

Public Works

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PUBLIC WORKS

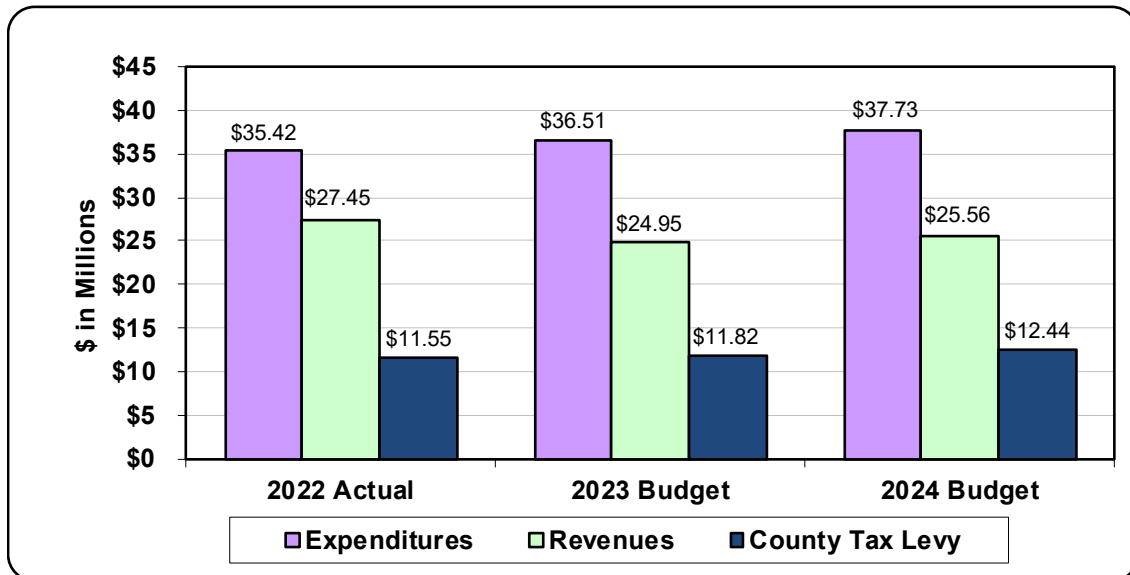
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PUBLIC WORKS

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 2024 expenditure budget for this functional area totals \$37,733,500, after adjustments to exclude proprietary fund capitalized fixed asset items, an increase of \$1,223,100 or 3.4% from the 2023 Adopted Budget. Budgeted revenues (including \$580,700 of fund balance appropriations) total \$25,558,600, an increase of \$611,300 or 2.5% from the previous year's budget. The tax levy necessary to fund this functional area totals \$12,437,600, an increase of \$622,300 or 5.3% from the 2023 Adopted Budget.

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

	2022	2023	2023	2024	Change from 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
* TOTAL PUBLIC WORKS *						
Revenues (a)	\$27,448,328	\$24,947,305	\$25,871,997	\$25,558,598	\$611,293	2.5%
County Tax Levy (b)(c)	\$11,550,197	\$11,815,363	\$11,815,363	\$12,437,628	\$622,265	5.3%
Expenditure (d)	\$35,422,146	\$36,510,406	\$36,721,609	\$37,733,516	\$1,223,110	3.4%
Rev. Over (Under) Exp.	\$2,463,934	\$0	\$276,703	\$0	\$0	N/A
Oper Income/(Loss) (d)	\$1,112,445	\$252,262	\$689,048	\$262,710	\$10,448	4.1%

BREAKDOWN BY AGENCY

PUBLIC WORKS						
Revenues (a)	\$27,448,328	\$24,947,305	\$25,871,997	\$25,558,598	\$611,293	2.5%
County Tax Levy (b)(c)	\$11,550,197	\$11,815,363	\$11,815,363	\$12,437,628	\$622,265	5.3%
Expenditure (d)	\$35,422,146	\$36,510,406	\$36,721,609	\$37,733,516	\$1,223,110	3.4%
Rev. Over (Under) Exp.	\$2,463,934	\$0	\$276,703	\$0	\$0	N/A
Oper Income/(Loss) (d)	\$1,112,445	\$252,262	\$689,048	\$262,710	\$10,448	4.1%

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

Fund	Description of Use	2022 Actual	2023 Budget	2023 Estimate	2024 Budget
General	Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
General	Phase-in Higher Utility Costs	\$0	\$160,000	\$160,000	\$160,000
General	Purchase order & carryovers from prior year	\$336,701	\$0	\$413,466	\$0
	Subtotal General Fund Balance Appropriation	\$436,701	\$260,000	\$673,466	\$260,000
Transportation	One time purchase of highway maintenance equipment*	\$49,979	\$0	\$40,507	\$0
Transportation	Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Transportation	Carryovers, encumbrances, and ordinances	\$120,064	\$0	\$226,502	\$0
	Subtotal Transportation Fund Balance Appropriation**	\$220,043	\$50,000	\$317,009	\$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	\$840	\$0	\$511	\$0
Airport	Snow removal cost	\$310,500	\$0	\$276,000	\$0
Airport	Long-term Asset Evaluation Study	\$50,000	\$0	\$0	\$0
	Subtotal Airport Fund Balance Appropriation	\$530,922	\$169,582	\$446,093	\$169,582
TOTAL FUND BALANCE APPROPRIATION		\$1,288,749	\$580,665	\$1,537,651	\$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.

**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 \$4,890,700 in the 2024 Budget, \$3,641,200 in the 2023 Budget, \$3,624,040 in the 2023 Estimate, and \$3,222,855 in 2022. Airport expenditures exclude \$50,000 in the 2024 Budget, \$200,000 in the 2023 Budget, \$160,000 in the 2023 Estimate and \$269,527 in 2022.

PUBLIC WORKS

Functional Area Budget Highlights

Significant program and funding changes to the 2024 Budget include the following:

- The county conducted its periodic total compensation study this year, and the costs associated with the study recommendations are built into the 2024 budget. For Public Works, the total cost impact is \$138,900, with \$52,600 in the General Fund, \$69,600 in the Transportation Fund, \$14,500 in Central Fleet, and \$2,100 in Airport.
- State **General Transportation Aids (GTA)** budgeted in the Transportation Fund are budgeted to increase by \$142,100 to \$5.13 million.
- **Road Salt expenditures for county highway snow and ice removal operations** are budgeted to increase by \$136,700 in 2024. Salt rates increase by \$6.42 or 9.0%, from \$71.33 to \$77.75 per ton based on the state's salt contract for the 2023-24 winter season. This includes a \$94,400 increase in the cost of salt used for county highways, based on an estimated 14,700 tons (same as the 2023 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 increases \$3,900, assuming 600 tons (same as 2023 budgeted level). Salt sold to municipalities for use on their local roads increases \$38,500 and assumes 6,000 tons (same as 2023 budgeted level). Revenues from salt sales to municipalities include a \$14 per ton handling fee, which is an increase of \$2 from the 2023 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 \$167,900 to \$6.94 million. This includes \$276,000 of anticipated higher state Routine Maintenance Agreement (RMA) reimbursements, which is partially offset by \$108,100 of lower reimbursements for Performance-Based Maintenance (PbM) program work due to the removal of this revenue from the budget as fewer projects are 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 \$64,200 which is the cost-to-continue of 28.00 regular FTE positions, and is 1.00 FTE fewer than the 2023 budget due to unfunding a patrol worker as state work and related revenues are not anticipated to keep up with the cost to continue. Another 1.73 FTE of temporary seasonal help and 1.04 FTE of overtime is budgeted in 2024, unchanged from the 2023 budget.
- **The 2024 Transit Services** program expenses are budgeted to increase by \$16,600, primarily due to a shift of 0.10 FTE Patrol Worker to Transit Services for snow removal and an increase in park and ride snow clearing expenses. Total transit costs are estimated at about \$3.69 million, but the total budget for Waukesha County is only about \$987,000 because the contracted transit administrator, 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 remains at the 2023 budget level of \$852,700.
- **The 2024 Transit Budget** recognizes the elimination of the Gold Line due to the Milwaukee County Transit System (MCTS) planning to implement a Bus Rapid Transit (BRT) service. Waukesha County worked with Waukesha Metro and MCTS on agreements to extend Route 1 service to maintain connection with the new BRT service along Bluemound Road. Additionally, the 2024 budget eliminates the Paratransit route with a grandfathered service provision through December 31, 2024, to allow the last remaining riders transition to alternative providers. Funding is reserved for potential use for FlexRide, a new ride share program being tested in 2022 and 2023 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. Additionally, the budget for Route 901/904/905 has been reduced given lower service levels implemented earlier in 2023.
- The **Central Fleet Vehicle Fuel** budget assumes a decrease in fuel prices of \$0.29/gallon, or 7.7%, to \$3.50/gallon from the 2023 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 changes. For 2024, 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 \$2.64/gallon (\$2.85/gallon with markup), with \$327,400 of ARPA funding covering the remainder up to the total estimated fuel price of \$3.50/gallon (\$3.71/gallon with markup). This includes the **Transportation Fund – County Highway Maintenance program** that is budgeting \$392,900 for fuel costs, a \$61,100 decrease from 2023, which is partially offset by ARPA funds of \$172,000.
- The **Central Fleet Repair and Maintenance** budget includes an increase in interdepartmental revenues by about \$120,000 or 4.5% due to an increase in internal maintenance rates and cost of parts.
- Charges to departments for the **Vehicle Replacement Fund** are budgeted to increase about \$151,500 or 4.5%, from \$3.34 million to about \$3.49 million, which is due to increases in new vehicle/equipment prices.

PUBLIC WORKS

Functional Area Budget Highlights

- **Energy and utility budget costs for county facilities** are budgeted to increase in 2023 by \$309,600 from the 2023 budgeted level of \$2,238,100 to \$2,547,700. The budget for electricity increases by \$254,200 or 19.0%, natural gas increases by \$13,700 or 3.2%, and water increases by \$41,800 or 8.9%. The average effective rates for all three utilities, electric, water, and natural gas, have all seen increases in recent years and are budgeted to see continued increases in 2024.
- The **Building Improvement Plan (BIP)** totals \$995,000 in the 2024 budget. The base BIP remains budgeted at \$950,000. In addition to the base BIP, the plan includes \$45,000 for improvements at the Mental Health Center (MHC). Overall General Fund balance support in the BIP is \$100,000, unchanged from the 2023 budget.
- Overall expenditures in the **Housekeeping Services** program decrease about \$84,000 or 6.9% in the 2024 budget. Personnel costs decrease \$59,900 due to the unfunding of 1.00 FTE Building Service Worker and continued reliance on contracted housekeeping services, which is partially offset by the cost to continue of 4.10 FTE. Operating expenses include contracted housekeeping services, which are budgeted to decrease by \$24,400 which is a 3.4% decrease from current levels due to less work being done at the Juvenile Center and the fuller implementation of the Centralized Garbage program across county buildings. The current housekeeping contract is in effect through mid-year 2024 and goes out for request for proposal (RFP) in 2023.
- The 2024 **Airport** budget includes funding to bring snow removal in-house, no longer utilizing a snow removal contractor due to rising costs in prior year actuals. The 2024 projected costs are approximately \$400,000 based on preliminary estimates. This number is below the 2023 adopted budget for the snow removal contract of \$430,000. The budget for in-house snow removal includes \$189,000 in personnel costs for an additional 2.00 FTE Park Maintenance Workers, \$126,000 for operating expenses for fuel, de-icer, and radio equipment, and \$85,000 for interdepartmental charges relating to repair, maintenance, and other vehicle replacement charges.
- Revenues in the **Airport Operations Fund** budget increase \$67,500 and include revenues from increases built into land leases and rental contracts.

**BUDGETED POSITIONS 2022-2024
SUMMARY BY AGENCY AND FUND**

PUBLIC WORKS

Agency	Fund	2022 Year End	2023 Adopted Budget	2023 Modified Budget	2024 Budget	23-24 Change
PUBLIC WORKS	General	39.90	39.90	39.90	38.90	(1.00)
PUBLIC WORKS	Transportation	75.10	74.10	74.10	73.10	(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	5.00	2.00
TOTAL REGULAR POSITIONS		132.00	131.00	131.00	131.00	0.00
TOTAL EXTRA HELP		6.04	6.51	6.51	6.51	0.00
TOTAL OVERTIME		4.10	4.08	4.08	4.13	0.05
TOTAL BUDGETED POSITIONS		142.14	141.59	141.59	141.64	0.05

2024 BUDGET ACTIONS

Public Works - General

Unfund: 1.00 FTE Building Service Worker
 Create: 1.00 FTE Financial Analyst (underfilled as a Senior Fiscal Specialist)
 Unfund: 1.00 FTE Senior Fiscal Specialist

Public Works - Transportation

Unfund: 1.00 FTE State Highway Operations Patrol Worker

Public Works - Central Fleet Maintenance

Fund: 1.00 FTE Shop Supervisor
 Unfund: 1.00 FTE Lead Mechanic

2023 CURRENT YEAR ACTIONS

Public Works - Airport Operations

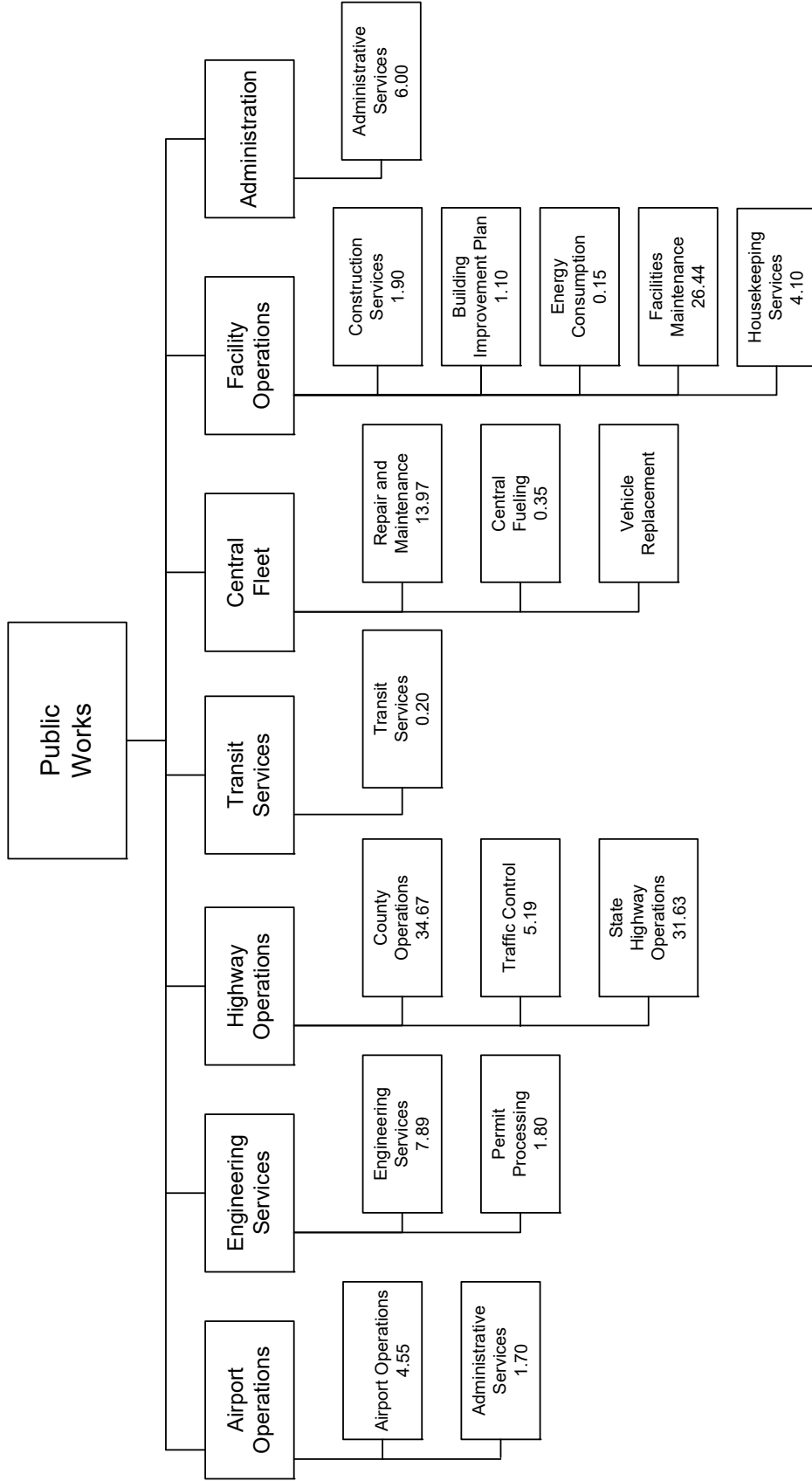
Create: 2.00 FTE Park Maintenance Worker
 Fund: 0.05 FTE Overtime

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Public Works

PUBLIC WORKS

FUNCTION / PROGRAM CHART



141.64 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	2022 Actual	2023		2024 Budget	Change From 2023 Adopted Budget	
		Adopted Budget	2023 Estimate (b)		\$	%
Public Works-General Fund						
Revenues (b)(d)	\$1,265,086	\$769,022	\$1,177,722	\$688,647	(\$80,375)	-10.5%
County Tax Levy	\$8,230,488	\$8,330,654	\$8,330,654	\$8,878,289	\$547,635	6.6%
Expenditures (b)	\$9,030,811	\$9,099,676	\$9,607,356	\$9,566,936	\$467,260	5.1%
Rev. Over (Under) Exp.	\$464,763	\$0	(\$98,980)	\$0	\$0	N/A
Transportation Fund						
Revenues (b)(d)	\$15,725,572	\$14,136,527	\$14,630,462	\$14,582,641	\$446,114	3.2%
County Tax Levy	\$3,319,709	\$3,484,709	\$3,484,709	\$3,559,339	\$74,630	2.1%
Expenditures (b)	\$17,046,110	\$17,621,236	\$17,739,488	\$18,141,980	\$520,744	3.0%
Rev. Over (Under) Exp.	\$1,999,171	\$0	\$375,683	\$0	\$0	N/A
Central Fleet						
Revenues (d)	\$4,473,275	\$4,643,005	\$4,255,435	\$4,664,549	\$21,544	0.5%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures	\$4,219,248	\$4,552,942	\$4,086,395	\$4,588,286	\$35,344	0.8%
Operating Inc./ (Loss) (c)	\$254,027	\$90,063	\$169,040	\$76,263	(\$13,800)	-15.3%
Vehicle Replacement						
Revenues	\$4,199,852	\$3,763,382	\$4,057,177	\$4,089,885	\$326,503	8.7%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures	\$3,342,823	\$3,601,183	\$3,601,183	\$3,903,438	\$302,255	8.4%
Operating Inc./ (Loss) (c)	\$857,029	\$162,199	\$455,994	\$186,447	\$24,248	14.9%
Airport						
Revenues (b)(d)	\$1,784,543	\$1,465,369	\$1,751,201	\$1,532,876	\$67,507	4.6%
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures (b)	\$1,783,154	\$1,465,369	\$1,687,187	\$1,532,876	\$67,507	4.6%
Operating Inc./ (Loss) (c)	\$1,389	\$0	\$64,014	\$0	\$0	N/A
American Rescue Plan Act						
Revenues (b)(d)	\$0	\$170,000	\$0	\$0	(\$170,000)	-100.0%
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Expenditures (b)	\$0	\$170,000	\$0	\$0	(\$170,000)	-100.0%
Operating Inc./ (Loss) (c)	\$0	\$0	\$0	\$0	\$0	N/A
Total All Funds						
Revenues (b)(d)	\$27,448,328	\$24,947,305	\$25,871,997	\$25,558,598	\$611,293	2.5%
County Tax Levy (a)	\$11,550,197	\$11,815,363	\$11,815,363	\$12,437,628	\$622,265	5.3%
Expenditures (b)	\$35,422,146	\$36,510,406	\$36,721,609	\$37,733,516	\$1,223,110	3.4%
Rev. Over (Under) Exp.	\$2,463,934	\$0	\$276,703	\$0	\$0	N/A
Operating Inc./ (Loss) (c)	\$1,112,445	\$252,262	\$689,048	\$262,710	\$10,448	4.1%
Position Summary (FTE)						
Regular Positions	132.00	131.00	131.00	131.00	0.00	
Extra Help	6.04	6.51	6.51	6.51	0.00	
Overtime	4.10	4.08	4.08	4.13	0.05	
Total	142.14	141.59	141.59	141.64	0.05	

- (a) Tax levy amount is not determined by expenditures less revenues.
- (b) The 2023 Estimate includes 2022 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	2022 Actual	2023 Budget	2023 Estimate	2024 Budget
General	Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
General	Utilities	\$0	\$160,000	\$160,000	\$160,000
General	Carryovers, encumbrances, and ordinances	\$336,701	\$0	\$413,466	\$0
	Subtotal General Fund Balance Appropriation	\$436,701	\$260,000	\$673,466	\$260,000
Transportation	One time purchase of highway maintenance equipment*	\$49,979	\$0	\$40,507	\$0
Transportation	Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Transportation	Carryovers, encumbrances, and ordinances	\$120,064	\$0	\$226,502	\$0
	Subtotal Transportation Fund Balance Appropriation**	\$220,043	\$50,000	\$317,009	\$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 and encumbrances	\$840	\$0	\$511	\$0
Airport	Snow removal cost	\$310,500	\$0	\$276,000	\$0
Airport	Long-term Asset Evaluation Study	\$50,000	\$0	\$0	\$0
	Subtotal Airport Fund Balance Appropriation	\$530,922	\$169,582	\$446,093	\$169,582
TOTAL FUND BALANCE APPROPRIATION		\$1,288,749	\$580,665	\$1,537,651	\$580,665

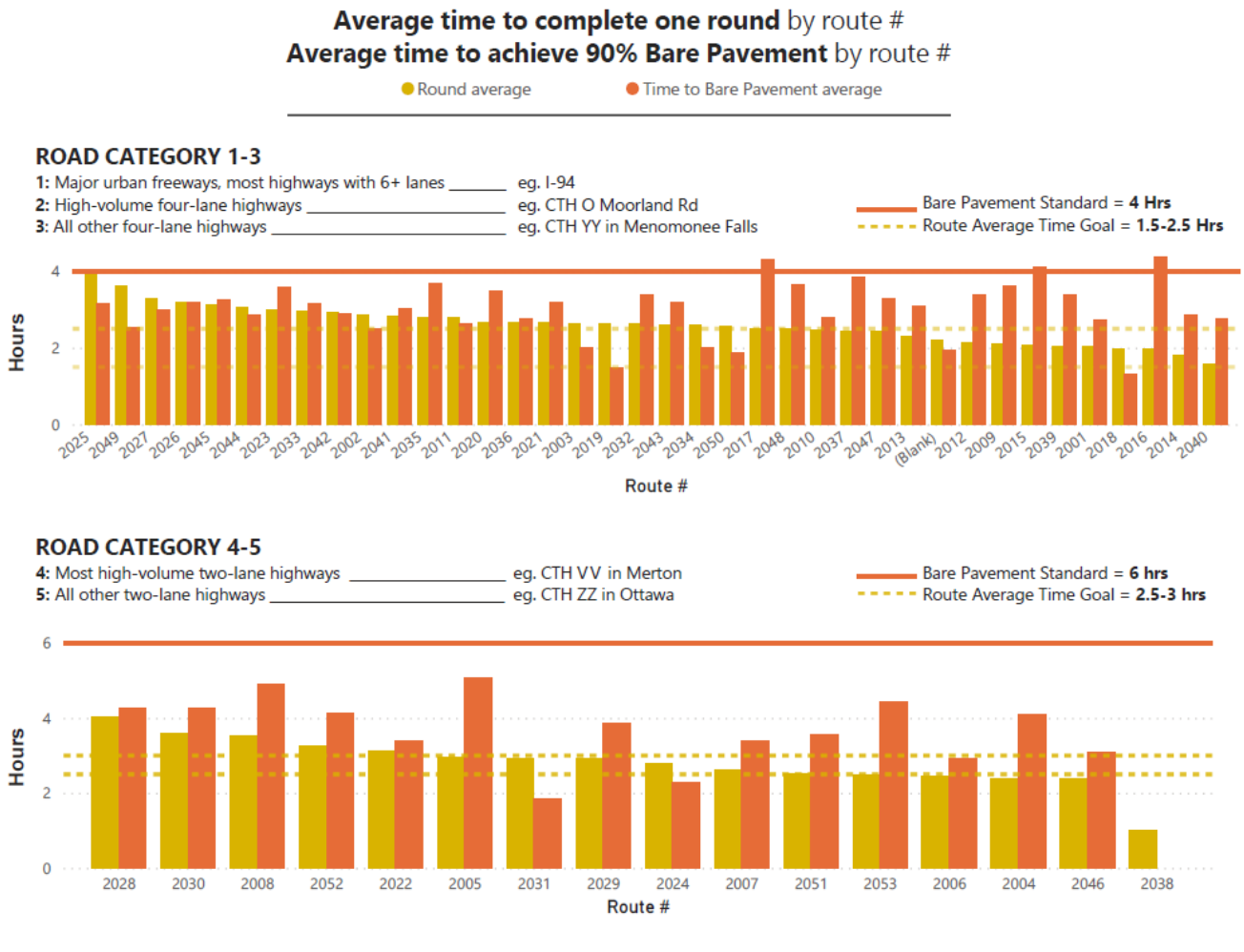
* Funded with prior-year revenues earned by the Highway Operations Division for work on state highway projects performed through the Performance-Based Maintenance program (PbM).

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

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.”

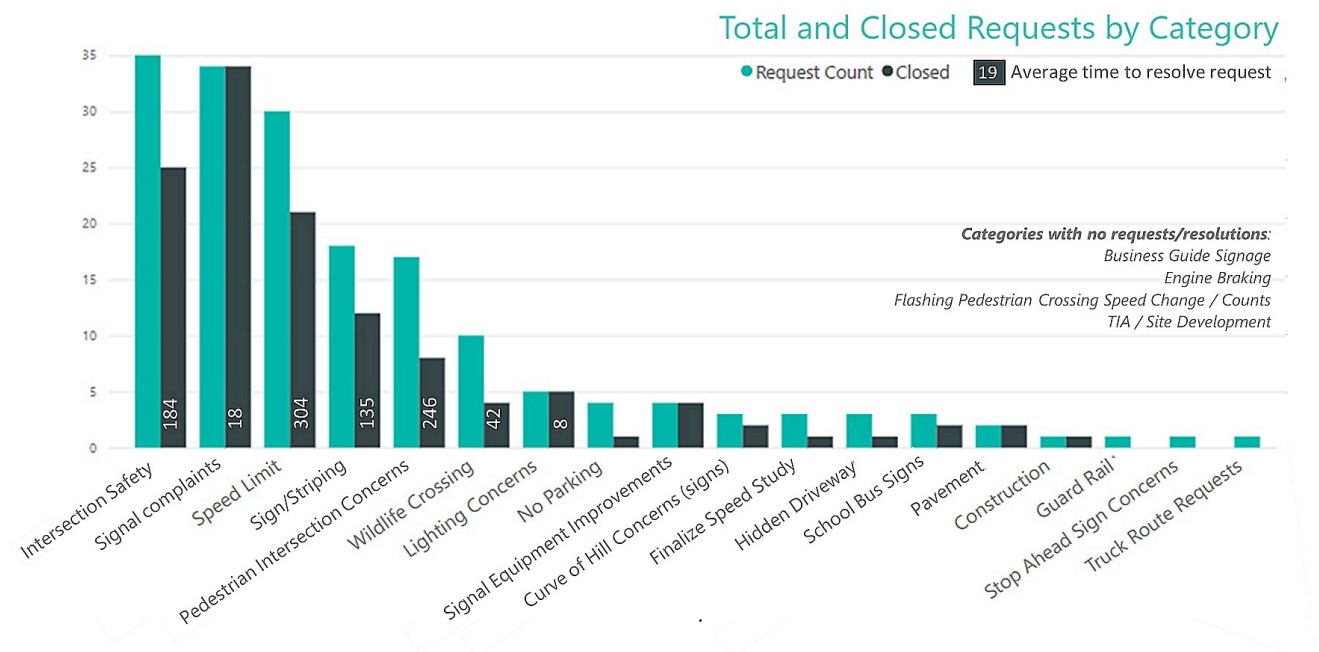
2019 Actual	2020 Actual	2021 Actual	2022 Actual	Target
79%	74%	79%	89%	80%

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.

2022 Actual	2023 Estimate	2024 Target
4.57	4.70	4.65

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	2022	2023	2023	2024	Change From 2023	
	Actual (a)	Adopted Budget	Estimate (a)(b)	Budget	Adopted Budget	
					\$	%
Revenues						
General Government	\$381,933	\$14,096	\$14,096	\$12,752	(\$1,344)	-9.5%
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$30,115	\$31,565	\$31,849	\$30,210	(\$1,355)	-4.3%
Interdepartmental	\$416,123	\$463,261	\$458,261	\$385,585	(\$77,676)	-16.8%
Other Revenue	\$214	\$100	\$50	\$100	\$0	0.0%
Appr. Fund Balance (a)(b)	\$436,701	\$260,000	\$673,466	\$260,000	\$0	0.0%
County Tax Levy (Credit)	\$8,230,488	\$8,330,654	\$8,330,654	\$8,878,289	\$547,635	6.6%
Total Revenue Sources	\$9,495,574	\$9,099,676	\$9,508,376	\$9,566,936	\$467,260	5.1%
Expenditures						
Personnel Costs	\$3,582,106	\$3,668,648	\$3,680,332	\$3,858,561	\$189,913	5.2%
Operating Expenses (a)(b)	\$4,503,703	\$4,597,188	\$4,995,344	\$4,781,543	\$184,355	4.0%
Interdept. Charges	\$511,858	\$458,840	\$460,040	\$476,832	\$17,992	3.9%
Fixed Assets (a)(b)	\$433,144	\$375,000	\$471,640	\$450,000	\$75,000	20.0%
Total Expenditures	\$9,030,811	\$9,099,676	\$9,607,356	\$9,566,936	\$467,260	5.1%
Rev. Over (Under) Exp.	\$464,763	\$0	(\$98,980)	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	39.90	39.90	39.90	38.90	(1.00)
Extra Help	0.40	0.40	0.40	0.40	0.00
Overtime	0.41	0.39	0.39	0.39	0.00
Total FTEs	40.71	40.69	40.69	39.69	(1.00)

(a) The 2023 estimate includes 2022 carryovers of \$413,466 mostly related to Building Improvement Plan projects, which includes open encumbrances that modified the budget after it was adopted. In addition, it is anticipated that the department will be over-budget on utilities due to increases in utility rates.

(b) General Fund Balance is appropriated for:

Description	2022 Actual	2023 Budget	2023 Estimate	2024 Budget
Building Improvement Plan funding	\$100,000	\$100,000	\$100,000	\$100,000
Phase-in Higher Utility Costs	\$0	\$160,000	\$160,000	\$160,000
Purchase order & carryovers from prior year	\$336,701	\$0	\$413,466	\$0
Total Fund Balance Appropriation	\$436,701	\$260,000	\$673,466	\$260,000

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	1.90	1.90	1.90	1.90	0.00
General Government	\$2,017	\$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	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$1,331	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$241,668	\$248,529	\$248,529	\$261,212	\$12,683
Total Revenues	\$245,016	\$248,529	\$248,529	\$261,212	\$12,683
Personnel Costs	\$219,848	\$227,704	\$227,783	\$240,387	\$12,683
Operating Expenses	\$1,331	\$20,000	\$20,000	\$20,000	\$0
Interdept. Charges	\$805	\$825	\$825	\$825	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$221,984	\$248,529	\$248,608	\$261,212	\$12,683
Rev. Over (Under) Exp.	\$23,032	\$0	(\$79)	\$0	\$0

Program Highlights

Net personnel costs are increasing by about \$12,700 primarily related to costs to continue for the regular staff of 1.90 FTE and the implementation of the county's compensation study recommendations. 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 2023	Est. Operating Impact
201503	Demolish Former HHS Building	(a)	\$3,620,000	100%	Decrease
201705	Courthouse Project Step 2 - Renovate 1959 Courthouse	2026	\$113,800,000	15%	TBD (b)
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	2024	\$1,158,000	20%	Decrease (c)
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
202415	UWW Dual Duct Air Handler Replacement	2029	\$226,000	0%	Decrease
202416	Northview Huber Roofing Upgrade	2029	\$1,019,000	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 was approved and completed in 2023.
- (b) 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.
- (c) 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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	1.10	1.10	1.10	1.10	0.00
General Government	\$721	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$70,000	\$112,000	\$112,000	\$45,000	(\$67,000)
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$389,797	\$100,000	\$481,418	\$100,000	\$0
County Tax Levy (Credit)	\$978,645	\$982,815	\$982,815	\$990,499	\$7,684
Total Revenues	\$1,439,163	\$1,194,815	\$1,576,233	\$1,135,499	(\$59,316)
Personnel Costs	\$128,174	\$132,815	\$133,145	\$140,499	\$7,684
Operating Expenses	\$521,333	\$687,000	\$962,083	\$545,000	(\$142,000)
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$433,144	\$375,000	\$471,640	\$450,000	\$75,000
Total Expenditures	\$1,082,651	\$1,194,815	\$1,566,868	\$1,135,499	(\$59,316)
Rev. Over (Under) Exp.	\$356,512	\$0	\$9,365	\$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 2023 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 \$7,700 primarily related to the costs to continue for the regular staff of 1.10 FTE and implementing the county’s compensation study recommendations. 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 2023 Adopted Budget. Additional expenditures for Mental Health Center (MHC) projects total \$45,000, an increase of \$3,000 from 2023. 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. There are no planned project expenditures for the Employee Health and Wellness Clinic in 2024, which is a reduction of \$70,000 from 2023 budget.

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 Building

Building	Plan 2024	Plan 2025	Plan 2026	Plan 2027	Plan 2028
Administration Center	\$ 250,000	\$ 240,000	\$ 135,000	\$ 125,000	\$ 25,000
Communications Center	\$ -	\$ -	\$ -	\$ -	\$ -
County Jail	\$ 25,000	\$ 25,000	\$ -	\$ 25,000	\$ 25,000
Courthouse	\$ -	\$ -	\$ -	\$ -	\$ -
Health Human Services	\$ 30,000	\$ 30,000	\$ 30,000	\$ 80,000	\$ -
Highway Operations	\$ -	\$ -	\$ 15,000	\$ -	\$ -
Juvenile Center	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -
Law Enforcement Center	\$ 23,000	\$ 23,000	\$ 43,000	\$ 43,000	\$ 43,000
Mental Health Center	\$ 45,000	\$ 20,000	\$ -	\$ 40,000	\$ 20,000
Northview	\$ -	\$ -	\$ -	\$ 35,000	\$ 50,000
Other/All Buildings	\$ 615,000	\$ 575,000	\$ 670,000	\$ 580,000	\$ 765,000
UWW	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000
Wellness Clinic	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
Grand Total	\$ 995,000	\$ 970,000	\$ 950,000	\$ 950,000	\$ 950,000

Use of Fund Balance (c)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
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Building Improvement Plan by Type of Project

Type of Project	Plan 2024	Plan 2025	Plan 2026	Plan 2027	Plan 2028
Asbestos	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Carpet / Tile / Seal	\$65,000	\$55,000	\$70,000	\$55,000	\$55,000
Doors & Windows	\$40,000	\$15,000	\$15,000	\$15,000	\$15,000
Courthouse (a)	\$0	\$0	\$35,000	\$20,000	\$20,000
FLOORING	\$20,000	\$20,000	\$0	\$55,000	\$15,000
Furniture	\$15,000	\$10,000	\$15,000	\$40,000	\$40,000
HVAC	\$365,000	\$395,000	\$320,000	\$340,000	\$480,000
HVAC Controls	\$127,000	\$127,000	\$127,000	\$127,000	\$127,000
Maintenance Only	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Northview (a)	\$25,000	\$25,000	\$40,000	\$20,000	\$20,000
Other/All Buildings (b)	\$163,000	\$163,000	\$158,000	\$123,000	\$23,000
Remodel	\$0	\$0	\$0	\$0	\$0
Roof	\$30,000	\$30,000	\$30,000	\$20,000	\$20,000
Safety/Security	\$25,000	\$20,000	\$25,000	\$25,000	\$25,000
Seal/ Tuckpoint	\$30,000	\$20,000	\$25,000	\$20,000	\$20,000
Grand Total	\$995,000	\$970,000	\$950,000	\$950,000	\$950,000

Use of Fund Balance (c)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
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- (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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	0.15	0.15	0.15	0.15	0.00
General Government	\$278,612	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$30,115	\$31,565	\$31,849	\$30,210	(\$1,355)
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$0	\$160,000	\$160,000	\$160,000	\$0
County Tax Levy (Credit)	\$1,994,314	\$2,071,375	\$2,071,375	\$2,383,609	\$312,234
Total Revenues	\$2,303,041	\$2,262,940	\$2,263,224	\$2,573,819	\$310,879
Personnel Costs	\$24,013	\$24,810	\$24,779	\$26,119	\$1,309
Operating Expenses	\$2,303,197	\$2,238,130	\$2,384,864	\$2,547,700	\$309,570
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$2,327,210	\$2,262,940	\$2,409,643	\$2,573,819	\$310,879
Rev. Over (Under) Exp.	(\$24,169)	\$0	(\$146,419)	\$0	\$0

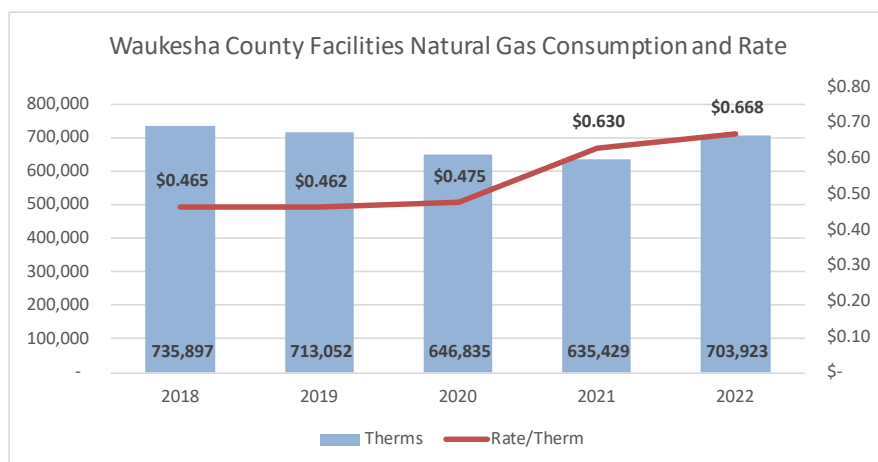
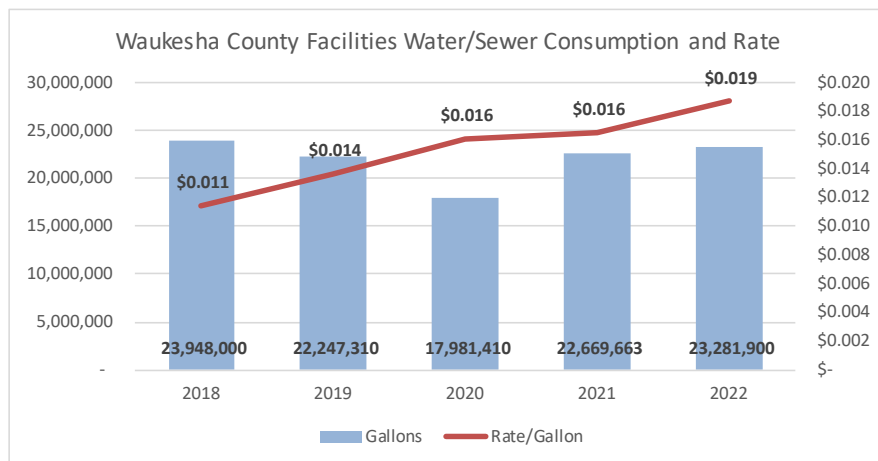
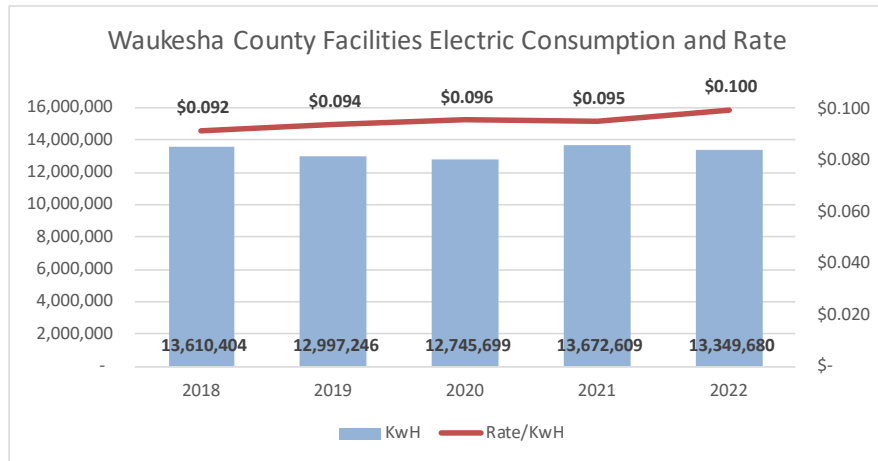
Program Highlights

Charges for services revenues include \$30,200 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 \$1,300 primarily related to costs to continue for the regular staff of 0.15 FTE. Operating expenses increase \$309,600 to \$2,547,700 due to rising utility rates in all three categories. The electric utility budget increases by \$254,200 reflecting a 19% increase in rates. Natural gas expenses increase by \$13,700 to \$442,200 due to a 3.2% projected increase in rates. Water/sewer expenses increase \$51,100 to \$41,800, reflecting a 8.9% projected increase in rates. Water consumption estimates increase by 200,000 gallons to 22,700,000. 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	2020 Actual	2021 Actual	2022 Actual	2024 Budget
Electricity (Kilowatt-Hrs)	12,745,699	13,672,609	13,349,680	13,500,000
Natural Gas (Therms)	646,835	635,429	703,923	680,210
Water/Sewer (Gallons)	17,981,410	22,722,463	23,281,900	22,700,000

Energy Consumption (cont.)



The Waukesha County Department of Public Works strives to reduce utility consumption through facility improvements (e.g., installing energy efficient lighting, modern HVAC controls). Total consumption is also affected by weather (e.g., hotter summers result in more air conditioning usage, colder winters result in more natural gas consumption) and population levels (e.g., fluctuations in jail population driving water consumption). Recently, the various utility rates have increases. This includes electricity, which is driven by rate increases approved by the Wisconsin Public Service Commission, based on supply chain disruptions and the cost of fuel and transport. DPW secured lower pricing for a majority of its natural gas supply in a three-year contract beginning in 2022, but a variable component pushed the average cost higher, in part due to international conflicts affecting the global supply. Water/sewer rates have been increasing the last several years as the Waukesha Water Utility phases in the costs of providing water from Lake Michigan.

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	26.44	26.44	26.44	26.44	0.00
General Government	\$10,184	\$4,096	\$4,096	\$2,752	(\$1,344)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$339,123	\$344,761	\$339,761	\$334,085	(\$10,676)
Other Revenue	\$43	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$43,487	\$0	\$29,109	\$0	\$0
County Tax Levy (Credit)	\$3,195,329	\$3,128,762	\$3,128,762	\$3,382,018	\$253,256
Total Revenues	\$3,588,166	\$3,477,619	\$3,501,728	\$3,718,855	\$241,236
Personnel Costs	\$2,226,480	\$2,245,626	\$2,273,671	\$2,428,654	\$183,028
Operating Expenses	\$896,405	\$822,919	\$840,944	\$865,829	\$42,910
Interdept. Charges	\$486,319	\$409,074	\$409,074	\$424,372	\$15,298
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$3,609,204	\$3,477,619	\$3,523,689	\$3,718,855	\$241,236
Rev. Over (Under) Exp.	(\$21,038)	\$0	(\$21,961)	\$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 \$183,000 primarily related to costs to continue and the implementation of the county’s compensation study recommendations. This is partially 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 \$42,900 in 2024 due to increases in mechanical/electrical equipment repair and work order software cost increases. These increases are partially offset by a reduction of \$2,900 in contracted costs. Interdepartmental charges increase \$15,300 mainly due to increases in property and liability insurance and EUTF charges.

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	5.12	5.10	5.10	4.10	(1.00)
General Government	\$78,861	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$7,000	\$6,500	\$6,500	\$6,500	\$0
Other Revenue	\$0	\$0	\$0	\$0	\$0
Appr. Fund Balance	\$2,086	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$1,187,985	\$1,213,641	\$1,213,641	\$1,129,613	(\$84,028)
Total Revenues	\$1,275,932	\$1,220,141	\$1,220,141	\$1,136,113	(\$84,028)
Personnel Costs	\$403,606	\$413,523	\$409,964	\$353,657	(\$59,866)
Operating Expenses	\$752,934	\$797,789	\$757,828	\$773,365	(\$24,424)
Interdept. Charges	\$4,554	\$8,829	\$8,829	\$9,091	\$262
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$1,161,094	\$1,220,141	\$1,176,621	\$1,136,113	(\$84,028)
Rev. Over (Under) Exp.	\$114,838	\$0	\$43,520	\$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.

The 2024 personnel budget decreases \$59,900 due to unfunding one Building Service Worker position due to retirement, bringing the FTE positions in this program to 4.10 FTE. 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). The current housekeeping contract is in effect until mid-year 2024. This is the final extension year of the contract. Housekeeping operating expenses presume a 4% increase on current costs for the new 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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	6.00	6.00	6.00	6.00	0.00
General Government	\$11,538	\$10,000	\$10,000	\$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	\$171	\$100	\$50	\$100	\$0
Appr. Fund Balance	\$0	\$0	\$2,939	\$0	\$0
County Tax Levy (Credit)	\$632,547	\$685,532	\$685,532	\$731,338	\$45,806
Total Revenues	\$644,256	\$695,632	\$698,521	\$741,438	\$45,806
Personnel Costs	\$579,985	\$624,170	\$610,990	\$669,245	\$45,075
Operating Expenses	\$28,503	\$31,350	\$29,625	\$29,649	(\$1,701)
Interdept. Charges	\$20,180	\$40,112	\$41,312	\$42,544	\$2,432
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$628,668	\$695,632	\$681,927	\$741,438	\$45,806
Rev. Over (Under) Exp.	\$15,588	\$0	\$16,594	\$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 \$45,100 due to cost to continue of current staff, increased benefit costs due to plan selection changes, and the implementation of the county's compensation study recommendations. Operating expenses decrease by about \$1,700 due to small budget adjustments for telephone charges and computer software licenses. Interdepartmental charges which include computer replacement charges and copier replacement charges increase by \$2,400.

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. Engineering, Traffic Control and Permit processing programs are also included in this fund.

Financial Summary	2022	2023	2023	2024	Change From 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
General Government	\$13,386,274	\$12,013,871	\$12,365,971	\$12,339,880	\$326,009	2.7%
Fine/Licenses	\$220,065	\$147,000	\$188,000	\$180,500	\$33,500	22.8%
Charges for Services	\$648,691	\$654,980	\$526,000	\$710,500	\$55,520	8.5%
Interdepartmental	\$794,271	\$776,904	\$768,710	\$816,431	\$39,527	5.1%
Other Revenue	\$456,228	\$493,772	\$464,772	\$485,330	(\$8,442)	-1.7%
Appr. Fund Balance (a)	\$220,043	\$50,000	\$317,009	\$50,000	\$0	0.0%
County Tax Levy (Credit)	\$3,319,709	\$3,484,709	\$3,484,709	\$3,559,339	\$74,630	2.1%
Total Revenue Sources	\$19,045,281	\$17,621,236	\$18,115,171	\$18,141,980	\$520,744	3.0%
Expenditures						
Personnel Costs	\$7,267,977	\$7,453,296	\$7,327,732	\$7,693,386	\$240,090	3.2%
Operating Expenses (a)	\$4,042,719	\$4,290,335	\$4,516,837	\$4,491,490	\$201,155	4.7%
Interdept. Charges	\$5,649,507	\$5,877,605	\$5,854,412	\$5,957,104	\$79,499	1.4%
Fixed Assets (a)	\$85,907	\$0	\$40,507	\$0	\$0	N/A
Total Expenditures	\$17,046,110	\$17,621,236	\$17,739,488	\$18,141,980	\$520,744	3.0%
Rev. Over (Under) Exp.	\$1,999,171	\$0	\$375,683	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	75.10	74.10	74.10	73.10	(1.00)
Extra Help	4.27	4.74	4.74	4.74	0.00
Overtime	3.54	3.54	3.54	3.54	0.00
Total FTEs	82.91	82.38	82.38	81.38	(1.00)

(a) Includes General Fund balance appropriation of:

Description	2022 Act.	2023 Budget	2023 Estimate	2024 Budget
One time purchase of highway maintenance equipment*	\$49,979	\$0	\$40,507	\$0
Intersection Improvement Program	\$50,000	\$50,000	\$50,000	\$50,000
Carryovers, encumbrances, and ordinances	\$120,064	\$0	\$226,502	\$0
Total Fund Balance Appropriation	\$220,043	\$50,000	\$317,009	\$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).

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	34.29	34.77	34.77	34.67	(0.10)
General Government	\$4,412,145	\$4,203,800	\$4,317,506	\$4,333,506	\$129,706
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$648,691	\$654,980	\$526,000	\$710,500	\$55,520
Interdepartmental	\$794,271	\$776,904	\$768,710	\$816,431	\$39,527
Other Revenue	\$40,635	\$41,000	\$36,000	\$41,000	\$0
Appr. Fund Balance	\$49,979	\$0	\$46,545	\$0	\$0
County Tax Levy (Credit)	\$1,770,633	\$2,040,376	\$2,040,376	\$1,973,628	(\$66,748)
Total Revenues	\$7,716,354	\$7,717,060	\$7,735,137	\$7,875,065	\$158,005
Personnel Costs	\$2,337,118	\$2,974,856	\$2,883,493	\$3,004,986	\$30,130
Operating Expenses	\$1,846,307	\$2,186,802	\$2,179,536	\$2,343,186	\$156,384
Interdept. Charges	\$2,156,188	\$2,555,402	\$2,392,785	\$2,526,893	(\$28,509)
Fixed Assets	\$85,907	\$0	\$40,507	\$0	\$0
Total Expenditures	\$6,425,520	\$7,717,060	\$7,496,321	\$7,875,065	\$158,005
Rev. Over (Under) Exp.	\$1,290,834	\$0	\$238,816	\$0	\$0

Program Highlights

The 2024 budget assumes General Transportation Aids (GTA) revenue budgeted for the Transportation Fund increases \$142,100 to \$5,126,900 based on current year allocation. Within the Transportation Fund, \$4,061,500 of GTA is allocated to the County Operations program, an increase of \$113,700, with the remainder being allocated to the Traffic Control and Engineering programs.

This is partially offset by a projected decrease in fuel price and related relief provided by America Rescue Plan Act (ARPA) of \$84,000.

Charges for services represent revenues received from municipalities for the purchase of salt and for pavement marking services. The 2024 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 \$14.00 per ton in 2024 from \$12.00 per ton in 2023. The price of salt has increased 9.0% from \$71.33/ton in the 2023 budget to \$77.75 in 2024 (\$91.75 with external customer markup). Revenues from municipal salt sales increase \$50,500 due to the increase in salt prices and handling markup. Charges to municipalities for pavement marking services increases by \$5,000 in 2024 to cover material cost increase.

County Operations (Continued)

Interdepartmental revenues, totaling around \$816,400, increase about \$39,500. These revenues include the reimbursement from the state for salt and equipment storage and radio cost reimbursements of \$424,100, as well as administrative cost recovery in the amount of \$285,700, together these amounts increase \$35,700. Interdepartmental revenues also include about \$106,700 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.

Personnel costs increase by \$30,100 in 2024 mainly due to compensation study adjustments. This is partially offset by an increase in the estimated vacancy and turnover estimates and benefit selection costs and a shift of 0.10 FTE of a county patrol worker to the transit budget to account for mowing and maintenance performed at park and rides. Funding continues for 1.04 FTE of overtime, and extra help for seasonal patrol workers remains at 1.73 FTE. The 2024 budget funds 24.90 FTE patrol workers and 2.00 crew leaders to maintain the County Highway System.

Operating expenses increase \$156,400 to about \$2,343,200 primarily due to increase of the salt contract pricing. The price per ton for salt increases 9.0% to \$77.75 per ton in 2024, from \$71.33 in 2023, which is based on the confirmed 2023/2024 winter contracted price. Salt is the largest expense in this appropriation unit, budgeted at \$1,656,100. The county continues to budget for 14,700 tons of salt usage on county highways which total \$1,142,800 an increase of \$94,400. The county also budgets \$46,700 for 600 tons of salt usage (same as 2023 budgeted level) for Parks and Land Use and 6,000 tons (same as the 2023 budgeted level) for sale to local municipalities in the amount of \$466,500.

Operating expenses include roadway materials such as cold/hot patch, crackfiller, gravel, sand, cement, guardrail, and culvert pipe remain at the 2023 budgeted amount of \$145,500; utility expenses for the main shop and four substations, budgeted to increase \$18,100 or 14% to \$154,800; plow blade replacement expenditures of \$63,000; contracted snow removal for park and rides and rental of equipment remain at the 2023 budgeted level of \$43,000; and landfill/waste disposal costs of \$39,000 remain at the 2023 budget level.

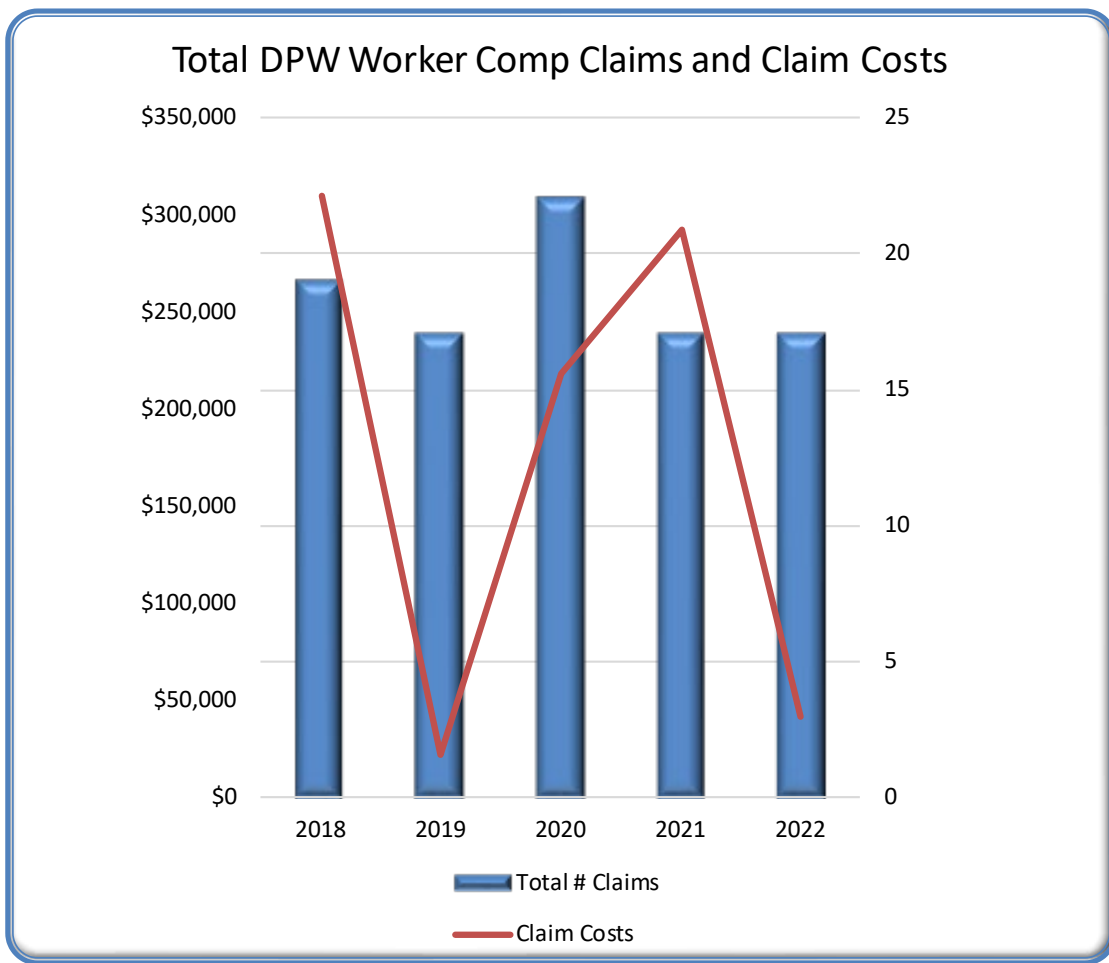
Interdepartmental charges include charges for End User Technology (EUTF); insurance costs, including worker's compensation, radio services, vehicle costs, and telephone costs. The largest expenditure in this appropriation unit is for vehicle costs. Vehicle costs include vehicle repairs, vehicle replacements, and fuel costs, and are budgeted to decrease \$34,000 due to lower estimated fuel prices and an increase of \$70,900 in estimated State equipment reimbursements, shifting expenses from the County. Fuel costs decrease \$61,100 from the 2023 budget due to expense shifts to the state highway budget and lower estimated fuel prices. Vehicle repair charges increase \$14,700. Vehicle replacement charges increase \$12,400. 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 \$36,900 to \$4,532,600. Based on anticipated state revenues to support state road maintenance, \$2,485,300 of the total \$4,532,600 of vehicle expenses are supported by the State Maintenance budget.

There are no fixed asset purchases planned in the 2024 budget.

County Operations (Continued)

Activity	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Centerline miles of road maintained – County (a)	407	407	408	408	408	-
Centerline miles of road striped – Non County/Non-State	228	228	300	200	300	-
Center line striping cost per mile	\$935	\$1,115	\$1,200	\$1,237	\$1,350	\$150
Mowing—1 linear mile cost per mile	\$335	\$304	\$400	\$381	\$410	\$10
Avg Annual maint 1 lane mile	\$7,120	\$6,828	\$8,201	\$7,640	\$8,300	\$99
Salt Annual Tons Used on County Roads	9,295	12,866	14,700	10,628	14,700	-

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



	2020 Actual	2021 Actual	2022 Actual
% of DPW Worker Comp Costs related to Highway Operations	91.60%	85.13%	98.45%

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	33.64	32.63	32.63	31.63	(1.00)
General Government	\$7,935,745	\$6,773,095	\$6,983,089	\$6,940,998	\$167,903
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	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$7,935,745	\$6,773,095	\$6,983,089	\$6,940,998	\$167,903
Personnel Costs	\$3,510,947	\$2,955,168	\$2,901,588	\$3,019,384	\$64,216
Operating Expenses	\$969,663	\$550,050	\$674,200	\$550,050	\$0
Interdept. Charges	\$3,446,032	\$3,267,877	\$3,407,301	\$3,371,564	\$103,687
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$7,926,642	\$6,773,095	\$6,983,089	\$6,940,998	\$167,903
Rev. Over (Under) Exp.	\$9,103	\$0	\$0	\$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 2024 general government revenue budget is based on the State’s approved 2023 Routine Maintenance Agreement (RMA) and anticipated funding for Discretionary Maintenance Agreement and Traffic Maintenance Agreement projects. Revenues earned for this maintenance increase \$167,900 or 4.1%. This is offset by the discontinuing of the State Performance-Based Maintenance (PbM) projects, where the county submits quotes for state-specified projects, due to fewer awarded projects (none in 2023). This is a decrease of \$108,100. The county will continue to account for PbM projects as they are awarded on an actual basis.

Personnel costs increase \$64,200. The costs are driven by the actual labor revenues generated from state work. This program supports 28.00 FTE positions in 2023, unfunding 1.00 FTE Patrol Worker position from 2023 budget levels. Total positions in this budget for 2023 are two superintendents and 26 patrol workers. Overtime is budgeted at 2.31 FTE or about 4,800 hours. Extra help budgeted at 1.32 FTE.

Operating expenses remain at \$550,100 in the 2024 budget. Operating expenses are material costs for maintenance on State highways.

Interdepartmental charges increase \$103,700 due to increases in equipment, miscellaneous and administrative reimbursements. Estimated equipment reimbursement from the state for vehicle-related expenses including vehicle replacement, vehicle repair and maintenance, and fuel costs are budgeted to increase \$70,900 to \$2,485,300 based on recent trends in equipment cost reimbursements.

Activity	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Centerline miles of road maintained	207	207	207	207	207	0
Centerline miles of road striped	108	80	120	120	120	0
Lane miles maintained	1,111	1,111	1,111	1,111	1,111	0

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	0.10	0.10	0.10	0.20	0.10
General Government	\$0	\$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	\$152,405	\$117,772	\$117,772	\$134,330	\$16,558
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$867,700	\$852,700	\$852,700	\$852,700	\$0
Total Revenues	\$1,020,105	\$970,472	\$970,472	\$987,030	\$16,558
Personnel Costs	\$13,481	\$14,139	\$14,227	\$25,551	\$11,412
Operating Expenses	\$608,167	\$956,333	\$857,770	\$961,479	\$5,146
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$621,648	\$970,472	\$871,997	\$987,030	\$16,558
Rev. Over (Under) Exp.	\$398,457	\$0	\$98,475	\$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 \$16,600 in 2024.

The budgeted state reimbursement rate for 2024 is 56.5%, a decrease from 57.0% in 2023. This projected decrease is above the historical average as a result of pandemic related funds for transit use in recent years. Fuel surcharges are estimated at \$50,000 in the 2023 and 2024 budgets. 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.

Personnel costs increase \$11,400 due to the shift of 0.10 FTE of a county patrol worker position to the transit budget for Park & Ride maintenance. A portion (0.10 FTE) of the Business Manager’s position continues to be allocated to this program. Operating expenses increase in 2024 by \$5,100 due to an increase in Park & Ride snow clearing expenses and contracted Transit administration partially offset by a reduction in transportation service costs.

Transit Services (Continued)

Projected decreases in ridership and farebox revenue is offset by transit federal relief funds allotted to the County in response to the COVID-19 pandemic. The 2024 budget assumes the use of \$551,600 of federal relief funds (managed by Waukesha Metro to reduce net bills paid by the county and not included in the county budget directly). Fare rates for transit remain steady in 2024. The current 901/904/905 service contract was awarded in 2023 and expires on May 31, 2028. Reductions to 901 service have eliminated the requirements to provide Paratransit service for this route. Due to declining ridership and an increase in duplicate service areas with the extension of Route 1, this service will end on October 31, 2023. A grandfathered service provision has been proposed by Waukesha County through December 31, 2024 to allow the last remaining riders transition to alternative providers.

On June 4, 2023 Milwaukee County Transit Services (MCTS) implemented a Bus Rapid Transit (BRT) service which eliminated the current Gold Line. Waukesha County has contracted with Waukesha Metro and MCTS on agreements to extend Route 1 service to maintain connection with the new BRT service along Bluemound Rd, and this new Route 1 (listed as BRT Connect below) also began service on June 4, 2023.

In the 2024 budget, funding is reserved for potential use for FlexRide, a new ride share program being tested in 2022 and 2023 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	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	2023-2024 Change
1	Waukesha Metro to Brookfield Square	111,291	98,743	62,861	49,891	48,878	21,250	51,000		(21,250)
Gold Line	Brookfield Square Extension	220,155	205,398	77,872	94,430	105,502	45,000	97,776		(45,000)
New Route 1	Bluemound Rd (Goerkes Corners -124th)						92,750	54,104	100,544	7,794
79	Menomonee Falls to Downtown Milwaukee	31,069	26,613	5,862	490	21				0
FlexRide	Milwaukee to Menomonee Falls/Butler						10,000	10,000	10,000	0
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	91,174	78,261	25,335	14,010	18,195	30,972	17,823	18,714	(12,258)
Subtotal		453,689	409,015	171,930	158,821	172,596	199,972	230,703	129,258	(70,714)
Paratransit	Paratransit service operated within 1 mile of the Route 901 service area	3,480	2,831	1,486	769	531	1,440	681	650	(790)
Total with Paratransit		457,169	411,846	173,416	159,590	173,127	201,412	231,384	129,908	(71,504)

Investment per ride

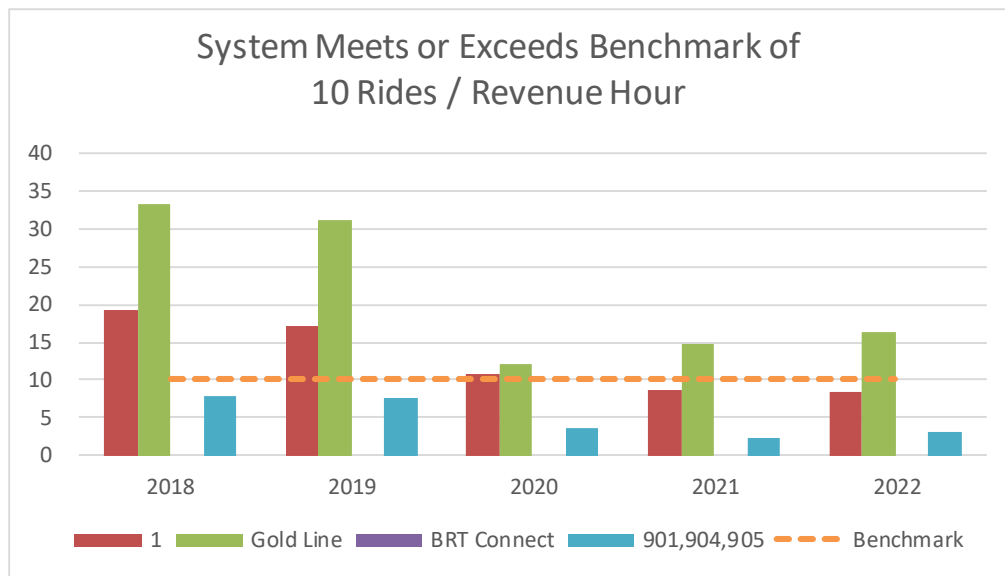
Investment per ride determined by total Cost of the Route less fare box revenues divided by the total ridership.

Route	Route Description	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	2023-2024 Change
1	Waukesha Metro to Brookfield Square	\$0.92	\$1.07	\$1.72	\$2.22	\$2.33	\$2.35	\$0.98	\$0.00	(\$2.35)
Gold Line	Brookfield Square Extension	\$2.41	\$2.82	\$9.37	\$8.21	\$6.85	\$7.19	\$2.81	\$0.00	(\$7.19)
New Route 1	Bluemound Rd (Goerkes Corners -124th)						\$7.99	\$13.69	\$15.37	\$7.38
79	Menomonee Falls to Downtown Milwaukee	\$8.66	\$13.09	\$13.46	\$145.35	\$200.33	\$0.00	\$0.00		
FlexRide	Milwaukee to Menomonee Falls/Butler						\$43.83	\$43.83	\$43.83	\$0.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	\$16.68	\$18.88	\$45.72	\$82.91	\$70.98	\$49.04	\$70.58	\$65.18	\$16.13
Subtotal Average		\$5.34	\$6.14	\$12.07	\$13.34	\$12.35	\$15.36	\$11.97	\$24.78	\$9.42
Paratransit	Paratransit service operated within 1 mile of the Route 901 service area	\$36.33	\$44.33	\$50.41	\$52.41	\$61.69	\$66.54	\$61.34	\$89.84	\$28.50
Avg with Paratransit		\$11.72	\$14.39	\$12.40	\$13.53	\$12.50	\$15.72	\$12.12	\$25.11	\$0.00

Rides per Revenue Hour

Route	Route Description	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	2023-2024 Change
1	Waukesha Metro to Brookfield Square	19.21	17.05	10.81	8.58	8.43	8.86	21.26	0.00	(8.86)
Gold Line	Brookfield Square Extension	33.45	31.13	12.20	14.75	16.45	16.57	36.01	0.00	(16.57)
New Route 1	Bluemound Rd (Goerkes Corners -124th)						11.69	6.82	7.27	(4.42)
79	Menomonee Falls to Downtown Milwaukee/Milwaukee to M. Falls/Butler	14.87	12.73	12.50	1.40	1.05	0.00	0.00	0.00	
FlexRide							2.00	2.00	2.00	0.00
901,904,905	Weekday between Cities of Waukesha and Oconomowoc and downtown Milwaukee.	7.83	7.60	3.64	2.38	2.98	4.00	2.93	3.12	(0.88)
Subtotal Average		17.38	16.51	8.76	8.60	9.41	7.75	9.56	5.21	(2.54)
Paratransit	Paratransit service operated within 1 mile of the Route 901 service area	2.39	1.96	1.72	1.62	1.68	1.60	1.96	1.56	(0.04)
Avg with Paratransit		16.58	15.71	8.46	8.43	9.28	7.55	9.46	5.15	(2.40)

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.



*BRT Connect is effective June 2023, replacing Route 1 and no data is available prior to 2023 actuals.

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	7.89	7.89	7.89	7.89	0.00
General Government	\$542,605	\$543,500	\$557,688	\$557,688	\$14,188
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$212,032	\$225,000	\$225,000	\$225,000	\$0
Appr. Fund Balance	\$100,074	\$50,000	\$134,510	\$50,000	\$0
County Tax Levy (Credit)	\$288,579	\$305,129	\$305,129	\$348,634	\$43,505
Total Revenues	\$1,143,290	\$1,123,629	\$1,222,327	\$1,181,322	\$57,693
Personnel Costs	\$751,936	\$901,450	\$882,066	\$954,852	\$53,402
Operating Expenses	\$114,604	\$168,084	\$247,965	\$167,900	(\$184)
Interdept. Charges	\$47,062	\$54,095	\$54,095	\$58,570	\$4,475
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$913,602	\$1,123,629	\$1,184,126	\$1,181,322	\$57,693
Rev. Over (Under) Exp.	\$229,688	\$0	\$38,201	\$0	\$0

Program Highlights

General government revenues consist of General Transportation Aids (GTA), which are projected to increase by \$14,200 or 2.6%. This program includes approximately \$557,700 of the \$5.13 million of total estimated GTA revenue in the 2024 budget. Remaining GTA revenues are budgeted in the County Highway Maintenance and Traffic Control programs.

The 2024 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 2023 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 2024. The purpose of the program is to enhance or modify existing signal equipment, modify turn lanes, and improve pedestrian crossings.

Personnel costs increase \$53,400 due to cost to continue for existing staff and benefit selection changes. 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 \$200 mainly due to decreases in telephone expenses. Other operating expenses in this program include consulting services, annual training, and survey supplies.

Interdepartmental charges, which include costs of computer and phone services, increase \$4,500.

Activity

Performance Measures	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2024 Budget
Bridge Conditions						
<i>Sufficiency Index: Benchmark</i>	80.0	80.0	80.0	80.0	80.0	80.0
Sufficiency Index: Actuals	85.3	86.1	86.1	85.5	86.4	85.5
Number of Bridges	64	66	66	66	66	67
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	70.0	70.0
PCI: Actuals						
Asphalt—primary (arterial highways)	69.0	69.0	69.0	67.0	69.0	69.0
Asphalt—secondary (major collector highways)	67.0	67.0	67.0	67.0	67.0	67.0
Asphalt—tertiary (minor collector highways)	63.0	63.0	63.0	60.0	63.0	63.0
Concrete	64.0	64.0	64.0	66.0	64.0	64.0

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	2023 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	\$5,510,000	\$4,900,000	\$610,000	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	2024	20%	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	2023	100%	Reduced
201610	CTH O, CTH I to CTH ES	\$20,938,000	\$3,707,200	\$17,230,800	2023	75%	\$0
201611	CTH C, Hasslinger Drive Intersection	\$1,025,000	\$621,000	\$404,000	2021	100%	\$0
201613	CTH D, Moraine Hills Drive Intersection	\$639,000	\$387,800	\$251,200	2023	100%	\$0
201801	CTH F, N.B. Bridge at Green Road	\$942,000	\$194,000	\$748,000	2023	95%	Reduced
201802	CTH V V, W.B. Bridge at Menomonee River	\$1,502,000	\$313,200	\$1,188,800	2025	5%	Reduced
201803	CTH O, CTH ES to CTH D	\$12,078,000	\$5,510,600	\$6,567,400	2025	5%	\$0
201805	CTH T, Northview Rd to I-94	\$2,999,200	\$1,057,200	\$1,942,000	2024	30%	Reduced
202001	CTH SS, Meadowbrook Creek Structure	\$842,000	\$842,000	\$0	2026	0%	Reduced
202009	CTH B, Morgan Rd Intersection	\$636,000	\$250,000	\$386,000	2023	100%	\$0
202012	CTH X, West High Drive Intersection	\$900,000	\$270,000	\$630,000	2023	90%	\$0
202013	CTH O, CTH D to STH 59	\$22,826,000	\$8,514,200	\$14,311,800	2026	5%	Reduced
202102	CTH O, CTH HH to Grange Ave	\$15,961,800	\$2,977,400	\$12,984,400	2026	5%	\$10,400
202106	CTH VV, CTH YY Intersection	\$1,935,000	\$226,000	\$1,709,000	2023	90%	Minor Incr
202201	CTH I, Calhoun Creek Bridge	\$644,000	\$170,000	\$474,000	2027	5%	Reduced
202202	CTH EF, Bark River Bridge	\$483,000	\$123,800	\$359,200	2025	30%	Reduced
202203	CTH I, Mukwonago River Bridge	\$660,000	\$173,000	\$487,000	2027	5%	Reduced
202301	CTH Y, CTH L to CTH HH	\$5,183,000	\$1,036,600	\$4,146,400	2026	0%	\$0
202302	CTH J, CTH FT Intersection	\$1,781,700	\$272,700	\$1,509,000	2025	10%	Reduced
202303	CTH ES, Sunnyslope Road Intersection	\$1,825,000	\$407,500	\$1,417,500	2027	0%	Minor Incr
202304	CTH F, CTH K Intersection	\$1,795,000	\$269,500	\$1,525,500	2027	0%	Minor Incr
202305	CTH T, CTH JJ Intersection	\$1,776,000	\$245,100	\$1,530,900	2026	0%	Minor Incr
202306	Construction Partnerships	\$250,000	\$250,000	\$0	Ongoing	N/A	\$0
202401	CTH F - Busse Road Intersection	\$1,790,000	\$201,500	\$1,588,500	2029	N/A	Reduced
202402	CTH D - Sunny Slope Road Intersection	\$1,800,000	\$225,000	\$1,575,000	2029	N/A	Reduced
202403	Signal Controller Replacement	\$759,000	\$151,800	\$607,200	2025	5%	Reduced
202404	CTH ES, STH 164 to CTH U	\$3,455,000	\$691,000	\$2,764,000	2028	N/A	\$0
202407	CTH D - CTH E Intersection	\$422,500	\$422,500	\$0	2028	N/A	\$0

(a) Consists of program projects with continuing annual appropriations. Project costs listed above consist of the amount budgeted for 2024.

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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	5.19	5.19	5.19	5.19	0.00
General Government	\$495,779	\$493,476	\$507,688	\$507,688	\$14,212
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$0	\$0	\$0	\$0	\$0
Interdepartmental	\$0	\$0	\$0	\$0	\$0
Other Revenue	\$51,156	\$110,000	\$86,000	\$85,000	(\$25,000)
Appr. Fund Balance	\$69,990	\$0	\$135,954	\$0	\$0
County Tax Levy (Credit)	\$329,590	\$258,719	\$258,719	\$362,419	\$103,700
Total Revenues	\$946,515	\$862,195	\$988,361	\$955,107	\$92,912
Personnel Costs	\$489,554	\$432,898	\$470,518	\$486,155	\$53,257
Operating Expenses	\$503,978	\$429,066	\$557,366	\$468,875	\$39,809
Interdept. Charges	\$225	\$231	\$231	\$77	(\$154)
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$993,757	\$862,195	\$1,028,115	\$955,107	\$92,912
Rev. Over (Under) Exp.	(\$47,242)	\$0	(\$39,754)	\$0	\$0

Program Highlights

General government revenue consists of General Transportation Aids (GTA), which increases \$14,200. This program includes approximately \$507,700 of the \$5.13 million of total estimated GTA revenue in the 2024 budget. County Highway Maintenance and Engineering Services include the remaining GTA revenues.

Other revenues include insurance reimbursements for damage to traffic signals and signs due to accidents. The revenue is based on prior-year actuals. Other Revenue decreases \$25,000 due to one time revenue of in the 2023 budget for a traffic sign printer cooperation with the City of Waukesha.

Net personnel costs increase \$53,300 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 increase \$39,800 in the 2024 budget. Traffic signal electricity costs increase \$15,000 to \$170,000; pavement marking materials increase \$25,000 to \$150,000. Traffic Signal repair and maintenance expenses remain flat at \$90,000.

Activity	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Traffic Signals	116	116	116	117	117	1
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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	1.80	1.80	1.80	1.80	0.00
General Government	\$0	\$0	\$0	\$0	\$0
Fine/Licenses	\$220,065	\$147,000	\$188,000	\$180,500	\$33,500
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)	\$63,207	\$27,785	\$27,785	\$21,958	(\$5,827)
Total Revenues	\$283,272	\$174,785	\$215,785	\$202,458	\$27,673
Personnel Costs	\$164,941	\$174,785	\$175,840	\$202,458	\$27,673
Operating Expenses	\$0	\$0	\$0	\$0	\$0
Interdept. Charges	\$0	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$164,941	\$174,785	\$175,840	\$202,458	\$27,673
Rev. Over (Under) Exp.	\$118,331	\$0	\$39,945	\$0	\$0

Program Highlights

Permit fees typically increase every two years. Due to increases in personnel, the 2024 budget includes an off- cycle rate increase. All permit fees are listed on the next page. Revenues for driveway access permits and utility permits are budgeted to increase slightly by \$33,500 in 2024 due to recent averages and increase in rates.

Personnel costs increase \$27,700 due to cost to continue for current staff, promotion of Engineering Technician position underfill to Senior Engineering Technician, and benefit plan selection changes.

Activity	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Driveway & Miscellaneous Permits Processed	87	104	80	80	80	0
Utility Permits Processed	375	385	375	375	375	0

Permit Processing (Continued)

Utility Permits		2023		2024	
Type	Unit	Application	Inspect	Application	Inspect
Excavate in Pavement	First 200'	\$105	\$265	\$110	\$275
	Add'l 1,000'		\$265		\$275
Excavate/Plow in ROW	First 200'	\$105	\$265	\$110	\$275
	Add'l mile		\$265		\$275
New Poles	Per Permit	\$105	\$265	\$110	\$275
Re-application		\$105		\$110	
Re-inspection	Each		\$100		\$105

Access Permits		2023		2024	
Type	Unit	Application	Permit Fee	Application	Permit
Private Driveway with no culvert or owner installed culvert - Single Family, Farm	Each driveway		\$600		\$620
New private driveway with owner supplied culvert and installed by Waukesha County	Each driveway		\$2,100		\$2,160
Commercial/Industrial/Institutional/Subdivision	Each driveway	\$550	\$900	\$560	\$950
Traffic Impact Study Review (Required for commercial/industrial/institutional > 50,000 SF or for subdivisions > 100 units)	Each TIA		\$1,200		\$1,250
Commercial/Industrial/Institutional/Subdivision (Roadway reconstruction needed)	Each driveway	\$550	\$4,000	\$560	\$4,190
Traffic Signal Installation	Per signal		\$2,000		\$2,100
Re-application		\$110		\$110	
Re-inspection	Each		\$100		\$105
<i>Miscellaneous work in R/W:</i>					
Sidewalk / Path / Retaining Wall / Driveways: pave, repave, replace culvert by owner			\$165		\$170
Existing Culvert removed & replaced with owner supplied culvert and installed by county with gravel only			\$2,165		\$2,250
Temporary driveway			\$220		\$225
Sign in right of way - county install owner supplied sign	Per Sign		\$200		\$210
Revocable Occupancy permit			\$460		\$480

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	2022	2023	2023	2024	Change From 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget	
					\$	%
Revenues						
General Government	\$9,272	\$3,200	\$1,360	\$2,151	(\$1,049)	-32.8%
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$143,533	\$78,269	\$88,000	\$106,293	\$28,024	35.8%
Interdepartmental (a)	\$4,176,456	\$4,435,153	\$4,039,992	\$4,429,722	(\$5,431)	-0.1%
Other Revenue	\$42,931	\$25,300	\$25,000	\$25,300	\$0	0.0%
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	\$4,473,275	\$4,643,005	\$4,255,435	\$4,664,549	\$21,544	0.5%
Expenditures						
Personnel Costs	\$1,203,249	\$1,281,714	\$1,316,910	\$1,374,453	\$92,739	7.2%
Operating Expenses (b)	\$2,941,161	\$3,162,910	\$2,661,108	\$3,097,871	(\$65,039)	-2.1%
Interdept. Charges	\$74,838	\$108,318	\$108,377	\$115,962	\$7,644	7.1%
Fixed Assets (Memo) (b)(c)	\$44,697	\$0	\$0	\$0	\$0	N/A
Total Expenditures (c)	\$4,219,248	\$4,552,942	\$4,086,395	\$4,588,286	\$35,344	0.8%
Operating Income/(Loss) (c)	\$254,027	\$90,063	\$169,040	\$76,263	(\$13,800)	-15.3%

Position Summary (FTE)

Regular Positions	14.00	14.00	14.00	14.00	0.00
Extra Help	0.17	0.17	0.17	0.17	0.00
Overtime	0.15	0.15	0.15	0.15	0.00
Total FTEs	14.32	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	2022 Actual	2023 Budget	2023 Estimate	2024 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.

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	13.97	13.97	13.97	13.97	0.00
General Government	\$8,616	\$3,200	\$1,360	\$2,151	(\$1,049)
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$113,599	\$42,269	\$40,000	\$58,063	\$15,794
Interdepartmental (a)	\$2,673,473	\$2,706,339	\$2,644,413	\$2,826,338	\$119,999
Other Revenue	\$30,004	\$13,300	\$18,000	\$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	\$2,926,775	\$2,866,191	\$2,804,856	\$3,000,935	\$134,744
Personnel Costs	\$1,174,924	\$1,252,087	\$1,287,216	\$1,343,077	\$90,990
Operating Expenses	\$1,458,918	\$1,429,474	\$1,407,382	\$1,497,452	\$67,978
Interdept. Charges	\$74,838	\$105,892	\$105,951	\$113,479	\$7,587
Fixed Assets	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$2,708,680	\$2,787,453	\$2,800,549	\$2,954,008	\$166,555
Operating Income/(Loss)	\$218,095	\$78,738	\$4,307	\$46,927	(\$31,811)

(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 \$2,200 in the 2024 budget is American Rescue Plan Act (ARPA) funds to help phase-in higher fuel costs.

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 \$15,800 due to an increase in external customer rates and larger repair requests. Interdepartmental charge revenues increase \$120,000 or 4.4% due to increased internal maintenance trends, increasing cost of parts and an annual 2% labor rate increase. 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 \$91,000 due to cost to continue of current staff, benefit selection changes, and the implementation of the county's compensation study recommendations. This increase also includes the unfunding of a Lead Mechanic and funding of a Shop Supervisor position for 2024. The overtime budget is steady at 0.15 FTE (about 312 hours) in 2024 and is based on recent use of overtime. Extra help FTE of 0.17 continues in the 2024 budget to reflect seasonal use of temporary staff.

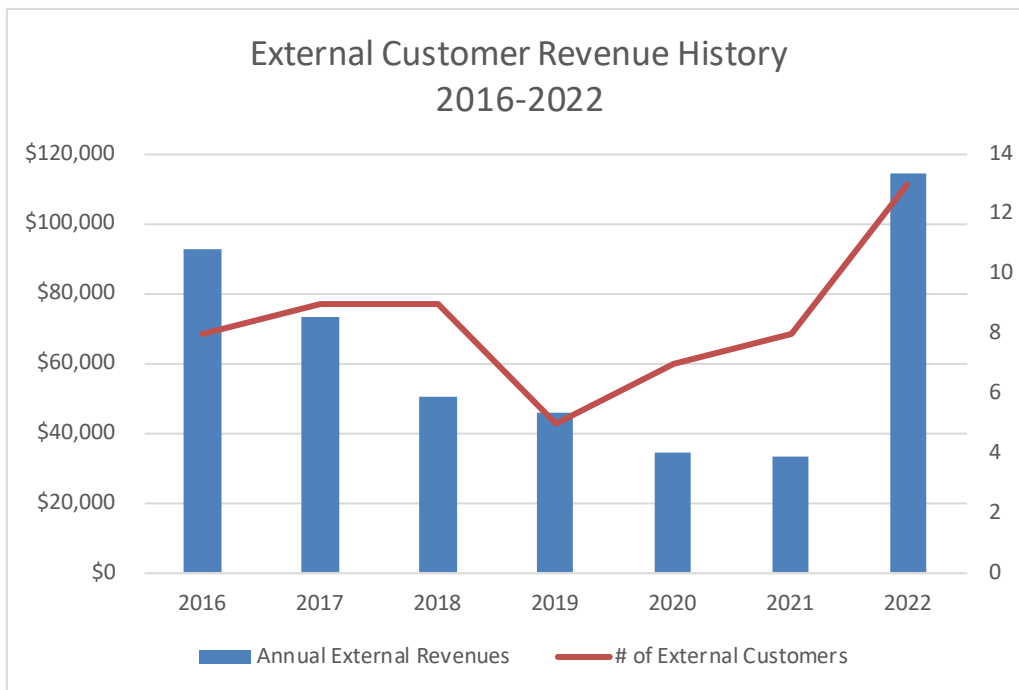
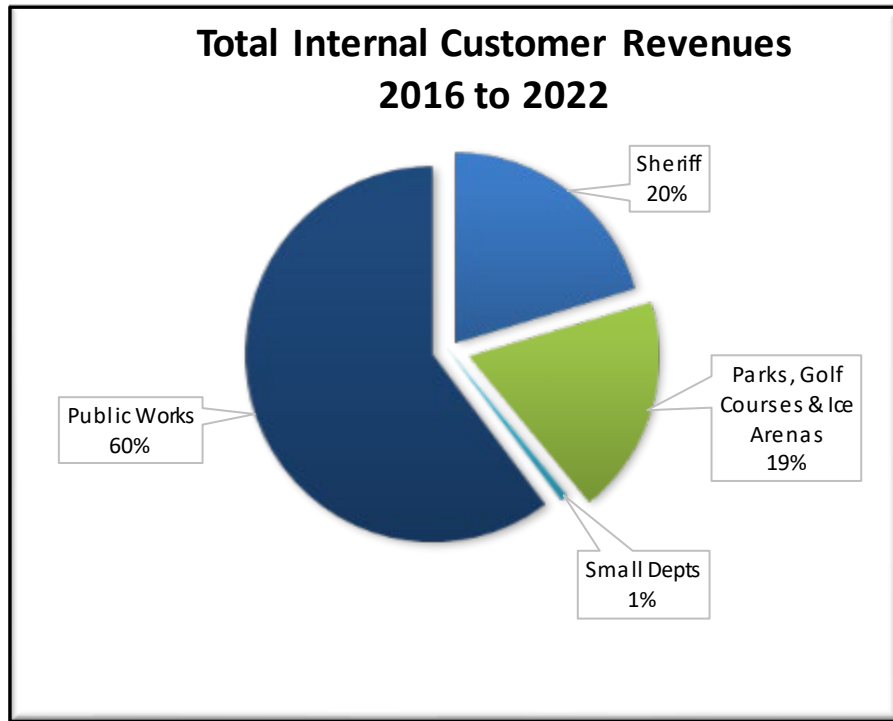
Operating expenses are increasing about \$68,000 mostly related to estimated increases in cost of parts and commercial repairs, annual work order software renewals, and utility costs for the fleet shop. The major items in the operating expenses appropriation unit include \$903,400 for the costs of parts, \$258,800 for commercial repair services, \$111,500 of depreciation expenses, \$55,000 of support/licensing costs for Fleet Focus software, 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 \$7,600 from the 2023 budget. The increase is mainly due to increased insurance costs, increased end user technology fees, and higher estimated cost of fuel for Central Fleet owned vehicles in 2024. 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 2024.

In an effort to keep the internal annual rate increases at or below 2%, the 2024 Central Fleet Rates are as follows:

Rate Type	2023	2024	% Change
External Heavy Labor Rate	\$114.06	\$118.63	4.0%
External Light Labor Rate	\$95.34	\$99.15	4.0%
External Service Labor Rate	\$103.78	\$107.93	4.0%
Internal Heavy Labor Rate	\$105.68	\$107.80	2.0%
Internal Light Labor Rate	\$89.31	\$91.10	2.0%
Internal Service Labor Rate	\$96.95	\$98.89	2.0%
Parts Markup	16.0%	16.0%	0.0%
Commercial Markup	16.0%	16.0%	0.0%

Activity	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Total Work Orders	4,040	4,350	4,200	4,250	(100)
Internal Customer Work Orders	3,907	4,200	4,065	4,115	(85)
External Customer Work Orders	133	150	135	135	(15)
Total Internal. Cust. Rep./Maint. Rev.	\$2,633,473	\$2,666,339	\$2,644,413	\$2,786,338	119,999
Total External Cust. Rep./Maint. Rev.	\$113,599	\$42,269	\$40,000	\$58,063	15,794
Total External Customers	13	13	13	13	0



Central Fueling

Program Description

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

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Staffing (FTE)	0.35	0.35	0.35	0.35	0.00
General Government	\$656	\$0	\$0	\$0	\$0
Fine/Licenses	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$29,934	\$36,000	\$48,000	\$48,230	\$12,230
Interdepartmental (a)	\$1,502,983	\$1,728,814	\$1,395,579	\$1,603,384	(\$125,430)
Other Revenue	\$12,927	\$12,000	\$7,000	\$12,000	\$0
Appr. Fund Balance	\$0	\$0	\$0	\$0	\$0
County Tax Levy (Credit)	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$1,546,500	\$1,776,814	\$1,450,579	\$1,663,614	(\$113,200)
Personnel Costs	\$28,325	\$29,627	\$29,694	\$31,376	\$1,749
Operating Expenses	\$1,482,243	\$1,733,436	\$1,253,726	\$1,600,419	(\$133,017)
Interdept. Charges	\$0	\$2,426	\$2,426	\$2,483	\$57
Fixed Assets	\$44,697	\$0	\$0	\$0	\$0
Total Expenditures	\$1,510,568	\$1,765,489	\$1,285,846	\$1,634,278	(\$131,211)
Operating Income/(Loss)	\$35,932	\$11,325	\$164,733	\$29,336	\$18,011

(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 decreases by \$125,400 to \$1,603,384 due to an estimated 7.7% decrease in fuel cost trends for 2024. External customer revenues are projected to increase \$12,200 to reflect increased cost of fuel sold and one additional external customer. Other revenues include fuel tax rebates which stay flat in 2024.

Personnel costs increase \$1,700 due to cost to continue of current staff. Operating expenses decrease \$133,000 due to cost trends of fuel and a reduction in cost of goods sold. Estimated average price per gallon decreases to \$3.50 from the 2023 budgeted level of \$3.79. Interdepartmental Charges remain steady at \$2,500. 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, the county began budgeting temporary usage of American Rescue Plan Act (ARPA) funding in 2022, 2023 and 2024 to help smooth the impact of the price increases. For 2023, the fuel budget assumed 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. For 2024, the budget assumes that internal departments will again cover 5% of the increase in base fuel costs (not including the \$0.21/gallon mark-up) up to \$2.64/gallon (\$2.85/gallon with markup), with ARPA funding covering the remainder up to the total 2024 estimated fuel price of \$3.71/gallon.

Central Fleet Fund**Public Works****Program/
Capital Projects**

Activity	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Fuel Sites Maintained	16	16	16	16	0
Gallons Sold	416,962	441,204	419,128	445,179	3,975
External Fuel Customers	3	3	4	4	1

Current and Planned Capital Projects

Project #	Project Name	Expected Year of Completion	Total Project Cost	Est % Completed at end of 2023	Est. Operating Impact
201415	Fuel Tank Replacement and Infrastructure	2028	\$2,850,000	60%	\$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	2022	2023	2023	2024	Change From 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget	
					\$	%
Revenues						
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 (a)	\$3,613,964	\$3,338,382	\$3,338,382	\$3,489,885	\$151,503	4.5%
Other Revenue (b)	\$585,888	\$425,000	\$718,795	\$600,000	\$175,000	41.2%
Appr. Fund Balance (c) (d)	\$0	\$0	\$0	\$0	\$0	N/A
County Tax Levy	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$4,199,852	\$3,763,382	\$4,057,177	\$4,089,885	\$326,503	8.7%
Expenditures						
Personnel Costs	\$0	\$0	\$0	\$0	\$0	N/A
Operating Expenses	\$3,302,823	\$3,561,183	\$3,561,183	\$3,863,438	\$302,255	8.5%
Interdept. Charges	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0.0%
Fixed Assets (Memo) (d)	\$3,222,855	\$3,641,200	\$3,624,040	\$4,890,700	\$1,249,500	34.3%
Total Expenditures (d)	\$3,342,823	\$3,601,183	\$3,601,183	\$3,903,438	\$302,255	8.4%
Operating Income/(Loss) (d)	\$857,029	\$162,199	\$455,994	\$186,447	\$24,248	14.9%

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 2022-24 are funded through a transfer of the bond proceeds from the Capital Project Fund to account for \$1.8 million, \$2.5 million, and \$3.8 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 2023 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 increase \$151,500, due to increases in new vehicle/equipment prices. 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.

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 increases \$175,000 in 2024 due to increases of auction proceeds and scheduled number of outgoing units.

Operating expenditures increase by \$302,300, 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 2024, which is an annual charge from Central Fleet Maintenance for administrative work related to VRP acquisitions and auctions.

Fixed asset memo items represent the estimated cost of vehicle and equipment acquisitions and are budgeted at \$4,890,700 in 2024. 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, increase to \$2.5 million in 2023 and to \$3.8 million in 2024 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 2024, see the Capital Projects and Debt Service sections in this budget document.

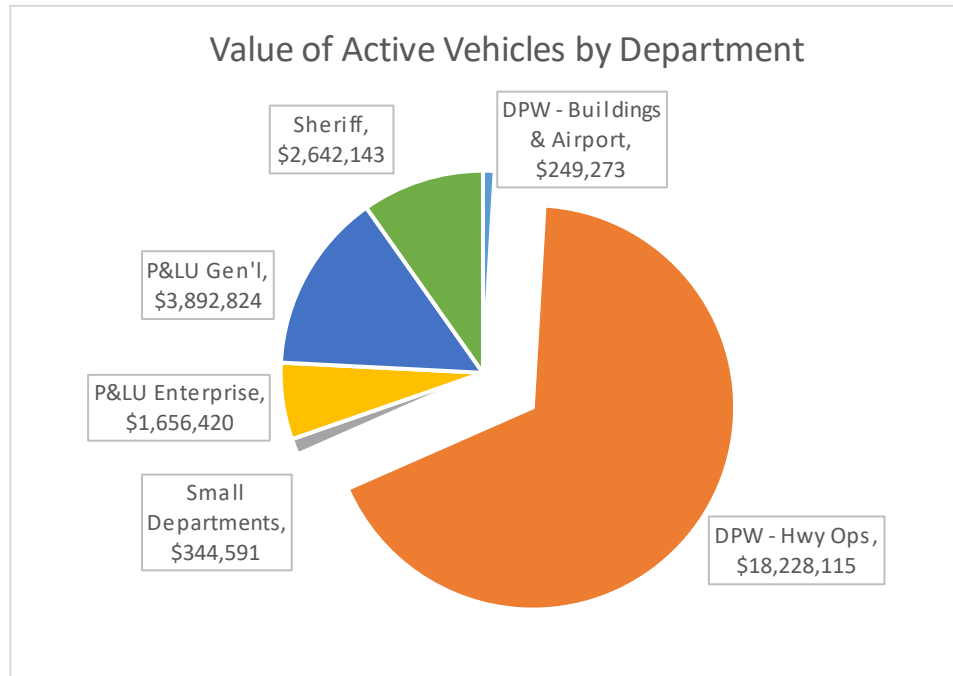
**Vehicle Replacement
Fund**

Public Works

Program

**Waukesha County
2024 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	4	\$42,700	\$170,800	\$40,000
Sheriff's Department	SUV	2	\$37,600	\$75,200	\$10,000
Sheriff's Department	Van, full size transport	1	\$38,400	\$38,400	\$10,000
Sheriff's Department	Van, mini	1	\$44,900	\$44,900	\$10,000
Subtotal Sheriff's Dept		8		\$329,300	\$70,000
Public Works Hwys	SUV	2	\$28,400	\$56,800	\$20,000
Public Works Hwys	Truck, Patrol, Vbox	4	\$282,200	\$1,128,800	\$160,000
Public Works Hwys	Truck, Patrol, no Vbox	2	\$307,200	\$614,400	\$80,000
Public Works Hwys	Loader, Rubber Tired	1	\$231,100	\$231,100	\$0
Public Works Hwys	Excavator, Rubber Tired	1	\$299,900	\$299,900	\$20,000
Public Works Hwys	Grader	1	\$210,000	\$210,000	\$15,000
Public Works Hwys	Centerliner	1	\$665,000	\$665,000	\$42,000
Public Works Hwys	Skid Steer, Loader	1	\$91,000	\$91,000	\$0
Public Works Hwys	Planer, Skid Steer	1	\$17,800	\$17,800	\$2,000
Public Works Hwys	Trailer	1	\$36,600	\$36,600	\$4,000
Subtotal DPW Hwys		15		\$3,351,400	\$343,000
Parks & Land Use Gen'l Fund	Utility Veh, Hwy Dty, Spray Unit	1	\$81,700	\$81,700	\$8,000
Parks & Land Use Gen'l Fund	Utility Veh, 4x4, cab, dump box	1	\$29,800	\$29,800	\$5,000
Parks & Land Use Gen'l Fund	Utility Veh, 4x4, dump box	1	\$22,700	\$22,700	\$5,000
Parks & Land Use Gen'l Fund	Utility Vehicle	3	\$17,500	\$52,500	\$15,000
Parks & Land Use Gen'l Fund	Stump Cutter, Trailer	1	\$65,300	\$65,300	\$15,000
Parks & Land Use Gen'l Fund	Pickup, Ext Cab, 4x4, Ranger	1	\$36,400	\$36,400	\$10,000
Parks & Land Use Gen'l Fund	Pickup, 3/4 T, 4x4, plow	3	\$54,700	\$164,100	\$30,000
Parks & Land Use Gen'l Fund	Tractor, Loader, forks	1	\$77,800	\$77,800	\$15,000
Parks & Land Use Gen'l Fund	Mower, Flail	1	\$13,200	\$13,200	\$2,000
Parks & Land Use Gen'l Fund	Utility Veh, dump box	2	\$10,800	\$21,600	\$6,000
Parks & Land Use Gen'l Fund	Mower, Zero Turn	1	\$18,300	\$18,300	\$5,000
Parks & Land Use Gen'l Fund	Mower, Outfront, Rotary, Cab, Broom	1	\$56,200	\$56,200	\$8,000
Parks & Land Use Gen'l Fund	Mower	1	\$15,400	\$15,400	\$4,000
Parks & Land Use Gen'l Fund	Floor Scrubber, Ride on	1	\$20,000	\$20,000	\$4,000
Parks & Land Use Gen'l Fund	Trailer, 20 T	1	\$38,500	\$38,500	\$0
Parks & Land Use Gen'l Fund	Trailer, 5 T	4	\$9,350	\$37,400	\$0
Subtotal P&LU Gen'l Fund		24		\$750,900	\$132,000
Parks & Land Use Enterprise Fund	Mower, Greens, Triplex	1	\$105,500	\$105,500	\$15,000
Parks & Land Use Enterprise Fund	Mower, Greens, Triplex	1	\$94,700	\$94,700	\$15,000
Parks & Land Use Enterprise Fund	Mower, Greens	1	\$79,300	\$79,300	\$10,000
Parks & Land Use Enterprise Fund	Mower, Triplex, Trim	1	\$54,700	\$54,700	\$0
Parks & Land Use Enterprise Fund	Tractor, 4x4	1	\$65,800	\$65,800	\$10,000
Parks & Land Use Enterprise Fund	Utility Vehicle	1	\$59,100	\$59,100	\$5,000
Subtotal P&LU Enterprise		6		\$459,100	\$55,000
Grand Total		53		\$4,890,700	\$600,000



Activity	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Active Vehicles in Plan	353	353	353	364	11
Vehicles Replaced	50	48	48	53	5

**Vehicle Replacement
Fund**

Public Works

Program

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

<u>Agency</u>	<u>2023 Budget</u>		<u>2024</u>		<u>2025</u>		<u>2026</u>		<u>2027</u>		<u>2028</u>	
	<u>Units</u>	<u>Cost</u>	<u>Units</u>	<u>Cost</u>	<u>Units</u>	<u>Cost</u>	<u>Units</u>	<u>Cost</u>	<u>Units</u>	<u>Cost</u>	<u>Units</u>	<u>Cost</u>
Airport	0	\$0	0	\$0	1	\$42,800	0	\$0	0	\$0	0	\$0
Public Works Hwy Ops	11	\$1,957,000	15	\$3,351,400	27	\$3,921,060	19	\$2,748,400	19	\$3,334,020	15	\$2,114,000
Public Works Bldg Ops	1	\$38,000	0	\$0	0	\$0	0	\$0	3	\$148,100	3	\$147,400
Sheriff (a)	7	\$263,800	8	\$329,300	18	\$694,500	4	\$144,700	4	\$191,500	6	\$196,500
Parks & Land Use Gen'	18	\$817,400	24	\$750,900	16	\$912,815	13	\$530,900	5	\$306,455	13	\$634,400
Golf Courses	5	\$246,800	6	\$459,100	8	\$236,200	5	\$232,000	5	\$221,600	6	\$343,500
Ice Arenas	1	\$109,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Medical Examiner	2	\$103,600	0	\$0	0	\$0	0	\$0	2	\$91,000	0	\$0
Human Services	2	\$67,200	0	\$0	0	\$0	0	\$0	0	\$0	3	\$109,280
Records Mgmt	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Emergency Mgmt	0	\$0	0	\$0	1	\$50,700	0	\$0	0	\$0	1	\$54,200
Radio Services	1	\$38,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
	48	\$3,641,200	53	\$4,890,700	71	\$5,858,075	41	\$3,656,000	38	\$4,292,675	47	\$3,599,280

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	2022	2023	2023	2024	Change From 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
General Government	\$375	\$2,176	\$2,176	\$1,462	(\$714)	-32.8%
Fine/Licenses	\$0	\$0	\$0	\$0	\$0	N/A
Charges for Services	\$1,217,039	\$1,268,611	\$1,275,710	\$1,334,694	\$66,083	5.2%
Interdepartmental	\$0	\$0	\$0	\$0	\$0	N/A
Other Revenue	\$36,207	\$25,000	\$27,222	\$27,138	\$2,138	8.6%
Appr. Fund Balance (a)	\$530,922	\$169,582	\$446,093	\$169,582	\$0	0.0%
County Tax Levy (a)	\$0	\$0	\$0	\$0	\$0	N/A
Total Revenue Sources	\$1,784,543	\$1,465,369	\$1,751,201	\$1,532,876	\$67,507	4.6%
Expenditures						
Personnel Costs	\$351,875	\$391,255	\$447,255	\$592,647	\$201,392	51.5%
Operating Expenses (a)(b)	\$1,273,961	\$908,957	\$1,030,875	\$671,322	(\$237,635)	-26.1%
Interdept. Charges	\$157,318	\$165,157	\$209,057	\$268,907	\$103,750	62.8%
Fixed Assets (Memo) (c)	\$269,527	\$200,000	\$160,000	\$50,000	(\$150,000)	-75.0%
Total Expenditures	\$1,783,154	\$1,465,369	\$1,687,187	\$1,532,876	\$67,507	4.6%
Operating Income/(Loss)	\$1,389	\$0	\$64,014	\$0	\$0	N/A

Position Summary (FTE)

Regular Positions	3.00	3.00	3.00	5.00	2.00
Extra Help	1.20	1.20	1.20	1.20	0.00
Overtime	0.00	0.00	0.00	0.05	0.05
Total FTEs	4.20	4.20	4.20	6.25	2.05

(a) Airport Fund balance is used as follows:

	2022 Actual	2023 Budget	2023 Estimate	2024 Budget
Partially offset depreciation expense	\$169,582	\$169,582	\$169,582	\$169,582
Carryovers and encumbrances	\$840	\$0	\$511	\$0
Snow removal cost	\$310,500	\$0	\$276,000	\$0
Long-term Asset Evaluation Study	\$50,000	\$0	\$0	\$0
Total Fund Balance Appropriation	\$530,922	\$169,582	\$446,093	\$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 oversight of infrastructure for the Waukesha County Airport. Administrative staff provide service to Airport 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, and 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 \$66,100 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, the FBO lease for ramp space, tie down fees and revenue on fuel sales. The increase is mostly due to contractual rate increases in existing lease agreements and new lease agreements. Fund balance is used to partially offset depreciation.

Personnel costs increase \$201,400 which is the cost to continue of 4.20 FTE and an increase of 2.00 FTE of Park Maintenance Workers and an increase in overtime of 0.05 FTE staff, which together totals to \$188,700 of the increase, to bring snow removal operations in-house. There is also a slight increase in personnel costs due to the implementation of the county's compensation study recommendations. Operating expenses decrease by \$237,600, mainly due to the shift away from contracted snow removal services (\$430,000), offset by an increase in runway de-icer, planned building maintenance, and rising utility costs. Depreciation increases \$24,000 due to anticipated completion of parking lot and roof projects in 2023.

Interdepartmental charges increase \$103,800 in 2024 mainly due to increases in vehicle and equipment costs of \$82,500, radio services charges of \$8,000, and insurance increases of \$6,500. Interdepartmental charges include insurance charges, grounds and building maintenance charges, and vehicle replacement, repair, and fuel costs.

Fixed assets are budgeted at \$50,000 in 2024 to allow for the potential purchase of snow removal equipment.

	2021	2022	2023	2023	2024	Budget
Activity Data	Actual	Actual	Budget	Estimate	Budget	Change
Total Airport Buildings	12	12	12	12	12	0
Square Yards of Pavement (a)	467,949	467,949	475,450	482,066	482,066	6,616
Acres of grass to be mowed	331	331	325	323	323	-2

(a) The 2023 budget assumes completion of the Airport Parking Lot Rehabilitation and Expansion (capital project #202109).

**Airport
Operations Fund**

Public Works

Program

Activity Data	2020 Actual	2021 Actual	2022 Actual	2023 Budget	2023 Estimate	2024 Budget	Budget Change
Fuel Purchases (gallons)							
Jet A (a)	1,085,788	1,540,500	1,776,413	1,400,000	1,470,000	1,400,000	0
100LL	67,803	101,006	134,488	100,000	115,000	100,000	0
Total	1,153,591	1,642,204	1,910,901	1,500,000	1,585,000	1,500,000	0

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

PCI - Actuals	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2024 Target
Runways	91.0	91.0	91.0	91.0	91.0	90.0
Taxiways	70.0	75.0	75.0	75.0	75.0	74.0
Aprons	65.0	64.0	70.0	70.0	70.0	70.0
Landside Pavements	65.0	65.0	63.0	75.0	75.0	75.0

Marketing Performance Measures	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2024 Target
Customer Satisfaction Survey (biennial)						
-Management Effectiveness	90%	93%	93%	95%	93%	95%
-Communication Effectiveness	77%	89%	89%	90%	90%	90%
T-Hangar Occupancy Rate *	95%	100%	82%	100%	95%	100%
Total Cumulative # of Hangars	61	61	61	62	62	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
202110	Airport Ramp Rehabilitation	2023	\$149,000	\$0	\$7,450	\$7,450
202109	Parking Lot Expansion	2023	\$82,500	\$0	\$5,000	\$5,000
202101	Airport Terminal and Tower Roof Replacement	2023	\$376,000	\$0	\$13,375	\$13,375
200804	Master Plan Update	2024	\$65,000	\$0	\$6,500	\$6,500
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.

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	2022	2023	2023	2024	Change From 2023	
	Actual	Adopted Budget	Estimate	Budget	Adopted Budget \$	%
Revenues						
ARPA FUNDING	\$0	\$170,000	\$0	\$0	(\$170,000)	-100.0%
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	\$170,000	\$0	\$0	(\$170,000)	-100.0%
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	\$170,000	\$0	\$0	(\$170,000)	-100.0%
Total Expenditures	\$0	\$170,000	\$0	\$0	(\$170,000)	-100.0%
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 2024 budget no longer includes ARPA funding for the Department of Public Works, all projects are scheduled to be completed in 2023. The 2023 budget included \$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 included \$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.