the design to determine the optimal placement of the in-pavement vaults. The design work will conclude with detailed construction cost estimates and the preparation of bidding documents for the new facilities. The construction estimates prepared during design will be used to identify more accurate budget amounts for future construction appropriation requests.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA139	Project Title and Location GMIA Redundant Main Electric Service Feed	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

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
2010					\$0
2011	\$321,000				\$321,000
2012	\$3,481,000				\$3,481,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$4,123,000	\$0	\$0	\$0	\$4,123,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$321,000	\$321,000		\$642,000
Construction & Implementation			\$3,481,000	\$3,481,000
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	\$275,000		\$525,000
DPW Charges	\$69,000	\$46,000		\$115,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$2,000			\$2,000
Buildings/Structures			\$3,481,000	\$3,481,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$321,000	\$321,000	\$3,481,000	\$4,123,000

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	\$160,500
Gifts & Cash	
Contributions	
PFC Bonds	\$160,500
Total Budget Year Financing	\$321,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$0
2009 Expenditures	\$28,742
2010 Expenditures	\$0
Total Expenditures to Date	\$28,742
Encumbrances	\$0
Available Balance	\$292,258

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA139 – GMIA Redundant Main Electric Service Feed

An appropriation of \$321,000 is budgeted for the design phase of the GMIA Redundant Main Electric Service Feed project. Financing is provided from \$160,500 in Passenger Facility Charge revenue and \$160,500 in General Airport Revenue Bonds.

A redundant main electrical service feed will 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 duct bank and manhole system. This condition contributed to the loss of power for several days 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. Other outages have occurred each year due to either weather or maintenance needs.

To reduce these situations and provide significant improved electrical service reliability, this project proposes to provide a second two-line electric power service from WE Energies to serve the Terminal Building. The current service feeders enter the northwest side. WE Energies proposes to extend the two-line system from which they now serve the field lighting regulator building to the south side of the Terminal Building. A formal proposal from WE Energies will be submitted during the design phase of this project. The extension of the lines would be accomplished through a directional bore under Runway 25L-7R and to a location near the southeast corner of the Parking Structure. 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 six 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 contemplating the development of a new substation that would replace one of the two lines serving GMIA. With the completion of this substation, each service feed to GMIA would then be routed from independent WE Energies substations.

The 2011 appropriation will be used to finance the design phase of the project. The design phase will include refinement of the project objectives, confirmation of the location of the redundant service substation within the airport, coordination of the utility feed locations and routes so that WE Energies can develop their proposal for the new feed, development of the pathways and details for the substation and cabling to the existing switch gear, and development of the new equipment specifications. The design work will also include detailed construction cost estimates and the preparation of bidding documents for the construction phase of the work. A construction estimate prepared during the design phase will be used to identify an appropriate budget amount for the construction phase of the project.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 used for components of basic study, planning and design.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA141	Project Title and Location GMIA Training Facility	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

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
2010					\$0
2011	\$489,000				\$489,000
2012	\$5,350,000				\$5,350,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$5,840,805	\$0	\$0	\$0	\$5,840,805

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$1,805	\$489,000	\$0	\$490,805
Construction & Implementation		\$0	\$5,350,000	\$5,350,000
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		\$375,000		\$375,000
DPW Charges	\$1,805	\$114,000		\$115,805
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures			\$5,350,000	\$5,350,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$1,805	\$489,000	\$5,350,000	\$5,840,805

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	\$489,000
Investment Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$489,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$0
2009 Expenditures	\$1,805
2010 Expenditures	\$0
Total Expenditures to Date	\$1,805
Encumbrances	\$0
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA141 – GMIA Training Facility

An appropriation of \$489,000 is budgeted for the design phase of the Training Facility at GMIA. Financing is provided from the Airport Capital Improvement Reserve Account.

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 takes 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 be well over 100. This additional training is approximately three hours per individual. Sufficient new space is needed to provide an appropriate training environment, the ability to repair and maintain the units, and house supplies.

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 design will consider 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 is expected to make the existing space more practical for use and provide better access to the various areas along the length of the building.

The design will also consider the addition of an elevator or ramp for ADA access between the ground level space to the Administration Building second 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 access to the concourse level from their leased space on the ground floor.

The design work will conclude with a detailed construction cost estimate and the preparation of bidding documents for the construction phase of the work. A more accurate construction estimate will be prepared during design that will be used to identify a budget amount for the 2012 construction appropriation request.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 are used for some components of basic planning and design as needed.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA142	Project Title and Location LJT Runway 15L - 33R Extension	4789-2011
Requesting Department or Agency Airport		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010	\$200,000	\$190,000	\$5,000		\$5,000
2011	\$260,000	\$247,000	\$6,500		\$6,500
2012	\$1,840,000				\$1,840,000
2013					\$0
2014	\$2,088,000	\$1,983,600	\$52,200		\$52,200
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$4,388,000	\$2,420,600	\$63,700	\$0	\$1,903,700

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$200,000	\$260,000	\$0	\$460,000
Construction & Implementation			\$3,928,000	\$3,928,000
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	\$1,000			\$1,000
Professional Services	\$157,000	\$175,000		\$332,000
DPW Charges	\$38,500	\$85,000		\$123,500
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.	\$1,500			\$1,500
Buildings/Structures			\$1,840,000	\$1,840,000
Land/Land Improvements			\$2,088,000	\$2,088,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$2,000			\$2,000
Total Project Cost	\$200,000	\$260,000	\$3,928,000	\$4,388,000

Budget Year Financing

Federal, State and Local Aids	\$253,500
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$6,500
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$260,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	\$1,165
Total Expenditures to Date	\$1,165
Encumbrances	
Available Balance	\$198,835

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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA142 – LJT Runway 15L-33R Extension

An appropriation of \$260,000 is budgeted in 2011 for design of the Runway 15L-33R Extension at Lawrence J. Timmerman Airport (LJT). This project is Airport Improvement Program (AIP) eligible. Financing is provided from \$247,000 in federal revenue, \$6,500 in state revenue and \$6,500 from the LJT Special 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 useable for business jet aircraft. Business jet aircraft purchase more fuel than private general aviation aircrafts. Since the airport receives revenue from the fuel purchased, additional utilization of LJT by jets would make the airport more financially stable.

The County Board adopted the LJT Master Plan Study on February 7, 2008. The Master Plan document is currently in the process of review and approval by the Wisconsin Department of Transportation, Bureau of Aeronautics.

In 2010, an appropriation of \$200,000 was provided for the environmental review and appropriate documentation as required by the National Environmental Policy Act (NEPA) for this project. It is anticipated this review will be completed in early 2011, at which time the design would begin.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA161	Project Title and Location GMIA Terminal Roadway Signage	4789-2011
Requesting Department or Agency Transportation and Public Works		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$250,000				\$250,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$250,000	\$0	\$0	\$0	\$250,000

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				\$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		\$200,000		\$200,000
DPW Charges		\$50,000		\$50,000
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
Total Project Cost	\$0	\$250,000	\$0	\$250,000

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	\$250,000
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$250,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA161– GMIA Terminal Roadway Signage

An appropriation of \$250,000 is budgeted for the design of the Terminal Roadway Signage project. Financing is provided from by Passenger Facility Charge 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 design phase of this project 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 design work will also include a cost estimate for the construction phase of the project.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 used for components of basic study, planning and design.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA162	Project Title and Location GMIA Cessna Service Apron Reconstruction	4789-2011
Requesting Department or Agency Transportation and Public Works		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$95,000	\$71,250	\$11,875		\$11,875
2012	\$1,050,000				\$1,050,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$1,145,000	\$71,250	\$11,875	\$0	\$1,061,875

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$95,000		\$95,000
Construction & Implementation			\$1,050,000	\$1,050,000
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		\$5,000		\$5,000
DPW Charges		\$90,000		\$90,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements			\$1,050,000	\$1,050,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$0	\$95,000	\$1,050,000	\$1,145,000

Budget Year Financing

Federal, State and Local Aids	\$83,125
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$11,875
Investment Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$95,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA162 – GMIA Cessna Service Apron Reconstruction

An appropriation of \$95,000 is budgeted for the design phase of the GMIA Apron Reconstruction project for the Cessna Citation Service Center. Financing will be provided from \$71,250 in federal revenue, \$11,875 in state revenue and \$11,875 from the Airport Capital Improvement Reserve Account. Cessna will reimburse the Airport for the \$11,875 from the Airport Capital Improvement Reserve Account.

The Cessna Citation Service Center hangar and apron pavement were constructed in 1989. The apron was expanded in 2006. The original section of the ramp is in need of reconstruction and is deteriorating due its age and extensive use. The apron would be reconstructed with Portland Cement Concrete on Econocrete and crushed aggregate base course. The present estimated total cost for the project, including both design and construction, is \$1,145,000. The design work will also include a more detailed construction cost estimate in conjunction with the preparation of bidding documents for the construction phase of the work.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 DTPW staff will be responsible for overall project management. Specialized consultants will be used for some components of basic planning and construction management as needed.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA163	Project Title and Location GMIA Perimeter Road Bridge over Howell Ave.	4789-2011
Requesting Department or Agency Transportation and Public Works		Functional Group Transportation
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$300,000	\$225,000	\$37,500		\$37,500
2012	\$3,200,000				\$3,200,000
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$3,500,000	\$225,000	\$37,500	\$0	\$3,237,500

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		\$250,000
DPW Charges		\$50,000		\$50,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements			\$3,200,000	\$3,200,000
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$0	\$300,000	\$3,200,000	\$3,500,000

Budget Year Financing

Federal, State and Local Aids	\$262,500
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	\$37,500
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$300,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WA163 – GMIA Perimeter Road Bridge over Howell Ave.

An appropriation of \$300,000 is budgeted for the design phase of the GMIA Perimeter Road Bridge over Howell Avenue project. Financing will be provided from \$225,000 in Federal Airport Improvement Program revenue, \$37,500 in state revenue and \$37,500 in Passenger Facility Charge revenue.

In recent years, there has been an increasing need to add more safety related features to 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 Action project the perimeter road system is being extended on the south side of runway 7R eastward to Howell Avenue. This project will construct a bridge over Howell Avenue that will connect the perimeter road to the east side of Howell Avenue at Citation Way. Eventually, this road will 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. In August of 2010, GMIA received support from the Federal Aviation Administration Airport Certification Office that the project should move forward in order to reduce the potential for runway incursions.

Design of this bridge on the south side of Runway 7R-25L at Citation Way will be similar to the existing bridge the crosses Howell Avenue between the terminal and the cargo ramp located north of Runway 7R-25L. The design work will also include a more detailed construction cost estimate that will be used to identify an appropriate budget amount for the construction phase of the project.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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 are used for some components of basic planning and construction management as needed.

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SECTION 3
DEPARTMENT OF PARKS, RECREATION AND CULTURE

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WP174	Project Title and Location Parks Major Maintenance	4789-2011
Requesting Department or Agency Parks		Functional Group Parks, Recreation & Culture
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010	\$750,000				\$750,000
2011	\$1,325,000				\$1,325,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$2,075,000	\$0	\$0	\$0	\$2,075,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$137,500		\$137,500
Construction & Implementation	\$750,000	\$1,187,500		\$1,937,500
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		\$47,000		\$47,000
Professional Services		\$34,000		\$34,000
DPW Charges		\$54,000		\$54,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures	\$750,000	\$1,187,500		\$1,937,500
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$2,500		\$2,500
Total Project Cost	\$750,000	\$1,325,000	\$0	\$2,075,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$1,325,000
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 Year Financing	\$1,325,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	\$316,188
Total Expenditures to Date	\$316,188
Encumbrances	\$187,802
Available Balance	\$246,010

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WP174 – Parks Major Maintenance

An appropriation of \$1,325,000 is budgeted for maintenance on parks facilities, parking lots and athletic courts. Financing will be provided from \$100,000 in University of Wisconsin-Milwaukee land sale revenue and from \$1,225,000 in Crystal Ridge land sale revenue. The projects that are associated with the Crystal Ridge land sale revenue are asterisked (*). These projects may not proceed until a contract for the sale of Crystal Ridge site is executed and the County Controller confirms that proceeds will be received in 2011. The remaining revenue will be applied towards projects included in the 2011 Capital Improvements Budget.

WP17402 Parks Building Painting*

An appropriation of \$500,000 is allocated to paint various parks buildings and pavilions. The list below provides a breakdown of the parks that will have buildings or pavilions painted and the estimated cost associated with each.

Site - Name	Estimated Cost
Baran Park	\$5,000.00
Bradford Park	\$10,000.00
Brown Deer Park	\$15,000.00
Cannon Park	\$10,000.00
Carver Park	\$5,000.00
Center Street Park	\$5,000.00
Currie Park	\$15,000.00
Doctors Park	\$5,000.00
Estabrook Park	\$20,000.00
Greenfield Park	\$40,000.00
Hanson Park	\$15,000.00
Jackson Park	\$25,000.00
Jacobus Park	\$10,000.00
Juneau Park	\$5,000.00
Kern Park	\$30,000.00
King Park	\$5,000.00
Kletsch Park	\$5,000.00
Kosciuszko Park	\$25,000.00
Lake Park	\$60,000.00
Lyons Park	\$15,000.00
Manitoba Park	\$15,000.00
McCarty Park	\$5,000.00
McKinley Park	\$45,000.00
Mitchell Park	\$5,000.00
Pulaski Park-Milwaukee	\$5,000.00
Rose Park	\$5,000.00
Smith Park	\$10,000.00
Tiefenthaler Park	\$15,000.00
Washington Park	\$5,000.00
West Milwaukee Park	\$10,000.00
Wisconsin Avenue Park	\$5,000.00
MLK Community Center	\$50,000.00
Grand Total	\$500,000.00

WP174 - Parks Major Maintenance (Continued)

WP17403 Domes HVAC Repairs and Upgrades

An appropriation of \$100,000 is budgeted to replace portions of the HVAC system at the Domes. In 2010, the HVAC control system at the Domes was replaced. The 2011 appropriation will be used to replace the steam traps, a steam valve, and the air dampers. The steam traps were originally budgeted to be replaced in 2010, but after further evaluation of the system it was determined that the control system needed to be repaired first. The steam valves regulate how much steam is sent to the steam traps, which then release steam and heat into the facility. The air dampers regulate how much fresh and stale air is mixed in with the heat. The steam valve, steam traps and air dampers are all vital to the proper functioning of the HVAC system.

WP17405 Tennis Court Color Coatings*

An appropriation of \$100,000 is budgeted for color coatings and crack repairs at six courts at Sherman Park and four courts at Humboldt Park.

WP17406 Parking Lot and Crosswalk Maintenance*

An appropriation of \$625,000 is budgeted to crack fill, seal, and stripe various parking lots and to paint various crosswalks. All of the parking lots in the list below will be crack filled and re-striped.

Park	Location
Hales Corners Park	Picnic Area #1
Oakwood Golf Course	North Clubhouse
Baran Park	S. Chase Ave.
Whitnall Park	Nature Center
Wilson park	Along S. 13th St.
South Shore Park	Launch Ramp
Washington Park	Senior Center
Kulwicki Park	Hwy 100 & Coldspring
King Park	14th & Vliet
Kosciuszko Park	Community Center & Pool
Wilson Park	Picnic Area, South Central
Bender Park	Lower Lot
Whitnall Park	Golf Clubhouse
Whitnall Park	Ross Loge (Hostel)
Grant Park	Beach / Launch
Mitchell Park	Domes, S. lot
South Shore Park	Pavilion & Roadway Parking Lots
Whitnall Park	Arboretum Building & Service Building
Rainbow Park	Wading Pool
Oak Creek Pkwy	East of Howell Ave.
Rose Park	East (off N. 3rd ST.)
Kletzsch Park	N/E Picnic Area 3 & 4
Kletzsch Park	Soccer Area (adj. To Picnic Area 5)
McGovern Park	Senior Center
Greenfield Park	Golf Clubhouse
Greenfield Park	Swimming Pool
Underwood Creek	Camp Wil-O-Way

WP174 - Parks Major Maintenance (Continued)

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WP184	Project Title and Location Parks Retaining Wall Repair and Replacement	4789-2011
Requesting Department or Agency Parks, Recreation and Culture		Functional Group Parks, Recreation & Culture
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$1,050,000				\$1,050,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$1,050,000	\$0	\$0	\$0	\$1,050,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$98,600		\$98,600
Construction & Implementation		\$951,400		\$951,400
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		\$40,000		\$40,000
Professional Services		\$14,450		\$14,450
DPW Charges		\$39,350		\$39,350
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$951,400		\$951,400
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$4,800		\$4,800
Total Project Cost	\$0	\$1,050,000	\$0	\$1,050,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$1,000,000
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	\$50,000
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$1,050,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WP184 - Park Retaining Wall Repairs & Replacement

An appropriation of \$1,050,000 is budgeted to repair retaining walls at the various locations identified below. Financing will be provided from \$1,000,000 in Crystal Ridge land sale revenue and from the reallocation of expenditure authority and revenues of \$50,000 in general obligation bonds issued in 2010* (See the "Introduction" section for more details). Crystal Ridge financed projects may not proceed until a contract for the sale of the Crystal Ridge site is executed and the County Controller confirms that proceeds will be received in 2011. The remaining revenue will be used towards projects included in the 2011 Capital Improvements Budget.

Project Number	Park/Location	Total
WP18401	Smith Park	\$50,000
WP18402	Oak Creek Parkway Stream Bank/River Walls	\$250,000
WP18403	Honey Creek Parkway Stream Bank/River Walls	\$250,000
WP18404	Hanson Golf Course Stream Bank/River Walls	\$150,000
WP18405	Lincoln Park Lagoon Walls	\$100,000
WP18406	Lake Park Ravine Wall Repairs	\$200,000
WP18407	Estabrook Park Boardwalk & Retaining Wall Replacement*	\$50,000
	TOTAL	\$1,050,000

The retaining walls that have been selected for repair in 2011 in order to correct damage due to erosion, water damage and/or general deterioration due to the age of the wall. The repairs will secure the stability of the structures.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WP185	Project Title and Location Parks Tuckpointing - Walls and Buildings	4789-2011
Requesting Department or Agency Parks, Recreation and Culture		Functional Group Parks, Recreation & Culture
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$800,000				\$800,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$800,000	\$0	\$0	\$0	\$800,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$80,000		\$80,000
Construction & Implementation		\$720,000		\$720,000
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		\$28,250		\$28,250
Professional Services		\$16,400		\$16,400
DPW Charges		\$32,000		\$32,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$720,000		\$720,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$3,350		\$3,350
Total Project Cost	\$0	\$800,000	\$0	\$800,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$800,000
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 Year Financing	\$800,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WP185 - Parks Tuckpointing – Walls and Buildings

An appropriation of \$800,000 is budgeted for tuckpointing at various locations. Financing will be provided from \$800,000 in Crystal Ridge land sale revenue. These projects may not proceed until a contract for the sale of Crystal Ridge site is executed and the County Controller confirms that proceeds will be received in 2011. Sale proceeds will first be used to pay any costs associated with the sale and to retire outstanding debt related to the property that is sold. The remaining revenue will be used towards projects included in the 2011 Capital Improvements Budget.

Project Number	Park/Facility	Item	Total
WP18501	Hoyt Park	Stone Pedestrian Bridge	\$250,000
WP18502	South Shore	Pavilion	\$100,000
WP18503	Root River	Stone Masonry Bridge	\$100,000
WP18504	Pulaski	Indoor Pool Building	\$100,000
WP18505	Noyes	Indoor Pool Building	\$100,000
WP18506	Mill Pond	Pavilion	\$50,000
WP18507	Brown Deer	Clubhouse and Boathouse	\$100,000
TOTAL			\$800,000

The structures have cracks and holes that have occurred over time between the stone and brickwork. Tuckpointing is the process of cutting out old mortar to a uniform depth and placing new mortar in the joint. Aging and damaged mortar joints can become a waterproofing problem, and eventually a structural issue, if not repaired. Once the walls are properly tuckpointed, they will have improved structural integrity, more resistance to the penetration of moisture, and an improved appearance.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WP186	Project Title and Location Parks Naturalization	4789-2011
Requesting Department or Agency Parks		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$61,000				\$61,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$61,000	\$0	\$0	\$0	\$61,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$220		\$220
Construction & Implementation		\$60,780		\$60,780
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				\$0
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements		\$11,280		\$11,280
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$220		\$220
Total Project Cost	\$0	\$11,500	\$0	\$11,500

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$61,000
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 Year Financing	\$61,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WP186 - Parks Naturalization

An appropriation of \$61,000 is budgeted for the parks naturalization program. Financing is provided from University of Wisconsin-Milwaukee land sale revenue.

The Department of Parks, Recreation, and Culture estimates the annual cost to mow to be \$1,674 per acre. The 15,000 acres of parkland currently consists of approximately 3,910 acres of mowed grass, 10,000 acres of natural areas and the remaining 1,090 acres consist of parking lots, parkways, structures, lagoons, walkways, pools and play areas. The estimate assumes that the grass is mowed 31 times per year (once a week for 31 weeks April - October), and includes the cost of labor and fuel.

This project will convert 20 acres of parkland from mowed grass to native tree and shrubs in order to reduce the costs associated with maintaining 15,000 acres of parkland.

The naturalization of 20 acres will cost \$3,039 per acre. The cost per acre includes the purchase of shrubs and trees, tree protectors, tree mats and the labor associated with installation. After the first year of naturalization, the maintenance costs are reduced to approximately \$50 per acre to control invasive species. The department expects a savings of approximately \$1,624 per acre annually or a total of \$32,480 per year for the full 20 acres. The resulting payback period for the project is less than 2 years.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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 Parks, Recreation and Culture staff will be responsible for overall project management. Specialized consultants will be retained as needed.

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SECTION 4
ZOO

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WZ600	Project Title and Location Zoo Master Plan	4789-2011
Requesting Department or Agency Zoo		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$400,000				\$400,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$400,000	\$0	\$0	\$0	\$400,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$400,000	\$0	\$400,000
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		\$400,000
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
Total Project Cost	\$0	\$400,000	\$0	\$400,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$200,000
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	\$200,000
PFC Bonds	
Total Budget Year Financing	\$400,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WZ600 – Zoo Master Plan

An appropriation of \$400,000 is budgeted for development of a new Master Plan for the Zoo. Financing is provided from \$200,000 in University of Wisconsin-Milwaukee land sale revenue and \$200,000 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, Spider Monkeys, Wolf Woods, and Giraffes, and new construction of the Animal Health Center, the Education Center, Lakeview Plaza, and the Gathering Place.

The Zoo Master Plan included in the 2011 Capital Improvements Budget 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 and Public Works, selected Zoo staff and representatives of the Zoological Society will develop the Plan. Work on the plan will begin once the financing of \$200,000 is received by Milwaukee County from the Zoological Society of Milwaukee County.

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.

WZ600- Zoo Master Plan (Continued)

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.

Staffing Plan

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

SECTION 5
COURTHOUSE COMPLEX

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WC070	Project Title and Location Domestic Violence Area Reconstruction	4789-2011
Requesting Department or Agency DA		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$459,000				\$459,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$459,000	\$0	\$0	\$0	\$459,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$112,400		\$112,400
Construction & Implementation		\$346,600		\$346,600
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		\$89,000		\$89,000
DPW Charges		\$23,400		\$23,400
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$346,600		\$346,600
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$0	\$459,000	\$0	\$459,000

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	\$459,000
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$459,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WC070 –Domestic Violence Area Reconstruction

An appropriation of \$459,000 is budgeted to reconstruct office space for the District Attorney’s Domestic Violence Program. Financing is provided from the reallocation of expenditure authority and revenues of \$459,000 in general obligation bonds issued in 2010. (See the “Introduction” section for more details).

An unoccupied portion of the third floor of the Safety Building in and around room 302, which was formerly used to house inmates, will be built out to provide one location for the Domestic Violence Unit, which is currently located throughout the Safety Building and the Criminal Justice Facility. The consolidation of services and space will allow greater communication between victims of domestic abuse, victim witness specialists, assistant district attorneys, law enforcement officials and confidential advocates working for Sojourner Family Peace Center. The relocation of the offices will also reduce the incidents of a victim crossing paths with their perpetrator’s family and friends while attending meetings with the District Attorney staff.

Financing will be used for environmental testing and remediation, permits, construction management, demolition, and reconstruction. The first phase of work will include demolition of existing cell bars, removal of existing window barriers, removal of hazardous building material, removal of existing walls, and removal of existing cell plumbing.

The second phase of the project includes the construction of new walls and flooring and ceiling system. It also includes the installation of new HVAC and fire suppression systems. The construction plans currently envision the following: ten offices for assistant district attorneys, three offices for six victim witness specialists, a work station for an intake specialist, a work station for an administrative assistant, a victim witness waiting room with a secure entrance, two work stations for subpoena clerks, an office for two Sojourner Family Peace Center advocates, an office for three law enforcement officers, a conference room, and men’s and women’s restrooms.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WC071	Project Title and Location District Attorney Office Security Card System	4789-2011
Requesting Department or Agency DA		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$83,000				\$83,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$83,000	\$0	\$0	\$0	\$83,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$83,000		\$83,000
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				\$0
DPW Charges		\$10,000		\$10,000
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$72,500		\$72,500
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$500		\$500
Total Project Cost	\$0	\$83,000	\$0	\$83,000

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	\$83,000
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$83,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WC071 – District Attorney Office Security Card System

An appropriation of \$83,000 is budgeted for the purchase and installation of a security card system for the District Attorney's offices. Financing is provided from the reallocation of expenditure authority and revenues of \$83,000 in general obligation bonds issued in 2010. (See the "Introduction" section for more details).

An upgraded security system with electronic locks will allow the District Attorney's office to strictly control/track access to any given area and to immediately remove access when a keycard is lost, stolen, or unreturned by a departing employee.

The appropriation will be used to purchase and install Advanced Process Controllers eight-door intelligent access control and alarm monitoring panels and enclosures. These devices will be used to operate the card readers/door Maglocks that will be placed on the entrances/ office doors of the District Attorney's offices.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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 used for some components of basic planning and design as needed.

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SECTION 6
OTHER AGENCIES

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO112	Project Title and Location Fleet Airport Equipment Acquisition	4789-2011
Requesting Department or Agency DPW Fleet Maintenance		Functional Group General Government
Department Priority 1	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$36,466,367				\$36,466,367
2010	\$14,647,010		\$152,910		\$14,494,100
2011	\$375,000				\$375,000
2012	\$1,320,000				\$1,320,000
2013	\$6,440,000				\$6,440,000
2014	\$3,410,000				\$3,410,000
2015	\$3,000,000				\$3,000,000
SUBSEQUENT					\$0
TOTAL	\$65,658,377	\$0	\$152,910	\$0	\$65,505,467

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	\$51,113,377	\$375,000	\$14,170,000	\$65,658,377
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	\$23,800			\$23,800
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$51,089,577	\$375,000	\$14,170,000	\$65,634,577
Other Expenses				\$0
Total Project Cost	\$51,113,377	\$375,000	\$14,170,000	\$65,658,377

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	\$375,000
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$375,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$15,201,190
2009 Expenditures	\$14,430,840
2010 Expenditures	\$8,005,030
Total Expenditures to Date	\$37,637,060
Encumbrances	\$4,656,248
Available Balance	\$8,820,068

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO112 – Fleet Airport Equipment Acquisition

An appropriation of \$375,000 is budgeted for vehicle and equipment replacement in 2011. Financing is provided from Passenger Facility Charge revenue.

The 2011 appropriation is for the replacement of an airport-deicing vehicle. The vehicle that is being replaced was purchased in 1994. The replacement vehicle will have a 4000-gallon anti-icing/de-icing system mounted on a six-by-four chassis.

Debt for equipment acquisitions is structured to match the expected useful life of equipment, vehicles and attachments. The actual costs, including interest paid, will be charged to user departments, which is a continuation of the practice adopted in the 2010 Budget.

User departments will continue to turn in a comparable piece of equipment, as identified by the Director of Fleet Management, for each unit that is replaced. User departments will not be allowed to keep vehicles or equipment that would exceed their current allotment as stated in the 2010 Adopted Budget.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Airport Capital Improvement Reserve. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO114	Project Title and Location Countywide Infrastructure Improvements	4789-2011
Requesting Department or Agency DTPW		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$11,894,631				\$11,894,631
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$11,894,631	\$0	\$0	\$0	\$11,894,631

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$315,000		\$315,000
Construction & Implementation		\$11,579,630		\$11,579,630
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		\$516,024		\$516,024
Professional Services		\$3,520,919		\$3,520,919
DPW Charges		\$1,633,235		\$1,633,235
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$6,222,452		\$6,222,452
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses		\$2,000		\$2,000
Total Project Cost	\$0	\$11,894,630	\$0	\$11,894,630

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$2,848,381
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	\$280,000
G.O. Bonds and Notes	\$8,169,849
Airport Reserve	
Investment Earnings	
PFC Revenue	\$596,400
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$11,894,631

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO114 – Countywide Infrastructure Improvements

An appropriation of \$11,894,631 is budgeted for infrastructure improvements of various County facilities. Financing is provided from the reallocation of expenditure authority and revenues of \$8,169,849 in General Obligation Bonds issued in 2010*, \$2,848,381 of University of Wisconsin-Milwaukee (UWM) Land Sale Revenue, \$636,400 of airport miscellaneous revenue, and \$240,000 of Insurance Proceeds. (See the “Introduction” section for more details).

Project Number	Park	Total
WO11401	O'Donnell Park Improvements	\$6,019,849
WO11405	Museum Façade Repair and Replacement	\$1,400,000
WO11406	Safety Building Restoration	\$750,000
Total Bond Financed*: \$8,169,849		
WO11401	O'Donnell Park Improvement	\$540,382
WO11403	City Campus Façade and Other Inspections	\$260,000
WO11407	GMIA & LJT Airport Improvements	\$596,400
WO11409	Research Park Infrastructure Improvements	\$27,600
WO11410	Criminal Justice (County Grounds) Improvements	\$120,000
WO11411	Criminal Justice Facility (Courthouse) Improvements	\$996,000
WO11412	HOC Infrastructure Improvements	\$62,400
WO11413	DHHS Infrastructure Improvements	\$6,000
WO11414	Senior Centers Infrastructure Improvements	\$36,000
WO11415	Trimborn Farm Infrastructure Improvements	\$24,000
WO11416	Transit Infrastructure Improvements	\$355,200
WO11417	Parks Infrastructure Improvements	\$466,800
WO11418	Zoo Infrastructure Improvements	\$234,000
Total Cash Financed: \$3,724,782		

WO11401 O'Donnell Park Improvements

An appropriation of \$6,557,830 is budgeted to remove the precast panels on the parking structure and replacing them with an exterior insulation finishing system, repair the exposed cast-in-place concrete parapet, and to replace the existing railings with taller railings. The project also includes the resealing of the parking deck, replacing various piping, repairing the water infiltration source, replacing the landscaping and paving, and performing other general maintenance. Financing is provided from \$6,019,849 in general obligation bonds and \$540,382 in UWM land sale revenue. As the project proceeds, some of the items currently identified as eligible for bond financing may be determined to be major maintenance and therefore would require cash financing.

This project represents Option 1 – Remove Precast Panels and Leave Them Off of the O'Donnell Park Parking Structure Update of Repair Options Report submitted to the County Board of Supervisors in September 2010. Other options include selling the property for development. If this option were pursued the \$6,557,830 would be available for other capital projects.

WO114- Countywide Infrastructure Improvements (Continued)

WO11403 City Campus Façade and Other Inspections

An appropriation of \$260,000 is budgeted to repair the façade at City Campus and to inspect the facades of the General Mitchell International Airport (GMIA) Parking Structure, the Marcus Center PAC Office Tower, the Criminal Justice Facility and the Safety Building, as required in compliance with the City of Milwaukee Ordinance 275-23-13e. Financing is provided from \$220,000 in UWM land sale revenue and \$40,000 in airport miscellaneous revenue for the GMIA parking structure inspection.

WO11405 Museum Façade Repair and Replacement

An appropriation of \$1,400,000 is budgeted for the cleaning/replacement of shelf angles and the repair/replacement of the marble veneer panels at the Milwaukee Public Museum. In addition, a new flashing system will be designed, detailed, and installed. Financing is provided from the reallocation of \$1,400,000 in general obligation bonds. As the project proceeds, some of the items currently identified as eligible for bond financing may be determined to be major maintenance and therefore would require cash financing.

WO11406 Safety Building Restoration

An appropriation of \$750,000 is budgeted for restoring the existing exterior masonry at the facades on the roof area and the interior wall surfaces of the Safety Building. This work will also include tuckpointing and restoration of the brick masonry of the exterior walls in the Sheriff's Gym Light Court #1. New metal copings will be installed on the parapet walls around light court. Also, the interior room finishes and upper floor of light court will be repaired. Financing is provided from the reallocation of \$750,000 in general obligation bonds. As the project proceeds, some of the items currently identified as eligible for bond financing may be determined to be major maintenance and therefore would require cash financing.

WO11407 GMIA & LJT Airport Improvements

An appropriation of \$596,400 is budgeted for infrastructure improvements at General Mitchell International Airport (GMIA) and Lawrence J. Timmerman Airport. A majority of the appropriation (\$360,000) is for epoxy sealant for the walls of the GMIA D Concourse. Other improvements include installing roof flashing caps, caulking, repairing masonry, repairing/replacing windows, replacing metal panels, and performing close up examinations. Financing is provided from airport miscellaneous revenue.

WO11409 Research Park Infrastructure Improvements

An appropriation of \$27,600 is budgeted for infrastructure improvements at the Technology Innovation Center. These improvements include the repairing of a concrete soffit, the securing of the roof flashing, the repairing of a stone parapet cap, and the repairing of the sealant of the stone parapet caps. Financing is provided from UWM land sale revenue.

WO11410 County Grounds Improvements

An appropriation of \$120,000 is budgeted to repair a balcony and spalled brick masonry at the Vel R. Phillips Juvenile Justice Center. Financing is provided from UWM land sale revenue.

WO11411 Courthouse Complex Improvements

An appropriation of \$996,000 is budgeted for infrastructure improvements at the Criminal Justice Facility and the Safety Building. The majority of the appropriation (\$960,000) is budgeted to caulk all building faces of the Criminal Justice Facility. Other improvements include repairing panels, anchoring bird control strips/pipe railing, repairing spalled quirk-miter, and removing loose stone at a cornice. Financing is provided from UWM land sale revenue.

WO11412 HOC Infrastructure Improvements

An appropriation of \$62,400 is budgeted for infrastructure improvements at the House of Corrections. These improvements include repairing cracks in precast panels, replacing/tightening silo steel bars, repairing a roof guardrail, repairing masonry coping, repairing a glass block window, repairing a lintel plate, and other minor items. Financing is provided from UWM land sale revenue.

WO114- Countywide Infrastructure Improvements (Continued)

WO11413 DHHS Infrastructure Improvements

An appropriation of \$6,000 is budgeted for infrastructure improvements at the Marcia P. Coggs Human Services Center. The improvements include repairing an exterior insulation finishing system, securing a metal panel, securing a cable enclosure, and replacing a missing drain gate. Financing is provided from UWM land sale revenue.

WO11414 Senior Center Infrastructure Improvements

An appropriation of \$36,000 is budgeted to repair the wood decking at the Washington Park Senior Center. Financing is provided from UWM land sale revenue.

WO11415 Trimborn Farm Infrastructure Improvements

An appropriation of \$24,000 is budgeted to repair a concrete structure at Trimborn Farm. Financing is provided from UWM land sale revenue.

WO11416 Transit Infrastructure Improvements

An appropriation of \$355,200 is budgeted for infrastructure improvements at various Transit Center locations. A majority of the appropriation (\$240,000) is for the repair of connections for the south precast panel at the Downtown Transit Center. Other improvements that are being done throughout the network of buildings include repairing a plaster ceiling, repairing cracked precast beams, repairing mortar joint cracks, rebuilding a masonry pier, tuckpointing, replacing signage, repairing cracked brick pilasters, reattaching metal panels, removing deteriorated light fixtures, and resetting/repairing concrete coping. Financing is provided from \$240,000 of anticipated insurance proceeds and \$115,200 of UWM land sale revenue.

WO11417 Parks Infrastructure Improvements

An appropriation of \$466,800 is budgeted for infrastructure improvements at various Parks. A bulk of the appropriation (\$342,000) is for improvements at the Sheridan Park Bathhouse, the South Shore Pavilion, and for the repair of concrete at the Brown Deer Park Clubhouse. Improvements at the Sheridan Park Bathhouse include repairing the cornice stones, repairing the cornice sealant joints, repairing the chimney, repairing the brick corner pier, tuckpointing, repairing the lintel, and repairing spalled brick. Improvements at the South Shore Pavilion include cleaning/repairing the gutters, removing the loose brick faces, replacing brick/stone, and replacing lintels. The improvements in the rest of the Parks system include replacing broken glass panes, replacing cracked concrete, repairing/replacing chimneys, repairing concrete soffits, patching removed concrete, repairing wood/stucco, repairing sealant joints, stabilizing concrete panels, repairing leaky pipes, and repairing a concrete beam. Financing is provided from UWM land sale revenue.

WO11418 Zoo Infrastructure Improvements

An appropriation of \$234,000 is budgeted for infrastructure improvements at the Milwaukee County Zoo. These improvements include blasting clean steel tubing, replacing sealant joints, cleaning/repairing columns, tuckpointing, repairing spalls, resetting/replacing loose stone. The appropriation will also be used to complete additional inspections and to perform minor repairs. Financing is provided from UWM land sale revenue.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO205	Project Title and Location Fiscal Automation Program	4789-2011
Requesting Department or Agency DAS-Fiscal Affairs		Functional Group General Government
Department Priority 1	Person Completing Form Pamela Bryant	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$1,920,003				\$1,920,003
2010	\$452,000				\$452,000
2011	\$175,000				\$175,000
2012	\$350,000				\$350,000
2013	\$350,000				\$350,000
2014	\$350,000				\$350,000
2015	\$350,000				\$350,000
SUBSEQUENT					\$0
TOTAL	\$3,947,003	\$0	\$0	\$0	\$3,947,003

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	\$500,000	\$175,000	\$1,400,000	\$2,075,000
Right-of-Way Acquisition				\$0
Equipment	\$102,000			\$102,000
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$500,000	\$175,000	\$1,400,000	\$2,075,000
DPW Charges				\$0
Capitalized Interest	\$2,000			\$2,000
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$100,000			\$100,000
Other Expenses				\$0
Total Project Cost	\$602,000	\$175,000	\$1,400,000	\$2,177,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$65,000
Sales and Use Tax Revenue	\$110,000
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$175,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)	5
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Project Fiscal Status

Prior Year Expenditures	\$1,019,908
2009 Expenditures	\$152,491
2010 Expenditures	\$56,643
Total Expenditures to Date	\$1,229,041
Encumbrances	\$895,607
Available Balance	\$247,354

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO205 – Fiscal Automation Program

An appropriation of \$175,000 is budgeted to continue improvements to fiscal monitoring and reporting system for more efficient, effective and timely decision-making. Financing is provided from \$110,000 in sales tax revenue and \$65,000 in University of Wisconsin-Milwaukee land sale revenue.

The Fiscal Automation Program provides tools to improve the efficiency and effectiveness of fiscal budgeting, analysis, and reporting throughout the County.

The 2011 appropriation will be used to complete projects from the prior year that were delayed to implement scanning and imaging projects for the Child Support Enforcement Division and County Clerk's Office. These projects include upgrades to the financial intranet, automation of the of the unspent bonds/arbitrage penalties calculations, enhancements of the carryover system, and an upgrade of the SQL server that supports the financial intranet and continued implementation of document imaging systems.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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

The Department of Administrative Services – Information Management Services Division will provide assistance to the Department of Administrative Services – Fiscal Affairs division to implement the project. A consultant will be hired for programming that is not able to be done by existing staff.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO444	Project Title and Location BHD/MCSO Electronic Medical Records System	4789-2011
Requesting Department or Agency Office of the Sheriff/BHD		Functional Group General Government
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010	\$2,827,549				\$2,827,549
2011	\$500,000				\$500,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$3,327,549	\$0	\$0	\$0	\$3,327,549

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$188,700			\$188,700
Construction & Implementation	\$2,638,849	\$500,000		\$3,138,849
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	\$1,000			\$1,000
Professional Services	\$184,700	\$500,000		\$684,700
DPW Charges	\$1,000			\$1,000
Capitalized Interest	\$52,000			\$52,000
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$2,586,849			\$2,586,849
Other Expenses	\$2,000			\$2,000
Total Project Cost	\$2,827,549	\$500,000	\$0	\$3,327,549

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$500,000
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 Year Financing	\$500,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	\$0
Total Expenditures to Date	\$0
Encumbrances	\$0
Available Balance	\$2,827,549

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO444 – BHD/MCSO Electronic Medical Records System

An appropriation of \$500,000 is budgeted for implementation costs for the replacement of the Electronic Medical Records (EMR) systems for both the Behavioral Health Division (BHD) and the Office of the Sheriff. Financing is provided from University of Wisconsin-Milwaukee land sale revenue.

County Board Resolution 07-179 authorized and directed the Department of Audit to conduct an audit of the development, implementation and direct and indirect costs of the EMR system being implemented for inmate services at the Criminal Justice Facility and the House of Correction. The February 2008 report issued by the Department of Audit identified gaps in the current system's Total Integrated Electronic Record System performance and functionality. The 2008 report also recommended greater involvement from the County's Information Management Services Division (IMSD).

The 2010 Capital Budget included an appropriation of \$2,827,549 to replace the existing EMR system for the Sheriff's Office with a new system and directed that a study be completed to determine if the system could be shared with the Behavioral Health Division for similar medical record needs. IMSD was to identify the workflow processes and technical specifications of each office and issue a Request For Proposals (RFP) to conduct project implementation. Based on responses, the scope of work for the project including equipment, software, in-house versus remotely accessed solution, consulting, etc. will be determined.

IMSD issued an RFP and hired Joxel Inc for consulting services relating to conducting Phase 1 Discovery of the project. The consultant is in the process of identifying the workflow processes and technical specifications for both departments and will ultimately make recommendations. Based on initial findings from the consultant, it is anticipated that the County will be selecting an alternative that includes a hosted software package or a hybrid of a hosted solution that could make the project ineligible for bond financing. The consultant will develop an RFP for project implementation along with a scoring matrix to evaluate EMR vendors. At this juncture, IMSD will be ready to begin the vendor selection process through issuance of a Phase 2 RFP by February of 2011.

The 2011 appropriation will be used to finance implementation expenses. The 2010 appropriation and general obligation bond financing will be reallocated to finance 2011 Capital Improvement projects. (Please see the Introduction section of the 2011 Recommended Capital Improvements Budget for details.)

Any surplus appropriations available upon the completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. Surplus appropriations available 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

Information Management Services Division staff will be responsible for overall project management. Specialized consultants will be retained as needed.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO514	Project Title and Location War Memorial Window Replacement and Reseal	4789-2011
Requesting Department or Agency DTPW - A&E		Functional Group General Government
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$42,000				\$42,000
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$42,000	\$0	\$0	\$0	\$42,000

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$42,000		\$42,000
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		\$4,200		\$4,200
DPW Charges		\$2,800		\$2,800
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$35,000		\$35,000
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$0	\$42,000	\$0	\$42,000

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$42,000
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 Year Financing	\$42,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO514 - War Memorial Window Replacement and Reseal

An appropriation of \$42,000 is budgeted to replace and reseal windows at the War Memorial Building. Financing is provided from University of Wisconsin-Milwaukee land sale revenue.

The 2011 appropriation will address the existing window curtain wall at the east elevation of the Kahler addition to the War Memorial by replacing and resealing the windows. Improving the ability of the windows to resist moisture will prevent damage to artwork in the gallery below and the window interiors.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO515	Project Title and Location War Memorial Window Ledge Leak Repairs	4789-2011
Requesting Department or Agency DTPW - A&E		Functional Group General Government
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$15,300				\$15,300
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$15,300	\$0	\$0	\$0	\$15,300

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$15,300		\$15,300
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		\$1,530		\$1,530
DPW Charges		\$1,020		\$1,020
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures		\$12,750		\$12,750
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses				\$0
Total Project Cost	\$0	\$15,300	\$0	\$15,300

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$15,300
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 Year Financing	\$15,300

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO515 - War Memorial Window Ledge Leak Repairs

An appropriation of \$15,300 is budgeted to repair the window ledge panels at the War Memorial Building. Financing is provided from University of Wisconsin-Milwaukee land sale revenue.

The 2011 appropriation will seal and repair the copper window ledge panels on the east façade of the War Memorial Building to prevent deterioration at the exterior and interior of the facility. This work will seal roof panel seams and copper/masonry joints and prevent water penetration. All fasteners will be encapsulated with new seam sealer. Light fixture units on the ledges will be sealed to prevent water leakage.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO870	Project Title and Location County Special Assessments	4789-2011
Requesting Department or Agency Department of Public Works		Functional Group
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$5,231,114				\$5,231,114
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$6,231,114	\$0	\$0	\$0	\$6,231,114

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$500,000	\$250,000	\$500,000	\$1,250,000
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment				\$0
Other	\$4,981,114			\$4,981,114
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges	\$30,000	\$30,000	\$60,000	\$120,000
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	\$440,000	\$6,111,114
Total Project Cost	\$5,481,114	\$250,000	\$500,000	\$6,231,114

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	
Total Budget Year Financing	\$250,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$4,957,459
2009 Expenditures	\$257,483
2010 Expenditures	\$92,347
Total Expenditures to Date	\$5,307,289
Encumbrances	\$0
Available Balance	\$173,825

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO870 – County 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.

Staffing Plan

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

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO949	Project Title and Location Inventory and Assessment of County Buildings	4789-2011
Requesting Department or Agency A&E		Functional Group General Government
Department Priority	Person Completing Form	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR					\$0
2010					\$0
2011	\$1,590,719				\$1,590,719
2012					\$0
2013					\$0
2014					\$0
2015					\$0
SUBSEQUENT					\$0
TOTAL	\$1,590,719	\$0	\$0	\$0	\$1,590,719

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design		\$1,590,719		\$1,590,719
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		\$10,000		\$10,000
Professional Services		\$1,510,219		\$1,510,219
DPW Charges		\$70,000		\$70,000
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		\$500		\$500
Total Project Cost	\$0	\$1,590,719	\$0	\$1,590,719

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	\$1,168,319
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	\$422,400
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$1,590,719

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	
2009 Expenditures	
2010 Expenditures	
Total Expenditures to Date	\$0
Encumbrances	
Available Balance	\$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

2011 RECOMMENDED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO949 Inventory and Assessment of County Buildings

An appropriation of \$1,590,719 is budgeted to complete the countywide Inventory & Assessment program at various Milwaukee County building locations. This assessment will provide data that is necessary for the development of a five-year capital improvement plan along with life cycle analysis for the facilities. Financing is provided from \$1,168,319 of University of Wisconsin-Milwaukee land sale revenue for general County facilities and \$422,400 of Passenger Facility Charge Revenue for Airport Facilities.

The Property Condition Assessment Program consists of an enterprise facility management database designed to capture, retain and analyze capital asset and facility management information. The enterprise-level web-based software system helps assess exactly what is in the facility manager's property/building portfolio information, physical and functional conditions of the assets, and the changes and investments that are required to support the organizational mission. The database will allow departmental staff to manage Milwaukee County's property, consisting of:

- 191 properties totaling 20,680 acres
- 912 total structures
- 828 buildings totaling 12.9 million square feet
- \$1.35 billion in value

The project will include detailed facility condition audits, using consultants. The audits are necessary to determine the condition of properties (roofs, exterior finishes, windows, air handling systems, electrical systems, etc.) that require repair or renovation. Such an audit also determines the costs for correcting deficiencies and creates maintenance schedules for the property. Data from these audits will then be entered into the database for use by County departmental staff for routine maintenance scheduling and long-range capital planning.

As part of this project, a workgroup, consisting of the Department of Transportation and Public Works, the Department of Administrative Services, the Department of Parks, Recreation and Culture, and the Department of Audit will be formed to develop:

- Best practices for use of the database
- Solutions to data entry issues
- Procedures to utilize the database for capital planning issues
- Solutions to other issues as identified

Beginning in 1997 through 2007 the Department of Transportation and Public Works has conducted property condition assessments on 408 structures at the following properties: Courthouse Complex, Community Corrections Center, Criminal Justice Facility, Department on Aging, Office for Persons with Disabilities, Senior Centers Community Centers, Research Park Technology Innovation Ctr., Milwaukee County Transit, City Campus, Zoological Gardens, Art Museums, Historical Society Museum, Behavior Health, Marcia Cogg's Human Services Ctr., and various Parks and Parkways. DTPW is currently updating the assessment data in the Web-based database such as closing completed projects at assessed facilities, and entering and updating past studies not currently in the database system. The 2011 appropriation will finance the inventory and assessment of the remaining 504 structures at the properties listed below:

WO949- Inventory & Assessment of County Buildings (Continued)

Airports

GMIA	629,863 Sq Ft	\$333,827
Timmerman	50,172 Sq Ft	\$26,591

Criminal Justice

Children's Court	142,000 Sq Ft	\$75,260
House of Corrections	288,355 Sq Ft	\$152,828

Fleet Maintenance

Central Garage	170,590 Sq Ft	\$90,408
North Shop		

Fleet Maintenance (Airport Related) 116,938 Sq Ft \$61,982

GMIA
Timmerman

Mental Health Complex

CATC	461,553 Sq Ft	\$244,623
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Park Property

Bay View Park	445,000 Sq Ft	\$235,850
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Bender Park
Cudahy Park
Gordon Park
Grant Park
Greene Park
Grobschmidt Park
Hales Corner Park
Holler Park
Humboldt Park
Kulwicki park
Menomonee River Prkwy.
Oak Creek Prkwy.
Oakwood Park
Pulaski Park-Cudahy
Root River Prkwy.
Savaland Park
Scout Lake Park
Sheridan Park
South Shore Park
Sports Complex
St. Martins Park
Tippecanoe Park
Trimborn Farm
Warnimont Park
Webster Park
Whitnall Park
Wilson Park
Zablocki Park

WO949- Inventory & Assessment of County Buildings (Continued)

Milw. Cnty Public Museum

Museum	350,000 Sq Ft	\$185,500
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Marcus Center for Performing Arts	195,000 Sq Ft	\$103,350
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Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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.

2011 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO950	Project Title and Location Milwaukee County Public Art Program	4789-2011
Requesting Department or Agency Department of Administrative Services		Functional Group General Government
Department Priority N/A	Person Completing Form Pamela Bryant	Date September 30, 2010

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$678,385				\$678,385
2010	\$406,682				\$406,682
2011	\$20,000				\$20,000
2012	\$20,000				\$20,000
2013	\$20,000				\$20,000
2014	\$20,000				\$20,000
2015	\$20,000				\$20,000
SUBSEQUENT					\$0
TOTAL	\$1,185,067	\$0	\$0	\$0	\$1,185,067

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$249,637	\$20,000	\$80,000	\$349,637
Construction & Implementation	\$615,931			\$615,931
Right-of-Way Acquisition				\$0
Equipment				\$0
Other	\$219,499			\$219,499
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2011 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$20,000	\$20,000	\$80,000	\$120,000
DPW Charges				\$0
Capitalized Interest	\$11,000			\$11,000
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures	\$814,568			\$814,568
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings				\$0
Other Expenses	\$239,499			\$239,499
Total Project Cost	\$1,085,067	\$20,000	\$80,000	\$1,185,067

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	\$20,000
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$20,000

Cost Estimates Prepared By	DPW Review By
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Project Useful Life (Years)

Project Fiscal Status

Prior Year Expenditures	\$33,680
2009 Expenditures	\$163,777
2010 Expenditures	\$140,486
Total Expenditures to Date	\$337,944
Encumbrances	\$0
Available Balance	\$747,124

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

2010 RECOMMENDED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO950 – Milwaukee County Public Art Program

An appropriation of \$20,000 is budgeted for the public art program. Financing is provided from \$20,000 in sales tax revenue.

Even though there are no additional public art projects in 2011, there are projects still in the planning stages that were financed in 2009 and 2010.

The Public Art Committee is comprised of nine members, four appointed by the County Executive, four appointed by the County Board Chairman and the Director of Transportation and Public Works.

Pursuant to guidelines established in the 2000 Budget, the County Executive and County Board will designate and finance County capital projects for the one percent Public Art Program through the annual adopted budget.

To be eligible for the Public Art Program, a project must:

1. Have a construction budget of \$500,000 or more, and
2. Be a structure/facility to which the public has access, or
3. Be a roadway, highway and/or bike trail.

Projects that are not eligible for the Public Art Program include:

1. Purchase of computer equipment.
2. Purchase of fleet equipment.
3. Projects involving demolition (without reconstruction).
4. Projects that do not involve or provide general public access.
5. Land development projects involving environmental remediation/redevelopment.

The Committee is charged with reviewing the eligibility criteria, artist selection and making recommendations for additions/modifications. Any changes to the program criteria will require the review and approval of the County Board and the County Executive.

The Director of Transportation and Public Works is responsible for contracting with artists and authorizing payment from the Public Art Program. Standard accounting procedures for disbursements will be followed.

Once a capital project is identified for public art, a selection panel appointed by the Public Art Committee will review proposals for specific projects and make recommendations to the Public Art Committee. The Public Art Committee then selects the final artist and approves the installation of work before the final payment is made.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end to the Debt Service Reserve Fund. 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

The Department of Transportation and Public Works-Architecture and Engineering staff will be responsible for project management for the Public Art Committee projects.

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**2011 RECOMMENDED CAPITAL IMPROVEMENTS
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM
2011-2015**

Five-Year Capital Improvements Program (2011-2015)

Master Spreadsheet

As of September 27, 2010 at 4:53:21 PM

Project Number	Project	2011 Recommended Budget	2011: BREAKDOWN OF COST			2012		2013		2014		2015	
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	Levy	BOND AMOUNT	Projected Budget						
TRANSPORTATION AND PUBLIC WORKS													
1200 Highway													
WH00101	Traffic Hazard Elimination	0	0	0	0	0	0	0	0	0	0	0	0
Total WH001		0	0	0	0	0	0	0	0	0	0	0	0
WH00201	Inter-jurisdictional Traffic System CMAQ	0	0	0	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	0	0	0
Total WH002		0	0	0	0	0	0	0	0	0	0	0	0
WH01002	Reconst. Mill Rd. 43rd St. to Teutonia Avenue	0	0	0	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	0	0	0
WH01006	Reconstruct CTH "Y" Layton Avenue 27th to 43rd	0	0	0	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	0	0	0
WH01013	S. 13th St.: So. County Line Rd to Ryan Rd	0	0	0	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	0	0	0
WH01016	Reconst. 13th: Ryan to Rawson	0	0	0	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	0	0	0
WH01019	Old Loomis Rd 76th to East Cul Du Sac	0	0	0	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	0	0	0
Total WH010		0	0	0	0	0	0	0	0	0	0	0	0
WH02001	Resurface S. 76th St. South County Line to Puetz	0	0	0	0	0	0	0	0	0	0	0	0
WH02002	College Ave 13th to 20th	0	0	0	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	0	0	0
WH02005	Resurface W. Oklahoma Ave. : 108th to 72nd St.	0	0	0	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	0	0	0
WH02011	W. College Avenue: 20th to 27th Street	0	0	0	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	0	0	0
WH02013	W. College Ave.: Loomis to 51st	0	0	0	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	0	0	0
Total WH020		0	0	0	0	0	0	0	0	0	0	0	0
WH02201	N. 107th St. Brown Deer to NCL	0	0	0	0	0	0	0	0	0	0	0	0
Total WH022		0	0	0	0	0	0	0	0	0	0	0	0
WH03012	Whitnall Park Bridge #565 - Root River	0	0	0	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	0	0	0
WH03014	W. Vienna Ave. - Menomonee River #771	0	0	0	0	0	0	0	0	0	0	0	0
WH03017	Oak Creek Parkway Bridge #740	0	0	0	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	0	0	0
Total WH030		0	0	0	0	0	0	0	0	0	0	0	0
WH08002	Oak Creek Parkway Bridge #601	0	0	0	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	0	0	0
WH08008	Lake Park Bridge #576 over Ravine Road	0	0	0	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	0	0	0
WH08010	W. College Ave. Bridge #518 over Soo Line	0	0	0	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	0	0	0
WH08012	E. Rawson Ave. Bridge #0021 over Union Pacific	0	0	0	0	0	0	0	0	0	0	0	0
WH08013	Mason St. Bridge	0	0	0	0	0	0	0	0	0	0	0	0
WH08014	S. 76th St. - Root River Bridget #0575	0	0	0	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	0	0	0
WH08016	W. Layton Ave. - Root River Bridge #0013	0	0	0	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	0	0	0
WH08018	W. Rawson Ave. - Root River Bridge #0661	0	0	0	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	0	0	0
WH08020	W. Hampton Ave. Bridge over Milwaukee River #750	0	0	0	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	0	0	0

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Project Number	Project	2011 Recommended Budget	2011: BREAKDOWN OF COST			2012		2013		2014		2015	
			FEDERAL/STATE LOCAL/OTHER	Reserve/PPC/Misc Rev	Sales Tax	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
	Total WH080	0	0	0	0	0	0	3,380,000	780,000	7,250,000	1,385,000	2,300,000	460,000
WH08701	Ryan Rd Culvert East of S 112th	0	0	0	0	0	0	320,000	320,000	0	0	0	0
	Total WH087	0	0	0	0	0	0	320,000	320,000	0	0	0	0
WH22801	North Shop Improvements	0	0	0	0	0	0	1,999,445	1,999,445	3,632,140	3,632,140	0	0
	Total WH228	0	0	0	0	0	0	1,999,445	1,999,445	3,632,140	3,632,140	0	0
WH	Total Highway	0	0	0	0	0	0	79,254,015	23,342,907	24,152,140	6,944,140	6,525,000	1,305,000
1250	Mass Transit												
WT02201	MCTS Complex Renovation/Repairs	0	0	0	0	0	0	0	0	1,000,000	200,000	0	0
	Total WT022	0	0	0	0	0	0	0	0	1,000,000	200,000	0	0
WT02601	New Flyer Buses	0	0	0	0	0	0	12,284,000	7,284,000	0	0	0	0
	Total WT026	0	0	0	0	0	0	12,284,000	7,284,000	0	0	0	0
WT04701	BRT - Fondy-National Bus Shelters	5,100,000	5,100,000	0	0	0	0	0	0	0	0	0	0
WT04702	BRT - Fondy-National Intersection Bump-Outs	2,312,000	2,312,000	0	0	0	0	0	0	0	0	0	0
WT04704	BRT - Fondy-National Traffic Signal Controls	4,743,000	4,743,000	0	0	0	0	0	0	0	0	0	0
WT04705	BRT - Fondy-National Kiosks	2,907,000	2,907,000	0	0	0	0	0	0	0	0	0	0
WT04708	BRT - Fondy-National Buses	21,539,000	21,539,000	0	0	0	0	0	0	0	0	0	0
	Total WT047	36,601,000	36,601,000	0	0	0	0	0	0	0	0	0	0
WT	Total Mass Transit	36,601,000	36,601,000	0	0	0	0	12,284,000	7,284,000	1,000,000	200,000	0	0
1300	Airport												
WA04201	GMIA Bag Claim Remodeling	5,436,000	5,436,000	0	0	0	0	0	0	0	0	0	0
	Total WA042	5,436,000	5,436,000	0	0	0	0	0	0	0	0	0	0
WA04401	GMIA - In-line Baggage Screening Phase 2	11,589,000	11,589,000	0	0	0	0	0	0	0	0	0	0
	Total WA044	11,589,000	11,589,000	0	0	0	0	0	0	0	0	0	0
WA06201	GMIA Firehouse Garage Addition	0	0	0	0	0	0	167,000	0	1,092,000	0	0	0
	Total WA062	0	0	0	0	0	0	167,000	0	1,092,000	0	0	0
WA06401	GMIA - Phase II Mitigation Program	0	0	0	0	0	0	800,000	0	0	0	0	0
	Total WA064	0	0	0	0	0	0	800,000	0	0	0	0	0
WA11801	Parking Structure Phase 2	0	0	0	0	0	0	6,858,000	6,858,000	60,798,000	60,798,000	0	0
	Total WA118	0	0	0	0	0	0	6,858,000	6,858,000	60,798,000	60,798,000	0	0
WA11901	Cargo Apron Expansion	0	0	0	0	0	0	543,000	0	0	0	0	0
	Total WA119	0	0	0	0	0	0	543,000	0	0	0	0	0
WA12201	GMIA Airfield Pavement Rehabilitation	0	0	0	0	0	0	974,000	0	304,000	0	0	0
	Total WA122	0	0	0	0	0	0	974,000	0	304,000	0	0	0
WA12301	GMIA Runway Safety Improvements	0	0	0	0	0	0	200,000	0	0	0	0	0
	Total WA123	0	0	0	0	0	0	200,000	0	0	0	0	0
WA12701	Terminal Expansion Design Study	500,000	500,000	0	0	0	0	0	0	0	0	0	0
	Total WA127	500,000	500,000	0	0	0	0	0	0	0	0	0	0
WA13101	GMIA Part 150 Study-Ramp Electrification-Design	188,500	164,938	23,562	0	0	0	0	0	10,400,000	0	0	0
	Total WA131	188,500	164,938	23,562	0	0	0	0	0	10,400,000	0	0	0
WA13201	GMIA Part 150 Study - IAB Ramp Electrification	0	0	0	0	0	0	1,115,000	0	0	0	0	0
	Total WA132	0	0	0	0	0	0	1,115,000	0	0	0	0	0

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			FEDERAL/STATE LOCAL/OTHER	Reserve/PPC/Misc Rev	Sales Tax								
WA 13901	GMA - Redundant Main Electric Svc Feed -Design	321,000	0	160,500	0	160,500	0	0	0	0	0	0	0
Total WA139		321,000	0	160,500	0	160,500	0	0	0	0	0	0	0
WA 14101	GMA Training Facility	489,000	0	489,000	0	0	0	0	0	0	0	0	0
Total WA141		489,000	0	489,000	0	0	0	0	0	0	0	0	0
WA 14201	LJT RW 15L-33R Ext. -Environment Documentation	260,000	253,500	6,500	0	0	0	0	0	2,088,000	0	0	0
Total WA142		260,000	253,500	6,500	0	0	0	0	0	2,088,000	0	0	0
WA 15001	GMA Part 150 Study - Ground Run-up Enclosure	0	0	0	0	0	0	600,000	0	0	0	0	0
Total WA150		0	0	0	0	0	0	600,000	0	0	0	0	0
WA 15401	GMA Part 150 Study - Aircraft Operational Study	0	0	0	0	0	0	412,000	0	0	0	0	0
Total WA154		0	0	0	0	0	0	412,000	0	0	0	0	0
WA 15501	GMA Connector Taxiways	0	0	0	0	0	0	4,386,000	0	0	0	0	0
Total WA155		0	0	0	0	0	0	4,386,000	0	0	0	0	0
WA 15601	GMA Remote Parking - Employees	0	0	0	0	0	0	1,110,000	0	0	0	0	0
WA 15602	GMA Remote Parking - Passenger	0	0	0	0	0	0	347,000	0	1,614,000	0	0	0
Total WA156		0	0	0	0	0	0	1,457,000	0	1,614,000	0	0	0
WA 15901	GMA Part 150 Study - Noise Barrier	0	0	0	0	0	0	1,190,000	0	0	0	0	0
Total WA159		0	0	0	0	0	0	1,190,000	0	0	0	0	0
WA 16101	GMA Terminal Roadway Signage	250,000	0	250,000	0	0	0	0	0	0	0	0	0
Total WA161		250,000	0	250,000	0	0	0	0	0	0	0	0	0
WA 16201	GMA Cessina Service Apron Reconstruction	95,000	83,125	11,875	0	0	0	1,050,000	0	0	0	0	0
Total WA162		95,000	83,125	11,875	0	0	0	1,050,000	0	0	0	0	0
WA 16301	GMA Perimeter Road Bridge over Howell Ave	300,000	262,500	37,500	0	0	0	3,200,000	0	0	0	0	0
Total WA163		300,000	262,500	37,500	0	0	0	3,200,000	0	0	0	0	0
WA	Total Airport	19,428,500	764,063	6,914,937	0	11,749,500	0	47,758,500	6,858,000	65,896,000	60,798,000	0	0
1375	Environmental												
WV01501	Lake Michigan Outfall - 2700 Lincoln Memorial Dr	0	0	0	0	0	0	250,000	250,000	0	0	0	0
WV01502	Lake Michigan Outfall - Doctors Park	0	0	0	0	0	0	0	0	250,000	0	0	0
WV01503	Lake Michigan Outfall - South Shore Beach	0	0	0	0	0	0	0	0	250,000	0	0	0
Total WV015		0	0	0	0	0	0	0	250,000	500,000	0	0	0
WV	Total Environmental	0	0	0	0	0	0	250,000	250,000	500,000	0	0	0
	Total TRANSPORTATION AND PUBLIC WORKS	56,029,500	37,365,063	6,914,937	0	11,749,500	0	47,758,500	110,490,015	91,548,140	68,442,140	6,525,000	1,305,000
PARKS, RECREATION AND CULTURE													
1400	Parks, Recreation, & Culture												
WP05703	Dog Park Phase III	0	0	0	0	0	0	0	250,000	250,000	250,000	0	0
Total WP057		0	0	0	0	0	0	0	250,000	250,000	250,000	0	0
WP06201	Golf Course Improvements	0	0	0	0	0	0	1,000,000	1,000,000	1,000,000	0	0	0
WP06208	Greenfield Golf Course Irrigation	0	0	0	0	0	0	100,000	100,000	533,400	0	0	0
WP06209	Greenfield Golf Course Tees	0	0	0	0	0	0	248,979	248,979	0	0	0	0
WP06211	Brown Deer Golf Course Cart Paths	0	0	0	0	0	0	254,000	254,000	0	0	0	0
WP06212	Dretzka Golf Course Irrigation Control	0	0	0	0	0	0	155,600	155,600	0	0	0	0
WP06213	Wainmont Golf Course Irrigation Control	0	0	0	0	0	0	97,400	97,400	0	0	0	0
Total WP062		0	0	0	0	0	0	1,855,979	1,855,979	1,533,400	1,533,400	0	0

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			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WP06901	Countywide Play Area Redevelopment Program	0	0	0	0	0	0	0	0	0	0	0	0	0
Total WP069		0	0	0	0	0	0	0	0	0	0	0	0	0
WP07027	Brown Deer Asphalt Cart Path	0	0	0	0	0	0	0	0	0	0	0	0	0
Total WP070		0	0	0	0	0	0	0	0	0	0	0	0	0
WP12901	Baseball Fields	0	0	0	0	0	0	0	0	0	0	0	0	0
WP12903	Soccer	0	0	0	0	0	0	128,888	0	0	250,000	0	0	0
Total WP129		0	0	0	0	0	0	128,888	0	0	250,000	0	0	0
WP13203	Mitchell Park Domes Reflection Pools	0	0	0	0	0	0	0	0	0	0	0	0	0
Total WP132		0	0	0	0	0	0	0	0	0	0	0	0	0
WP17101	Pool Liners - McCarty Park	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17102	Pool Liners - Washington Park	0	0	0	0	0	0	0	0	0	0	0	0	0
Total WP171		0	0	0	0	0	0	0	0	0	0	0	0	0
WP17208	Washington Park Boathouse Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17209	Kozy Aquatic Center Pool Buildings Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17210	Lincoln Park Golf Course Service Yard Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17211	Oakwood Golf Course Service Yard Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17212	Carver Park Pool Building Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17213	McGovern park Service Yard Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17215	South Shore Pavilion Roof	0	0	0	0	0	0	0	0	0	0	0	0	0
WP17216	Vogel Park Pavilion HVAC	0	0	0	0	0	0	0	0	0	0	0	0	0
Total WP172		0	0	0	0	0	0	0	0	0	0	0	0	0
WP17402	Parks Building Painting	500,000	0	0	0	0	0	0	0	0	0	0	0	0
WP17403	Domes HVAC Repairs & Upgrades	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP17405	Tennis Court Color Coatings	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP17406	Parking Lot & Crosswalk Maintenance	625,000	0	0	0	0	0	0	0	0	0	0	0	0
Total WP174		1,325,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18401	Smith Park Retaining Wall Repairs	50,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18402	Oak Creek Parkway Stream Retaining Wall Repairs	250,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18403	Honey Creek Parkway Retaining Wall Repairs	250,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18404	Hanson Golf Course Retaining Wall Repairs	150,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18405	Lincoln Park Lagoon Retaining Wall Repairs	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18406	Lake Park Ravine Retaining Wall Repairs	200,000	0	0	0	0	0	0	0	0	0	0	0	0
Total WP184		1,000,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18501	Stone Pedestrian Bridge (Hoyt Park) Tuckpointing	250,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18502	South Shore Pavilion Tuckpointing	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18503	River Stone Bridges Tuckpointing	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18504	Pulaski Indoor Pool Tuckpointing	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18505	Noyes Indoor Pool Building Tuckpointing	100,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18506	Mill Pond Pavilion Tuckpointing	50,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18507	Brown Deer Clubhouse and Boat House Tuckpointing	100,000	0	0	0	0	0	0	0	0	0	0	0	0
Total WP185		800,000	0	0	0	0	0	0	0	0	0	0	0	0
WP18601	Parks Naturalization	61,000	0	0	0	0	0	0	0	0	0	0	0	0
Total WP186		61,000	0	0	0	0	0	0	0	0	0	0	0	0
WP	Total Parks, Recreation, & Culture	3,186,000	0	3,186,000	0	0	0	5,138,207	0	5,009,319	7,729,400	7,479,400	0	0
1550	Museum													
WM00301	Electrical Distribution Replacement	0	0	0	0	0	0	1,845,395	0	1,845,395	845,395	845,395	0	0
Total WM003		0	0	0	0	0	0	1,845,395	0	1,845,395	845,395	845,395	0	0

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			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	Levy	BOND AMOUNT	Projected Budget							
WM00501	Museum Air Handling and Piping Replacement	0	0	0	0	0	0	0	550,000	300,000	300,000	0	0	
	Total WM005	0	0	0	0	0	0	0	550,000	300,000	300,000	0	0	
WM00901	Museum Roof Replacement	0	0	0	0	0	0	0	311,115	273,525	273,525	0	0	
	Total WM009	0	0	0	0	0	0	0	311,115	273,525	273,525	0	0	
WM01001	MPM Elevator & Escalator Modernization	0	0	0	0	0	0	0	60,000	170,000	170,000	400,000	400,000	
	Total WM010	0	0	0	0	0	0	0	60,000	170,000	170,000	400,000	400,000	
WM01401	3rd Floor Artifact Gallery Renovation	0	0	0	0	0	0	0	342,500	0	0	0	0	
	Total WM014	0	0	0	0	0	0	0	342,500	0	0	0	0	
WM56301	Security/Fire/Life Safety System	0	0	0	0	0	0	0	250,000	250,000	250,000	0	0	
	Total WM563	0	0	0	0	0	0	0	250,000	250,000	250,000	0	0	
WM	Total Museum	0	0	0	0	0	0	0	3,359,010	1,838,920	1,838,920	400,000	400,000	
1575	Zoological Department													
WZ01413	Zoo Infrastructure - General	0	0	0	0	0	0	0	2,000,000	2,000,000	2,000,000	0	0	
WZ01465	Blueground & 107th Marquee Sign Replacement	0	0	0	0	0	0	0	47,610	0	0	0	0	
	Total WZ014	0	0	0	0	0	0	0	2,047,610	2,000,000	2,000,000	0	0	
WZ04301	I-94 Zoo Interchange Project	0	0	0	0	0	0	0	3,703,133	0	21,844,049	0	0	
	Total WZ043	0	0	0	0	0	0	0	3,703,133	0	21,844,049	0	0	
WZ04601	Peck Welcome Center Floor Replacement	0	0	0	0	0	0	0	250,100	0	0	0	0	
	Total WZ046	0	0	0	0	0	0	0	250,100	0	0	0	0	
WZ06601	Peck AV Equipment Replacement	0	0	0	0	0	0	0	162,090	0	0	0	0	
	Total WZ066	0	0	0	0	0	0	0	162,090	0	0	0	0	
WZ60001	Zoo Master Plan	400,000	0	0	400,000	0	0	0	0	0	0	0	0	
	Total WZ600	400,000	0	0	400,000	0	0	0	0	0	0	0	0	
WZ60101	Point of Sale Replacement 2008	0	0	0	0	0	0	0	75,000	0	0	0	0	
	Total WZ601	0	0	0	0	0	0	0	75,000	0	0	0	0	
WZ	Total Zoological Department	400,000	0	0	400,000	0	0	0	6,237,933	23,844,049	2,000,000	0	0	
	Total PARKS, RECREATION AND CULTURE	3,586,000	0	0	3,586,000	0	0	0	14,735,150	33,412,369	11,318,320	400,000	400,000	
1600	HEALTH AND HUMAN SERVICES													
WE03201	Psych Hospital Meal Delivery System Upgrade	0	0	0	0	0	0	0	1,300,000	0	0	0	0	
	Total WE032	0	0	0	0	0	0	0	1,300,000	0	0	0	0	
WE	Total Behavioral Health	0	0	0	0	0	0	0	1,300,000	0	0	0	0	
1625	Human Services													
WS01801	Coggs Center Basement Build Out	0	0	0	0	0	0	0	1,156,482	0	0	0	0	
	Total WS018	0	0	0	0	0	0	0	1,156,482	0	0	0	0	
WS02801	Kelly Nutrition Bldg - Renov Restroom & Kitchen	0	0	0	0	0	0	0	199,400	212,700	212,700	0	0	
	Total WS028	0	0	0	0	0	0	0	199,400	212,700	212,700	0	0	
WS03301	CCC Roof Replacement	0	0	0	0	0	0	0	396,900	416,745	416,745	437,582	437,582	
	Total WS033	0	0	0	0	0	0	0	396,900	416,745	416,745	437,582	437,582	

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Project Number	Project	2011 Recommended Budget	2011: BREAKDOWN OF COST			2012 Projected Budget		2013 Projected Budget		2014 Projected Budget		2015 Projected Budget	
			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	BOND AMOUNT	
				Levy									
WS03601	Clinton-Rose Exit/Access Corridors Renovation	0	0	0	0	0	0	70,700	70,700	0	0	0	0
WS03602	Clinton-Rose Multipurpose Room Fire Separations	0	0	0	0	0	0	54,500	54,500	0	0	0	0
WS03603	Clinton-Rose New Corridor Exit	0	0	0	0	0	0	16,800	16,800	0	0	0	0
WS03604	Clinton-Rose Interior Stairway Renovation	0	0	0	0	0	0	7,300	7,300	0	0	0	0
WS03605	Clinton-Rose Backstage Steps Renovation	0	0	0	0	0	0	4,600	4,600	0	0	0	0
Total WS036		0	0	0	0	0	0	153,900	153,900	0	0	0	0
WS	Total Human Services	0	0	0	0	0	0	1,906,682	1,906,682	629,445	629,445	437,582	437,582
1700	County Grounds												
WG00901	CATC "A" & "C" Building Radiant Heat	0	0	0	0	0	0	0	0	100,320	100,320	0	0
Total WG009		0	0	0	0	0	0	0	0	100,320	100,320	0	0
WG01003	CATC "A" Building Roof Replacement	0	0	0	0	0	0	489,410	489,410	0	0	0	0
Total WG010		0	0	0	0	0	0	489,410	489,410	0	0	0	0
WG01301	North Ave Booster Pump Station	0	0	0	0	0	0	705,600	705,600	0	0	0	0
Total WG013		0	0	0	0	0	0	705,600	705,600	0	0	0	0
WG	Total County Grounds	0	0	0	0	0	0	1,195,010	1,195,010	100,320	100,320	0	0
	Total HEALTH AND HUMAN SERVICES	0	0	0	0	0	0	4,401,692	4,401,692	729,765	729,765	437,582	437,582
GENERAL GOVERNMENT													
1750	Courthouse Complex												
WC01301	Criminal Justice Center Deputy Workstations	0	0	0	0	0	0	700,000	700,000	1,400,000	1,400,000	0	0
Total WC013		0	0	0	0	0	0	700,000	700,000	1,400,000	1,400,000	0	0
WC01401	Courthouse HVAC System	0	0	0	0	0	0	200,000	200,000	1,165,000	1,165,000	0	0
Total WC014		0	0	0	0	0	0	200,000	200,000	1,165,000	1,165,000	0	0
WC01801	Safety Bldg - Clerk of Court, Rm. 419 Renovation	0	0	0	0	0	0	242,340	242,340	0	0	0	0
Total WC018		0	0	0	0	0	0	242,340	242,340	0	0	0	0
WC02101	CJF Video Visitation	0	0	0	0	0	0	432,000	432,000	0	0	0	0
Total WC021		0	0	0	0	0	0	432,000	432,000	0	0	0	0
WC02501	Courthouse Restroom Renovation	0	0	0	0	0	0	311,400	311,400	0	0	0	0
Total WC025		0	0	0	0	0	0	311,400	311,400	0	0	0	0
WC02601	Safety Building Restrooms	0	0	0	0	0	0	648,000	648,000	0	0	0	0
Total WC026		0	0	0	0	0	0	648,000	648,000	0	0	0	0
WC02701	Courthouse Light Court Window Replacement	0	0	0	0	0	0	336,000	336,000	336,000	336,000	0	0
Total WC027		0	0	0	0	0	0	336,000	336,000	336,000	336,000	0	0
WC03801	Courthouse Roof Drain Replacement	0	0	0	0	0	0	765,480	765,480	0	0	0	0
Total WC038		0	0	0	0	0	0	765,480	765,480	0	0	0	0
WC04201	CJF 3D Doors and Plumbing	0	0	0	0	0	0	0	0	512,300	512,300	0	0
Total WC042		0	0	0	0	0	0	0	0	512,300	512,300	0	0
WC04401	CJF 4C Double Bunk Installation	0	0	0	0	0	0	94,800	94,800	0	0	0	0
Total WC044		0	0	0	0	0	0	94,800	94,800	0	0	0	0
WC04701	City Campus HVAC	0	0	0	0	0	0	250,000	250,000	250,000	250,000	0	0
Total WC047		0	0	0	0	0	0	250,000	250,000	250,000	250,000	0	0
WC05001	Courthouse - Courtroom Public Address System Rep	0	0	0	0	0	0	0	0	487,634	487,634	0	0

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			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	Levy	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
Total WC050		0	0	0	0	0	0	0	0	487,634	487,634	0	0
WC05101	Courts Exhibit/Case Records	0	0	0	0	0	0	0	0	0	0	0	0
Total WC051		0	0	0	0	0	0	0	0	50,400	50,400	0	0
WC05201	Jury Management PA and AV	0	0	0	0	0	0	130,800	130,800	0	0	0	0
Total WC052		0	0	0	0	0	0	130,800	130,800	0	0	0	0
WC05401	C-JF Lobby Elevator	0	0	0	0	0	0	0	0	475,200	475,200	0	0
Total WC054		0	0	0	0	0	0	0	0	475,200	475,200	0	0
WC05601	SB Room 223 Storage Room Shelving	0	0	0	0	0	0	0	0	97,440	97,440	0	0
Total WC056		0	0	0	0	0	0	0	0	97,440	97,440	0	0
WC05701	Courtroom Bullet Resistant Glass Wall	0	0	0	0	0	0	265,200	265,200	280,000	280,000	0	0
Total WC057		0	0	0	0	0	0	265,200	265,200	280,000	280,000	0	0
WC05801	Vehicle and Large Evidence Storage Building	0	0	0	0	0	0	0	0	693,000	693,000	0	0
Total WC058		0	0	0	0	0	0	0	0	693,000	693,000	0	0
WC05901	CH Complex Electrical Infrastruc Upgrde Phase 1	0	0	0	0	0	0	0	0	415,800	415,800	0	0
Total WC059		0	0	0	0	0	0	0	0	415,800	415,800	0	0
WC06201	C-JF - Building Roof Replacement	0	0	0	0	0	0	1,686,500	1,686,500	0	0	0	0
Total WC062		0	0	0	0	0	0	1,686,500	1,686,500	0	0	0	0
WC06301	C-JF Cell Toilet Flushing Control System	0	0	0	0	0	0	320,000	320,000	320,000	320,000	0	0
Total WC063		0	0	0	0	0	0	320,000	320,000	320,000	320,000	0	0
WC06401	Medical Examiner HVAC	0	0	0	0	0	0	400,000	400,000	0	0	0	0
Total WC064		0	0	0	0	0	0	400,000	400,000	0	0	0	0
WC06601	Safety Building Chiller Replacement	0	0	0	0	0	0	144,000	144,000	0	0	0	0
WC06602	City Campus Chiller Replacement	0	0	0	0	0	0	124,200	124,200	0	0	0	0
Total WC066		0	0	0	0	0	0	268,200	268,200	0	0	0	0
WC	Total Courthouse Complex	0	0	0	0	0	0	7,050,720	7,050,720	6,482,774	6,482,774	0	0
1800	House of Correction												
WJ04101	Roof Replacement	0	0	0	0	0	0	350,000	350,000	0	0	0	0
Total WJ041		0	0	0	0	0	0	350,000	350,000	0	0	0	0
WJ04301	Slider Security Door in 600 Bed Facility	0	0	0	0	0	0	90,000	90,000	0	0	0	0
Total WJ043		0	0	0	0	0	0	90,000	90,000	0	0	0	0
WJ04401	Camera Replacement 400/600 Bed Facility	0	0	0	0	0	0	100,000	100,000	0	0	0	0
Total WJ044		0	0	0	0	0	0	100,000	100,000	0	0	0	0
WJ04501	Replace Glassblock windows in Powerhouse	0	0	0	0	0	0	100,000	100,000	0	0	0	0
Total WJ045		0	0	0	0	0	0	100,000	100,000	0	0	0	0
WJ04701	Window Replacement	0	0	0	0	0	0	200,000	200,000	0	0	0	0
Total WJ047		0	0	0	0	0	0	200,000	200,000	0	0	0	0
WJ04912	HOC Infrastructure Improvements (GENERAL)	0	0	0	0	0	0	250,000	250,000	250,000	250,000	0	0
Total WJ049		0	0	0	0	0	0	250,000	250,000	250,000	250,000	0	0
WJ05301	Replace Toilets in C2 Dorm	0	0	0	0	0	0	62,000	62,000	62,000	62,000	0	0
Total WJ053		0	0	0	0	0	0	62,000	62,000	62,000	62,000	0	0

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			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WJ05501	CCFS (HOC) North Kitchen Renovation	0	0	0	0	0	0	1,752,800	0	0	0	0	0
Total WJ055		0	0	0	0	0	0	1,752,800	0	0	0	0	0
WJ	Total House of Correction	0	0	0	0	0	0	2,904,800	312,000	312,000	312,000	0	0
1850	Other Agencies												
WO00901	Data Warehouse & Reporting	0	0	0	0	0	0	250,000	0	500,000	500,000	500,000	500,000
Total WO009		0	0	0	0	0	0	250,000	0	500,000	500,000	500,000	500,000
WO02901	Milwaukee County Historical Society Renovation	0	0	0	0	0	0	990,300	0	520,581	0	0	0
Total WO029		0	0	0	0	0	0	990,300	0	520,581	0	0	0
WO03801	Marcus Center HVAC Upgrade	0	0	0	0	0	0	500,000	0	500,000	0	0	0
Total WO038		0	0	0	0	0	0	500,000	0	500,000	0	0	0
WO04601	Wil-O-Ways Underwood Electrical Compliance	0	0	0	0	0	0	288,000	0	288,000	0	0	0
Total WO046		0	0	0	0	0	0	288,000	0	288,000	0	0	0
WO04701	Wil-O-Ways Underwood Fire Sprinkler System	0	0	0	0	0	0	47,355	0	47,355	0	0	0
Total WO047		0	0	0	0	0	0	47,355	0	47,355	0	0	0
WO04801	Wil-O-Ways Grant HVAC Rehab	0	0	0	0	0	0	72,874	0	72,874	0	0	0
Total WO048		0	0	0	0	0	0	72,874	0	72,874	0	0	0
WO04901	Wil-O-Ways Grant Sump Pump	0	0	0	0	0	0	7,756	0	7,756	0	0	0
Total WO049		0	0	0	0	0	0	7,756	0	7,756	0	0	0
WO05001	Wil-O-Ways Underwood HVAC Rehab	0	0	0	0	0	0	37,606	0	37,606	0	0	0
Total WO050		0	0	0	0	0	0	37,606	0	37,606	0	0	0
WO05201	Wil-O-Ways Underwood Ex/Int Surface Pricis	0	0	0	0	0	0	102,873	0	102,873	0	0	0
Total WO052		0	0	0	0	0	0	102,873	0	102,873	0	0	0
WO05301	Wil-O-Ways Grant Fire Sprinkler System	0	0	0	0	0	0	53,580	0	53,580	0	0	0
Total WO053		0	0	0	0	0	0	53,580	0	53,580	0	0	0
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
Total WO060		0	0	0	0	0	0	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
WO06501	Wil-O-Way Grant Recreation Center Renovation	0	0	0	0	0	0	181,987	0	181,987	0	0	0
Total WO065		0	0	0	0	0	0	181,987	0	181,987	0	0	0
WO10201	Fleet Fencing	0	0	0	0	0	0	67,000	83,000	83,000	83,000	83,000	83,000
Total WO102		0	0	0	0	0	0	67,000	83,000	83,000	83,000	83,000	83,000
WO10301	Highway/Sheriff's Building Roof Repair	0	0	0	0	0	0	0	0	200,000	200,000	200,000	200,000
Total WO103		0	0	0	0	0	0	0	0	200,000	200,000	200,000	200,000
WO10701	Fleet Window Replacement	0	0	0	0	0	0	0	0	218,000	218,000	218,000	218,000
Total WO107		0	0	0	0	0	0	0	0	218,000	218,000	218,000	218,000
WO11001	Fleet Car Wash	0	0	0	0	0	0	152,000	0	152,000	0	0	0
Total WO110		0	0	0	0	0	0	152,000	0	152,000	0	0	0
WO11101	Fleet Truck Wash	0	0	0	0	0	0	84,000	84,000	84,000	84,000	84,000	84,000
Total WO111		0	0	0	0	0	0	84,000	84,000	84,000	84,000	84,000	84,000
WO11201	Fleet General Equipment	0	0	0	0	0	0	5,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total		0	0	0	0	0	0	5,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000

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			FEDERAL/STATE LOCAL/OTHER	Reserve/PPC/Misc Rev	Sales Tax	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WO11202	Fleet/Airport Equipment	375,000	0	375,000	0	0	1,320,000	1,440,000	0	410,000	0	3,000,000	0	
Total WO112		375,000	0	375,000	0	0	1,320,000	6,440,000	5,000,000	3,410,000	3,000,000	3,000,000	0	
WO11301	Fleet Management Stormwater Reconfiguration	0	0	0	0	0	0	1,406,000	0	0	0	0	0	
Total WO113		0	0	0	0	0	0	1,406,000	1,406,000	0	0	0	0	
WO11401	O'Donnell Park Improvements	540,382	0	540,382	0	0	0	0	0	0	0	0	0	
WO11403	City Campus Facade and Other Inspections	260,000	0	260,000	0	0	0	0	0	0	0	0	0	
WO11407	GMIA & LJT Airport Improvements	596,400	0	596,400	0	0	0	0	0	0	0	0	0	
WO11409	Research Park Infrastructure Improvements	27,600	0	27,600	0	0	0	0	0	0	0	0	0	
WO11410	County Grounds Improvements	120,000	0	120,000	0	0	0	0	0	0	0	0	0	
WO11411	Courthouse Complex Improvements	996,000	0	996,000	0	0	0	0	0	0	0	0	0	
WO11412	HOC Infrastructure Improvements	62,400	0	62,400	0	0	0	0	0	0	0	0	0	
WO11413	DHHS Infrastructure Improvements	6,000	0	6,000	0	0	0	0	0	0	0	0	0	
WO11414	Senior Center Infrastructure Improvements	36,000	0	36,000	0	0	0	0	0	0	0	0	0	
WO11415	Trimborn Farm Infrastructure Improvements	24,000	0	24,000	0	0	0	0	0	0	0	0	0	
WO11416	Transit Infrastructure Improvements	355,200	0	355,200	0	0	0	0	0	0	0	0	0	
WO11417	Parks Infrastructure Improvements	466,800	0	466,800	0	0	0	0	0	0	0	0	0	
WO11418	Zoo Infrastructure Improvements	234,000	0	234,000	0	0	0	0	0	0	0	0	0	
Total WO114		3,724,782	0	3,724,782	0	0	0	0	0	0	0	0	0	
WO20502	Fiscal Automation Program	175,000	0	175,000	0	0	350,000	350,000	0	350,000	0	350,000	0	
Total WO205		175,000	0	175,000	0	0	350,000	350,000	0	350,000	0	350,000	0	
WO20702	Imaging System for Active Court Documents	0	0	0	0	0	0	635,000	635,000	635,000	635,000	635,000	635,000	
Total WO207		0	0	0	0	0	0	635,000	635,000	635,000	635,000	635,000	635,000	
WO21501	Storage Expansion	0	0	0	0	0	0	250,000	250,000	250,000	250,000	250,000	250,000	
Total WO215		0	0	0	0	0	0	250,000	250,000	250,000	250,000	250,000	250,000	
WO21601	Thin Client	0	0	0	0	0	0	400,000	400,000	400,000	400,000	400,000	400,000	
Total WO216		0	0	0	0	0	0	400,000	400,000	400,000	400,000	400,000	400,000	
WO21701	Phone and Voicemail Replacement	0	0	0	0	0	0	400,000	400,000	400,000	400,000	400,000	400,000	
Total WO217		0	0	0	0	0	0	400,000	400,000	400,000	400,000	400,000	400,000	
WO21801	Infrastructure Replacement	0	0	0	0	0	0	270,000	270,000	270,000	270,000	270,000	270,000	
Total WO218		0	0	0	0	0	0	270,000	270,000	270,000	270,000	270,000	270,000	
WO41001	Sheriff Remodel Meeting Room	0	0	0	0	0	0	100,000	100,000	100,000	100,000	100,000	100,000	
WO41002	Sheriff Remodel Locker Room	0	0	0	0	0	0	100,000	100,000	100,000	100,000	100,000	100,000	
WO41003	Sheriff Remodel Entrance	0	0	0	0	0	0	100,000	100,000	100,000	100,000	100,000	100,000	
Total WO410		0	0	0	0	0	0	300,000	300,000	300,000	300,000	300,000	300,000	
WO42201	In Squad Cameras- Vision Hawk Digital	0	0	0	0	0	0	302,400	302,400	302,400	302,400	302,400	302,400	
Total WO422		0	0	0	0	0	0	302,400	302,400	302,400	302,400	302,400	302,400	
WO42301	Security Cameras in CJF	0	0	0	0	0	0	216,000	216,000	216,000	216,000	216,000	216,000	
Total WO423		0	0	0	0	0	0	216,000	216,000	216,000	216,000	216,000	216,000	
WO42401	Jail Records Management System	0	0	0	0	0	0	160,000	160,000	160,000	160,000	160,000	160,000	
Total WO424		0	0	0	0	0	0	160,000	160,000	160,000	160,000	160,000	160,000	
WO43301	Glass Partition Barrier Extension	0	0	0	0	0	0	127,632	127,632	127,632	127,632	127,632	127,632	
Total WO433		0	0	0	0	0	0	127,632	127,632	127,632	127,632	127,632	127,632	
WO43401	Jail Cell Tracking System	0	0	0	0	0	0	144,000	144,000	144,000	144,000	144,000	144,000	
Total WO434		0	0	0	0	0	0	144,000	144,000	144,000	144,000	144,000	144,000	

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			FEDERAL/STATE LOCAL/OTHER	Sales Tax Reserve/PPC/Misc Rev	Levy	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget
WO87201	War Memorial Facilities Improvements - Memoria	0	0	0	0	0	0	737,600	737,600	800,000	800,000	663,720	663,720
	Total WO872	0	0	0	0	0	0	737,600	737,600	800,000	800,000	663,720	663,720
WO94901	Inventory and Assessment of County Buildings	1,590,719	0	1,590,719	0	0	0	0	0	0	0	0	0
	Total WO949	1,590,719	0	1,590,719	0	0	0	0	0	0	0	0	0
WO95001	Milwaukee County Public Art Program - Admin	20,000	0	20,000	0	0	20,000	20,000	20,000	20,000	20,000	20,000	20,000
	Total WO950	20,000	0	20,000	0	0	20,000	20,000	20,000	20,000	20,000	20,000	20,000
WO	Total Other Agencies	6,692,801	0	6,692,801	0	0	1,940,000	33,298,465	30,268,746	23,932,373	23,152,373	12,139,720	11,769,720
	Total GENERAL GOVERNMENT	6,692,801	0	6,692,801	0	0	1,940,000	43,253,985	40,224,266	30,727,147	29,947,147	12,139,720	11,769,720
Capital Budget Summary													
	Grand Total Capital Improvements	66,308,301	37,365,063	17,193,738	0	11,749,500	73,279,000	172,880,842	93,128,919	156,417,421	110,437,372	19,502,302	13,912,302
	Total Excluding Airports	46,879,801	36,601,000	10,278,801	0	0	1,940,000	154,178,842	86,270,919	90,521,421	49,639,372	19,502,302	13,912,302