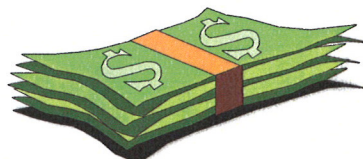
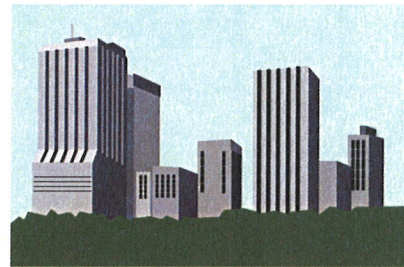
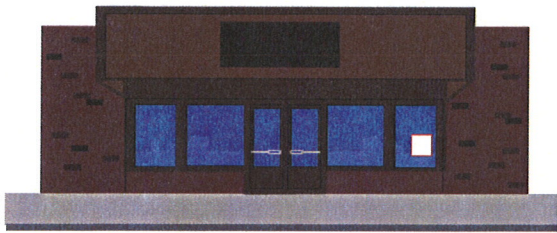


WINNEBAGO COUNTY, WISCONSIN

EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

2011 – 2015





Winnebago County
Office of the County Executive

The Wave of the Future

January 31, 2011

WINNEBAGO COUNTY, WISCONSIN

2011-2015

EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2011-2015 Executive Capital Improvements Program for your consideration. This document provides a comprehensive overview of the county's capital projects and bonding requirements, which are anticipated during the period 2011 to 2015. It represents my recommendation to you of the projects that I feel we should consider during the 5-year planning horizon.

IMPORTANT NOTE: Projects listed in the 5-year plan schedule as outlined in Tables 1 & 2 represent my recommendations for years to be undertaken based on conditions and circumstances that existed at the time this document was published. Each project is reviewed each year this book is updated to see if circumstances still warrant it's placement in the same slot in the schedule. **It can change from year to year.** In general, new projects added should be added starting with the 5th year back and should move forward from year to year. This is not always the case as economic conditions and circumstances change. Projects may be moved further forward or back depending on current conditions. New projects can also be added further forward in the planning horizon, again because of changing economic conditions or County needs.

Detailed information is provided on those projects, which will require funding during 2011. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2011 projects and capital projects outlook is provided to assist you in evaluating this year's bonding proposal in the context of overall projected needs.

It is important to note that your acceptance of this book does not constitute approval of the plan or any of the projects contained herein. This book is meant to be used as a planning tool in evaluating projects as they are brought forth for your consideration. Each of the projects contained herein must still come before you for consideration and appropriation of funds.

The projects in this book are generally not included in the regular annual operating budget because of their size and long term financial implications. They require much more time for discussion and review than the items included in the annual operating budget. However, the annual budget does include the debt service component needed to pay for the projects.

The document has been prepared with the assistance of various department heads. The department heads will be available to attend your meetings to answer any questions you may have regarding projects proposed during the planning horizon. Additionally, I am prepared to answer any of your concerns should you wish to call me or arrange an appointment.

Your prompt consideration of this important matter is appreciated.

Sincerely,

Mark Harris
Winnebago County Executive

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SECTION I

INTRODUCTION

I. INTRODUCTION:

The 2011 - 2015 Executive Capital Improvements Program is submitted to the County Board for its consideration and action.

CAPITAL PROJECT DEFINITION:

A capital project is any acquisition and/or construction/repair to property or equipment that equals or exceeds \$100,000 and whose benefit normally is expected to equal or exceed a 5-year period. These projects involve the acquisition of property or equipment, or construction or improvements to property or equipment.

GENERAL:

This document is intended to serve the following purposes:

- 1) Identify proposed projects, within a planning horizon that would help allocate limited resources and identify bonding requirements,
- 2) Provide continuity in financial decisions linking long-term planning to the annual budget process. Thus, projects would be evaluated with a long-term perspective instead of attempting to meet immediate needs,
- 3) Assure a coordinated countywide approach to setting priorities,
- 4) To identify existing debt service requirements so that these are considered in the formulation of annual bonding proposals.

SOLICITATION OF PROJECT REQUESTS:

Projects have been identified through the solicitation of project requests from department heads. We had asked that each person review previously identified and new projects and submit project request forms (sample included) for each. With this information, a comprehensive list of projects has been assembled and evaluated by the management team under the leadership and direction of the County Executive.

TECHNICAL REVIEW:

The first step of the review consisted of a technical review. This was to insure that:

- 1) request forms were properly prepared and classified as to project type,
- 2) all project costs and sources of funds were appropriately identified,
- 3) all additional information required for a complete evaluation of projects has been obtained.

PROJECT EVALUATION/DOCUMENT ASSEMBLY:

Subsequent to technical review, a preliminary document was assembled and presented to the County Executive for his recommendations, revisions, and instructions. This document is the culmination of that process. The Executive Capital Improvements Program will be updated on an annual basis to assure that all projects are identified, priorities established and annual bonding is held to an acceptable level.

SECTION II

2011

BONDING

II. 2011 BONDING:

A. SUMMARY

Total bonding for capital projects to be included in the 2011 bond issue equals \$12,500,000. Projects are shown below with bonding requirements:

DIVISION	PROJECT DESCRIPTION	TOTAL COST PLANNING HORIZON	PROJECTED BONDING 2011	REF
General Admin	Roof maintenance program	1,920,000	324,000	1
	Administration building remodeling	280,000	280,000	2
	Parking Lot Resurface – Neenah Human Services and Butler Avenue Resurface Projects	336,000	122,000	3
	Facility tuckpointing program	636,000	216,000	4
	Financial software package	250,000	250,000	5
Sheriff	Radio system upgrade	13,000,000	5,000,000	6
	Public safety answering point consolidation	850,000	250,000	7
	Computer aided dispatch and mobile data computer replacement	187,000	187,000	8
Highway	CTH F (CTH D in Town Poygan to City of Omro)	692,000	692,000	9
	CTH FF (STH 21 in Tn Omro to CTH K)	422,000	422,000	10
	CTH G bridge replacement	512,000	75,000	11
	CTH MM (CTH M in Tn Winchester to Richter Ln)	709,000	409,000	12
	Roadway approaches to CTH P over STH 441	140,000	140,000	13
	Satellite shop - Winchester	250,000	250,000	14
Airport	Runway project 18/36	200,000	200,000	15
	Runway snow blower	650,000	650,000	16
	Utility extension & infrastructure - NW hanger development	160,000	160,000	17
	Land acquisition	1,200,000	1,200,000	18
Parks	Community park tennis court rehabilitation	171,000	171,000	19
UW Fox Valley	Engineering building renovation	3,086,000	1,498,000	20
	Bond issue costs / rounding		4,000	
Total Levy Supported Projects - Borrowing		25,651,000	12,500,000	

Complete detail for these proposed projects follows in Section II. B. of this document.

B. PROJECT DETAIL - 2011 BONDING:

This section presents detailed information on each of the projects included in the 2011 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2011 Bonding:

This refers to the financial requirements of the project to be met through the 2011 bond issue.

B. Costs and Sources of Funds:

This section identifies total project costs and sources of funds.

C. Description and Justification:

This section provides a narrative description of the projects, their justification, and other descriptive materials such as maps or diagrams.

D. Annual Operating Impact:

This section provides information on the ongoing annual operating costs related to the new project. This gives an indication of the budgetary impact on future years operating budgets.

C. PROJECT DESCRIPTIONS – PROJECTS REQUIRING FUNDING DURING 2011:

Projects and descriptions start on next page.

1. **Roof Maintenance Program**

A. PROPOSED 2011 BONDING - \$ 324,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 24,000	\$ 67,000	\$ 25,000	\$ 19,000	\$ 8,000	\$ 143,000
Land purchase						-
Construction:						-
Airport terminal bldg	300,000					300,000
Highway shop		832,000				832,000
Neenah human services			308,000			308,000
Work release center				240,000		240,000
Expo center					97,000	97,000
Equipment						-
Other						-
Total costs	324,000	899,000	333,000	259,000	105,000	1,920,000
PROJECT FUNDS:						
G.O.Bonds or notes	324,000	899,000	333,000	259,000	105,000	1,920,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 324,000	\$ 899,000	\$ 333,000	\$ 259,000	\$ 105,000	\$ 1,920,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to replace the roof surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential roof problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs or replacement. The goal of this program is to maximize the life of the roof surfaces covering the facilities and to replace the roofs when necessary.

Relationship to other projects and plans: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, roof replacement will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the roof will be accomplished, avoiding unnecessary costs.

Justification and alternatives considered: There are two alternatives to this program. The first is to do minimal planning. This could result in roofs failing without warning and causing other collateral damage due to water or weather intrusion. Emergency repairs are costly and are usually performed under less than ideal conditions. There usually is no funding for emergency repairs. The repairs are very disruptive to the facility occupants. The collateral damage due to water leakage or weather intrusion can be very costly due to electronic equipment that may be damaged, employee or visitor injuries.

The second alternative is to have a roof replacement program. This program will identify potential roof problems before they occur. Repairs or replacement can be planned and funded through the budget or capital improvements planning process. Occupants are aware of pending repairs and plans can be established to minimize disruption to the daily activities. Projects can be competitively bid early in the season to get the best price.

ANNUAL OPERATING IMPACT: Reduced or Avoided Costs: It is extremely difficult to quantify what the cost of a roof failure would actually be. Computer equipment or other electronic equipment as well as other office furniture and fixtures could be ruined.

2. Administration Building Remodeling

A. PROPOSED 2011 BONDING - \$280,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 20,000					\$ 20,000
Land purchase						-
Construction	260,000					260,000
Equipment						-
Other						-
Total costs	280,000	-	-	-	-	280,000
PROJECT FUNDS:						
G.O.Bonds or notes	280,000	-	-	-	-	280,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ 280,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to reconfigure the Administration Building to house the District Attorney's Office currently located in a rental facility. Space in the Administration Building will be available once non-court related functions are relocated to a reconfigured Oshkosh B'Gosh Building. In addition to reconfiguring the office space, outdated building systems will be upgraded such as the HVAC controls system, ventilation and lighting. A significant portion of the cost is related to the upgrading of the ventilation and HVAC controls in the building. Ideally the optimal time to make these improvements is while the building is unoccupied or minimally occupied.

Relationship to other projects and plans: This project is related to the project to relocate non-court related function out of the Courthouse Campus to provide necessary space for the court related functions. This project requires the project to remodel the Oshkosh B'Gosh Building to be completed in order to move forward.

Justification and alternatives considered: The alternative to this project is to keep the District Attorney's office located in a rental space. If this project does not move forward, rental costs will continue. The rent will increase yearly with inflation. The availability of the space is controlled by the business needs of the landlord. At the end of the previous lease the building was sold and a new lease and term were negotiated. There is nothing to preclude the sale of the building again. A new landlord may have a different need for the space and the District Attorney's office could be required to relocate. When appropriate space was being looked for to move the DA from the Safety Building various offices were considered in the nearby area of the Courthouse. There was no other suitable site available. Remodeling the Administration Building would place the DA's Office close to the Courthouse with a tunnel to provide safe inclement weather passage to the Courthouse.

The operational costs for the Facilities Department should actually go down slightly since the rented space will be eliminated from the daily routine. Overall, the County Budget would save the cost of general maintenance, taxes and rent on the rental space. If both projects are accomplished, existing buildings are being used and existing staff, utility, and maintenance costs should remain approximately the same. The operational costs for the existing building would be there whether occupied or not.

ANNUAL OPERATING IMPACT: Once this building is remodeled we will be able to move the District Attorneys office here. This will eliminate the cost of rental facilities of about \$153,000 per year. Annual building maintenance will decline roughly \$3,000 per year due to county staff no longer needed for custodial work at the DA rental property.

3. **Parking Lot Resurface – Neenah Human Services and Butler Avenue Resurface Projects**

A, PROPOSED 2011 BONDING - \$122,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 22,000	\$ 28,000				\$ 50,000
Land purchase						-
Neenah Human Services Parking Lot	100,000					100,000
Construction Butler Ave			186,000			186,000
Other						-
Total costs	122,000	28,000	186,000	-	-	336,000
PROJECT FUNDS:						
G.O.Bonds or notes	122,000	28,000	186,000	-	-	336,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 122,000	\$ 28,000	\$ 186,000	\$ -	\$ -	\$ 336,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The parking lot at the Neenah Human Services Building and Butler Avenue (leading up to the Coughlin Building and Park View Health Center) have deteriorated beyond repair and require replacement. These projects would replace the pavement at those facilities over a three year period as displayed above.

Relationship to other projects and plans: This project is related to the razing of the Pavilion and Pleasant Acres buildings and the construction of a therapy / storage addition to the new Park View facility.

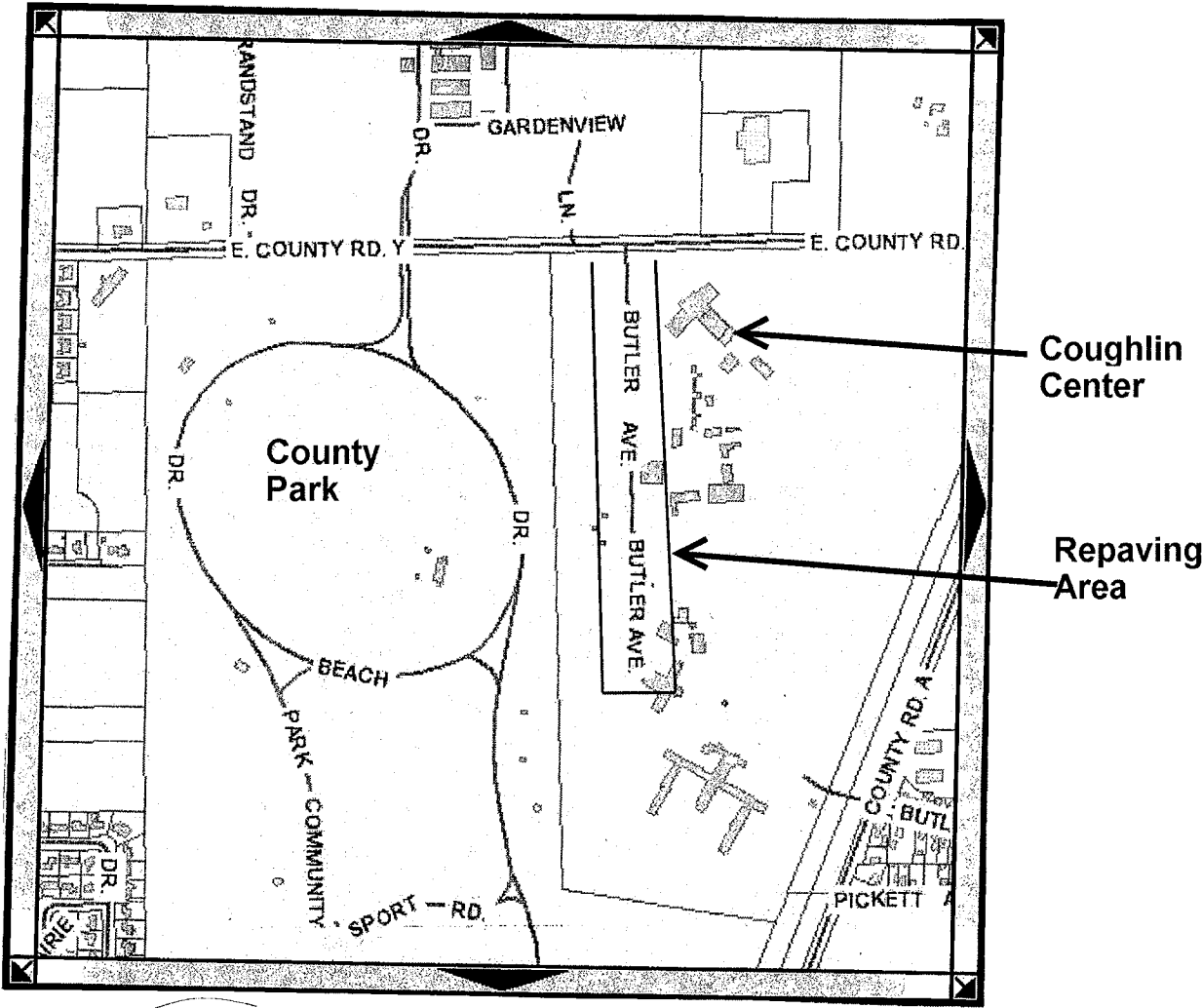
Justification and alternatives considered: This project is necessary to provide a safe driving surface for staff and the public. If this project is not completed the pavement will continue to deteriorate and eventually the lots and Butler Avenue will become gravel and mud.

There is a continual need to patch and repair the lots to keep them in a safe driving condition.

ANNUAL OPERATING IMPACT: Annual pavement repair on all of the county parking lots and Butler Avenue runs roughly \$15,000 per year. This could be reduced to a much smaller amount.

Capital Improvement Plan
Asphalt Replacement Program

Butler Avenue Repaving



4. Facility Tuck Pointing

A, PROPOSED 2011 BONDING - \$216,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000
Land purchase						-
Construction	206,000	100,000	100,000	90,000	90,000	586,000
Equipment						-
Other						-
Total costs	216,000	110,000	110,000	100,000	100,000	636,000
PROJECT FUNDS:						
G.O.Bonds or notes	216,000	110,000	110,000	100,000	100,000	636,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 216,000	\$ 110,000	\$ 110,000	\$ 100,000	\$ 100,000	\$ 636,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to maintain and repair the masonry surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential masonry problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs or replacement. The goal of this program is to maximize the life of the masonry surfaces covering the facilities.

Relationship to other projects and plans: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, masonry repairs will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the masonry will be accomplished, avoiding unnecessary costs.

Justification and alternatives considered: There are two alternatives to this program. The first is to do minimal planning. This will continue the current practice of having masonry joints fail without warning and causing other collateral damage due to water or weather intrusion. Emergency repairs are costly and are usually performed under less than ideal conditions. There usually is no funding for emergency repairs. The repairs are very disruptive to the facility occupants. The collateral damage due to water leakage or weather intrusion can be very costly due to electronic equipment that may be damaged, employee or visitor injuries.

The second alternative is to have a proactive masonry maintenance program. This program will identify potential masonry problems before they occur. Repairs can be planned and funded through the budget process. Occupants are aware of pending repairs and plans can be established to minimize disruption to the daily activities. Projects can be competitively bid early in the season to get the best price.

ANNUAL OPERATING IMPACT: Proper maintenance to the exterior of our buildings is important to minimize costs resulting from failure to properly maintain them. Actual costs associated with major building exterior repairs cannot be determined at the present time.

5. **Financial Software Package**

A, PROPOSED 2011 BONDING - \$250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment						-
Implementation	250,000					250,000
Total costs	250,000	-	-	-	-	250,000
PROJECT FUNDS:						
G.O. Bonds or notes	250,000	-	-	-	-	250,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This is the continuation of a project that started in 2010. The implementation and payments take place over 2010 and 2011. It is included here because the borrowing for the second year of the project is included in the 5-year plan. Information about the project follows:

This project is for the replacement of the PeopleSoft financial, human resources and payroll software packages. It includes the following modules: 'Required Finance modules': General Ledger, Budget Administration, Accounts Payable, Accounts Receivable/Billing, Cash Receipting, and Purchasing. We will also explore the following Optional modules - Human Resources: Personnel Administration, Payroll, Benefits, Applicant Tracking, Position Control, Leave Management, and Training. Finance: Budget Modeling/Forecasting, Project Accounting, Grants, Fixed Assets, Contracts. It is the goal of the County to acquire a commercial off-the-shelf product that will be configurable to meet the software functionality needs.

The core financial systems serve most agencies of the County. There are approximately 103 users of the current financial system. Of these approximately 40 are power users and the remainder are inquiry-only users. It is expected that a new system with additional modules and improved functionality would result in more user contact with the financial system.

Relationship to other projects and plans: There are other applications that have been purchased or written to accomplish some of the reporting currently necessary. Replacement of the software with a product that is more functional could eliminate the need to purchase other application software to do all the necessary financial recording and reporting. This could eliminate the need to maintain other software such as fixed assets, cash receipting if it could be done through one system.

Justification and alternatives considered: The County is seeking to eliminate the following in relation to its financial and other information systems:

1. Poor integration between financial systems that results in duplicate data entry and redundant and/or un-retrievable data.
2. Lack of streamlined integration between the financial and payroll system.
3. Lack of integration between the capital assets system and the other financial systems.
4. Lack of budget preparation module.
5. Lack of integration with the current HR and Financial system with imaged documents
6. Difficulty in creating ad-hoc reports.
7. Cumbersome navigation of current system.
8. Lack of integration – cash receipting.
9. High cost of implementing upgrades and patches.

As a result of the project approval in 2010 the following alternative is no longer applicable but is listed here for information purposes:

The alternative was to continue to upgrade the current systems as upgrades are released by the software vendor. Upgrades on the financial applications have not been done since the product was installed during 1998. The cost to do upgrades was too high and could not be justified. The Human Resources and Payroll applications have been upgraded and are up to date. However, they are very complicated and time consuming. Application software designed for our size of organization would make the upgrade process easier, less time consuming and less painful than the current systems.

ANNUAL OPERATING IMPACT: Based on phone calls to PeopleSoft (now Oracle), we have come to the conclusion that it would cost more to bring the PeopleSoft financial applications up to date than to scrap them and purchase new systems from a vendor that is more geared to our size organization. Since we have not been paying annual maintenance on the PeopleSoft financial applications, the new annual maintenance cost for those modules is roughly \$59,000 for the first year with annual inflationary increases to follow. The upgrade process for a new system will cost less partially because it would take less time and not require as much backfilling of people's jobs with temporary help to keep the regular work up to date.

6. **Radio System Upgrade**

A, PROPOSED 2011 BONDING - \$5,000,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	5,000,000	8,000,000				13,000,000
Other						-
Total costs	5,000,000	8,000,000	-	-	-	13,000,000
PROJECT FUNDS:						
G.O.Bonds or notes	5,000,000	8,000,000	-	-	-	13,000,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 5,000,000	\$ 8,000,000	\$ -	\$ -	\$ -	\$ 13,000,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: The scope of this project is to upgrade the public safety radio system which will address the voice, data and paging systems currently in the FoxComm region as the current system does not meet the high coverage and reliability needs of Public Safety. These systems lack the capacity necessary to handle the current or future traffic requirements, and the majority of the equipment is near the end of its useful life, therefore, the systems need replacement before they become a liability in life or property to the public safety community or the citizens they serve. **Cost information on this project is very rough at present.** An RFP (request for proposals) is going out shortly so better information should be available in about 2 months.

This project upgrade will include:

- An upgrade to the existing data networks while considering such needs as analog to digital upgrades for future technology advances and/or migration.
- A plan for redundancy of and interoperability between FoxComm Counties for Public Safety voice communications, and 9-1-1 answering points with differing wireless and wire line network designs.
- A system that complies with Federal and State mandates and grant funding initiatives.
- Network options that should include but are not limited to modern, future visioning, flexible media, i.e., dark fiber, sonic fiber ring, microwave and will provide conduit for voice radio communications, telephone communications, 9-1-1 service ability, VoIP, RadiolP, etc. and must provide and advanced secure environment.

Relationship to other projects and plans: This project is related to the Public Safety Answering Point Consolidation.

Justification and alternatives considered: A status report of the existing systems was conducted by the consulting firm Concepts To Operations, Inc.

The results of this report are summarized as follows:

1. Poor coverage – There are a considerable number of areas where low signal levels or no coverage at all is encountered.
2. Lack of capacity – Because each county has different frequencies and operate several separate systems, there is not sufficient capacity to provide reliable communications. A number of agencies have only one channel. If there are concurrent incidents there is too much traffic on the channel resulting in “stepping on each other”. A major incident would result in more traffic that can be accommodated by any of the existing systems.
3. Interference – interference occurs in several channels which dispatch communications.
4. Poor Mobile Data Communications (MDC) – several MDC systems are overloaded or have long delays.
5. Lack of interoperability – Other than use of interoperability channels, if available on agency's mobile or portable radios, or by the use of someone else radios; there is no way of coordinating activities of incident responders from several jurisdictions.
6. Lacks of redundancy – The systems for each county generally are not set up with redundant links to sites.
7. Aging systems – The systems are outdated and require updating. Winnebago County operated on 1950's technology.
8. Medical information – There is little or no use of the UHF medical telemetry channels. Rather information from a scene to a medical facility is done by voice which leads to channel congestion and can result in loss of life.
9. Encryption – The present systems don't have security or encrypted capability incorporated in their current radio systems.
10. Paging and alerting – Paging and alerting systems suffer from poor coverage, use for dispatch voice for on scene operation as well as paging in other systems, do not provide voice dispatch messages to fire fighters until they reach the incident scene. Co-channel interference from other jurisdictions.

The concerns with the current radio system in Winnebago County include: can not talk to other counties, communications center personnel can not talk to fire personnel on fire ground channels. None of the tactical TAC channels are recorded. Bleed over from one portable to another knocks the channel off the air. Portables can not monitor other frequencies. In-building coverage is almost non-existing. There is no consistency with the purchasing of equipment between agencies.

ANNUAL OPERATING IMPACT: It is early in the process of evaluating alternatives for this project. There are four different scenarios being looked at for replacements to the current systems. From an annual operating cost standpoint, the lowest could be \$215,000 to as high as \$818,000 per year. However, these are rough estimates at this time. There would be operating cost savings to partially offset this cost. Because this project is a consolidation of services between multiple agencies, it is possible that positions will be eliminated. However, a study is not yet complete so it is difficult to know.

7. **Public Safety Answering Point Consolidation**

A, PROPOSED 2011 BONDING - \$250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	250,000	600,000				850,000
Other						-
Total costs	250,000	600,000	-	-	-	850,000
PROJECT FUNDS:						
G.O. Bonds or notes	250,000	600,000	-	-	-	850,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 250,000	\$ 600,000	\$ -	\$ -	\$ -	\$ 850,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is Winnebago County's portion of a regional public safety communications center consolidation project. Over 25 law enforcement agencies, 57 fire, 29 EMS districts and 3 E911 communications centers are represented within this three county system.

The mission of this partnership is to coordinate and support shared information and communications technologies to: enhance the safety of law enforcement, fire, rescue, emergency medical and emergency management personnel and the people they serve; expand cost effective benefits to its members and other agencies; create and maintain a plan for the expanding needs of the regional public safety agencies that fosters partnerships with surrounding entities; and facilitate the expansion of the partnership services to other community and private sector entities.

The current system provided by the partnership is a shared computer aided dispatch system, automatic vehicle location services, reporting tools, connection to mobile data computers installed in law enforcement, fire and EMS vehicles, query tools to retrieve data on perpetrators from state and national databases and local records management systems, and standardization of equipment and procedures.

Relationship to other projects and plans: The partnership is currently in the process of building a common public safety voice and data radio system. The radio project will provide the Counties with a fully functional 700 MHz or VHF based, trunked, digital, and open standards radio system. This system will include dispatch console operations from one individual communications center from a single, shared trunking system controller. The goal of the radio project will provide interoperability between public safety agencies across the entire three county region with improved system coverage.

Justification and alternatives considered: In the summer of 2010, the FoxComm Fiscal Advisory Board (FAB) made the decision to explore the expansion of shared services by the consolidation of the

Public Safety Answering Point ("PSAP")/public safety dispatch operations of Calumet, Outagamie, and Winnebago Counties. The Counties believe there are long-term cost savings and efficiencies to be gained by further sharing personnel, equipment, and facilities. All three county boards approved the monies for the consolidation study.

The evolution of 911 technologies and difficult economic times has encouraged local governments and public safety agencies to investigate the concept of shared services or consolidation. The consolidation process can yield substantial improvements in service levels, responder safety, employee retention, and potential operational cost savings.

Agencies that maintain individual PSAP's will be faced with supplying higher levels of training and procuring expensive new technology without which they will no longer be able to meet the 911 service level expectations of the community.

Agencies consider consolidation for a number of reasons:

1. Service Level Improvements – This is the single most important reason to consider consolidation. The types of service improvements typically achieved include:
 - a. Reduction or elimination of the transfer of 911 calls between PSAP's. Consolidation improves response times and lowers the potential for human or technology errors.
 - b. Quicker call processing and dispatch times, resulting in faster on-scene times for field personnel.
 - c. Sharing of physical space enables communications between call takers, laws enforcement, fire, and EMS dispatchers to be virtually instantaneous. This improved communications enables field personnel to receive information more quickly and accurately which is particularly important in multijurisdictional incidents.
 - d. If large enough, a consolidated PSAP can utilize a call taker / dispatcher organizational structure. This structure enables the call takers to focus solely on the incoming call obtain the best information possible. The dispatcher's ability to focus solely on field personnel improves field personnel safety.
 - e. Standardized training of all PSAP employees increased regional consistency.
 - f. A single regional PSAP allows resource management during major incidents from a single point of control rather than fragmenting control among multiple PSAPs.
 - g. A consolidated environment will offer the opportunity for smaller participants to benefit from state-of-the art technology, improved training, and expanded career opportunities that would not be otherwise financially or organizationally feasible.
 - h. Training and Technology: Individual agencies will no longer need to support the training and technology needed or handle the personnel issues for PSAP staff. Reassigning sworn personnel functioning as PSAP management and support staff to other positions is possible by eliminating individual PSAP's.
2. Cost Savings: Cost savings comes from the reduction of staff and the elimination of duplicate/redundant and expensive technology. The single set of technology and systems found in a consolidated environment reduces costs associated with procurement, connectivity, and maintenance costs. Streamlining the network of circuits, trunks and voice/data transport methods may realize immediate savings. Rather than purchasing and maintaining redundant and often dissimilar systems in the multiple PSAP's, a single PSAP requires only a single set of systems and technology.

3. Transferred calls: Consolidation enables the reduction or elimination of the number of calls transferred between PSAP's. Each time a call transfer takes place a time delay occurs and response time's increase. The presence of one or more secondary PSAP's in the public safety service configuration increases the need to transfer calls. Transferred calls typically occur when:
4. The PSAP receiving the call does not handle the dispatch for all needed services. The primary PSAP only dispatches for law enforcement, fire or EMS in their jurisdiction. The transfer of the caller is required to ensure all needed services will respond.
Transfer of misrouted wireless calls to the correct PSAP. Although misrouted calls will still occur occasionally, for a majority of wireless calls in a consolidated environment routing and answering of calls occurs at a single location.
5. Call transfers occur when one PSAP answers 911 calls for another, but does not provide dispatch services. The PSAP that receives the calls functions as a switchboard and transfers the calls to the appropriate dispatch center for the dispatch of field units.
6. The 911 industry has long recognized the impact of transferring 911 calls on response times and recommends that as few transfers as possible take place.
7. Effective Management: A single consolidated PSAP increases the effective management of large-scale incident, natural disasters, and multi-jurisdiction-multi-agency and discipline incidents. The dispersing of single incident control of communications and resources among several different PSAP's, fragments overall incident management and increases the potential for human and technological based errors.

ANNUAL OPERATING IMPACT: Annual operating cost information was not available at the time this document was prepared. It will be made available when this project moves forward through the approval process.

8. Computer Aided Dispatch (CAD) and Mobile Data Computer (MDC) Replacement

A, PROPOSED 2011 BONDING - \$187,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	187,000					187,000
Other						-
Total costs	187,000	-	-	-	-	187,000
PROJECT FUNDS:						
G.O.Bonds or notes	187,000	-	-	-	-	187,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ 187,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project will purchase and install computer hardware and software necessary for the Premier One Public Safety applications and replace the existing Tandems for CAD/MDC. This equipment has an end of life of December 2011 and will not have available replacement parts after this date. The HP blade system will be the hardware needed for the CAD and MDC system. This hardware will also upgrade the RMS and Offendertrak applications as these applications are related to the CAD/MDC systems and are from the same vendor.

In addition to the primary hardware, this project includes hardware for the disaster recovery site. This currently is at Winnebago County and should something occur at the primary site or to the primary equipment, all operations would revert to this backup system to maintain constant service to the public safety users.

Relationship to other projects and plans: This project references back to the overall FoxComm radio systems upgrade.

Justification and alternatives considered: Over the previous years, operational concerns have been expressed by the users of the MDC systems for additional functionality and interoperability across the separate MDC/CAD systems. During the FoxComm 2004 budget process (July 17, 2003), it was decided to pursue funding for an inter connective network with higher capability and consolidate the MDC/CAD systems into one to provide for the interoperability across county lines. Additional functionality issues were addressed with the vendor.

The current Premier Computer Aided Dispatch (CAD) and Mobile Data Computer (MDC) systems owned by Calumet, Outagamie and Winnebago Counties, otherwise known as Fox Comm, utilizes hardware for the CAD system that has a projected end of life from the equipment vendor, Hewlett Packard, in December 2011. The current MDC systems operate on separate Windows Servers with a BTRIEVE platform. The vendor, Motorola has two system migrations available to their customers for CAD and one for MDC. The software and hardware platform for MDC is the same for one of the CAD options, thus reducing the expense of the complete upgrade of both systems. This option also provides for a system that is at the current level of federal standards for data systems -.NET.

Migration, to these systems, is considered an upgrade for customers that are in good standing with their maintenance contracts. There is no cost to the FoxComm Counties and agencies for the software. Expenses to migrate to this would include that of new hardware and implementation fees. At this time, a budgetary proposal has been received for purposes of budgeting but final negotiations would be done upon approval of funding or approval to begin the project. Cost options will be reviewed to purchase the hardware through the software vendor as well as directly from the hardware vendor.

The capital budget request is to upgrade to the new hardware for the new software platform. An additional investment would be incurred for the implementation services to migrate CAD and MDC to the hardware platform purchased with this funding.

The functionality gained to the users through the new system includes:

Functionality

- Information-rich environment
- Software architecture and information/data pool enables easier information access and sharing
- Status monitoring on higher speed networks enables patrol units to see what other mobile units are doing
- Supports single and multi-agency deployments
- Scalable, adaptable, and flexible
- Interfaces with current CAD and many records management systems

Redesigned User Interface

- Option of large touch-screen controls, and also supports keyboard or mouse driven input
- Shallow menu structure that ensures users do not get lost in deep menus
- New mapping capabilities – graphically displays locations of mobile units

Ease-of-deployment

- The application can be deployed and upgraded remotely
- Web-based system administration
- Premier One provides a deployment tool which allows administrators to schedule and deploy installations and upgrades to its clients
- The mobile user can choose when to accept and deploy client side upgrades so as not to interfere with critical public safety functions

Highlights

- Allows clients to securely communicate with anyone connected to the message switch
- Supports car-to-car and car-to-dispatch messaging plus messaging to external email addresses
- Optimized for both low-bandwidth private networks and high-bandwidth networks
- User now has access to information that heightens the ability to make informed decisions in the field
- Enhanced location awareness acts as a force multiplier by providing critical information to the mobile user about a location such as previous incidents and warrants. That resource is now better equipped to make decisions about the situation.
- The use of Radio IP allows agencies with an additional Radio IP client application to roam seamlessly across multiple networks, freeing up space on lower speed data networks.

ANNUAL OPERATING IMPACT: Annual system and software maintenance on the new system runs about \$169,000 per year. The current system costs \$91,000 per year.

9. CTH F (From CTH D in Town of Poygan to City of Omro)

A, PROPOSED 2011 BONDING - \$692,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	692,000					692,000
Equipment						-
Other						-
Total costs	692,000	-	-	-	-	692,000
PROJECT FUNDS:						
G.O. Bonds or notes	392,000	-	-	-	-	392,000
Outside funding						-
Tax levy						-
From Cty Rd Maint Dept	300,000					300,000
Total funds	\$ 692,000	\$ -	\$ -	\$ -	\$ -	\$ 692,000

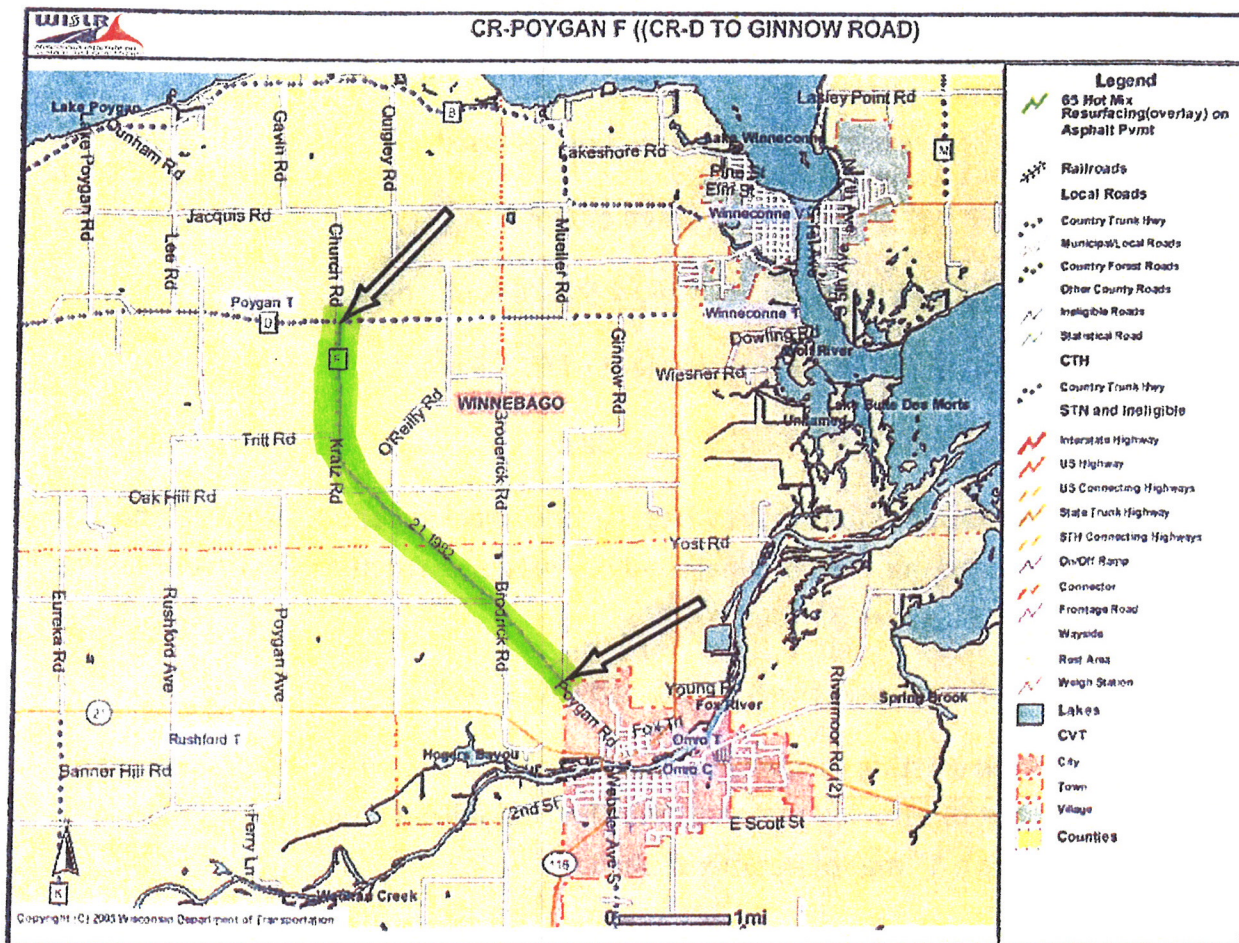
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove existing surface though profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width. Center stripe, edge line and shoulder remainder of project. This project is approximately 4.1 miles in length.

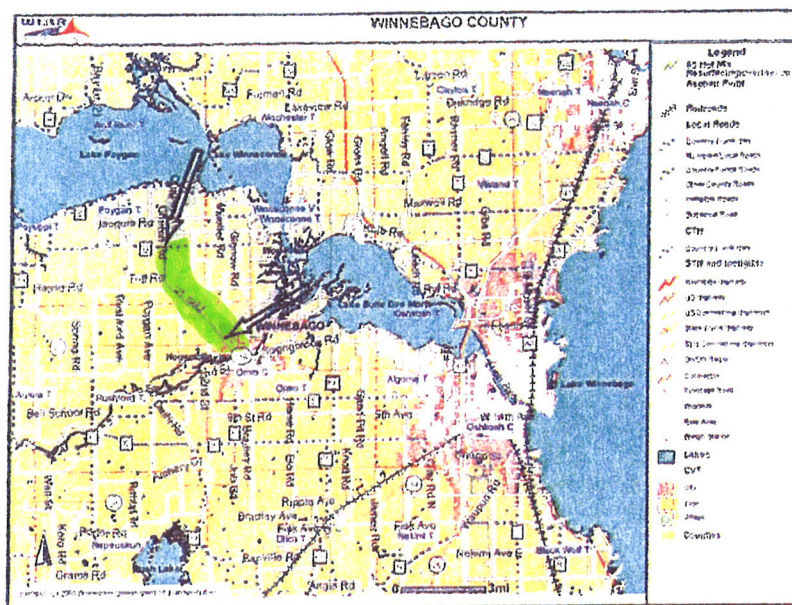
Relationship to other projects and plans: This project is not related to any other project.

Justification and alternatives considered: The current roadway has developed severe wheel rutting along the entire proposed project. Longitudinal cracking is prevalent in the existing asphalt surface. Future maintenance problems will not be alleviated by using minor repair methods. Milling and overlaying the existing roadway will prolong the life of this segment of county trunk highway approximately 20 to 25 years.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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10. CTH FF (From STH 21 in the Town of Omro to CTH K)

A, PROPOSED 2011 BONDING - \$422,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	422,000					422,000
Equipment						-
Other						-
Total costs	422,000	-	-	-	-	422,000
PROJECT FUNDS:						
G.O.Bonds or notes	422,000	-	-	-	-	422,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 422,000	\$ -	\$ -	\$ -	\$ -	\$ 422,000

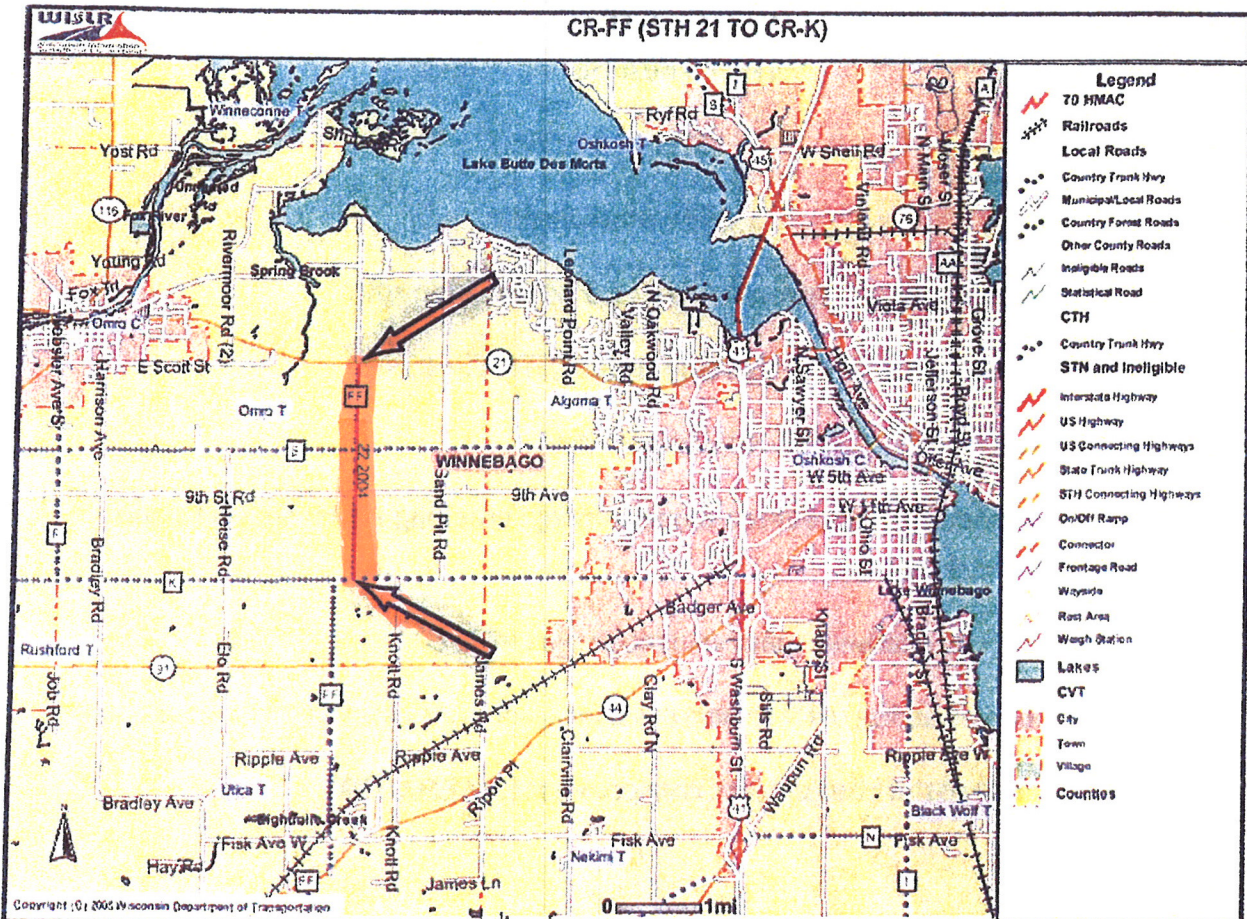
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove existing surface through profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width. Center stripe, edge line and shoulder remainder of project. This project is approximately 2.5 miles in length.

Relationship to other projects and plans: This project is not related to any other road project but is part of the annual process of resurfacing deteriorating roads and spreading the projects over time.

Justification and alternatives considered: The current roadway has developed severe wheel rutting along the entire proposed project. Longitudinal cracking is prevalent in the existing asphalt surface. Future maintenance problems will not be alleviated by using minor repair methods. Milling and overlaying the existing roadway will prolong the life of this segment of county trunk highway approximately 20 to 25 years.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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11. CTH G Bridge Replacement

A, PROPOSED 2011 BONDING - \$75,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 75,000					\$ 75,000
Land purchase						-
Construction			437,000			437,000
Equipment						-
Other						-
Total costs	75,000	-	437,000	-	-	512,000
PROJECT FUNDS:						
G.O.Bonds or notes	75,000	-	87,000	-	-	162,000
State and Federal funding			350,000			350,000
Tax levy						-
Other						-
Total funds	\$ 75,000	\$ -	\$ 437,000	\$ -	\$ -	\$ 512,000

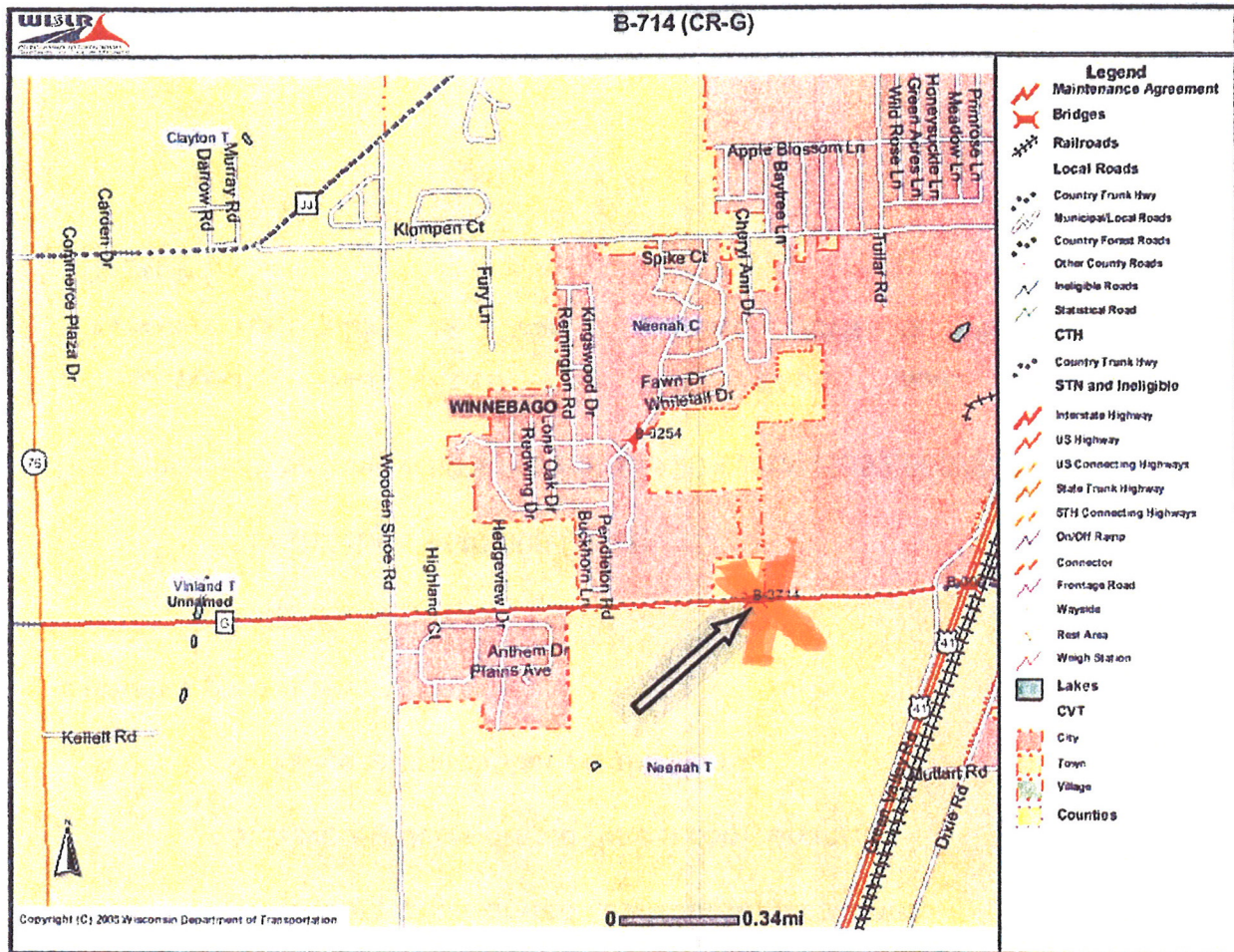
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove and replace bridge structure #B-70-714 on CTH G

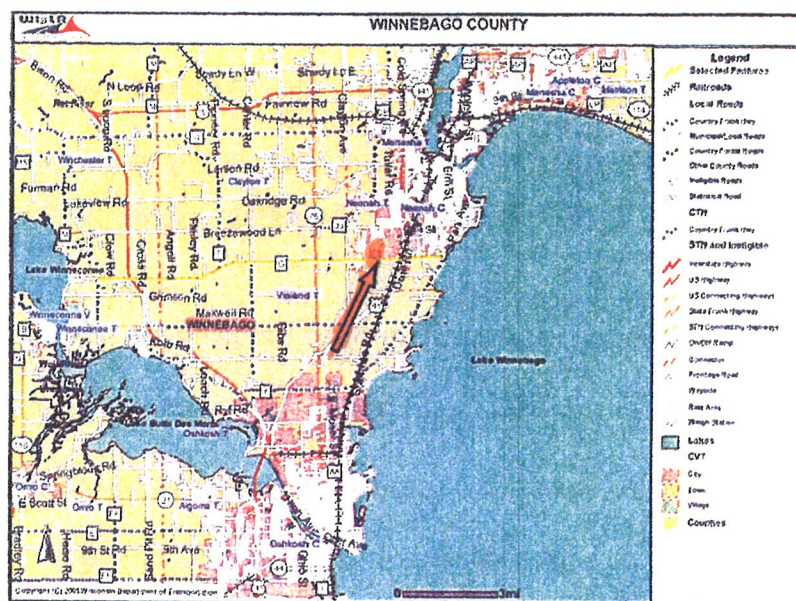
Relationship to other projects and plans: This project is not related to any other road project but is part of the annual process of resurfacing deteriorating roads and spreading the projects over time.

Justification and alternatives considered: This structure is functionally and structurally obsolete. The structure consists of timber components that are at the end of their expected lifecycle. The structure is eligible for federal funds to offset removal and construction costs.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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12. CTH MM (From CTH M in the Town of Winchester to Richter Lane)

A, PROPOSED 2011 BONDING - \$409,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	709,000					709,000
Equipment						-
Other						-
Total costs	709,000	-	-	-	-	709,000
PROJECT FUNDS:						
G.O.Bonds or notes	409,000	-	-	-	-	409,000
Outside funding						-
Tax levy						-
County Road Maint Dept	300,000					300,000
Total funds	\$ 709,000	\$ -	\$ -	\$ -	\$ -	\$ 709,000

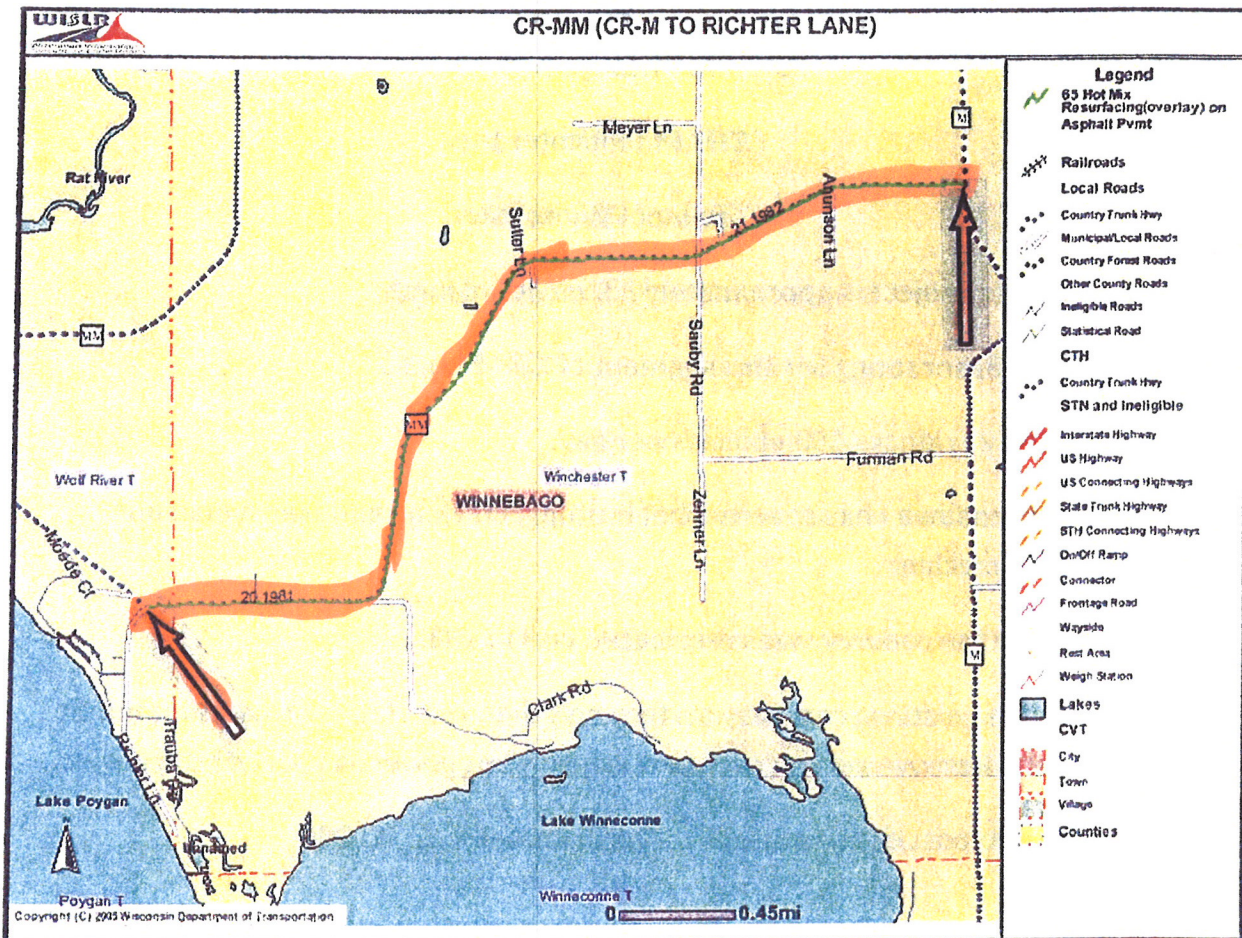
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove existing surface though profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width. Center stripe, edge line and shoulder remainder of project. This project is approximately 4.2 miles in length.

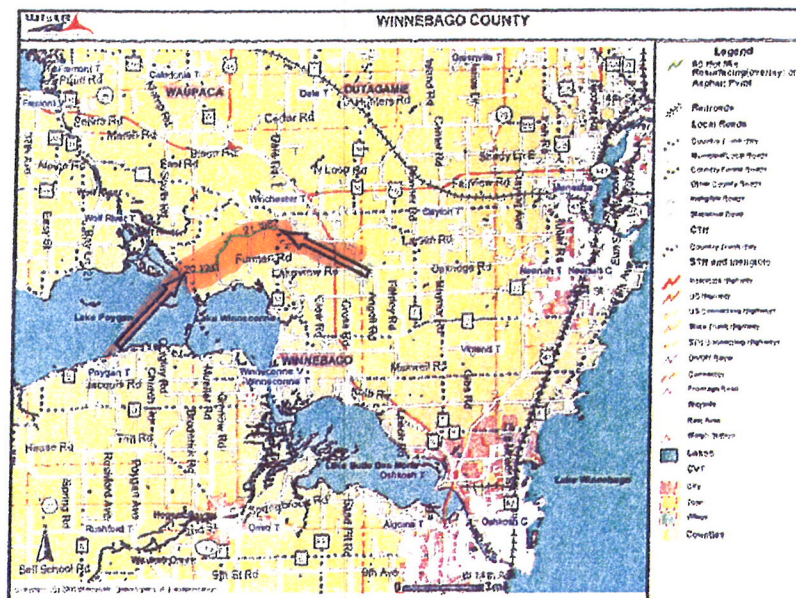
Relationship to other projects and plans: This project is not related to any other road project but is part of the annual process of resurfacing deteriorating roads and spreading the projects over time.

Justification and alternatives considered: The current roadway has developed severe wheel rutting along the entire proposed project. Longitudinal cracking is prevalent in the existing asphalt surface. Future maintenance problems will not be alleviated by using minor repair methods. Milling and overlaying the existing roadway will prolong the life of this segment of county trunk highway approximately 20 to 25 years.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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13. **Roadway Approaches to CTH P over STH 441**

A. PROPOSED 2011 BONDING - \$140,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	140,000					140,000
Equipment						-
Other						-
Total costs	140,000	-	-	-	-	140,000
PROJECT FUNDS:						
G.O.Bonds or notes	140,000	-	-	-	-	140,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ 140,000

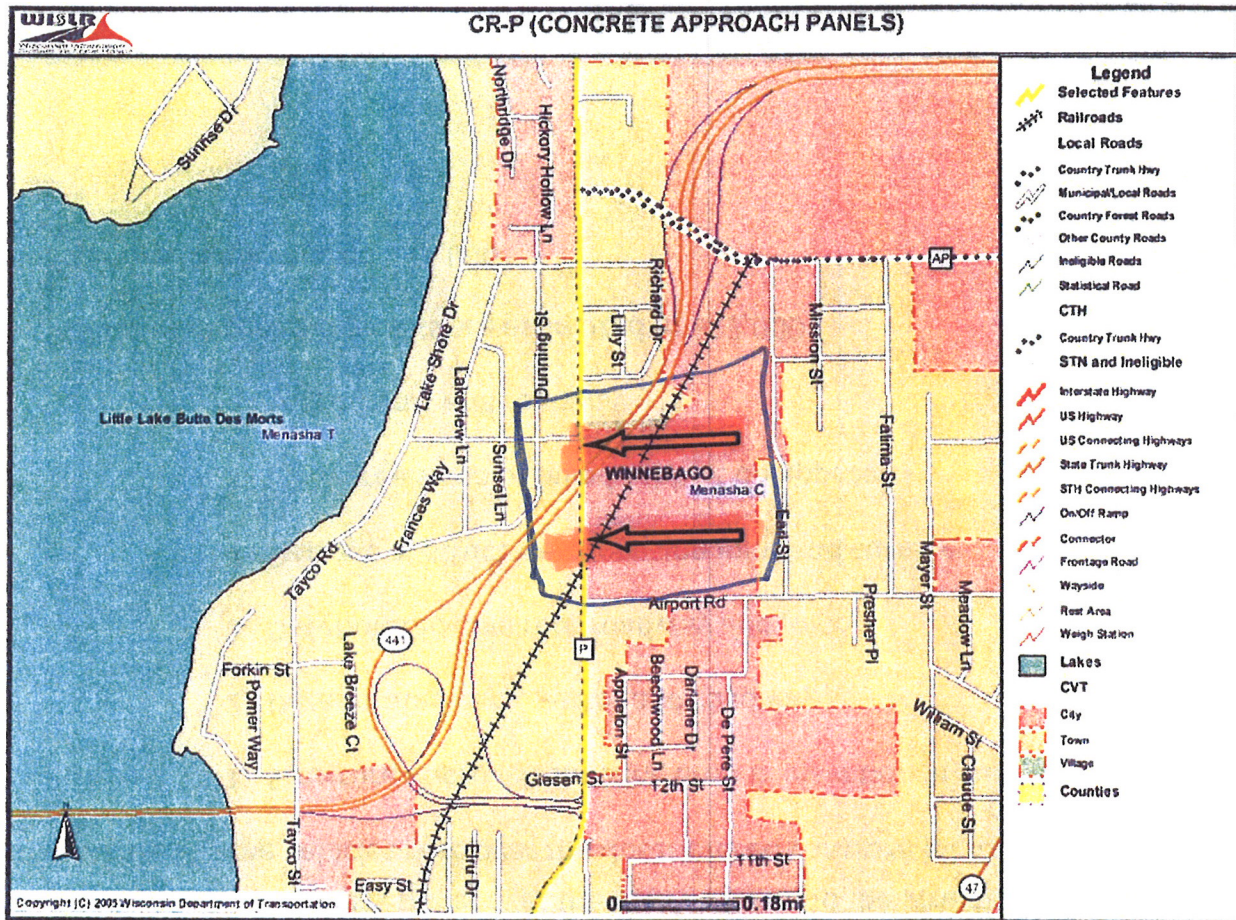
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove existing concrete roadway approaches to the structure and replace with asphalt material. Replace curb and gutter sections and repair all drainage appurtenances within the project limits.

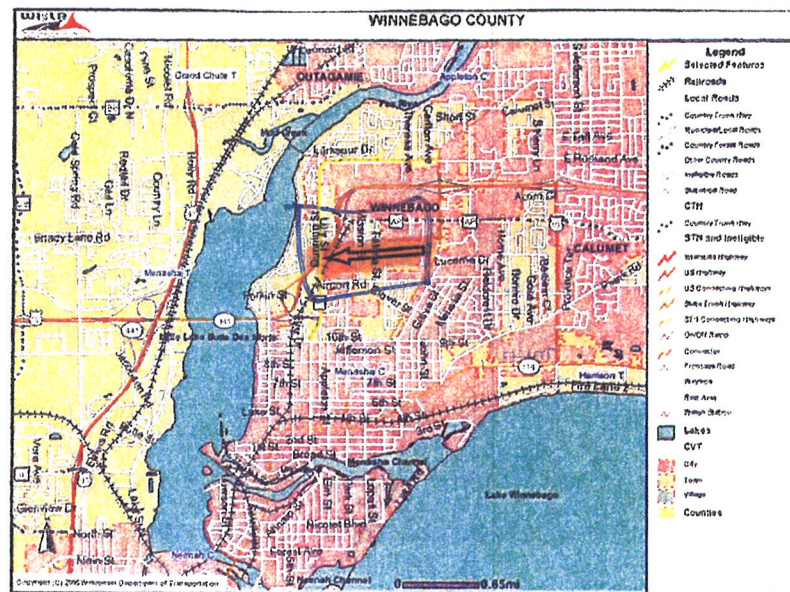
Relationship to other projects and plans: This project is not related to any other road project but is part of the annual process of resurfacing deteriorating roads and spreading the projects over time.

Justification and alternatives considered: The approaches to the structure continue to settle causing the concrete roadway to deteriorate. The roadway surface and the concrete joints cannot be replaced in a cost effective manner. The department continues to do costly maintenance repairs to the approaches with minimal results.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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14. Highway Department Satellite Shop - Winchester

A, PROPOSED 2011 BONDING - \$250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	250,000					250,000
Equipment						-
Other						-
Total costs	250,000	-	-	-	-	250,000
PROJECT FUNDS:						
G.O.Bonds or notes	250,000	-	-	-	-	250,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000

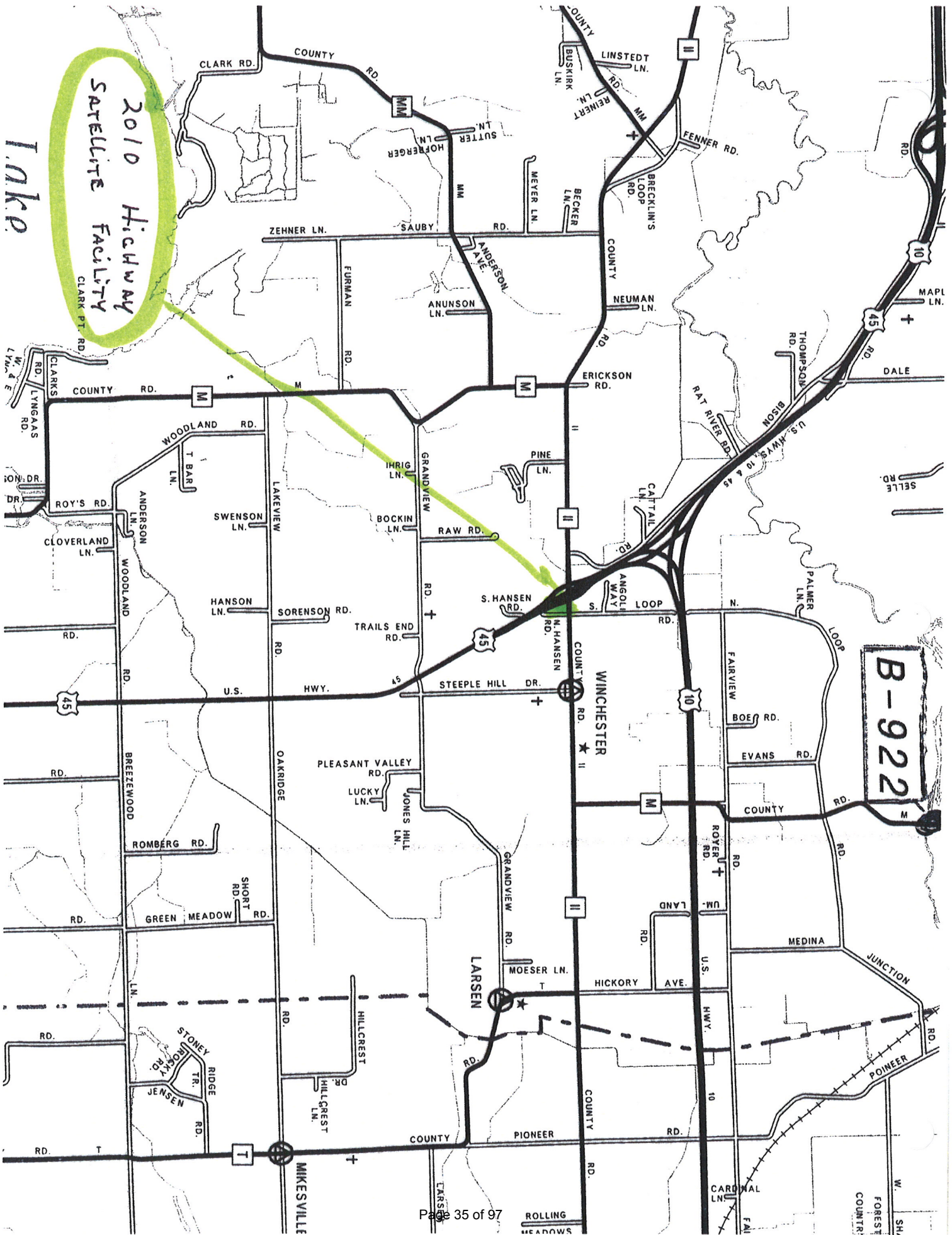
C. DESCRIPTION AND JUSTIFICATION: Note: funding for engineering and design was approved by the County Board in 2010. This would be the continuation of that project.

Project Description: Design and construction of a satellite Highway Department facility at the intersection of STH 45 and CTH II in Winchester Wisconsin.

Relationship to other projects and plans: This project is not related to any other road project but is part of the annual process of resurfacing deteriorating roads and spreading the projects over time.

Justification and alternatives considered: The current Highway Department facility located in Oshkosh does not have adequate storage space. Equipment that is used for winter and summer maintenance is stored outside during winter months. This equipment is vital for emergency and non-emergency response. Equipment that is needed for severe winter weather and for unexpected severe weather at other times of the year should not be stored in an unprotected environment. The recent expansion of state, county and local roadways has forced the Highway Department to increase its inventory of maintenance equipment to meet this need. The State Highway System will be experiencing another major expansion over the next several years and additional equipment will need to be acquired prior to completion of the expansion project. Response time for routine maintenance and emergency situations in the Northern half of Winnebago County will be greatly enhanced once the new facility is constructed. Projected increases in vehicular travel in this segment of Winnebago County will continue to put pressure on the department to respond to emergency situations as quickly as possible, both to prevent and to address emergency situations.

ANNUAL OPERATING IMPACT: Costs associated with utilities and repairs for the building will be offset from savings from not having to transport equipment to this part of the County since it would be stored there. The net impact will be insignificant.



2010 Highway
Satellite Facility

Lake

B-922

ROLLING
MEADOWS

15. Runway Project 18-36

A, PROPOSED 2011 BONDING - \$200,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	200,000					200,000
Equipment						-
Other						-
Total costs	200,000	-	-	-	-	200,000
PROJECT FUNDS:						
G.O.Bonds or notes	200,000	-	-	-	-	200,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000

C. DESCRIPTION AND JUSTIFICATION: This project was approved in past years. Now that the project is complete, the State is requesting reimbursement for our share. Due to the length of time these projects take to complete, we wait for the States request for payment before we borrow for the project. Information about the project is contained below.

Project Description: The purpose of this project is to reconstruct Runway 18/36 to the same design specifications as the Runway 9/27 project.

Project funding: The Bureau of Aeronautics is responsible for managing the project and pays all project costs as they are incurred. The County is billed our share when the project is complete. This can be seen in the table above. In the case of this project, the County share may be covered with Federal stimulus funds and there may be no ultimate cost to the Airport.

Relationship to other projects and plans: The Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) reports recommend completion of this project to properly maintain the airport infrastructure.

Justification and alternatives considered: The Wisconsin Bureau of Aeronautics notified OMNI Associates and the Wittman Airport in December 2008 that an economic stimulus package from the FAA has a good chance to include funding for the reconstruction of runway 18/36. Although normally projects of this type are funded by the FAA/State/Local sponsor on a 95/2.5/2.5 percent basis, the possibility exists that it may be entirely funded by FAA. Design work has started; construction would not be started until 2010.

ANNUAL OPERATING IMPACT: Airport runways tend to be resurfaced or reconstructed before they start to develop significant repair and patching problems. There was little spent on repairs prior to

this project. However the project is necessary because the FAA has determined that it needs replacing before it develops major problems. There is no significant change in operating costs or savings as a result of this reconstruction. The FAA's objective is to replace them before they develop major repair issues. Most of the cost of the project is funded by outside sources.

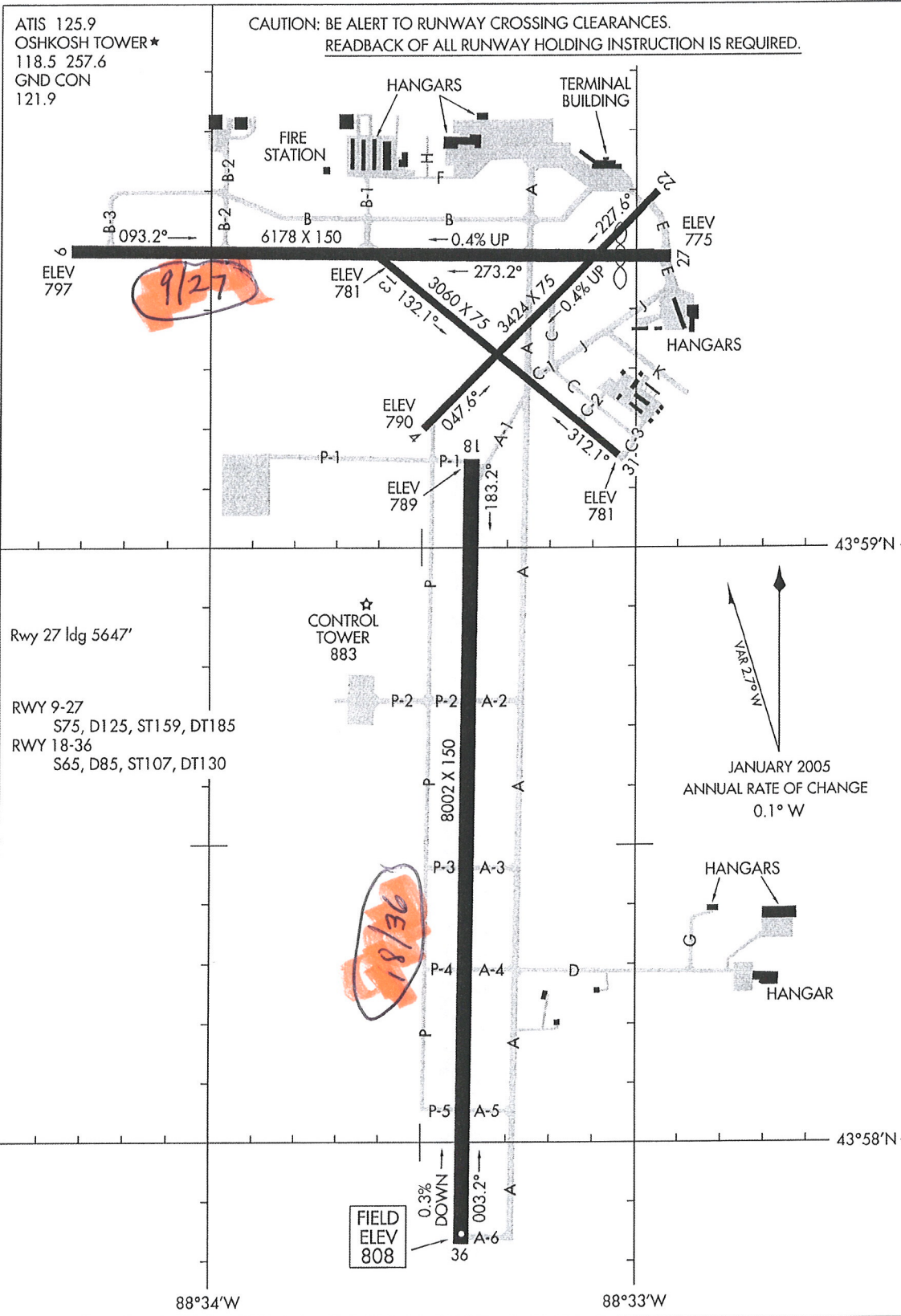
Runway 18/36 Reconstruction

07298

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN



EC-3, 18 DEC 2008 to 15 JAN 2009

EC-3, 18 DEC 2008 to 15 JAN 2009

AIRPORT DIAGRAM

07298

OSHKOSH, WISCONSIN
OSHKOSH/ WITTMAN RGNL (OSH)

16. Runway Snow Blower

A, PROPOSED 2011 BONDING - \$650,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	650,000					650,000
Other						-
Total costs	650,000	-	-	-	-	650,000
PROJECT FUNDS:						
G.O.Bonds or notes	650,000	-	-	-	-	650,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: Acquire a new Runway Snow Blower to replace existing 20-year-old blower.

Relationship to other projects and plans: This project is not directly related to any specific project but is part of the plan to replace most of the aging equipment over a period of time. This is to avoid large spikes in borrowing and debt service.

Justification and alternatives considered: Current runway snow blower is reaching the end of its service life. The original manufacturer is no longer in business, having been acquired by another firm. Replacement parts are becoming difficult to obtain. New technology blowers offer significant operational benefits.

ANNUAL OPERATING IMPACT: We are currently spending roughly \$6,000 per year to keep the unit operational. The units work more efficiently and do a better job of clearing snow, reducing the amount of time snow removal takes, partially due to having to make second passes to effectively clear the snow. It is not possible at this time to estimate the cost impact related to this.



17. Utility Extension & Infrastructure – Northwest Hander Development

A, PROPOSED 2011 BONDING - \$160,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	160,000					160,000
Equipment						-
Other						-
Total costs	160,000	-	-	-	-	160,000
PROJECT FUNDS:						
G.O.Bonds or notes	160,000	-	-	-	-	160,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000

C. DESCRIPTION AND JUSTIFICATION: Note: This project was approved by the County Board during 2010. It is included here because, due to the late timing, the funds were not needed in 2010 so they will be included with the bond issue for 2011.

Project Description: Utility and Infrastructure additions will be needed for the development of four new hangars adjacent to the EAA Hangar and Post Office. Two lease agreements are in place; one hangar was constructed in early 2010 and is occupied. The lessee is waiting for city sewer and water mains to be installed, as well as electrical and gas connections. The second lessee intends the same; construction is slated for mid-2011.

Relationship to other projects and plans: Hangar development as outlined on the Airport Layout Plan and the Airport Master Plan.

Justification and alternatives considered: Interest in the two hangars planned was expressed in mid-2009. There was no utility plan in place for any hangar development in this location, even though it was outlined in the Airport Layout Plan. These costs are to bring utilities to a central location and for perimeter road extension to the hangar development.

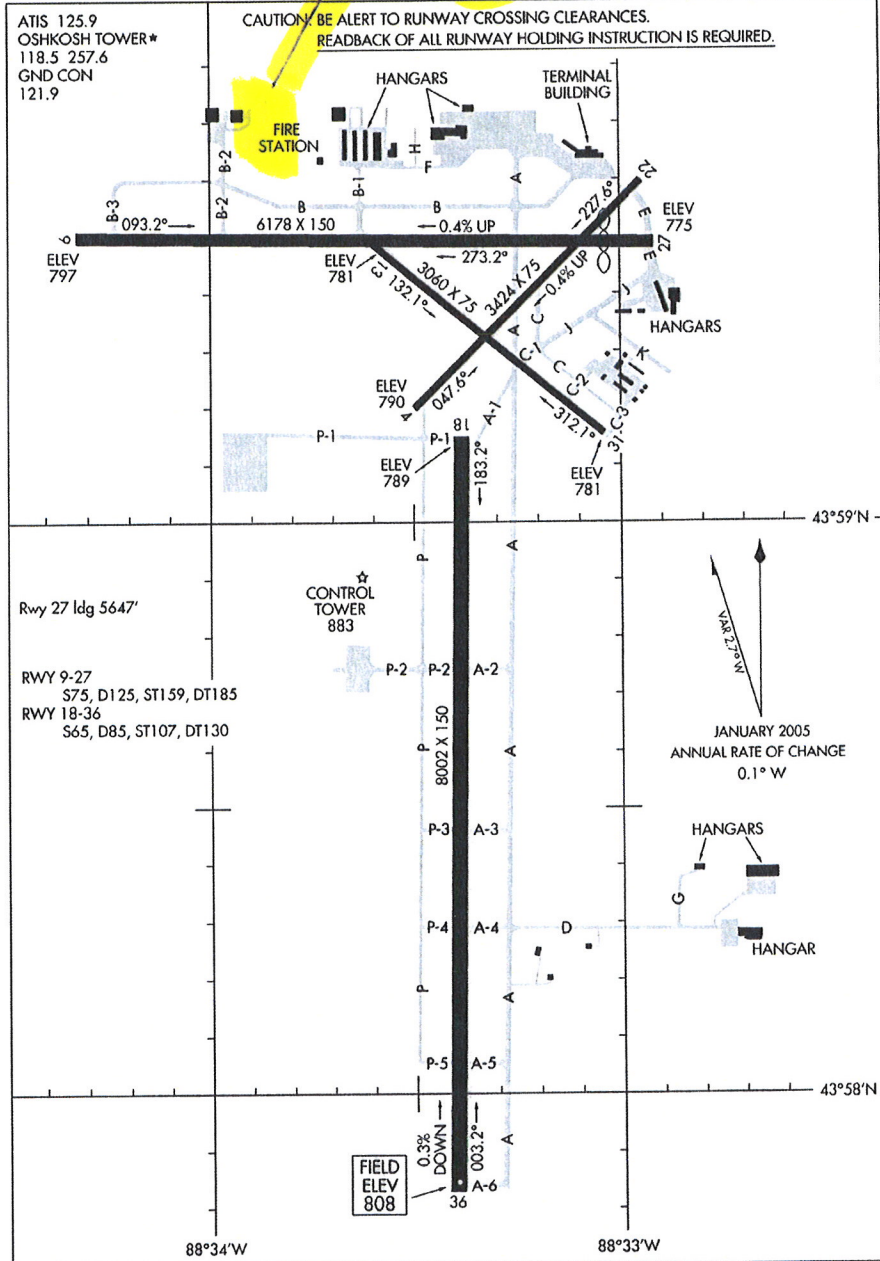
ANNUAL OPERATING IMPACT: The annual revenue on the two land leases will total approximately \$2,400; there are opportunities for two more land leases which may at least double that income in future years, depending on the hangar footprints and aprons.

07298

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSHI)
OSHKOSH, WISCONSIN



EC-3, 28 AUG 2008 to 25 SEP 2008

EC-3, 28 AUG 2008 to 25 SEP 2008

AIRPORT DIAGRAM

07298

OSHKOSH, WISCONSIN
OSHKOSH/ WITTMAN RGNL (OSHI)

18. Land Acquisition - Airport

A, PROPOSED 2011 BONDING - \$1,200,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase	1,200,000					1,200,000
Construction						-
Equipment						-
Other						-
Total costs	1,200,000	-	-	-	-	1,200,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,200,000	-	-	-	-	1,200,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000

C. DESCRIPTION AND JUSTIFICATION:

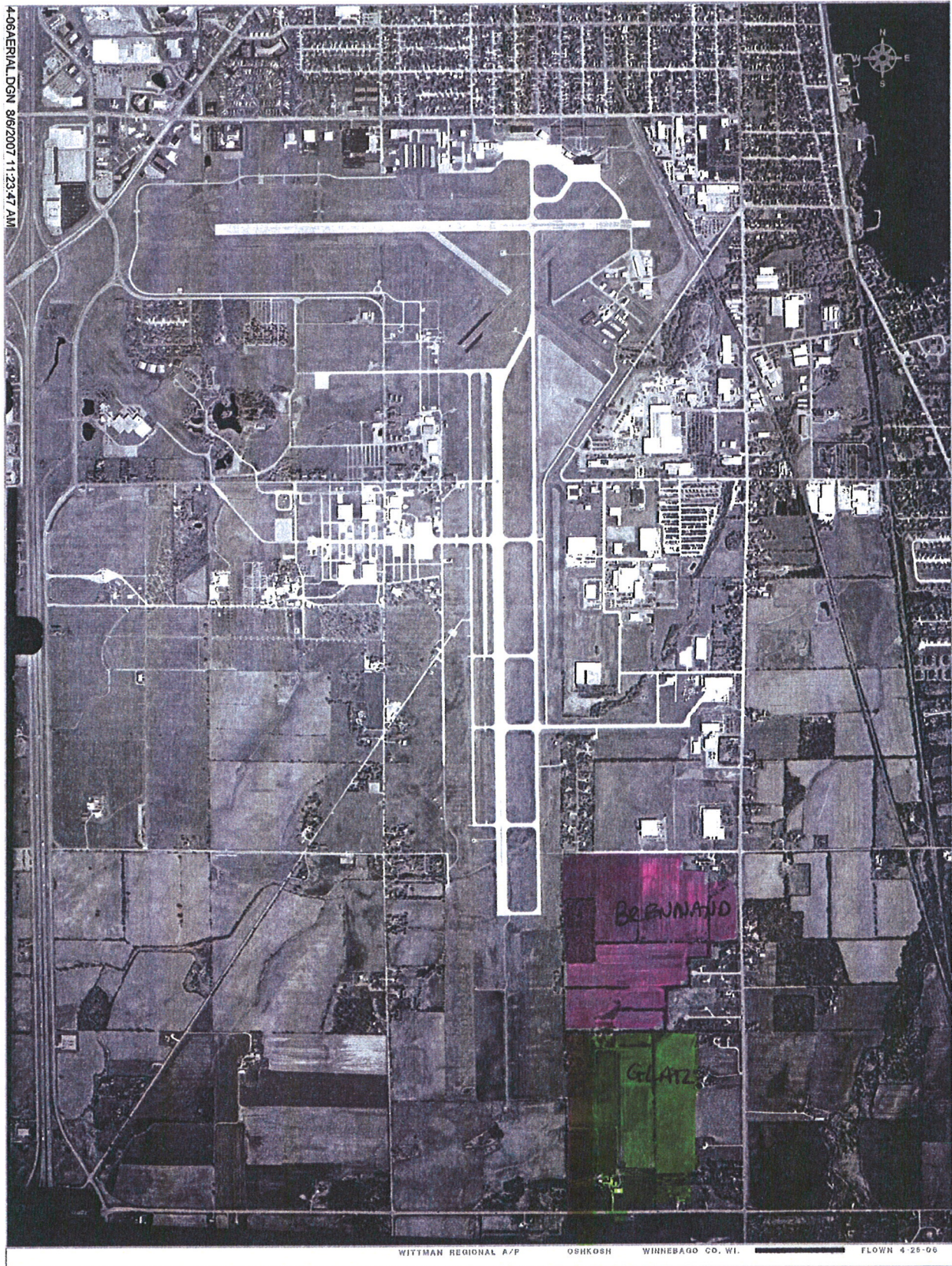
Project Description: Real estate deemed essential to the safety of the airport and for future economic development is available for purchase and more may become available within the next several years. At this time there are a minimum of 115 acres available.

Relationship to other projects and plans: These potential properties are identified in the Airport Layout Plan established by the Wisconsin Bureau of Aeronautics and approved by the Federal Aviation Administration.

Justification and alternatives considered: There are approximately 7 fragmented acres available within the airport boundary for economic development in the form of new aviation businesses or expansion of existing businesses. Without future land acquisition, we are limited in our ability to market the airport for future business development, particularly those that may add large employment numbers to the county. Although borrowing was identified as the funding source, other sources may be identified at the time of purchase approval.

ANNUAL OPERATING IMPACT: The point of purchasing these properties is to have land available to market to and attract aviation businesses. That may take years to develop, or it may happen within a year. If this additional land is purchased and tenants located to place facilities on the property it could generate a significant amount of rental revenue per year. It is not possible at this time to determine an amount.

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WITTMAN REGIONAL A/P

OSHKOSH

WINNEBAGO CO. WI.

FLOWN 4-25-06

19. **Community Park Tennis Court Rehabilitation**

A. PROPOSED 2011 BONDING - \$171,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design						\$ -
Land purchase						-
Construction	171,000					171,000
Equipment						-
Other						-
Total costs	171,000	-	-	-	-	171,000
PROJECT FUNDS:						
G.O. Bonds or notes	171,000	-	-	-	-	171,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 171,000	\$ -	\$ -	\$ -	\$ -	\$ 171,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: The intent of this project would be to reconstruct 3 of the 6 tennis courts located in the southeast section of the Community Park. The poor conditions of all 6 of the courts are such that the department has elected to prevent further play on them by no longer installing the nets. In order to remedy the situation the Parks Department would need to take the following corrective action:

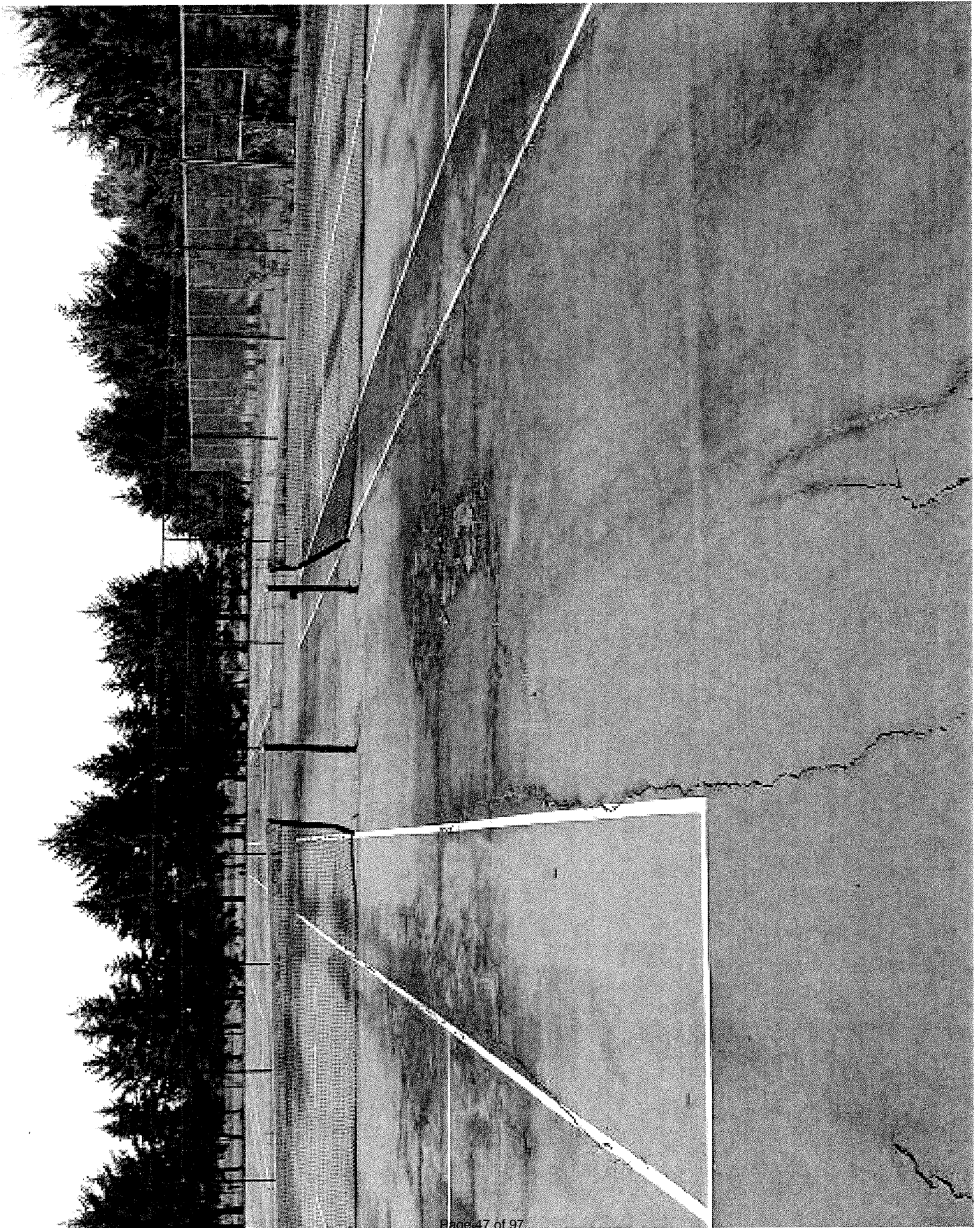
1. The 3 courts to the north would be demolished, the materials would be removed and the vacant space would be restored in turf grass;
2. The paved surface on the 3 courts to the south would be milled and the sub-base built up;
3. An asphalt binder coat would be laid and a hard plastic modular sports court, with options for both tennis and basketball play, would be installed;
4. Fencing modification, tennis and basketball fixture installation, pathway construction and parking lot surface rehab would also occur.

Relationship to other projects and plans: The poor condition of the courts has been ongoing for some time and the status of this project does not have it interacting with other types of Community Park improvements. Consequently, it remains a stand alone project that shares no relationship with other park developments.

Justification and alternatives considered: The justification for proceeding with this tennis court rehab project is based upon two static conditions that characterize the situation at this facility. First, the courts are no longer functional nor safe to play on and therefore they have ceased to be of benefit to the

public. Second, the appearance of the facility is such that it now subtracts from the aesthetic qualities of the Community Park. Rebuilding of some of the courts would correct both of these problems. Additionally, if Parks does not engage in this project the courts will continue to be disabled by not having the nets installed and the playing surface will further deteriorate and become more and more of a liability to the County.

ANNUAL OPERATING IMPACT: Annual ongoing operation and maintenance costs on a reconstructed facility would be minimal.



20. Engineering Building Renovation – UW Fox Valley

A, PROPOSED 2011 BONDING - \$1,498,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2011	2012	2013	2014	2015	Total
Planning & design	\$ 196,000	\$ -	\$ -	\$ -		\$ 196,000
Land purchase						-
Construction	2,800,000					2,800,000
Equipment						-
Other						-
Total costs	2,996,000	-	-	-		2,996,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,498,000	-	-	-		1,498,000
Outagamie Cty funding	1,498,000					1,498,000
Tax levy						-
Other						-
Total funds	\$ 2,996,000	\$ -	\$ -	\$ -		\$ 2,996,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: Winnebago County, in partnership with Outagamie County, purchased property adjacent to the campus in 2008. At the same time it was noted that renovation of the building is needed to make it fully functional.

2010 - Architectural design and cost documents to determine budget requirements for 2011. Outagamie County did not make its share of the funding available in 2010 so this step will occur in 2011 along with construction.

2011 - Renovation of building space and property to allow program use in 2012.

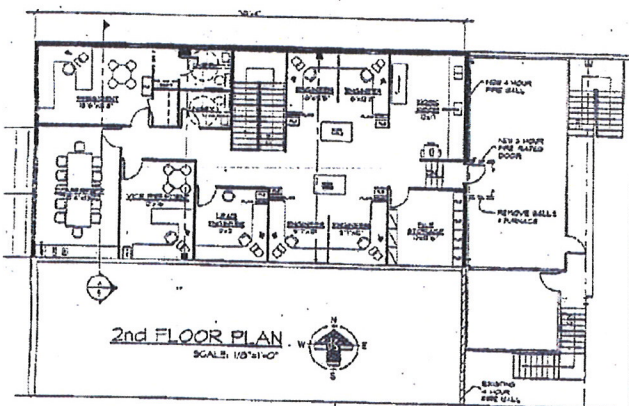
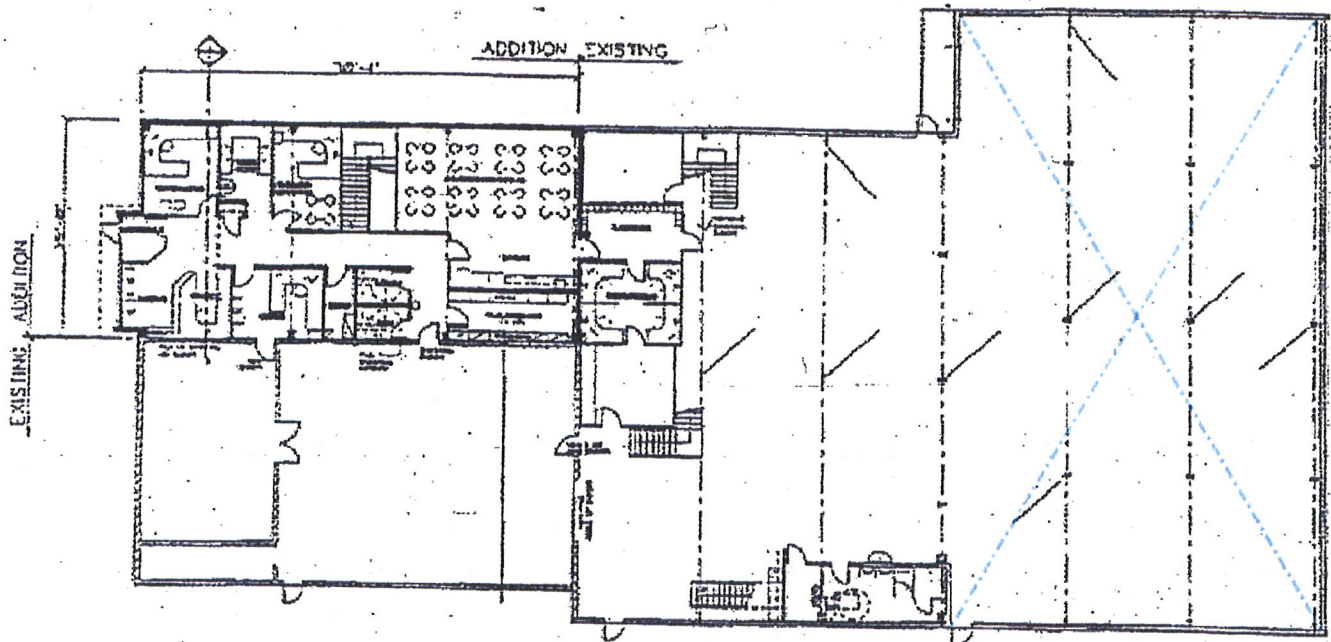
Relationship to other projects and plans: This project is included in the campus' Master Plan.

Because the campus programs in service to the community are growing, additional facilities are needed to carryout the educational program of the University of Wisconsin. The counties recognized the rare opportunity to acquire facilities to support the campus program when the purchase of the building was made in 2008. The project to install an elevator was completed in 2009. Funding for the renovation of the existing engineering lab is included in this project.

Justification and alternatives considered: Without renovation, the counties' investment in the building goes unused. The alternative to renovating this existing space is to construct new space at a cost far more expensive than renovation costs.

ANNUAL OPERATING IMPACT: Annual operational costs of all UW Fox facilities are funded by the University of Wisconsin system. The two counties only share in the building costs and maintenance.

Since we have no history with the building it is hard to determine the annual maintenance cost of the facility. A best guess would be around \$10,000. However, with the facility being remodeled, it may be lower in the early years.



Winnebago County Board
Jim Perry, Campus Executive Officer and Dean, UW-Fox Valley
6 January 2009

Update on Communication Arts Center and Engineering Laboratory

Communication Arts Center

- Construction progress
- Old theatre renovation
- Fund raising progress
- Grand opening -- September 12.
-

Engineering Laboratory

Request approval of transferring \$45,000 of already budgeted funds to do a thorough architectural study of renovation of the recently acquired manufacturing building.

Phase One

Manufacturing building purchased to alleviate crowding of our very successful engineering program

- Programmatic background

Phase Two – bring building to code for occupancy of both floors

- Problems with the plan

Phase Three – Renovation of space to allow movement of engineering to new building

Tonight's Proposal

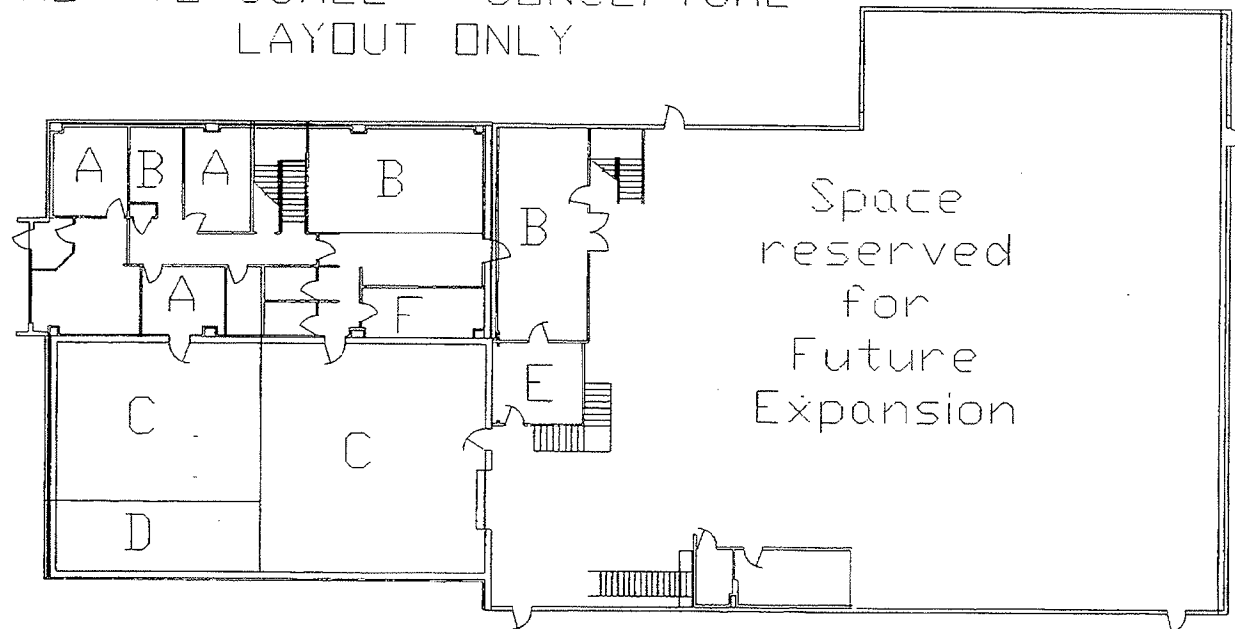
Request approval of transferring \$45,000 of budgeted funds from elevator to architectural study.



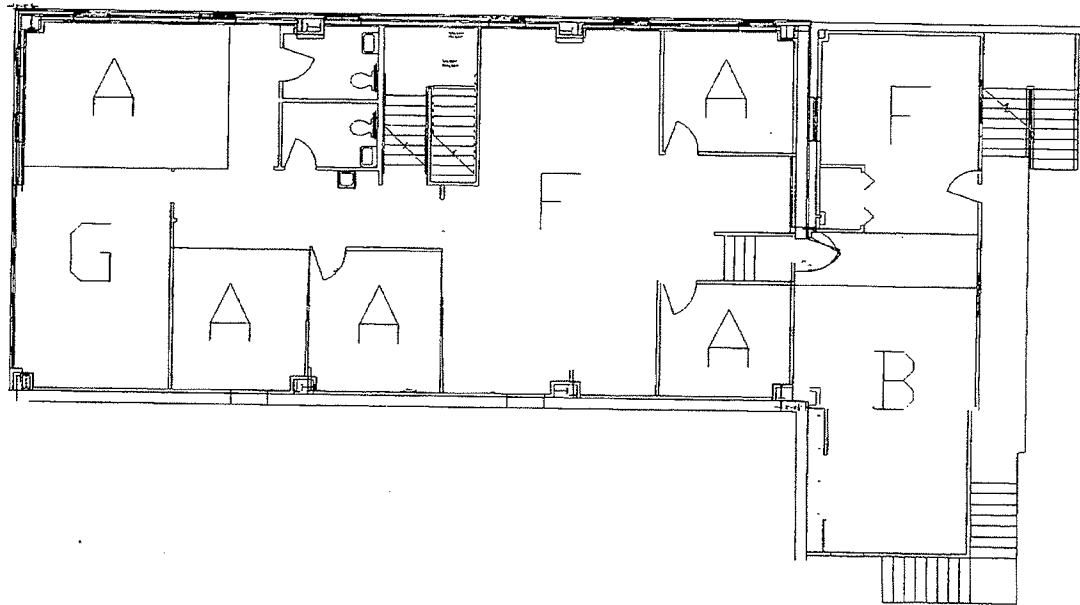
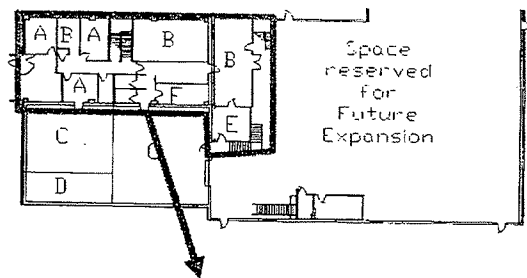
Acquired
manufacturing building

Present engineering
lab/classroom/offices

Proposed Plan for 1st Floor
of New Engineering Building
NOT TO SCALE - CONCEPTUAL
LAYOUT ONLY



- A- Office
- B- Classroom
- C - Laboratory/Classroom
- D- Machine Shop
- E- Utility Room
- F - Study Area



New Wall – (not to scale, conceptual only, to be built)

A – Office

B – Classroom

C – Laboratory/Classroom

F – Computer Room

G – Conference Room

Proposed Plan for 2nd Floor of
New Engineering Building
NOT TO SCALE –
CONCEPTUAL LAYOUT ONLY

SECTION III

OUTSTANDING INDEBTEDNESS

III. OUTSTANDING INDEBTEDNESS

Winnebago County's current outstanding debt is outlined in Table 3 of the "Tables and Charts" section of this document. Total County indebtedness at 12/31/2011 is projected to be \$60,012,000.

The outstanding debt at 12/31/2011 will be comprised of \$55,875,000 of governmental fund debt (Table 4) and \$4,137,000 of proprietary fund debt (Table 7).

Governmental debt is debt that is incurred for governmental type funds such as the General Fund. This debt requires a tax levy to fund the annual debt service payments.

Proprietary fund debt is debt that exists in enterprise funds such as Solid Waste, Park View Health Center, the Highway Department (excluding county road construction and resurfacing projects) and the Airport Fund. These funds are meant to operate more like a private business. In the case of Solid Waste, this fund generates sufficient revenues to retire the debt without a tax levy. However, in the case of the other proprietary funds mentioned, most do not generate enough revenue to be self supporting. As such, tax levy dollars are required to service much of their debt.

Principal, interest, and total debt service requirements on all governmental fund debt that existed at the end of 2010 and including the new debt issue for 2011 is presented in tables 4, 5, & 6, along with a graphical presentation shown on Chart 2. Total governmental fund debt service requirements start at \$12,833,000 in 2011 and end with \$1,272,000 in the year 2021.

Principal, interest, and total debt service requirements on all proprietary fund debt that existed at 12/31/10 and including the new debt issue for 2011 is presented in tables 7, 8, & 9, and is presented graphically on Chart 3. Total proprietary fund debt service requirements start at \$124,000 in 2011 and end with \$312,000 in the year 2021.

Indebtedness limitations are calculated in Table 13. Based on statutory debt limits of five percent of equalized value, Winnebago County's debt ceiling equals \$595,848,000. With current indebtedness at 12/31/11 projected to be \$60,012,000 (Table 3), this brings total outstanding debt to around 10.07% of the legal debt limit. Winnebago County is well under the statutory limit.

Table 13 also shows an eleven year history of the County's total tax levy and debt service levy (dollars) as well as the mill rate for each year (2001-2011). The information is presented graphically on Chart 4.

Chart 1 shows a graphical presentation of valuation versus debt service. Notice that they are growing at a fairly equal pace. The result is that we have a fairly stable tax rate for debt service. We set up the amortization of our debt using a level debt philosophy purposely to prevent large spikes up and down to property tax rates.

Chart 5 shows the impact of the 2011 proposed projects on debt service tax rates for future years, and also shows the impact if all future year projects were to be bonded.

Chart 6 shows the total outstanding debt at the end of each year for current debt through 2025, and shows the impact on year-end outstanding debt if all projects over the planning horizon 2011-2015 were to be approved. A line charted on the same graph shows the debt service tax rate. Notice that it is relatively flat through 2015, when it starts to decline dramatically. Years 2012 through 2015 show a fairly horizontal line for the debt service tax rate. This is because we amortize our debt using a level debt service philosophy, keeping the debt tax rate fairly stable. If additional projects are

added in future updates to the 5-year plan, extending beyond 2015, that line would likely remain flat around \$1.00 per thousand of equalized value.

SECTION IV

CAPITAL PROJECTS OUTLOOK

IV. A. CAPITAL PROJECTS OUTLOOK

The capital projects outlook for the county is summarized as Tables 1 & 2 in the "Charts and Tables" section of this document. These tables present comprehensive lists of projects anticipated to be undertaken in the near future. Table 1 includes all except Solid Waste projects. Table 2 includes all Solid Waste projects. Total expected project costs within the planning horizon for all project types are \$73,575,000. After applying outside funding of \$11,959,000, tax levy of \$150,000 and funds on hand of \$3,800,000, the net borrowing needed is \$57,666,000 over the 5-year period. Projects are listed in Tables 1 & 2 by department within division. The table contains the following information for each project:

Project Description:

A very brief description for each project is included. Detailed project descriptions for those projects included in the 2011 bond issue are provided in Section II of this document. A brief narrative summary for all projects within the planning horizon is provided in this section of the document at "B" below.

Project Year:

Projects have been tentatively scheduled for the period 2011 - 2015. Total project costs and revenues during the planning horizon are shown for multi-year projects. Project costs and revenues are displayed by year with divisional subtotals and a countywide grand total.

Bonding Requirements:

Amounts under the columns for the years represent total costs net of revenues to be incurred by year. The last line on the schedule represents the borrowing requirements by year. The current proposal is to borrow for some projects that started in 2010 and for portions of 2011 new projects. ***The information for 2012 - 2015 is for informational purposes only. No funding commitment is being sought at this time.***

Revenue offsets:

Revenue offsets (when available) are included for each project. Revenue offsets can consist of state or federal funding, user fees, other county cost sharing, or may be shown as tax levy or cash reserves applied for each applicable year.

B. DIVISIONAL ANALYSIS – ALL PROJECTS EXCEPT SOLID WASTE:

1. DIVISION OF ADMINISTRATION:

The total known cost of capital projects for this division is \$10,522,000. There are no funding sources to cover these so this will all be funded through borrowing. The projects in this division are as follows:

Facilities Roof Maintenance program: This will continue during years 2011 through 2015 at a total cost of roughly \$1,920,000. The portion scheduled for 2011 has a cost of \$324,000 and is for the roof on the airport terminal building. The purpose is to maintain and replace the roofs of various County facilities. Each roof will be surveyed on a regular basis to identify potential roof problems before they occur. Remedial action will be taken to prevent a roof failure and more costly repairs or total replacement. The goal of this program is to maximize the life of the roofs covering the facilities.

The Orrin King (Administration) Building Remodel project: This building which houses various administrative departments and Planning, Zoning and GIS is scheduled to be remodeled in 2011. This project is to reconfigure the building to house the District Attorney's office currently located in a rental facility. Space in the Administration Building will be available once non-court related functions are relocated to the Oshkosh B'Gosh property that was purchased in 2010. Cost for this remodel project is projected to be \$280,000 in 2011.

Parking Lot and Road Resurfacing Program: The total cost from 2011 through 2015 is \$336,000. This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The project scheduled for 2011 is the Neenah Human Services lot which has a projected cost of \$122,000. The last scheduled project is Butler Avenue which will take place during 2013.

Courthouse Remodeling: The last phase of the space re-alignment plan would be the remodeling of the Courthouse. A very rough cost estimate at this time is \$10,075,000 and is scheduled for 2013 - 16. The objective is to move court related activities from the City of Oshkosh Safety Building and other rented space to the Courthouse and Orrin King building. Security features would be upgraded and building HVAC systems would be updated to meet new codes and obtain energy efficiencies.

Facility Tuck Pointing Program: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, masonry repairs will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the masonry will be pursued, avoiding unnecessary costs. The project scheduled for 2011 is the Facilities Dept building located on Knapp Street. The projected cost is \$216,000.

Financial Software Replacement: This is the continuation of the replacement of all of the County's financial accounting systems. Because the project spanned two calendar years, we did not borrow all of the funds in 2010. The remainder will be borrowed in 2011 amounting to \$250,000. As we get closer to the end of the project we may find we don't need part or all of the \$250,000. We will only borrow the amount needed to finish the project.

2. DIVISION OF PUBLIC SAFETY:

The total known cost of capital projects for this division is \$ 24,037,000.

The Sheriff Department – Radio System Upgrade is the first project under this division and is estimated to have a cost of \$13 million and is planned for the 2011-2012 time period. The amount is very rough at this time. Several alternatives are being explored at the current time and a study is in process to determine the best alternative. The costs of each alternative vary widely to as much as \$22 million. This project is to upgrade the public radio system to simulcast and digital. Radio transmissions are currently broadcast from one radio tower. As a result of this, pages for fire fighters and radio communications to law enforcement, because of the distances from the radios, are full of static resulting in delayed response time due to a need for repeated transmissions to provide information. Additionally, because of call volume on the fire sector, we will need to go to a single call out frequency capable of broadcasting County wide. Simulcast will accomplish this. The Federal Communications Commission has issued a ruling requiring all public safety frequencies to be narrow band. Narrow band will result in decreasing the distance of radio transmissions. Simulcast, in most cases, will compensate for that loss of distance and will minimize the need for additional tower sights. Currently law enforcement relies heavily on portable

radios for communication with E-911 and fellow officers. Due to our current system, officers only a few miles away are unable to hear officer's transmissions from portables. A simulcast system will allow all officers to assist all calls. More information on this project can be found in section 2 of this book.

Jail Expansion: This is the addition of more space to the Jail at a cost roughly estimated to be \$10 million. The project is scheduled to be done in 2013-14. It is estimated that shortly after that we will run out of space in our current jail. There are three options, convert the Work Release Center into regular jail cells, add an additional pod to the current jail facility or build a facility jointly with Outagamie and possibly another County. A joint facility has pretty much been ruled out. An analysis will take place to help determine the best course of action.

Public Safety Answering Point Consolidation: The Winnebago County share of this regional project is expected to be \$850,000. The portion to be completed during 2011 will require funding of \$250,000. The balance will be incurred and funded in 2012. This project is Winnebago County's portion of a regional public safety communications center consolidation project. Over 25 law enforcement agencies, 57 fire, 29 EMS districts and 3 E911 communications centers are represented within this three county system. More information about this project can be seen in section 2 of this document.

The mission of this partnership is to coordinate and support shared information and communications technologies to: enhance the safety of law enforcement, fire, rescue, emergency medical and emergency management personnel and the people they serve; expand cost effective benefits to its members and other agencies; create and maintain a plan for the expanding needs of the regional public safety agencies that fosters partnerships with surrounding entities; and facilitate the expansion of the partnership services to other community and private sector entities.

Computer Aided Dispatch and Mobile Data Computer Replacement: The 2011 cost for this project is \$187,000. A recent study indicates that the current systems have the following characteristics: poor coverage, lack of capacity, much interference, poor mobile data communications, lack of interoperability, lack of redundancy and the current systems are aging. This project upgrade will include:

- An upgrade to the existing data networks while considering such needs as analog to digital upgrades for future technology advances and/or migration.
- A plan for redundancy of and interoperability between FoxComm Counties for Public Safety voice communications, and 9-1-1 answering points with differing wireless and wire line network designs.
- A system that complies with Federal and State mandates and grant funding initiatives.
- Network options that should include but are not limited to modern, future visioning, flexible media, i.e., dark fiber, sonic fiber ring, microwave and will provide conduit for voice radio communications, telephone communications, 9-1-1 service ability, VoIP, RadiolP, etc. and must provide an advanced secure environment.

3. DIVISION OF TRANSPORTATION:

The total known net County cost of capital projects for this division is \$28,843,000. After deducting revenue offsets, the total needed borrowing will be \$18,805,000. The projects in this division consist mostly of road and airport projects and are as follows:

- Several County Road projects are included during the planning horizon including projects to re-pave roads and projects which involve design and complete reconstruction. Total costs of

projects during the planning horizon are \$18,360,000 with offsetting funding of \$2,420,000. The remainder will be borrowed over the five year period. The projects are listed in **Table 1** of this book. Many of these roads have severely cracked or deteriorated segments and require reconstruction. Repaving many of the roads now will eliminate the future need for reconstruction when deterioration is so severe that they must be totally reconstructed at a much higher cost. This category also includes bridges and culverts.

- A new highway satellite shop is planned for Winchester. The current Highway Department facility located in Oshkosh does not have adequate storage space. Equipment that is used for winter and summer maintenance is stored outside during winter months. This equipment is vital for emergency and non-emergency response. Equipment that is needed for severe winter weather and for unexpected severe weather at other times of the year should not be stored in an unprotected environment. More information on this project can be seen in section 2 of this book.
- Wittman Airport:
 - Taxiway D Apron Reconstruction - this project calls for the reconstruction of the apron at the east end of Taxiway D (Fox Valley Technical College ramp). The Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) report indicate that this pavement needs replacement and is scheduled for 2012 at a cost of \$450,000. After AIP funds and State share, the County cost will be \$90,000.
 - Runway 18/36 Reconstruction – total cost of \$8.4 million. The County share after Federal AIP funds and State funds is \$200,000. This project reconstructed Runway 18/36 to the same design specifications as the Runway 9/27 project. This is in line with the Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) report. The County is waiting to be billed from the Bureau of Aeronautics for the County share of \$200,000. We expect this to happen during 2011 as the project is closed out.
 - Replacement of security perimeter fence – cost of \$3,000,000 over three years, with the 2011 share at \$1,000,000. There are revenue offsets covering 97.5% of the project cost. The County share each year is \$25,000 and will be funded with tax levy. The intent of this project is to continue upgrading perimeter security fencing from four-foot farm fencing with one strand of barbed wire to eight-foot chain link fencing, per recommendation and directives of the FAA and TSA.
 - Five vehicles are included over the planning horizon as follows:
 - Runway blower – cost of \$650,000, scheduled for 2011. There is no outside funding available for this project. The funds will be included in the 2011 bond issue.
 - Snow removal equipment annually after 2011 as follows:

Year	Cost	Funding	Levy or borrowing
2012	\$ 435,000	\$ 348,000	\$ 87,000
2013	360,000	288,000	72,000
2014	378,000	302,000	76,000
2015	400,000	320,000	80,000

All of the current vehicles will have exceeded their estimated useful lives, require more maintenance and in some cases, parts are difficult to obtain when needed. This is part of the planned phased replacement of the aging snow removal and fire fighting equipment fleet.

- Utility Extension & Infrastructure Upgrade at the Northwest Hanger Development: The estimated cost of this project is \$160,000. Utilities and infrastructure additions will be needed for the development of four new hangers adjacent to the EAA Hanger and Post Office. More information about this project can be seen in Section 2 of this book. This project was approved in 2010 but did not start during the year. It is included here because the borrowing will be included in the 2011 bond issue.
- Land Acquisition: Real estate deemed essential to the safety of the airport and for future economic development is available for purchase and more may become available within the next several years. The estimated cost for this project is \$1.2 million. At this time there is a minimum of 115 acres available. More information on this project can be found in Section 2 of this book.
- Reconstruct Terminal Fixed Based Operations Ramps: Many areas of the terminal ramp and fixed based operations (FBO) Ramps are in poor or failing condition. Numerous concrete panels on the leased Orion FBO ramp are crumbling, creating hazardous conditions for aircraft operations. Individual panel replacement was considered, but because of the overall age of the concrete (40+ years in some areas), total reconstruction is preferred. This project is expected to cost roughly \$1 million per year with \$975,000 (annually) of Bureau of Aeronautics funding. The remaining \$25,000 per year County share will be put on the Airport tax levy.

4. DIVISION OF HUMAN SERVICES:

The total cost of capital projects for this division is projected to be \$200,000. There is just one project in this division over the 5-year planning horizon.

Park View Health Center – 50 Stall Parking Lot – Cost of \$200,000: The parking lots at the old Pleasant Acres and Pavilion buildings will be destroyed when the buildings are taken down. As such, a new 50 stall parking lot will need to be constructed to make up for the lost parking. The project is scheduled for 2012, after the old Park View buildings are torn down.

5. EDUCATION, CULTURE, AND RECREATION:

The total cost of capital projects for this division is projected to be \$6,173,000 with offsetting revenue of \$2,071,000 leaving the balance of \$4,102,000 for borrowing. The projects in this division are as follows:

Community Park Road and Parking Lot Reconstruction – Total cost of \$917,000 scheduled for 2013. The intent of this project is to address the need for the wholesale replacement of approximately 2/3rds of the pavement that makes up the Community Park roadway and parking lots. The goal of the project would be to upgrade 9,112 linear feet of road surface and restore the pavement over 8 separate parking areas within the facility.

Redesigning the roadway is a prominent feature in the Community Park Master Plan. The new roadway would eliminate the cumbersome one-way system currently in place and effectively establish a two-way configuration that will better facilitate the multitude of program activities taking place in the park.

Parks Department – Community Park Tennis Court Rehabilitation: This project is scheduled to be done during 2011 and has a cost projected at \$171,000. The intent of this project would be to reconstruct 3 of the 6 tennis courts located in the southeast section of the Community Park. The poor conditions of all 6 of the courts are such that the department has elected to prevent further play on them by no longer installing the nets. Corrective action is needed. Fencing modification, tennis and basketball fixture installation, pathway construction and parking lot surface rehabilitation would also occur. More information about this project can be found in Section 2 of this book.

Expo Center Maintenance Shop and Storage Facility: This project would involve the construction of a single pole barn structure with 3,528 sq. ft. of floor space. The building would be similar to the barns present in the livestock display area. Besides a 40' X 41' equipment and vehicle storage area the building would contain both a meeting room and a restroom facility. The structure would also house a 22' X 16' workshop area and would include a 40' X 25' storage area for the 4-H. Total cost of the project is \$330,000 and is scheduled for 2012.

Parks Department – Livestock Barns – scheduled for 2014 at a cost of \$474,000. This project would involve the construction of two - 11,040 sq. ft. open barns with corral type siding. In addition, this project would include the following support elements:

- * Utility Needs
- * Lighting
- * Pedestrian Walkways
- * A 15' X 24' Office/Meeting Room
- * Canopies

In planning for improvements at the site, the Expo Master Plan pinpoints additional barn space as being among the top priorities with regard to facility needs. The present need arises out of the success the County is having in both retaining past horse shows as well as scheduling new ones.

Parks Department Soccer Complex – Southwest Restroom / Shelter Facility: The cost of this project is \$159,000 and is scheduled for 2012. This project would involve the installation of a 312 sq. ft. precast concrete flush toilet restroom building in the south west section of the Community Park Soccer Complex. The facility would accommodate a total of 3 toilets, 1 urinal and 2 sinks. City water and sewer would service the facility.

UW Fox Valley Projects:

UW Fox Valley – Improvements to 1655 University Ave Property – Total cost of this project is \$2,996,000, split even with Outagamie County. Winnebago County, in partnership with Outagamie County, purchased property adjacent to the campus in 2008. Renovation of building space and property is necessary to make full use of the building for classrooms and offices. Upgrades are necessary because of building codes that take effect when there is an ownership change and change in planned use of the property. These improvements are currently scheduled for 2011. More information on this project can be seen in Section 2 of this book.

Replace Boilers - Replace hot water boilers used to heat domestic water and to heat building. The current boilers were installed with original building construction in 1959. The current boilers are very inefficient and have required expensive repairs for several consecutive years. Total project cost is \$480,000, split evenly with Outagamie County and is scheduled for 2012.

Astronomical Observation Facility - This project is to construct an astronomical observing facility having three components: A small telescope observing facility to allow students and the public to directly observe through telescopes; a computer controlled large telescope with a video link to the planetarium for indirect viewing by larger audiences; (3) a set of portable telescopes to enable an off-site outreach program (university funded). The building would cost \$102,000 and be split evenly between Winnebago and Outagamie Counties. The equipment is funded by the University System. No cost to the counties. The project is scheduled for 2015.

Medical Science and Anthropology Lab - The total cost for this project is estimated at \$297,000. Engineering and design would start in 2013 with construction occurring in 2015. Costs of this project are split evenly with Outagamie County. Winnebago County's share of the project would be \$148,500.

This project is to construct a medical sciences and anthropology laboratory to be used by students intending to major in nursing and other health-care professions, and fields of anthropology. The facility will be constructed to serve students enrolled in life sciences along with anthropology and art courses. University funds will be used to equip and staff the facility.

Child Care Center Addition - This project is to provide a parent/teacher conference area, teacher preparation area, and storage space. Cost of this project is \$304,000, split evenly with Outagamie County. Engineering and design would be done in 2014-15 with construction in 2016 (beyond our current planning horizon). Current facilities are inadequate which limits the ability of staff to serve parents and provide the best environment for child learning and growth.

UW Fox Valley - Projects Outside the Planning Horizon:

- Expand the food service and auxiliary facilities - \$4,100,000
- Enlarge a music classroom - \$900,000

C. DIVISIONAL ANALYSIS - SOLID WASTE PROJECTS:

1. PLANNING AND ENVIRONMENT:

The total known cost of capital projects for this division is \$ 3,800,000. All of these projects are for the Solid Waste Department and are funded from accumulated profits from its operations. The projects in this division and proposed year are as follows:

Front End Loader Replacements - Replace two existing L90F loaders with comparable equipment of same size and capacity for loading wastes from the transfer station. This equipment is essential in operating the transfer station. It is used for placing waste materials and recyclable materials within the transfer station. It is equipped with a grapple fork bucket for picking very large loads of waste materials and loading into open topped semi trailers. In the year 2011, when the landfill will close, all waste will flow through the transfer station and consequently this machine and one other will be needed to load out recyclable materials and other wastes. Two replacements are planned, one during 2011 and one during

2012. Each has a cost of about \$220,000. Another loader, the Volvo L70 will also be replaced in 2012 with a L90F at a cost of around \$220,000.

Landfill Gas Engine Generator Replacements – These are engine generators for county facilities. Their possible locations include highway, Huber Center or transfer station. This is part of the landfill gas utilization plan revenue source. Heat recovered would be used to heat other County facilities. There are two generator replacements scheduled during the planning horizon as follows:

- Generator #7, cost = \$2.0 million, scheduled for 2012, includes waste heat recovery system.
- Generator #4 Rebuild - \$250,000, scheduled for 2015.

Cat D6 Dozer Replacement – This is the replacement of an existing D6 Cat Dozer. This machine is used extensively at the landfill. It is used for waste placement, cover placement and sludge cell work. It has extra wide tracks which allow it to be useful in wet unstable areas in the landfill. Its size lends itself to be used on steep side slopes. This is the preferred machine to be used for fine grading of surfaces on final cover work. The cost is around \$290,000 and is scheduled for 2013.

Morbark Wood Grinder Replacement - Replace an existing machine with a new one of comparable size and capacity. Winnebago County Solid Waste accepts waste wood materials at the landfill from all sources. The wood waste is stockpiled and then processed into wood chips using the Morbark horizontal in feed wood grinder. This machine is essential to the landfill operations. The shredded wood waste is hauled into the landfill and used for daily cover, and for stabilizing the roadways in wet weather conditions. This machine processes about 6,000 tons per year. This machine also is rented out to neighboring communities and counties. Winnebago County Solid Waste Department transports this machine with an operator and loader to other sites to provide grinding services. This rental income aids in the overall costs to purchase and operate this machine. The County expects to continue to take in yard wastes at the landfill site, even after this landfill is closed. Alternate usage of the waste wood is expected to be part of this waste stream in the future. The cost of the equipment is \$600,000 and is scheduled for 2014.

SECTION V

PROJECTS NOT INCLUDED IN THE 5-YEAR PLANNING HORIZON

V. PROJECTS NOT INCLUDED IN THE 5-YEAR PLANNING HORIZON

DIVISION / DEPT	PROJECT DESCRIPTION	Outside Planning Horizon	Explanation
Admin	Courthouse remodeling	\$ 2,975,000	This is the part scheduled for 2016
UW Fox Valley	Expand Food Service and Auxiliary Facilities	4,100,000	No specific year requested. Just identified as a future project beyond the planning horizon.
UW Fox Valley	Enlarge Music Classroom	900,000	No specific year requested. Just identified as a future project beyond the planning horizon.

VI. Tables and Charts

See tables and charts that follow in the next section.

SECTION VI

TABLES & CHARTS

Table 1

2011- 2015 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

ALL (EXCLUDING SOLID WASTE)

Revised ---->> 1/4/11 2:06 PM								
DIVISION / DEPT	PROJECT DESCRIPTION	2011	2012	2013	2014	2015	TOTAL	Outside Planning Horizon
	ADMINISTRATION:							
General	Roof maintenance program	324,000	899,000	333,000	259,000	105,000	1,920,000	
	Funds available in capital project fund						-	
	Admin building remodel	280,000					280,000	
	Parking lot surface replacement program	122,000	28,000	186,000			336,000	
	Courthouse remodel			1,150,000	2,975,000	2,975,000	7,100,000	2,975,000
	Facility tuckpointing program	216,000	110,000	110,000	100,000	100,000	636,000	
	Financial Software package	250,000					250,000	
	Total Administration	1,192,000	1,037,000	1,779,000	3,334,000	3,180,000	10,522,000	2,975,000
	PUBLIC SAFETY:							
Sheriff	Radio System Upgrade	5,000,000	8,000,000				13,000,000	
	Jail Expansion			5,000,000	5,000,000		10,000,000	
	Public safety answering point consolidation	250,000	600,000				850,000	
	Computer aided dispatch and modile data computer replacement	187,000					187,000	
	Total Public Safety	5,437,000	8,600,000	5,000,000	5,000,000	-	24,037,000	-
	TRANSPORTATION:							
Highway	CTH F (CTH D in Town Poygan to City of Omro)	692,000					692,000	
	CTH FF (Zoar & FF intersection rebuild)			350,000			350,000	
	CTH FF (STH 21 in Tn Omro to CTH K)	422,000					422,000	
	CTH FF (STH 44 in Tn Utica to Fond du Lac Cty line)		1,375,000				1,375,000	
	CTH G bridge replacement	75,000		437,000			512,000	

DIVISION / DEPT	PROJECT DESCRIPTION	2011	2012	2013	2014	2015	TOTAL	Outside Planning Horizon
	CTH H (CTH AH in Tn Wolf River to Waushara Cty line)		1,350,000				1,350,000	
	CTH I (City Oshkosh limits south to CTH N Tn Black Wolf)					3,000,000	3,000,000	
	Fed, State funding					(1,000,000)	(1,000,000)	
	CTH I (CTH N to CTH Z in Tn Black Wolf)			1,030,000			1,030,000	
	CTH K Bridge over Fox River in Eureka		1,150,000				1,150,000	
	Fed, State funding		(920,000)				(920,000)	
	CTH M (STH 44 to north Fond du Lac county line)		1,375,000				1,375,000	
	CTH M (CTH II Tn Winchester to STH 116 Tn Winneconne)		1,181,000				1,181,000	
	CTH MM (CTH M in Tn Winchester to Richter Ln)	709,000					709,000	
	Roadway approaches to CTH P over STH 441	140,000					140,000	
	CTH T (CTH Y to CTH G)		1,687,000	1,687,000			3,374,000	
	CTH Z (STH 26 to USH 45)				1,200,000	1,200,000	2,400,000	
	Satellite shop - Winchester	250,000					250,000	
	West Side Arterial - Oshkosh					300,000	300,000	
	Annual County Rd paving money to be applied from General Fund	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(1,500,000)	
Airport	Taxiway D apron reconstruction		450,000				450,000	
	Fed, State funding		(360,000)				(360,000)	
	County funding to reimb Fed Runway 18/36 project	200,000					200,000	
	Security perimeter fencing	1,000,000	1,000,000	1,000,000			3,000,000	
	Fed, State funding	(975,000)	(975,000)	(975,000)			(2,925,000)	
	Tax levy	(25,000)	(25,000)	(25,000)			(75,000)	

DIVISION / DEPT	PROJECT DESCRIPTION	2011	2012	2013	2014	2015	TOTAL	Outside Planning Horizon
	Runway snow blower	650,000					650,000	
	Snow removal equipment		435,000	360,000	378,000	400,000	1,573,000	
	Fed, State funding		(348,000)	(288,000)	(302,000)	(320,000)	(1,258,000)	
	Utility extension & infrastructure - NW hanger development	160,000					160,000	
	Land acquisition	1,200,000					1,200,000	
	Reconstruct terminal fixed based operations ramps	1,000,000	1,000,000	1,000,000				
	Fed, State funding	(975,000)	(975,000)	(975,000)				
	Tax levy	(25,000)	(25,000)	(25,000)				
	Total Transportation	4,198,000	7,075,000	3,276,000	976,000	3,280,000	18,805,000	-
	HUMAN SERVICES							
Park View	Park View 50 stall parking lot adjacent to new addition		200,000				200,000	
	Total Human Services	-	200,000	-	-	-	200,000	-
	Education / Recreation							
Parks	Community park road & parking lot repaving			917,000			917,000	
	Community park tennis court rehabilitation	171,000					171,000	
	Expo maintenance shop & storage facility		330,000				330,000	
	Livestock barn				474,000		474,000	
	Soccer Complex - SW Restroom/Shelter Facility		159,000				159,000	
UW Fox Valley	1655 University Ave property renovation	2,996,000					2,996,000	
	Outagamie County funding	(1,498,000)					(1,498,000)	
	Replace boilers (installed 1959)		480,000				480,000	
	Outagamie County funding		(240,000)				(240,000)	

DIVISION / DEPT	PROJECT DESCRIPTION	2011	2012	2013	2014	2015	TOTAL	Outside Planning Horizon
	Astronomical Observation Facility					102,000	102,000	
	Outagamie County funding					(51,000)	(51,000)	
	Medical science and anthropology lab					276,000	276,000	
	Outagamie County funding					(148,000)	(148,000)	
	Expand Food Service and Auxiliary Facilities						-	4,100,000
	Outagamie County funding						-	(2,050,000)
	Enlarge Music Classroom						-	900,000
	Outagamie County funding						-	(450,000)
	Child Care Center Addition					268,000	268,000	
	Outagamie County funding					(134,000)	(134,000)	
	Total Education / Recreation	1,669,000	729,000	917,000	474,000	313,000	4,102,000	2,500,000
	Required Borrowing for Levy Supported Projects	\$ 12,496,000	\$ 17,641,000	\$ 10,972,000	\$ 9,784,000	\$ 6,773,000	\$ 57,666,000	\$ 5,475,000

Table 2

2011 - 2015 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

SOLID WASTE DEPARTMENT

DEPARTMENT	PROJECT DESCRIPTION	2011	2012	2013	2014	2015	TOTAL
Solid Waste	Volvo L90F Front End Loader Replacement	220,000					220,000
	Volvo L90F Front End Loader New		220,000				220,000
	LFG Engine/Generator #7 Installation		2,000,000				2,000,000
	Replace Volvo L70 Front End Loader with a new L90F		220,000				220,000
	Cat D6 Dozer Replacement			290,000			290,000
	Morbark Wood Grinder Replacement				600,000		600,000
	Engine/Generator #4 Rebuild					250,000	250,000
	Fund Balance Applied to all projects	(220,000)	(2,440,000)	(290,000)	(600,000)	(250,000)	(3,800,000)
	Required borrowing for non-levy supported projects	-	-	-	-	-	-
	Required borrowing for levy and non-levy projects	12,496,000	17,641,000	10,972,000	9,784,000	6,773,000	57,666,000

Table 3
WINNEBAGO COUNTY
OUTSTANDING INDEBTEDNESS - ALL

(Includes Solid Waste and Highway Debt because they are included in Debt Limit Calculations)

Notes:	ISSUE DATE	MATURITY DATE	NET EFFECTIVE INTEREST RATE	OUTSTANDING 12/31/10	2011 PRINCIPAL PAID	2011 NEW DEBT	12/31/11 OUTSTANDING DEBT (Projected)
General Obligation Refunding Bonds, Series 2003B - refunding 2003 NAN's	03/01/03	04/01/2019	5.2704%	854,000	75,000		779,000
General Obligation Notes, Series 2003D	12/01/03	04/01/2013	3.0183%	1,375,000	400,000		975,000
General Obligation Refunding Bonds, Series 2004B - refunding State Trust Fund Loan 2003	04/15/04	04/01/2020	4.5690%	4,280,000	259,000		4,021,000
General Obligation Notes, Series 2005B	10/01/05	04/01/2015	3.4619%	1,310,000	240,000		1,070,000
General Obligation Notes, Series 2006A	09/01/06	04/01/2016	4.5000%	15,535,000	3,275,000		12,260,000
General Obligation Notes, Series 2007A	10/09/07	10/01/2017	3.7024%	2,830,000	355,000		2,475,000
General Obligation Notes, Series 2008A	10/01/08	10/01/2018	4.0700%	4,785,000	465,000		4,320,000
General Obligation Refunding Notes, Series 2009A	02/01/09	04/01/2011	1.7200%	1,525,000	1,525,000		-
Taxable Gen Oblig (Build America Bonds) Series 2009B	11/10/09	04/01/2019	2.9900%	3,170,000	40,000		3,130,000
Taxable Recovery Zone Economic Devel Bonds (State Trust Fund Loan) Series 2009C	11/10/09	04/01/2019	2.4700%	2,393,000	226,000		2,167,000
General Obligation Refunding Notes Series 2010A	01/19/10	04/01/2012	2.0000%	7,815,000	3,875,000		3,940,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	12,875,000	500,000		12,375,000
NEW ISSUES - 2011:							
General Obligation Notes Series 2011A	10/01/11	10/01/2021	4.0000%			12,500,000	12,500,000
GRAND TOTALS				<u>\$ 58,747,000</u>	<u>\$ 11,235,000</u>	<u>\$ 12,500,000</u>	<u>\$ 60,012,000</u>

Table 4
Governmental Fund Debt
Descriptions of Issues

Issue	Description
2003 B	The 2003B bonding was for the purpose of refunding the Note Anticipation Notes that were issued January 8, 2003 for the purpose of paying the cost of financing the balance of the County's unfunded prior service liability contributions under the Wisconsin Retirement System. This excludes the portion associated with the Solid Waste and Highway Departments. Their proportionate share of the debt shows up under non-levy supported debt.
2003 D	The 2003 D bonding was to pay for costs of courthouse security, public safety system, CTH JJ and K, a replacement generator for Park View Health Center and for a restroom / shower and animal wash rack facility at the Parks Exposition Center.
2004 B	The 2004B bonding was to refund The State Trust Fund Loan whose purpose was to pay off Winnebago County's unfunded pension liability balance. This borrowing was limited to \$5 million so Note Anticipation Notes were used to temporarily finance the balance of the liability. This section again excludes the debt related to the Solid Waste and Highway departments.
2005 B	The 2005B bonding is for the Facility Roof Replacement, Public Safety System, County Highways Y and M, and Park View Health Center Facility.
2006 A	The 2006A bonding was for parking lot resurfacing, roof replacements, courthouse wheel chair ramp, a Sheriff Dept radio system upgrade and court video conferencing system, road construction and resurfacing projects, and a new nursing home and rehabilitation facility.
2007 A	The 2007 A bonding will be done for parking lot resurfacing, telephone system upgrade, Sheriff radio system upgrade, county road resurfacing and construction, renovation of a nursing home building for office use, a noise barrier around pit area at the County race track and a new communication arts facility at our UW Fox Valley campus.
2008A	The 2008 A bonding will be done for a new or remodeled building for additional office and other department space, roof and parking lot capital improvements, road improvements, HVAC and door replacements, County road resurfacing or reconstruction capital expenditures.

Governmental Fund Debt

Descriptions of Issues

Issue	Description
2009A	Refunding of Series 2000A and 2001B. Series 2000A was for the purchase of the Williams Property, Outdoor Warning Siren System and County Highways JJ, A, and Y. Series 2001B was for the Roof Replacement Program, Law Enforcement Center, Transmitter Site Improvements, Public Safety System, County Roads JJ & Y, Airport Fire Truck Replacement, Portable Aircraft Storage Hangers, Park View Nurse Call System, Quick Chill Food Delivery System, and the UW Fox Valley Classroom Upgrade.
2009B Build America Bonds	This borrowing is for air conditioning the equipment room in the jail, various county road resurfacing projects, engineering costs for a satellite Highway facility in Winchester and HVAC and door replacement at the County Expo Center.
2009C Recovery Zone Notes	This borrowing is for various road resurfacing projects and an airport rescue and fire fighting vehicle.
2010 A	This borrowing was to refinance the Series 2002A notes. The 2002A bonding was for the Roof Replacement Program, Law Enforcement Center, Transmitter Site Improvements, Public Safety System, County Highways JJ, K & A, County Highway Bridges E & D, PVHC Nurse Call System and Fiber Optic Cabling along County Rd A.
2010 B	This financing is for various projects including; demolition of old nursing home facilities, parking lot resurfacing, Info Sys Hub relocation, central dictation system, purchase and remodeling of the B'Gosh properties in downtown Oshkosh, new financial software, Fairview tower fiber installation, various road resurfacing projects, Expo Center air conditioning and UW Fox Valley parking lot resurfacing.
2011 A	This borrowing is for various projects including; roof replacements, remodeling of the county administration building, resurfacing a parking lot, financial accounting software, Sheriff Department radio system upgrade / replacement, computer aided dispatch and mobile data computer replacement, community park tennis court rehabilitation, UW Fox Valley Engineering Building remodeling and renovation and various road resurfacing projects.

Table 4
Principal Payment Schedule - Governmental Fund Debt

(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011A	Total
2011	68	400	236	240	3,275	355	465	1,525	40	226	3,875	450	-	11,155
2012	73	400	273	250	2,235	370	545		355	248	3,940	1,151	402	10,242
2013	77	575	315	260	2,340	385	565		365	255		1,164	908	7,209
2014	82		355	275	2,445	405	590		370	261		1,182	944	6,909
2015	87		404	285	2,560	420	615		385	268		1,205	984	7,213
2016	92		456		2,680	440	640		395	273		1,227	1,024	7,227
2017	96		514			455	670		405	281		1,254	1,064	4,739
2018	101		574				695		420	287		1,281	1,108	4,466
2019	105		642						435	294		1,313	1,157	3,946
2020			127						-			1,348	1,201	2,676
2021									-				1,248	1,248
Totals	781	1,375	3,896	1,310	15,535	2,830	4,785	1,525	3,170	2,393	7,815	11,575	10,040	67,030
Less 2011 principal retirement														(11,155)
Net outstanding projected 12/31/11														55,875

Table 5
Interest Payment Schedule - Governmental Fund Debt
(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011A	Total
2011	39	38	174	42	573	99	149	17	108	138	98	203		1,678
2012	35	26	164	33	459	86	137		104	98	30	215	394	1,781
2013	32	9	151	24	365	72	120		96	86		200	368	1,523
2014	27		137	15	266	57	103		86	76		183	330	1,280
2015	23		120	5	163	47	84		74	63		163	292	1,034
2016	18		101		56	25	62		61	51		139	252	765
2017	14		77			9	39		45	39		114	210	547
2018	9		52				13		28	26		85	166	379
2019	3		22						10	13		53	121	222
2020			3									18	74	95
2021													24	24
Totals	200	73	1,001	119	1,882	395	707	17	612	590	128	1,373	2,231	9,328

Table 6
Total Payment Schedule - Governmental Fund Debt
(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011A	Total
2011	107	438	410	282	3,848	454	614	1,542	148	364	3,973	653	-	12,833
2012	108	426	437	283	2,694	456	682	-	459	346	3,970	1,366	796	12,023
2013	109	584	466	284	2,705	457	685	-	461	341	-	1,364	1,276	8,732
2014	109	-	492	290	2,711	462	693	-	456	337	-	1,365	1,274	8,189
2015	110	-	524	290	2,723	467	699	-	459	331	-	1,368	1,276	8,247
2016	110	-	557	-	2,736	465	702	-	456	324	-	1,366	1,276	7,992
2017	110	-	591	-	-	464	709	-	450	320	-	1,368	1,274	5,286
2018	110	-	626	-	-	-	708	-	448	313	-	1,366	1,274	4,845
2019	108	-	664	-	-	-	-	-	445	307	-	1,366	1,278	4,168
2020	-	-	130	-	-	-	-	-	-	-	-	1,366	1,275	2,771
2021	-	-	-	-	-	-	-	-	-	-	-	-	1,272	1,272
Totals	981	1,448	4,897	1,429	17,417	3,225	5,492	1,542	3,782	2,983	7,943	12,948	12,271	76,358

Table 7
Proprietary Fund Debt
Descriptions of Issues

Issue	Description
2003 B	The 2003 B bonding was done to refinance Note Anticipation Notes that were used to refinance the pension past service unfunded liability balance associated with the Solid Waste and Highway Departments.
2004 B	The 2004 B bonding was done to refinance the State Trust Fund Loan which paid off the balance of the pension past service unfunded liability, again associated with the Solid Waste and Highway Departments.
2010 B	This borrowing was for a therapy room / storage facility addition on the Park View Health Center facility
2011 A	This borrowing is for the Highway Department Satellite Shop in Winchester, Airport equipment and land acquisition and runway improvements.

Table 7
Principal Payment Schedule - Proprietary Fund Debt
(In Thousands)

Year	2003 B	2004 B	2010 B	2011A	Total
2011	7	23	50	-	80
2012	7	27	129	97	260
2013	8	31	131	222	392
2014	8	35	133	231	407
2015	8	39	135	242	424
2016	9	44	138	251	442
2017	9	50	141	261	461
2018	10	56	144	272	482
2019	11	63	147	284	505
2020		12	152	294	458
2021				306	306
Totals	<u>77</u>	<u>380</u>	<u>1,300</u>	<u>2,460</u>	<u>4,217</u>
					(80)
					<u>4,137</u>

Less 2011 principal retirement

Net outstanding projected 12/31/11

Table 8
Interest Payment Schedule - Proprietary Fund Debt
(In Thousands)

Year	2003 B	2004 B	2010 B	2011A	Total
2011	4	17	23	-	44
2012	4	16	24	97	141
2013	3	15	22	90	130
2014	3	13	20	81	117
2015	3	12	18	71	104
2016	1	10	16	62	89
2017	1	8	13	51	73
2018	1	5	10	41	57
2019		3	6	30	39
2020			2	18	20
2021				6	6
Totals	<u>20</u>	<u>99</u>	<u>154</u>	<u>547</u>	<u>820</u>

Table 9
Total Payment Schedule - Proprietary Fund Debt
(In Thousands)

Year	2003 B	2004 B	2010 B	2011A	Total
2011	11	40	73	-	124
2012	11	43	153	194	401
2013	11	46	153	312	522
2014	11	48	153	312	524
2015	11	51	153	313	528
2016	10	54	154	313	531
2017	10	58	154	312	534
2018	11	61	154	313	539
2019	11	66	153	314	544
2020	-	12	154	312	478
2021	-	-	-	312	312
Totals	<u>97</u>	<u>479</u>	<u>1,454</u>	<u>3,007</u>	<u>5,037</u>

Table 10
Principal Payment Schedule - All Debt
(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011 A	Total
2011	75	400	259	240	3,275	355	465	1,525	40	226	3,875	500	-	11,235
2012	80	400	300	250	2,235	370	545	-	355	248	3,940	1,280	499	10,502
2013	85	575	346	260	2,340	385	565	-	365	255	-	1,295	1,130	7,601
2014	90	-	390	275	2,445	405	590	-	370	261	-	1,315	1,175	7,316
2015	95	-	443	285	2,560	420	615	-	385	268	-	1,340	1,226	7,637
2016	101	-	500	-	2,680	440	640	-	395	273	-	1,365	1,275	7,669
2017	105	-	564	-	-	455	670	-	405	281	-	1,395	1,325	5,200
2018	111	-	630	-	-	-	695	-	420	287	-	1,425	1,380	4,948
2019	116	-	705	-	-	-	-	-	435	294	-	1,460	1,441	4,451
2020	-	-	139	-	-	-	-	-	-	-	-	1,500	1,495	3,134
2021	-	-	-	-	-	-	-	-	-	-	-	-	1,554	1,554
Totals	858	1,375	4,276	1,310	15,535	2,830	4,785	1,525	3,170	2,393	7,815	12,875	12,500	71,247
Less 2011 principal retirement														(11,235)
Net outstanding projected 12/31/11														60,012

Table 11
Interest Payment Schedule - All Debt
(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011 A	Total
2011	43	38	191	42	573	99	149	17	108	138	98	226	-	1,722
2012	39	26	180	33	459	86	137	-	104	98	30	239	491	1,922
2013	35	9	166	24	365	72	120	-	96	86	-	222	458	1,653
2014	30	-	150	15	266	57	103	-	86	76	-	203	411	1,397
2015	26	-	132	5	163	47	84	-	74	63	-	181	363	1,138
2016	19	-	111	-	56	25	62	-	61	51	-	155	314	854
2017	15	-	85	-	-	9	39	-	45	39	-	127	261	620
2018	10	-	57	-	-	-	13	-	28	26	-	95	207	436
2019	3	-	25	-	-	-	-	-	10	13	-	59	151	261
2020	-	-	3	-	-	-	-	-	-	-	-	20	92	115
2021	-	-	-	-	-	-	-	-	-	-	-	-	30	30
Totals	220	73	1,100	119	1,882	395	707	17	612	590	128	1,527	2,778	10,148

Table 12
Total Payment Schedule - All Debt
(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	2011 A	Total
2011	118	438	450	282	3,848	454	614	1,542	148	364	3,973	726	-	12,957
2012	119	426	480	283	2,694	456	682	-	459	346	3,970	1,519	990	12,424
2013	120	584	512	284	2,705	457	685	-	461	341	-	1,517	1,588	9,254
2014	120	-	540	290	2,711	462	693	-	456	337	-	1,518	1,586	8,713
2015	121	-	575	290	2,723	467	699	-	459	331	-	1,521	1,589	8,775
2016	120	-	611	-	2,736	465	702	-	456	324	-	1,520	1,589	8,523
2017	120	-	649	-	-	464	709	-	450	320	-	1,522	1,586	5,820
2018	121	-	687	-	-	-	708	-	448	313	-	1,520	1,587	5,384
2019	119	-	730	-	-	-	-	-	445	307	-	1,519	1,592	4,712
2020	-	-	142	-	-	-	-	-	-	-	-	1,520	1,587	3,249
2021	-	-	-	-	-	-	-	-	-	-	-	-	1,584	1,584
Totals	1,078	1,448	5,376	1,429	17,417	3,225	5,492	1,542	3,782	2,983	7,943	14,402	15,278	81,395

Table 13
WINNEBAGO COUNTY, WISCONSIN
INDEBTEDNESS LIMITATIONS (Dollars in thousands)
DECEMBER 31, 2011 (Projected)

LEGAL DEBT LIMIT

Chapter 67, section .03 of Wisconsin Statutes reads: The aggregate amount of indebtedness, including existing indebtedness of any municipality shall not exceed 5% of the value of the taxable property located therein as equalized for State purposes.

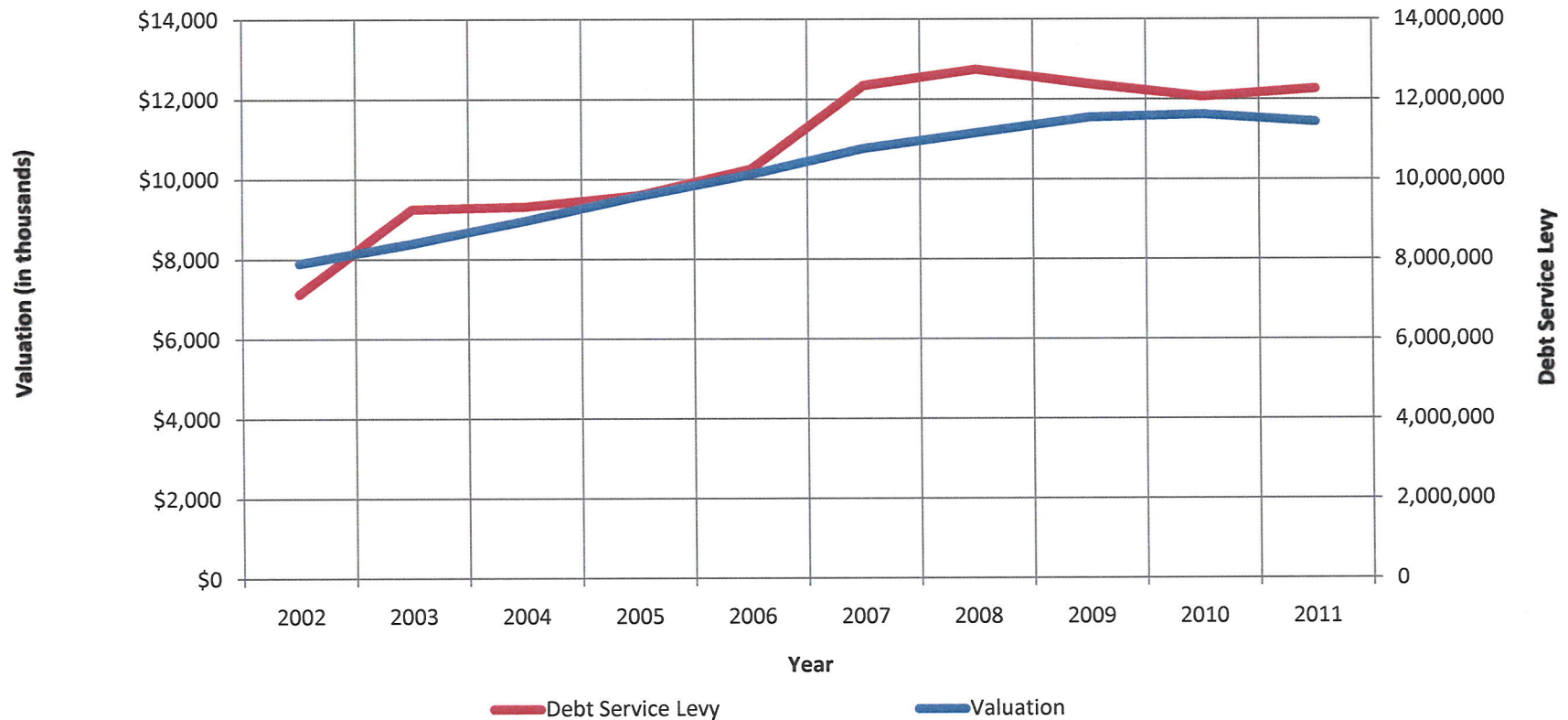
2010

For Winnebago County (includes TIF Districts)	\$ <u>11,916,964</u>
Debt Limit at 5%	595,848
Debt outstanding as of December 31, 2011 (projected)	60,012
Percent of debt limit used	<u>10.07%</u>
Remaining Debt Margin	\$ <u>535,836</u>

INFORMATION ON COUNTY TAX RATE AND DEBT SERVICE RATE:

YEAR	EQUALIZED VALUE (000) (TID OUT)	<u>TAX LEVY (in thousands)</u>		<u>TAX RATE</u>	
		TOTAL DEBT SERVICE		TOTAL	DEBT SERVICE
2001	7,436,745	39,786	6,061	5.35	0.82
2002	7,901,354	45,002	7,128	5.70	0.90
2003	8,392,125	48,481	9,254	5.78	1.10
2004	8,961,053	50,372	9,317	5.62	1.04
2005	9,581,695	54,400	9,600	5.68	1.00
2006	10,123,586	56,551	10,258	5.59	1.01
2007	10,772,552	60,722	12,340	5.64	1.15
2008	11,163,115	63,878	12,745	5.72	1.14
2009	11,546,865	66,013	12,381	5.72	1.07
2010	11,617,689	67,791	12,069	5.84	1.04
2011	11,439,687	68,746	12,263	6.01	1.07

Chart 1
Growth in Valuation Vs Growth in Debt Levy



Note: This chart shows that the debt service levy is growing at about the same rate as property values. It shows that we schedule debt repayment using a level debt service philosophy. It keeps the tax rate for debt service relatively level with the growth in valuation, although we have allowed it to grow slowly in the past. Keeping the tax rate relatively level prevents large spikes up and down in taxpayers property tax bills.

Chart 2
Governmental Fund Debt Current and Future Payments

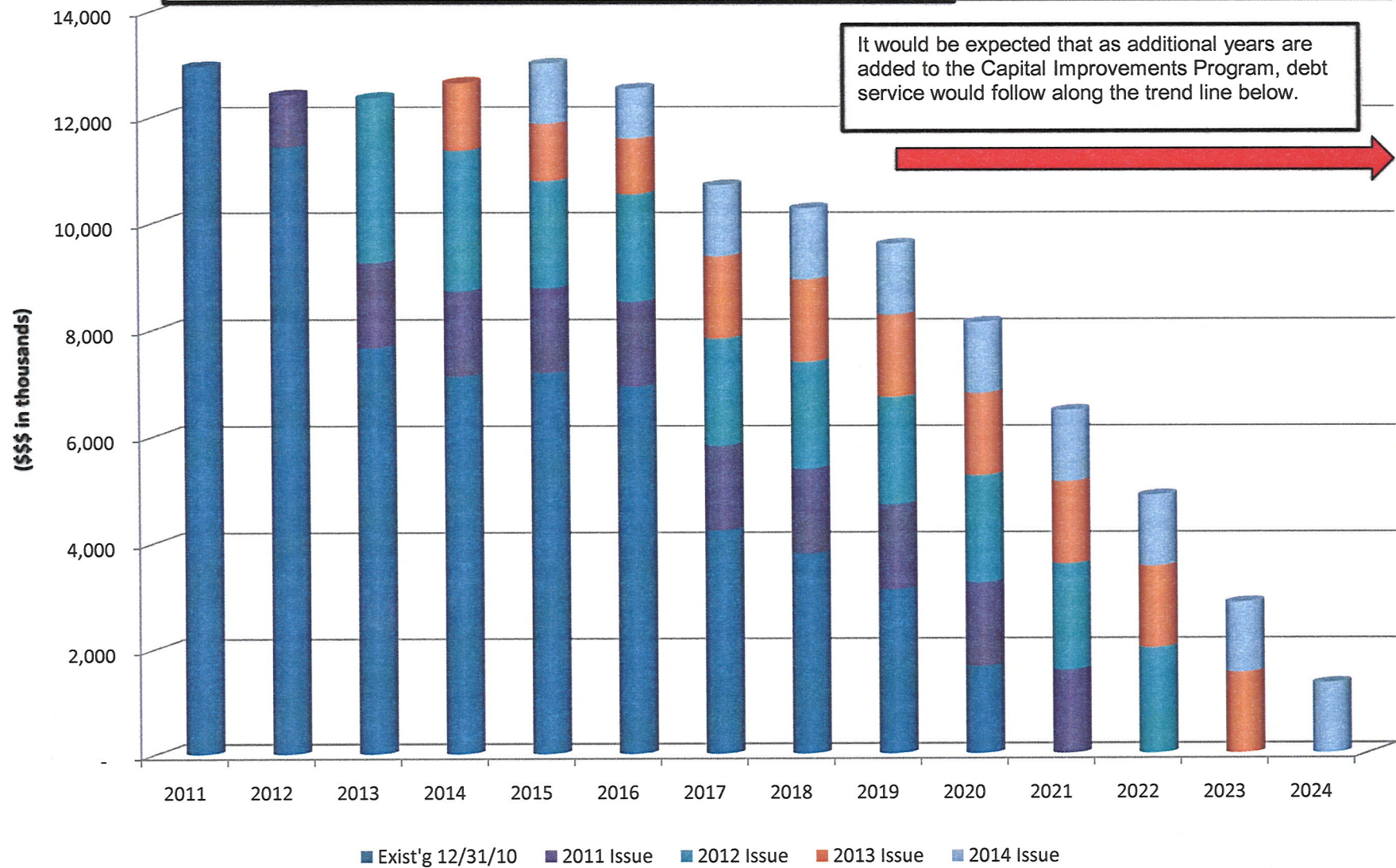


Chart 3
Proprietary Fund Debt Service

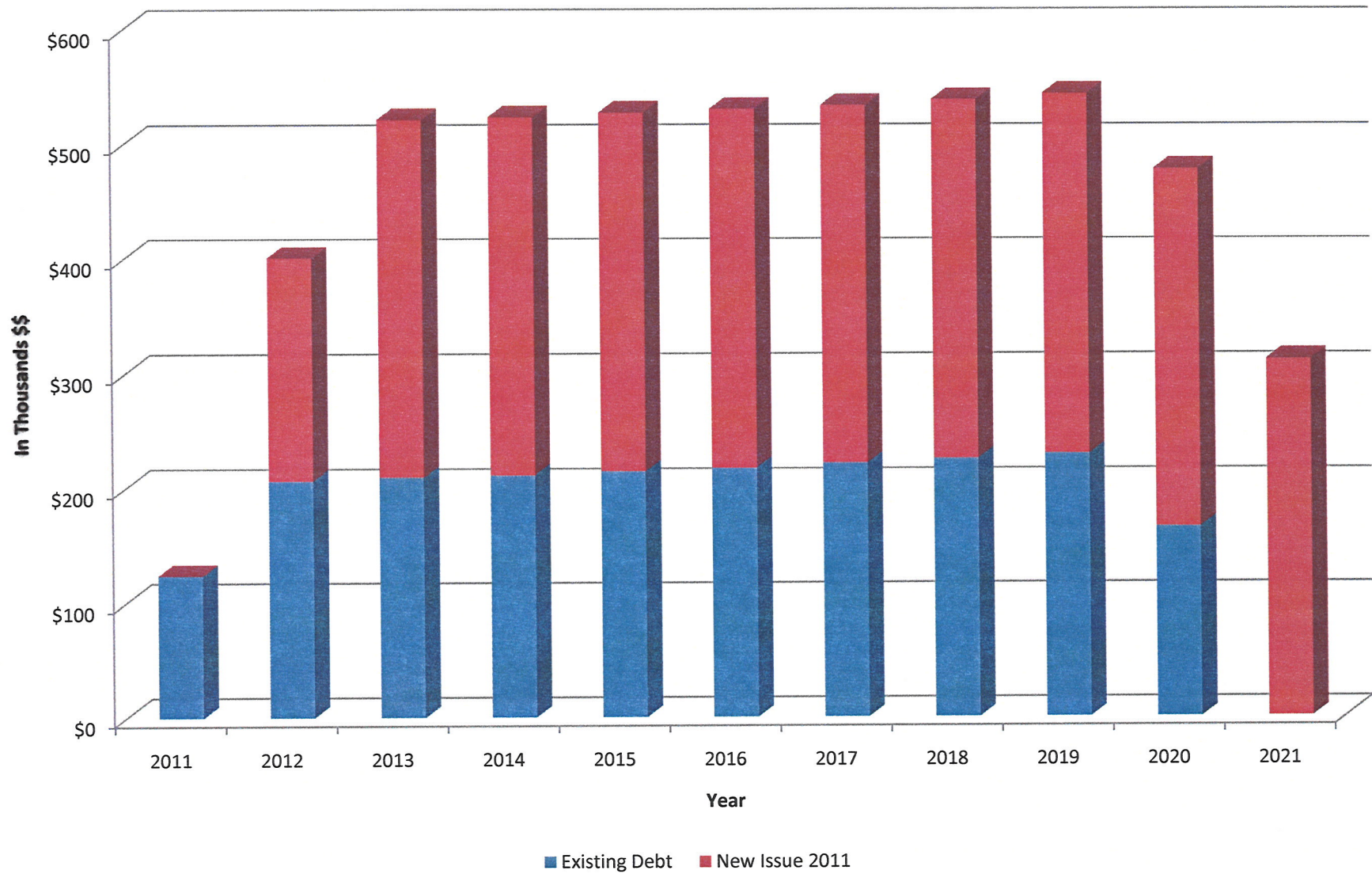
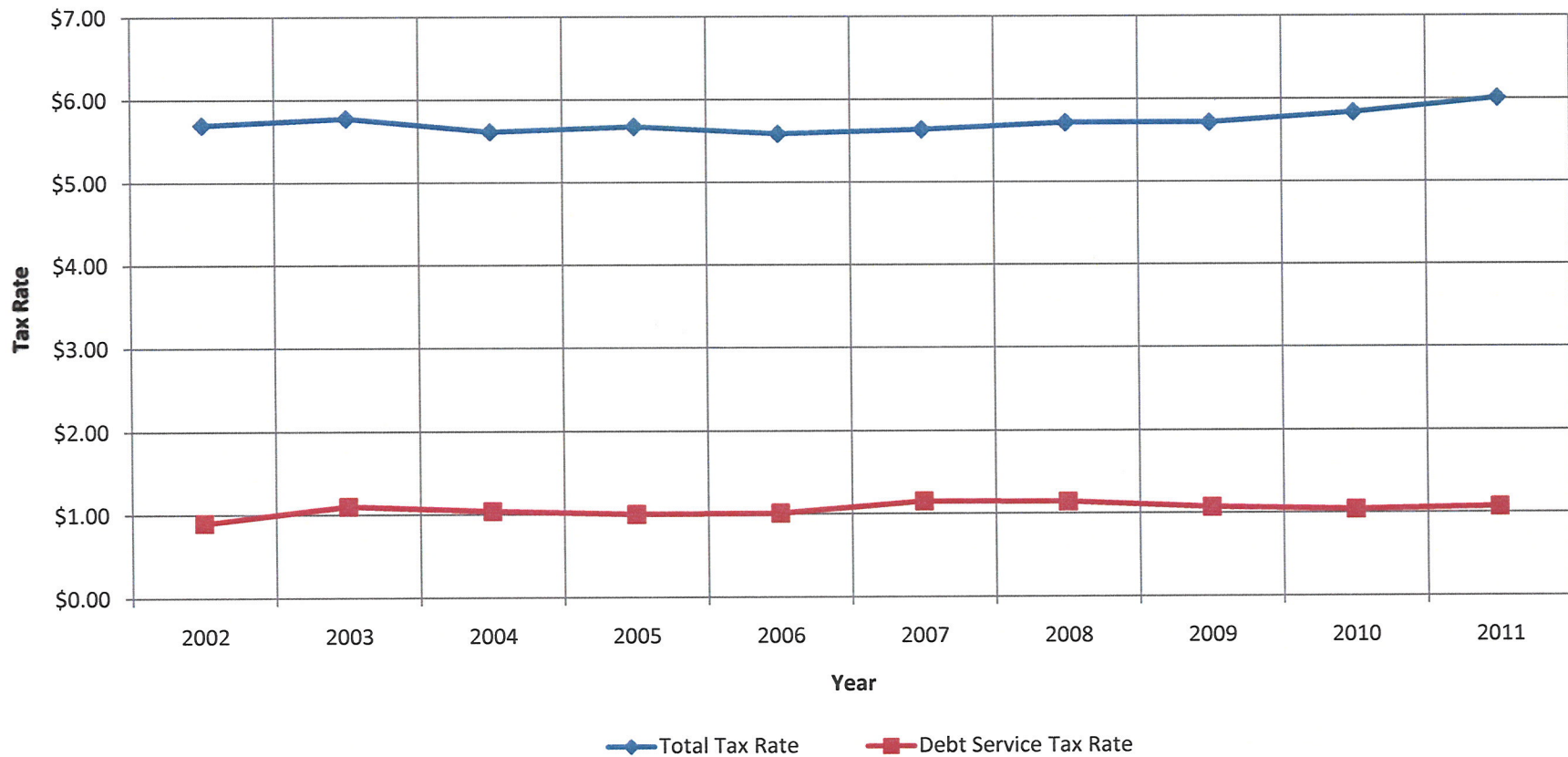


Chart 4
Tax Rate Information - Historical



Note: this chart shows that both the overall tax rate and debt service rate remain relatively flat. It means that both total spending as well as debt service are growing at about the same rate as valuation.

Chart 5

Debt Service Tax Rate - Current & Future Years

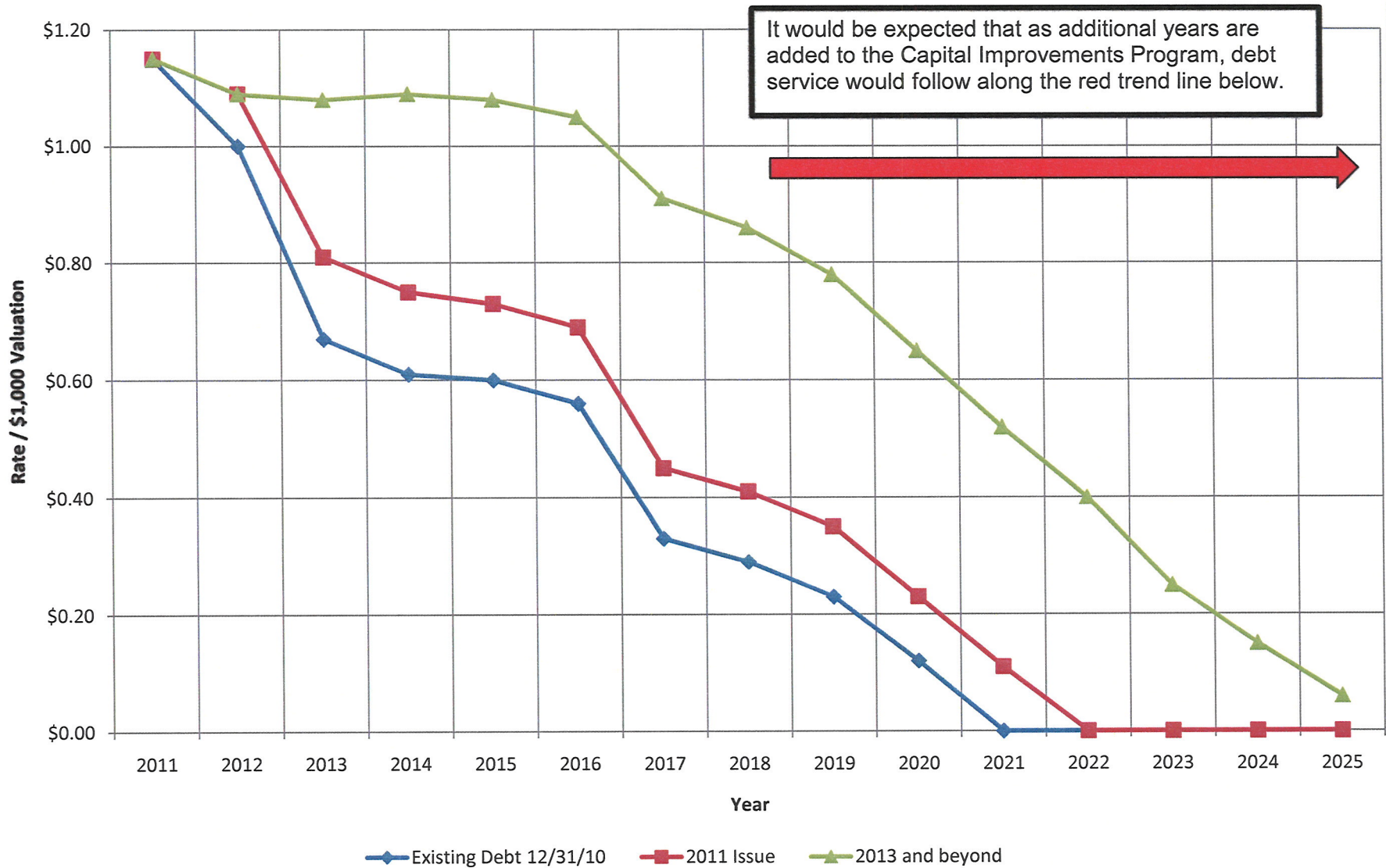
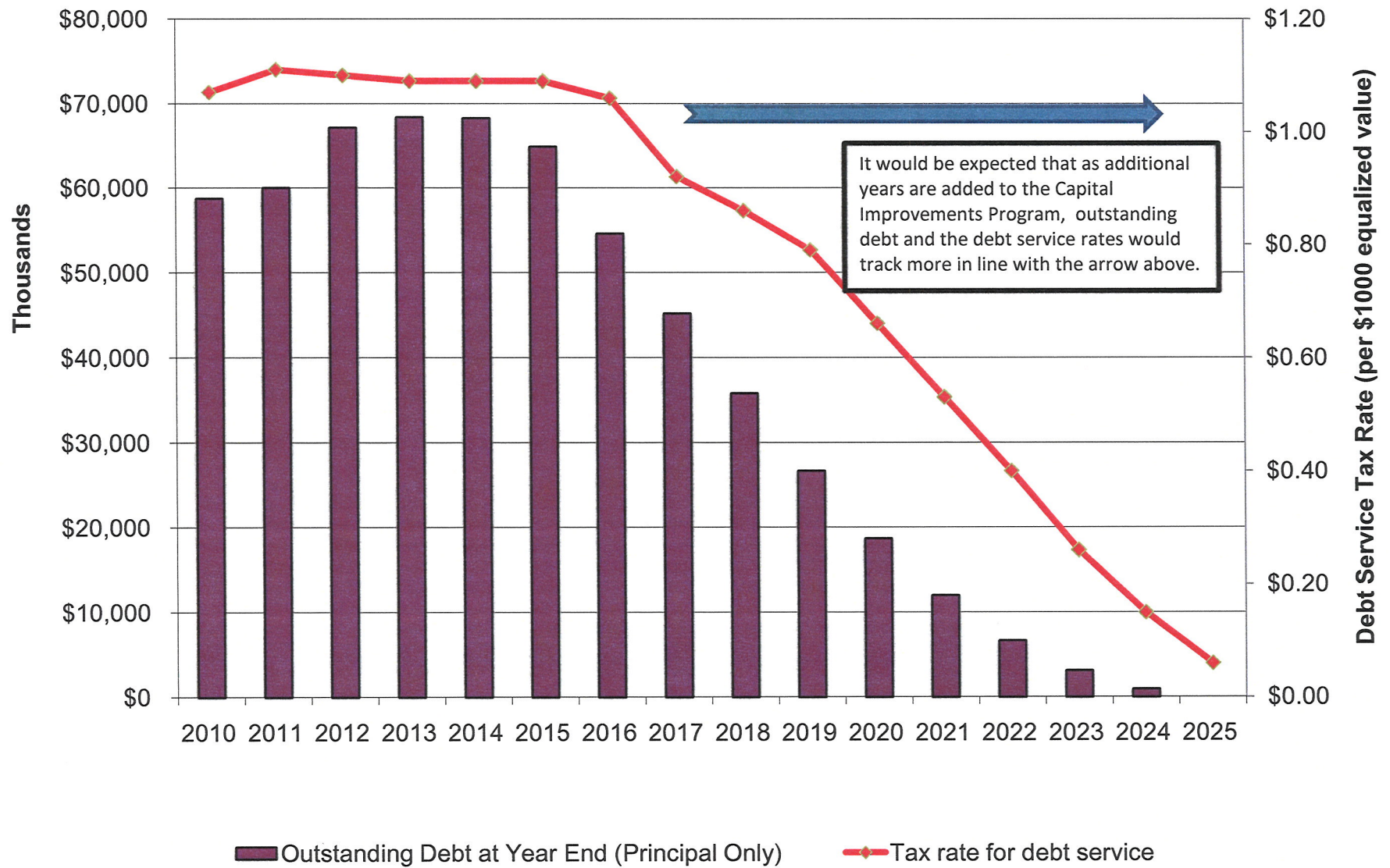


Chart 6
WINNEBAGO COUNTY
Outstanding Debt at Year End (Principal Only)



SECTION VII

APPENDICES

WINNEBAGO COUNTY, WISCONSIN
CAPITAL PROJECT REQUEST

(Edit cells in rows 5-8 and add appropriate data. Do not override the titles in these cells.)

Department: _____

Project title: _____

Department head: _____

Contact: _____

Project Description: (Attach additional sheets as needed and label as Attachment 1): _____

Relationship to other projects and plans: (Attach additional sheets as needed and label as Attachment 2):

Justification and alternatives considered: (Attach additional sheets as needed and lable as Attachment 3):

CAPITAL PROJECT REQUEST

Project Name --->>

ANTICIPATED PROJECT COSTS AND SOURCES OF FUNDS:

COSTS AND FUNDS BY YEAR								
	<u>Prior years</u>	<u>2011</u>	<u>2013</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Beyond</u>	<u>Total</u>
<u>PROJECT COST'S</u>								
Planning, Design, Engineering								-
Land Purchase								-
Construction								-
Equipment								-
Other								-
TOTAL	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>PROJECT FUNDS</u>								
Current Revenue								-
Tax Levy								-
Borrowing (Bonds or Notes)		-						-
Revenue Bonds								-
Federal or State Funds								-
Other (specify)								-
TOTAL	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

Project Name.....

Contact Person:

Cost Benefit Analysis

Explanation

Amounts

Costs avoided:

--

Costs eliminated:

--

Cost of new equip / etc.

--

Annual operating cost of new equip / etc.

--