

Public Works

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PUBLIC WORKS

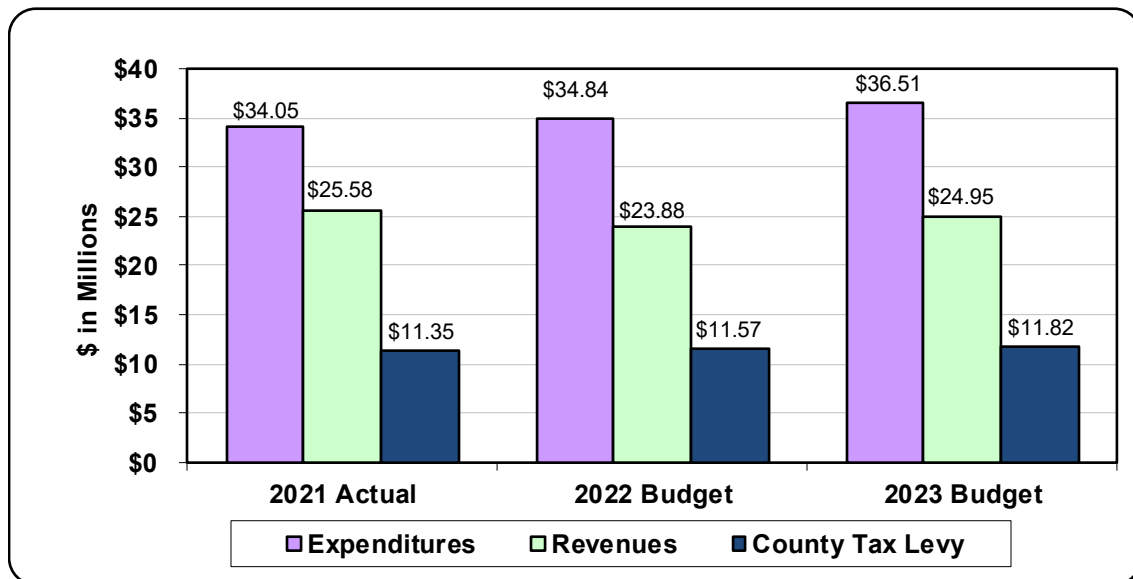
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PUBLIC WORKS

Functional Area Budget Highlights

The Public Works Functional Area includes all Public Works Department funds outlined below. The **Public Works** Department includes **General Fund** appropriations to provide architectural services, energy and utility costs, construction management and facilities maintenance, and housekeeping services. The **Transportation Fund** includes all maintenance and repair services for the County Trunk Highway System and provides appropriations for maintenance and repair of State Trunk Highways within the county, under contract with the state Department of Transportation (DOT), and engineering, permit processing, and traffic control for roadways. Also in the fund are contracted **transit service** activities including commuter bus service to/from Milwaukee, plus limited intra-county bus service and contracted program administration. A **Central Fleet Maintenance Internal Service Fund** provides for maintenance and repairs of county-owned motorized equipment, and assists equipment users in making vehicle maintenance, repair, and replacement decisions. The **Vehicle/Equipment Replacement Internal Service Fund** finances necessary and justified replacements of vehicles and major pieces of equipment. The **Airport Operations Enterprise Fund** of the Department of Public Works, through a Fixed Based Operator contract, maintains and operates a reliever airport serving general aviation and business travel needs.

Not included in this functional area are public works-related capital projects, (See the Capital Projects Section) and major IT equipment replacements (from the End-User Technology Internal Service Fund, in the General Administration Functional Area Section).



The 2023 expenditure budget for this functional area totals \$36,510,400, after adjustments to exclude proprietary fund capitalized fixed asset items, an increase of \$1,668,100 or 4.8% from the 2022 Adopted Budget. Budgeted revenues (including \$580,700 of fund balance appropriations) total \$24,947,300, an increase of \$1,069,200 or 4.5% from the previous year's budget. The tax levy necessary to fund this functional area totals \$11,815,400, an increase of \$250,000 or 2.2% from the 2022 Adopted Budget.

**** PUBLIC WORKS ****
Functional Area Summary by Agency

	2021 Actual	2022 Adopted Budget (e)	2022 Estimate	2023 Budget	Change from 2022 Adopted Budget	
					\$	%
* TOTAL PUBLIC WORKS *						
Revenues (a)	\$25,583,162	\$23,878,061	\$26,708,134	\$24,947,305	\$1,069,244	4.5%
County Tax Levy (b)(c)	\$11,351,865	\$11,565,363	\$11,565,363	\$11,815,363	\$250,000	2.2%
Expenditure (d)	\$34,046,854	\$34,842,260	\$36,598,662	\$36,510,406	\$1,668,146	4.8%
Rev. Over (Under) Exp.	\$1,567,534	\$0	\$242,768	\$0	\$0	N/A
Oper Income/(Loss) (d)	\$1,320,639	\$601,164	\$1,432,067	\$252,262	(\$348,902)	-58.0%

BREAKDOWN BY AGENCY

PUBLIC WORKS						
Revenues (a)	\$25,583,162	\$23,878,061	\$26,708,134	\$24,947,305	\$1,069,244	4.5%
County Tax Levy (b)(c)	\$11,351,865	\$11,565,363	\$11,565,363	\$11,815,363	\$250,000	2.2%
Expenditure (d)	\$34,046,854	\$34,842,260	\$36,598,662	\$36,510,406	\$1,668,146	4.8%
Rev. Over (Under) Exp.	\$1,567,534	\$0	\$242,768	\$0	\$0	N/A
Oper Income/(Loss) (d)	\$1,320,639	\$601,164	\$1,432,067	\$252,262	(\$348,902)	-58.0%

(a) Appropriated fund balance is included in revenues as follows:

Fund	Description of Use	2021 Actual	2022 Budget	2022 Estimate	2023 Budget
General	Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
General	Utilities	\$0	\$0	\$0	\$160,000
General	Building Improvement Plan Ordinances and Transfers	\$300,000	\$0	\$0	\$0
General	Purchase order & carryovers from prior year	\$211,660	\$0	\$348,171	\$0
	Subtotal General Fund Balance Appropriation	\$611,660	\$100,000	\$448,171	\$260,000
Transportation	One time purchase of highway maintenance equipment*	\$85,000	\$85,000	\$85,000	\$0
Transportation	Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Transportation	Carryovers, encumbrances, and ordinances	\$160,193	\$0	\$170,043	\$0
Transportation	Cartograph Upgrade & Migration*	\$50,000	\$0	\$0	\$0
	Subtotal Transportation Fund Balance Appropriation***	\$345,193	\$135,000	\$305,043	\$50,000
Central Fleet	Offset facility depreciation expense	\$101,083	\$101,083	\$101,083	\$101,083
Central Fleet	Purchase order & carryovers from prior year	\$0	\$0	\$0	\$0
	Subtotal Central Fleet Fund Balance Appropriation	\$101,083	\$101,083	\$101,083	\$101,083
Airport	Partially offset depreciation expense	\$169,582	\$169,582	\$169,582	\$169,582
Airport	Carryovers, encumbrances, and ordinances	\$115,938	\$0	\$50,000	\$0
Airport	Long-term Asset Evaluation Study	\$50,000	\$0	\$0	\$0
Airport	Generator & Control Tower Window Replacement	\$0	\$0	\$0	\$0
	Subtotal Airport Fund Balance Appropriation	\$335,520	\$169,582	\$219,582	\$169,582
TOTAL FUND BALANCE APPROPRIATION		\$1,393,456	\$505,665	\$1,073,879	\$580,665

*Funded with prior-year revenues earned by the Highway Operations Division for work on state highway projects performed through the Performance-Based Maintenance (PbM) Program.

**Fund balance budgeted for 2020 was intended to cover potential fuel adjustment clause expenses and potential additional prior-year local share expenses related to audit findings. 2020 Actual fund balance used was \$0.00.

***General Fund Balance is appropriated for the Transportation Fund Budget.

(b) Tax levy amount is not determined by expenditures less revenues due to proprietary fund accounting.

(c) Beginning in 2020, tax levy support for the Airport Fund is eliminated.

(d) Total expenditures and net operating income exclude capitalized fixed asset purchases to conform with financial accounting standards. Fixed asset purchases will be made out of operating revenues, and are included in the department's fixed asset request. Vehicle Replacement Fund expenditures exclude capitalized fixed asset purchases of \$3,914,180 in the 2022 Budget, \$3,745,025 in the 2021 Budget, \$3,523,804 in the 2021 Estimate, and \$3,255,844 in 2020. Airport expenditures exclude \$74,500 in the 2021 Budget and \$161,868 in 2020.

(e) The 2022 adopted budget has been restated for comparison purposes to the 2023 budget to reflect a change in the End User Technology Fund (EUTF) cost allocation methodology.

PUBLIC WORKS

Functional Area Budget Highlights

Significant program and funding changes to the 2023 Budget include the following:

- State **General Transportation Aids (GTA)** budgeted in the Transportation Fund are budgeted to decrease by \$100,000 to \$4.98 million.
- **Road Salt expenditures for county highway snow and ice removal operations** are budgeted to decrease by \$121,800 in 2023. Salt rates decrease by \$5.72 or 7.4%, from \$77.05 to \$71.33 per ton based on the state's salt contract for the 2022-23 winter season. This includes an \$84,100 decrease in the cost of salt used for county highways, based on an estimated 14,700 tons (same as the 2022 budgeted level). Actual salt used varies significantly by year, depending upon weather severity. Salt for Parks and Land Use for use at county facilities and parks roads decreases \$3,400, assuming 600 tons (same as 2022 budgeted level). Salt sold to municipalities for use on their local roads decreases \$34,300, and assumes 6,000 tons (same as 2022 budgeted level). Revenues from salt sales to municipalities include a \$12 per ton handling fee, which is an increase of \$4 from the 2022 budget.
- **State Highway Maintenance operations revenue reimbursements** for work on state roads, as directed by the Wisconsin Department of Transportation, are budgeted to increase by \$64,800 to \$6.8 million. This includes \$146,400 of anticipated higher state Routine Maintenance Agreement (RMA) reimbursements, which is partially offset by \$81,600 of lower reimbursements for Performance-Based Maintenance (PbM) program work due to fewer projects being provided by the state. The PbM program funds state highway maintenance through a system where the county submits quotes for state-specific projects—versus the RMA system that reimburses for time and materials—which may incentivize efficient maintenance work.
- **State Highway Maintenance operations** program personnel expenses are driven by actual labor revenues generated from state work. Personnel expenses increase \$53,400 which is the cost-to-continue of 29.00 FTE, which is 1.00 FTE fewer than the 2022 budget due to unfunding a patrol worker as state work and related revenues are not anticipated to keep up with the cost to continue.
- **The 2023 Transit Services** program expenses are budgeted to decrease by \$12,900, primarily due to a shift in park and ride snow clearing expenses to the highway operations budget. Total transit costs are estimated at about \$3.7 million, but the total budget for Waukesha County is only about \$970,500 because Waukesha Metro applies for offsetting federal/state revenues and collects farebox revenues directly, billing the county for the net expenditures. The temporary use of federal pandemic response funding (e.g., CARES Act) helps offset increasing route expenses and declining farebox revenues to help prevent offset county tax levy need for this program, which decreases \$15,000 to \$852,700.
- **The 2023 Transit Budget** assumes the elimination Route 79 which is a commuter service provided by Milwaukee County Transit Services (MCTS) that connects the Menomonee Falls areas to downtown Milwaukee. This funding will be used for FlexRide, which is a new ride share program. This program will connect workers in certain parts of Milwaukee to interviews and jobs in the Menomonee Falls/Butler area. The 2023 budget also assumes a reduction in hours for the Lake Country route to the city of Waukesha to downtown Milwaukee and UW-Milwaukee campus. By mid-2023, the Gold Line will be eliminated due to MCTS planning to implement a Bus Rapid Transit (BRT) service. Waukesha County is working with Waukesha Metro and MCTS on agreements to extend Route 1 service to maintain connection with the new BRT service along Bluemound Road.
- The **Central Fleet Vehicle Fuel** budget assumes an increase in fuel prices of \$1.40/gallon, or 59%, to \$3.79/gallon from the 2022 budget. Due to significant increases and volatility in the price of fuel since 2021, American Rescue Plan Act (ARPA) funding is being used to help smooth the impact of the price increases. For 2023, the budget assumes that internal departments will cover 5% of the increase in base fuel costs (not including the \$0.21/gallon mark-up) up to \$2.51/gallon (\$2.72/gallon with markup), with \$488,500 of ARPA funding covering the remainder up to the total estimated fuel price of \$3.79/gallon (\$4.00/gallon with markup). This includes the **Transportation Fund – County Highway Maintenance program** that is budgeting for an increase in fuel costs by \$272,000, partially offset by ARPA funds of \$256,000.
- The **Central Fleet Repair and Maintenance** budget includes an increase in interdepartmental revenues by about \$126,400 or 4.9% due to an increase in internal maintenance trends and cost of parts.
- Charges to departments for the **Vehicle Replacement Fund** are budgeted to decrease about \$205,200 or 5.8% from \$3.54 million to about \$3.34 million, which is due to the removal of the two-year sheriff patrol vehicles from the plan, which will be purchased directly from the Sheriff's budget beginning in 2023 where these short-term assets can be more appropriately managed.
- **Energy and utility budget costs for county facilities** are budgeted to increase in 2023 by \$230,300 from the 2022 budgeted level of \$2,007,800 to \$2,238,100 due to rising utility rates in all three categories. The electrical utility budget increases by \$90,800 reflecting a 13.5% increase in rates which is partially offset by a decrease in estimated energy consumption by 700,000 kWh to 12,200,000 kWh. The natural gas utility budget increases \$88,400 reflecting a 26% rate increase. The water/sewer utility budget increases by \$51,100 based on a 12% projected increase in utility rates. Overall costs are maintained at affordable levels through prior-year energy efficiency improvements (e.g., lighting replacement, more efficient boilers/chillers).

PUBLIC WORKS

Functional Area Budget Highlights

- The **Building Improvement Plan (BIP)** totals \$1,062,000 in the 2023 budget. The base BIP remains budgeted at \$950,000. In addition to the base BIP, the plan includes \$42,000 for improvements at the Mental Health Center (MHC) and \$70,000 for the Waukesha Employee Health and Wellness Center. Overall General Fund balance support in the BIP is \$100,000, unchanged from the 2022 budget.
- Overall expenditures in the **Housekeeping Services** program increase about \$20,700 or 1.7% in the 2023 budget. Personnel costs increase \$12,500 for the cost to continue of 5.10 FTE. Operating expenses include existing contracted housekeeping services, which are budgeted to increase by \$5,600 which is a 3% increase from current levels. The current housekeeping contract is in effect until mid-year 2023 and is the final extent year of the contract. The contract will go out for request for proposal (RFP) in 2023.
- Revenues in the **Airport Operations Fund** budget increase \$126,600 and include revenues from inflationary increases built into land leases and rental contracts.
- **Public Works – Special Purpose Grant Fund** includes ARPA funding of \$100,000 for catch basin rebuilds and \$70,000 of additional funds for a salt brine storage tank that was approved in 2022, with the goals of improving stormwater management and water quality. These funds continue efforts approved by the County Board in 2022 (enrolled ordinance 177-23).

**BUDGETED POSITIONS 2021-2023
SUMMARY BY AGENCY AND FUND**

PUBLIC WORKS

Agency	Fund	2021 Year End	2022 Adopted Budget	2022 Modified Budget	2023 Budget	22-23 Change
PUBLIC WORKS	General	41.40	39.90	39.90	39.90	0.00
PUBLIC WORKS	Transportation	75.10	75.10	75.10	74.10	(1.00)
PUBLIC WORKS	Central Fleet Maintenance	14.00	14.00	14.00	14.00	0.00
PUBLIC WORKS	Vehicle Replacement Fund	0.00	0.00	0.00	0.00	0.00
PUBLIC WORKS	Airport Operations	3.00	3.00	3.00	3.00	0.00
TOTAL REGULAR POSITIONS		133.50	132.00	132.00	131.00	(1.00)
TOTAL EXTRA HELP		5.21	6.04	6.04	6.51	0.47
TOTAL OVERTIME		3.95	4.10	4.10	4.08	(0.02)
TOTAL BUDGETED POSITIONS		142.66	142.14	142.14	141.59	(0.55)

2023 BUDGET ACTIONS

Public Works - Transportation

Unfund: 1.00 FTE State Highway Operations Patrol Worker
 Increase: 0.47 FTE Extra Help
 Decrease: 0.02 FTE Overtime

2022 CURRENT YEAR ACTIONS

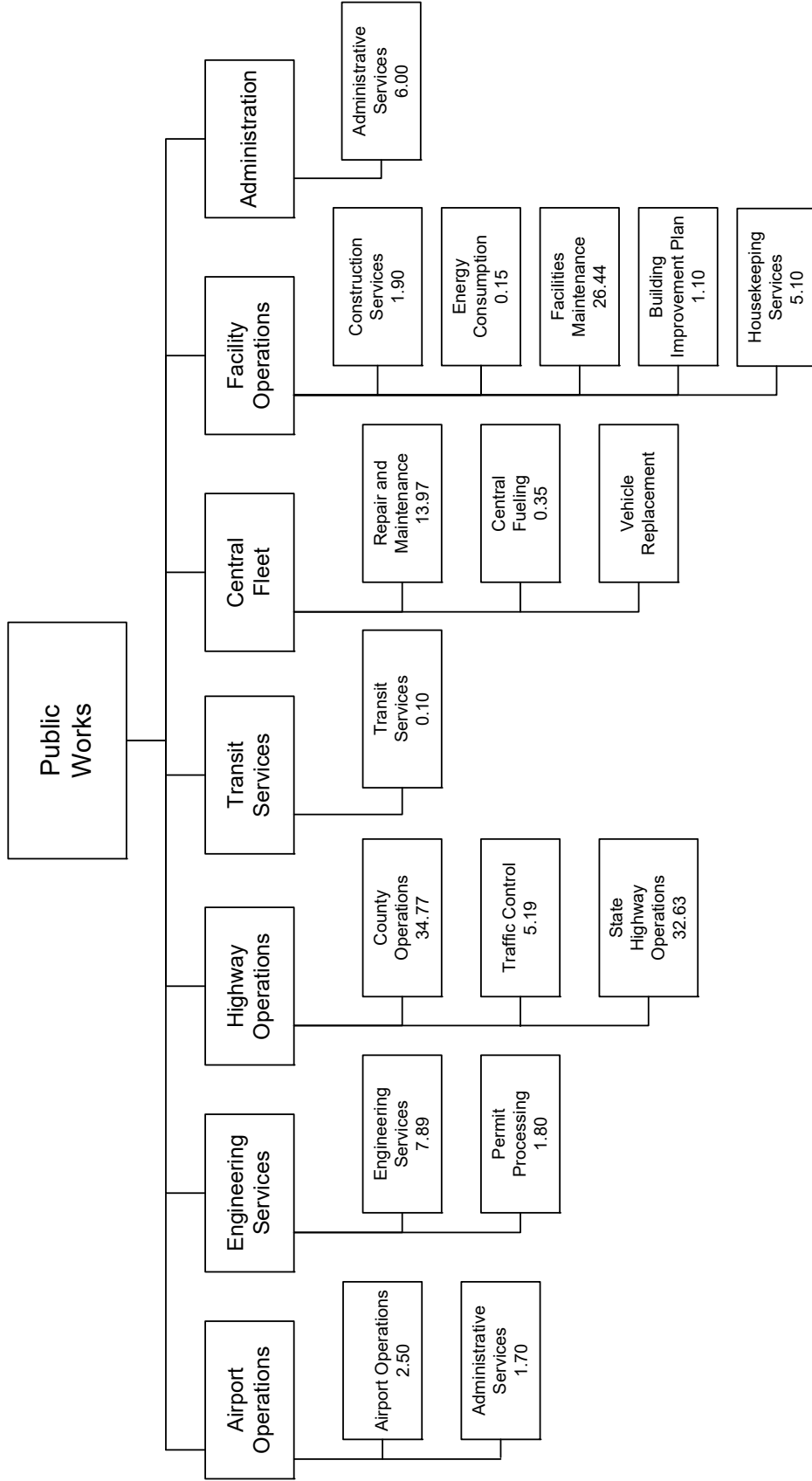
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Public Works

PUBLIC WORKS

FUNCTION / PROGRAM CHART



141.59 TOTAL FTE'S

1. Position counts stated in terms of budgeted full time equivalent positions (FTE) includes extra help and overtime.
2. See Stats/Trends Section for position detail.

All Funds

Public Works

Statement of Purpose/Summary

Statement of Purpose

Provide the foundations of success for the citizens and businesses of Waukesha County by constructing and maintaining quality transportation and building infrastructure.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget (e)	Estimate (b)	Budget	Adopted Budget \$	%
Public Works-General Fund						
Revenues (b)(d)	\$1,391,153	\$564,747	\$991,212	\$769,022	\$204,275	36.2%
County Tax Levy	\$8,165,488	\$8,150,583	\$8,150,583	\$8,330,654	\$180,071	2.2%
Expenditures (b)	\$8,986,567	\$8,715,330	\$9,388,165	\$9,099,676	\$384,346	4.4%
Rev. Over (Under) Exp.	\$570,074	\$0	(\$246,370)	\$0	\$0	N/A
Transportation Fund						
Revenues (b)(d)	\$14,316,689	\$13,970,299	\$14,384,942	\$14,136,527	\$166,228	1.2%
County Tax Levy	\$3,186,377	\$3,414,780	\$3,414,780	\$3,484,709	\$69,929	2.0%
Expenditures (b)	\$16,505,606	\$17,385,079	\$17,310,584	\$17,621,236	\$236,157	1.4%
Rev. Over (Under) Exp.	\$997,460	\$0	\$489,138	\$0	\$0	N/A
Central Fleet						
Revenues (d)	\$3,962,684	\$3,881,661	\$4,625,455	\$4,643,005	\$761,344	19.6%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures	\$3,688,921	\$3,804,904	\$4,232,036	\$4,552,942	\$748,038	19.7%
Operating Inc./Loss (c)	\$273,763	\$76,757	\$393,419	\$90,063	\$13,306	17.3%
Vehicle Replacement						
Revenues	\$4,181,559	\$4,122,605	\$4,734,841	\$3,763,382	(\$359,223)	-8.7%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures	\$3,447,308	\$3,598,198	\$3,594,581	\$3,601,183	\$2,985	0.1%
Operating Inc./Loss (c)	\$734,251	\$524,407	\$1,140,260	\$162,199	(\$362,208)	-69.1%
Airport						
Revenues (b)(d)	\$1,731,077	\$1,338,749	\$1,421,684	\$1,465,369	\$126,620	9.5%
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures (b)	\$1,418,452	\$1,338,749	\$1,523,296	\$1,465,369	\$126,620	9.5%
Operating Inc./Loss (c)	\$312,625	\$0	(\$101,612)	\$0	\$0	N/A
American Rescue Plan Act						
Revenues (b)(d)	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures (b)	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
Operating Inc./Loss (c)	\$0	\$0	\$0	\$0	\$0	N/A
Total All Funds						
Revenues (b)(d)	\$25,583,162	\$23,878,061	\$26,708,134	\$24,947,305	\$1,069,244	4.5%
County Tax Levy (a)	\$11,351,865	\$11,565,363	\$11,565,363	\$11,815,363	\$250,000	2.2%
Expenditures (b)	\$34,046,854	\$34,842,260	\$36,598,662	\$36,510,406	\$1,668,146	4.8%
Rev. Over (Under) Exp.	\$1,567,534	\$0	\$242,768	\$0	\$0	N/A
Operating Inc./Loss (c)	\$1,320,639	\$601,164	\$1,432,067	\$252,262	(\$348,902)	-58.0%
Position Summary (FTE)						
Regular Positions	133.50	132.00	132.00	131.00	(1.00)	
Extra Help	5.21	6.04	6.04	6.51	0.47	
Overtime	3.95	4.10	4.10	4.08	(0.02)	
Total	142.66	142.14	142.14	141.59	(0.55)	

- (a) Tax levy amount is not determined by expenditures less revenues.
- (b) The 2022 Estimate includes 2021 budget appropriation carryovers and open encumbrances, which modified the 2022 budget after it was adopted.
- (c) Total expenditures and net operating income excludes capitalized fixed asset purchases and debt service principal repayment of Proprietary Funds to conform to financial accounting standards. Fixed Asset purchases will be made out of operating revenues, and are included in the department's fixed asset request.
- (d) Fund Balance is appropriated as shown on the following page:

All Funds

Public Works

Statement of
Purpose/Summary

Fund Balance Use

Fund	Description of Use	2021 Actual	2022 Budget	2022 Estimate	2023 Budget
General	Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
General	Utilities	\$0	\$0	\$0	\$160,000
General	Carryovers, encumbrances, and ordinances	\$511,660	\$0	\$348,171	\$0
	Subtotal General Fund Balance Appropriation	\$611,660	\$100,000	\$448,171	\$260,000
Transportation	One time purchase of highway maintenance equipment*	\$85,000	\$85,000	\$85,000	\$0
Transportation	Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Transportation	Carryovers, encumbrances, and ordinances	\$160,193	\$0	\$170,043	\$0
Transportation	Cartegraph Upgrade & Migration*	\$50,000	\$0	\$0	\$0
	Subtotal Transportation Fund Balance Appropriation**	\$345,193	\$135,000	\$305,043	\$50,000
Central Fleet	Offset facility depreciation expense	\$101,083	\$101,083	\$101,083	\$101,083
Central Fleet	Carryovers, encumbrances, and ordinances	\$0	\$0	\$0	\$0
	Subtotal Central Fleet Fund Balance Appropriation	\$101,083	\$101,083	\$101,083	\$101,083
Airport	Partially offset depreciation expense	\$169,582	\$169,582	\$169,582	\$169,582
Airport	Carryovers, encumbrances, and ordinances	\$115,938	\$0	\$50,000	\$0
Airport	Long-term Asset Evaluation Study	\$50,000	\$0	\$0	\$0
Airport	Generator and Control Tower Window Replacements	\$0	\$0	\$0	\$0
	Subtotal Airport Fund Balance Appropriation	\$335,520	\$169,582	\$219,582	\$169,582
TOTAL FUND BALANCE APPROPRIATION		\$1,393,456	\$505,665	\$1,073,879	\$580,665

* Funded with prior-year revenues earned by the Highway Operations Division for work on state highway projects performed through the Performance-Based Maintenance program (PbM).

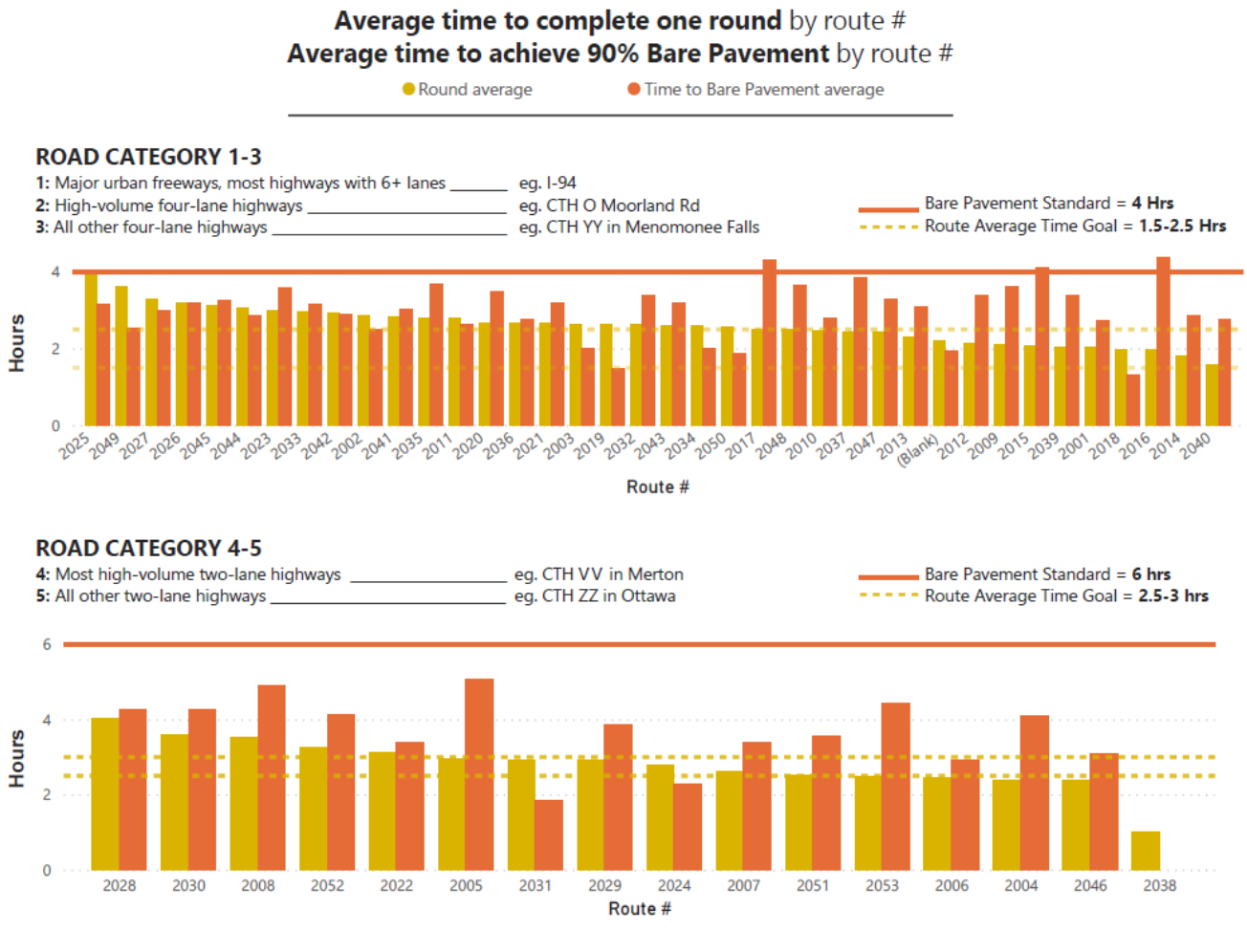
** General Fund Balance is appropriated for the Transportation Fund budget.

- (e) The 2022 adopted budget has been restated for comparison purposes to the 2023 budget to reflect a change in the End User Technology Fund (EUTF) cost allocation methodology.

Major Departmental Strategic Plan Objectives

Health and Safety Pillar: Ensure the well-being of residents

Objective 1: Highway Snow and Ice Removal. During a winter snow event, track round times by road category. A round is one trip around a plow route. After a winter snow event, achieve 90% bare pavement on County Trunk Highway System as defined by the Wisconsin Department of Transportation Highway Maintenance Manual.



Team Pillar: Best professionals serving the public in the best way

Objective 2: Perception of Waukesha County as an Employer. Achieve a rating of 80% or higher on the annual County Wide Strategic Planning Survey for statement “I would recommend Waukesha County as an employer.”

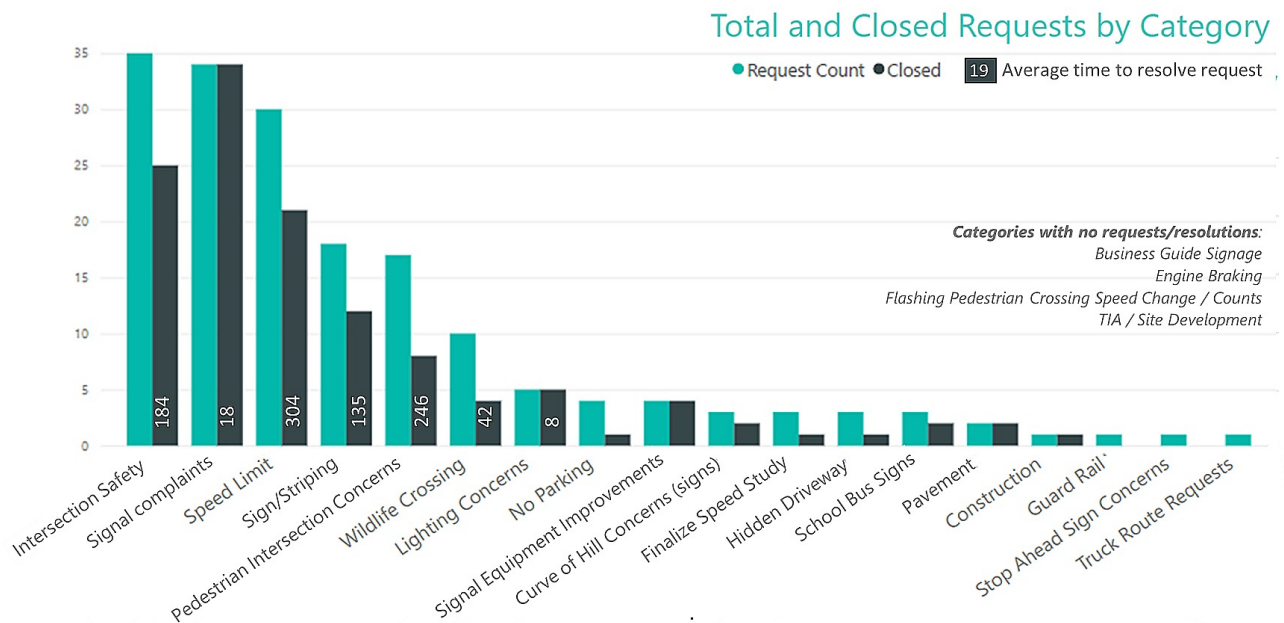
2018 Actual	2019 Actual	2020 Actual	2021 Actual	Target
61%	79%	74%	79%	80%

Quality Pillar: High standards of service excellence

Objective 3: Improve Coordination with Other Governments. Collaborate communication efforts with other governmental jurisdictions for cross sharing of resources.

Customer Service Pillar: High customer satisfaction

Objective 4: Improved Traffic Operations. Improve efficiencies and customer service in traffic operations through improved processes; staffing structure; training; equipment levels; and internal communication between engineering, highway operations, and the public.



Objective 5: Improve Customer Service. To establish consistent customer service across Waukesha County departments, achieve a 4.6 out of 5.0 mean rating annually for customer service satisfaction with respect to accessibility, accuracy, attitude, operations, timeliness, and communication.

2021 Actual	2022 Estimate	2023 Target
4.52	4.60	4.60

Fund Purpose

Through planning, design, construction and maintenance, preserve and extend the useful life of the county's facilities. Provide a safe and efficient work environment within the county facilities. Provide managerial, fiscal, technical, and clerical support to the capital planning and implementation process in conjunction with an overall approach to addressing county infrastructure issues.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual (a)	Adopted Budget (c)	Estimate (a)(b)	Budget	Adopted Budget \$	%
Revenues						
General Government	\$251,189	\$10,000	\$107,609	\$14,096	\$4,096	41.0%
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$33,927	\$37,500	\$30,200	\$31,565	(\$5,935)	-15.8%
Interdepartmental	\$493,350	\$417,147	\$405,082	\$463,261	\$46,114	11.1%
Other Revenue	\$1,027	\$100	\$150	\$100	\$0	0.0%
Appr. Fund Balance (a)(b)	\$611,660	\$100,000	\$448,171	\$260,000	\$160,000	160.0%
County Tax Levy (Credit)	\$8,165,488	\$8,150,583	\$8,150,583	\$8,330,654	\$180,071	2.2%
Total Revenue Sources	\$9,556,641	\$8,715,330	\$9,141,795	\$9,099,676	\$384,346	4.4%
Expenditures						
Personnel Costs	\$3,640,203	\$3,589,589	\$3,553,347	\$3,668,648	\$79,059	2.2%
Operating Expenses (a)(b)	\$3,989,371	\$4,277,520	\$4,755,412	\$4,597,188	\$319,668	7.5%
Interdept. Charges	\$506,815	\$438,221	\$538,184	\$458,840	\$20,619	4.7%
Fixed Assets (a)(b)	\$850,178	\$410,000	\$541,222	\$375,000	(\$35,000)	-8.5%
Total Expenditures	\$8,986,567	\$8,715,330	\$9,388,165	\$9,099,676	\$384,346	4.4%
Rev. Over (Under) Exp.	\$570,074	\$0	(\$246,370)	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	41.40	39.90	39.90	39.90	0.00
Extra Help	0.40	0.40	0.40	0.40	0.00
Overtime	0.33	0.41	0.41	0.39	(0.02)
Total FTEs	42.13	40.71	40.71	40.69	(0.02)

(a) The 2022 estimate includes 2021 carryovers of \$348,171 mostly related to Building Improvement Plan projects, which includes open encumbrances that modified the budget after it was adopted.

(b) General Fund Balance is appropriated for:

Description	2021 Actual	2022 Budget	2022 Estimate	2023 Budget
Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
Phase-in Higher Utility Costs	\$0	\$0	\$0	\$160,000
Building Improvement Plan Ordinances and Transfers	\$300,000	\$0	\$0	\$0
Purchase order & carryovers from prior year	\$211,660	\$0	\$348,171	\$0
Total Fund Balance Appropriation	\$611,660	\$100,000	\$448,171	\$260,000

(c) The 2022 adopted budget for tax levy and interdepartmental charge expenditures has been restated for comparison purposes to the 2023 budget to reflect a change in the End User Technology Fund (EUTF) cost allocation methodology.

Construction Services

Program Description

This division is responsible for coordinating all building-related capital projects in the five-year capital plan and major maintenance projects in the Building Improvement Plan. Coordination consists of following county project control methodology to present, implement, design, construct and administer all new and renovated or remodeled capital projects. Measurements of successful projects are realized in both fiscal management and timely completion of each project. In addition, this division is responsible for management of properties the county acquires through land acquisitions, tax foreclosures, etc. Management can include securing properties, demolition of sites, or sale of sites as well as preparation and execution of leased space within county office buildings.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	1.90	1.90	1.90	1.90	0.00
General Government	\$458	\$0	\$2,017	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$1,708	\$0	\$1,331	\$0	\$0
County Tax Levy (Credit)	\$236,770	\$241,668	\$241,668	\$248,529	\$6,861
Total Revenues	\$238,936	\$241,668	\$245,016	\$248,529	\$6,861
Personnel Costs	\$214,965	\$220,863	\$220,661	\$227,704	\$6,841
Operating Expenses	\$11,177	\$20,000	\$20,000	\$20,000	\$0
Interdept. Charges	\$786	\$805	\$805	\$825	\$20
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$226,928	\$241,668	\$241,466	\$248,529	\$6,861
Rev. Over (Under) Exp.	\$12,008	\$0	\$3,550	\$0	\$0

Program Highlights

Net personnel costs are increasing by about \$6,800 primarily related to costs to continue for the regular staff of 1.90 FTE. Staff support is used to provide support to the capital projects and to provide building project services to the other county departments. Operating expenses of \$20,000 are budgeted for consulting services for building system analysis.

Current and Planned Construction Services Capital Projects

Project #	Project Name	Expected Completion Year	Total Project Cost	Est. % Complete End of 2022	Est. Operating Impact
201503	Demolish Former HHS Building	(a)	\$3,620,000	40%	\$20,000 (b)
201705	Courthouse Project Step 2 - Renovate 1959 Courthouse	2026	\$98,800,000	10%	TBD (c)
202209	Communications Center Roof Replacement	2025	\$253,000	0%	Decrease
202210	Highway/Fleet Roof Replacement	2027	\$1,699,000	0%	Decrease
202211	Law Enforcement Center Window Replacement	2027	\$1,095,000	0%	Decrease
202217	Mental Health Center Remodel	2023	\$1,158,000	20%	Decrease (d)
202309	Juvenile Center Roof Replacement	2028	\$658,000	0%	Decrease
202310	Communications Center UPS Upgrade	2025	\$220,000	0%	\$0
202313	Mental Health Center Roof Replacement	2028	\$565,000	0%	Decrease
202314	County Jail Roof Replacement	2028	\$698,000	0%	Decrease

- (a) Demolition of the East Wing was completed in 2018. Demolition of the boiler room and abatement was completed in 2020. Demolition for the remainder of the building is dependent upon approvals from other governmental entities.
- (b) Preserving the remainder of the former HHS Buildings is estimated to result in operating costs for maintenance and insurance.
- (c) Step 2 of the courthouse project (renovate 1959 courthouse) is expected to lower utility costs through the installation of energy efficient building systems. Contracted housekeeping services costs will likely be offset by savings as the Facilities Maintenance Division continues to transition from in-house cleaning staff to contracted cleaning staff. Regarding staffing, consolidating office space and moving operations within departments closer together is expected to result in greater operational efficiencies.
- (d) Mental Health Center Remodel includes \$1,158,000 of American Rescue Plan Act funding.

Building Improvement Plan

Program Description

Review building structure, mechanical systems and other needs on a regular basis to ensure they are still of good quality and functioning in the most effective manner. Plan for long-term maintenance, repair and replacement and develop a five-year funding plan.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	1.10	1.10	1.10	1.10	0.00
General Government	\$305	\$0	\$721	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$138,000	\$70,000	\$70,000	\$112,000	\$42,000
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$568,531	\$100,000	\$389,797	\$100,000	\$0
County Tax Levy (Credit)	\$975,622	\$978,645	\$978,645	\$982,815	\$4,170
Total Revenues	\$1,682,458	\$1,148,645	\$1,439,163	\$1,194,815	\$46,170
Personnel Costs	\$125,071	\$128,645	\$129,053	\$132,815	\$4,170
Operating Expenses	\$367,979	\$610,000	\$748,592	\$687,000	\$77,000
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$850,178	\$410,000	\$541,222	\$375,000	(\$35,000)
Total Expenditures	\$1,343,228	\$1,148,645	\$1,418,867	\$1,194,815	\$46,170
Rev. Over (Under) Exp.	\$339,230	\$0	\$20,296	\$0	\$0

Program Highlights

Interdepartmental revenues consist of charges to the Mental Health Center for building improvement projects at that facility. These revenues are based on planned projects. General Fund balance appropriations remain the same as in the 2022 budget. The use of General Fund balance has been reduced in previous years and is planned to be eventually phased out in future budgets.

Personnel costs are increasing by about \$4,200 primarily related to the costs to continue for the regular staff of 1.10 FTE. The Five-Year Building Improvement Plan projects are budgeted across both operating expense appropriations (for non-capitalized items) or in the fixed asset appropriations (if items are capitalized and cost over \$5,000). Overall, the base plan of \$950,000 is remaining stable from the 2022 Adopted Budget. Additional expenditures for Mental Health Center (MHC) projects total \$42,000, a decrease of \$28,000 from 2022. Because the MHC recovers a portion of program costs (including these projects) through outside funding, these costs are offset with an interdepartmental revenue charge from the MHC. Project expenditures for the Employee Health and Wellness Clinic total \$70,000. These costs are offset with an interdepartmental revenue charge from the Health and Dental Fund.

Projects in the plan are either identified by the Public Works staff as necessary improvements to buildings, are requested by other county employees as improvements to their work areas, or have been identified by staff during a condition analysis. Overall, the plan assumes the Courthouse and Northview buildings are in “maintenance only” mode pending renovation, replacement, or removal of buildings in the capital plan. This means that the mechanical systems may be repaired when broken; however, they will not be upgraded or replaced as a preventative measure in the building improvement plan.

Building Improvement Plan (cont.)

Building Improvement Plan by Type of Project

Type of Project	Plan 2023	Plan 2024	Plan 2025	Plan 2026	Plan 2027
Asbestos	\$15,000	\$10,000	\$10,000	\$10,000	\$10,000
Carpet / Tile / Seal	\$55,000	\$65,000	\$55,000	\$70,000	\$40,000
Doors & Windows	\$40,000	\$40,000	\$15,000	\$15,000	\$15,000
Electrical	\$5,000	\$0	\$0	\$0	\$0
Flooring	\$70,000	\$45,000	\$20,000	\$0	\$0
Furniture	\$35,000	\$15,000	\$10,000	\$15,000	\$15,000
HVAC	\$430,000	\$335,000	\$365,000	\$320,000	\$345,000
HVAC Controls	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Maintenance Only	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Paint / Wall Cover	\$25,000	\$50,000	\$25,000	\$40,000	\$45,000
Plumbing	\$50,000	\$170,000	\$170,000	\$170,000	\$100,000
Remodel	\$12,000	\$0	\$0	\$0	\$0
Roof	\$50,000	\$30,000	\$30,000	\$30,000	\$50,000
Safety/Security	\$20,000	\$25,000	\$20,000	\$25,000	\$50,000
Seal/ Tuckpoint	\$25,000	\$30,000	\$20,000	\$25,000	\$50,000
Grand Total	\$1,062,000	\$1,045,000	\$970,000	\$950,000	\$950,000
Use of Fund Balance (c)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

Building Improvement Plan by Building

Building	Plan 2023	Plan 2024	Plan 2025	Plan 2026	Plan 2027
Administration Center	\$230,000	\$280,000	\$270,000	\$170,000	\$100,000
Communications Center	\$0	\$0	\$0	\$0	\$0
County Jail	\$95,000	\$25,000	\$25,000	\$0	\$0
Courthouse (a)	\$0	\$0	\$0	\$0	\$0
Health Human Services	\$0	\$0	\$0	\$30,000	\$85,000
Highway Operations	\$0	\$0	\$0	\$0	\$0
Juvenile Center	\$0	\$0	\$50,000	\$50,000	\$0
Law Enforcement Center	\$0	\$0	\$0	\$0	\$0
Mental Health Center	\$42,000	\$95,000	\$20,000	\$0	\$0
Northview (a)	\$0	\$0	\$0	\$0	\$0
Other/All Buildings (b)	\$625,000	\$645,000	\$605,000	\$700,000	\$765,000
UWW	\$0	\$0	\$0	\$0	\$0
Wellness Clinic	\$70,000	\$0	\$0	\$0	\$0
Grand Total	\$1,062,000	\$1,045,000	\$970,000	\$950,000	\$950,000
Use of Fund Balance (c)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

- (a) Maintenance Only mode includes the Courthouse and Northview facilities operating in "maintenance only" mode pending renovation/replacement of buildings in the Capital Plan. This means that the mechanical systems will be repaired when broken; however, they will not be upgraded or replaced as a preventative measure in the building improvement plan.
- (b) Projects, as needed, in other buildings are groupings of maintenance projects that have been identified through experience as maintenance needs; yet, at the time of budget development it is unknown which building will require the specific maintenance. Items included here are flooring replacements, painting, window and door replacements, mechanical equipment repair/replacement, tuck pointing/sealing/caulking of the building envelope, and roof repairs as needed. When these projects are completed, the expenses are charged to the building where the work was completed.
- (c) Designated for future use to replace interior treatments (e.g. carpeting, painting, roofing) and small projects (building systems, HVAC) to facilitate a stable maintenance plan.

Energy Consumption

Program Description

Review of utility bills to monitor energy consumption. Identify possible equipment inefficiencies so repairs can be performed to eliminate energy waste and identify specifications in new equipment to ensure future energy efficiencies.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	0.15	0.15	0.15	0.15	0.00
General Government	\$0	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$33,927	\$37,500	\$30,200	\$31,565	(\$5,935)
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$160,000	\$160,000
County Tax Levy (Credit)	\$2,025,325	\$1,994,314	\$1,994,314	\$2,071,375	\$77,061
Total Revenues	\$2,059,252	\$2,031,814	\$2,024,514	\$2,262,940	\$231,126
Personnel Costs	\$23,478	\$23,985	\$24,188	\$24,810	\$825
Operating Expenses	\$2,079,204	\$2,007,829	\$2,328,714	\$2,238,130	\$230,301
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$2,102,682	\$2,031,814	\$2,352,902	\$2,262,940	\$231,126
Rev. Over (Under) Exp.	(\$43,430)	\$0	(\$328,388)	\$0	\$0

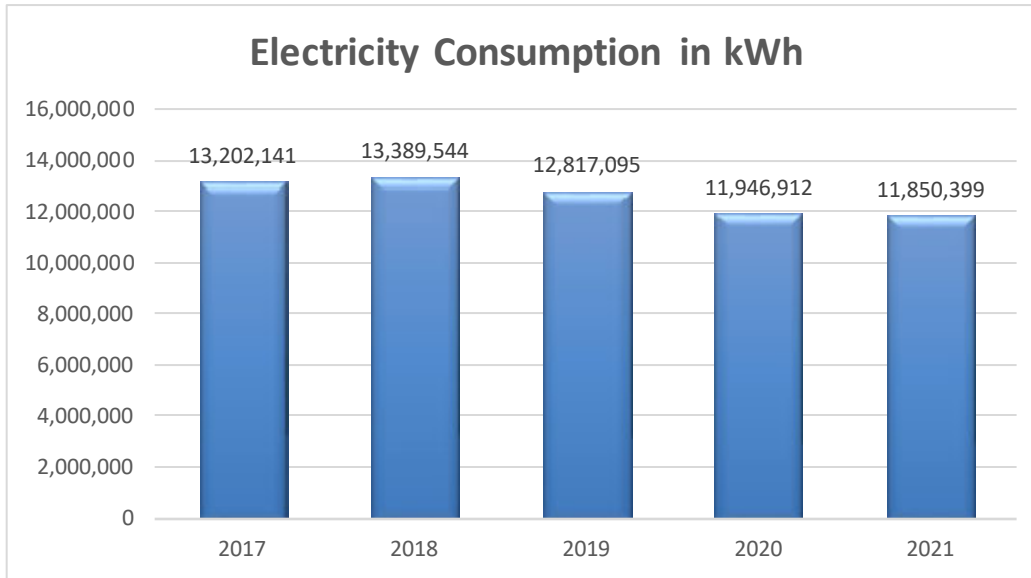
Program Highlights

Charges for services revenues include \$31,600 for county office space rental to outside agencies such as title companies, the Farm Service Agency, and the District Court Administrator. This revenue has been decreasing in recent years due to a reduction in title company rentals. Fund balance of \$160,000 is appropriated to phase-in higher utility costs.

Net personnel costs are increasing by about \$800 primarily related to costs to continue for the regular staff of 0.15 FTE. Operating expenses increase \$230,300 to \$2,238,100 due to rising utility rates in all three categories. The electric utility budget increases by \$90,800 reflecting a 13.5% increase in rates partially offset by a decrease in estimated energy consumption by 700,000 kWh or 5.5% to 12,200,000 kWh. Natural gas expenses increase by \$88,400 to \$428,500 due to a 26% projected increase in rates. Water/sewer expenses increase \$51,100 to \$470,300, reflecting a 12% projected increase in rates. Due to the volatile nature of the utility markets and changing weather conditions, energy costs can often be difficult to predict. The department continues to maintain and improve the buildings' infrastructure to provide for the most efficient heating and cooling systems. As systems are updated, utility usage is monitored, and budgets will be adjusted accordingly.

Activity-Utility Source	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2023 Budget	Change
Electricity (Kilowatt-Hrs)	12,817,095	11,946,912	11,850,399	12,900,000	12,200,000	(700,000)
Natural Gas (Therms)	710,755	646,835	635,429	680,210	680,210	0
Water/Sewer (Gallons)	22,115,510	17,981,410	22,722,463	22,500,000	22,500,000	0

Energy Consumption (cont.)



Investment in Energy Projects Reduces kWh Usage in Waukesha County Facilities

This chart illustrates the total electrical consumption by year at county facilities. The county has invested in energy reduction projects such as lighting and HVAC mechanical upgrades. The energy data captured over the last five years continues to trend in reduced consumption each year. As a result of the secure courtroom construction capital project, the county has no significant capital building energy projects over the next several years. Waukesha County will continue to invest in minor energy savings projects to aid in the reduction of energy consumption

Facilities Maintenance

Program Description

The Facilities Maintenance Division provides a variety of services to customers. The primary function is to extend the useful life of the facilities by providing preventative maintenance and repair services for our building infrastructure and equipment. This includes maintaining interior aesthetics, painting, carpeting, etc. through internal work or through external contracts. This also includes the management of maintenance related capital projects.

The secondary function is to provide support services to the various county programs. Examples include room set ups, moving furniture, or any other request from a program manager that is necessitated by a program requirement and not a building requirement. This program area is the main contact with departmental customers for all building maintenance needs.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	26.44	26.44	26.44	26.44	0.00
General Government	\$5,586	\$0	\$15,304	\$4,096	\$4,096
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$348,350	\$340,147	\$310,082	\$344,761	\$4,614
Other Revenue	\$803	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$36,541	\$0	\$54,847	\$0	\$0
County Tax Levy (Credit)	\$3,159,935	\$3,098,047	\$3,098,047	\$3,128,762	\$30,715
Total Revenues	\$3,551,215	\$3,438,194	\$3,478,280	\$3,477,619	\$39,425
Personnel Costs	\$2,235,796	\$2,229,462	\$2,180,517	\$2,245,626	\$16,164
Operating Expenses	\$819,689	\$817,925	\$862,418	\$822,919	\$4,994
Interdept. Charges	\$477,659	\$390,807	\$508,375	\$409,074	\$18,267
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$3,533,144	\$3,438,194	\$3,551,310	\$3,477,619	\$39,425
Rev. Over (Under) Exp.	\$18,071	\$0	(\$73,030)	\$0	\$0

Program Highlights

Interdepartmental revenues in this program area are received from other county departments for maintenance services provided to their departments. These revenues are mainly from proprietary funds or certain other special revenue funds that receive outside revenue sources to pay for these related expenses.

Net personnel costs are increasing by about \$16,200 primarily related to costs to continue offset by turnover for the regular staff of 25.75 FTE. Funding continues for a 0.40 FTE architectural intern and 0.29 FTE of overtime. Operating expenditures included in this program area are for materials and supplies required to maintain the exterior and interior county buildings. Also included are materials for the heating, cooling, plumbing and electrical systems in all the buildings. In addition, expenditures include the cost of contracts administered by the staff required for the operations of the building systems. Staff work closely with the Purchasing Division to determine the most effective and economical level of contracted service for the buildings. Maintenance contracts, budgeted in operating expenses include: elevator service, chiller and boiler maintenance, and sprinkler/fire alarm testing. The operating expense budget increases \$5,000 in 2023 due to small increases in mechanical/electrical equipment repair and exterior building repair and maintenance. These increases are offset by shifts from contracted services, electrical system repair and maintenance, and uniform rentals. Interdepartmental charges increase \$18,300 mainly due to increases in property and liability insurance.

Housekeeping Services

Program Description

The Housekeeping Division is responsible for maintaining a clean working environment for most of the county-owned buildings either through the use of internal staff or through contracted housekeeping services. Internal housekeeping staff is responsible for maintaining the Courthouse and Northview buildings. The housekeeping staff follows a planned schedule of cleaning, but also responds to individual requests for specific areas of need. Housekeeping services also include the supervision, monitoring, and management of housekeeping service contracts for Administration Center, Courts Tower, Mental Health Center, Juvenile Detention Center, the Human Services Center, Communications Center, Law Enforcement Center including the County Jail, Highway Operations Center and four substations, and the Waukesha Employee Health and Wellness Center. Housekeeping supervisory staff are the primary point of contact for communication from other county personnel for all housekeeping concerns.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	6.62	5.12	5.12	5.10	(0.02)
General Government	\$196,118	\$0	\$78,861	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$7,000	\$7,000	\$25,000	\$6,500	(\$500)
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$4,880	\$0	\$2,086	\$0	\$0
County Tax Levy (Credit)	\$1,174,230	\$1,192,471	\$1,192,471	\$1,213,641	\$21,170
Total Revenues	\$1,382,228	\$1,199,471	\$1,298,418	\$1,220,141	\$20,670
Personnel Costs	\$470,971	\$401,049	\$400,827	\$413,523	\$12,474
Operating Expenses	\$694,952	\$789,382	\$765,838	\$797,789	\$8,407
Interdept. Charges	\$4,533	\$9,040	\$4,554	\$8,829	(\$211)
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,170,456	\$1,199,471	\$1,171,219	\$1,220,141	\$20,670
Rev. Over (Under) Exp.	\$211,772	\$0	\$127,199	\$0	\$0

Program Highlights

Interdepartmental revenues consist of a cross-charge for supply costs to the Mental Health Center (MHC). Expenses for the actual housekeeping service are paid directly through the MHC budget. The MHC benefits from economies of scale when the housekeeping supplies are ordered centrally by the housekeeping staff.

Personnel costs increase \$12,500 due to cost to continue for staff. The program funds 5.10 FTE positions in this program in 2023. Operating expenditures include the contracted costs to clean many of the county buildings and the cost of cleaning supplies. Contracted cleaning services are used to clean all county buildings including partial cleaning in the Courthouse and Courthouse Tower due to reduction in internal housekeeping staff. Buildings serviced entirely with contracted cleaning include the Administration Center, Law Enforcement Center, County Jail, Juvenile Detention Center, the Health and Human Services Center, Highway Operations Center and all Highway Substations, the Big Bend/Vernon Sheriff's Substation, and the Communications Center. The Waukesha Employee Health and Wellness Center and Mental Health Center are cleaned by contract; however, the costs are not included in this budget (budgeted directly in those funds). Housekeeping operating expenses presume a 3% increase on current costs. The current housekeeping contract is in effect until mid-year 2023. This is the final extension year of the contract. Interdepartmental charges include the cost of telephone service, copier replacement, and technology total cost of computer ownership charges.

Administrative Services

Program Description

This area serves as the first and primary point of contact for the public and other government agencies. This division provides the overall administrative direction for the department, maintains financial and administrative records for the department, and provides central supervision for all organizational units. The Administrative Services program is responsible for coordinating and providing efficient administrative/clerical support to the department.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	5.92	6.00	6.00	6.00	0.00
General Government	\$48,722	\$10,000	\$10,706	\$10,000	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$224	\$100	\$150	\$100	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$593,606	\$645,438	\$645,438	\$685,532	\$40,094
Total Revenues	\$642,552	\$655,538	\$656,294	\$695,632	\$40,094
Personnel Costs	\$569,922	\$585,585	\$598,101	\$624,170	\$38,585
Operating Expenses	\$16,370	\$32,384	\$29,850	\$31,350	(\$1,034)
Interdept. Charges	\$23,837	\$37,569	\$24,450	\$40,112	\$2,543
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$610,129	\$655,538	\$652,401	\$695,632	\$40,094
Rev. Over (Under) Exp.	\$32,423	\$0	\$3,893	\$0	\$0

Program Highlights

General government revenues include administrative reimbursement for the Local Road Improvement Program (LRIP) budget at \$10,000. This revenue is received every other year; however, one-half of the revenue is budgeted every year to provide for a more stable revenue budget from year to year. Other revenues include the sale of plans to contractors that may bid on projects.

Net personnel costs increase \$38,600 due to cost to continue of current staff and increased benefit costs due to plan selection changes. Operating expenses decrease by about \$1,000 due to small budget adjustments for general office supply purchases and computer software licenses. Interdepartmental charges which include computer replacement charges and copier replacement charges increase by \$2,500.

Fund Purpose

Provide for transportation-related activities including roadways and transit services. Activities include the maintenance, repair, and operation of the County Trunk Highway System and providing the necessary labor, equipment and materials to maintain the State Trunk Highway System as specified by the Wisconsin Department of Transportation. Transit activities include bus services to selected areas of Waukesha County, primarily addressing the transit needs of employers and employees commuting between Waukesha County and its neighboring counties. Paratransit service to the physically challenged along a parallel commuting corridor is also provided in accordance with the Americans with Disabilities Act. Engineering, Traffic Control and Permit processing programs are also included in this fund.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget (b)	Estimate	Budget	Adopted Budget	
					\$	%
Revenues						
General Government	\$12,124,309	\$11,793,071	\$12,138,057	\$12,013,871	\$220,800	1.9%
Fine/Licenses	\$181,990	\$144,000	\$144,000	\$147,000	\$3,000	2.1%
Charges for Services	\$507,160	\$646,439	\$572,318	\$654,980	\$8,541	1.3%
Interdepartmental	\$758,414	\$791,128	\$755,984	\$776,904	(\$14,224)	-1.8%
Other Revenue	\$399,623	\$460,661	\$469,540	\$493,772	\$33,111	7.2%
Appr. Fund Balance (a)	\$345,193	\$135,000	\$305,043	\$50,000	(\$85,000)	-63.0%
County Tax Levy (Credit)	\$3,186,377	\$3,414,780	\$3,414,780	\$3,484,709	\$69,929	2.0%
Total Revenue Sources	\$17,503,066	\$17,385,079	\$17,799,722	\$17,621,236	\$236,157	1.4%
Expenditures						
Personnel Costs	\$7,389,883	\$7,368,850	\$7,240,537	\$7,453,296	\$84,446	1.1%
Operating Expenses (a)	\$3,750,179	\$4,448,650	\$4,236,913	\$4,290,335	(\$158,315)	-3.6%
Interdept. Charges	\$5,229,512	\$5,482,579	\$5,707,905	\$5,877,605	\$395,026	7.2%
Fixed Assets (a)	\$136,032	\$85,000	\$125,229	\$0	(\$85,000)	-100.0%
Total Expenditures	\$16,505,606	\$17,385,079	\$17,310,584	\$17,621,236	\$236,157	1.4%
Rev. Over (Under) Exp.	\$997,460	\$0	\$489,138	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	75.10	75.10	75.10	74.10	(1.00)
Extra Help	3.81	4.27	4.27	4.74	0.47
Overtime	3.54	3.54	3.54	3.54	0.00
Total FTEs	82.45	82.91	82.91	82.38	(0.53)

(a) Includes General Fund balance appropriation of:

Description	2021 Act.	2022 Budget	2022 Estimate	2023 Budget
One time purchase of highway maintenance equipment*	\$85,000	\$85,000	\$85,000	\$0
Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Carryovers, encumbrances, and ordinances	\$160,193	\$0	\$170,043	\$0
Cartograph Upgrade & Migration*	\$50,000	\$0	\$0	\$0
Total Fund Balance Appropriation	\$345,193	\$135,000	\$305,043	\$50,000

*Funded with prior-year revenues earned by the Highway Operations Division for work on state highway projects through the Performance-Based Maintenance program (PbM).

(b) The 2022 adopted budget for tax levy and interdepartmental charge expenditures has been restated for comparison purposes to the 2023 budget to reflect a change in the End User Technology Fund (EUTF) cost allocation methodology.

County Operations

Program Description

The Operations Division provides service directly to the public by keeping County trunk highways safe and well maintained. This includes plowing, salting, and sanding in the winter; repaving highway pavement and shoulders; mowing of roadsides and median strips; cutting back vegetation from the right of way; clearing culverts, drainage ditches, and catch basins; and concrete and asphalt repair. To perform these tasks, the division operates a fleet of vehicles and equipment at the highway operations center and at four substations located throughout the county. The Operations Division also provides services to other county departments and municipalities on a cost reimbursement basis.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	34.97	34.29	34.29	34.77	0.48
General Government	\$4,081,326	\$4,027,806	\$4,361,566	\$4,203,800	\$175,994
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$507,160	\$646,439	\$572,318	\$654,980	\$8,541
Interdepartmental	\$758,414	\$791,128	\$755,984	\$776,904	(\$14,224)
Other Revenue	\$24,679	\$35,000	\$41,000	\$41,000	\$6,000
Appr. Fund Balance	\$194,027	\$85,000	\$49,979	\$0	(\$85,000)
County Tax Levy (Credit)	\$1,637,309	\$1,855,869	\$1,855,869	\$2,040,376	\$184,507
Total Revenues	\$7,202,915	\$7,441,242	\$7,636,716	\$7,717,060	\$275,818
Personnel Costs	\$2,896,692	\$2,901,386	\$2,884,583	\$2,974,856	\$73,470
Operating Expenses	\$1,738,589	\$2,285,886	\$1,901,629	\$2,186,802	(\$99,084)
Interdept. Charges	\$1,954,695	\$2,168,970	\$2,488,538	\$2,555,402	\$386,432
Fixed Assets	\$109,524	\$85,000	\$125,229	\$0	(\$85,000)
Total Expenditures	\$6,699,500	\$7,441,242	\$7,399,979	\$7,717,060	\$275,818
Rev. Over (Under) Exp.	\$503,415	\$0	\$236,737	\$0	\$0

Program Highlights

The 2023 budget assumes General Transportation Aids (GTA) revenue budgeted for the Transportation Fund reduces \$100,000 to \$4.98 million from the 2022 budget based on recent funding trends. Within the Transportation Fund, \$3,947,800 of GTA is allocated to the County Operations program, with the remainder being allocated to the Traffic Control and Engineering programs.

General Government revenues increase \$176,000 due to fuel price increase relief provided by America Rescue Plan Act (ARPA) funds of \$256,000, offset by the reduction in GTA.

Charges for services represent revenues received from municipalities for the purchase of salt and for pavement marking services. The 2023 budget anticipates 6,000 tons of salt being purchased by local municipalities. This tonnage is based on agreements between the county and the respective local jurisdictions. The markup/handling fee charged to municipalities increases to \$12.00 per ton in 2023 from \$8.00 per ton in 2022. The price of salt has decreased from \$77.05/ton in the 2022 budget to \$71.33 in 2023 (\$83.33 with external customer markup). Revenues from municipal salt sales decrease \$10,300 due to the reduction in salt prices, offset by the increase handling markup. Charges to municipalities for pavement marking services increases by \$18,900 in 2023 to cover material cost increase.

County Operations (Continued)

Interdepartmental revenues, totaling around \$776,900, decrease about \$14,200. These revenues include the reimbursement from the state for salt and equipment storage and radio cost reimbursements of \$396,800, a decrease of \$6,300, as well as administrative cost recovery in the amount of \$277,300, a decrease of \$5,000. Interdepartmental revenues also include about \$102,800 for services provided to the Airport that includes mowing, brush control and small pavement work on the grounds; work provided to Parks and Land Use (PLU), such as changing light bulbs in parking lots and tree trimming; and sale of an estimated 600 tons of salt to PLU.

Other revenues represent insurance reimbursements for damage to highway guardrail property due to accidents and the sale of scrap metal. General Fund balance is eliminated in 2023 as there are no planned fixed asset purchases. The fund balance budgeted in 2022 was generated from higher prior-year funds earned through the State's Performance-Based Maintenance program (discussed in the State Highway Operations program).

Personnel costs increase \$73,500 in 2023 mainly due to cost to continue for current staff offset by anticipated turnover. Funding continues for 1.04 FTE of overtime, and extra help for seasonal patrol workers increases 0.48 FTE from 1.25 to 1.73 FTE. The 2023 budget continues funding for 25.00 FTE patrol workers and 2.00 crew leaders to maintain the County Highway System.

Operating expenses decrease \$99,100 to about \$2,186,800 primarily due to reductions of the salt contract pricing. The price per ton for salt decreases 7.4% to \$71.33 per ton in 2023, from \$77.05 in 2022, which is based on the confirmed 2022/2023 winter contracted price. Salt is the largest expense in this appropriation unit, budgeted at \$1,519,300. The county continues to budget for 14,700 tons of salt usage on county highways. The county also budgets \$42,800 for 600 tons of salt usage (same as 2022 budgeted level) for Parks and Land Use and 6,000 tons (same as the 2022 budgeted level) for sale to local municipalities in the amount of \$428,000.

Operating expenses include roadway materials such as cold/hot patch, crackfiller, gravel, sand, cement, guardrail, and culvert pipe budgeted at \$145,000; utility expenses for the main shop and four substation budgeted at \$136,700; plow blade replacement expenditures of \$63,000; contracted snow removal for park and rides and rental of equipment budgeted at \$43,000; and landfill/waste disposal costs of \$39,000 in 2023.

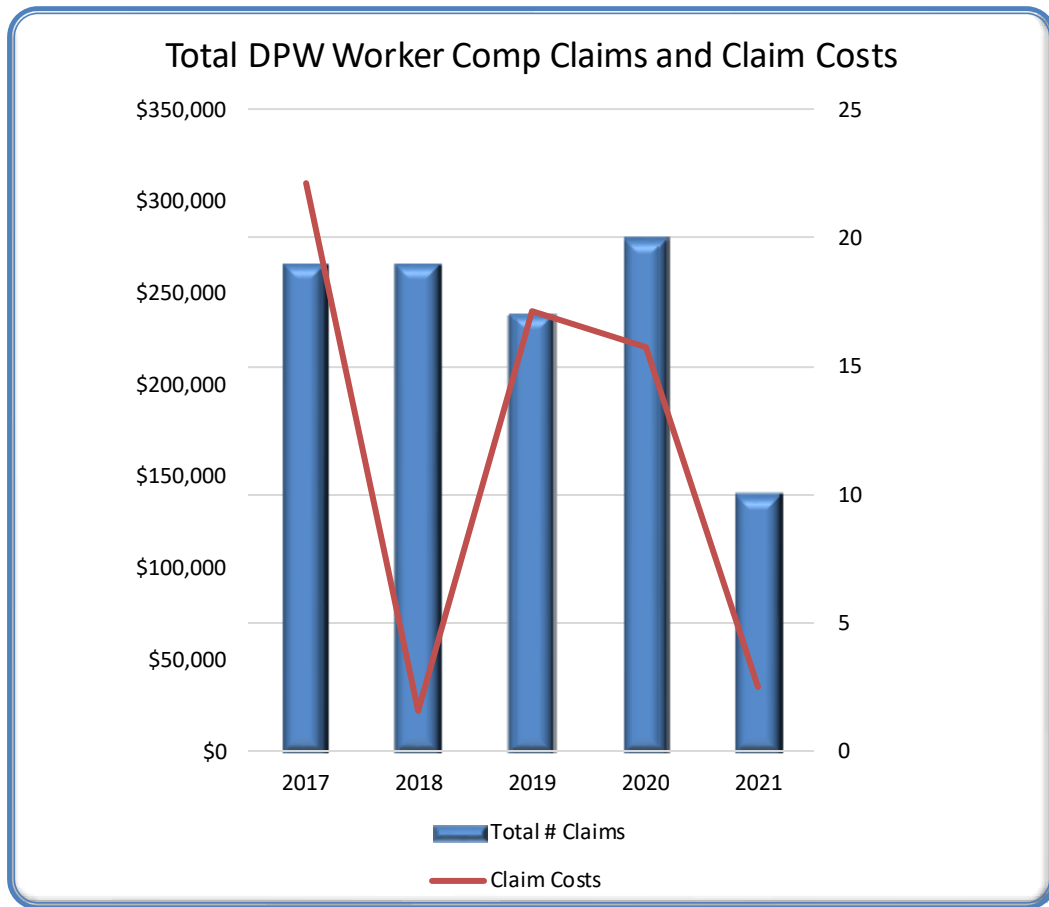
Interdepartmental charges include charges for End User Technology (EUTF); insurance costs, including worker's compensation; radio services; vehicle costs; and telephone costs. The largest expenditure in this appropriation unit is for vehicle costs. Vehicle costs include vehicle repairs, vehicle replacements, and fuel costs, and are budgeted to increase \$377,200 due to increases in cost of fuel, equipment repair parts costs and increase cost of equipment reflected in Vehicle Replacement Plan (VRP) charges. Fuel costs increase \$272,000 from the 2022 budget, which is partially funded by ARPA funds. Vehicle repair charges increase \$58,600. VRP charges increase \$46,600 which include the removal of one patrol/plow truck from the fleet and the addition of the salt brine tanker purchased in 2022. Remaining vehicle costs are supported by the state of Wisconsin and are budgeted in the State Highway Maintenance portion of this budget. Total vehicle costs to support the department fleet (both County and State Highway Maintenance programs) are anticipated to increase about \$378,600 to \$4,495,700. Based on anticipated state revenues to support state road maintenance, \$2,414,400 of the total \$4,495,700 of vehicle expenses are supported by the State Maintenance budget.

There are no fixed asset purchases planned in the 2023 budget.

County Operations (Continued)

Activity	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Centerline miles of road maintained – County (a)	407	407	408	408	408	-
Centerline miles of road striped – Non County/Non-State	277	228	350	277	300	(50)
Center line striping cost per mile	\$932	\$935	\$940	\$1,115	\$1,200	\$ 260
Mowing—1 linear mile cost per mile	\$277	\$335	\$309	\$375	\$400	91
Avg Annual maint 1 lane mile	\$6,103	\$7,120	\$7,624	\$7,829	\$8,201	\$ 577
Salt Annual Tons Used on County Roads	6,848	9,295	14,700	13,000	14,700	-

(a) Changes in county centerline miles mainly due to jurisdictional transfers related to highway capital projects.



	2019 Actual	2020 Actual	2021 Actual
% of DPW Worker Comp Costs related to Highway Operations	85.71%	91.60%	85.13%

State Highway Operations

Program Description

Provide the necessary labor, equipment, and materials to maintain the State Trunk Highway System as specified by the Wisconsin Department of Transportation (WisDOT). Maintenance tasks performed include plowing, salting and sanding in winter; highway pavement repair; pavement marking; and mowing and vegetation control in summer. Minor construction projects will also be performed by agreement with the state. A cost accounting system for the purposes of obtaining reimbursement for work performed is also maintained.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	32.50	33.64	33.64	32.63	(1.01)
General Government	\$7,015,056	\$6,708,313	\$6,718,598	\$6,773,095	\$64,782
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$919	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$7,015,975	\$6,708,313	\$6,718,598	\$6,773,095	\$64,782
Personnel Costs	\$2,990,375	\$2,901,776	\$2,976,653	\$2,955,168	\$53,392
Operating Expenses	\$602,298	\$550,050	\$569,870	\$550,050	\$0
Interdept. Charges	\$3,228,649	\$3,256,487	\$3,172,080	\$3,267,877	\$11,390
Fixed Assets	\$26,508	\$0	\$0	\$0	\$0
Total Expenditures	\$6,847,830	\$6,708,313	\$6,718,603	\$6,773,095	\$64,782
Rev. Over (Under) Exp.	\$168,145	\$0	(\$5)	\$0	\$0

Program Highlights

The State Highway Maintenance program budget is a non-tax levy supported program. All expenses are approved and reimbursed by the Wisconsin Department of Transportation (WisDOT). The 2023 general government revenue budget is based on the State’s approved 2022 Routine Maintenance Agreement (RMA) and anticipated funding for the Performance-Based Maintenance (PbM) program. The PbM program is a system where the county submits quotes for state-specified projects (versus the RMA system that reimburses for time and materials), which may incentivize more-efficient maintenance work. RMA revenues are budgeted to increase \$146,400, partially offset by a decrease in PbM revenues of \$81,600 based on trends in funding.

Personnel costs increase \$53,400. The costs are driven by the actual labor revenues generated from state work. This program supports 29.00 FTE positions in 2023, unfunding 1.00 FTE Patrol Worker position from 2022 budget levels. Total positions in this budget for 2023 are two superintendents and 27 patrol workers. Overtime is budgeted at 2.31 FTE or about 4,800 hours. Extra help is decreasing slightly in 2023 by 0.01 FTE to 1.32 FTE.

Operating expenses remain at \$550,100 in the 2023 budget. Operating expenses are material costs for maintenance on State highways.

Interdepartmental charges increase about \$11,400 which is due to an increase in worker’s compensation insurance. Estimated equipment reimbursement from the state for vehicle-related expenses including vehicle replacement, vehicle repair and maintenance, and fuel costs are budgeted to increase \$1,400 to \$2,414,400 based on recent trends in equipment cost reimbursements.

Activity	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Centerline miles of road maintained	203	2007	207	207	207	0
Centerline miles of road striped	114	108	115	121	120	5
Lane miles maintained	1,111.0	1,111.0	1,110.0	1,111.0	1,111.0	1

Transit Services

Program Description

Through third-party contracts, this program provides bus service to address the mass transit needs of employers and employees commuting between Waukesha County and its neighboring counties. Currently the Waukesha County Transit System primarily operates commuter service, parallel to and along the I-94 Oconomowoc-Waukesha-Milwaukee corridor, although services also exist between the southern and eastern tier communities and the Milwaukee Central Business District (CBD) and University of Wisconsin-Milwaukee (UWM).

Fixed bus route services extend eastbound into Milwaukee County as traditional “commuter” services carrying workers to jobs in the Milwaukee CBD. Non-traditional “reverse commuter” services also exist to respond to the labor needs in Waukesha County, bringing workers from Milwaukee County into areas in Waukesha County where job density is high, especially in existing and developing industrial parks. This program also provides paratransit services along the route 901 corridor serving the disabled population who are unable to utilize the fixed route service, as outlined in the 1990 Americans with Disabilities Act (ADA).

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	0.10	0.10	0.10	0.10	0.00
General Government	\$61	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$115,603	\$115,661	\$115,661	\$117,772	\$2,111
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$867,700	\$867,700	\$867,700	\$852,700	(\$15,000)
Total Revenues	\$983,364	\$983,361	\$983,361	\$970,472	(\$12,889)
Personnel Costs	\$13,071	\$13,561	\$13,517	\$14,139	\$578
Operating Expenses	\$761,869	\$969,800	\$984,800	\$956,333	(\$13,467)
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$774,940	\$983,361	\$998,317	\$970,472	(\$12,889)
Rev. Over (Under) Exp.	\$208,424	\$0	(\$14,956)	\$0	\$0

Program Highlights

Waukesha Metro Transit administers the Waukesha County Transit program through a contract with the city of Waukesha. Funding from state and federal sources is received directly by and paid to vendors by Waukesha Metro. Other revenue is a reimbursement from Waukesha Metro for the costs remaining in the county budget that are eligible for state and federal funding, and increases \$2,100 in 2023.

The budgeted state reimbursement rate for 2023 is 57.0%, an increase from 52.9% in 2022. This projected increase is due to pandemic related funds for transit use. Fuel surcharges are estimated at \$50,000 in the 2023 budget. Prior to 2020, \$50,000 of fund balance was allotted to cover potential fuel surcharges. While pandemic related relief funds remain, these funds will be used to cover actual fuel surcharges.

A portion (0.10 FTE) of the Business Manager’s position continues to be allocated to this program in the 2023 budget. Operating expenses decrease in 2023 by 13,500 due to a shift of park ‘n ride snow clearing expenses to the highway operations budget due to elimination of the Route 79 transit stop at STH 41/45 and Pilgrim Road.

Transit Services (Continued)

Projected decreases in ridership and farebox revenue is offset by Federal CARES Act Funding allotted to the County in response to the Covid-19 pandemic. The 2023 budget includes the use of \$451,800 of CARES funds. Fare rates for transit and paratransit services remain steady in 2023. The current 901/904/905 service contract was extended for one year in 2022. This contract now expires on May 31, 2023 and will go out for Request for Proposal (RFP) in late 2022/early 2023.

Milwaukee County Transit Services (MCTS) is planning to implement a Bus Rapid Transit (BRT) service by mid-year 2023 which will eliminate the current Gold Line. Waukesha County is working with Waukesha Metro and MCTS on agreements to extend Route 1 service to maintain connection with the new BRT service along Bluemound Rd.

The 2023 budget plans for the elimination of Route 79. This is a commuter service provided by MCTS that connects the Menomonee Falls area to downtown Milwaukee. In place of Route 79 funding is reserved for potential use for FlexRide, a new ride share program being tested in 2022 with grant funds procured by the Southeastern Wisconsin Regional Planning Commission and UW Milwaukee. This pilot program connects workers in certain parts of Milwaukee to interviews and jobs in the Menomonee Falls/Butler area. Waukesha County could be a future source of funding if the program is successful and other funding partners are identified.

Activity

Total Ridership

Route	Route Description	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	2022-2023 Change
1	Waukesha Metro to Brookfield Square	107,425	111,291	98,743	62,861	49,891	67,500	51,000	21,250	(46,250)
Gold Line	Brookfield Square Extension	213,963	220,155	205,398	77,872	94,430	120,000	97,776	45,000	(75,000)
BRT Connect	Bluemound Rd (Goerkes Corners -124th)								92,750	92,750
79	Menomonee Falls to Downtown Milwaukee	28,305	31,069	26,613	5,862	490	13,213	21	0	(13,213)
FlexRide	Milwaukee to Menomonee Falls/Butler								10,000	10,000
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	108,144	91,174	78,261	25,335	14,010	30,750	19,857	30,972	222
Subtotal		457,837	453,689	409,015	171,930	158,821	231,463	168,654	199,972	(31,491)
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	3,169	3,480	2,831	1,486	769	2,460	768	1,440	(1,020)
Total with Paratransit		461,006	457,169	411,846	173,416	159,590	233,923	169,422	201,412	(32,511)

Investment per ride

Investment per ride determined by total Cost of the Route less fare box Revenues divided by the total ridership.

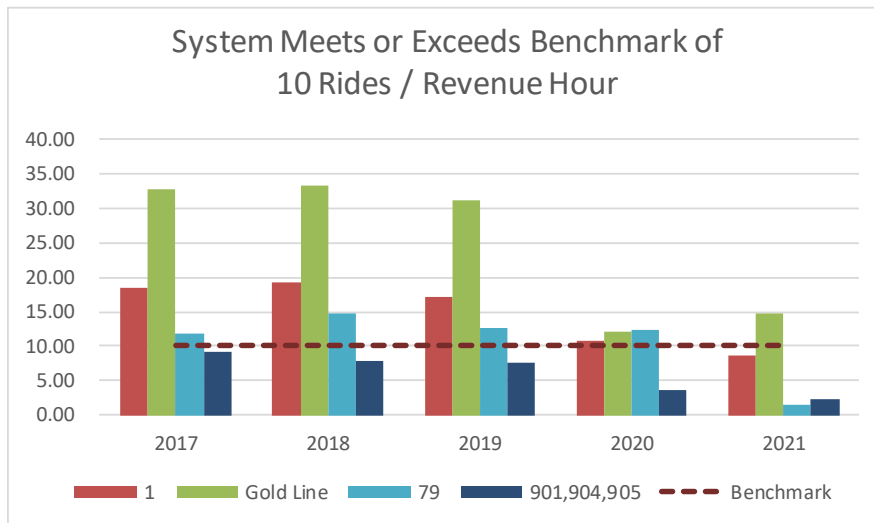
Route	Route Description	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	2022-2023 Change
1	Waukesha Metro to Brookfield Square	\$0.93	\$0.92	\$1.07	\$1.72	\$2.22	\$1.69	\$2.24	\$2.35	\$0.66
Gold Line	Brookfield Square Extension	\$2.37	\$2.41	\$2.82	\$9.37	\$8.21	\$6.35	\$7.98	\$7.19	\$0.84
BRT Connect	Bluemound Rd (Goerkes Corners -124th)								\$7.99	\$7.99
79	Menomonee Falls to Downtown Milwaukee	\$13.35	\$8.66	\$13.09	\$13.46	\$145.35	\$31.78	\$200.33	\$0.00	(\$31.78)
FlexRide	Milwaukee to Menomonee Falls/Butler								\$43.83	\$43.83
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	\$11.36	\$16.68	\$18.88	\$45.72	\$82.91	\$49.82	\$65.04	\$49.04	(\$0.78)
Subtotal Average		\$4.83	\$5.34	\$6.14	\$12.07	\$13.34	\$12.22	\$12.99	\$15.36	\$3.14
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	\$41.28	\$36.33	\$44.33	\$50.41	\$52.41	\$56.05	\$52.00	\$66.54	\$14.54
Avg with Paratransit		\$12.35	\$11.72	\$6.40	\$12.40	\$13.53	\$12.68	\$13.16	\$15.72	\$0.00

Transit Services (Continued)

Rides per Revenue Hour

Route	Route Description	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	2022-2023 Change
1	Waukesha Metro to Brookfield Square	18.53	19.21	17.05	10.81	8.58	11.65	8.80	8.86	(2.80)
Gold Line	Brookfield Square Extension	32.76	33.45	31.13	12.20	14.75	18.76	15.25	16.58	(2.18)
BRT Connect	Bluemound Rd (Goerkes Corners -124th)								11.69	11.69
79	Menomonee Falls to Downtown Milwaukee/Milwaukee to M. Falls/Butler	11.79	14.87	12.73	12.50	1.40	6.25	1.05	0.00	(6.25)
FlexRide									2.00	2.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	9.20	7.83	7.60	3.64	2.38	3.23	3.13	4.00	0.77
Subtotal Average		17.29	17.38	16.51	8.76	8.60	9.71	9.08	7.75	(1.96)
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	2.19	2.39	1.96	1.72	1.62	1.89	2.45	1.60	(0.29)
Avg with Paratransit		16.51	16.58	15.71	8.46	8.43	9.31	8.97	7.55	(1.76)

Rides per Revenue Hour are determined by total ridership of the route divided by the total revenues per hour. The standard benchmark for Rides per Revenue Hour on traditional transit services is 10.0 or higher.



Engineering Services

Program Description

The Engineering Services Division is the main point of contact for meeting the customers’ technical needs and requests concerning major road projects. This division administers the design and construction of county trunk highways and bridges. The work involves planning of capital projects, selecting consultants for design work and construction management or providing “in-house” design services, administering contracts, acquiring right of way, advertising and awarding construction contracts, and administering the construction contracts and activities. In addition, the Engineering Services Division works with the Highway Operations Division in resurfacing of asphalt pavements, replacement of culverts, roadside ditching projects, and side bank cutting.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	7.89	7.89	7.89	7.89	0.00
General Government	\$489,621	\$553,476	\$553,476	\$543,500	(\$9,976)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$172,859	\$225,000	\$232,879	\$225,000	\$0
Appr. Fund Balance	\$142,069	\$50,000	\$185,074	\$50,000	\$0
County Tax Levy (Credit)	\$282,816	\$298,414	\$298,414	\$305,129	\$6,715
Total Revenues	\$1,087,365	\$1,126,890	\$1,269,843	\$1,123,629	(\$3,261)
Personnel Costs	\$811,001	\$901,503	\$756,572	\$901,450	(\$53)
Operating Expenses	\$206,652	\$168,490	\$215,896	\$168,084	(\$406)
Interdept. Charges	\$45,952	\$56,897	\$47,062	\$54,095	(\$2,802)
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,063,605	\$1,126,890	\$1,019,530	\$1,123,629	(\$3,261)
Rev. Over (Under) Exp.	\$23,760	\$0	\$250,313	\$0	\$0

Program Highlights

General government revenues consist of General Transportation Aids (GTA), which are projected to decrease. This program includes approximately \$543,500 of the \$4.98 million of total estimated GTA revenue in the 2023 budget. Remaining GTA revenues are budgeted in the County Highway Maintenance and Traffic Control programs.

The 2023 budget continues to include external revenues from the federal Highway Safety Improvement Program (HSIP) and the Surface Transportation Program (STP) for reimbursement of staff design. These revenues remain at the 2022 budget amount of \$225,000.

Revenues include \$50,000 of General Fund balance and \$50,000 of GTA to fund the intersection improvement program introduced in 2019, and budgeted at the same level of \$100,000 in 2023. The purpose of the program is to enhance or modify existing signal equipment, modify turn lanes, and improve pedestrian crossings.

Personnel costs stay flat at \$901,500 due to cost to continue for existing staff offset by position turnover. Extra help funding continues for 0.69 FTE for three summer interns and 1.00 FTE for a co-op student. The co-op student program is run through a partnership with Marquette University and various University of Wisconsin schools.

Engineering Services (Continued)

Operating expenses decrease \$400 mainly due to decreases in software expenses. Other operating expenses in this program include consulting services, annual training, and survey supplies.

Interdepartmental charges include costs of computer and phone services.

Activity

Performance Measures	2019 Actual	2020 Actual	2021 Actual	2022 Target	2022 Estimate	2023 Target
Bridge Conditions						
<i>Sufficiency Index: Benchmark</i>	80.0	80.0	80.0	80.0	80.0	80.0
Sufficiency Index: Actuals	86.0	85.3	86.1	85.5	86.0	85.5
Number of Bridges	65	64	66	65	66	66
Load Posted Bridges	0	0	0	0	0	0

Pavement Condition Index (PCI)						
County Highway System						
<i>PCI: Benchmark</i>			70.0	70.0		70.0
PCI: Actuals						
Asphalt—primary (arterial highways)	63.0	69.0	69.0	67.0	69.0	67.0
Asphalt—secondary (major collector highways)	63.0	67.0	67.0	67.0	67.0	67.0
Asphalt—tertiary (minor collector highways)	55.0	63.0	63.0	60.0	63.0	60.0
Concrete	66.0	64.0	64.0	66.0	64.0	66.0

Engineering Services (Continued)

Current and Planned Capital Projects

Project #	Project Name	Total Project Cost	Total County Cost	Non-County Fed/State/Other Revenues	Estimated Completion Year	2022 Est. % Compl. Yr End	Net Annual Est. Operating Impact
201901(a)	Culvert Replacement Program: 2023-2027	\$200,000	\$200,000	\$0	Ongoing	N/A	\$0
201906(a)	Repaving Program 2023-2027	\$4,300,000	\$3,058,000	\$1,242,000	Ongoing	N/A	Reduced
200917	Waukesha West Bypass	\$14,817,000	\$6,417,000	\$8,400,000	2019	100%	\$92,000
201008	CTH M, Calhoun Rd to East County Line	\$30,665,000	\$14,555,000	\$16,110,000	2022	100%	\$42,500
201302	CTY YY, Underwood Creek Structure	\$2,625,000	\$603,000	\$2,022,000	2023	100%	Reduced
201402	CTH XX, Pebble Brook Creek Bridge	\$449,000	\$172,000	\$277,000	2022	100%	Reduced
201502	CTH O, I-94 to USH 18	\$8,174,000	\$1,643,000	\$6,531,000	2022	100%	Reduced
201601	CTH I, Fox River Bridge	\$624,000	\$198,000	\$426,000	2021	100%	Reduced
201603	CTH O & I Intersection Reconstruction	\$3,633,000	\$1,473,500	\$2,159,500	2020	100%	Minor Incr
201610	CTH O, CTH I to CTH ES	\$15,534,200	\$3,707,200	\$11,827,000	2023	50%	\$0
201611	CTH C, Hasslinger Drive Intersection	\$978,000	\$574,000	\$404,000	2021	100%	\$0
201613	CTH D, Moraine Hills Drive Intersection	\$639,000	\$154,000	\$485,000	2023	50%	\$0
201706	CTH D, Calhoun Rd to 124th Street	\$2,909,000	\$622,000	\$2,287,000	2021	100%	Reduced
201801	CTH F, N.B. Bridge at Green Road	\$942,000	\$194,000	\$748,000	2023	40%	Reduced
201802	CTH V V, W.B. Bridge at Menomonee River	\$1,409,000	\$444,000	\$965,000	2024	0%	Reduced
201803	CTH O, CTH ES to CTH D	\$9,311,400	\$2,744,000	\$6,567,400	2025	5%	Reduced
201805	CTH T, Northview Rd to I-94	\$2,631,000	\$689,000	\$1,942,000	2024	40%	Reduced
202001	CTH SS, Meadowbrook Creek Structure	\$802,000	\$802,000	\$0	2026	0%	Reduced
202009	CTH B, Morgan Rd Intersection	\$486,000	\$100,000	\$386,000	2022	100%	\$0
202011	CTH M, CTH F to CTH SR	\$3,740,000	\$748,000	\$2,992,000	2028	0%	\$0
202012	CTH X, West High Drive Intersection	\$900,000	\$270,000	\$630,000	2023	50%	\$0
202013	CTH O, CTH D to STH 59	\$15,711,800	\$3,182,400	\$12,529,400	2026	5%	Reduced
202102	CTH O, CTH HH to Grange Ave	\$9,691,800	\$1,721,500	\$7,970,300	2025	5%	\$10,400
202106	CTH VV, CTH YY Intersection	\$1,103,000	\$111,000	\$992,000	2023	50%	Minor Incr
202201	CTH I, Calhoun Creek Bridge	\$531,000	\$111,000	\$420,000	2027	5%	Reduced
202202	CTH EF, Bark River Bridge	\$453,000	\$104,000	\$349,000	2025	30%	Reduced
202203	CTH I, Mukwonago River Bridge	\$551,000	\$115,000	\$436,000	2027	5%	Reduced
202301	CTH Y, CTH L to CTH HH	\$4,790,000	\$958,000	\$3,832,000	2026	15%	\$0
202302	CTH J, CTH FT Intersection	\$1,200,000	\$210,000	\$990,000	2025	10%	Reduced
202303	CTH ES, Sunnyslope Road Intersection	\$1,500,000	\$420,000	\$1,080,000	2026	0%	Minor Incr
202304	CTH F, CTH K Intersection	\$1,486,000	\$238,600	\$1,247,400	2027	0%	Minor Incr
202305	CTH T, CTH JJ Intersection	\$1,265,000	\$171,500	\$1,093,500	2027	0%	Minor Incr
202306	Construction Partnerships	\$250,000	\$250,000	\$0	Ongoing	N/A	\$0

(a) Consists of program projects with continuing annual appropriations. Project costs listed above consist of the amount budgeted for 2023.

Traffic Control

Program Description

The Traffic Control program provides for the maintenance, engineering and placement of traffic signals, signs and pavement markings on the County Trunk Highway System.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	5.19	5.19	5.19	5.19	0.00
General Government	\$538,245	\$503,476	\$504,417	\$493,476	(\$10,000)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$85,563	\$85,000	\$80,000	\$110,000	\$25,000
Appr. Fund Balance	\$9,097	\$0	\$69,990	\$0	\$0
County Tax Levy (Credit)	\$338,196	\$329,590	\$329,590	\$258,719	(\$70,871)
Total Revenues	\$971,101	\$918,066	\$983,997	\$862,195	(\$55,871)
Personnel Costs	\$451,241	\$443,417	\$445,600	\$432,898	(\$10,519)
Operating Expenses	\$440,771	\$474,424	\$564,718	\$429,066	(\$45,358)
Interdept. Charges	\$216	\$225	\$225	\$231	\$6
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$892,228	\$918,066	\$1,010,543	\$862,195	(\$55,871)
Rev. Over (Under) Exp.	\$78,873	\$0	(\$26,546)	\$0	\$0

Program Highlights

General government revenues consist of General Transportation Aids (GTA). This program includes approximately \$493,500 of the \$4.98 million of total estimated GTA revenue in the 2023 budget. County Highway Maintenance and Engineering Services include the remaining GTA revenues.

Other revenues represent insurance reimbursements for damage to traffic signals and signs due to accidents. The revenue is based on prior-year actuals. One time revenue of \$25,000 is included in this budget for an anticipated traffic sign printer cooperation with the City of Waukesha.

Net personnel costs decrease \$10,500 for cost to continue of existing staff offset by staff turnover and benefit plan selections. This budget also supports 0.19 FTE of overtime.

Operating expenses include pavement marking expenses at \$125,000, traffic signal electricity costs at \$155,000, and signal maintenance costs at \$90,000. Operating expenses are estimated to decrease \$45,400 due to a planned reduction of pavement markings and lower costs of in-house traffic sign printing planned for the 2023 budget.

Activity	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Traffic Signals	116	116	116	116	116	0
Roundabout Intersections	8	8	8	8	8	0

Permit Processing

Program Description

The Permit Processing program area is the main point of contact for meeting the customers' requests concerning driveway and utility permits. Staff works with utility companies, developers, and homeowners to review applications and answer questions about utility and access permits.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	1.80	1.80	1.80	1.80	0.00
General Government	\$0	\$0	\$0	\$0	\$0
Fine/Licenses	\$181,990	\$144,000	\$144,000	\$147,000	\$3,000
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$60,356	\$63,207	\$63,207	\$27,785	(\$35,422)
Total Revenues	\$242,346	\$207,207	\$207,207	\$174,785	(\$32,422)
Personnel Costs	\$227,503	\$207,207	\$163,612	\$174,785	(\$32,422)
Operating Expenses	\$0	\$0	\$0	\$0	\$0
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$227,503	\$207,207	\$163,612	\$174,785	(\$32,422)
Rev. Over (Under) Exp.	\$14,843	\$0	\$43,595	\$0	\$0

Program Highlights

Permit fees increase slightly from the 2022 budget and are itemized on the schedule on the following page. This follows the cycle of increasing fees every two years. The next permit fee increase will occur in 2025. Revenues for driveway access permits and utility permits are budgeted to increase slightly by \$3,000 in 2023.

Personnel costs decrease \$32,400 due to turnover of staff and benefit plan selections.

Activity	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Driveway & Miscellaneous Permits Processed	84	87	80	80	80	0
Utility Permits Processed	386	375	400	375	375	(25)

Permit Processing (Continued)

Utility Permits		2022		2023	
Type	Unit	Application	Inspect	Application	Inspect
Excavate in Pavement	First 200'	\$100	\$250	\$105	\$265
	Add'l 1,000'		\$250		\$265
Excavate/Plow in ROW	First 200'	\$100	\$250	\$105	\$265
	Add'l mile		\$250		\$265
New Poles	Each	\$100	\$250	\$105	\$265
Re-application		\$100		\$105	
Re-inspection	Each				\$100

Access Permits		2022		2023	
Type	Unit	Application	Permit	Application	Permit Fee
Private Driveway with no culvert or owner installed culvert - Single Family, Farm	Each driveway		\$570		\$600
New private driveway with owner supplied culvert and installed by Waukesha County	Each driveway		permit + cost of install		\$2,100
Commercial/Industrial/Institutional/Subdivision (type A,B,C or D entrance)	Each driveway	\$520	865	\$550	\$900
Traffic Impact Study Review (Required for commercial/industrial/institutional > 50,000 SF or for subdivisions > 100 units)	Each TIA		\$1,150		\$1,200
Commercial/Industrial/Institutional/Subdivision (Roadway reconstruction needed)	Each driveway	\$520	\$3,710	\$550	\$4,000
Traffic Signal Installation	Per signal		\$1,800		\$2,000
Re-application		\$105		\$110	
Re-inspection	Each				\$100
<i>Miscellaneous work in R/W:</i>					
Other driveway work e.g., pave, repave, replace culvert by owner			\$155		\$165
Existing Culvert removed & replaced with owner supplied culvert and installed by county with gravel only					\$2,165
Temporary driveway			\$210		\$220
Sign in right of way -county install owner supplied sign	Per Sign		\$200		\$200
Revocable Occupancy permit			\$440		\$460
Sidewalk / Path / Retaining Wall			\$155		\$165

Fund Purpose

An internal service fund set up to account for the maintenance and repair of all county-owned motorized equipment. The operation includes a county-wide fuel dispensing system; a stockroom to furnish parts and supplies for vehicle and equipment repair and maintenance; the operation of a service truck for maintaining equipment in the field; the maintenance of a database of vehicle repair costs, receiving, setup, and issuing of all new vehicles and equipment to county departments; and disposal of surplus vehicles and equipment for county departments. Other activities include assisting the Department of Administration – Purchasing Division in the development of equipment specifications and in the evaluation of bids; assisting user departments in making vehicle maintenance, repair, and replacement decisions; and exploring the use of new technologies (electronic diagnostics, alternative fuels, etc.) for improving the county's fleet capability.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
General Government	\$3,043	\$0	\$4,678	\$3,200	\$3,200	N/A
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$49,133	\$52,013	\$80,600	\$78,269	\$26,256	50.5%
Interdepartmental (a)	\$3,769,151	\$3,705,265	\$4,416,544	\$4,435,153	\$729,888	19.7%
Other Revenue	\$40,274	\$23,300	\$22,550	\$25,300	\$2,000	8.6%
Appr. Fund Balance (b)	\$101,083	\$101,083	\$101,083	\$101,083	\$0	0.0%
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$3,962,684	\$3,881,661	\$4,625,455	\$4,643,005	\$761,344	19.6%
Expenditures						
Personnel Costs	\$1,188,282	\$1,239,659	\$1,236,416	\$1,281,714	\$42,055	3.4%
Operating Expenses (b)	\$2,429,093	\$2,471,130	\$2,897,505	\$3,162,910	\$691,780	28.0%
Interdept. Charges	\$71,546	\$94,115	\$98,115	\$108,318	\$14,203	15.1%
Fixed Assets (Memo) (b)(c)	\$0	\$40,000	\$44,697	\$0	(\$40,000)	-100.0%
Total Expenditures (c)	\$3,688,921	\$3,804,904	\$4,232,036	\$4,552,942	\$748,038	19.7%
Operating Income/(Loss) (c)	\$273,763	\$76,757	\$393,419	\$90,063	\$13,306	17.3%

Position Summary (FTE)

Regular Positions	14.00	14.00	14.00	14.00	0.00
Extra Help	0.00	0.17	0.17	0.17	0.00
Overtime	0.08	0.15	0.15	0.15	0.00
Total FTEs	14.08	14.32	14.32	14.32	0.00

(a) Interdepartmental revenues are charges to departmental users, which may be funded by a combination of revenue sources including tax levy.

(b) Includes Central Fleet Fund balance appropriation of:

Description	2021 Actual	2022 Budget	2022 Estimate	2023 Budget
Offset facility depreciation expense	\$101,083	\$101,083	\$101,083	\$101,083
Purchase order & carryovers from prior year	\$0	\$0	\$0	\$0
Total Fund Balance Appropriation	\$101,083	\$101,083	\$101,083	\$101,083

(c) Total expenditures and net operating income exclude fixed asset purchases to conform with financial accounting standards. Fixed asset purchases will be made out of operating revenues and cash balances and are included in the department's fixed assets expenditure request.

Repair & Maintenance

Program Description

Provides for the maintenance and repair for all county-owned motorized equipment. This includes a stockroom, a service truck for on-site customer repairs, and the maintenance of a database of vehicle repair costs, receiving, setup, and new vehicle issuance. This division also provides repair and maintenance services to external customers.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	13.73	13.97	13.97	13.97	0.00
General Government	\$3,043	\$0	\$4,000	\$3,200	\$3,200
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$32,044	\$34,463	\$55,000	\$42,269	\$7,806
Interdepartmental (a)	\$2,680,250	\$2,579,978	\$2,828,640	\$2,706,339	\$126,361
Other Revenue	\$20,321	\$13,300	\$12,550	\$13,300	\$0
Appr. Fund Balance	\$101,083	\$101,083	\$101,083	\$101,083	\$0
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$2,836,741	\$2,728,824	\$3,001,273	\$2,866,191	\$137,367
Personnel Costs	\$1,161,744	\$1,213,871	\$1,208,535	\$1,252,087	\$38,216
Operating Expenses	\$1,341,336	\$1,358,324	\$1,624,027	\$1,429,474	\$71,150
Interdept. Charges	\$71,546	\$91,689	\$95,689	\$105,892	\$14,203
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$2,574,626	\$2,663,884	\$2,928,251	\$2,787,453	\$123,569
Operating Income/(Loss)	\$262,115	\$64,940	\$73,022	\$78,738	\$13,798

(a) Interdepartmental revenues are generated from charges to departments that receive revenues from various sources including tax levy funding.

Program Highlights

General government revenue of \$3,200 in the 2023 budget is American Rescue Plan Act (ARPA) funds to provide relief to the fuel price increase.

Central Fleet continues to provide repair and maintenance service to both internal departments and external customers. The division continues to charge a separate rate to external customers, while maintaining services to internal customers. Revenue projections are based on a multi-year average of services provided to customers. Charges for services revenues increase \$7,800 due to an increase in external customers and repair requests. Interdepartmental charge revenues increase \$126,400 due to increased internal maintenance trends and increasing cost of parts. Other revenues include salvage revenues, oil recycling revenues, procurement card rebates, and miscellaneous reimbursements. Fund balance continues to be used to offset the facility depreciation.

Repair & Maintenance (Continued)

Personnel costs increase about \$38,200 due to cost to continue of current staff and benefit selection changes. The overtime budget is steady at 0.15 FTE (about 312 hours) in 2023 and is based on recent use of overtime. Extra help FTE of 0.17 continues in the 2023 budget to reflect seasonal use of temporary staff.

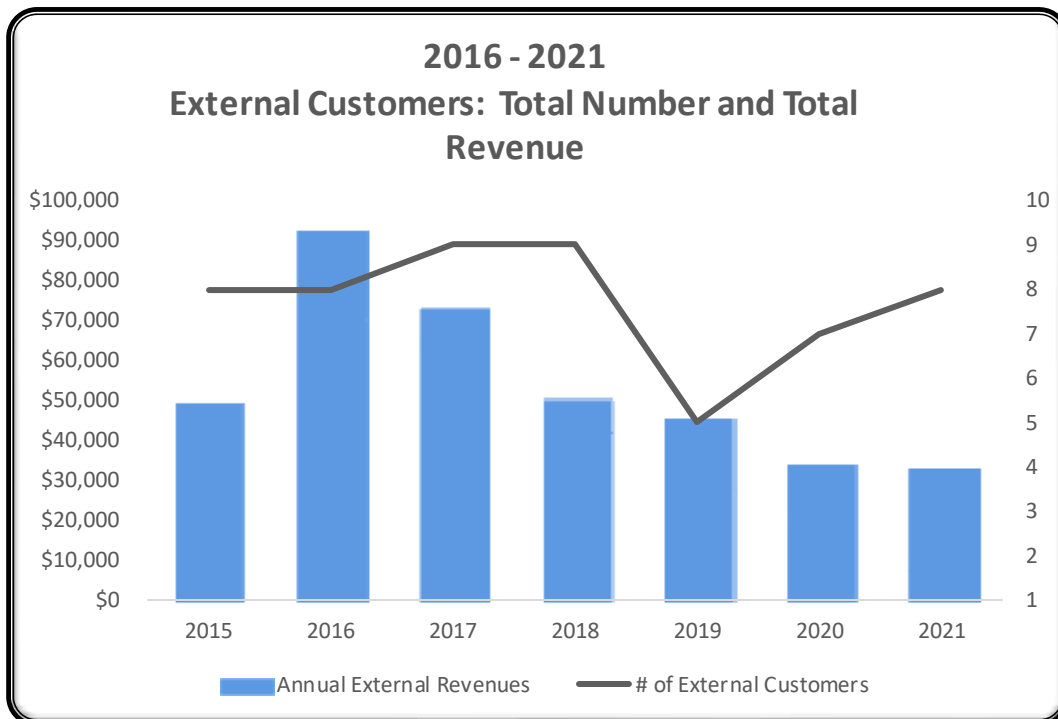
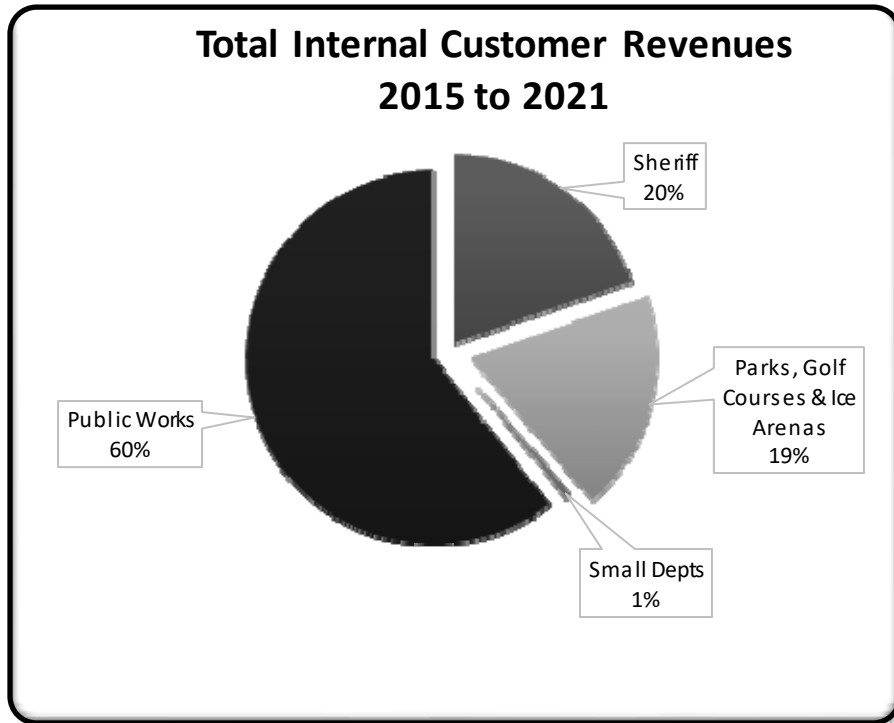
Operating expenses are increasing about \$71,200 mostly related to estimated increases in cost of parts for repairs, annual work order software renewals and utility costs for the fleet shop. The major items in the operating expenses appropriation unit include \$848,800 for the costs of parts, \$246,700 for commercial repair services, \$53,000 of support/licensing costs for Fleet Focus software, \$114,000 of depreciation expenses, and \$29,000 for small tools and shop supplies. Other expenditures in this appropriation unit include building maintenance costs, training expenses, utilities, and housekeeping costs.

Interdepartmental charges increase \$14,200 from the 2022 budget. The increase is mainly due to increased costs for computer maintenance cross charges and Microsoft license costs for employees and higher estimated cost of repairs for Central Fleet owned vehicles in 2023. Expenses in this appropriation unit include general vehicle liability insurance, property insurance, end user technology-total cost of ownership charges (EUTF), telephone charges, radio charges, and indirect cost charges. There are no fixed asset purchases planned in 2023.

In an effort to keep the annual rate increases at or below 2%, the 2023 Central Fleet Rates are as follows:

Rate Type	2022	2023	% Change
External Heavy Labor Rate	\$111.83	\$114.06	2.0%
External Light Labor Rate	\$93.47	\$95.34	2.0%
External Service Labor Rate	\$101.75	\$103.78	2.0%
Internal Heavy Labor Rate	\$103.61	\$105.68	2.0%
Internal Light Labor Rate	\$87.56	\$89.31	2.0%
Internal Service Labor Rate	\$95.05	\$96.95	2.0%
Parts Markup	16.0%	16.0%	0.0%
Commercial Markup	16.0%	16.0%	0.0%

Activity	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Total Work Orders	4,192	5,150	4,350	4,350	(800)
Internal Customer Work Orders	4,090	5,000	4,200	4,200	(800)
External Customer Work Orders	102	150	150	150	0
Total Internal. Cust. Rep./Maint. Rev.	\$2,652,174	\$2,539,578	\$2,550,000	\$2,666,339	126,761
Total External Cust. Rep./Maint. Rev.	\$31,716	\$34,463	\$55,000	\$42,269	7,806
Total External Customers	8	9	10	11	2



Central Fueling

Program Description

This program provides a county-wide fuel dispensing system for all county vehicles and equipment and some external customers.

	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Staffing (FTE)	0.35	0.35	0.35	0.35	0.00
General Government	\$0	\$0	\$678	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$17,089	\$17,550	\$25,600	\$36,000	\$18,450
Interdepartmental (a)	\$1,088,901	\$1,125,287	\$1,587,904	\$1,728,814	\$603,527
Other Revenue	\$19,953	\$10,000	\$10,000	\$12,000	\$2,000
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$1,125,943	\$1,152,837	\$1,624,182	\$1,776,814	\$623,977
Personnel Costs	\$26,538	\$25,788	\$27,881	\$29,627	\$3,839
Operating Expenses	\$1,087,757	\$1,112,806	\$1,273,478	\$1,733,436	\$620,630
Interdept. Charges	\$0	\$2,426	\$2,426	\$2,426	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,114,295	\$1,141,020	\$1,303,785	\$1,765,489	\$624,469

Operating Income/(Loss)	\$11,648	\$11,817	\$320,397	\$11,325	(\$492)
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(a) Interdepartmental revenues are charges to departmental users, which may be funded by a combination of revenue sources including tax levy.

Program Highlights

Revenues are made up of interdepartmental charges to internal customers and charges for services for sales to external customers. Interdepartmental revenue increases by \$603,500 to \$1,728,800 which reflects the significant increases in fuel cost trends. External customer revenues are projected to increase \$18,500 to reflect increased cost of fuel sold and one additional external customer. Other revenues include fuel tax rebates and increase \$2,000 in 2023 to reflect recent trends.

Personnel costs increase \$3,800 due to cost to continue of current staff and benefit plan selections. Operating expenses increase \$620,600 due to cost trends of fuel. Estimated average price per gallon increases to \$3.79 from the 2022 budgeted level of \$2.39. Interdepartmental Charges remain steady at \$2,400. These charges are largely the repair costs Central Fleet staff perform on fuel stations.

Due to significant increases and volatility in the price of fuel since 2021, county administration plans to request authorization to budget temporary usage of American Rescue Plan Act (ARPA) funding in 2022 and 2023 to help smooth the impact of the price increases. For 2022, the fuel estimate is assuming that fuel prices average \$4.20/gallon, with ARPA funding set aside for internal departments to cover the difference between the budgeted rate of \$2.60/gallon and the \$4.20/gallon. For 2023, the budget assumes that internal departments will cover 5% of the increase in base fuel costs (not including the \$0.21/gallon mark-up) up to \$2.51/gallon (\$2.72/gallon with markup), with ARPA funding covering the remainder up to the total estimated fuel price of \$4.00/gallon.

Activity	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Fuel Sites Maintained	16	16	16	16	0
Gallons Sold	422,448	439,553	425,000	441,204	1,651
External Fuel Customers	3	2	3	3	1

Current and Planned Capital Projects

Project #	Project Name	Expected Year of Completion	Total Project Cost	Est % Completed at end of 2022	Est. Operating Impact
201415	Fuel Tank Replacement and Infrastructure	2028	\$2,850,000	40%	\$2,500.00

Vehicle Replacement Fund

Public Works

Internal Service Fund

Statement of Purpose

The Vehicle/Equipment Replacement Fund is an interest-bearing internal service fund established to finance necessary and justified vehicle/equipment replacements. The county adopted a Vehicle Replacement Plan for certain vehicles and contractor type equipment. With the exception of certain utility vehicles, the Vehicle Replacement Plan will only include those items with a replacement cost of \$7,500 or greater and a useful life of two or more years. Contractor equipment includes unlicensed off-road vehicles, construction equipment, large maintenance tools and equipment, and other rolling stock. The plan allows for the funding of replacements through contributions to the replacement fund by user departments with inflationary increases on replacements funded by proceeds from the sale of retired vehicles and by investment income applied to the fund. Year-to-year fluctuations within the departmental base budgets will be reduced as a result of the plan. Replacement decisions are based on usage, service, and cost issues. A regular replacement cycle will keep the condition of the fleet at an optimum level reducing fleet maintenance costs and excessive out of service situations. Beginning in 2022, the county began borrowing for major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement cost and having a useful life of seven years or more on average. The bond proceeds will be deposited in the Capital Project Fund and the funds will be transferred to the Vehicle Replacement Fund to pay for the initial acquisition. The principal will be repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
General Government	\$0	\$0	\$190,000	\$0	\$0	N/A
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$0	\$0	\$0	\$0	\$0	N/A
Interdepartmental (a)	\$3,502,800	\$3,543,605	\$3,543,605	\$3,338,382	(\$205,223)	-5.8%
Other Revenue (b)	\$678,759	\$579,000	\$1,001,236	\$425,000	(\$154,000)	-26.6%
Appr. Fund Balance (c)	\$0	\$0	\$0	\$0	\$0	N/A
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$4,181,559	\$4,122,605	\$4,734,841	\$3,763,382	(\$359,223)	-8.7%
Expenditures						
Personnel Costs	\$0	\$0	\$0	\$0	\$0	N/A
Operating Expenses	\$3,308,842	\$3,558,198	\$3,554,581	\$3,561,183	\$2,985	0.1%
Interdept. Charges	\$138,466	\$40,000	\$40,000	\$40,000	\$0	0.0%
Fixed Assets (Memo) (d)	\$3,448,717	\$3,914,180	\$4,305,439	\$3,641,200	(\$272,980)	-7.0%
Total Expenditures (d)	\$3,447,308	\$3,598,198	\$3,594,581	\$3,601,183	\$2,985	0.1%
Operating Income/(Loss) (d)	\$734,251	\$524,407	\$1,140,260	\$162,199	(\$362,208)	-69.1%

Position Summary (FTE)

Regular Positions	0.00	0.00	0.00	0.00	0.00
Extra Help	0.00	0.00	0.00	0.00	0.00
Overtime	0.00	0.00	0.00	0.00	0.00
Total FTEs	0.00	0.00	0.00	0.00	0.00

- (a) Interdepartmental revenues are charges to departmental users, which may be funded by a combination of revenue sources including tax levy.
- (b) Other revenues include revenues from vehicle and equipment sales. Investment income is accounted for but is not budgeted for in the fund and is used to offset increases in future vehicle replacement costs.
- (c) Total expenditures and net operating income exclude fixed assets to conform with financial accounting standards. Fixed asset purchase orders will be funded with operating revenues, and existing fund balance are included in the department's fixed asset request.
- (d) A portion of fixed assets in 2022 and 2023 are funded through a transfer of the bond proceeds from the Capital Project Fund to account for \$1.8 million and \$2.5 million, respectively, of vehicle purchases.

Vehicle Replacement Plan

Program Description

The Vehicle/Equipment Replacement Fund is an interest bearing internal service fund established to finance necessary and justified vehicle/equipment replacements. Departments retain ownership of their vehicles and are cross-charged for the future replacement costs.

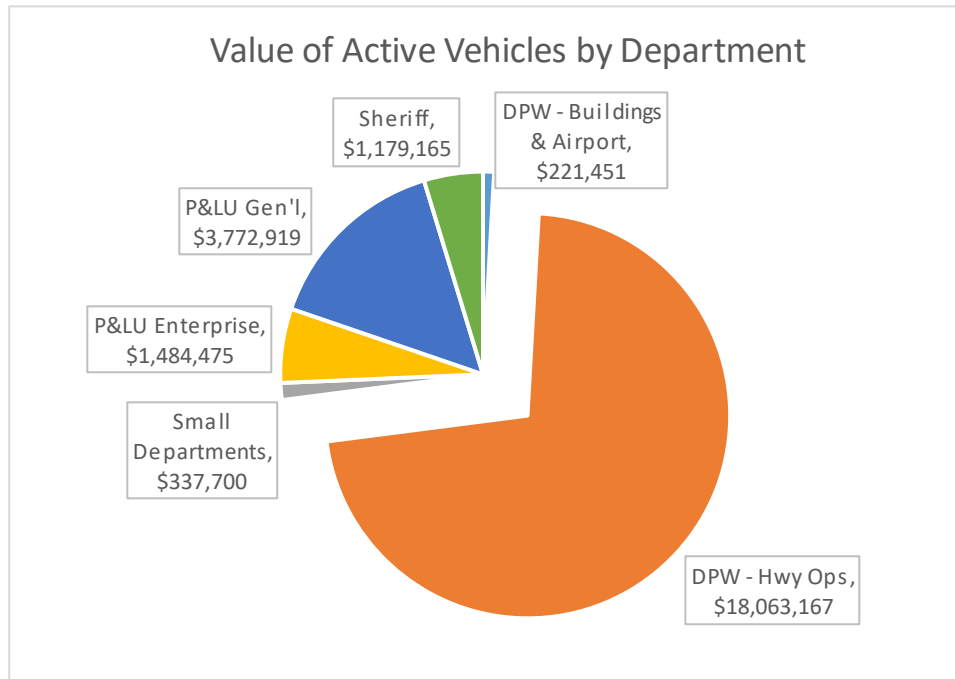
Program Highlights

Interdepartmental revenues are based on the depreciation of each vehicle in the replacement plan. Depreciation is assessed at one half-year charge for the acquisition and disposition years of a vehicle. Full-year depreciation is assessed all other years. Depreciation increases are a result of increased valuation of vehicles in the plan and the first full-year depreciation charge on the 2022 vehicle purchases. Initially depreciation is assessed on the budgeted value of the vehicle and then adjusted to account for actual acquisition costs. The actual acquisition cost tends to be lower than the budgeted cost, therefore lowering the overall depreciation charge. These revenues decrease \$205,200, due to the removal of two-year Sheriff patrol vehicles from VRP, partially offset by increases in new vehicle/equipment prices. Patrol vehicles with a two-year life will be purchased from the Sheriff's budget beginning in 2023. Departments are charged replacement fees based on the cost of the vehicle they currently operate (rather than paying toward an estimated future price). As new vehicles are purchased, the replacement charges "reset" to the new, higher price. Part of the increase in vehicle prices is driven by improvements in technology for greater functionality/efficiency and regulations (e.g., emissions standards).

Other revenues are the estimated value received from the sale of retired vehicles at auction. The budget can fluctuate based on the number of and value of vehicles going to auction each year. Auction revenue decreases \$154,000 in 2023 due to Sheriff two-year vehicle revenue being budgeted in the Sheriff operating budget to offset future purchases.

Operating expenditures increase by \$3,000, mostly related to depreciation costs for the vehicle replacement plan as a result of changes from new vehicles being added offset by vehicles being retired. Interdepartmental charges remain at \$40,000 in 2023, which is an annual charge from Central Fleet Maintenance for administrative work related to VRP acquisitions and auctions. Beginning in 2022, insurance costs for VRP owned equipment are charged to the department rather than the VRP fund.

Fixed asset memo items represent the estimated cost of vehicle and equipment acquisitions and are budgeted at \$3,641,200 in 2023. The county began borrowing for major vehicle replacements in 2022, which meet the traditional capital project definition of exceeding \$100,000 in total replacement cost and having a useful life of seven years or more on average. The bond proceeds will be deposited in the Capital Project Fund and the funds will be transferred to the Vehicle Replacement Fund to pay for the initial acquisition. The principal will be repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan. This is a phased approach with \$1.8 million borrowed for Department of Public Works (DPW) – Highway Operations Division patrol trucks in 2022 and increase to \$2.5 million in 2023 to more broadly cover acquisitions for governmental fund operations (e.g., DPW – Highway Operations, Parks and Land Use – General Fund). For total planned borrowing in 2023, see the Capital Projects and Debt Service sections in this budget document.



Activity	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Active Vehicles in Plan	376	376	376	353	(23)
Vehicles Replaced	50	63	61	48	(15)

**Vehicle Replacement
Fund**

Public Works

Program

**Waukesha County
2023 Vehicle Replacement Plan**

<u>Department</u>	<u>Description</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>Est. Salvage</u>
Sheriff's Department	Squad, Police Pursuit Package	1	\$49,600	\$49,600	\$15,000
Sheriff's Department	PPV Auto	4	\$33,800	\$135,200	\$20,000
Sheriff's Department	Van, full size transport	2	\$39,500	\$79,000	\$16,000
Subtotal Sheriff's Dept		7		\$263,800	\$51,000
Public Works Hwys	Forklift	1	\$55,640	\$55,640	\$5,000
Public Works Hwys	Truck, Patrol	6	\$266,000	\$1,596,000	\$150,000
Public Works Hwys	Truck, crew cab	1	\$36,900	\$36,900	\$5,000
Public Works Hwys	Truck, 1 Ton	1	\$82,000	\$82,000	\$10,000
Public Works Hwys	Truck, 1 Ton Dump	1	\$86,250	\$86,250	\$12,000
Public Works Hwys	Service Truck	1	\$100,210	\$100,210	\$12,000
Subtotal DPW Hwys		11		\$1,957,000	\$194,000
Public Works Bldgs	Transit Van	1	\$38,000	\$38,000	\$8,000
Subtotal DPW Bldgs		1		\$38,000	\$8,000
Parks & Land Use Gen'l Fund	Utility Veh, 4 wheel, w/cab, med duty	2	\$26,100	\$52,200	\$10,000
Parks & Land Use Gen'l Fund	Utility Veh, 4x4, cab, med, dump box	1	\$29,500	\$29,500	\$5,000
Parks & Land Use Gen'l Fund	Utility Veh, 4x4, cap, med, plow	1	\$32,100	\$32,100	\$5,000
Parks & Land Use Gen'l Fund	Truck, Pickup, 1/4T	1	\$30,700	\$30,700	\$5,000
Parks & Land Use Gen'l Fund	Truck, Pickup, 3/4 T, 4x4, plow	1	\$45,000	\$45,000	\$10,000
Parks & Land Use Gen'l Fund	Truck, 1 Ton, 4x4, plow	2	\$85,400	\$170,800	\$20,000
Parks & Land Use Gen'l Fund	Mower, outfrnt, broom, cab	6	\$55,000	\$330,000	\$30,000
Parks & Land Use Gen'l Fund	Brush Chipper	1	\$22,200	\$22,200	\$5,000
Parks & Land Use Gen'l Fund	Sand Trap Rake	2	\$17,200	\$34,400	\$4,000
Parks & Land Use Gen'l Fund	Loader	1	\$70,500	\$70,500	\$10,000
Subtotal P&LU Gen'l Fund		18		\$817,400	\$104,000
Parks & Land Use Enterprise Fund	Wide Area Mower	1	\$46,300	\$46,300	\$5,000
Parks & Land Use Enterprise Fund	Greensmower	1	\$99,500	\$99,500	\$8,000
Parks & Land Use Enterprise Fund	Heavy Duty Sweeper	1	\$19,700	\$19,700	\$0
Parks & Land Use Enterprise Fund	Ice Groomer	1	\$109,400	\$109,400	\$10,000
Parks & Land Use Enterprise Fund	Utility Veh, 4x4, med duty, tracks	1	\$31,800	\$31,800	\$5,000
Parks & Land Use Enterprise Fund	Utility Veh, 4x4, w/cab, hvy duty	1	\$49,500	\$49,500	\$5,000
Subtotal P&LU Enterprise		6		\$356,200	\$33,000
Radio Services	Truck, Pickup 1/2 T	1	\$38,000	\$38,000	\$5,000
Health & Human Services	Van	2	\$33,600	\$67,200	\$10,000
Medical Examiner	Transit Van	2	\$51,800	\$103,600	\$20,000
Subtotal Small Departments		5		\$208,800	\$35,000
Grand Total		48		\$3,641,200	\$425,000

**Vehicle Replacement
Fund**

Public Works

Program

**WAUKESHA COUNTY
FIVE YEAR VEHICLE/EQUIPMENT REPLACEMENT PLAN**

Agency	<u>2022 Budget</u>		<u>2023</u>		<u>2024</u>		<u>2025</u>		<u>2026</u>		<u>2027</u>	
	Units	Cost	Units	Cost	Units	Cost	Units	Cost	Units	Cost	Units	Cost
Airport	0	\$0	0	\$0	1	\$42,800	0	\$0	0	\$0	0	\$0
Public Works Hwy Ops	16	\$2,289,400	11	\$1,957,000	25	\$3,418,260	21	\$3,576,600	19	\$2,766,400	19	\$3,367,400
Public Works Bldg Ops	4	\$161,000	1	\$38,000	0	\$0	0	\$0	0	\$0	3	\$148,100
Sheriff (a)	20	\$685,280	7	\$263,800	11	\$329,800	15	\$588,400	4	\$144,700	3	\$150,400
Parks & Land Use Gen'	11	\$423,000	18	\$817,400	20	\$747,790	15	\$872,115	14	\$530,900	5	\$306,455
Golf Courses	8	\$230,600	5	\$246,800	9	\$508,679	6	\$210,300	5	\$232,000	5	\$221,600
Ice Arenas	0	\$0	1	\$109,400	0	\$0	0	\$0	0	\$0	0	\$0
Medical Examiner	0	\$0	2	\$103,600	0	\$0	0	\$0	0	\$0	2	\$91,000
Human Services	3	\$82,100	2	\$67,200	0	\$0	0	\$0	0	\$0	0	\$0
Records Mgmt	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Emergency Mgmt	1	\$42,800	0	\$0	0	\$0	1	\$50,700	0	\$0	0	\$0
Radio Services	0	\$0	1	\$38,000	0	\$0	0	\$0	0	\$0	0	\$0
	63	\$3,914,180	48	\$3,641,200	66	\$5,047,329	58	\$5,298,115	42	\$3,674,000	37	\$4,284,955

(a) 2022 is the final year that VRP fund will purchase 2-year police pursuit vehicles.

Airport

Operations Fund

Public Works

Enterprise Fund

Statement of Purpose

The mission of Waukesha County Airport (an enterprise fund) is to maximize the net economic and recreational benefit it provides to southeastern Wisconsin and the Great Lakes region. By leading the industry with quality facilities and services and operating in a fiscally prudent manner, the airport strives to meet the needs of all customers and users. Through short-and long-range planning, the staff initiates proactive and environmentally responsible projects, establishes systems to maintain existing structures, and designs future improvements. The airport provides a safe, convenient, and efficient operating environment for all members of the aviation community while cooperating with all levels of government.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
General Government	\$241,612	\$0	\$2,720	\$2,176	\$2,176	N/A
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$1,121,736	\$1,144,167	\$1,158,882	\$1,268,611	\$124,444	10.9%
Interdepartmental	\$0	\$0	\$0	\$0	\$0	N/A
Other Revenue	\$32,209	\$25,000	\$40,500	\$25,000	\$0	0.0%
Appr. Fund Balance (a)	\$335,520	\$169,582	\$219,582	\$169,582	\$0	0.0%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$1,731,077	\$1,338,749	\$1,421,684	\$1,465,369	\$126,620	9.5%
Expenditures						
Personnel Costs	\$309,896	\$352,747	\$347,187	\$391,255	\$38,508	10.9%
Operating Expenses (a)(b)	\$951,623	\$830,668	\$1,060,555	\$908,957	\$78,289	9.4%
Interdept. Charges	\$156,933	\$155,334	\$115,554	\$165,157	\$9,823	6.3%
Fixed Assets (Memo) (c)	\$128,875	\$0	\$99,775	\$200,000	\$200,000	N/A
Total Expenditures	\$1,418,452	\$1,338,749	\$1,523,296	\$1,465,369	\$126,620	9.5%
Operating Income/(Loss)	\$312,625	\$0	(\$101,612)	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	3.00	3.00	3.00	3.00	0.00
Extra Help	1.00	1.20	1.20	1.20	0.00
Overtime	0.00	0.00	0.00	0.00	0.00
Total FTEs	4.00	4.20	4.20	4.20	0.00

(a) Airport Fund balance is used as follows:

	2021	2022 Budget	2022 Estimate	2023 Budget
Partially offset depreciation expense	\$169,582	\$169,582	\$169,582	\$169,582
Carryovers, encumbrances, and ordinances	\$115,938	\$0	\$50,000	\$0
Long-term Asset Evaluation Study	\$50,000	\$0		\$0
Generator & Control Tower Window Replacement	\$0	\$0		\$0
Total Fund Balance Appropriation	\$335,520	\$169,582	\$219,582	\$169,582

(b) Budgeted depreciation expense is included in the operating expense appropriation unit, which only represents the county's portion of the capital investment and excludes State and Federal funds as contributed capital. As a result, the operation's income or loss shown here differs from the Annual Comprehensive Financial Report statements and includes these funds as contributed capital.

(c) Total expenditures exclude fixed assets to conform with financial accounting standards. Fixed asset purchase orders will be funded with operating revenues, and existing fund balance are included in the department's fixed asset request.

Airport Operations

Program Description

The Airport Operations division provides all administrative services, grounds maintenance, and oversees infrastructure for the Waukesha County Airport. Administrative staff provide service to our customers and are responsible for the monitoring of all leases and contracts and the enforcement of all provisions, maintaining compliance with all applicable Federal Aviation Regulations (FAR's), Orders and Advisory Circulars (AC's) as well as conditions of grant assurances.

Airport Operations maintains the airport grounds, infrastructure, and equipment as necessary to ensure a safe and secure airfield operation. The program tracks the condition of airport buildings and associated equipment through scheduling and monitoring of contact maintenance services, is responsible for wildlife control, airfield security, hazard mitigation, emergency response, and monitors the contract for performing and providing aeronautical services and parking and ramp operations. This program includes the air traffic control tower facility and operations and fuel farm operations. The cost of the air traffic controllers is funded by the Federal Contract Tower Program.

Program Highlights

Charges for service revenues are budgeted to increase about \$124,400 and include revenues from land leases, hangar rental revenues, office space revenues from the Fixed Base Operator (FBO) for exclusively leased county facilities, the FBO lease for the Airport fuel farm, FBO lease for ramp space, tie down fees and revenue on fuel sales. The increase is mostly due to contractual rate increases in lease agreements, new lease agreements and increased fuel revenues. Fund balance is used to partially offset depreciation.

Personnel costs increase \$38,500 which is the cost to continue of 4.20 FTE and a change in benefit selections. Operating expenses increase by \$78,300, mainly due to an increase in budgeted contracted snow removal costs by \$55,000 to \$430,000. Depreciation increases \$17,600 due to anticipated completion of pavement projects in 2022 and parking lot and roof projects in 2023.

Interdepartmental charges increase \$9,800 in 2023 due to increases in vehicle and equipment costs of \$5,700 and computer support and licensing increases of \$3,400. Interdepartmental charges include insurance charges, grounds and building maintenance charges, and vehicle replacement, repair and fuel costs.

Fixed assets are budgeted at \$200,000 in 2023 to allow for the potential purchase of snow removal equipment.

Activity Data	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Total Airport Buildings	12	12	12	12	12	0
Square Yards of Pavement (a)	467,949	467,949	480,733	467,949	475,450	-5,283
Acres of grass to be mowed	331	331	328	328	325	-3

(a) The 2022 budget assumes completion of the Airport perimeter road (capital project #202108).

Activity Data	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2022 Estimate	2023 Budget	Budget Change
Fuel Purchases (gallons)							
Jet A (a)	1,304,923	1,085,788	1,540,500	1,230,000	1,450,000	1,400,000	170,000
100LL	90,807	67,803	101,006	100,000	100,000	100,000	0
Total	1,395,730	1,153,591	1,642,204	1,330,000	1,550,000	1,500,000	170,000

(a) Jet A (Jet fuel) is used by both turboprop and jet aircraft. The primary customers for Jet A are business aircraft.

Activity

PCI - Actuals	2019 Actual	2020 Actual	2021 Actual	2022 Target	2022 Estimate	2023 Target
Runways	92.0	91.0	91.0	91.0	91.0	90.0
Taxiways	71.0	70.0	75.0	72.0	80.0	80.0
Aprons	66.0	65.0	64.0	80.0	64.0	70.0
Landside Pavements	67.0	65.0	65.0	70.0	70.0	85.0

Marketing Performance Measures	2019 Actual	2020 Actual	2021 Actual	2022 Target	2022 Estimate	2023 Target
Customer Satisfaction Survey (biennial)						
-Management Effectiveness	90%	90%	93%	92%	94%	95%
-Communication Effectiveness	77%	77%	89%	80%	90%	90%
T-Hangar Occupancy Rate *	92%	95%	100%	98%	85%	98%
Total Cumulative # of Hangars	61	61	61	62	63	64

* A study of the T-Hangar was completed in May 2014 to address the aging structure and plan future improvements to increase occupancy.

Airport Capital Projects

Current and Planned Capital Projects				Estimated Annual Operating Impact*		
Project #	Project Name	Estimated Completion Year	County Project Cost	(Revenue)/Expense	Estimated Depreciation/Other Operating Expense	Total (Rev)/Exp
201110	Airport Ramp Rehabilitation	2022	\$149,000	\$0	\$7,450	\$7,450
202108	Airport Perimeter Road	2022	\$124,800	\$0	\$7,145	\$7,145
202109	Parking Lot Expansion	2023	\$82,500	\$0	\$5,000	\$5,000
200804	Master Plan Update	2023	\$65,000	\$0	\$6,500	\$6,500
202101	Airport Terminal and Tower Roof Replacement	2023	\$376,000	\$0	\$13,375	\$13,375
201308	Taxiway C realignment and Lighting	2024	\$210,000	\$0	\$10,500	\$10,500
200703	Airport Maintenance and Snow Removal Building	2025	\$290,000	\$0	\$7,250	\$7,250
200310	Runway 10/28 Safety Area	2026	\$796,000	\$2,000	\$31,840	\$33,840

* See capital project forms for ongoing operating impacts

Special Purpose

Grant Fund

Public Works

Special Revenue Fund

Statement of Purpose

In March of 2021, the federal government approved legislation authorizing and funding the American Rescue Plan Act (ARPA) allocating \$350 billion of direct aid to state and local governments through the Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program. Waukesha County's CSLFRF allocation is \$78.5 million and allows for program costs to be spent or obligated by December 31, 2024 and completed by December 31, 2026. Permissible uses of the grant funding include supporting public health; responding to negative economic impacts from the public health emergency; providing premium pay for essential workers; investing in water, sewer, and broadband infrastructure; and supporting general county government services and infrastructure by offsetting revenue loss due to the pandemic. The County Board approved the creation of a new "Special Purpose Grant Fund" to allow the county to more readily manage and report on project progress and grant spending. The county will budget for specific items in this special revenue fund on a project basis, with budget authority controlled at the bottom-line expenditure level, similar to the Capital Project Fund.

There will be instances when it is more appropriate to account for ARPA funding outside of the ARPA Fund. These instances include (1) reimbursement for eligible staff time that was already included in departmental operating budgets, (2) investing in start-up costs for department programs which will continue after 2026, (3) application of funds to offset "revenue loss" (mentioned above), and (4) funding for eligible projects in the Capital Project Fund. All ARPA funds will be tracked using a unique revenue account. All planned uses of ARPA-CSLFRF can be found on pages 480-485.

Note: This fund is being used to account only for ARPA-CSLFRF grant funds. The American Rescue Plan Act allocates additional funding for specific purposes (e.g., Emergency Rental Assistance), in addition to the CSLFRF, which will be accounted for in departmental budgets.

Financial Summary	2021	2022	2022	2023	Change From 2022	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
ARPA FUNDING	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
NON-ARPA FUNDING						
General Government	\$0	\$0	\$0	\$0	\$0	N/A
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$0	\$0	\$0	\$0	\$0	N/A
Interdepartmental	\$0	\$0	\$0	\$0	\$0	N/A
Other Revenue	\$0	\$0	\$0	\$0	\$0	N/A
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0	N/A
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
Expenditures						
Personnel Costs	\$0	\$0	\$0	\$0	\$0	N/A
Operating Expenses	\$0	\$0	\$0	\$0	\$0	N/A
Interdept. Charges	\$0	\$0	\$0	\$0	\$0	N/A
Fixed Assets	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
Total Expenditures	\$0	\$0	\$550,000	\$170,000	\$170,000	N/A
Rev. Over (Under) Exp.	\$0	\$0	\$0	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	0.00	0.00	0.00	0.00	0.00
Extra Help	0.00	0.00	0.00	0.00	0.00
Overtime	0.00	0.00	0.00	0.00	0.00
Total FTEs	0.00	0.00	0.00	0.00	0.00

The 2023 budget includes \$100,000 of ARPA funding to rebuild catch basins, storm water inlets, manholes, culverts, and stormwater retention ponds/medians, which will improve drainage, pollution control, and road safety. This budget builds upon \$100,000 of ARPA funds that were already approved for this purpose during 2022 (enrolled ordinance 177-23). The budget also includes \$70,000 to help complete a project initiated in 2022 (also enrolled ordinance 177-23) to purchase a 60,000-gallon brine water storage tank, which will allow for greater recycling of onsite stormwater for brine. This additional tank will help expand capacity to apply salt brine on highways, reducing the need for rock salt in snow and ice removal, as well as reduce water utility and water disposal costs. These projects are eligible for ARPA funding by helping manage stormwater and nonpoint source pollution.

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