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**Milwaukee County
Summary of 2012 Adopted Capital Improvements Budget**

Project	Description	2012 Adopted Capital	Federal	State	Local	Reimbursement Revenue	Net County Contribution	Sales Tax Revenue	Private Contribution	Property Tax Levy	PFC	
											Revenue/Airport Reserve	Bonds
TRANSPORTATION AND PUBLIC WORKS												
Airport												
WA12301	GMIA Airfield Safety Improvements	200,000	150,000	25,000	0	175,000	25,000	0	0	0	25,000	0
WA13501	GMIA Runways 1L-19R & 7R-25L Intersection Repaving	2,750,000	2,062,500	343,750	0	2,406,250	343,750	0	0	0	343,750	0
WA13901	GMIA - Redundant Main Electric Service Feed	7,405,000	0	0	0	0	7,405,000	0	0	0	3,702,500	3,702,500
WA14101	GMIA Training Facility	2,415,000	0	0	0	0	2,415,000	0	0	0	0	2,415,000
WA14201	LJT Runway 15L - 33R Extension	78,000	74,100	1,950	0	76,050	1,950	0	0	0	1,950	0
WA15301	GMIA Purchase of New Passenger Loading Bridges	5,500,000	0	0	0	0	5,500,000	0	0	0	5,500,000	0
WA16101	GMIA Terminal Roadway Signage	2,850,000	0	0	0	0	2,850,000	0	0	0	2,850,000	0
WA16201	GMIA Cessna Service Apron Reconstruction	1,021,000	765,750	127,625	0	893,375	127,625	0	0	0	127,625	0
WA16301	GMIA Perimeter Road Bridge over Howell Avenue	3,200,000	2,400,000	400,000	0	2,800,000	400,000	0	0	0	400,000	0
WA16601	GMIA Perimeter Road Ext- 128th ARW to College Avenue	1,100,000	825,000	137,500	0	962,500	137,500	0	0	0	137,500	0
WA16701	GMIA Terminal Escalator Replacement	600,000	0	0	0	0	600,000	0	0	0	600,000	0
WA16901	LJT Runway and Taxiway Lighting Replacement	250,000	237,500	6,250	0	243,750	6,250	0	0	0	6,250	0
WA17301	GMIA Fuel Farm Electrical Service Upgrade	150,000	0	0	0	0	150,000	0	0	0	150,000	0
	Total Airport	27,519,000	6,514,850	1,042,075	0	7,556,925	19,962,075	0	0	0	13,844,575	6,117,500
	Total TRANSPORTATION AND PUBLIC WORKS	27,519,000	6,514,850	1,042,075	0	7,556,925	19,962,075	0	0	0	13,844,575	6,117,500
PARKS, RECREATION AND CULTURE												
Zoological Department												
WZ60001	Zoo Master Plan	100,000	0	0	0	0	100,000	0	50,000	50,000	0	0
	Total Zoological Department	100,000	0	0	0	0	100,000	0	50,000	50,000	0	0
	Total PARKS, RECREATION AND CULTURE	100,000	0	0	0	0	100,000	0	50,000	50,000	0	0
GENERAL GOVERNMENT												
Other Agencies												
WO098011	Legislative Workflow and Public Access Program	192,800	0	0	0	0	192,800	0	0	192,800	0	0
WO11202	Fleet Equipment Acquisition	1,100,000	0	0	0	0	1,100,000	0	0	0	1,100,000	0
WO11411	Countywide Infrastructure Improvements- Courthouse Complex	1,500,000	0	0	0	0	1,500,000	0	0	1,500,000	0	0
WO20502	Fiscal Automation Program	195,000	0	0	0	0	195,000	195,000	0	0	0	0
WO62401	Workforce and Economic Development	0	0	0	0	0	0	0	0	0	0	0
WO87001	County Special Assessments	250,000	0	0	0	0	250,000	250,000	0	0	0	0
	Total Other Agencies	3,237,800	0	0	0	0	3,237,800	445,000	0	1,692,800	1,100,000	0
	Total GENERAL GOVERNMENT	3,237,800	0	0	0	0	3,237,800	445,000	0	1,692,800	1,100,000	0
	Grand Total 2012 Adopted Capital Improvements	30,856,800	6,514,850	1,042,075	0	7,556,925	23,299,875	445,000	50,000	1,742,800	14,944,575	6,117,500
	Total Excluding Airports	3,337,800	0	0	0	0	3,337,800	445,000	50,000	1,742,800	1,100,000	0

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INTRODUCTION

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

Milwaukee County Financing Plan

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

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

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

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

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

2012 Adopted Capital Improvements Budget

The 2012 Adopted Capital Improvements Budget (Adopted Capital Budget) includes 20 separate projects for a total expenditure appropriation of \$30,856,800. Anticipated reimbursement revenue (Federal, State and local grants) totals \$7,556,925 resulting in a net County financing of \$23,299,875.

Appropriations for seven corporate purpose projects total \$3,337,800. The resulting County financing of \$3,337,800 is to be financed by \$1,742,800 in property tax levy, \$1,100,000 in Passenger Facility Charges (PFC) revenue, \$445,000 in sales tax revenues, and \$50,000 in private donations.

2012 Adopted Airport Capital Improvements Budget

Budgeted expenditure appropriations for 2012 Airport capital improvements total \$27,519,000. Airport reimbursement revenue of \$7,556,925 results in net County financing of \$19,962,075. Net County financing for Airport projects includes \$6,117,500 in revenue bonds, \$12,608,750 in pay-as-you-go PFC financing, and \$1,235,825 in revenue from the Airport Capital Improvements Reserve/Airport Development Fund Account.

From 1982 through 2000, all Airport improvement costs not reimbursed by State or Federal agencies were debt financed using general obligation bonds or financed through pay-as-you-go PFC revenues. Airlines housed in General Mitchell International Airport (GMIA) agreed to pay all accrued principal and interest payments on debt issued on behalf of the Airport. Debt issued for the Airport from 1982 to 1984 is being repaid by the Airlines in

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

Airport Semi-Annual Reports

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

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

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

2012 Expenditure Appropriations by Function

The 2012 Capital Improvements Budget includes appropriations of \$27,519,000 for Transportation and Public Works. The amount represents 89.2 percent of total 2012 capital appropriations. The \$27,519,000 in appropriations is offset with 27.5 percent in reimbursement revenues.

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

Budgeted appropriations for General Government departments total \$3,237,800. This amount represents 10.5 percent of the total capital budget. Major appropriations include WO114 – Countywide Infrastructure Improvements (\$1,500,000) and WO112 – Fleet Equipment Acquisition (\$1,100,000).

The 2012 Capital Improvements Budget includes appropriations of \$100,000 for the Milwaukee County Zoo. This amount represents 0.3 percent of the total capital budget. The \$100,000 appropriation is for the first phase of a new Zoo Master Plan. The \$100,000 in appropriations is offset by \$50,000 in donations from the Zoological Society of Milwaukee.

MAJOR 2012 CAPITAL IMPROVEMENT ISSUES

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

Future Borrowing Limitations

In June 2003, the County Board issued \$100,025,000 in general obligation refunding bonds to advance refund various maturities from the 1994 through 2002 corporate purpose bond issues. The refunding increased the County's overall outstanding debt service by \$48.7 million. In order to minimize the impact of this refunding on the County's debt service, the County Executive and County Board also adopted a change in the County's debt management goals restricting future borrowing. In this policy limited 2005-2007 borrowing to an increase of no more than \$1 million over the previous year's corporate purpose bond amount. In addition, the corporate purpose bond amount for 2008 was set at a not-to-exceed amount of \$30 million, and future not-to-exceed amounts were

limited to increase by 3 percent over the previous year's bond amount. In 2010 Adopted Capital Improvements Budget, bonding authority for 2011 and 2012 was accelerated to take advantage of low interest rates available through the Build America Bond program. Under County debt policies no additional bonding authority is available until 2013.

Borrowing for "Operating Expenses"

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

Impact of County Property Tax Rate Limit

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

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

Local Levy Limit

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

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

- (a) if a political subdivision transfers to another governmental unit responsibility for providing any service that the political subdivision provided in the preceding year, the levy increase limit otherwise applicable under this section to the political subdivision in the current year is decreased to reflect the cost that the political subdivision would have incurred to provide that service, as determined by the department of revenue;
- (b) if a political subdivision increases the services that it provides by adding responsibility for providing a service transferred to it from another governmental unit that provided the service in the preceding year, the levy increase limit otherwise applicable under this section to the political subdivision in the current year is increased to reflect the cost of that service, as determined by the department of revenue;
- (c) if a city or village annexes territory from a town, the city's or village's levy increase limit otherwise applicable under this section is increased in the current year by an amount equal to the town levy on the annexed territory in the preceding year and the levy increase limit otherwise applicable under this section in the current year for the town from which the territory is annexed is decreased by that same amount, as determined by the department of revenue;
- (d) (1) If the amount of debt service for a political subdivision in the preceding year is less than the amount of debt service needed in the current year, as a result of the political subdivision adopting a resolution before July 1, 2005, authorizing the issuance of debt, the levy increase limit otherwise applicable to the political subdivision in the current year is increased by the difference between these two amounts, as determined by the department of revenue and (2) the limit otherwise applicable under this section does not apply to

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

- (e) The limit otherwise applicable under this section does not apply to any of the following: (1) The amount that a county levies in that year for a county children with disabilities education board. (2) The amount that a 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.
- (f) (1) Subject to Subd. 3., if a political subdivision's allowable levy under this section in 2010 was greater than its actual levy in 2010, the levy increase limit otherwise applicable under this section to the political subdivision in 2011 is increased by the difference between these two amounts, as determined by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in 2010. (2) Subject to subd. 3, if a political subdivision's allowable levy under this section in 2011 was greater than its actual levy in 2011, the levy increase limit otherwise applicable under this section to the political subdivision in 2012 is increased by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in 2011. (3) The adjustment described in subds. 1 and 2 may occur only if the political subdivision's governing body approves of the adjustment by one of the following methods (a) With regard to a city, village, or county, if the governing body consists of a least 5 members, by a three-quarters majority vote of the governing body. (b) With regard to a city, village, or county, if the governing body consists of fewer than 5 members, by a two-thirds majority vote (c) With a regard to a town, by a majority vote of the annual town meeting, or a special town meeting, if the town board has adopted a resolution approving of the adjustment by a two-thirds majority vote of the town board. (4) If a political subdivision's allowable levy under this section in 2012, or any year thereafter was greater than its actual levy in that year, the levy increase limit otherwise applicable under this section to the political subdivision in the next succeeding year is increased by the difference between the prior year's allowable levy and the prior year's actual levy, as determined by the department of revenue, up to a maximum increase of 0.5 percent of the actual levy in that prior year.
- (g) If a county has provided a service in a part of the county in the proceeding year and if a city, village, or town has provided that same service in another part of the county in the proceeding year, and if the provision of that service is consolidated at the county level, the levy increase limit otherwise applicable

under this section to the county in the current year is increased to reflect the total cost of providing that service, as determined by the department of revenue.

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

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

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

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

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

Capital Project Staffing/Consultant Plan

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

Appropriations Based on Cash Flow Needs

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

PFC Revenues

During 1995, General Mitchell International Airport received authorization to charge a \$3 per-person Passenger Facility Charge (PFC). The 2012 Capital Improvements Budget reflects \$13,708,750 in PFC cash financing. PFC revenues of \$1,100,000 are budgeted for 2012 in WO112 – Fleet Equipment Acquisition as an offset to equipment costs for items being purchased for the Airport.

Federal Expenditure Targets for Tax Exempt Bonds

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

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

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

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

Corporate Purpose Bonds

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

Airport Revenue Bonds

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

A small amount of proceeds is allowed to be spent after the final 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 2012 budget continues the practice of allowing debt-financed expenditures to occur before bonds are actually issued. This practice helps the County to meet expenditure targets for tax-exempt bond issues. The following declarations are made for the purpose of complying with the regulations on reimbursement bonds.

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

Capitalized Interest and Construction Fund Earnings Recorded in Capital Projects Fund

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

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

capital projects fund to offset the interest expense for the bonds. The capital improvement budget narrative and fiscal sheet completed for each project reflects the impact of directly recording both capitalized interest expense and construction fund earnings on project costs.

Requirements for Cash Financing for 2012 Capital Improvements

Beginning with the 1995 capital budget, the County established a cash-financing goal of 20 percent to be implemented over a ten-year period. This policy served to increase minimum cash financing by 2.0 percent annually. Net County financing included in the 2012 budget totals \$23,249,875, including the Airport. Cash needed to meet the 20 percent financing goal is calculated at \$4,659,975 and budgeted cash financing is \$17,132,375, or 73.7 percent of net County financing. Excluding Airport projects, net County financing totals \$3,187,800 of which 100 percent is cash.

Financing for 2012 Capital Improvements

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

The County has a goal of 20 percent cash financing of the net County commitment (net of reimbursement revenues) for capital projects. The 2012 Adopted Capital Improvements Budget includes \$1,742,800 of property tax levy, \$1,100,000 of Passenger Facility Charge Cash, and \$445,000 of sales tax. Projects that are financed with these revenue sources consist of the Project WO114 Countywide Infrastructure Improvements (\$1,500,000), Project WO112 Fleet Equipment Acquisition (Airport) (\$1,100,000), Project WO870 Special Assessments (\$250,000), Project WO205 Fiscal Automation Program (\$195,000), Project WO098 Legislative Workflow and Public Access Program (\$192,800), and Project WZ600 Zoo Master Plan (\$50,000).

Debt Management and Capital Financing Policies

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

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

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

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

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

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

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
2012	\$56,552,600	\$64,000,880	(\$7,448,280)
2013	\$63,038,274	\$65,536,901	(\$1,647,310)
2014	\$60,623,285	\$67,109,787	(\$3,074,467)
2015	\$45,871,638	\$68,720,422	(\$20,536,836)
2016	\$44,982,558	\$70,369,712	(\$23,113,101)
2017	\$46,654,598	\$72,058,585	(\$23,129,681)
2018	\$42,473,079	\$73,787,991	(\$29,040,333)
2019	\$41,659,846	\$75,558,903	(\$31,628,201)
2020	\$43,999,543	\$77,372,316	(\$31,251,426)
2021	\$45,404,478	\$79,229,252	(\$31,528,019)

Note:

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

Net debt services costs in the table above increases are primarily due to decreases in revenue to offset debt service costs. Revenues allocated to debt service average approximately \$3.5 million for future years. Budgeted revenues for the upcoming fiscal years are determined through the budget process. Revenues for 2012 are \$9.9 million.

Cash Financing of Capital Improvements

Policy Goal:

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

Definition:

Cash financing (pay-as-you-go financing) of capital improvements means the direct non-debt financing of County financed project costs. It is anticipated that cash financing will consist of property tax levy, sales tax revenues, donations, interest earnings realized from the investment of bond proceeds issued for proprietary fund departments, and revenue from Passenger Facility Charges (PFCs). Cash financing for 2012 totals \$17,182,375 and consists of \$1,742,800 in property tax levy, \$445,000 in sales tax revenue, \$13,708,750 in PFC revenue, and \$1,235,825 from Airport reserves, and \$50,000 in private donations. For the purpose of calculating the percentage of cash financing, all project costs financed by State, Federal or other local government agencies are excluded from project cost totals.

Trend Information:

Budget Year	Net County Capital Cost	Direct Cash Financing	Percent Cash Financing
2012	\$23,299,875	\$17,182,375	73.7%
2013	\$42,515,982	\$8,503,196	20.0%
2014	\$43,787,305	\$8,757,461	20.0%
2015	\$45,101,413	\$9,020,283	20.0%
2016	\$46,458,306	\$9,291,661	20.0%
2017	\$47,851,872	\$9,570,374	20.0%
2018	\$49,282,111	\$9,856,422	20.0%
2019	\$50,760,574	\$10,152,115	20.0%
2020	\$52,283,391	\$10,456,678	20.0%
2021	\$53,851,893	\$10,770,379	20.0%

Note:

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

Direct Debt as a Percent of Equalized Value

Policy Goal:

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

Definition:

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

Trend Information:

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

Note:

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

Direct Debt Per Capita

Policy Goal:

Direct debt per capita shall not exceed \$500.

Definition:

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

Trend Information:

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

Note:

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

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SECTION 1
AIRPORTS

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA123	Project Title and Location GMIA Airfield Safety Improvements	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA123 - GMIA Airfield Safety Improvements

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

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

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

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

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

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA139	Project Title and Location GMIA Redundant Main Electric Service Feed	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

Cost Estimates Prepared By

DPW Review By

Project Useful Life (Years)

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA139 - GMIA Redundant Main Electric Service Feed

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

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA141	Project Title and Location GMIA Training Facility	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA141 - GMIA Training Facility

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

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

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

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA142	Project Title and Location LJT Runway 15L - 33R Extension	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

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
Complete Final Plans & Specifications
Begin Construction
Complete Construction
Scheduled Project Closeout

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA142 - LJT Runway 15L-33R Extension

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

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

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

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

The 2011 Capital Improvements Budget included an appropriation of \$260,000 for the design of the runway extension.

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA153	Project Title and Location GMIA Purchase of New Passenger Loading Bridges	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

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	\$5,500,000
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$5,500,000

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA153 - GMIA Purchase of New Passenger Loading Bridges

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

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA161	Project Title and Location GMIA Terminal Roadway Signage	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$350,000
Investment Earnings	
PFC Revenue	\$2,500,000
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$2,850,000

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA161 – GMIA Terminal Roadway Signage

An appropriation of \$2,850,000 is budgeted for the construction phase of the Terminal Roadway Signage Replacement Project at General Mitchell International Airport (GMIA). This project is Passenger Facility Charge (PFC) financing eligible. Financing is provided from \$2,500,000 in PFC pay as you go revenue and \$350,000 from the GMIA Airport Development Fund (ADF) Account.

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA162	Project Title and Location GMIA Cessna Service Apron Reconstruction	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA162 – GMIA Cessna Service Apron Reconstruction

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA163	Project Title and Location GMIA Perimeter Road Bridge over Howell Avenue	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA163 – GMIA Perimeter Road Bridge over Howell Avenue

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA166	Project Title and Location GMIA Perimeter Road Extension- 128th Air Refueling Wing to College Avenue	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA166 – GMIA Perimeter Road Extension – 128th Air Refueling Wing to College Avenue

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA167	Project Title and Location GMIA Terminal Escalator Replacement	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

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	\$600,000
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
Total Budget Year Financing	\$600,000

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

Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA167 – GMIA Terminal Escalator Replacement

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA169	Project Title and Location LJT Runway and Taxiway Lighting Replacement	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

Federal, State and Local Aids	\$243,750
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	\$6,250
Investment Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
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	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA169 – LJT Runway and Taxiway Lighting Replacement

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WA173	Project Title and Location GMIA Fuel Farm Electrical Service Upgrade	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Airport
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WA173 – GMIA Fuel Farm Electrical Service Upgrade

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

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

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

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

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

Staffing Plan

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

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SECTION 2
ZOO

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WZ600	Project Title and Location Zoo Master Plan	4789-2012
Requesting Department or Agency Zoo		Functional Group Zoo
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WZ600 – Zoo Master Plan

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

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

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

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

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

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

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

The scope of the plan will include the following:

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

features, rental facilities, and outdoor entertainment facilities.

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

PHASE 1: Initial Analysis and Strategy Development

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

PHASE 2: Product Development/Prioritization

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

PHASE 3: Implementation

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

Staffing Plan

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

SECTION 3
OTHER AGENCIES

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO098	Project Title and Location Legislative Workflow and Public Access Program	4789-2012
Requesting Department or Agency County Board		Functional Group General Government
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
PRIOR	\$116,381				\$116,381
2011					\$0
2012	\$192,800				\$192,800
2013					\$0
2014					\$0
2015					\$0
2016					\$0
SUBSEQUENT					\$0
TOTAL	\$309,181	\$0	\$0	\$0	\$309,181

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design	\$116,381			\$116,381
Construction & Implementation		\$92,800		\$92,800
Right-of-Way Acquisition				\$0
Equipment		\$100,000		\$100,000
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services	\$16,000	\$92,800		\$108,800
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Png & Construction				\$0
Equipment & Furnishings	\$100,381	\$100,000		\$200,381
Other Expenses				\$0
Total Project Cost	\$116,381	\$192,800	\$0	\$309,181

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	
Property Tax Revenue	\$192,800
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment Earnings	
PFC Revenue	
Gifts & Cash	
Contributions	
PFC Bonds	
Total Budget Year Financing	\$192,800

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

Project Fiscal Status

Prior Year Expenditures	
2010 Expenditures	\$94,406
2011 Expenditures	\$19,778
Total Expenditures to Date	\$114,184
Encumbrances	\$651
Available Balance	\$1,546

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO098- Legislative Workflow and Public Access Program

An appropriation of \$192,800 is budgeted for the purchase and installation of a hosted video streaming solution as a component function of the Milwaukee County legislative workflow product (Legistar). Financing is provided from property tax levy.

The 2010 Capital Improvements Budget included an appropriation of \$116,381 for the first phase of the Legislative Workflow and Public Access Program. The first phase has included the development of the County Legislative Information Center and a new system of producing meeting agendas and minutes.

The 2012 appropriation for Legislative Workflow and Public Access will be used for Phase II of the project. Phase II of the project will include the purchase of hardware, including video and audio equipment, as well as the software in order to stream live video/audio of the County Board meetings to internet users. After the completion of Phase II, Milwaukee County citizens will be able to view live meetings and archived meetings using the internet.

It is estimated that this project will increase the County Board operating budget expenditures by approximately \$8,600 per year beginning in the second year (2013) of ownership and continuing annually for software maintenance and support.

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

Staffing Plan

The County Board staff will be responsible for overall project management with technical oversight and assistance as needed from IMSD staff.

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO112	Project Title and Location Fleet Equipment Acquisition	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group Fleet Management
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

PROJECT BY PHASE	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Basic Planning & Design				\$0
Construction & Implementation				\$0
Right-of-Way Acquisition				\$0
Equipment	\$65,742,130	\$1,100,000	\$16,550,000	\$83,392,130
Other				\$0
PROJECT EXPENDITURES	PRIOR YEARS PROJECT COST	2012 PROJECT COST	5 YEAR PLAN	TOTAL PROJECT COST
Consultant Fees				\$0
Professional Services				\$0
DPW Charges				\$0
Capitalized Interest				\$0
Park Services				\$0
Disadv. Business Serv.				\$0
Buildings/Structures				\$0
Land/Land Improvements				\$0
Roadway Plng & Construction				\$0
Equipment & Furnishings	\$65,742,130	\$1,100,000	\$16,550,000	\$83,392,130
Other Expenses				\$0
Total Project Cost	\$65,742,130	\$1,100,000	\$16,550,000	\$83,392,130

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO112 – Fleet Equipment Acquisition

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS

MILWAUKEE COUNTY

Project No. WO114	Project Title and Location Countywide Infrastructure Improvements	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group General Government
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO114 – Countywide Infrastructure Improvements

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

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

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO205	Project Title and Location Fiscal Automation Program	4789-2012
Requesting Department or Agency Administrative Services		Functional Group General Government
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

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

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO205 – Fiscal Automation Program

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

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

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

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

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

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO624	Project Title and Location Workforce and Economic Development	4789-2012
Requesting Department or Agency Economic Development		Functional Group General Government
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

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

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

Project Fiscal Status

Prior Year Expenditures	\$0
2010 Expenditures	\$0
2011 Expenditures	\$0
Total Expenditures to Date	\$0
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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

WO624 – Workforce and Economic Development

Workforce Development

A workforce development and training contract titled “Ready to Work” is established that will include a consortium of local groups for skill training for possible placement in county or private sector jobs. Milwaukee County will join a consortium that includes nonprofits Wisconsin Regional Training Partnership/Big Step (WRTP/Big Step), Milwaukee Area Technical College, Milwaukee Public Schools and local building and construction trades. The partnership will provide educational training and on-the-job work experience needed to allow Milwaukee County residents to advance to the next level on the path to higher-wage, family-supporting jobs.

The Director of Economic Development, working in conjunction with the Directors of the Departments of Transportation and Public Works and Parks, shall meet with WRTP/Big Step staff and other partners as needed to develop a detailed overview of the program including goals, budget, outcomes and detailed reporting requirements. This overview shall be presented to the Committee on Economic and Community Development at its January 2012 meeting.

After County Board approval of the plan, Milwaukee County will provide a total of \$1,000,000 from future land sale revenues (2012 and beyond) for this initiative. For 2012, the first \$400,000 of any land sale revenue is earmarked for the Real Estate Services Section in the Department of Economic Development.

Economic Development Fund

An Economic Development Fund is created to develop sustainable jobs and new tax base in Milwaukee County. Funding for the Economic Development Fund is \$1,000,000, which will be provided from future land sale revenue after the Real Estate Services Section retains its \$400,000 in real estate sale commission revenue and the balance of the \$1,000,000 earmarked for the Ready to Work Initiative, as outlined above, is financed. Future land sales revenue to seed the Economic Development Fund may not be received until later in 2012 or 2013.

The Ready to Work Initiative and Economic Development Fund anticipate a total of \$2,000,000 in future land sale revenue. It is the policy that once this land sale revenue commitment is provided, including any budgeted amounts amount to be retained by the Real Estate Services Section, and the earmark for the Economic Development Fund, remaining land sale revenues shall be deposited in the Org. Unit 1945 -Appropriation for Contingencies.

Staffing Plan

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

2012 ADOPTED CAPITAL IMPROVEMENTS MILWAUKEE COUNTY

Project No. WO870	Project Title and Location County Special Assessments	4789-2012
Requesting Department or Agency Transportation and Public Works		Functional Group General Government
Department Priority	Person Completing Form	Date November 7, 2011

Capital Project Cost and Reimbursement Revenue By Year

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

Project Cost Breakdown

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

Budget Year Financing

Federal, State and Local Aids	\$0
Sale of Capital Assets	
Sales and Use Tax Revenue	\$250,000
Property Tax Revenue	
Miscellaneous Revenue	
G.O. Bonds and Notes	
Airport Reserve	
Investment	
Earnings	
PFC Revenue	
Gifts & Cash Contributions	
PFC Bonds	
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	\$5,214,941
2010 Expenditures	\$141,160
2011 Expenditures	(\$1,840)
Total Expenditures to Date	\$5,354,261
Encumbrances	
Available Balance	\$376,853

Project Annual Operating Costs

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

Project Schedule

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

2012 ADOPTED CAPITAL IMPROVEMENT MILWAUKEE COUNTY

WO870 – Countywide Special Assessments

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

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

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

Staffing Plan

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

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2012 ADOPTED CAPITAL IMPROVEMENTS
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM
2012-2016

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012		2013		2014		2015		2016	
		Adopted Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
TRANSPORTATION AND PUBLIC WORKS											
1200	Highway										
WH00101	Traffic Hazard Elimination	0	0	300,000	30,000	300,000	30,000	0	0	0	0
	Total WH001	0	0	300,000	30,000	300,000	30,000	0	0	0	0
WH00201	Inter-jurisdictional Traffic System CMAQ	0	0	451,170	90,234	0	0	0	0	0	0
WH00202	Congestion Mitigation/Air Quality Program Var	0	0	300,000	60,000	300,000	60,000	0	0	0	0
	Total WH002	0	0	751,170	150,234	300,000	60,000	0	0	0	0
WH01002	Reconst. Mill Rd. 43rd St. to Teutonia Avenue	0	0	4,025,000	805,000	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
WH01006	Reconstruct CTH "Y" Layton Avenue 27th to 43rd	0	0	0	0	0	0	5,000,000	1,000,000	0	0
WH01008	Reconstruct CTH "N" South 92nd Street	0	0	740,000	148,000	0	0	0	0	0	0
WH01013	S. 13th St.: So. County Line Rd to Ryan Rd	0	0	600,000	120,000	6,970,000	697,000	0	0	0	0
WH01014	N. Pt. Washington Rd.: Daphne to Good Hope	0	0	0	0	0	0	2,700,000	270,000	0	0
WH01016	Reconst. 13th: Ryan to Rawson	0	0	0	0	12,750,000	1,275,000	0	0	0	0
WH01017	S.76th St. - Puetz to Imperial	0	0	8,170,000	2,170,000	0	0	0	0	0	0
WH01019	Old Loomis Rd 76th to East Cul Du Sac	0	0	0	0	0	0	1,900,000	380,000	0	0
WH01020	Beloit Road: 124th to Hwy 100	0	0	0	0	0	0	225,000	45,000	0	0
	Total WH010	0	0	13,535,000	3,243,000	19,720,000	1,972,000	9,825,000	1,695,000	0	0
WH02001	Resurface S. 76th St. South County Line to Puetz	0	0	0	0	11,270,000	1,192,000	0	0	0	0
WH02002	College Ave 13th to 20th	0	0	1,250,000	125,000	0	0	0	0	0	0
WH02004	Mill Rd 91st to STH 45	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
WH02008	Rehab Old Loomis Rd.: Rawson to 76th St.	0	0	0	0	342,000	342,000	0	0	0	0
WH02011	W. College Avenue: 20th to 27th Street	0	0	187,500	18,750	0	0	0	0	0	0
WH02012	S. 68th St.: Ryan Rd. to House of Correction	0	0	100,000	10,000	0	0	0	0	0	0
WH02013	W. College Ave.: Loomis to 51st	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	300,000	60,000	2,000,000	400,000
	Total WH020	0	0	1,537,500	153,750	11,612,000	1,534,000	300,000	60,000	2,000,000	400,000
WH02201	N. 107th St. Brown Deer to NCL	0	0	1,000,000	1,000,000	0	0	0	0	0	0
	Total WH022	0	0	1,000,000	1,000,000	0	0	0	0	0	0
WH03012	Whitnall Park Bridge #565 - Root River	0	0	150,000	30,000	800,000	160,000	0	0	0	0
WH03013	Whitnall Park Bridge #713 - Root River	0	0	125,000	25,000	800,000	160,000	0	0	0	0
WH03014	W. Vienna Ave. - Menomonee River #771	0	0	125,000	25,000	800,000	160,000	0	0	0	0
WH03017	Oak Creek Parkway Bridge #740	0	0	150,000	30,000	0	0	0	0	0	0
WH03018	Whitnall Park Bridge #564 - Root River	0	0	150,000	30,000	800,000	160,000	0	0	0	0
	Total WH030	0	0	700,000	140,000	3,200,000	640,000	0	0	0	0
WH08002	Oak Creek Parkway Bridge #601	0	0	0	0	125,000	25,000	0	0	0	0
WH08006	W. Teutonia Ave. over Branch of Milwaukee River	0	0	150,000	30,000	0	0	0	0	0	0
WH08008	Lake Park Bridge #576 over Ravine Road	0	0	0	0	0	0	0	0	0	0
WH08009	W. College Ave. Bridge #517 over Soo Line	0	0	150,000	30,000	1,200,000	240,000	0	0	0	0
WH08010	W. College Ave. Bridge #518 over Soo Line	0	0	150,000	30,000	1,200,000	240,000	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012		2013		2014		2015		2016	
		Adopted Budget	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
	Total WP069	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
	Total WP070	0	0	0	0	0	0	0	0	0	0
WP12901	Baseball Fields	0	0	0	0	0	0	0	0	0	0
WP12902	Softball Fields	0	0	0	0	0	0	0	0	0	0
WP12903	Soccer	0	0	0	0	0	0	0	0	0	0
	Total WP129	0	0	0	0	0	0	0	0	0	0
WP16701	Parks Countywide Restroom Renovations	0	0			500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000
	Total WP167	0	0	0	0	500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000
WP17801	Pulaski Indoor Aquatic Center	0	0	0	0	0	0	0	0	0	0
	Total WP178	0	0	0	0	0	0	0	0	0	0
WP17901	Noyes Indoor Aquatic Center	0	0	0	0	0	0	0	0	0	0
	Total WP179	0	0	0	0	0	0	0	0	0	0
WP19301	Noyes Indoor Pool Roof	0	0	400,000	400,000	0	0	0	0	0	0
	Total WP193	0	0	400,000	400,000	0	0	0	0	0	0
WP19401	Dretzka Storage Garage Roof	0	0	0	0	0	0	0	0	0	0
	Total WP194	0	0	0	0	0	0	0	0	0	0
WP19601	Zablocki Service Building Roof	0	0	40,000	40,000	0	0	0	0	0	0
	Total WP196	0	0	40,000	40,000	0	0	0	0	0	0
WP19701	Humboldt Bandshell Roof	0	0	0	0	0	0	0	0	0	0
	Total WP197	0	0	0	0	0	0	0	0	0	0
WP19801	Oakwood Golf Course Service Building Roof	0	0	0	0	0	0	0	0	0	0
	Total WP198	0	0	0	0	0	0	0	0	0	0
WP19901	Jackson Service Building Roof	0	0	30,000	30,000	0	0	0	0	0	0
	Total WP199	0	0	30,000	30,000	0	0	0	0	0	0
WP20001	Jackson Boat House Roof	0	0	0	0	0	0	0	0	0	0
	Total WP200	0	0	0	0	0	0	0	0	0	0
WP20101	Wehr Nature Center Roof	0	0	50,000	50,000	0	0	0	0	0	0
	Total WP201	0	0	50,000	50,000	0	0	0	0	0	0
WP20201	King Community Center HVAC	0	0	1,000,000	1,000,000	0	0	0	0	0	0
	Total WP202	0	0	1,000,000	1,000,000	0	0	0	0	0	0
WP20301	Kosciuszko Community Center HVAC	0	0	1,000,000	1,000,000	0	0	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012		2013		2014		2015		2016	
		Adopted Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
	Total WP203	0	0	1,000,000	1,000,000	0	0	0	0	0	0
WP20401	Sherman Recreation Center HVAC	0	0	0	0	0	0	1,000,000	1,000,000	0	0
	Total WP204	0	0	0	0	0	0	1,000,000	1,000,000	0	0
WP20501	Sports Complex HVAC	0	0	0	0	0	0	500,000	500,000	0	0
	Total WP205	0	0	0	0	0	0	500,000	500,000	0	0
WP20601	Brown Deer Golf Course Clubhouse HVAC	0	0	0	0	0	0	0	0	0	0
	Total WP206	0	0	0	0	0	0	0	0	0	0
WP20701	Mitchell Park Domes Security/Fire Protection	0	0	0	0	0	0	0	0	0	0
	Total WP207	0	0	0	0	0	0	0	0	0	0
WP20801	Kosciuszko Comm. Center Security/Fire Protection	0	0	100,000	100,000	0	0	0	0	0	0
	Total WP208	0	0	100,000	100,000	0	0	0	0	0	0
WP20901	Sports Complex Security/Fire Protection	0	0	100,000	100,000	0	0	0	0	0	0
	Total WP209	0	0	100,000	100,000	0	0	0	0	0	0
WP21001	Oakwood Clubhouse Security/Fire Protection	0	0	0	0	100,000	100,000	0	0	0	0
	Total WP210	0	0	0	0	100,000	100,000	0	0	0	0
WP21101	Hansen Clubhouse Security/Fire Protection	0	0	0	0	100,000	100,000	0	0	0	0
	Total WP211	0	0	0	0	100,000	100,000	0	0	0	0
WP21201	McKinley Marina Security/Fire Protection	0	0	100,000	100,000	0	0	0	0	0	0
	Total WP212	0	0	100,000	100,000	0	0	0	0	0	0
WP21301	Currie Golf Course Roadway Lighting	0	0	0	0	450,000	450,000	0	0	0	0
	Total WP213	0	0	0	0	450,000	450,000	0	0	0	0
WP21401	Honey Creek Parkway Lighting (60th to 70th)	0	0	0	0	0	0	0	0	500,000	500,000
	Total WP214	0	0	0	0	0	0	0	0	500,000	500,000
WP21701	Greenfield Golf Course Upgrades	0	0	0	0	0	0	250,000	250,000	0	0
	Total WP217	0	0	0	0	0	0	250,000	250,000	0	0
WP21801	Oakwood Golf Course Bunkers	0	0	0	0	0	0	0	0	0	0
	Total WP218	0	0	0	0	0	0	0	0	0	0
WP21901	Oakwood Golf Course Tournament Level Upgrades	0	0	0	0	0	0	2,000,000	2,000,000	0	0
	Total WP219	0	0	0	0	0	0	2,000,000	2,000,000	0	0
WP22101	Lincoln Golf Course Irrigation/Pumphouse	0	0	0	0	800,000	800,000	0	0	0	0
	Total WP221	0	0	0	0	800,000	800,000	0	0	0	0
WP22201	Dretzka Golf Course Satellite System	0	0	150,000	150,000	0	0	0	0	0	0
	Total WP222	0	0	150,000	150,000	0	0	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012	2013		2014	2015		2016	
		Adopted Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WZ08201	Pavement Replacement West Side of Farm	0	0	0	0	0	0	228,070	228,070
	Total WZ082	0	0	0	0	0	0	228,070	228,070
WZ08301	Pavement Replacement & Lighting Lot Fingers	0	0	0	0	0	0	0	0
	Total WZ083	0	0	0	0	0	0	0	0
WZ08401	Lighting Replacement in Gorilla/Apes	0	0	32,161	32,161	0	0	0	0
	Total WZ084	0	0	32,161	32,161	0	0	0	0
WZ08501	Permanent Restroom at Caribou Village	0	0	0	0	0	0	518,300	518,300
	Total WZ085	0	0	0	0	0	0	518,300	518,300
WZ08601	Replace Woody Concessions Stand	0	0	0	0	0	0	2,458,000	2,458,000
	Total WZ086	0	0	0	0	0	0	2,458,000	2,458,000
WZ08701	Peck Center Siding	0	0	801,941	0	0	0	0	0
	Total WZ087	0	0	801,941	0	0	0	0	0
WZ08901	South End Hay Barn Roof Replacement	0	0	156,500	156,500	0	0	0	0
	Total WZ089	0	0	156,500	156,500	0	0	0	0
WZ09001	Family Farm Roof & Renovations	0	0	185,760	185,760	0	0	0	0
	Total WZ090	0	0	185,760	185,760	0	0	0	0
WZ09101	Oak/Maple Picnic Area Renovations	0	0	129,600	129,600	0	0	0	0
	Total WZ091	0	0	129,600	129,600	0	0	0	0
WZ09201	Pavement Replacement Western 3rd Lot 1	0	0	0	0	0	0	0	0
	Total WZ092	0	0	0	0	0	0	0	0
WZ09301	Storm Drain & Manhole Rehabilitation	0	0	0	0	0	0	0	0
	Total WZ093	0	0	0	0	0	0	0	0
WZ09401	Pavement Replacement South Service Yard	0	0	0	0	0	0	254,041	254,041
	Total WZ094	0	0	0	0	0	0	254,041	254,041
WZ09501	Bliffert Utilities	0	0	0	0	0	0	0	0
	Total WZ095	0	0	0	0	0	0	0	0
WZ09601	Parking Structure	0	0	0	0	0	0	0	0
	Total WZ096	0	0	0	0	0	0	0	0
WZ09701	Zoofari/Roadway Improvements	0	0	0	0	0	0	0	0
	Total WZ097	0	0	0	0	0	0	0	0
WZ09801	Old Animal Hospital/Bird Winter Quarters	0	0	0	0	0	0	0	0
	Total WZ098	0	0	0	0	0	0	0	0
WZ60001	Zoo Master Plan	100,000	0	100,000	50,000	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012		2013		2014		2015		2016	
		Adopted Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
Total WZ600		100,000	0	100,000	50,000	0	0	0	0	0	0
WZ	Total Zoological Department	100,000	0	2,173,192	1,007,143	0	0	0	0	3,458,411	3,458,411
Total PARKS, RECREATION AND CULTURE		100,000	0	13,843,192	3,977,143	4,850,000	4,850,000	7,425,000	7,425,000	8,353,806	8,353,806
HEALTH AND HUMAN SERVICES											
1600	Behavioral Health										
WE02801	Replace Nurse Call System	0	0	0	0	0	0	0	0	0	0
	Total WE028	0	0	0	0	0	0	0	0	0	0
WE03701	BHD Parking Lots	0	0	0	0	0	0	0	0	0	0
	Total WE037	0	0	0	0	0	0	0	0	0	0
WE03801	BHD Pedestrian Pavement	0	0	0	0	0	0	0	0	0	0
	Total WE038	0	0	0	0	0	0	0	0	0	0
WE03901	BHD Install Cable Television Access System	0	0	0	0	0	0	0	0	0	0
	Total WE039	0	0	0	0	0	0	0	0	0	0
WE04001	BDH Roof Repair	0	0	0	0	0	0	0	0	0	0
	Total WE040	0	0	0	0	0	0	0	0	0	0
WE04101	BHD Air Handling System	0	0	0	0	0	0	0	0	0	0
	Total WE041	0	0	0	0	0	0	0	0	0	0
WE	Total Behavioral Health	0	0	0	0	0	0	0	0	0	0
1625	Human Services										
WS01801	Coggs Center Basement Build Out	0	0	0	0	0	0	0	0	1,156,482	1,156,482
	Total WS018	0	0	0	0	0	0	0	0	1,156,482	1,156,482
WS02801	Kelly Nutrition Bldg - Renov Restroom & Kitchen	0	0	0	0	0	0	0	0	0	0
	Total WS028	0	0	0	0	0	0	0	0	0	0
WS03201	Variable Air Volume Boxes - Upgrade/Replacement	0	0	0	0	0	0	0	0	0	0
	Total WS032	0	0	0	0	0	0	0	0	0	0
WS03301	CCC Roof Replacement	0	0	438,480	438,480	460,404	460,404	483,424	483,424	0	0
	Total WS033	0	0	438,480	438,480	460,404	460,404	483,424	483,424	0	0
WS03401	Washington Park Sr Ctr - Roof Replacement	0	0	392,530	392,530	0	0	0	0	0	0
	Total WS034	0	0	392,530	392,530	0	0	0	0	0	0
WS03601	Clinton-Rose Exit/Access Corridors Renovation	0	0	70,700	70,700	0	0	0	0	0	0
WS03602	Clinton-Rose Multipurpose Room Fire Separations	0	0	54,500	54,500	0	0	0	0	0	0
WS03603	Clinton-Rose New Corridor Exit	0	0	16,800	16,800	0	0	0	0	0	0
WS03604	Clinton-Rose Interior Stairway Renovation	0	0	7,300	7,300	0	0	0	0	0	0
WS03605	Clinton-Rose Backstage Steps Renovation	0	0	4,600	4,600	0	0	0	0	0	0

Five-Year Capital Improvements Program (2012-2016)

Project Number	Project	2012	2013		2014		2015		2016		
		Adopted Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT	Projected Budget	BOND AMOUNT
WO61301	Cyber Security Implementation	0	0	0	0	0	0	350,000	350,000	75,000	75,000
	Total WO613	0	0	0	0	0	0	350,000	350,000	75,000	75,000
WO61401	Build Out Ten Sites to Digital	0	0	4,100,000	4,100,000	6,690,000	6,690,000	5,020,000	5,020,000	2,300,000	2,300,000
	Total WO614	0	0	4,100,000	4,100,000	6,690,000	6,690,000	5,020,000	5,020,000	2,300,000	2,300,000
WO61901	Disaster Recovery Site	0	0	0	0	1,200,000	1,200,000	500,000	500,000	0	0
	Total WO619	0	0	0	0	1,200,000	1,200,000	500,000	500,000	0	0
WO621012	Email Replacement	0	0	0	0	0	0	0	0	0	0
	Total WO621	0	0	0	0	0	0	0	0	0	0
WO62301	Marcus Center- Vogel Hall Renovation	0	0	0	0	0	0	0	0	1,897,584	992,584
	Total WO623	0	0	0	0	0	0	0	0	1,897,584	992,584
WO85906	Fleet Exterior Painting	0	0	0	0	0	0	61,800	0	0	0
	Total WO859	0	0	0	0	0	0	61,800	0	0	0
WO87001	County Special Assessments	250,000	0	250,000	0	250,000	0	250,000	0	250,000	0
	Total WO870	250,000	0	250,000	0	250,000	0	250,000	0	250,000	0
WO88803	Uihlein #2 elevator	0	0	504,300	504,300	0	0	0	0	0	0
WO88804	Uihlein Stage Lifts	0	0	0	0	0	0	555,991	555,991	0	0
WO88805	Uihlein #4 elevator	0	0	0	0	0	0	0	0	583,790	583,790
	Total WO888	0	0	504,300	504,300	0	0	555,991	555,991	583,790	583,790
WO94901	Inventory and Assessment of County Buildings	0	0	1,230,301	0	0	0	0	0	0	0
	Total WO949	0	0	1,230,301	0	0	0	0	0	0	0
WO95001	Milwaukee County Public Art Program - Admin	0	0	20,000	0	20,000	0	20,000	0	0	0
	Total WO950	0	0	20,000	0	20,000	0	20,000	0	0	0
WO	Total Other Agencies	3,045,000	0	22,051,376	15,208,977	26,612,495	17,698,495	15,692,426	14,660,626	19,735,850	17,880,850
	Total GENERAL GOVERNMENT	3,045,000	0	25,933,736	19,091,337	28,164,328	19,250,328	17,894,293	16,862,493	21,300,850	19,445,850
Capital Budget Summary											
	Grand Total Capital Improvements	30,664,000	6,117,500	148,344,400	85,797,266	158,419,756	92,240,756	53,918,879	32,602,079	37,914,078	34,459,078
	Total Excluding Airports	3,145,000	0	63,506,400	31,451,266	73,792,756	31,442,756	47,768,879	32,602,079	37,914,078	34,459,078

Note: The Five-Year Capital Improvements Program has been modified by the Department of the Administrative Services to ensure compliance with the County's bonding caps.