



**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.

<b>Financial Summary</b>	2009	2010	2010	2011	Change From 2010	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget	
					\$	%
<b>Revenues</b>						
General Government	\$9,314,968	\$9,139,793	\$8,726,025	\$8,773,612	(\$366,181)	-4.0%
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$366,266	\$510,700	\$510,700	\$509,360	(\$1,340)	-0.3%
Interdepartmental	\$466,736	\$396,560	\$427,440	\$398,247	\$1,687	0.4%
Other Revenue	\$147,832	\$123,412	\$130,180	\$130,189	\$6,777	5.5%
Appr. Fund Balance	\$150,183	\$131,000	\$371,000	\$78,000	(\$53,000)	-40.5%
<b>County Tax Levy</b>	<b>\$1,141,046</b>	<b>\$1,546,175</b>	<b>\$1,546,175</b>	<b>\$1,835,142</b>	<b>\$288,967</b>	<b>18.7%</b>
<b>Total Revenue Sources</b>	<b>\$11,587,031</b>	<b>\$11,847,640</b>	<b>\$11,711,520</b>	<b>\$11,724,550</b>	<b>(\$123,090)</b>	<b>-1.0%</b>
<b>Expenditures</b>						
Personnel Costs	\$5,031,252	\$5,034,653	\$4,800,898	\$4,902,557	(\$132,096)	-2.6%
Operating Expenses	\$2,861,915	\$3,213,802	\$3,180,004	\$3,185,481	(\$28,321)	-0.9%
Interdept. Charges	\$3,221,859	\$3,593,185	\$3,447,299	\$3,636,512	\$43,327	1.2%
Fixed Assets	\$39,028	\$6,000	\$6,000	\$0	(\$6,000)	-100.0%
<b>Total Expenditures</b>	<b>\$11,154,054</b>	<b>\$11,847,640</b>	<b>\$11,434,201</b>	<b>\$11,724,550</b>	<b>(\$123,090)</b>	<b>-1.0%</b>
Rev. Over (Under) Exp.	\$432,977	-	\$277,319	-	-	N/A

**Position Summary (FTE)**

Regular Positions	64.85	64.85	64.85	61.85	(3.00)
Extra Help	2.13	2.13	2.13	2.13	0.00
Overtime	3.60	3.60	3.60	3.18	(0.42)
<b>Total</b>	<b>70.58</b>	<b>70.58</b>	<b>70.58</b>	<b>67.16</b>	<b>(3.42)</b>

## County Operations

County-Wide Key Strategic Outcome: A safe county

### 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.

	2009 Actual	2010 Budget	2010 Estimate	2011 Budget	Budget Change
<b>Staffing (FTE)</b>	<b>39.13</b>	<b>39.13</b>	<b>39.13</b>	<b>39.18</b>	<b>0.05</b>
General Government	\$4,360,448	\$4,402,616	\$4,272,072	\$4,323,867	(\$78,749)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$366,266	\$510,700	\$510,700	\$509,360	(\$1,340)
Interdepartmental (a)	\$466,736	\$396,560	\$427,440	\$398,247	\$1,687
Other Revenue	\$37,623	\$19,500	\$18,000	\$18,000	(\$1,500)
Appr. Fund Balance	\$15,183	\$47,000	\$47,000	\$0	(\$47,000)
<b>County Tax Levy</b>	<b>\$325,365</b>	<b>\$718,475</b>	<b>\$718,475</b>	<b>\$992,442</b>	<b>\$273,967</b>
<b>Total Revenues</b>	<b>\$5,571,621</b>	<b>\$6,094,851</b>	<b>\$5,993,687</b>	<b>\$6,241,916</b>	<b>\$147,065</b>
Personnel Costs	\$2,798,665	\$2,756,011	\$2,795,216	\$2,886,084	\$130,073
Operating Expenses	\$1,546,367	\$1,917,466	\$1,855,159	\$1,842,027	(\$75,439)
Interdept. Charges	\$981,055	\$1,415,374	\$1,311,948	\$1,513,805	\$98,431
Fixed Assets	\$14,028	\$6,000	\$6,000	\$0	(\$6,000)
<b>Total Expenditures</b>	<b>\$5,340,115</b>	<b>\$6,094,851</b>	<b>\$5,968,323</b>	<b>\$6,241,916</b>	<b>\$147,065</b>
Rev. Over (Under) Exp.	\$231,506	-	\$25,364	-	-

(a) In the 2011 Budget, tax levy of \$542 is being shifted from the End User Technology Fund to cover the phasing in of full cost allocations for the new charging method to better reflect technology resources being used by departments, as recommended by Internal Audit for expenditure increases above 3%.



### Program Highlights

General Transportation Aids (GTA) are decreasing by over \$78,000. This represents a portion of the budgeted GTA revenues in the Public Works budget. Traffic Control and Engineering in the General Fund also include GTA revenues. Charges for Services represent revenues received from municipalities for the purchase of salt and pavement marking services. The quantity of salt sold to municipalities is planned to be 7,000 tons and the markup/handling fee charged to municipalities is anticipated to remain the same in 2011. Interdepartmental Revenues represent the reimbursement from the State for salt and equipment storage and radio reimbursement. Also included are revenues for work done for other county departments such as tree trimming, mowing or changing light bulbs in the parking lots. Other revenues represent insurance reimbursements due to accidents and sale of scrap metal or small equipment not in the replacement plan. The 2010 budget included Fund Balance to offset the one time payment to the Village of Butler for cost share of design services for the CTH K Rehabilitation project which is being completed in partnership with the Village of Butler. The construction costs of this project were funded with American Recovery and Reinvestment Act (ARRA) funds.

County Operations (cont.)

Personnel Costs are increasing by \$130,073 to \$2,886,084. The County workforce is remaining stable from 2010 with a slight increase in the amount of overtime budgeted in 2011. Extra Help continues to be budgeted for three summer interns. The State shares in these costs.

Operating Expenses are decreasing by \$75,439 to \$1,842,027. Salt is one of the largest expenditures in this area and totals about \$1,288,000. The 2010/2011 salt contract price is \$52.48 per ton which is lower than the 2009/2010 contract price of \$56.26 per ton. The 2011 budget assumes approximately 16,400 tons of salt used on County roads and 7,000 tons of salt purchased by local municipalities. Other operating expenditures are remaining relatively stable from the 2010 budget base. These expenditures include: landfill and waste disposal costs of \$75,000; sand expenditures of \$25,000; plowblade expenditures of \$70,000; utility costs of \$202,500; roadway materials such as cold/hot patch, gravel, sand, cement, guardrail, and culvert pipe \$120,000; and contracted roadway repair including rental of equipment \$37,500.

Interdepartmental Charges include charges for computer maintenance/replacement; insurance, including workers compensation; radio services; vehicle repairs, fuel and replacement; and telephone costs. The largest increases in this appropriation unit are for Workers Compensation and General Vehicle Liability. The 2011 charge to County Highway Maintenance is about \$154,500 or a \$47,000 increase from the 2010 budget. These costs represent a portion of the total Workers Compensation and General Vehicle Liability costs for Highway Operations. The other portion is budgeted in the State Highway Maintenance Budget. The total vehicle costs for the Highway Operations program are remaining stable from the 2010 base. The County share of vehicle costs is increasing about \$50,000.<sup>1</sup> This is due to the State reducing their level of service in 2011 and the costs of maintaining the equipment being shifted to the County budget.



Activity	2009 Actual	2010 Budget	2010 Estimate	2011 Budget	Budget Change
Centerline miles of road maintained -- County	398	400	400	400	0
Centerline miles of road maintained – Non County/Non-State*	266	250	316	316	66
County Lane Miles Crackfilled	31.6	25	20	25	\$0
Crackfilling 2 lane highways*	\$3,181	\$3,181	\$3,181	\$3,181	\$0
Center line striping*	\$585	\$557	\$570	\$575	\$18
Mowing—1 linear mile*	\$275	\$287	\$260	\$287	\$0
Avg Annual maint 1 lane mile	\$4,883	\$6,853	\$6,853	\$6,853	\$0
Salt Annual Tons Used on County Roads	14,725	16,400	11,000	16,400	0

\* Cost per mile

<sup>1</sup> This does not represent the full departmental increase since some of the vehicle costs are budgeted in the State Highway Maintenance budget.

State Highway Operations

County-Wide Key Strategic Outcome: A safe county

Program Description

Provide the necessary labor, equipment, and materials to maintain the State Trunk Highway System as specified by the Wisconsin Department of Transportation. Maintenance tasks performed include plowing, salting and sanding in winter; highway pavement repair; pavement marking; 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.

	2009 Actual	2010 Budget	2010 Estimate	2011 Budget	Budget Change
<b>Staffing (FTE)</b>	<b>31.35</b>	<b>31.35</b>	<b>31.35</b>	<b>27.88</b>	<b>(3.47)</b>
General Government	\$4,951,129	\$4,731,177	\$4,447,953	\$4,449,745	(\$281,432)
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
<b>County Tax Levy</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Revenues</b>	<b>\$4,951,129</b>	<b>\$4,731,177</b>	<b>\$4,447,953</b>	<b>\$4,449,745</b>	<b>(\$281,432)</b>
Personnel Costs	\$2,219,887	\$2,265,366	\$1,992,574	\$2,002,938	(\$262,428)
Operating Expenses	\$400,628	\$300,000	\$332,100	\$336,100	\$36,100
Interdept. Charges	\$2,240,804	\$2,165,811	\$2,123,351	\$2,110,707	(\$55,104)
Fixed Assets	\$25,000	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$4,886,319</b>	<b>\$4,731,177</b>	<b>\$4,448,025</b>	<b>\$4,449,745</b>	<b>(\$281,432)</b>
Rev. Over (Under) Exp.	\$64,810	-	(\$72)	-	-



Program Highlights

The State Highway Maintenance program of the budget is a non-tax levy supported program. All expenses are approved and reimbursed by the State.

The 2011 Budget is based on the State's 2010 Routine Maintenance Agreement (RMA). The 2010 RMA is approximately \$500,000 lower than the previous 2009 RMA. Although the Department does not have an RMA for 2011, the budget reflects the same level of service in 2011 as the 2010 RMA. Because 2010 was not budgeted to the full level of the 2010 RMA, the reduction for 2011 is \$281,000, not the full \$500,000.

As a result of the State's change in level of service, 3.00 FTE Patrol Worker positions are being unfunded in the 2011 budget. This budget now reflects 23.00 FTE Patrol Workers on State crews. Consistent with the State's requested level of service, the overtime budget is decreasing by 0.47 FTE (or 978 hours) in 2011. This budget continues the State's desire to have a second shift, winter maintenance force on the busier roads. This second shift operation, which includes four patrol workers and one crew leader, will run approximately November 1<sup>st</sup> through March 31<sup>st</sup>.



Activity

	2009 Actual	2010 Budget	2010 Estimate	2011 Budget	Budget Change
Centerline miles of road maintained	260	260	260	260	0
Centerline miles of road striped	350	350	350	350	0
Lane miles maintained	1,070	1,070	1,070	1,070	0

Source: WisDOT

Transit Services

County-Wide Key Strategic Outcome: An economically vibrant county

Program Description

Through contracts with the private sector, 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, 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 fund 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).

	2009 Actual	2010 Budget	2010 Estimate	2011 Budget	Budget Change
<b>Staffing (FTE)</b>	<b>0.10</b>	<b>0.10</b>	<b>0.10</b>	<b>0.10</b>	<b>0.00</b>
General Government	\$3,391	\$6,000	\$6,000	\$0	(\$6,000)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$109,813	\$103,912	\$112,180	\$112,189	\$8,277
Appr. Fund Balance	\$135,000	\$84,000	\$324,000	\$78,000	(\$6,000)
<b>County Tax Levy</b>	<b>\$815,681</b>	<b>\$827,700</b>	<b>\$827,700</b>	<b>\$842,700</b>	<b>\$15,000</b>
<b>Total Revenues</b>	<b>\$1,063,885</b>	<b>\$1,021,612</b>	<b>\$1,269,880</b>	<b>\$1,032,889</b>	<b>\$11,277</b>
Personnel Costs	\$12,939	\$13,276	\$13,108	\$13,535	\$259
Operating Expenses	\$913,757	\$996,336	\$992,745	\$1,007,354	\$11,018
Interdept. Charges	\$0	\$12,000	\$12,000	\$12,000	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$926,696</b>	<b>\$1,021,612</b>	<b>\$1,017,853</b>	<b>\$1,032,889</b>	<b>\$11,277</b>
Rev. Over (Under) Exp.	\$137,189	-	\$252,027	-	-



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. State and Federal Revenues are anticipated to be reimbursed at a rate of 57.5% of gross expenses in 2011, which is the same as the 2010 budgeted level, however lower than the 2010 actual level of 58.5%. Other Revenue is reimbursement from Waukesha Metro for the costs remaining in the County budget that are eligible for State and Federal funding. Fund Balance of \$60,000 is budgeted for expenses related to the fuel adjustment clause in the applicable transit service contracts and \$18,000 to offset the van pool replacement costs and program administration.

Transit Services (cont.)

The 2011 budget reflects funding for a full year of a van pool service. This service is an alternative to a fixed bus route, and either the start or the end of the van pool route must be in Waukesha County. This budget includes approximately \$18,000 for van pool program expenses including vehicle replacement costs.

One route has been eliminated in the 2011 budget due to low performance. This is Route 218 serving the New Berlin Industrial Park. There are no fare increases proposed in the 2011 budget. Funds for a marketing program continue in the 2011 budget. This is a CMAQ funded program. Approximately 0.10 FTE of the Business Manager's position continues to be budgeted in the 2011 budget. Waukesha County continues direct responsibility for the maintenance of the park and ride lots at Goerke's Corner, CTH G and Pilgrim Road. The County Tax Levy contribution for this program is budgeted at \$842,700, an increase of \$15,000 from the 2010 Budget.



Activity

Total Ridership

Route	Route Description	2009 Actual	2010 Budget	2010 Estimate	2011 Budget
1	Waukesha Metro to Brookfield Square	106,660	110,000	112,200	112,500
10	Brookfield Square Extension	177,274	200,000	173,600	180,000
79	Weekday from Menomonee Falls to Downtown Milwaukee	42,638	45,000	42,000	44,000
218	New Berlin Industrial Park Shuttle	16,406	21,000	15,300	0
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	198,188	235,000	196,800	210,000
906	Weekday between Mukwonago and Milwaukee via I-43	36,044	40,000	36,500	37,000
Subtotal		577,210	651,000	576,400	583,500
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	9,517	10,500	8,400	9,500
Total with Paratransit		586,727	661,500	584,800	593,000

Operating Cost per ride

Operating cost per ride determined by total cost of the route divided by the total ridership.

Route	Route Description	2009 Actual	2010 Budget	2010 Estimate	2011 Budget
1	Waukesha Metro to Brookfield Square	\$0.72	\$0.74	\$0.72	\$0.76
10	Brookfield Square Extension	\$4.45	\$4.36	\$4.49	\$4.39
79	Weekday from Menomonee Falls to Downtown Milwaukee	\$8.76	\$9.51	\$10.12	\$10.75
218	New Berlin Industrial Park Shuttle	\$12.90	\$10.45	\$11.07	\$0.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	\$10.51	\$8.58	\$11.17	\$10.72
906	Weekday between Mukwonago and Milwaukee via I-43	\$10.85	\$10.33	\$11.32	\$11.44
Subtotal Average		\$6.80	\$6.19	\$7.05	\$6.89
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	\$35.58	\$39.84	\$38.69	\$36.11
Average with Paratransit		\$11.32	\$11.25	\$11.83	\$10.13

Transit Services (cont.)

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	2009 Actual	2010 Budget	2010 Estimate	2011 Budget
1	Waukesha Metro to Brookfield Square	\$0.72	\$0.74	\$0.72	\$0.76
10	Brookfield Square Extension	\$3.35	\$3.21	\$3.37	\$3.29
79	Weekday from Menomonee Falls to Downtown Milwaukee	\$6.16	\$6.43	\$7.41	\$7.88
218	New Berlin Industrial Park Shuttle	\$12.36	\$9.96	\$10.47	\$0.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	\$7.57	\$5.94	\$8.20	\$7.64
906	Weekday between Mukwonago and Milwaukee via I-43	\$7.60	\$6.83	\$8.05	\$8.05
Subtotal Average		\$5.04	\$4.44	\$5.28	\$5.01
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	\$28.73	\$32.19	\$31.70	\$29.32
Average with Paratransit		\$8.94	\$8.72	\$9.40	\$7.74

Rides per Revenue Hour

Rides per Revenue Hour are determined by total ridership of the route divided by the total revenues per hour.

Route	Route Description	2009 Actual	2010 Budget	2010 Estimate	2011 Budget
1	Waukesha Metro to Brookfield Square	17.76	18.44	18.81	18.75
10	Brookfield Square Extension	28.80	32.65	28.34	29.27
79	Weekday from Menomonee Falls to Downtown Milwaukee	16.44	16.96	15.83	16.92
218	New Berlin Industrial Park Shuttle	7.52	9.84	7.17	0.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	10.75	12.85	10.76	11.48
906	Weekday between Mukwonago and Milwaukee via I-43	24.70	27.63	25.21	25.52
Subtotal Average		15.68	17.78	15.74	16.91
Paratransit	Federally mandated service operated within 1 mile of the Route 901 service area	2.46	3.26	2.61	2.71
Average with Paratransit		14.42	16.60	14.68	15.61