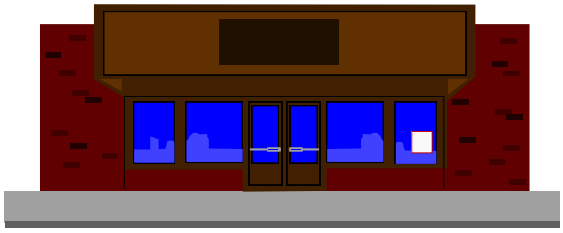
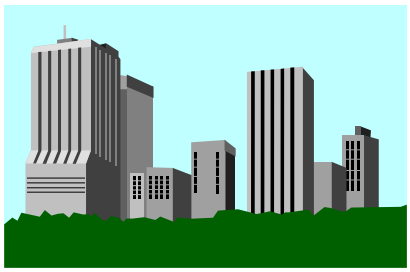
WINNEBAGO COUNTY, WISCONSIN

EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

2015 – 2019





Mark Harris
County Executive

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Winnebago County
Office of the County Executive

The Wave of the Future

January 2015
WINNEBAGO COUNTY, WISCONSIN
2015-2019
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2015-2019 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 2015 to 2019. 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 considered 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. Inclusion in the capital improvements plan does not imply that I expect that all of the projects will move forward in the period indicated. If all of the projects are approved as scheduled, our debt service levy will increase.

Detailed information is provided on those projects, which will require funding during 2015. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2015 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 L. Harris

Mark Harris
Winnebago County Executive

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SECTION I

INTRODUCTION

I. INTRODUCTION:

The 2015 - 2019 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 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

2015

BONDING

II. 2015 BONDING:

A. SUMMARY

Total bonding for capital projects to be included in the 2015 bond issue equals $9,085,000. Projects are shown below with bonding requirements:

DIVISION	PROJECT DESCRIPTION	COST PLANNING HORIZON	PROJECTED BONDING 2015	REF
General	Roof maintenance program	$ 2,692,000	$ 984,000	1
	Courthouse window replacement	1,104,000	1,104,000	2
	Courthouse security addition	1,960,000	127,000	3
	Computerized maintenance management system upgrade	113,000	113,000	4
	Courthouse deck reconstruction	865,000	865,000	5
	Masonry maintenance program	550,000	110,000	6
	Asphalt replacement program	905,000	243,000	7
Sheriff	911 phone system replacement	204,000	204,000	8
Clerk Courts	Department consolidation and remodeling	225,000	225,000	9
Highway	CHT BB (Cold Spring Rd to STH 76)	1,000,000	1,000,000	10
	CTH CB Improve Intersection (CTH CB & Oakridge)	870,000	100,000	11
	CTH F (Omro to CTH K)	500,000	500,000	12
	County G Bridge Reconstruction	560,000	10,000	13
	CTH I reconstruction (35th St City Limits to Ripple Rd)	1,325,000	25,000	14
	CTH I (CTH N north to Ripple Rd)	500,000	500,000	15
	CTH N (CTH I to USH 41)	800,000	800,000	16
	CTH Z Milling and Paving (CTH I to STH 26)	900,000	900,000	17
	Traffic signal replacements	300,000	300,000	18
Airport	Airport terminal building replacement	5,300,000	300,000	19
	Aviation business park taxiway	2,038,000	21,000	20
	Taxiway B reconstruction	5,500,000	275,000	21
Park View	Park View 50 stall parking lot adjacent to new addition	209,000	209,000	22
UW Fox	Repair exterior wall structure at library	216,000	108,000	23
	Steam boiler conversion	275,000	12,000	24
	Debt issue costs		50,000	
	Total Levy Supported Projects - Borrowing	$ 28,911,000	$ 9,085,000	

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

B. PROJECT DETAIL - 2015 BONDING:

This section presents detailed information on each of the projects included in the 2015 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2015 Bonding:

This refers to the financial requirements of the project to be met through the 2015 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.

C. PROJECT DESCRIPTIONS – PROJECTS REQUIRING FUNDING DURING 2015:

Projects and descriptions start on next page.

1. Roof Maintenance Program

A, PROPOSED 2015 BONDING - $ 984,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 73,000	$ 11,000	$ 15,000	$ 23,000	$ 77,000	$ 199,000
Replacements:						-
Highway shop	911,000					911,000
Coughlin building		143,000				143,000
Work release center			184,000			184,000
Services				288,000		288,000
Exposition center					967,000	967,000
						-
Total costs	$ 984,000	$ 154,000	$ 199,000	$ 311,000	$ 1,044,000	$ 2,692,000
PROJECT FUNDS:						
G.O.Bonds or notes	984,000	154,000	199,000	311,000	1,044,000	2,692,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 984,000	$ 154,000	$ 199,000	$ 311,000	$ 1,044,000	$ 2,692,000

C. DECRIPTION AND JUSTIFICATION:

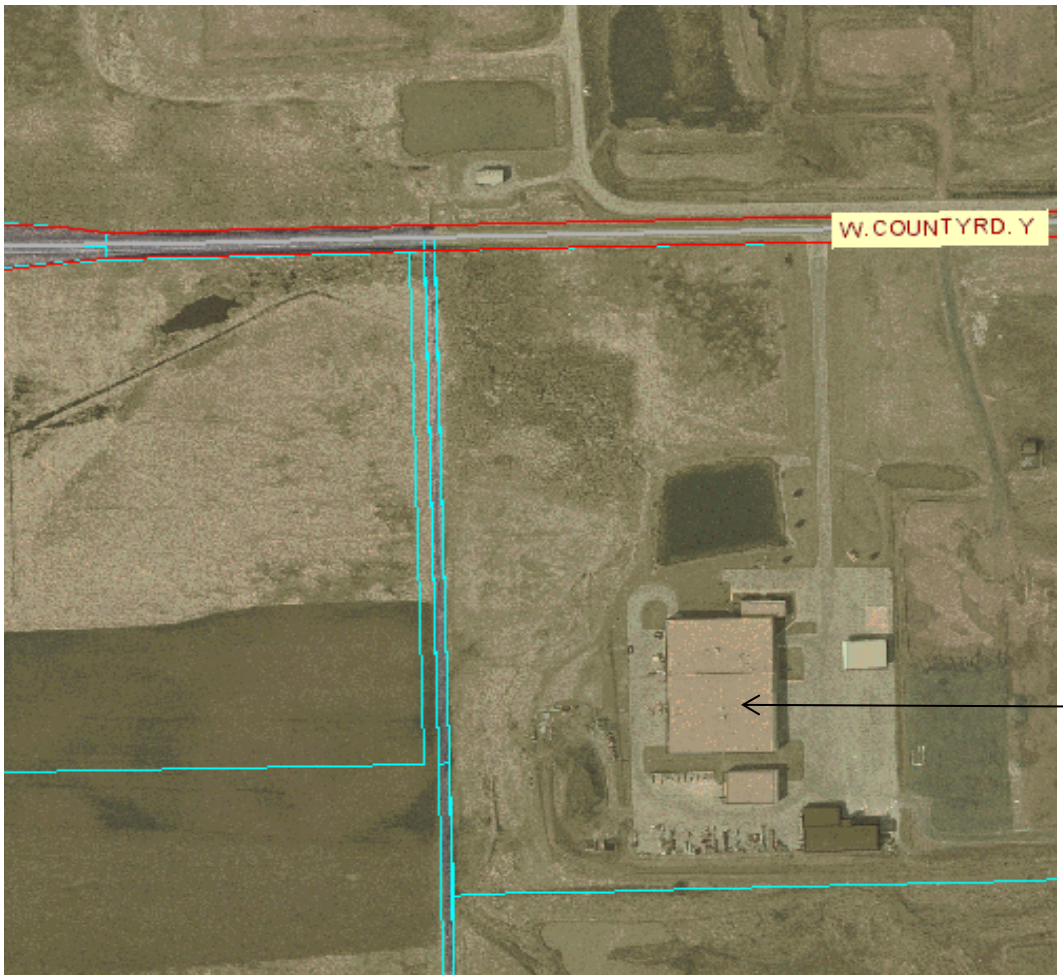
Project Description: This project is to replace the roof surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential roof problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs or replacement. The goal of this program is to maximize the life of the roofs 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, 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 can result in having roofs 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 roof replacement program. This program will identify potential roof problems before they occur. Repairs or replacement 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. This is the course of action we are recommending.



Highway Shop Roof Replacement

2. Courthouse Window Replacement

A, PROPOSED 2015 BONDING - $ 1,104,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 90,000					$ 90,000
Land purchase						-
Construction	1,014,000					1,014,000
Equipment						-
Other						-
Total costs	1,104,000	-	-	-	-	1,104,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,104,000	-	-	-	-	1,104,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 1,104,000	$ -	$ -	$ -	$ -	$ 1,104,000

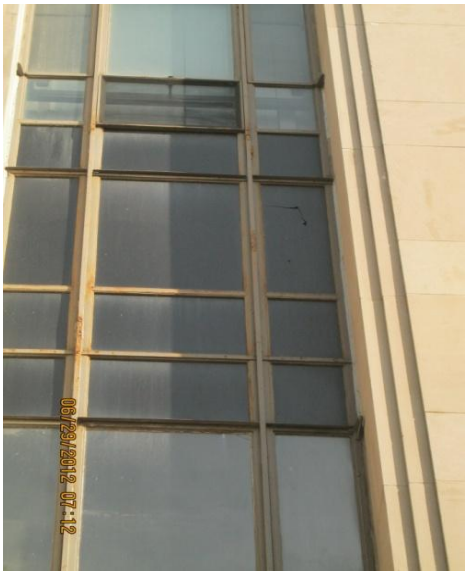
C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is to replace the Courthouse windows. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs may not be sufficient and the windows should be replaced. The interior storm windows have created a void that trapped moisture leading to drywall/plaster damage. In addition, the existing windows are very energy inefficient. This is a two part project. A study was completed to determine the best solution to the window issues. The best solution to the problem is to replace the existing windows with thermal pane windows matching the historic aesthetics of the existing windows.

Relationship to other projects and plans: This project is related to the overall Courthouse remodeling/improvement project. That project is to upgrade spaces, building systems and accessibility needs of the Courthouse.

Justification and alternatives considered: Currently the windows are reaching the point of failure. Allowing the windows to fail will cause a breach of the building envelop leading to interior damage. Failure to complete this project will increase the likelihood of significant damage to the building.

Rusting frames, discolored glass



Glass is breaking due to corrosion in frame compressing the glass

Deteriorated window framing replaced

Interior framing corrosion

3. Courthouse Security Addition

A, PROPOSED 2015 BONDING - $ 127,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

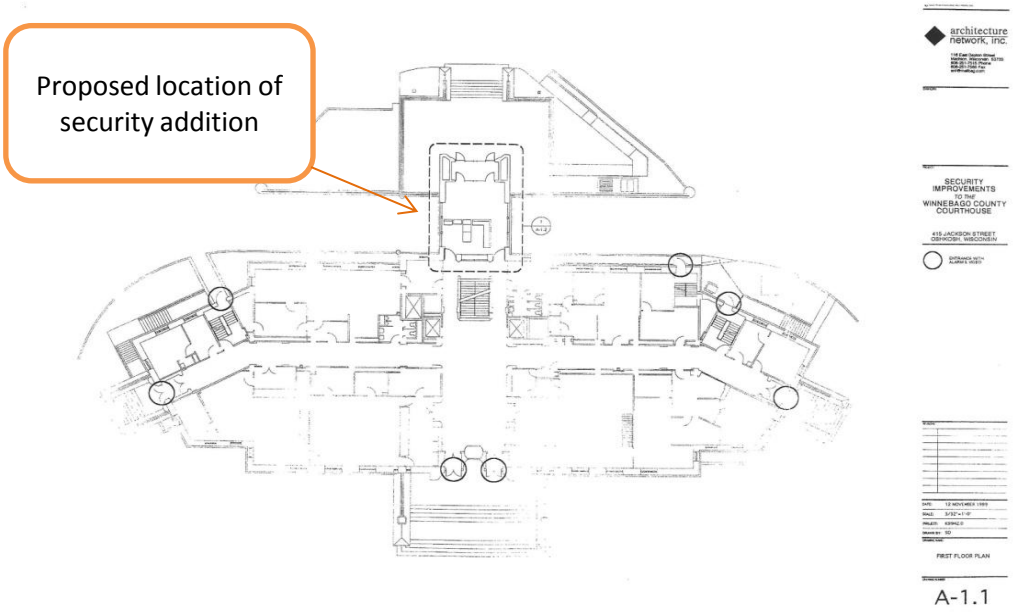
PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 127,000					$ 127,000
Land purchase						-
Construction		1,833,000				1,833,000
Equipment						-
Other						-
Total costs	127,000	1,833,000	-	-	-	1,960,000
PROJECT FUNDS:						
G.O.Bonds or notes	127,000	1,833,000	-	-	-	1,960,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 127,000	$ 1,833,000	$ -	$ -	$ -	$ 1,960,000

C. DECRIPTION AND JUSTIFICATION:

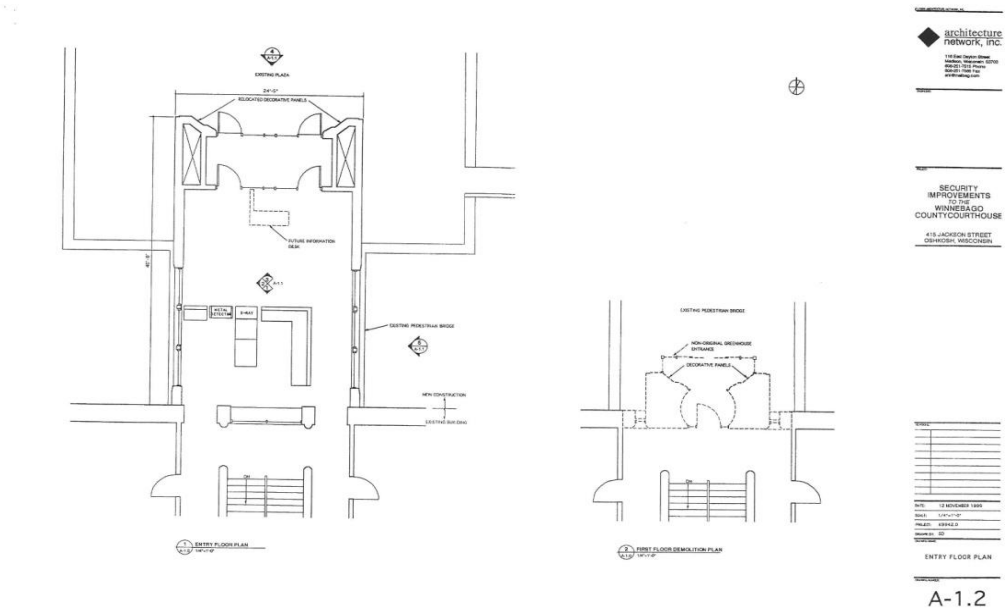
Project Description: This project is to add a small, single story security checkpoint to the main entrance of the Courthouse. This will provide a secure location to screen visitors to the Courthouse to prevent weapons and contraband from entering the building. This will also provide a central location for the monitoring of security systems in the Courthouse.

Relationship to other projects and plans: This project is related to the relocating of all non court related functions from the Courthouse and the Courthouse Remodeling project. In the event the remodeling project goes forward, this project will be incorporated in the remodeling costs.

Justification and alternatives considered: If this project does not go forward as a stand-alone project or as part of the Courthouse Remodeling Project, Courthouse security will remain a concern. Security will be minimal within the Courthouse.



Proposed Security Addition Location



Proposed Security Addition Interior Layout

Proposed Security Addition Exterior View

4. Computerized Maintenance Management System Upgrade

A, PROPOSED 2015 BONDING - $ 113,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction						-
Equipment	33,000					33,000
Software	80,000					80,000
Total costs	113,000	-	-	-	-	113,000
PROJECT FUNDS:						
G.O.Bonds or notes	113,000	-	-	-	-	113,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 113,000	$ -	$ -	$ -	$ -	$ 113,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is to upgrade the computerized maintenance management software in use by the Facilities Department. The software in use was originally purchased in the early 1990's. It has been upgraded over the years. The software use has grown to include an inventory of repair parts, copies of technical information and the generation of work orders for repairs and preventive maintenance. The current system provides only 5 users. As a result it is a paper intensive process to assign and document work. The field workers do not have access to the inventory information or the technical information. It is labor intensive to transcribe the handwritten information on the paper work order into the computerized system for record keeping. This project would purchase and install software with user space for all Facilities staff to use at the same time. It would provide tablets so that each worker could get an electronic copy as soon as it was created and to update it with the work they do and their comments.

Using tablets would allow supervisors and staff to work together to solve problems without the supervisor having to travel to the location each time. The field worker can take a picture and transmit it or they can use the camera and show it live while talking to the supervisor. This will improve communications and response time.

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

Justification and alternatives considered: The alternative is to keep the same software and hire an additional clerical person to keep up with the processing of the work orders. The supervisors will need to expend time to travel to job sites to resolve problems frequently. The time saved by more completely

automating the work order process can be redirected to deferred project planning, maintenance and policy development

Infor EAM Enterprise v11

Increase your top-line growth

Underperforming assets can have many far-reaching—and negative—impacts on the overall health of your company. Asset downtime can disrupt production and lead to lower customer satisfaction. Inadequate preventive maintenance can increase the cost of keeping assets and equipment running at peak efficiency and force you to make investments in new equipment that could have been avoided. Inadequate asset management can expose you to violations of safety regulations and compliance requirements.

Unlike many other factors that can drag down your profitability, asset performance management is often not as high a priority as it should be for executives. That's because the response to pressure on margins has traditionally been to focus on opportunities for top-line growth, such as increasing sales.

With Infor® EAM Enterprise v11, you'll increase your capacity for top-line growth by reducing the cost of maintaining your valuable equipment. You'll improve asset performance by allowing your employees to access critical information and collaborate in real time, anywhere, anytime, on any device, with an intuitive, easy-to-use solution that uses robust analytics to significantly improve decision-making and decreases the time it takes to perform important maintenance tasks.

Solve your EAM challenges

At Infor, we've been helping customers like you understand the connection between asset performance and top-line growth for more than 20 years. With Infor EAM Enterprise v11, you can put this understanding into action and make your enterprise asset management (EAM) system a source of greater business efficiency.

Turn asset management into a competitive advantage with Infor EAM Enterprise v11.

More than 10,000 organizations worldwide—both public and private—use Infor EAM Enterprise to better manage, maintain, and track their assets, as well as drive better decision-making in maintenance, inventory and warranty, uptime, risk management, and strategic planning.

Whether your organization is involved in manufacturing, facilities management, life sciences, fleet and transportation, municipalities, or the public sector, you get industry-specific functionality that's designed to help you solve your critical asset performance challenges with Infor EAM Enterprise v11's three major components—asset management, material management, and procurement.

And as new and updated asset methodologies (such as Lean), standards (such as PAS 55), and regulations (such as EPA greenhouse gas emissions requirements) roll out, you'll be able to seamlessly and continually evolve and implement your policies, strategies, objectives, and plans to take advantage of these processes improvements.

Increase productivity

Infor EAM Enterprise v11 features the Infor 10x user interface, an enhanced, beautiful user experience. This modern user experience provides a familiar, easy-to-use, easy-to-configure environment that helps employees easily find the information relevant to their jobs, and have data delivered to them automatically.

Employees throughout your organization will be able to quickly access asset management capabilities, high-end analytics information, and key performance indicators (KPIs). They'll be able to streamline their asset management processes by creating and storing configurations that are unique to their roles and tasks.

You can access Infor EAM Enterprise v11's complete functionality from any device or web browser, thanks to the solution's full HTML5 support. With HTML5 functionality, you get speedy performance, drag-and-drop capabilities, native support for video and audio, and mobile access from any laptop, smartphone, or tablet.

Improve asset performance

With Infor EAM Enterprise v11, you'll be able to:

- **Maximize maintenance effectiveness**—Extend the longevity of your assets and improve productivity by streamlining the maintenance process. Determine optimum preventive maintenance schedules by electronically creating and assigning work orders, and performing condition monitoring and analytics.
- **Reduce inventory costs**—Avoid carrying unneeded inventory or experiencing downtime because of inadequate inventory. Better monitor and control inventory levels, and automate purchasing and inventory management.
- **Increase warranty recovery**—Improve tracking of repairs eligible for warranty claims. Flag warranty repairs, and let the system automatically create a warranty claim after the repair is completed.

Infor EAM Enterprise v11 helps you:

- Dramatically increase productivity with an improved, beautiful user interface.
- Reduce risks and costs.
- Enhance capacity for growth.
- Automate and streamline processes.
- Drive better decision-making through robust analytics.
- Monitor energy use at the asset level.
- Easily configure your asset management to suit your needs.

- **Increase equipment uptime**—Avoid costly downtime in production or service operations. Effectively forecast likely failure points and the reasons for them, and identify and model the best alternatives.
- **Improve reliability and risk management**—Anticipate and mitigate asset reliability and regulatory risks with in-depth asset profiling; efficiently building user-defined reports; using electronic signatures; tracking changes to data, comments, and attributes; and monitoring, modeling, and forecasting performance against KPIs.

Improve business efficiency

Infor EAM Enterprise v11's standard business-specific modules and unique features include:

- **Assets**—Identify, track, locate, and analyze your physical assets, and facilitate metered usage measurement and automatic usage value transmission to subcomponents. You'll maximize productivity and asset life by being able to compile asset data (such as location, cost history, warranties, claims, meters, permits, and documents).
- **Asset hierarchy management**—Track asset costs and the movement of assets throughout their respective lifecycles. You can do this using a comprehensive, configured "family tree" that forms relationships between equipment, systems, and locations.
- **Asset management services**—Allow definition of time, material, and labor costs in cost-charging arrangements, and then apply cost charges to commercial agreements (for maintenance organizations that operate as a business unit and charge customers for maintenance work they perform).

- **Audit trails**—Easily track changes to data, comments, and attributes for almost every Infor EAM Enterprise table. Organizations that operate in a regulatory environment will greatly benefit from this module's comprehensive coverage, flexibility, and ease of use.
- **Budget management**—Automate budget setup and the subsequent capture, monitoring, control, and analysis of associated maintenance expenditures.
- **Call center**—Centralize incoming maintenance requests from a broad and diverse customer base, and empower your operators and customer service representatives by putting all the information needed to handle maintenance, service, and asset management requests directly at their fingertips.
- **Checklists**—Break down task instructions into individual steps and confirm the completion of each step. Define checklists for any task, whether the task will be used on a work order or on a Lockout/Tagout (LOTO) procedure. Automatically create follow-up work orders for all checklist items that are flagged for follow-up.
- **Configuration manager**—Allow your system administrators to set up a test environment and build their unique configurations by being able to export the Infor EAM Enterprise development environment base configurations to a special XML-formatted file that may be imported into another Infor EAM Enterprise environment.
- **Depreciation**—Calculate and display any of four asset depreciation methods, including straightline, double declining rate, sum-of-the-years'-digits, and units of production.
- **Equipment configuration**—Speed up, improve accuracy, and automate the process of generating multiple equipment entries by creating equipment templates for each type of your equipment and equipment structures. You can define and generate equipment, assets, positions, and systems, as well as the definition of associated parts, meters, applicable warranties, and child equipment.
- **Inbox and scorecard with KPIs**—Allow individual users to specify automatically generated numerical counts of items awaiting action (such as requisitions or work orders) with a graphical depiction of KPI status based on user-specified parameters. Through KPIs, users can define and monitor asset performance indicators, such as mean time between equipment failures, without having to run reports.

> **"With Infor, we've realized 10% to 11% efficiency improvements, and our maintenance costs have dropped by 5% to 10%."**
>
> **—Milton Slagowski, Maintenance Manager, Heinz Frozen Food Co.**

- **Inspection management**—Take greater control over condition monitoring while it works in concert with work and asset management. Automatically generate corrective work actions when an inspection result exceeds a preset limit.
- **Linear assets**—Define an asset in terms of linear reference details, such as length, units of measure, and geographic reference. You can write work orders against any portion or point on that asset by specifying to and from points.
- **Materials management**—Monitor and control the inventories of storerooms with tools that include economic order quantity (EOQ) and class calculations and assignments, support parts receipts, issues, returns, and cycle counts.
- **Metering function**—Allow an unlimited number of meters to be associated with a single piece of equipment. Eliminate the need for supplemental metering with metered usage values that can flow down an equipment hierarchy (that you can define) to selected components.
- **Messenger**—Allow user-defined recipients to automatically receive email notifications for predefined events, such as the submission of a requisition or the receipt of a part. You'll keep your personnel updated on actions such as work or purchase order requests, approvals, completions, and purchase order receipts, as well as deletions in the database.
- **Microsoft® Project interface**—With a true, two-way interface between Infor EAM Enterprise and Microsoft Project, you can pass work orders and trade personnel information to Project for planning and scheduling purposes. Project returns scheduling data for execution and tracking.

Proactively manage assets, asset information, and maintenance activities with Infor EAM Enterprise v11's advanced integrated suite of asset management modules and unique features for improving operations and performance.

- **Multi-organization support**—Use Infor EAM Enterprise v11 with a variety of currencies and languages to support your organization's global business. Manage multiple legal entities with one database and apply security settings to determine user access (for regional, national, and multinational organizations)—with each site within the organization able to view and edit its own data.
- **Preventive maintenance flexibility**—Allow preventive maintenance tasks to be based on a fixed date, flexible time period, or metered usage. Incorporate routes with a task to service multiple assets that share similar requirements under a single work order. Compensate for early or late work completion with automatic adjustments to preventive maintenance schedules. Use revision control to track modifications and control the authorization of modifications to scheduled tasks, materials, and routes.
- **Project management**—Automate complex or simple projects from start to finish. You'll be able to reduce the amount of time, personnel, and money spent on a project by being able to better organize budgets, labor, and equipment for projects.
- **Purchasing management**—Ensure that you order the right parts and keep up with delivery times, vendor performance payments, and goods receipts. To get advanced web-based procurement, use Infor EAM iProcure® (see the Advanced modules section for more information).
- **Repairable spares functionality**—Designate parts or equipment as being "repairable." Automatically place items designated for refurbishment in a "to be repaired" location when returned to the storeroom following maintenance action.
- **Reports**—Select from a variety of predefined reports (including assets, materials, purchasing, schedule, work, budget analysis, projects, and commercial services) to meet a variety of reporting requirements from ad hoc queries, managed reports, and business reports to invoice statements and bills.
- **Safety management**—Ensure that you have procedures in place to identify all hazardous situations, materials, and activities; define the applicable precautions and procedures that alleviate the hazard; and identify and allocate responsibilities to specific individuals to make sure the precautions are indeed taken.
- **Upload utility**—Allow the rapid addition of data into the system without the need for manual data entry with web services to insert or update selected tables in Infor EAM Enterprise. For example, users can load 100,000 part items from a newly acquired warehouse in a matter of seconds.
- **Warranties and warranty claims**—Track asset warranties, process warranty claims, and allow for unlimited warranties against any asset. Accommodate both meter- and date-based warranties and automatically tracks all work orders having a potential claim. Also allow for time-elapse warranties on consumable parts not registered as assets.
- **Work management**—Track all aspects related to work performed on assets—from installing new equipment to issuing corrective or preventive maintenance work orders. Make the most of your resources while improving productivity by being able to track and manage work requests, labor, planning, and scheduling. You can also create a work order and include multiple pieces of equipment without the need for a route.

Advanced modules

Extend the functionality of Infor EAM Enterprise v11 with the following advanced modules to meet specific needs, such as industry regulations, a mobile workforce, integrated procurement, and advanced analytical and reporting requirements:

- **Asset sustainability**—Reduce energy consumption and energy costs, which typically take up 60% of indirect operating and maintenance expenses, by monitoring energy consumption at the asset level. You'll be able to factor energy demand management with traditional asset management functions.
- **Alert management**—Get early warnings about existing asset condition trends occurring outside optimum operating data parameters. You'll know that the right maintenance person receives an alert at the right time to analyze the data (such as temperature, flow rates, oil pressure, energy consumption, etc.) and determine whether the asset needs repair or replacement.
- **Reliability management**—Help ensure that assets are performing according to their intended functions without failure, for specified periods, and under stated conditions to reduce operational, financial, and regulatory risks; minimize costs; boost revenues and customer satisfaction; and increase employee satisfaction.
- **21 CFR Part 11**—Make sure that secure electronic records and signatures meet critical FDA requirements for 21 CFR Part 11 validations (for pharmaceutical, food and beverage, and personal care products industries) with support for electronic signatures, multiple approval levels, and record snapshots.
- **Barcoding**—Give your employees greater mobility by allowing them to design and print asset labels. You'll be able to streamline asset tracking and relocating, warranty activation and updating, work registration, and other functions.
- **Calibration**—Comply with regulatory mandates with an easy-to-use, fully integrated calibration module that was that developed with the cooperation of existing customers. You'll be able to maintain thorough records for calibration operations, generate detailed reports, and provide proper documentation for future calibration auditing and review.
- **Advanced reporting**—Use the combined power of Infor EAM Enterprise v11 and Cognos® ReportNet to create fully customized reports that meet your specific asset management needs.

> **"If there is a problem, it shows up easily. We can often catch problems before they occur."**
>
> **—Fred Van De Bongard, Maintenance Coordinator, Textron**

- **Infor EAM iProcure**—Expand the functionality of Infor EAM Enterprise v11's purchasing, inventory, and supply chain management with the fully integrated Infor EAM iProcure module. You can automatically procure industrial spare parts from over 150 industrial spare parts suppliers. Plan work, track parts usage, manage stock levels, and replenish stock via the Internet—all from your maintenance software.
- **Mobile**—Give your maintenance and asset management professionals the information they need where they need it the most—at the point of performance—by extending the value of Infor EAM Enterprise v11 directly to your field service workers, as well as to managers, clerks, and schedulers who are connected directly to the solution. Technicians working remotely get the functions they need to access, capture, and manage information from the job site.

  You'll help improve accuracy, deliver better and faster service, and manage assets more efficiently when your field service team can record as they work, rather than waiting to document work after the fact. You'll be able to streamline work order management, improve field measurement accuracy, better comply with government regulations, and allow real-time data exchange between any Internet-enabled mobile device and the solution.
- **Fleet**—Increase productivity and cost-per-mile savings by being able to process warranty claims, manage tires and fuel, and improve vehicle performance through preventive maintenance (for transportation companies), with support for Vehicle Maintenance Reporting Standards (VMRS) codes and additional customer fields.
- **GIS**—Integrate ESRI's Geographical Information Systems (GIS) for a web-based solution that can increase workforce efficiency and lower costs by pinpointing assets; generating work orders directly from the GIS display; streamlining workflow between departments; forming sequential routes to complete work orders; and seamlessly integrating GIS and asset management.

- **Web services toolkit**—Integrate all applications—both Infor and non-Infor software—on a multi-tier, web services platform that's capable of keeping application business logic separate from interfaces.
- **Zero downtime upgrade**—Help ensure 24x7x365 uptime of your Infor EAM Enterprise v11 implementation. Upgrade the application, operating system, application server, or database (as well as move the application, upgrade or change hardware, or archive large amounts of data) while users are actively using the application, without disrupting any user activities.

Meet your business needs

Choose how you want to purchase, deploy, and manage Infor EAM Enterprise v11. You can get the power of Infor EAM Enterprise v11 through:

- **On-premises**—Traditional perpetual software license operated by the customer on-site
- **SaaS hosted license**—Traditional perpetual software licensing with hosting from Infor
- **Cloud license**—Traditional perpetual software licensing that Infor hosts with applications running on a multi-tenant platform, and the flexibility to move the applications in-house whenever you're ready
- **SaaS subscription**—Customer subscription for on-demand usage with pay-as-you-go flexibility, and quick and easy ramp-up when you deploy additional sites and users
- **Hybrid deployment**—Some functionality running on-premises and other functionality running in the cloud, giving you the adaptability that you need to grow

With such a wide range of deployment and buying options for Infor EAM Enterprise v11, you can choose the model that best meets your organization's business needs.

Improve your organization's asset performance for lower operational costs and increased capacity for top-line growth with Infor EAM Enterprise v11.

In just about any scenario, your company can have Infor's complete EAM functionality, along with maximum configuration flexibility, in the model that best suits your unique business needs.

Reduce complex modifications

Infor EAM Enterprise v11 is based on Infor 10x technology, which allows you to reduce complex modifications and standardize on a simple yet powerful platform that optimizes key business processes without functional trade-offs. You get robust industry functionality built-in that allows you to adapt your systems without disrupting upgrade paths. You'll have the power to increase both efficiency and productivity with:

- **A new elegant, easy-to-use interface**—Increase productivity, let your employees easily find the information relevant to their jobs, and have data delivered automatically to them with a familiar, easy-to-use environment.
- **Energy performance management**—Manage the entire cost of your operations with ease and monitor it in real time.
- **Infor Ming.le**™—Improve and speed decision making with in-context business intelligence (or relevant business data displayed as tasks in process).
- **Infor ION**®—Integrate Infor and non-Infor applications quickly, easily, and smoothly (whether they are on-premises, in the cloud, or both), and use Infor ION toolsets for workflow, alerts, and more.

  Information flows smoothly between applications, analytics, social media, and a business vault with master data that empowers your employees and disparate applications to work together as one unit.
- **Expanded industry functionality**—Work more efficiently, achieve a very fast time to value, and lower your overall total cost of ownership with out-of-the-box solutions.
- **Mobile enablement**—Have critical information at your fingertips and take action on items anytime, anywhere.

Infor 10x gives you technology designed to change the way you work today, while also providing a trusted platform for the future.

Prepare for the future

When asset downtime, high maintenance and inventory costs, and unclaimed warranties impact your operations, you need to be able to adapt with speed and precision. That takes a technology infrastructure that allows you to add, change, upgrade, or modify your solutions as painlessly as possible.

With Infor EAM Enterprise v11, you gain business agility and IT flexibility without the high costs and disruption of a major re-implementation project or the need to adopt the proprietary technology of another software vendor. You have choice and control over the technologies you deploy, as well as the timeframe you deploy them in, so you can eliminate redundancies and build the best long-term cost model for your business.

With Infor EAM Enterprise v11, you get a business-specific asset management solution that delivers value today while incorporating deployment flexibility that lets you quickly, easily, and cost-effectively add, subtract, and replace critical capabilities tomorrow.

> **"With Infor EAM, we have over 5,000 pieces of equipment with preventative maintenance orders written to each one, and we've reduced our reactive maintenance call-ins from 30 to 40 a year to about 6 or 7."**
>
> **—Tom Kane, Director of Facilities Management, Bentley University**

Infor EAM Enterprise solutions serve the asset management needs of more than 10,000 companies worldwide, delivering a wide range of tangible business benefits, including:

- 20% or more in energy reductions
- 20% improvement in labor productivity
- 30% reductions in inventory levels
- 20% reductions in inventory carrying costs
- 5% reduction in new equipment costs
- 10% increase in fleet availability
- 50% increase in warranty cost recovery
- 10% reduction in materials costs
- 50% reduction in purchasing process costs

Find out more about Infor EAM Enterprise solutions by visiting www.infor.com/solutions/eam.

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About Infor.

Infor is fundamentally changing the way information is published and consumed in the enterprise, helping 70,000 customers in 200 plus countries improve operations, drive growth, and quickly adapt to changes in business demands. To learn more about Infor, please visit www.infor.com.

INF1230739-1262072-EN-US-1213-2

Top 10 Reasons to Upgrade from MP2 to Infor10 EAM

For many years, your company has relied on Infor™ EAM MP2 to manage your assets, inventory, and maintenance processes. But your business has changed. Energy and other costs have climbed dramatically, and competition is fierce. You need to streamline your processes; get actionable visibility into performance issues in real time; and easily adapt to changes in your business. You need to get more value from your assets. With an upgrade to Infor10 EAM, you can. And there are many reasons why you should.

1. Get better at what you do today.

Expand your asset management programs while maintaining some of the same EAM MP2 functionality and look and feel that you've become accustomed to. You can now access screens similar to what you use in EAM MP2, but with enhanced functionality in Infor10 EAM to automate your processes. For example, find similar work order screens and a simplified work order history to quickly and easily create a work order statistics report. Use common work week capabilities that make sense to you, and create a multi-equipment work order by organization. Plus, check a quick update screen to see results. And there's much more.

2. Take advantage of breakthrough innovations in technology.

Infor10 EAM contains advanced technology that gives you added value now and in the future:

- Infor10 Workspace—This consumer-grade interface lets you get the right information at the right time, with unified navigation, single sign-on, and single-click access to all Infor and non-Infor systems. It offers in-context collaboration, business intelligence to improve usability and productivity, and shortcuts to get you the information faster and easier.

Get the same business processes and style of Infor EAM MP2—but the dynamic power and unprecedented flexibility of Infor10 EAM.

- Infor10 ION Suite—This unifying platform makes information flow smoothly between your applications, analytics, social media, and a powerful business vault with master data, so that your disparate systems work together as a single unit. Connect and manage all your applications, integrating all your data that resides either on-premises, in the cloud, or both.
- Infor10 CloudSuite EAM—This cloud deployment option means you have no upfront installation costs and the ability to use the same powerful applications to realize faster time to value and exceptional flexibility. You get a timely setup and continuous improvement at your pace, including the ability to upgrade your EAM applications without having to upgrade your ERP.

3. Adapt the solution to work the way you do.

You can easily personalize Infor10 EAM to suit your business and employee preferences. With the easy-to-use interface, your employees quickly receive actionable information on enterprise-wide processes. They can also use a flexible mobile platform that works with the web and smart phones, tablet computers, and other mobile devices so they can work how and where they please.

4. Help your employees be more productive.

Your employees will perform their jobs more easily with Infor10 EAM. The solution distributes personalized information according to individual needs via inboxes, key performance indicators, and enhanced data filters. These automated tools and built-in analytics help employees make better and faster decisions, as well as feel greater job satisfaction.

5. Get timely alerts when there's an asset problem.

You can continuously monitor your asset health and energy usage. Detect anomalies based on real-time data with rules-based analytics and active business intelligence. Receive automatic notifications and escalations based on key issues that you define, so you can respond immediately to exceptions and potential non-compliance to avoid downtime and minimize costs. You can monitor energy consumption and address excess usage, a leading indicator of future equipment failure, as an integral part of your asset management.

6. Find ways to save money.

By using Infor10 EAM to continuously monitor the energy consumption of your assets, you gain the insight you need to reduce capital and operational costs. You'll spot energy waste and take corrective action. And you can combine energy consumption rates with other asset management metrics to make more informed decisions about whether to repair or replace assets.

7. Easily comply with regulatory requirements.

While monitoring your energy consumption, you can monitor the environmental impact of your operations. With Infor10 EAM, you can easily meet energy and carbon reporting requirements, as well as reduce carbon emissions to improve community environmental standards.

8. Protect your investment in asset management.

With Infor10 EAM, you invest in a solution made to easily adapt as your business and technology requirements change. You can minimize training because Infor10 EAM supports technologies that you've already deployed and your employees have learned to use.

9. Complete the upgrade in very little time.

To avoid a long and complex deployment process, Infor has simplified and significantly shortened the implementation plan. You can also train in two weeks and quickly begin working productively.

10. Gain maximum flexibility to deploy and grow at your own pace.

You can phase in Infor10 EAM at any rate you choose, adding specific capabilities, including calibration, electronic signatures, and facilities and fleet management, to suit your business as needs change. With Infor10 EAM, you also get flexible deployment options—on-premises, in the cloud, or both—so you can meet your operational and financial goals.

About Infor.

Infor is a leading provider of business software and services, helping more than 70,000 customers in 164 countries improve operations and drive growth. To learn more about Infor, please visit www.infor.com.

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5. Courthouse Deck Reconstruction

A, PROPOSED 2015 BONDING - $ 865,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 59,000					$ 59,000
Land purchase						-
Construction	806,000					806,000
Equipment						-
Other						-
Total costs	865,000	-	-	-	-	865,000
PROJECT FUNDS:						
G.O.Bonds or notes	865,000	-	-	-	-	865,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 865,000	$ -	$ -	$ -	$ -	$ 865,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is to repair and rewaterproof the plaza deck and the Jackson Street deck at the Courthouse. The plaza is the main entrance into the Courthouse. It is comprised of granite slabs over interior space used as the maintenance shop for the Courthouse and the Sally port to the holding cells. This deck is the original construction and has had no major renovation since 1938. The water proofing system has failed and is causing structural damage to the building. This project lifts off the granite slabs, cleans the concrete building structure, reinstalls a waterproofing system, reinstalls the slabs and caulks the seams. It will also repair damage to the limestone facade of the plaza.

Relationship to other projects and plans: This project is related to the Courthouse Security Project and a potential security checkpoint to be constructed over the plaza. If the security addition is approved this work would be incorporated into the addition cost. If the security addition is not approved then the plaza deck still needs to be repaired as soon as possible to prevent further damage to the building.

Justification and alternatives considered: There are really only two alternatives. Complete the repairs or do nothing. If the repairs are not accomplished, temporary repairs will be made to the caulk joints. These repairs do not address all the areas that water can penetrate and does nothing to eliminate water that does get behind the slabs. This will continue the slow deterioration of the building structure.

Location of Work

North Plaza Deck

South Staircase

Examples of Damage

6. Masonry Maintenance Program

A, PROPOSED 2015 BONDING - $ 110,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 50,000
Construction:						-
Courthouse	100,000					100,000
Highway shop		100,000				100,000
Otter Ave Admin bldg			100,000			100,000
Neenah building				100,000		100,000
Orrin King building					100,000	100,000
Total costs	110,000	110,000	110,000	110,000	110,000	550,000
PROJECT FUNDS:						
G.O.Bonds or notes	110,000	110,000	110,000	110,000	110,000	550,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 110,000	$ 110,000	$ 110,000	$ 110,000	$ 110,000	$ 550,000

C. DECRIPTION 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.

Courthouse façade showing stained areas needing to be cleaned

Courthouse façade showing stained areas needing to be cleaned

Water damaged limestone

7. Asphalt Replacement Program

A, PROPOSED 2015 BONDING - $ 243,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 22,000	$ 10,000	$ 20,000	$ 11,000	$ 19,000	$ 82,000
Construction:						-
Park View	221,000					221,000
Park View tower sites		97,000				97,000
Parks shop			215,000			215,000
Airport lots				104,000		104,000
Lifefest stage area					186,000	186,000
						-
Total costs	243,000	107,000	235,000	115,000	205,000	905,000
PROJECT FUNDS:						
G.O.Bonds or notes	243,000	107,000	235,000	115,000	205,000	905,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 243,000	$ 107,000	$ 235,000	$ 115,000	$ 205,000	$ 905,000

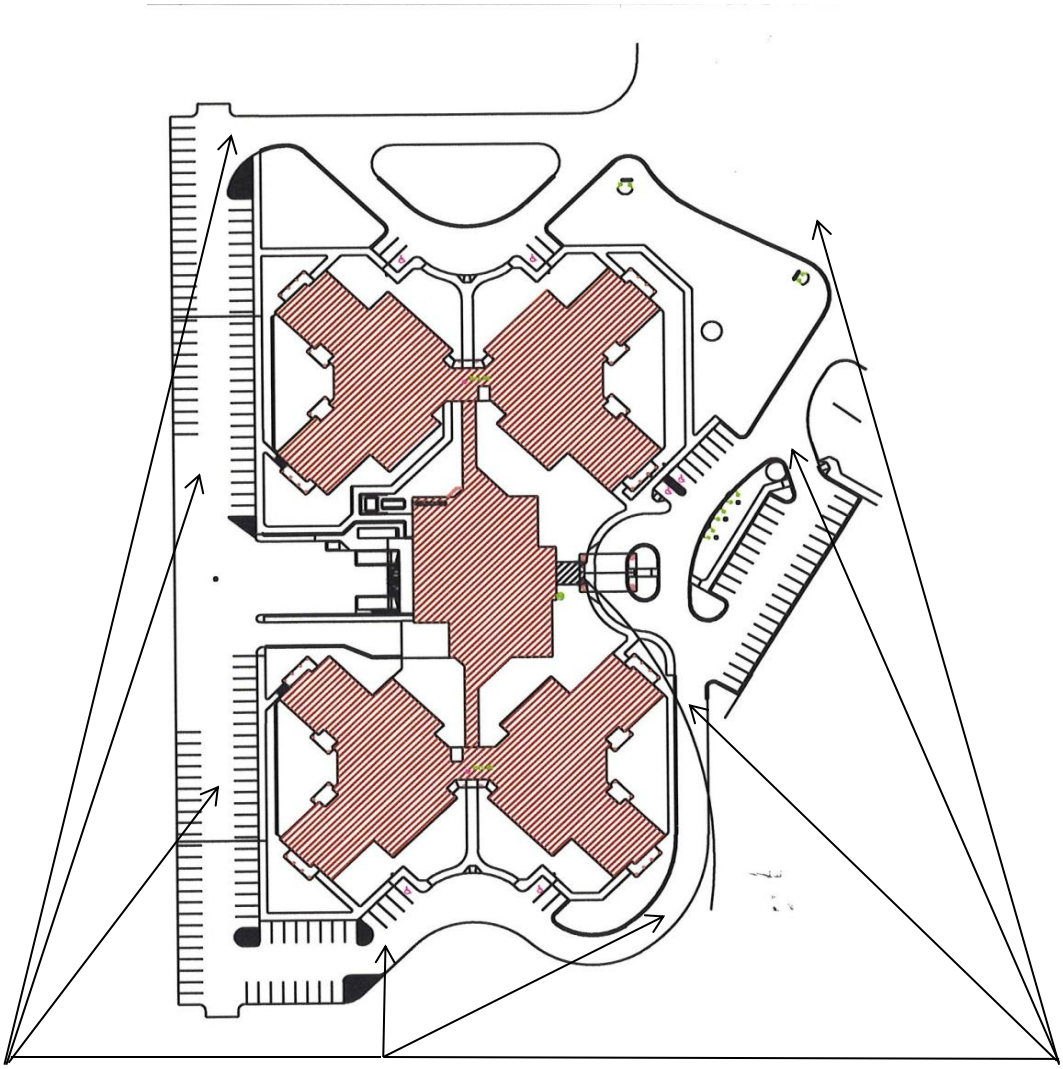
C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lots at Dawes Street Lot were rebuilt in 2011. The parking lots at the Knapp Street Maintenance Facility repairs were started in 2014 and will be completed in 2015. Various other locations have been rated by the Highway Department. Paving projects have been prioritized in order of their condition from the worst to the best. The pavement areas then were scheduled for replacement.

Relationship to other projects and plans: The various paving projects would be coordinated with any significant remodeling or construction work done at each site. This would either delay or expedite some projects.

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

2015 Paving Plan
Park View Health Center



Pavement areas to be repaired

8. 911 Phone System Replacement

A, PROPOSED 2015 BONDING - $ 204,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction						-
Hardware / software	204,000					204,000
Other						-
Total costs	204,000	-	-	-	-	204,000
PROJECT FUNDS:						
G.O.Bonds or notes	204,000	-	-	-	-	204,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 204,000	$ -	$ -	$ -	$ -	$ 204,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: Our 911 system was replaced in 2008 and is 6-yrs old. The software that runs the system gets updated, however the hardware that runs the software is recommended to be updated every 5-yrs. This project will update the hardware so that we can continue to update software as it becomes available. At some point, the current hardware may not support updated software. In addition, we are trying to be proactive and replace hardware before it fails and disrupts emergency services.

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

Justification and alternatives considered: This project maintains the 911 emergency calling system and keeps it on a current and supported platform.

9-1-1 Phone System Information

Contents

General Agency Information

The Winnebago County Sheriff's Office operates a Countywide Public Safety Answering Point (PSAP) known as the 911 Communications Center. It is located on the second floor of the Sheriff's Office and operates 24 hours a day, 365 days a year. A minimum of five dispatchers work each shift.

9-1-1 has been designated the "Universal Emergency Number" in the United States to request emergency assistance. Its creation established a national standardized number to provide fast and easy access to emergency services.

Dispatchers handle all 911 calls within Winnebago County for all law, fire, and emergency medial service providers. This includes:

- 9 law enforcement agencies
- 14 fire departments
- 1 ambulance service
- 12 first responder groups

Winnebago County Information Systems has always been involved in technical projects like this, partnering with specific departments to ensure compatibility with existing systems and providing technical assistance and support. Information Systems administers the internal County phone system and ensures that the separate 911 system works with that product.

9-1-1 System Background Information

The current system is Intrado's VIPER 911, which is provided by AT&T. AT&T partners with Intrado, which developed the software, and AT&T services the entire system: software and hardware.

Our current VIPER (*Voice over IP for Emergency Response*) system was procured through a Request For Proposal (RFP) process in 2007. The system was brought online in late 2008 and has been in operation for over 6 years.

9-1-1 Statistics

The Communications Center handles both emergency and non-emergency calls for service. **Since 2009, over 43,000 calls have been placed via 9-1-1 each year**. The VIPER system handles all of those calls.

In 2013, the 43,838 calls to 911 averaged out to approximately 120 calls per day. These calls run the gamut of emergency services for fire, medical, or police services.

Winnebago County Sheriff's Office Communiciation Center Annual Statistics						
	2013	**2012**	**2011**	**2010**	**2009**	
Outbound Calls	51,003	52,597	58,920	59,248	61,647	
Incoming Calls (All)	133,273	140,536	145,987	143,489	142,215	
Total Calls	**186,289**	**195,145**	**206,918**	**204,747**	**205,871**	
911 Landline	10,519	11,164	12,018	12,224	13,147	
911 Wireless	33,319	33,844	35,023	32,944	29,939	
Total 911 Calls	**43,838**	**45,008**	**47,041**	**45,168**	**43,086**	

Only complete calendar year statistics are shown. 2014 statistics won't be available until 2015.

System Lifespan

The expected functional life-cycle of the current system was expected to be approximately 5 – 7 years. With an RFP process started in 2007, installation in 2008, and implementation of a fully functional system in late 2008, the current system is 6+ years old.

The VIPER system has served us well over that time and we are satisfied with the product and services provided by AT&T. As with any system, there have been minor repair issues which have been serviced by AT&T. AT&T has provided timely and effective service as well as preventative maintenance. However, due to the age of the

equipment, there are concerns about the durability and longevity. Recently there have been power supply issues as the hardware continues to march towards the end of life.

Need to Replace

Reliable 911 access plays a critical role in the realm of public safety issues within our County. It certainly is possible that the hardware may last awhile longer and be kept running through a patchwork quilt of repairs. Our current system has met the expected timeline of use. However, based on the significant life safety role of a 911 system, it is our recommendation that the system be replaced prior to issues affecting reliability. Taking a proactive response has the best chance of ensuring years of uninterrupted and reliable service.

Emergency Backup

In the unlikely event of some type of issue affecting our Communications Center, we are able to temporarily re-direct our 911 calls to the Outagamie County Sheriff's Office Communications Center on a short-term basis. They can route their calls to us if roles were reversed. This functionality would be maintained with a new system.

Request for Proposal

Information Systems and the Sheriff's Office worked in tandem to collaborate on the Request for Proposal (RFP) process. Working with the Purchasing Department, RFP #SH05-14 sought proposals for a new system. The objective was to replace/upgrade the entire system with a new/current system that would increase the effectiveness of 9-1-1 PSAP systems' users and the public safety service level to citizens.

Three companies responded to the RFP: AT&T, Baycom, and NACR. After evaluating proposals against the need of the County, AT&T's proposal was determined to be most advantageous to the County. In addition, Winnebago County already has previous experience including the software, service, and maintenance with AT&T.

If approved, the proposal from AT&T would replace the hardware and software with the most current version of VIPER. It is a system that has proven effective and reliable for us and is used across the nation.

ShoreTel

Starting in 2014, Winnebago County Information Systems has been working on replacing the internal, administrative phone system for all county agencies. The County is changing from an Avaya system to a ShoreTel system. This system is independent from the 911 system (as was Avaya). However, although each system operates independently, there is an interface between the two.

The timing of moving to a new administrative phone system followed by a new 911 system has brought a significant cost saving opportunity. By utilizing options in how to connect the system to ShoreTel versus the old system, *Winnebago County will save approximately $100,000 over the next 5 years*. (Based off AT&T's two proposals – one connecting similar to the old system and one utilizing a new method under ShoreTel).

Budgeting and Cost

The replacement of the system has been anticipated, and therefore estimated costs have appeared in the Capital Improvement Plan (CIP) the last couple of years. The CIP budget for 2015 reflects the current pricing proposals from the RFP.

The proposal from AT&T is as follows:

- 2015 New system hardware, software, and first year of maintenance: $203,918.97
- Annual maintenance costs 2016 – 2019: $41,993.64 (Note: current maintenance costs in 2014 were budgeted at $44,238.00)
- A total five year cost of system and maintenance: $371,893.53

As a point of comparison, in 2007 cost for the system and first year of maintenance was $299,318.98.

AT&T's proposal has the lowest one-time initial cost. There is a significant value in access to AT&T's resolution center and repair/maintenance technicians; which makes their proposal the most attractive.

By accepting this proposal, Winnebago County will slightly decrease annual maintenance expenses out of the operating budget. The 2015 CIP expense represents a significant decrease from the 2007 expenditure. Utilizing a different method of connecting to the internal phone system, ShoreTel, saved approximately $100,000.00.

Summary

Winnebago County initiated an RFP process in the Fall of 2014 to replace the current 911 phone system due to normal hardware and software system life expectancies. After reviewing the submitted proposals, Information Systems and the Sheriff's Office are seeking to accept the proposal by AT&T. If approved, the hardware and software would be replaced with the latest VIPER system (of which we currently run an older version).

This project has been anticipated as reflected in previous Capital Improvement Plans. If approved, the project would begin in the first quarter of 2015.

9. Clerk of Courts – Department Consolidation and Remodeling

A, PROPOSED 2015 BONDING - $ 225,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction						-
Equipment						-
Remodel, relocate & equipment	225,000					225,000
Total costs	225,000	-	-	-	-	225,000
PROJECT FUNDS:						
G.O.Bonds or notes	225,000	-	-	-	-	225,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 225,000	$ -	$ -	$ -	$ -	$ 225,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is to reconfigure the Clerk of Courts office area in the Courthouse to improve efficiencies and better utilize the allocated space for the department.

Relationship to other projects and plans: This project is related to the Courthouse remodeling project. The overall remodeling of the Courthouse has been delayed pending the results of a Courthouse Security study being completed in 2013-2014. This project will improve efficiencies in the Clerk of Courts Office while a decision is being made with regards to the entire Courthouse remodeling.

Justification and alternatives considered: The current layout of the Clerk of Courts office is split into several divisions (Criminal/Traffic; Small Claims/Civil/Passports; Family; and Juvenile.) Each division is its own entity which causes several issues.

First, each division has cash management authority in three of the four offices now. The staff is not able to be crossed trained in other areas of the law due to the fact they are in separate offices and not in near proximity to allow for training. The department currently has eight drawers for receipting money; this requires more people to be accountable for cash within each. All drawers need to be balanced each day by the accountant and the cash needs to be verified by another person.

Second, there is inefficiency and inconsistency to the departments file storage locations. There are files located on the second floor in the Family office, there are files across the hall from the Clerk of Courts office, there are files on the third floor in a locked law library, in a closet of the Family Court Commissioner courtroom, and there are files offsite at the Butler building. This causes problems for the public and the

staff when someone comes to the office to review and request documents. If the file is at the Butler storage unit then they may have to wait at least a week to view the file. The Clerk of Courts office has a limited window to respond to open records requests of 10 days. However, there is an added cost to pay mileage to go to Butler 52 weeks a year; not to mention the time in the car.

Third, the department has one 53% part time scanner which cannot keep up with the 30,000 plus case filings per year. Great strides have been made in scanning, however, the department is not staffed at a level to support full time scanning to keep up and make progress on past years.

Fourth, the available space for our files has been exhausted. Without reorganization the department will need to ask the County for more offsite storage space which is not ideal for several reasons.

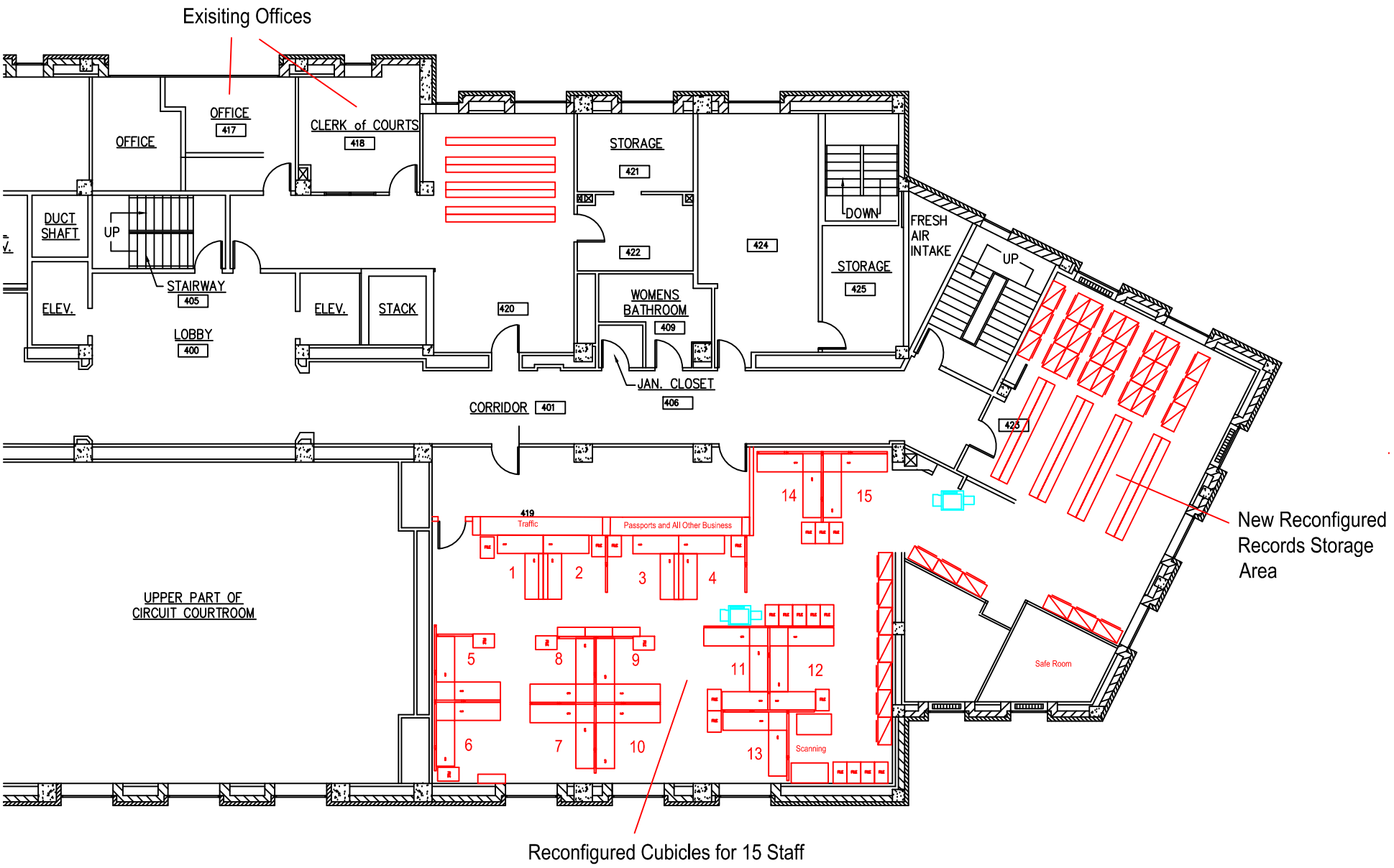
Fifth, the CCAP system will need rewiring in the near future because the technology is dated and is not keeping up with the pace of CCAP. Placing all of the staff in one location will decrease the cost of how many areas in the Courthouse need to be rewired.

Lastly, from a management perspective having staff scattered all over a building is not easy to supervise. Having multiple offices opened and staffed does not create a united staff and it is difficult to make sure all procedures are being followed the same way in multiple locations.

The proposed consolidation will allow for efficient cross training of staff as well as a “one-stop shop” for the public to receive the service it deserves. There would be one large long counter with five people serving the public, all whom are cross trained to do each others jobs as opposed to nine. The consolidation will also allow for additional file shelving and make the most efficient use for the space. The recommendation at that time was to move to a centralized receipting set up. Further, the Finance Audit of 1996 also mirrored these issues indicating problems with supervision due to the current physical layout of the department.

Further, onsite storage is a more efficient, and convenient way to store records. The Clerk of Court is the custodian of the records and needs to take every precaution to safeguard files and guard the confidentiality of certain file types.

The construction per Facilities of a long counter with five windows to service the public with the cost of carpeting and cubicles totals roughly $101,200. Three storage units total roughly $120,000 on the State contract. The cost of an additional seven phone lines is to be determined but likely will not cost too much per the IS department. Lastly, the cost of rewiring more computer stations over in this area is a relatively easy process per CCAP and the wiring should not be too expensive.


Exisiting Offices
OFFICE
417
OFFICE
CLERK of COURTS
418
STORAGE
421
DUCT
SHAFT
UP
STAIRWAY
405
ELEV.
LOBBY
400
ELEV.
STACK
420
422
424
WOMENS
BATHROOM
409
DOWN
STORAGE
425
FRESH
AIR
INTAKE
UP
JAN. CLOSET
406
CORRIDOR
401
423
419
Traffic
Passports and All Other Business
1
2
3
4
14
15
UPPER PART OF
CIRCUIT COURTROOM
5
6
8
9
7
10
11
12
13
Scanning
Safe Room
New Reconfigured
Records Storage
Area
Reconfigured Cubicles for 15 Staff

10. County Highway BB – Mill and Pave

A, PROPOSED 2015 BONDING - $ 1,000,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction	1,000,000					1,000,000
Equipment						-
Other						-
Total costs	1,000,000	-	-	-	-	1,000,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,000,000	-	-	-	-	1,000,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 1,000,000	$ -	$ -	$ -	$ -	$ 1,000,000

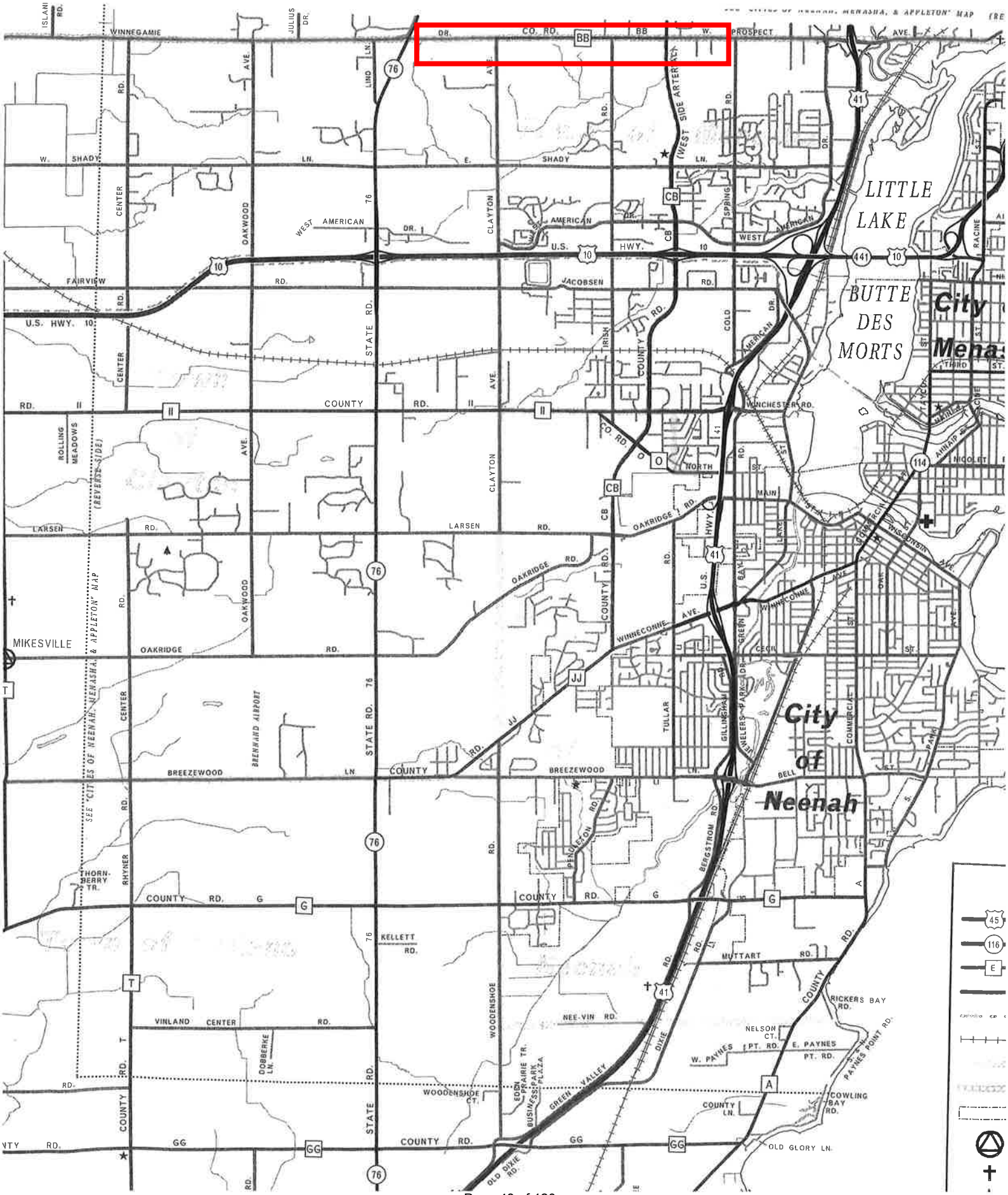
C. DECRIPTION AND JUSTIFICATION:

Project Description: This project consists of a 3.0 mile milling and paving project on CTH BB, from Cold Spring Road to STH 76. The work will include new culverts, paved shoulder, ditch and drainage improvements as needed and marking and signing.

Relationship to other projects and plans: We may need to coordinate this project with Outagamie County. Winnebago and Outagamie share maintenance responsibilities on CTH BB

Justification and alternatives considered: The existing pavement is very poor condition and is likely past the time at which preventive maintenance would have been an alternative. A milling and paving project is a less costly and disruptive than a full depth reconstruction.

CTH BB Mill & Pave
2015 County Highway
Capital Improvement Project



11. County Highway CB and Oakridge Rd Intersection

A, PROPOSED 2015 BONDING - $ 100,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 100,000					$ 100,000
Land purchase		20,000				20,000
Construction		750,000				750,000
Equipment						-
Other						-
Total costs	100,000	770,000	-	-	-	870,000
PROJECT FUNDS:						
G.O.Bonds or notes	100,000	770,000	-	-	-	870,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 100,000	$ 770,000	$ -	$ -	$ -	$ 870,000

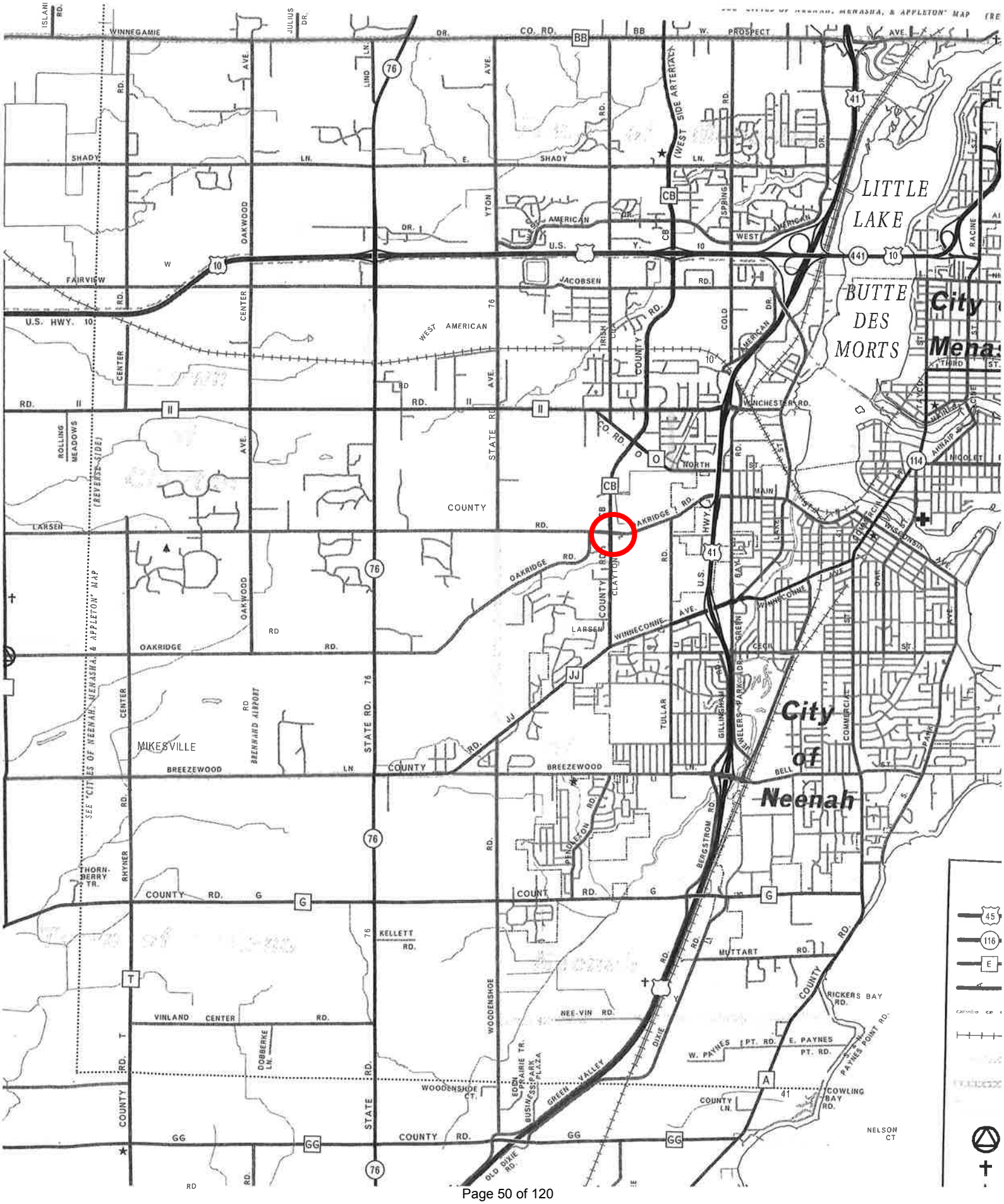
C. DECRIPTION AND JUSTIFICATION:

Project Description: This is a traffic & intersection improvement project consisting of a possible hill reduction on CTH CB to the south of the Intersection in conjunction with traffic signals or possibly other traffic control devices such as a roundabout. The scope of this project will have to be developed as a study of the characteristics proceed further.

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

Justification and alternatives considered: Traffic accidents are a concern at this intersection. The sight distance is not good looking to the south from Oakridge and the intersection is quite wide. Traffic volumes in the area are continuing to increase and it's expected that other methods of traffic control such as signals or perhaps a roundabout will be needed in the near future.

CTH CB & Oakridge Road Int.
2015 County HIghway
Capital Improvement Project



12. CTH F – Mill and Pave

A, PROPOSED 2015 BONDING - $ 500,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

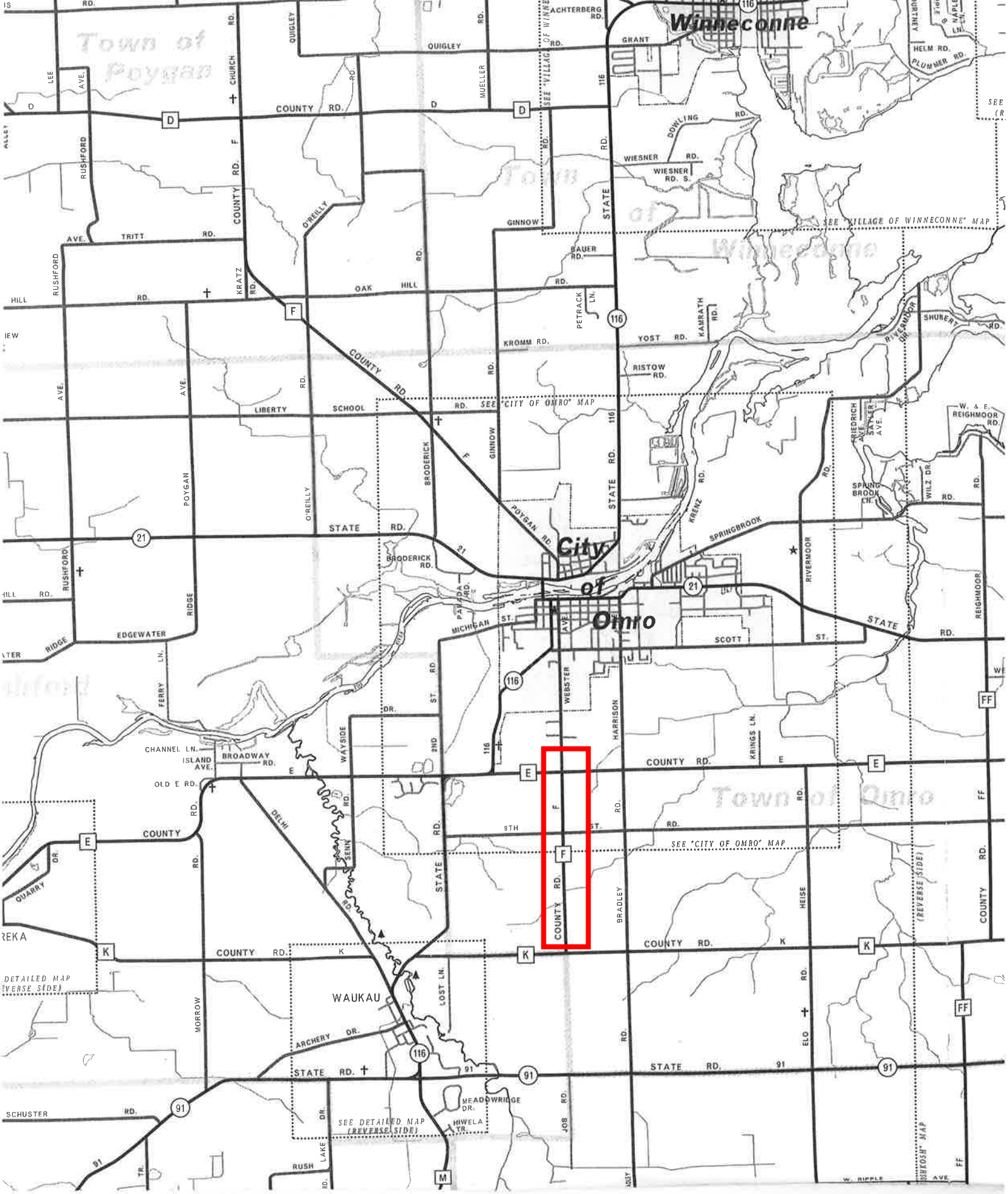
PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction	500,000					500,000
Equipment						-
Other						-
Total costs	500,000	-	-	-	-	500,000
PROJECT FUNDS:						
G.O.Bonds or notes	500,000	-	-	-	-	500,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 500,000	$ -	$ -	$ -	$ -	$ 500,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: A 1.5 mile milling and paving project to provide a new surface on CTH F. Will include new culverts, ditch and drainage improvements as needed, signing and marking.

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

Justification and alternatives considered: The existing pavement is very poor condition and is likely past the time at which preventive maintenance would have been an alternative. Milling and pavement replacement is less costly that full depth projects and will bring another 15-20 years of useful life.



CTH F Mill & Pave
2015 County Highway
Capital Improvement Project

13. County Highway G Bridge Reconstruction

A, PROPOSED 2015 BONDING - $ 10,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	Prior years	2015	2016	2017	2018	2019	Total
Planning & design	125,000						$ 125,000
Land purchase		10,000					10,000
Construction			550,000				550,000
Equipment							-
Other							-
Total costs	125,000	10,000	550,000	-	-	-	685,000
PROJECT FUNDS:							
G.O.Bonds or notes	125,000	10,000	140,000	-	-	-	275,000
State / Fed funding			410,000				410,000
Tax levy							-
Other							-
Total funds	$ 125,000	$ 10,000	$ 550,000	$ -	$ -	$ -	$ 685,000

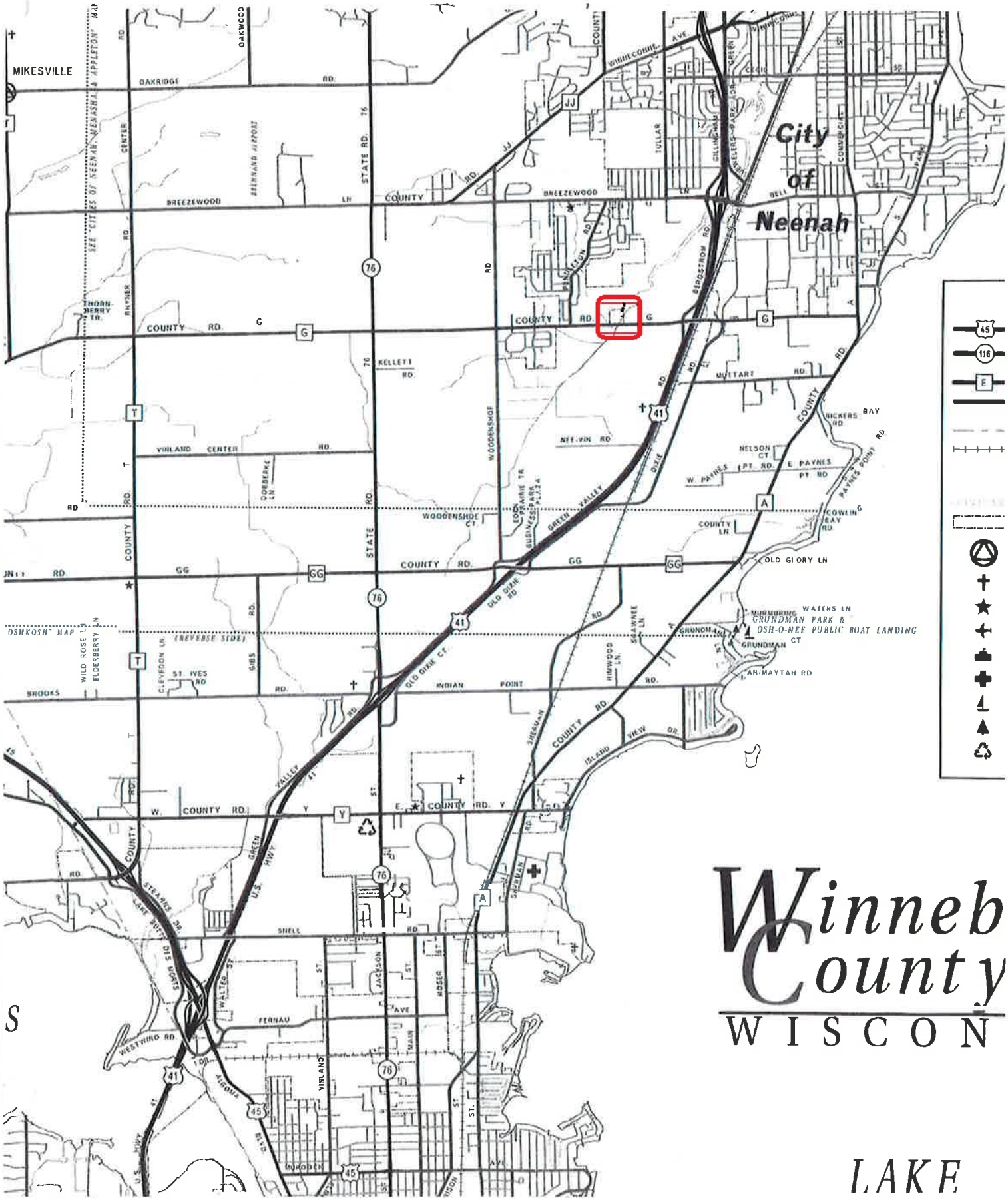
C. DECRIPTION AND JUSTIFICATION:

Project Description: This structure is located approximately 1/2 mile west of USH 41 and is significantly deteriorated and in need of replacement. The project is eligible for STP-Bridge funding in the amount of $410,000.

Relationship to other projects and plans: This project will need to be completed prior to any significant reconstruction of CTH G in this corridor.

Justification and alternatives considered: The structure has reached the end of its useful life according to inspections and the DOT/Federal Bridge system ratings. The design of a new bridge will take into account the existing footprint, future needs and potential future growth in the area.

CTH G Bridge
2015 County Highway
Capital Improvement Project



14. CTH I Reconstruction (35th St City Limits to Ripple Rd)

A, PROPOSED 2015 BONDING - $ 25,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

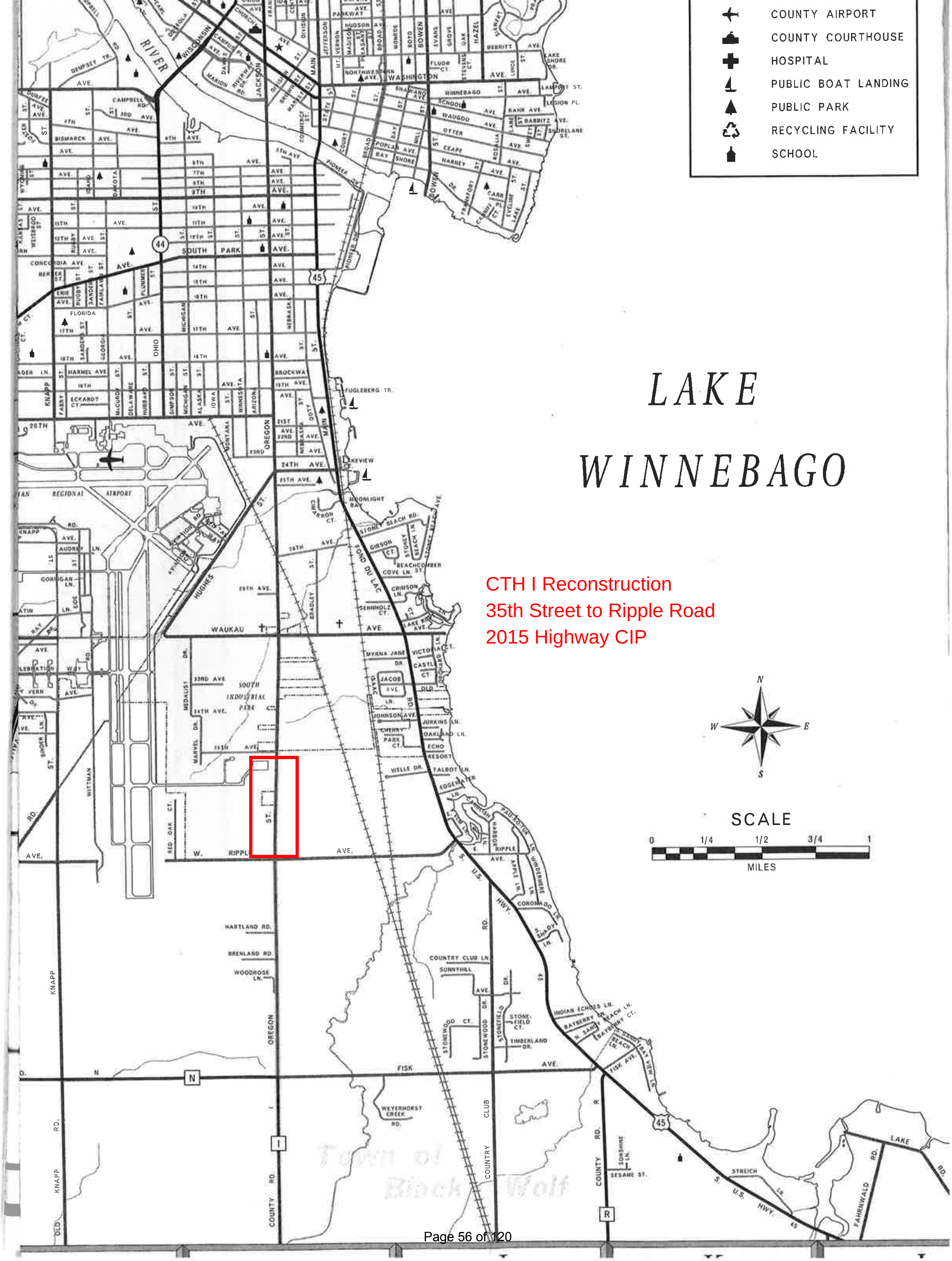
PROJECT COSTS:	Prior Yrs	2015	2016	2017	2018	2019	Total
Planning & design	78,000	$ 25,000					$ 103,000
Land purchase							-
Construction				1,300,000			1,300,000
Equipment							-
Other							-
Total costs	78,000	25,000	-	1,300,000	-	-	1,403,000
PROJECT FUNDS:							
G.O.Bonds or notes	78,000	25,000	-	1,300,000	-	-	1,403,000
Outside funding							-
Tax levy							-
Other							-
Total funds	$ 78,000	$ 25,000	$ -	$ 1,300,000	$ -	$ -	$ 1,403,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: Design and reconstruction of CTH I from 35th Street in the City of Oshkosh south to Ripple Avenue. This project will be built as a 4 lane undivided roadway with curb & gutter and storm sewer. This will match the existing profile currently at 35th street. There is STP-Urban funding available on this project of approximately $800,000

Relationship to other projects and plans: This project relates to and ties in to the corridor improvements done on CTH I for the past few construction seasons.

Justification and alternatives considered: The pavement in this section is showing signs of deterioration throughout the project limits. Significant cracking with possible sub-base loss is evident in some areas. The pavement section is past the point at which less costly and invasive procedures would extend the useful life to any great extent.


COUNTY AIRPORT
COUNTY COURTHOUSE
HOSPITAL
PUBLIC BOAT LANDING
PUBLIC PARK
RECYCLING FACILITY
SCHOOL
LAKE
WINNEBAGO
CTH I Reconstruction
35th Street to Ripple Road
2015 Highway CIP
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W
E
S
SCALE
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1/4
1/2
3/4
1
MILES
REGIONAL AIRPORT
SOUTH INDUSTRIAL PARK
WAUKAU AVE.
RIPPLE AVE.
FISK AVE.
OREGON ST.
COUNTY RD. I
KNAPP
COUNTRY CLUB RD.
COUNTY RD. R
U.S. HWY. 45
SOUTH PARK AVE.
20TH AVE.
24TH AVE.
HARTLAND RD.
BRENLAND RD.
WOODROSE LN.
Town of Black Wolf

15. CTH I (CTH N to Ripple Rd) Mill & Pave

A, PROPOSED 2015 BONDING - $ 500,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

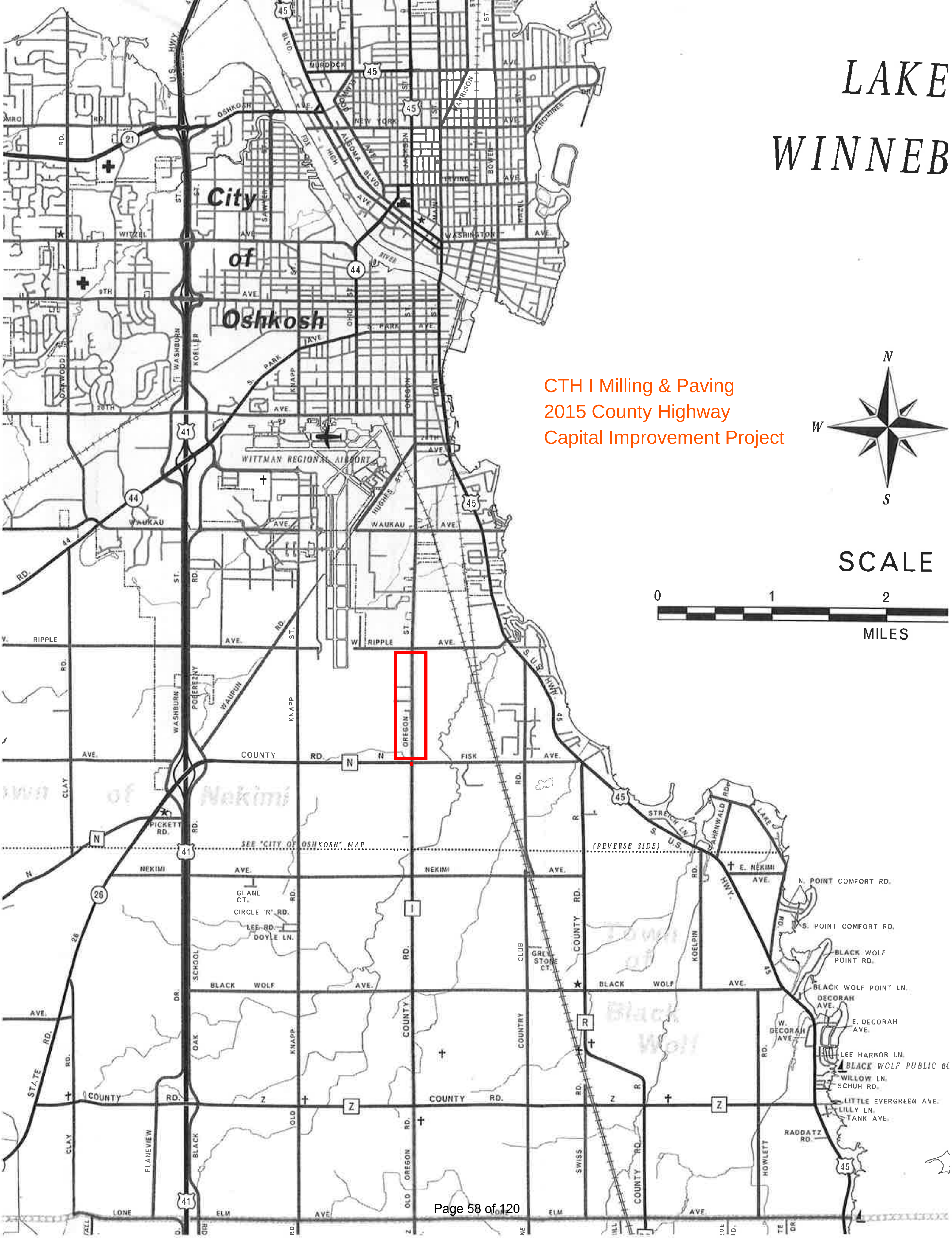
PROJECT COSTS:	Prior Yrs	2015	2016	2017	2018	2019	Total
Planning & design	78,000						$ 78,000
Land purchase							-
Construction		500,000					500,000
Equipment							-
Other							-
Total costs	78,000	500,000	-	-	-	-	578,000
PROJECT FUNDS:							
G.O.Bonds or notes	78,000	500,000	-	-	-	-	578,000
Outside funding							-
Tax levy							-
Other							-
Total funds	$ 78,000	$ 500,000	$ -	$ -	$ -	$ -	$ 578,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This segment of CTH I, from CTH N north to Ripple Avenue will be done as a mill and paving project.

Relationship to other projects and plans: This project relates and ties into the intersection project at CTH I & CTH N done in 2014 and the capacity expansion being done from the segment of CTH I from the Oshkosh City Limits to Ripple Ave.

Justification and alternatives considered: The project section is showing signs of degradation throughout the project limits. Significant pavement cracking and section loss is evident. A mill and pave project will give a new surface from CTH N north to Ripple Avenue and will last for 15-20 years. Paved shoulder, new shoulder gravel, marking and signing will also be improved where needed.


LAKE
WINNEB
CTH I Milling & Paving
2015 County Highway
Capital Improvement Project
N
W
S
SCALE
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1
2
MILES
City
of
Oshkosh
WITTMAN REGIONAL AIRPORT
WAUKAU AVE.
RIPPLE AVE.
COUNTY RD. N
FISK AVE.
NEKIMI AVE.
BLACK WOLF AVE.
COUNTY RD. Z
OREGON
KNAPP
WASHBURN
SEE "CITY OF OSHKOSH" MAP
(REVERSE SIDE)
S. U.S. HWY. 45
N. POINT COMFORT RD.
S. POINT COMFORT RD.
BLACK WOLF POINT RD.
BLACK WOLF POINT LN.
DECORAH AVE.
E. DECORAH AVE.
W. DECORAH AVE.
LEE HARBOR LN.
BLACK WOLF PUBLIC BO
WILLOW LN.
SCHUH RD.
LITTLE EVERGREEN AVE.
LILLY LN.
TANK AVE.
RADDATZ RD.
GLANE CT.
CIRCLE 'R' RD.
LEE RD.
DOYLE LN.
PICKETT RD.

16. County Highway N (from CTH I to US41)

A, PROPOSED 2015 BONDING - $ 800,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

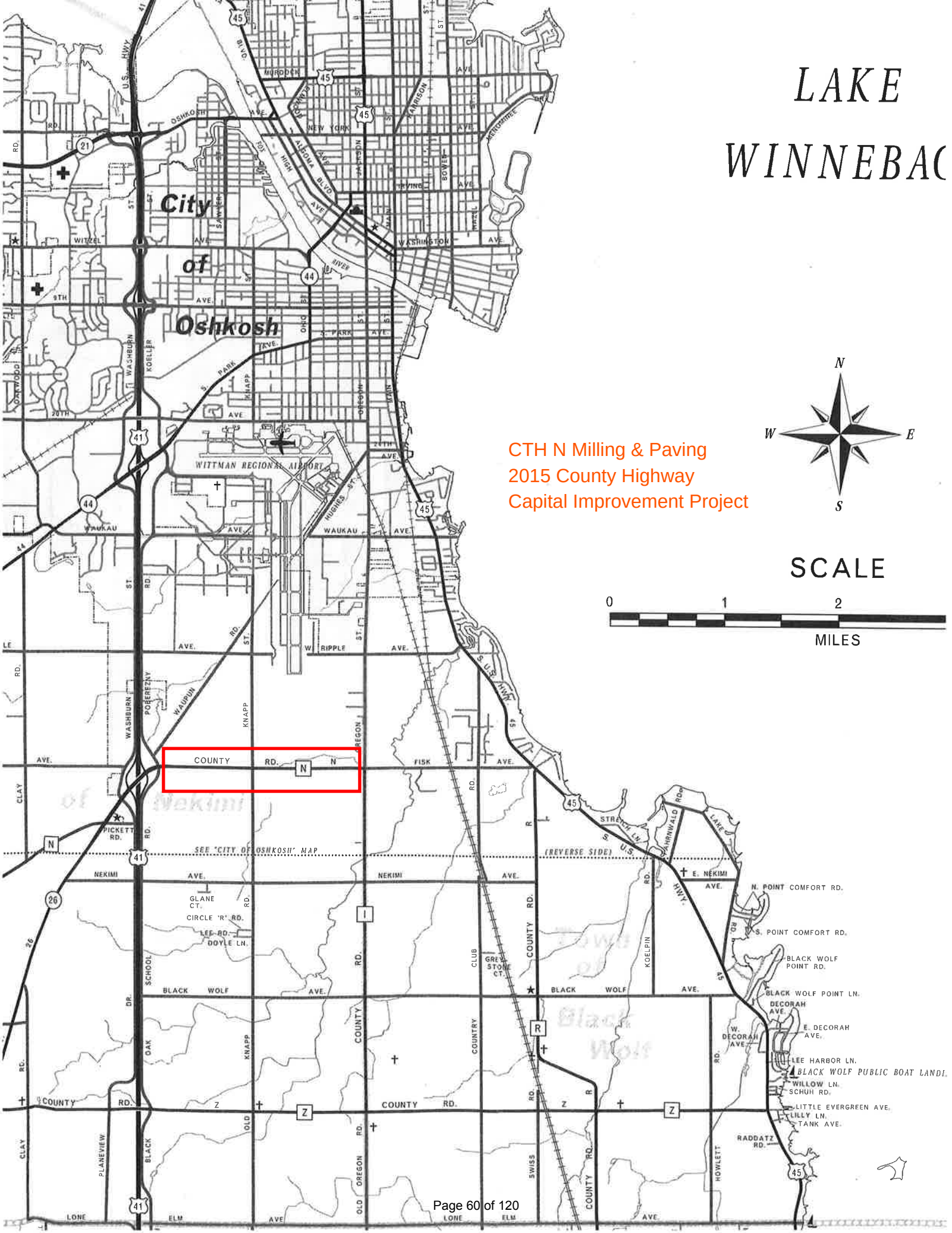
PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction	800,000					800,000
Equipment						-
Other						-
Total costs	800,000	-	-	-	-	800,000
PROJECT FUNDS:						
G.O.Bonds or notes	800,000	-	-	-	-	800,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 800,000	$ -	$ -	$ -	$ -	$ 800,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is a milling and repaving of approximately 2 miles of CTH N from CTH I west to USH 41. The work would include new culverts, paved shoulder, ditch and drainage improvements where needed, marking and signing.

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

Justification and alternatives considered: The existing asphalt surface is severely cracked and showing signs of base failure in some locations. The pavement is well past the point of spot maintenance, area patching or crack fill as an alternative. A 3" mill and repaving would extend the life of this pavement for 15 - 18 years.


LAKE
WINNEBAC
City
of
Oshkosh
CTH N Milling & Paving
2015 County Highway
Capital Improvement Project
N
W
E
S
SCALE
0
1
2
MILES
COUNTY RD. N
SEE "CITY OF OSHKOSH" MAP
(REVERSE SIDE)
WITTMAN REGIONAL AIRPORT
WAUKAU AVE.
NEKIMI AVE.
BLACK WOLF AVE.
COUNTY RD. Z
FISK AVE.
W RIPPLE AVE.
S. U.S. HWY. 45
N. POINT COMFORT RD.
S. POINT COMFORT RD.
BLACK WOLF POINT RD.
BLACK WOLF POINT LN.
DECORAH AVE.
E. DECORAH AVE.
W. DECORAH AVE.
LEE HARBOR LN.
BLACK WOLF PUBLIC BOAT LANDI
WILLOW LN.
SCHUH RD.
LITTLE EVERGREEN AVE.
LILLY LN.
TANK AVE.
RADDATZ RD.
E. NEKIMI AVE.
PICKETT RD.
GLANE CT.
CIRCLE 'R' RD.
LEE RD.
DOYLE LN.
GREY STONE CT.
STRETCH LN.
HARNWALD RIDGE
LAKE RD.
KOELPIN RD.
COUNTY RD.
SCHOOL RD.
CLUB RD.
OAK RD.
KNAPP ST.
WASHBURN ST.
KOELLER ST.
OREGON ST.
MAIN ST.
JACKSON ST.
ALGOMA BLVD.
OSHKOSH AVE.
NEW YORK AVE.
MURDOCK AVE.
IRVING AVE.
WASHINGTON AVE.
WITZEL AVE.
9TH AVE.
20TH AVE.
24TH AVE.
S. PARK AVE.
HUGHES ST.
WAUPUN RD.
PORERZNY RD.
CLAY RD.
PLANEVIEW RD.
BLACK RD.
OLD OREGON RD.
SWISS RD.
HOWLETT RD.
LONE ELM AVE.
COUNTRY RD.
Town of Nekimi
Town of Black Wolf

17. County Highway Z (CTH I to STH 26)

A, PROPOSED 2015 BONDING - $ 900,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

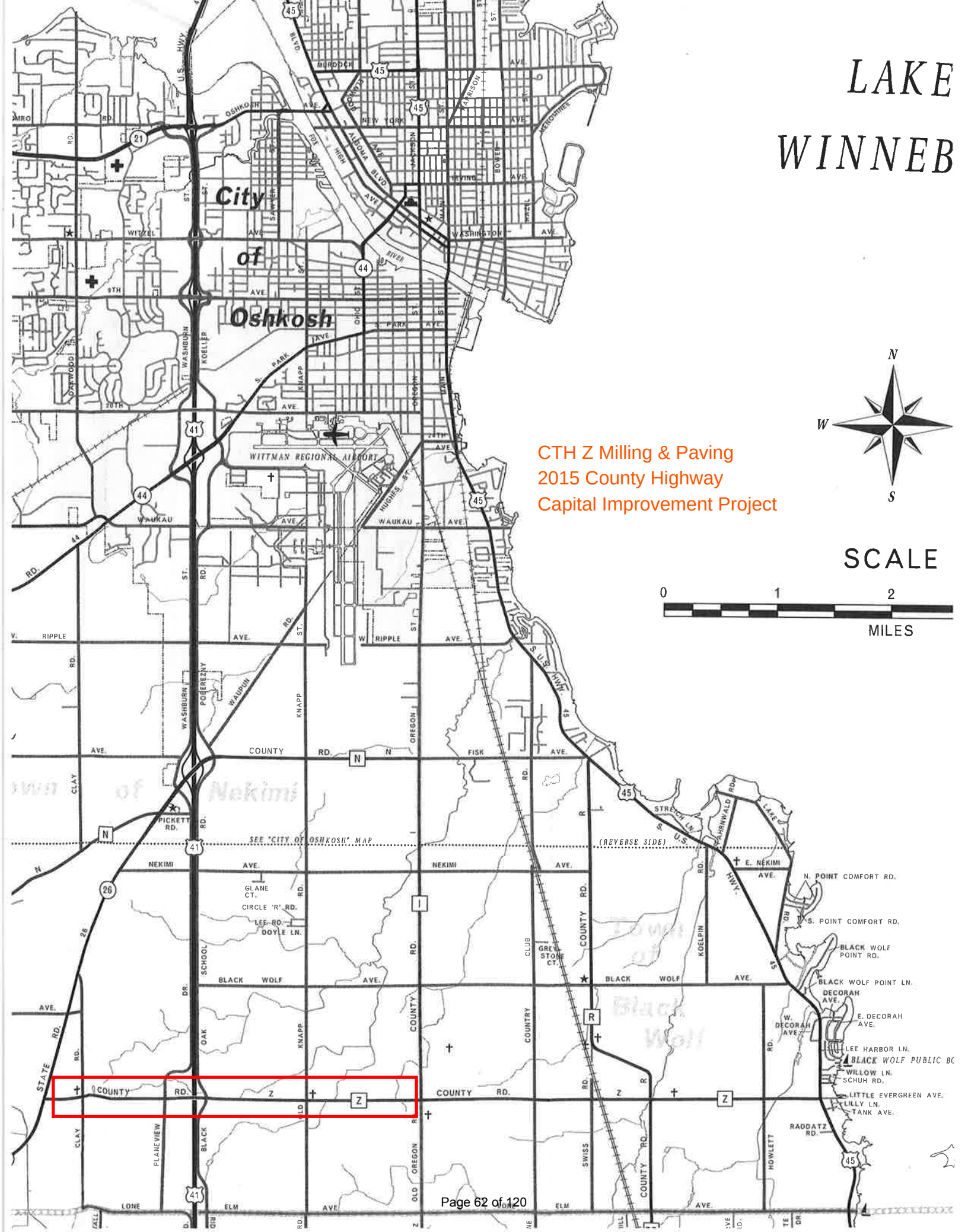
PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction	900,000					900,000
Equipment						-
Other						-
Total costs	900,000	-	-	-	-	900,000
PROJECT FUNDS:						
G.O.Bonds or notes	900,000	-	-	-	-	900,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 900,000	$ -	$ -	$ -	$ -	$ 900,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: Mill and pave project on approximately 3.25 miles of CTH Z from CTH I west to STH 26. Project also includes shouldering, signing, culverts and ditch improvements as needed.

Relationship to other projects and plans: Relates to the milling and paving done on CTH Z in 2014 from STH 45 to CTH I

Justification and alternatives considered: The existing pavement is very poor condition and showing severe cracking and deterioration is certain areas. Crack filling and/or area patching won't solve the problems and extend the useful life.


LAKE
WINNEB
City
of
Oshkosh
WITTMAN REGIONAL AIRPORT
CTH Z Milling & Paving
2015 County Highway
Capital Improvement Project
N
W
S
SCALE
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2
MILES
COUNTY RD. Z
SEE "CITY OF OSHKOSH" MAP
(REVERSE SIDE)
N. POINT COMFORT RD.
S. POINT COMFORT RD.
BLACK WOLF POINT RD.
BLACK WOLF POINT LN.
DECORAH AVE.
E. DECORAH AVE.
W. DECORAH AVE.
LEE HARBOR LN.
BLACK WOLF PUBLIC BC
WILLOW LN.
SCHUH RD.
LITTLE EVERGREEN AVE.
LILLY LN.
TANK AVE.
RADDATZ RD.
BLACK WOLF AVE.
NEKIMI AVE.
E. NEKIMI AVE.
COUNTY RD. N
PICKETT RD.
GLANE CT.
CIRCLE 'R' RD.
LEE RD.
DOYLE LN.
GREYSTONE CT.
STRETCH LN.
FISK AVE.
RIPPLE AVE.
W RIPPLE AVE.
WAUKAU AVE.
PARK AVE.
S. PARK AVE.
WITZEL AVE.
WASHINGTON AVE.
9TH AVE.
20TH AVE.
24TH AVE.
MURDOCK AVE.
NEW YORK AVE.
ALGOMA BLVD.
IRVING AVE.
BOWEN AVE.
KENOSHIRE AVE.
HARRISON ST.
MAIN ST.
HAZEL ST.
OHIO ST.
OREGON ST.
KOELLER ST.
WASHBURN ST.
KNAPP ST.
OAKWOOD RD.
HUGHES ST.
S. U.S. HWY 45
U.S. HWY 45
OSHKOSH AVE.
COUNTY RD. N
COUNTY RD. Z
SCHOOL DR.
OAK RD.
KOELPIN RD.
CLUB RD.
COUNTRY RD.
SWISS RD.
HOWLETT RD.
PLANEVIEW RD.
BLACK RD.
OLD OREGON RD.
STATE RD. 26
CLAY RD.
LONE ELM RD.
ELM AVE.
WAUPUN RD.
PODERSZNY RD.
FAHRWALD RD.
LAKE RD.
Town of Nekimi
Town of Black Wolf

18. Traffic Signal Replacements

A, PROPOSED 2015 BONDING - $ 300,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design						$ -
Land purchase						-
Construction						-
Equipment	300,000					300,000
Other						-
Total costs	300,000	-	-	-	-	300,000
PROJECT FUNDS:						
G.O.Bonds or notes	300,000	-	-	-	-	300,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000

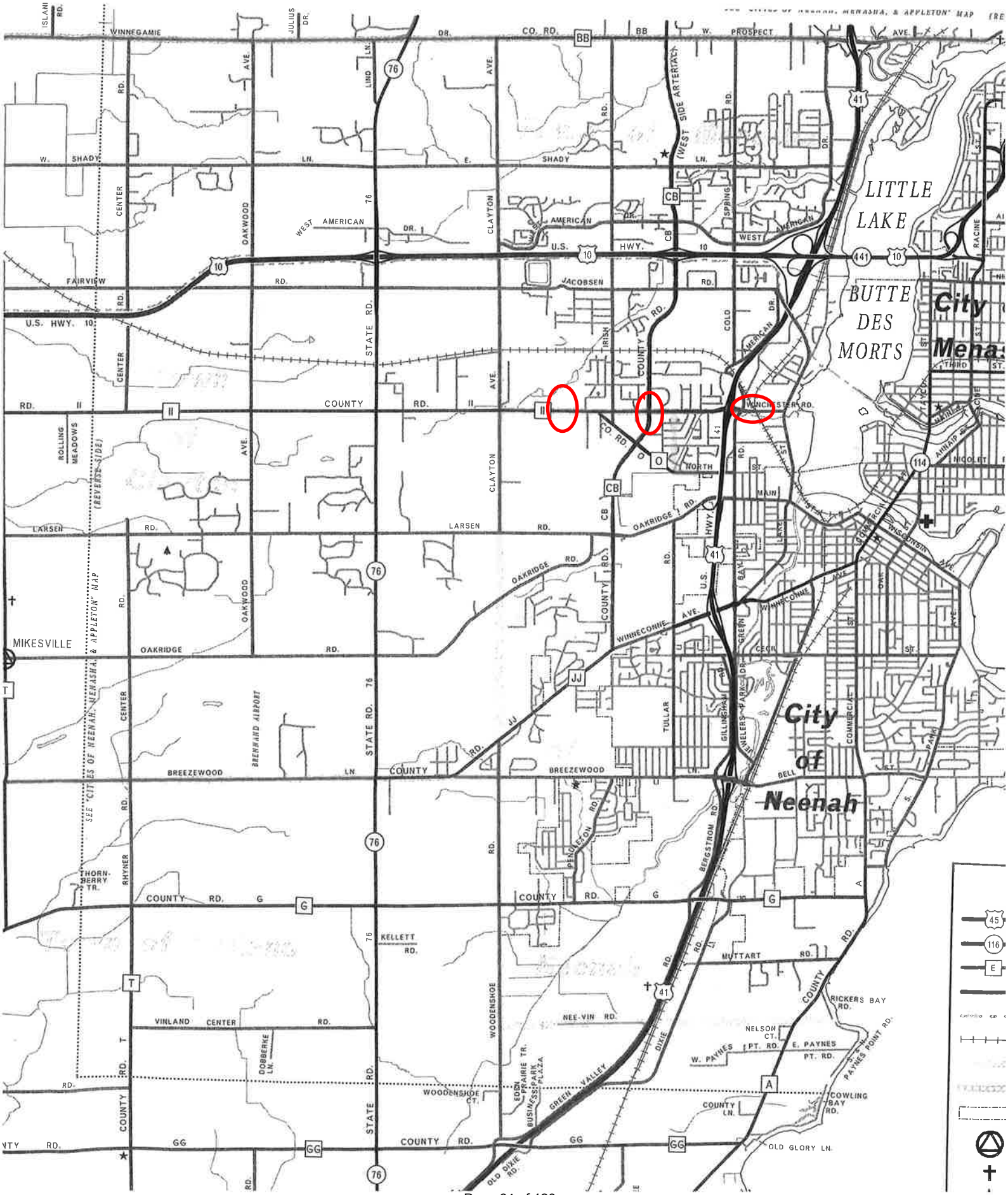
C. DECRIPTION AND JUSTIFICATION:

Project Description: Design and replacement of 3 sets of intersection traffic signals. The 3 locations are CTH CB & CTH II, CTH II and the Kimberly Clark entrance road and CTH II & Green Bay Road. Would include new poles, hardware, software and related technologies to replace aging equipment and upgrade to current technologies.

Relationship to other projects and plans: None however loop detectors will need to be replaced which will require paving repairs and replacements.

Justification and alternatives considered: The signals are in various states of repair and no longer function as well as they should given traffic volumes and the needs of the intersections. The technology for traffic signals has changed along with the hardware and lighting available. Replacing the controllers or the loops or the poles separately doesn't make sense at this time given the age of the equipment.

Traffic Signal Replacements
2015 County Highway
Capital Improvement Project



19. Airport Terminal Building Replacement

A, PROPOSED 2015 BONDING - $ 300,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 300,000					$ 300,000
Land purchase						-
Construction		5,000,000				5,000,000
Equipment						-
Other						-
Total costs	300,000	5,000,000	-	-	-	5,300,000
PROJECT FUNDS:						
G.O.Bonds or notes	300,000	5,000,000	-	-	-	5,300,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 300,000	$ 5,000,000	$ -	$ -	$ -	$ 5,300,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: Airport Terminal new construction of administration building, with inclusion of FBO offices and rental car facilities.

Relationship to other projects and plans: Property & Facilities Department was investigating roof reconstruction/replacement on the existing terminal building because of age and deterioration. The cost of that project, combined with the age, condition, utility expense and unused space of the terminal raised questions about the viability and economic sense of just replacing the roof. It makes more sense to raze the current facility and build a new smaller building based on current and projected future needs.

Justification and alternatives considered: Annual income in leased space within the terminal is about 15 percent of the annual utility costs for the terminal. The Aviation Committee is currently identifying options, which range from replacement of the roof and other systems repair/replacements to building a new structure that fits the future needs of the airport. The ultimate outcome will conceivably be improved energy usage/management with improved space utilization. Consideration is also being given to the ability to expand the development area footprint in the vicinity of the existing terminal if a new administration building is constructed and the existing terminal razed.


PROPOSED ADMINISTRATION BUILDING
Potential future hangars

20. Aviation Business Park Taxiway

A. PROPOSED 2015 BONDING - $ 21,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 408,000					$ 408,000
Land purchase						-
Construction		1,630,000				1,630,000
Equipment						-
Other						-
Total costs	408,000	1,630,000	-	-	-	2,038,000
PROJECT FUNDS:						
G.O.Bonds or notes	21,000	-	-	-	-	21,000
State / Fed funds	387,000	1,548,000				1,935,000
Tax levy						-
FAA entitlements		82,000				82,000
Total funds	$ 408,000	$ 1,630,000	$ -	$ -	$ -	$ 2,038,000

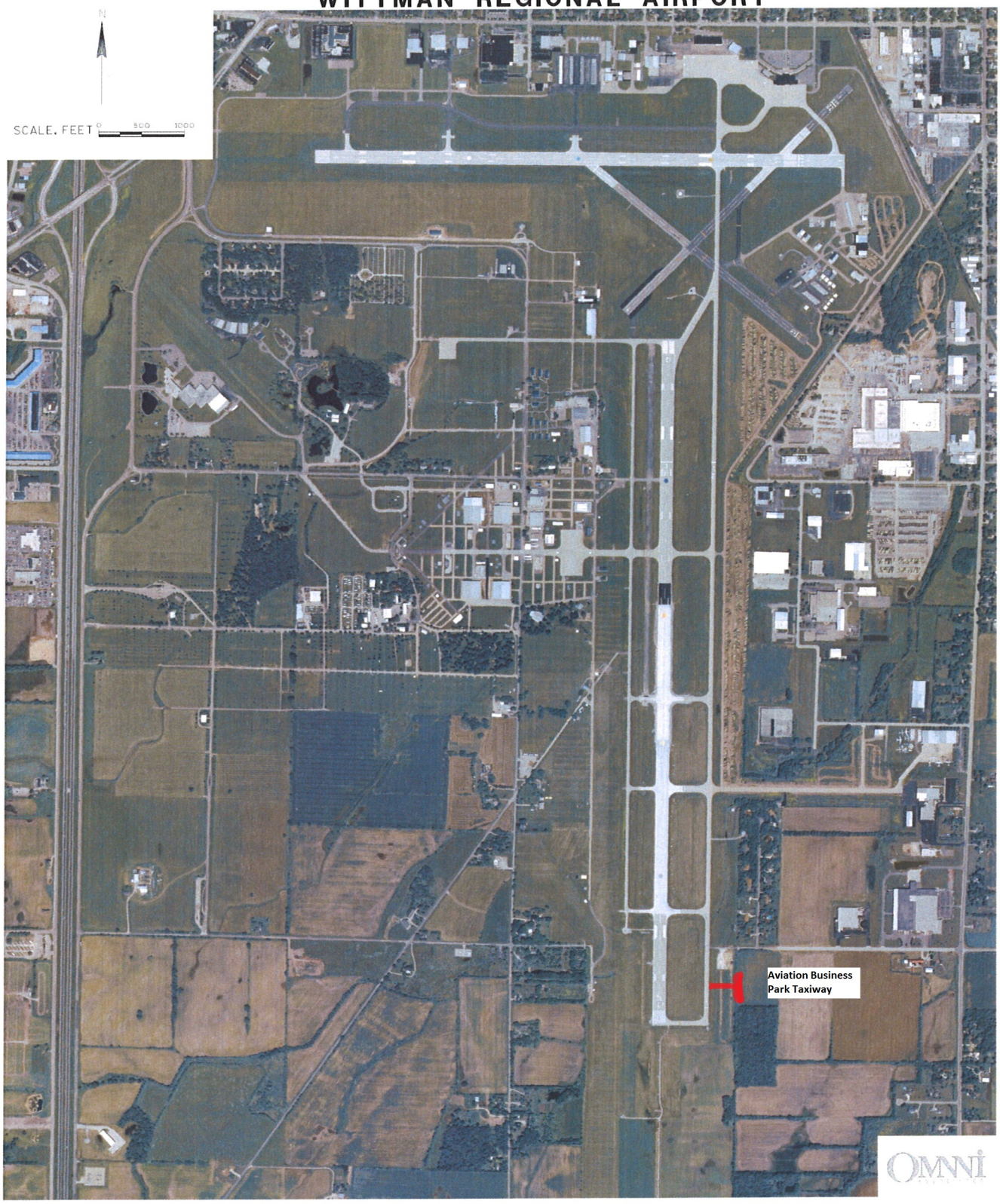
C. DECRIPTION AND JUSTIFICATION:

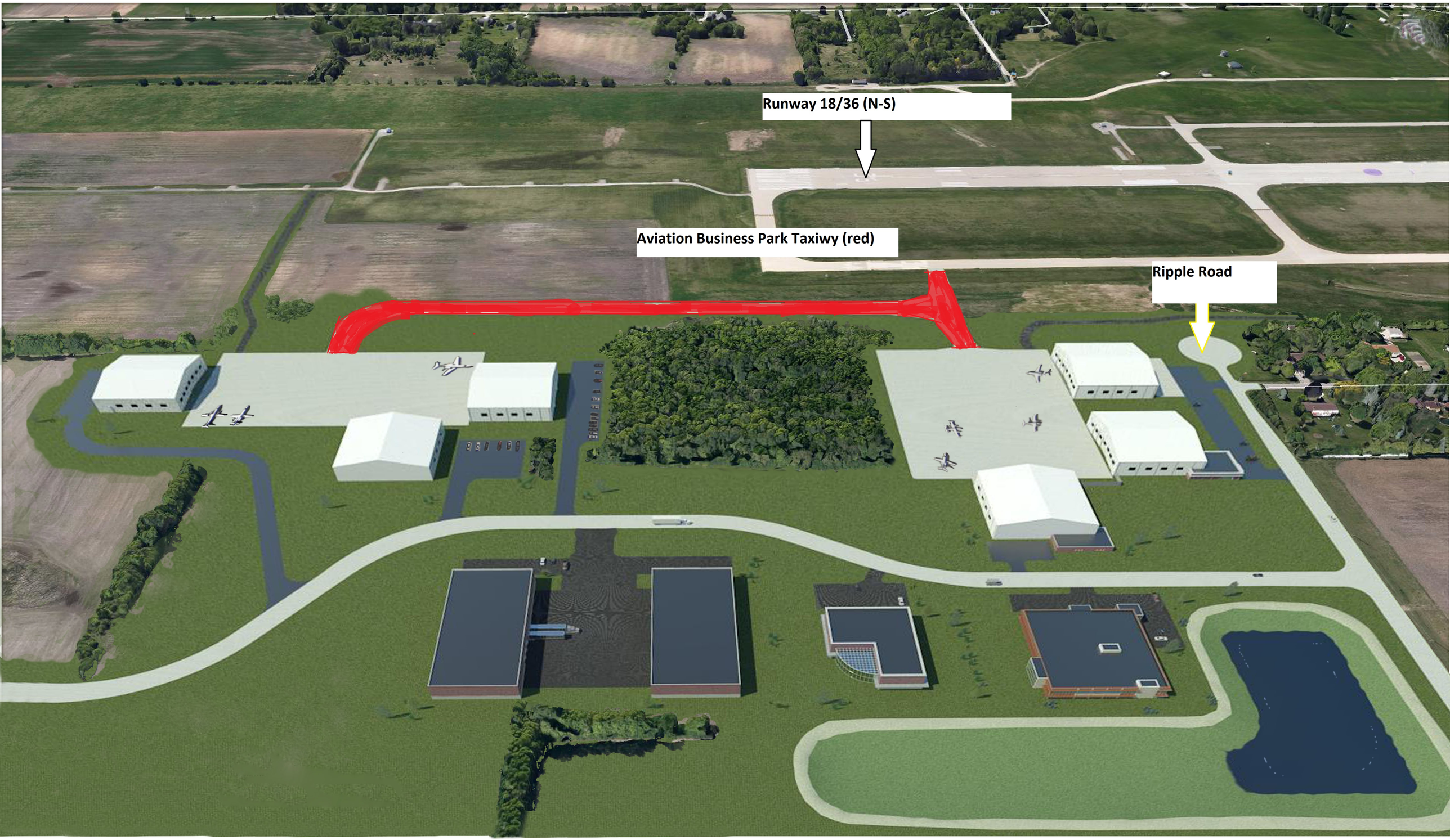
Project Description: Add an extension from Taxiway A eastward onto the proposed aviation business park and ramp area.

Relationship to other projects and plans: With the land acquired for the aviation business park, a taxiway extension into the park and potential ramp area will help market the land to future tenants.

Justification and alternatives considered: The taxiway extension into the business park is necessary for potential large aircraft operators to access the airport. The extension between Taxiways A5 and A6 is necessary to meet current FAA design standards for safety. The ramp construction will be negotiated with the first tenant (identified) and may possibly be funded by the tenant. This project may also be incorporated into the reconstruction of Taxiway A, if FAA funding is available within this time period.

WITTMAN REGIONAL AIRPORT




Runway 18/36 (N-S)
Aviation Business Park Taxiwy (red)
Ripple Road

21. Taxiway B Reconstruction - Airport

A, PROPOSED 2015 BONDING - $ 275,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

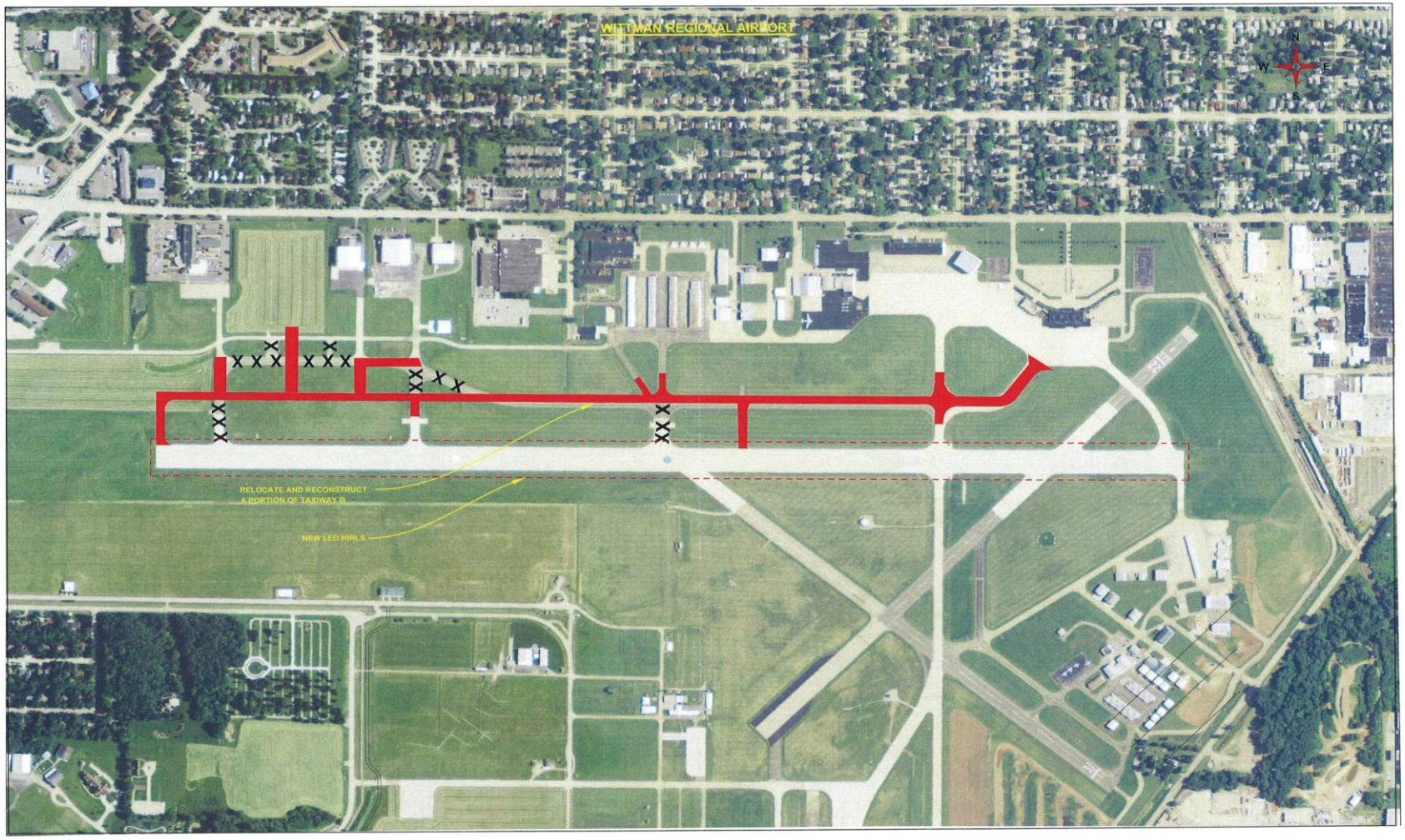
PROJECT COSTS:	Prior Yrs	2015	2016	2017	2018	2019	Total
Planning & design	15,000						$ 15,000
Land purchase							-
Construction		5,500,000					5,500,000
Equipment							-
Other							-
Total costs	15,000	5,500,000	-	-	-	-	5,515,000
PROJECT FUNDS:							
G.O.Bonds or notes	-	275,000	-	-	-	-	275,000
State / Fed funding		5,225,000					5,225,000
Tax levy							-
Other	15,000						15,000
Total funds	$ 15,000	$5,500,000	$ -	$ -	$ -	$ -	$ 5,515,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: Relocate and reconstruct a portion of Taxiway B, including lighting and extend taxiway to end of runway and remove current connecting taxiway.

Relationship to other projects and plans: The project coincides with the plans and funding request with the WI DOT Bureau of Aeronautics

Justification and alternatives considered: If the project is not approved or funding is not acquired through FAA and WI DOT Bureau of Aeronautics, local funds may be needed for crack filling and seal coating to extend the life of the pavement.


WITTMAN REGIONAL AIRPORT
N
W
E
S
RELOCATE AND RECONSTRUCT
A PORTION OF TAXIWAY B
NEW LED HIRLS

22. Park View 30 Stall Parking Lot Adjacent to New Addition

A, PROPOSED 2015 BONDING - $ 209,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 19,000					$ 19,000
Land purchase						-
Construction	190,000					190,000
Equipment						-
Other						-
Total costs	209,000	-	-	-	-	209,000
PROJECT FUNDS:						
G.O.Bonds or notes	209,000	-	-	-	-	209,000
Outside funding						-
Tax levy						-
Other						-
Total funds	$ 209,000	$ -	$ -	$ -	$ -	$ 209,000

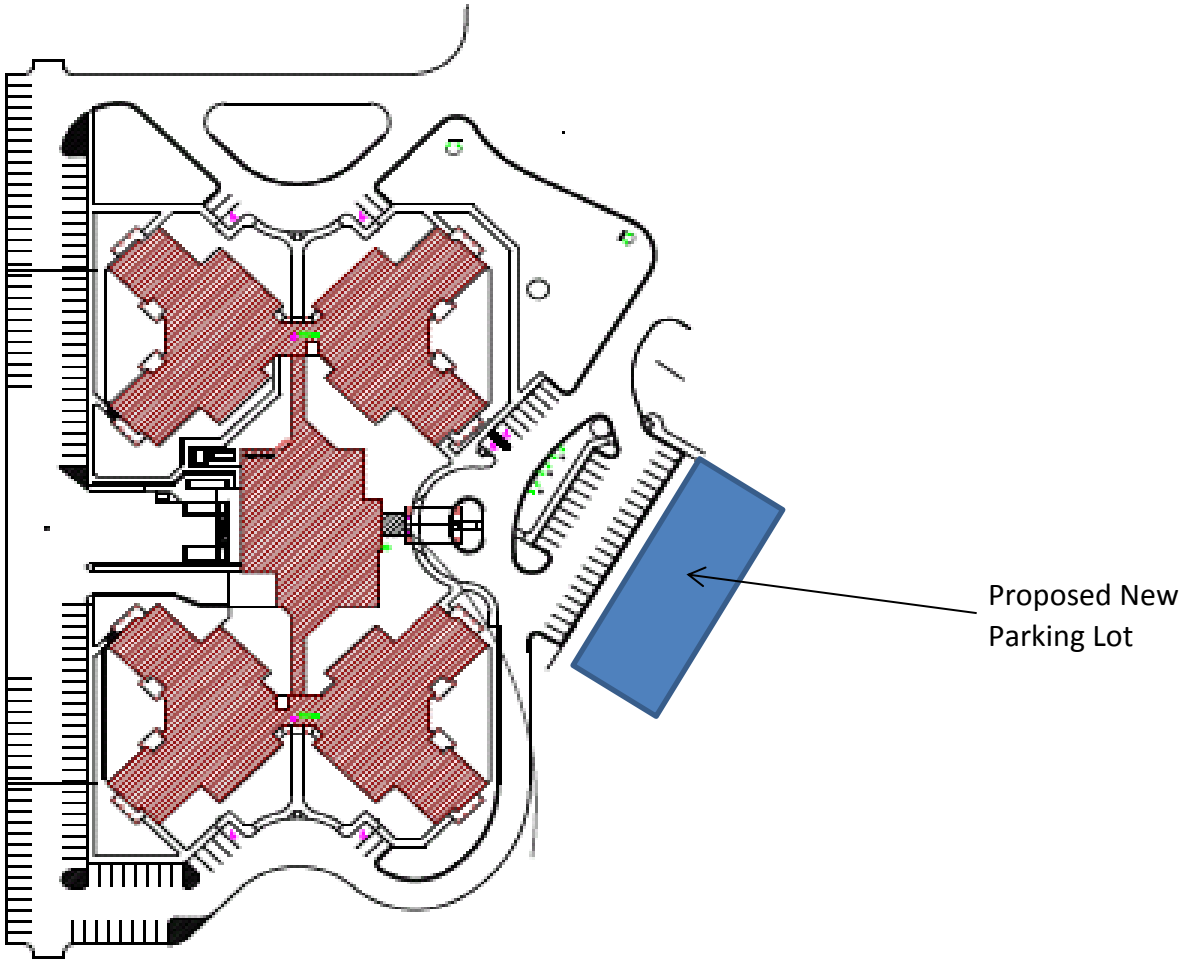
C. DECRIPTION AND JUSTIFICATION:

Project Description: This project is to increase the number of parking stalls at the Park View Health Center. During design and planning parking needs were estimated based on staffing and visitor experience. The need for parking has surpassed those estimates. This project would construct an additional parking lot. Current conditions and staffing levels at Park View have filled the parking lot. This is compounded when shift change occurs. The number of vehicles needing to park almost doubles. In order for staff to report on time, vehicles are parked wherever there is space whether or not it is a parking stall. Since the new building was occupied, visitor and volunteer traffic has also increased.

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

Justification and alternatives considered: There are only two options available. Do nothing and to increase the parking. If nothing is done, the current parking practices will continue. This can lead to damage to grassy areas used as a parking spot. Cars could be parked in the way of departing staff or blocking vehicular circulation routes. Staff could be delayed reporting for duty as they try to find a safe place to park their vehicle. If the parking is expanded, staff will not be delayed in reporting for duty, grassy areas and landscaped areas will not be damaged. Vehicular circulation will not be impeded.

Proposed Park View Additional Parking Lot



23. UW Fox Valley – Library – Exterior Wall Repairs

A, PROPOSED 2015 BONDING - $ 108,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 9,000					$ 9,000
Land purchase						-
Construction	207,000					207,000
Equipment						-
Other						-
Total costs	216,000	-	-	-	-	216,000
PROJECT FUNDS:						
G.O.Bonds or notes	108,000	-	-	-	-	108,000
Outside funding						-
Tax levy						-
Outagamie County	108,000					108,000
Total funds	$ 216,000	$ -	$ -	$ -	$ -	$ 216,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: An addition to the campus library was constructed in 1985, and used an exterior insulation finishing system (EFIS) including a thin concrete stucco finish. Weather and age have caused the finish to deteriorate such that the concrete is flaking off the building leaving insulation and the interior exposed to the elements. Even small birds are chipping away at the structure to create shelter, leading to infiltration of rain and insects. This project is to repair the wall structure with a longer-lasting finish system.

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

Justification and alternatives considered: This project is a necessary repair to the building structure, without which will lead to further problems to the interior of the building including mold, mildew and structural damage.

Exterior wall structure – UW Fox Valley – Library

24. UW Fox Valley – Steam Boiler Conversion

A, PROPOSED 2015 BONDING - $ 12,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2015	2016	2017	2018	2019	Total
Planning & design	$ 25,000					$ 25,000
Land purchase						-
Construction		250,000				250,000
Equipment						-
Other						-
Total costs	25,000	250,000	-	-	-	275,000
PROJECT FUNDS:						
G.O.Bonds or notes	12,000	125,000	-	-	-	137,000
Outside funding						-
Tax levy						-
Outagamie County	13,000	125,000				138,000
Total funds	$ 25,000	$ 250,000	$ -	$ -	$ -	$ 275,000

C. DECRIPTION AND JUSTIFICATION:

Project Description: This is a project to convert a problematic operating steam boiler system to an integrated component hot water system. The current steam boiler is expensive to supply and maintain. The chemicals required for operation are expensive and are corrosive to the boiler and pipe distribution system. Leaks in the system have become more numerous in recent years and have damaged other building components (ceiling tile, floor tile, walls) leading to additional repair costs.

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

Justification and alternatives considered: This project will address a current on-going problem and help avoid additional repair costs resulting from building systems damaged by leaks caused by the steam boiler system. An alternative is to replace the steam boiler with a separate stand-along heating system which would be more expensive to install, operate and maintain.

UW Fox Valley – Boiler Conversion

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 12/31/2015 is projected to be $40,345,957.

The outstanding debt at 12/31/2015 will be comprised of $49,365,000 of levy supported debt (Table 4) and $447,000 of non levy funded debt (Table 7).

Principal, interest, and total debt service requirements on all levy supported debt that will exist at the end of 2015 and including the new debt issue for 2015 is presented in tables 4, 5, & 6, along with a graphical presentation shown on Chart 2. Total levy supported debt service requirements start at $10,191,000 in 2015 and end with $1,057,000 in the year 2025.

Principal, interest, and total debt service requirements on all non levy funded debt that will exist at 12/31/15 and including the new debt issue for 2015 is presented in tables 7, 8, & 9, and is presented graphically on Chart 3. Total proprietary fund debt service requirements start at $77,000 in 2015 and end with $18,000 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 $596,588,000. With current indebtedness at 12/31/15 projected to be $40,347,957 (Table 3), this brings total outstanding debt to around 6.8% of the legal debt limit. Winnebago County is well under the statutory limit.

Table 13 also shows a ten year history of the County's total tax levy and debt service levy (dollars) as well as the mill rate for each year (2006-2015). The information is presented graphically on Chart 4.

Chart 1 shows a graphical presentation of valuation versus debt service. Notice that debt service is declining at a faster pace than valuation. We are expecting that valuation will turn around and start to grow again in the coming years. 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 current debt service rate along with the impact all of the proposed future borrowings will have on the tax rate. It remains flat around $1.00 per $1,000 valuation through 2020, when all of the projects in the 5-year plan have been funded. The reason for the drop off in 2021 and future years is because the 5-year plan only schedules out proposed projects for the next 5 years.

Chart 6 shows the total outstanding debt at the end of each year for current debt through 2028, and shows the impact on year-end outstanding debt if all projects over the planning horizon 2015-2019 were to be approved. Although the outstanding balance trends downwards, it could be expected that in future years as we add more years to the capital improvements program that the outstanding debt at the end of the year would remain around $50 million.

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 book. 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 $102,351,000. After applying outside funding of $19,723,000, and internal funding of $2,280,000, the net borrowing needed is $80,348,000 over the 5-year period. Projects are listed in Tables 1 & 2 by department within division. The tables contain the following information for each project:

Project Description:

A brief description for each project is included. Detailed project descriptions for those projects included in the 2015 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 2015 - 2019. 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 2014 and for portions of 2015 new projects. ***The information for 2016 - 2019 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. **Each year the general fund unassigned fund balance will be reviewed to determine whether we can apply some towards projects to reduce bonding.**

B. DIVISIONAL ANALYSIS – ALL PROJECTS EXCEPT SOLID WASTE:

1. DIVISION OF ADMINISTRATION:

The total known cost of capital projects for this division is $22,519,000. There are no funding sources to cover these so they will all be funded through borrowing or general fund reserves. The projects in this division are as follows:

Roof Maintenance program: This will continue during years 2015 and through 2019. Total projected cost during the planning horizon is $2,692,000. The portion scheduled for 2015 has a cost of $984,000 and is for the roof on the highway 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. More detail on this project can be found in Section II of this book.

Courthouse Remodeling: This project is to reconfigure the Courthouse to accommodate moving the court related functions from the Safety Building into the Courthouse. Additionally, security features would be improved or added. Building systems would be repaired and upgraded to meet new codes and energy efficiencies. The Departments to be moved into the Courthouse are; Branch 6, Court Commissioner and Family Court Counseling. Total expected cost of this project during the planning horizon is $13,485,000. This project is scheduled to start in 2017 with engineering & design work and some remodeling. Remodeling will continue and be completed during 2018.

Courthouse Window Replacement: This project is to replace the Courthouse windows. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs may not be sufficient and the windows should be replaced. The interior storm windows have created a void that trapped moisture leading to drywall/plaster damage. In addition, the existing windows are very energy inefficient. This is a two part project. A study was completed to determine the best solution to the window issues. The best solution to the problem is to replace the existing windows with thermal pane windows matching the historic aesthetics of the existing windows. Total expected cost during 2015 is $1,104,000. More information on this project can be viewed in Section II of this book.

Courthouse Security Addition: This project is to add a small, single story security checkpoint to the main entrance of the Courthouse. This will provide a secure location to screen visitors to the Courthouse to prevent weapons and contraband from entering the building. This will also provide a central location for the monitoring of security systems in the Courthouse. Funding needed to start the project in 2015 is $127,000 for engineering and design. Construction will take place in 2016. More information on this project can be viewed in Section II of this book.

Courthouse Boiler Replacement: This project is to replace the two existing steam boilers in the Courthouse. These boilers were installed in 1938 and have reached 74 years of age. The boilers are approximately 65% efficient and have been modified several times from using coal as the fuel. New boilers would get the efficiency up to 90+%. The existing boilers have basic controls. Replacement boilers would have more accurate digital controls. Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boilers. Projected fuel savings are estimated at $7500 per year. Engineering and design would take place during 2017 at a cost of $10,000. The replacement is planned for 2017 at a cost of $175,000 and will be incorporated into the courthouse remodel project.

Courthouse Deck Renovation: This project is to repair and rewaterproof the plaza deck and the Jackson Street deck at the Courthouse at a cost of roughly $865,000. The plaza is the main entrance into the Courthouse. This deck is the original construction and has had no major renovation since 1938. The water proofing system has failed and is causing structural damage to the building. The project will also repair damage to the limestone facade of the plaza. The project is planned for 2015. More detail about this project can be seen in Section II of this book.

Courthouse Elevator Modernization: Total project cost is $660,000 and is scheduled for 2016. This project is to upgrade the controls and functionality of the 3 elevators in the Courthouse. The two main passenger elevators are 1938 vintage controls and equipment. The controls are composed of parts and electronics that are no longer manufactured and are very difficult to obtain if at all. Due to this, the elevators are experiencing more frequent breakdowns that are impacting passengers and lasting longer.

This project will upgrade the controls to modern digital controls and more energy efficient motor and transmissions.

All of the previous courthouse projects are inter-related and necessary to bring our court system up to date.

Masonry Maintenance 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 2015 is the Courthouse. The expected cost is $110,000. More detailed information about this project can be viewed in Section II of this book. Total costs over the 4 year horizon for this project total $550,000.

Asphalt Replacement Program: The total cost of this project over the planning horizon is $905,000. This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lot at Dawes Street was rebuilt in 2011. Various other locations have been rated by the Highway Department and are outlined in Section II of this book. Paving projects have been prioritized in order of their condition, from the worst to the best. Details of this project can be seen in Section II of this book.

Maintenance Management Software Upgrade: This project is to upgrade the computerized maintenance management software in use by the Facilities Department. The software use has grown to include an inventory of repair parts, copies of technical information and the generation of work orders for repairs and preventive maintenance. This project would purchase and install software with user space for all Facilities staff to use at the same time. It would provide tablets so that each worker could get an electronic copy as soon as it was created and to update it with the work they do and their comments. More detail on the project can be viewed in Section II of this book.

2. DIVISION OF PUBLIC SAFETY:

The total known cost of capital projects for this division is $ 16,518,000. There are no outside funding sources available.

911 Hardware Replacement: Our 911 system was replaced in 2008 and is 7-yrs old. The software that runs the system gets updated, however the hardware that runs the software is recommended to be updated every 5-yrs. This project will update the hardware so that we can continue to update software as it becomes available. At some point, the current hardware may not support updated software. In addition, we are trying to be proactive and replace hardware before it fails and disrupts emergency services. Total cost of this project is $204,000 and is scheduled for 2015. More detail about this project can be seen in Section II of this book.

Evidence Storage Building – Sheriff Dept: When the Jail Complex was designed and constructed, vehicle evidence storage space was estimated using historic experience. Since 2003, the rate at which vehicle evidence has accumulated has exceeded estimates. Vehicles are parked with minimal to no space around them. A fork lift is needed to relocate vehicles for examination. This makes it difficult to process evidence and is labor intensive to move vehicles. Evidence is required to be held until released through the court system. This time frame can extend for years. This project is planned for 2016 at an estimated cost of $954,000.

Jail Expansion: This is the addition of more space to the Jail at a cost roughly estimated to be $15 million. The project is scheduled to be done in 2017-18. The project will include the addition of three pods to the current facility. Estimates are based on data from a Criminal Justice study completed in 2011. Specific needs, size, scope, and timeline are yet to be determined. The goal is delay/defer need for additional beds as long as possible, but recognize that eventually beds will need to be added if current population numbers continue.

Jail Lobby Window Replacement: The original design provided for a storefront window system. This system is within the wind loading parameters for the size of the window area, albeit at the upper most limits. When the wind is in the right direction and at the right speed, it causes the windows to flex and create gaps in the weather seals of the window panes. This allows water to get past the seals and into the wall cavity and leak into the building. A replacement curtain wall window system would prevent this problem. The curtain wall design is usually specified for window systems larger in area than the lobby. This system, when placed under the pressure of the wind and flexes actually pushes against the seals making a tighter seal and keeping the water out. Total project cost is roughly $135,000, most of which will be done in 2018.

Clerk of Courts – Department Consolidation / Remodeling: This project is to reconfigure the Clerk of Courts office area in the Courthouse to improve efficiencies and better utilize the allocated space for the department. Total project cost is roughly $225,000 and is scheduled for 2015. More detail about this project can be viewed in Section II of this book.

3. DIVISION OF TRANSPORTATION:

The total known net County cost of capital projects for this division is $52,043,000. After deducting revenue offsets of $16,382,000, the total needed borrowing will be $35,661,000. The projects in this division consist of road and airport projects and are as follows:

Several County Road and Bridge Projects are included during the planning horizon including projects to re-pave roads, re-construct bridges and projects which involve design and complete road reconstruction and replace some traffic lights. Total costs of projects during the planning horizon are $30,555,000 with offsetting funding of $2,680,000. 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 culverts. More detail on road projects scheduled for funding in 2015 can be viewed in Section II of this book.

Wittman Airport Snow Removal Equipment: - Two snow removal vehicles are scheduled, one each for 2016 and 2018. Each carries an estimated cost of $650,000. All vehicles are 4x4 plow trucks with various plows and components (sanding unit, anti-ice/de-ice fluid tank, etc.). There is the potential for trade-in value for existing equipment, or it will be sold through public auction.

Airport Administration Building (Terminal Replacement): The project estimated cost is $5,300,000. Engineering and design work is to be done during 2015. This project is to replace the current terminal / administration building with the construction of a new administration building, with inclusion of FBO offices and rental car facilities. More information can be viewed about this project in Section II of this book.

Redevelop East General Aviation Hangar Area This project consists of redeveloping the east general aviation hangar and business area to better accommodate new hangar construction and business development. The project may include hangar relocation, hangar construction, and utility additions/extensions. The estimated cost of this project is $800,000 and it is scheduled for 2017. State and Federal funding will cover $760,000 of this cost.

Realigning hangar layouts and improving the hangars themselves will add additional space for more hangars, thereby increasing land and hangar lease income. Hangar replacement will also decrease the annual maintenance costs of upkeep for older hangars that are eligible for replacement. Continuing with the current layout is considered, but that will lead to increasing maintenance costs.

Aviation Business Park Taxiway: This project is to add an extension from Taxiway A eastward onto the proposed aviation business park and ramp area. With the land acquired for the aviation business park, a taxiway extension into the park and potential ramp area will help market the land to future tenants. The project is expected to start during 2015 with completion in 2016 at a total cost of roughly $2,038,000. More detail on this project can be viewed in Section II of this book.

Reconstruct and Widen Taxiway A The projected cost of this project is $6.4 million, with $5.7 million covered by Federal and State funding. It is scheduled for 2016. The project consists of:

Reconstruct all of Taxiway A and widen the portion of Taxiway A from Taxiway A1 to the terminal ramp from 50 feet to 75 feet. This funding is not guaranteed, so the project may be moved to future years.

Major portions of Taxiway A were the original north-south runway for the airport in the 1950s, and have only received maintenance as needed, with some concrete panels being replaced in the late 2000s. The widening of the northern portion of the taxiway will allow for larger aircraft to reach the terminal and FBO ramps without difficulty. If the project is not undertaken during the time period, it will be shifted to a later time period. Additional repairs and preventative maintenance will be undertaken until then.

Taxiway B Reconstruction: The purpose of this project is to relocate and reconstruct a portion of Taxiway B, including lighting and extend taxiway to the end of the runway and remove current connecting taxiway. This project is scheduled for 2015 with a cost of $5,500,000, the county's portion being $275,000. The remainder is funded with State and Federal aviation funds. Proceeding with the project is dependent on the Federal and State funding being available. The taxiway will need seal coating and crack filling if the project does not get funding. More information on this project can be viewed in Section II of this book.

Replacement of a Mowing Tractor: Replacement of large tractor used for mowing grass at the airport with flail and/or gang mower. Current tractor is 16 years old and has significant maintenance issues. An additional attachment would be a box blade for snow removal operations in the parking lots, making the tractor versatile year-round. This project is scheduled for 2016 with a cost of $150,000.

4. DIVISION OF HUMAN SERVICES:

The total cost of capital projects for this division is projected to be $519,000. There are no revenue offsets.

Park View Health Center Projects:

30 Stall Parking Lot – Cost of $209,000. This project is scheduled for 2015. The parking lots at the old Pleasant Acres and Pavilion buildings have been destroyed when the buildings were taken down. As such, a new 30 stall parking lot will need to be constructed to make up for the lost parking. Additional information about this project can be viewed in Section II of this book.

Human Services Department Projects:

Oshkosh HS boiler replacement: Cost of $150,000, scheduled for 2016. This project is to replace the two existing hot water boilers in the Oshkosh Human Services Building. These boilers were installed in 1985 and will have reached 30 years of age. The boilers are approximately 65% efficient. New boilers would get the efficiency up to 90+%. The existing boilers have basic controls. Replacement boilers would have more accurate digital controls. Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boiler. Projected fuel savings are estimated at $7500 per year.

Neenah HS boiler replacement: Cost of $160,000 with design work in 2018 and project work to be done in 2019. This project is to replace the two existing hot water boilers in the Neenah Human Services Building. These boilers were installed in 1994 and have reached 20 years of age. The interior firebox structure is deteriorating to the point the boilers need to be replaced. The boilers are approximately 75% efficient. New boilers would get the efficiency up to 90+%. . Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boilers. Projected fuel savings are estimated at $7500 per year.

5. EDUCATION, CULTURE, AND RECREATION:

The total cost of capital projects for this division is projected to be $8,472,000 with offsetting revenue of $3,341,000 leaving the balance of $5,131,000 for borrowing. The projects in this division are as follows:

Community Park Road & Parking Lot Repaving: The total projected cost is estimated to be $764,000 and would be undertaken during 2017. This project would address the rehabilitation of nine (9) parking lots of various sizes set throughout the northern half of the Community Park. Said parking lots would first be milled and subsequently raised approximately 1 - 2 inches through the addition of crushed gravel; elevating of parking lots will allow for improved drainage and elimination of issues created by standing water. A 2" type E-1.0 hot mix asphalt mat will be utilized to topcoat. Miscellaneous grading, culvert installation and ditching will be performed as necessary.

Parks Department – Livestock Barns – scheduled for 2019 at a cost of $538,000. 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.

UW Fox Valley Projects: All projects are split 50-50 with our partner, Outagamie County.

Repair Library Exterior Wall Structure: The project is scheduled for 2015 at a cost of $216,000. An addition to the campus library was constructed in 1985, and used an exterior insulation finishing system including a thin concrete stucco finish. Weather and age have caused the finish to deteriorate such that the concrete is flaking off the building leaving insulation and the interior exposed to the elements. Even small birds are chipping away at the structure to create shelter, leading to infiltration of rain and insects. This project is to repair the wall structure with a longer-lasting finish system. More information on this project can be viewed in Section II of this book.

Steam Boiler Conversion: This project is to convert a problematic operating steam boiler system to an integrated component hot water system. The cost is projected to be $275,000 with half being paid by Outagamie County. The current steam boiler is expensive to supply and maintain. The chemicals required for operation are expensive and are corrosive to the boiler and pipe distribution system. Leaks in the system have become more numerous in recent years and have damaged other building components (ceiling tile, floor tile, walls) leading to additional repair costs. More information on the project can be viewed in Section II of this book.

Expand Food Service and Union Facilities: This project is scheduled to start in 2017 with funding for design. Construction would start during 2018 and continue into 2019. Total estimated cost of the project is $3,996,000 with Outagamie County paying half. It will add up to 6,000 square feet of new space and renovate 10,000 square feet to expand service and activity area for auxiliary programs in Food Service, Campus Bookstore, and Student Activities. The current food service preparation and service area was built in 1960 and is inadequate to serve campus enrollment and needs 50-plus years later.

Enlarge Music Classroom: This project is scheduled to start with design work in 2018. Construction would begin in 2019 with completion in 2020. Total project cost is roughly $900,000 with Outagamie County paying half. This project will enlarge the size of the music rehearsal space to provide sufficient room for performers and improve acoustic conditions in the space. Additional floor space and increased ceiling height are needed to address problems present in the current rehearsal/classroom space.

The current rehearsal space was constructed in 1990. Since then, the number of participants in the university/community band has nearly doubled, literally creating a space crunch. The additional band members also result in sound levels too loud for comfort in the now overcrowded room.

Enlarge Student Affairs Service Space: The total cost of this project is $972,000. Planning would take place in 2018, and would cost $9,000 with construction occurring after that. Construction cost is estimated to be $963,000, with most falling beyond the 5 year planning horizon. The project would involve the construction of an additional (approximately 5,000 square feet) to accommodate growth in enrollment, services and staff.

Increased enrollment and student services staffing exceeds the ability of the existing facilities to appropriately support student and staff activities. Office space and service program space areas are "doubled up," confidentiality for advising is lacking, and storage and support space is at or beyond capacity. Additional space is needed, and existing space reconfigured to accommodate program needs and anticipated increases in enrollment.

Astronomical Observation Facility: Total project cost is $111,000. Planning and design would take place during 2017-18 at a cost of $8,000. The construction cost is roughly $103,000 and falls beyond the planning horizon.

The 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; also included would be a set of portable telescopes to enable an off-site outreach program (university funded). The building would cost $103,000. The equipment is funded by the University System. No cost to the counties.

Medical Science and Anthropology Lab – The total cost for this project is estimated at $1,635,000. Engineering and design would start in 2017 with construction starting in 2018 with completion in 2019. 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 – Cost of this project is $407,000. Engineering and design would be done in 2017-18 at a cost of $39,000, with construction in 2019 at a cost of $368,000. Current facilities are inadequate which limits the ability of staff to serve parents and provide the best environment for child learning and growth. Providing a high quality educational environment is a key objective at the university, including the child care program for toddlers and preschoolers.

C. DIVISIONAL ANALYSIS – SOLID WASTE PROJECTS:

1. PLANNING AND ENVIRONMENT:

The total known cost of capital projects for this division is $ 2,280,000. 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:

Projects scheduled for 2015 include:

Leachate System Modifications: Total cost is $600,000. It involves the Installation of a combined leachate pumping, metering and sampling system at the Sunnyview Landfill (Sludge and Co-Disposal Sites). Also includes the abandonment of two existing leachate storage tanks. Used to pump leachate and monitor flows for disposal at the Oshkosh Wastewater Treatment Plant.

Recycling Compactor Installation: Total cost is $250,000. This project involves the Installation of a compactor in the transfer station for recyclable materials. It will be used for loading recyclable materials into semi trailers for shipment to the Outagamie County Recycling Facility as part of the Tri-County Regional Agreement. The compactor will greatly increase recycling load densities and reduce overall hauling costs.

Municipal Solid Waste Compactor Installation: Total cost of $350,000. This project is for the Installation of a compactor in the transfer station for municipal solid waste (MSW) materials. It will be used for loading MSW materials into semi trailers for shipment to the Outagamie County and Brown County Landfills as part of the Tri-County Regional Agreement. The compactor will greatly increase MSW load densities and reduce overall hauling costs.

Supervisory Control and Data Acquisition (SCADA) System Upgrade: Total cost of $100,000. Upgrade to the existing Supervisory Control and Data Acquisition (SCADA) system, used in conjunction

with the landfill gas collection and utilization systems. It will be used for monitoring and data collection for landfill gas being utilized in the (5) engine/generators and (2) flares at the Snell Road and Sunnyview Landfills. "Real time" data collection (every 15 minutes) is a requirement for WDNR/EPA air permit compliance and annual reporting. The existing SCADA system needs to be expanded/upgraded to meet the current requirements for our (5) engine/generator and (2) flare system configuration. This will improve the operation/monitoring efficiency and data collection reliability, simplifying WDNR/EPA air permit annual reporting.

Project for 2016 – 19:

Landfill/Transfer Station Office Renovations: The cost is 150,000 and is scheduled for 2016. The project involves the renovation of the existing landfill and transfer station office facilities to improve space utilization and employee efficiency. Currently, employee offices exist in three aging facilities and these renovations will allow consolidation of employee locations and improve efficiency of operations.

Landfill Scale #2 Replacement: The cost is $100,000 and is scheduled for 2017. This project will replace the existing 80'x10' Fairbanks Model PLT-2600 scale at the Sunnyview Landfill. This scale was installed in 2002, as part of the Tri-County Regional Program. This is an unattended scale and is used to weigh/process trucks hauling solid waste and recyclable materials into our facilities. These materials will be unloaded at the transfer station and hauled to Outagamie County. The scale is longer (80') and has a larger capacity (100 tons) than landfill scale #1. The scale is inspected/calibrated twice per year, and in order to continue to meet calibration requirements, replacement will likely be necessary in 2017. The economic useful life of the current unit will be reached in 2017.

Front End Loader Replacement: Total cost is $230,000 and is scheduled for 2017. This project is to replace an existing Volvo L90 front end loader for use at the Sunnyview Landfill/Transfer Station. This machine is used for handling various materials at the landfill, as well as plowing snow. It also is equipped with a special grapple bucket and scale. It will also serve as a backup loader for Solid Waste/Recycling Transfer Station operations. The current Volvo L90E loader was purchased new in 2003 and has over 23,800 hours as of November 2014. The economic useful life will be reached in 2017.

Engine Generator #1 Rebuild: The cost is 250,000 and is scheduled for 2018. This project will rebuild the existing landfill gas Engine/Generator #1 at the Snell Road Landfill. It is used for electric power generation. The economic useful life of the current unit will be reached as the engine/generator reaches 60,000 hours. The rebuild will allow another 60,000 hours of power generation capability.

Engine Generator #2 Rebuild: Total cost of 250,000 and is scheduled for 2019. This project is to rebuild the existing landfill gas Engine/Generator #2 at the Snell Road Landfill. It is used for electric power generation from landfill gas. The economic useful life will be reached as the engine/generator reaches 60,000 hours. The rebuild will allow another 60,000 hours of power generation capability.

SECTION V

PROJECTS NOT INCLUDED IN THE 5-YEAR

PLANNING HORIZON

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

All projects that were submitted have been included in the Capital Improvements Plan.

SECTION VI

TABLES & CHARTS

Table 1

2015- 2019 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

ALL (EXCLUDING SOLID WASTE)

Revised --->> 1/12/15, 10:20am

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2015	2016	2017	2018	2019	TOTAL (excluding prior yrs)	Outside Planning Horizon
	ADMINISTRATION:								
General	Roof maintenance program		984,000	154,000	199,000	311,000	1,044,000	2,692,000	
	Courthouse remodel				877,000	12,608,000		13,485,000	
	Courthouse window replacement	10,000	1,104,000					1,104,000	
	Courthouse security addition		127,000	1,833,000				1,960,000	
	Courthouse boiler replacement			10,000	175,000			185,000	
	Maintenance management software upgrade		113,000					113,000	
	Courthouse deck reconstruction		865,000					865,000	
	Courthouse elevator modernization			660,000				660,000	
	Masonry maintenance program		110,000	110,000	110,000	110,000	110,000	550,000	
	Asphalt replacement program		243,000	107,000	235,000	115,000	205,000	905,000	
	Total Administration	10,000	3,546,000	2,874,000	1,596,000	13,144,000	1,359,000	22,519,000	-
	PUBLIC SAFETY:								
Sheriff	911 hardware replacement		204,000					204,000	
	Evidence storage building			954,000				954,000	
	Jail Expansion				7,500,000	7,500,000		15,000,000	
	Jail lobby window replacement				10,000	125,000		135,000	
Clerk Courts	Department consolidation and remodeling		225,000					225,000	
	Total Public Safety	-	429,000	954,000	7,510,000	7,625,000	-	16,518,000	-
	TRANSPORTATION:								
Highway	CTH A (Reconstruction Indian Pt Rd to City Neenah limits)	70,000		50,000	1,000,000	4,000,000		5,050,000	
	CHT BB (Cold Spring Rd to STH 76)		1,000,000					1,000,000	
	Butler Ave Reconstruction			150,000		1,500,000		1,650,000	
	CTH CB Improve Intersection (CTH CB & Oakridge)		100,000	770,000				870,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2015	2016	2017	2018	2019	TOTAL (excluding prior yrs)	Outside Planning Horizon
	CTH F (Omro to CTH K)		500,000					500,000	
	CTH FF bridge reconstruction			75,000	15,000	450,000		540,000	
	State and Federal funding					(370,000)		(370,000)	
	CTH FF & Zoar Road Intersection Reconstruction				25,000	300,000		325,000	
	County G Bridge Reconstruction	125,000	10,000	550,000				560,000	
	State and Federal funding			(410,000)				(410,000)	
	CTH G Reconstruction (CTH A to STH 76)				300,000	3,600,000		3,900,000	
	CTH G (CTH T to CTH M M&P)					1,200,000		1,200,000	
	CTH G (HWY 76 to T, M&P)				900,000			900,000	
	CTH GG (CTH T to STH 45)			900,000				900,000	
	CTH GG (CTH T to STH 76)				650,000			650,000	
	CTH I reconstruction (35th St City Limits to Ripple Rd)	78,000	25,000		1,300,000			1,325,000	
	Funding offsets				(800,000)			(800,000)	
	CTH I (CTH N to Ripple rd) - milling and paving.	78,000	500,000					500,000	
	CTH I culvert replacement - Waukau Ave.			100,000	500,000			600,000	
	CTH II (STH 76 to Clayton Ave)			300,000				300,000	
	CTH N (Culvert - Bridge Reconstruction)			410,000				410,000	
	CTH N (CTH I to USH 41)		800,000					800,000	
	CTH N Milling and paving (CTH FF to STH 26)			1,750,000				1,750,000	
	CTH T Mill and Pave (CTH G to CTH II)				500,000	125,000	5,000,000	5,625,000	
	Funding offsets						(1,100,000)	(1,100,000)	
	CTH Z Milling and Paving (CTH I to STH 26)		900,000					900,000	
	Traffic signal replacements		300,000					300,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2015	2016	2017	2018	2019	TOTAL (excluding prior yrs)	Outside Planning Horizon
	West side arterial							-	14,000,000
Airport	Snow removal equipment			650,000		650,000		1,300,000	650,000
	Airport administration building		300,000	5,000,000				5,300,000	
	Redevelop east general aviation hanger area.				800,000			800,000	
	Federal & State funding				(760,000)			(760,000)	
	Aviation business park taxiway		408,000	1,630,000				2,038,000	
	Funding offsets		(387,000)	(1,630,000)				(2,017,000)	
	Taxiway A reconstruction			6,400,000				6,400,000	
	Federal & State funding			(5,700,000)				(5,700,000)	
	Taxiway B reconstruction		5,500,000					5,500,000	
	Fed, State, other funding		(5,225,000)					(5,225,000)	
	Mowing tractor			150,000				150,000	
	Total Transportation	351,000	4,731,000	11,145,000	4,430,000	11,455,000	3,900,000	35,661,000	14,650,000
	HUMAN SERVICES								
Park View	Park View 50 stall parking lot adjacent to new addition		209,000					209,000	
								-	
Human Ser	Oshkosh HS boiler replacement	10,000		150,000				150,000	
	Neenah HS boiler replacement					10,000	150,000	160,000	
	Total Human Services	10,000	209,000	150,000	-	10,000	150,000	519,000	-
	Education / Recreation								
Parks	Community park road & parking lot repaving				764,000			764,000	
	Livestock barn						538,000	538,000	
	Expo building - insulation and roof repairs				15,000	474,000		489,000	
UW Extension	East - West Garages and Barn Repairs							-	658,000
UW Fox	Repair exterior wall structure at library		216,000					216,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2015	2016	2017	2018	2019	TOTAL (excluding prior yrs)	Outside Planning Horizon
	Steam boiler conversion		25,000	250,000				275,000	
	Food service and union facilities				37,000	259,000	3,700,000	3,996,000	
	Enlarge music classroom					9,000	63,000	72,000	900,000
	Enlarge student affairs service space					9,000	63,000	72,000	900,000
	Astronomical Observation Facility				1,000	7,000		8,000	103,000
	Medical science and anthropology lab				15,000	106,000	1,514,000	1,635,000	
	Child Care Center Addition				5,000	34,000	368,000	407,000	
	Outagamie County funding - all UW Fox projects	-	(121,000)	(125,000)	(29,000)	(212,000)	(2,854,000)	(3,341,000)	(951,500)
	Total Education / Recreation	-	120,000	125,000	808,000	686,000	3,392,000	5,131,000	1,609,500
	Subtotals	$ 371,000	$ 9,035,000	$ 15,248,000	$ 14,344,000	$ 32,920,000	$ 8,801,000	$ 80,348,000	$ 16,259,500
	Less fund balance applied							-	
	Debt issue costs		50,000					50,000	
	Required Borrowing for Levy Supported Projects		**$ 9,085,000**	**$ 15,248,000**	**$ 14,344,000**	**$ 32,920,000**	**$ 8,801,000**	**$ 80,398,000**	**$ 16,259,500**

Table 2

2015 - 2019 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

SOLID WASTE DEPARTMENT

DEPARTMENT	PROJECT DESCRIPTION	Prior Yrs	2015	2016	2017	2018	2019	TOTAL
Solid Waste	Leachate System Modifications	-	600,000					600,000
	Recycling Compactor Installation	-	250,000					250,000
	MSW Compactor Installation	-	350,000					350,000
	SCADA System Upgrade	-	100,000					100,000
	Landfill/Transfer Station Office Renovations	-		150,000				150,000
	Landfill Scale #2 Replacement	-			100,000			100,000
	Front End Loader Replacement	-			230,000			230,000
	Engine Generator #1 Rebuild	-				250,000		250,000
	Engine Generator #2 Rebuild	-					250,000	250,000
	Fund Balance Applied to all projects		(1,300,000)	(150,000)	(330,000)	(250,000)	(250,000)	(2,280,000)
	Required borrowing for non-levy supported projects		**-**	**-**	**-**	**-**	**-**	**-**
	Required borrowing for levy and non-levy projects		**9,085,000**	**15,248,000**	**14,344,000**	**32,920,000**	**8,801,000**	**80,398,000**

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 12/31/14	2015 PRINCIPAL PAID	2015 NEW DEBT	12/31/15 OUTSTANDING DEBT (Projected)
General Obligation Notes, Series 2008A	10/01/08	10/01/2018	4.0700%	2,620,000	2,620,000	-	-
Taxable Gen Oblig (Build America Bonds) Series 2009B	11/10/09	04/01/2019	2.9900%	2,040,000	385,000	-	1,655,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	8,485,000	1,340,000	-	7,145,000
State of Wisconsin Trust Fund Loan Series 2010C	11/22/10	03/15/2025	5.2500%	903,729	62,809	-	840,920
State of Wisconsin Trust Fund Loan Series 2010D	12/15/10	03/15/2020	5.0000%	90,318	13,281	-	77,037
General Obligation Notes Series 2011A	11/08/11	04/01/2021	2.6800%	2,695,000	355,000	-	2,340,000
General Obligation Notes Series 2012A Refunding	03/15/12	04/01/2020	1.6100%	3,615,000	610,000	-	3,005,000
General Obligation Notes Series 2012B Refunding	03/15/12	04/01/2016	0.7100%	5,365,000	2,780,000	-	2,585,000
General Obligation Notes Series 2012C	11/06/12	04/01/2022	2.7600%	11,120,000	1,285,000	-	9,835,000
General Obligation Notes Series 2014A	12/05/14	04/01/2024	2.7000%	4,395,000	615,000		3,780,000
NEW ISSUES - 2015:							
General Obligation Notes Series 2015A				-	-	9,085,000	9,085,000
		GRAND TOTALS		$ 41,329,047	$ 10,066,090	$ 9,085,000	$ 40,347,957

Table 4

Levy Funded Debt

Descriptions of Issues

Issue	Description
2008A	The 2008 A bonding was 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.
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.
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.
2010 C	This was a State Trust Fund loan we took out and "passed through" to the Winnebago County Housing Authority for remodeling of some low income housing units. They will be reimbursing us each year the amount that is due on this loan.
2010 D	This was a State Trust Fund loan we took out and "passed through" to the East Central Wisconsin Regional Planning Commission. They used these funds to refinance their past service pension liability. Each year they will be reimbursing us as we pay the principal and interest on this loan.
2011 A	This borrowing is for various projects including; Utility extension & infrastructure - NW Hanger development at our airport, computer aided dispatch and mobile data computer replacement, UW Fox Valley engineering building renovations, various road reconstruction and resurfacing projects, Sheriff Department radio system upgrade / replacement, airport runway resurfacing and land acquisition.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. The original notes were issued to refund the County's past service pension liability.
2012 B	This bond issue refunded our Series 2003 D, 2005 B and Series 2006 A.
2012 C	This bond issue will finance the following projects: facility tuck pointing, remainder of the financial software replacement, courthouse window replacement, demolition of old buildings, Sheriff radio system project, jail chiller upgrade, public safety answering point consolidation, various road resurface and reconstructions projects, tennis court rehabilitation project , UW Fox Valley engineering building remodeling, Airport runway broom and Park View storage and therapy addition.

Levy Funded Debt

Descriptions of Issues

Issue	Description
2014 A	This bond issue is to finance several road resurfacing and reconstruction projects, community park road and lighting, UW Fox Valley roof repairs, additional parking and a nurse call system for the County nursing home.
2015 A	This bond issue is to finance building roof capital repairs, courthouse windows and security, courthouse deck reconstruction, building masonry repairs, 911 phone system replacement, several road projects, new airport terminal building, airport taxiway additions and reconstruction, additional parking, and two UW Fox Valley projects.

Table 4 (continued)

Principal Payment Schedule - Levy Funded Debt

(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	2,005	385	1,340	63	13	340	556	2,780	1,288	615	-	9,385
2016	-	395	1,365	66	14	345	593	2,585	1,310	375	1,500	8,548
2017	-	405	1,395	70	15	353	633	-	1,334	385	760	5,350
2018	-	420	1,425	73	15	369	679	-	1,365	400	780	5,526
2019	-	435	1,460	77	16	378	728	-	1,401	410	800	5,705
2020	-	-	1,500	81	17	393	105	-	1,436	425	820	4,777
2021	-	-	-	85	-	401	-	-	1,475	435	840	3,236
2022	-	-	-	90	-	-	-	-	1,515	440	860	2,905
2023	-	-	-	95	-	-	-	-	-	450	885	1,430
2024	-	-	-	99	-	-	-	-	-	460	905	1,464
2025	-	-	-	104	-	-	-	-	-		935	1,039
Totals	2,005	2,040	8,485	903	90	2,579	3,294	5,365	11,124	4,395	9,085	49,365

Table 5
Interest Payment Schedule - Levy Funded Debt
(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	84	48	133	47	5	54	45	109	210	71	-	806
2016	-	39	118	44	4	47	41	39	183	78	174	767
2017	-	29	98	41	3	40	32	-	157	71	185	656
2018	-	18	76	37	2	33	22	-	131	63	166	548
2019	-	6	48	33	2	24	9	-	102	55	146	425
2020	-	-	17	29	1	15	1	-	75	47	125	310
2021	-	-	-	25	-	5	-	-	46	38	105	219
2022	-	-	-	20	-	-	-	-	16	28	83	147
2023	-	-	-	16	-	-	-	-	-	17	62	95
2024	-	-	-	11	-	-	-	-	-	6	38	55
2025	-	-	-	5	-	-	-	-	-		13	18
Totals	84	140	490	308	17	218	150	148	920	474	1,097	4,046

Table 6
Total Payment Schedule - Levy Funded Debt
(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	2,089	433	1,473	110	18	394	601	2,889	1,498	686	-	10,191
2016	-	434	1,483	110	18	392	634	2,624	1,493	453	1,674	9,315
2017	-	434	1,493	111	18	393	665	-	1,491	456	945	6,006
2018	-	438	1,501	110	17	402	701	-	1,496	463	946	6,074
2019		441	1,508	110	18	402	737	-	1,503	465	946	6,130
2020		-	1,517	110	18	408	106	-	1,511	472	945	5,087
2021		-	-	110	-	406	-	-	1,521	473	945	3,455
2022		-	-	110	-	-	-	-	1,531	468	943	3,052
2023		-	-	111	-	-	-	-	-	467	947	1,525
2024		-	-	110	-	-	-	-	-	466	943	1,519
2025		-	-	109	-	-	-	-	-	-	948	1,057
Totals	2,089	2,180	8,975	1,211	107	2,797	3,444	5,513	12,044	4,869	10,182	53,411

Table 7

Non Levy Funded Debt

Descriptions of Issues

Issue	Description
2009B Build America Bonds	This borrowing is for engineering costs for a satellite Highway facility in Winchester.
2011 A	This borrowing is for the construction of a Highway Satellite shop in Winchester.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. The portion attributable to Series 2004 B was an advance refunding, which explains why 2004 B is still listed above. The last payments on series 2004 B occur in 2014 with the remainder paying off the balance of 2004 B from escrowed funds.

Table 7 (Continued)
Principal Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2009 B	2011A	2012A	Total
2015	2	15	54	71
2016	2	16	58	76
2017	2	16	62	80
2018	2	17	66	85
2019	2	17	71	90
2020	-	17	10	27
2021	-	18	-	18
2022	-	-	-	-
Totals	10	116	321	447

Table 8
Interest Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2009 B	2011A	2012A	Total
2015	-	2	4	6
2016	-	2	4	6
2017	-	2	3	5
2018	-	2	3	5
2019	-	1	1	2
2020	-	1	-	1
2021	-	-	-	-
2022	-	-	-	-
Totals	-	10	15	25

Table 9
Total Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2009 B	2011A	2012A	Total
2015	2	17	58	77
2016	2	18	62	82
2017	2	18	65	85
2018	2	19	69	90
2019	2	18	72	92
2020	-	18	10	28
2021	-	18	-	18
2022	-	-	-	-
Totals	10	126	336	472

Table 10

Principal Payment Schedule - All Debt

(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	2,620	385	1,340	63	13	355	610	2,780	1,285	615	-	10,066
2016	-	395	1,365	66	14	361	651	2,585	1,310	375	1,500	8,622
2017	-	405	1,395	70	15	369	695	-	1,335	385	760	5,429
2018	-	420	1,425	73	15	386	745	-	1,365	400	780	5,609
2019	-	435	1,460	77	16	395	799	-	1,400	410	800	5,792
2020	-	-	1,500	81	17	410	115	-	1,435	425	820	4,803
2021	-	-	-	85	-	419	-	-	1,475	435	840	3,254
2022	-	-	-	90	-	-	-	-	1,515	440	860	2,905
2023	-	-	-	95	-	-	-	-	-	450	885	1,430
2024	-	-	-	100	-	-	-	-	-	460	905	1,465
2025	-	-	-	104	-	-	-	-	-	-	935	1,039
Totals	2,620	2,040	8,485	904	90	2,695	3,615	5,365	11,120	4,395	9,085	50,414
				Less 2015 principal retirement								(10,066)
				Net outstanding projected 12/31/15								40,348

Table 11

Interest Payment Schedule - All Debt

(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	84	48	133	47	5	56	49	109	210	71	-	812
2016	-	39	118	44	4	49	45	39	183	78	174	773
2017	-	29	98	41	3	42	35	-	157	71	185	661
2018	-	18	76	37	2	35	25	-	131	63	166	553
2019	-	6	48	33	2	25	10	-	102	55	146	427
2020	-	-	17	29	1	16	1	-	75	47	125	311
2021	-	-	-	25	-	5	-	-	46	38	105	219
2022	-	-	-	20	-	-	-	-	16	28	83	147
2023	-	-	-	16	-	-	-	-	-	17	62	95
2024	-	-	-	11	-	-	-	-	-	6	38	55
2025	-	-	-	5	-	-	-	-	-	-	13	18
Totals	84	140	490	308	17	228	165	148	920	474	1,097	4,071

Table 12

Total Payment Schedule - All Debt

(In Thousands)

Year	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	Total
2015	2,704	433	1,473	110	18	411	659	2,889	1,495	686	-	10,878
2016	-	434	1,483	110	18	410	696	2,624	1,493	453	1,674	9,395
2017	-	434	1,493	111	18	411	730	-	1,492	456	945	6,090
2018	-	438	1,501	110	17	421	770	-	1,496	463	946	6,162
2019	-	441	1,508	110	18	420	809	-	1,502	465	946	6,219
2020	-	-	1,517	110	18	426	116	-	1,510	472	945	5,114
2021	-	-	-	110	-	424	-	-	1,521	473	945	3,473
2022	-	-	-	110	-	-	-	-	1,531	468	943	3,052
2023	-	-	-	111	-	-	-	-	-	467	947	1,525
2024	-	-	-	111	-	-	-	-	-	466	943	1,520
2025	-	-	-	109	-	-	-	-	-	-	948	1,057
Totals	2,704	2,180	8,975	1,212	107	2,923	3,780	5,513	12,040	4,869	10,182	54,485

Table 13
INDEBTEDNESS LIMITATIONS (Dollars in thousands)
DECEMBER 31, 2015 (Projected)

LEGAL DEBT LIMIT

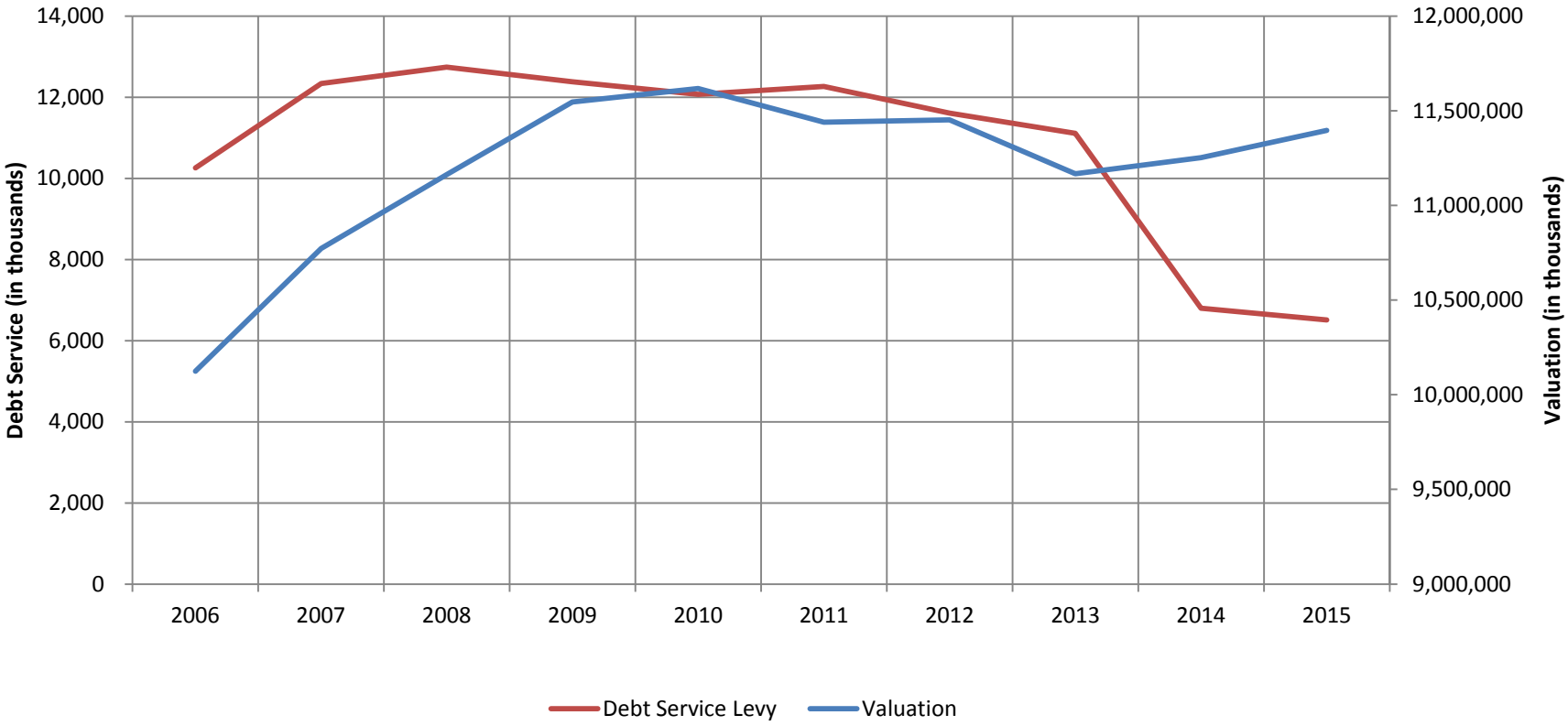
Chapter 67, section .03 of Wisconsin Statutes reads: The aggregate amount of indebtedness, including existing indebtedness of any municipality shall not exceed 5% of the value of the taxable property located therein as equalized for State purposes.

2014	
For Winnebago County (includes TIF Districts)	$ 11,931,753
Debt Limit at 5%	596,588
Debt outstanding as of December 31, 2015 (projected)	40,347
Percent of debt limit used	6.76%
Remaining Debt Margin	$ 556,241

INFORMATION ON COUNTY TAX RATE AND DEBT SERVICE RATE:

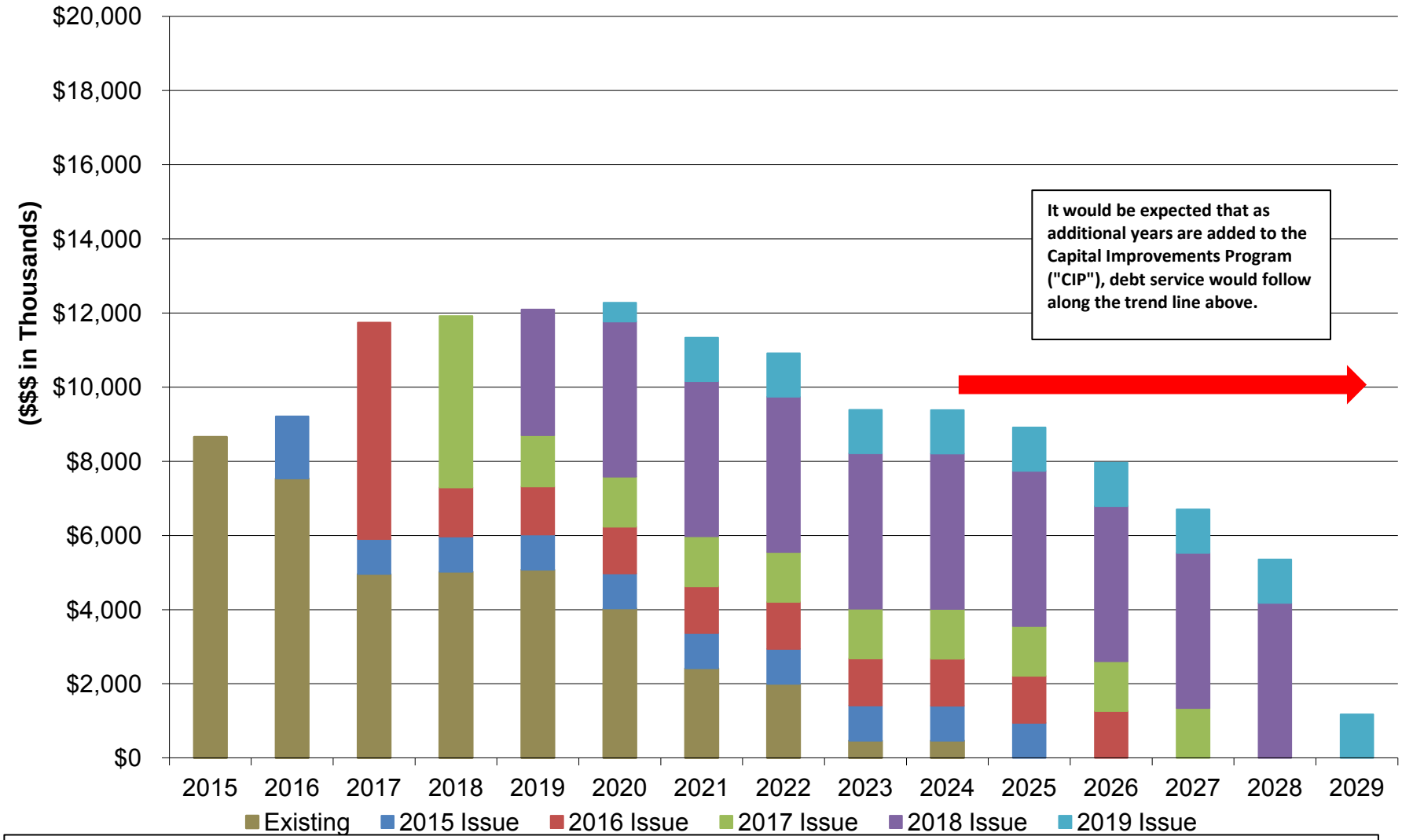
		TAX LEVY (in thousands)		TAX RATE	
YEAR	EQUALIZED VALUE (000) (TID OUT)	TOTAL	DEBT SERVICE	TOTAL	DEBT SERVICE
2006	10,123,586	56,551	10,258	5.59	1.01
2007	10,772,552	60,722	12,340	5.64	1.15
2008	11,163,115	63,878	12,745	5.72	1.14
2009	11,546,865	66,013	12,381	5.72	1.07
2010	11,617,689	67,791	12,069	5.84	1.04
2011	11,439,687	68,591	12,263	6.00	1.07
2012	11,452,052	67,745	11,606	5.92	1.01
2013	11,167,428	67,288	11,113	6.03	1.00
2014	11,252,938	64,786	6,800	5.76	0.60
2015	11,396,365	65,494	6,508	5.75	0.57

Chart 1
Growth in Valuation Vs Growth in Debt Levy



Note: The debt service levy generally follows the same path as growth in valuation. This happens because we use a level debt service philosophy when scheduling repayment of debt. In other words, we try to keep the debt service mill rate roughly the same from year to year. Notice that in 2013, 2014 and 2015 that the debt service levy drops in relation to the changes in valuation. This has happened because there were extra funds in the debt service fund that could be applied against the levies of those years.

Chart 2
Levy Supported Debt Current and Future Payments



Note: Assumes future interest rates range from 2.48-4.50%
Note: Graph represents debt service payments. Does not include the application of $1,550,000 in 2014 and $2,000,000 in 2015 to reduce levy.

Chart 3
Non-Levy Supported Debt Service

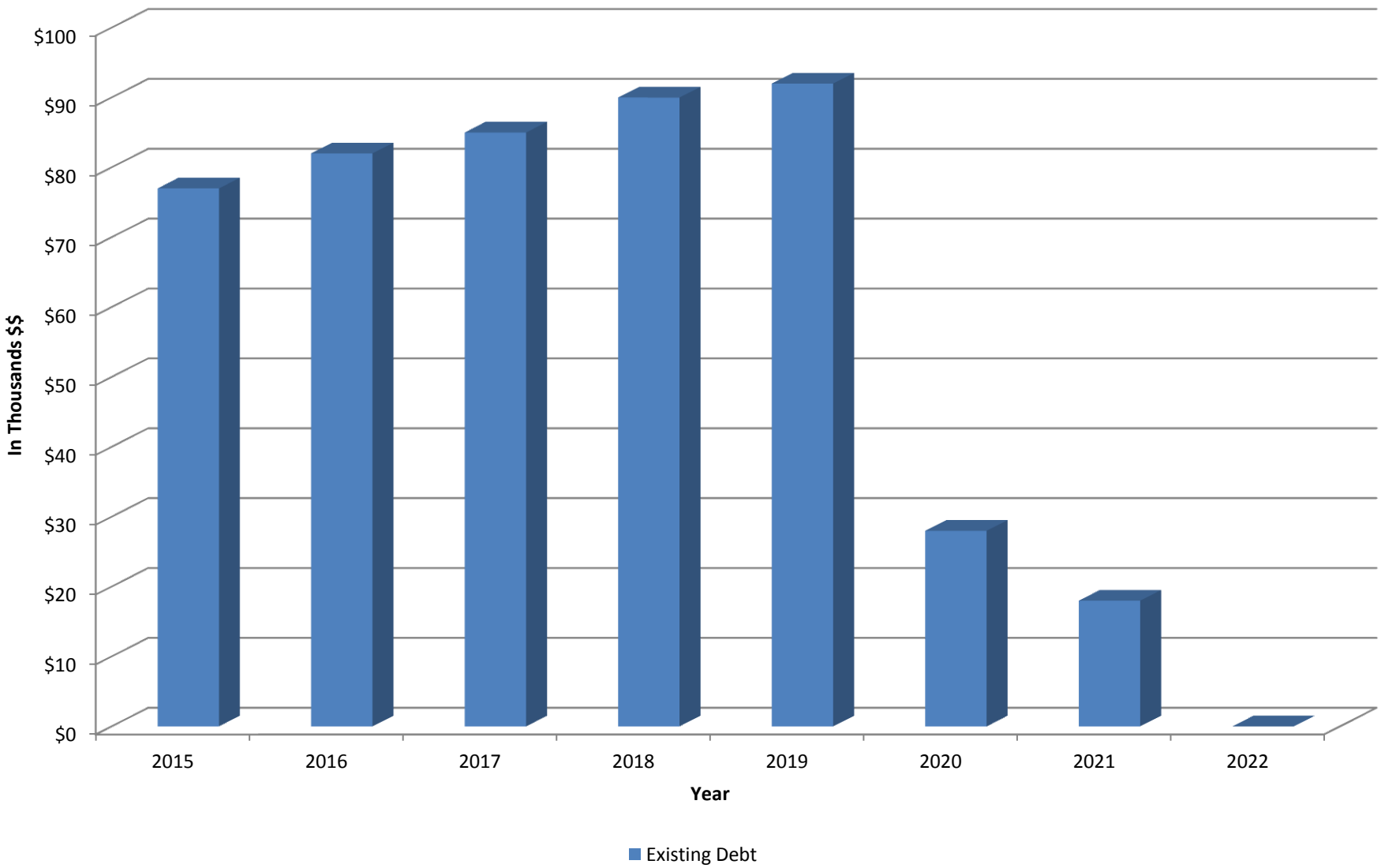
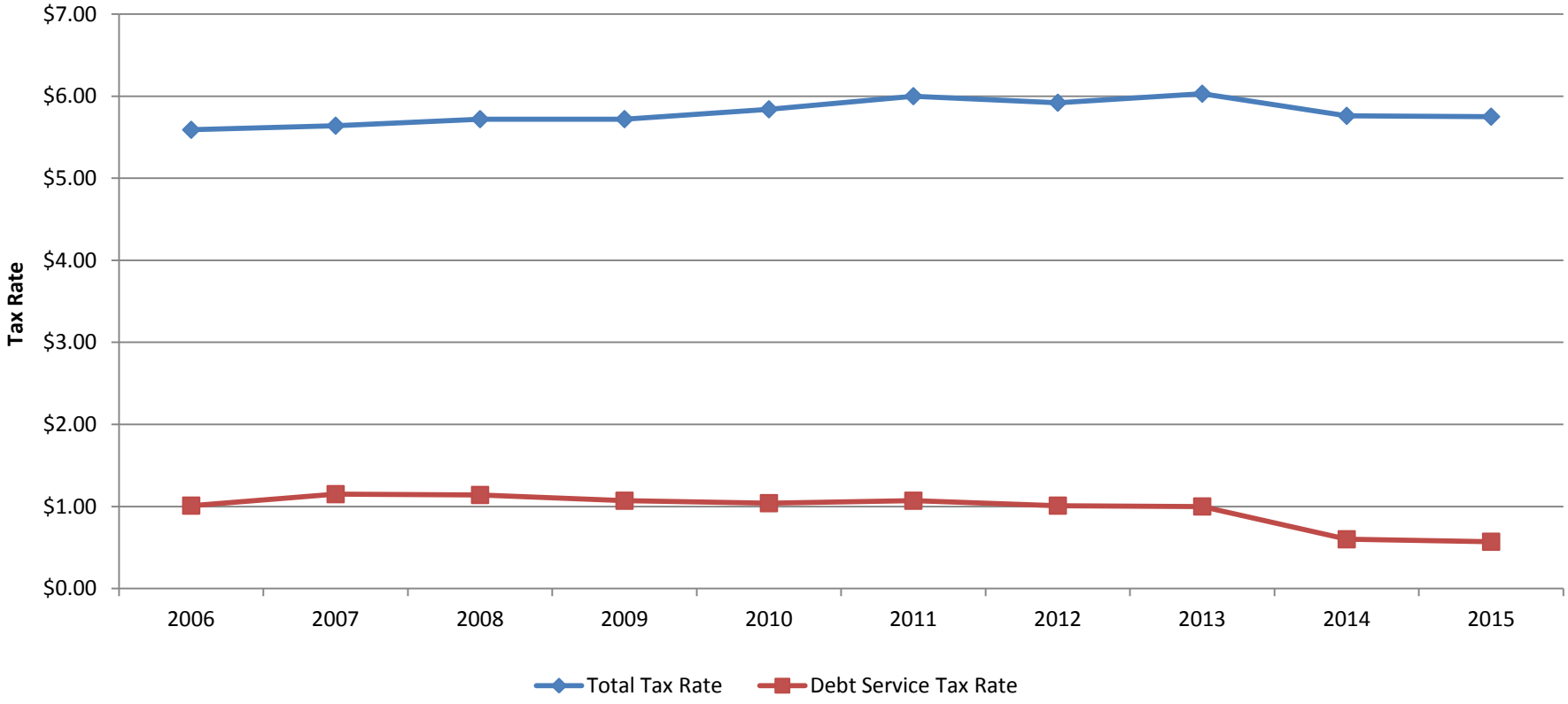
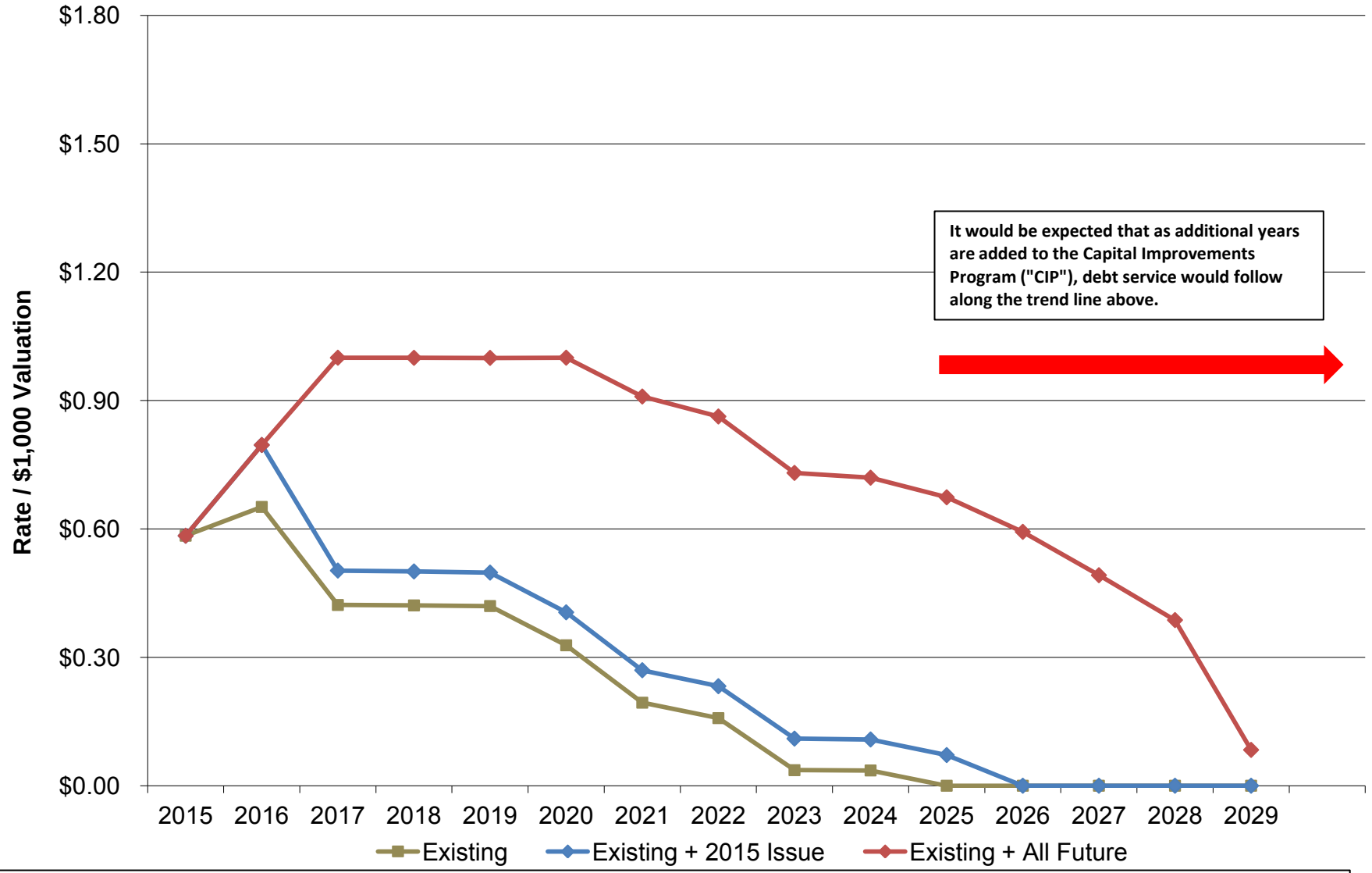


Chart 4
Tax Rate Information - Historical



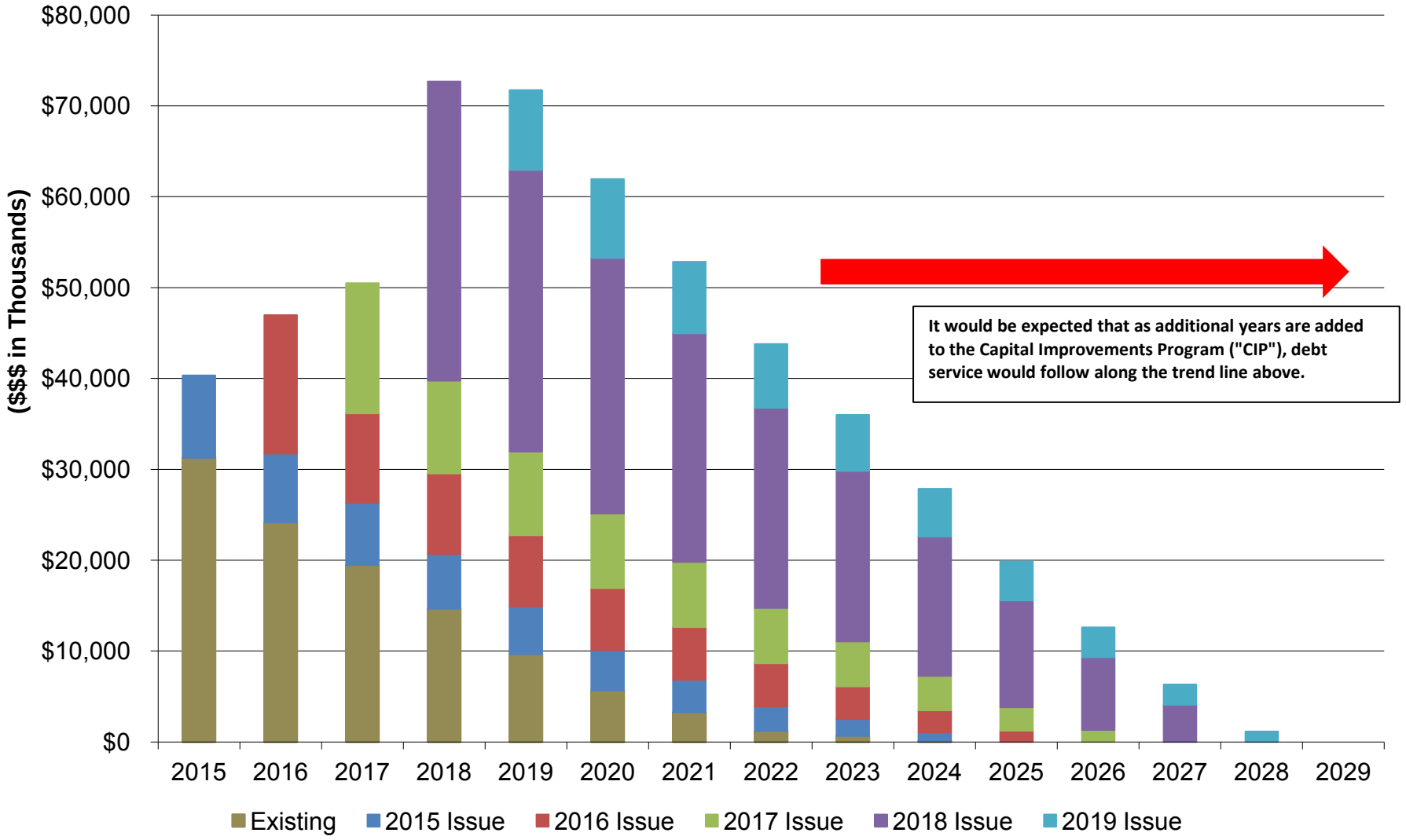
Note: this chart shows that both the overall tax rate and debt service rate remain relatively flat. It means that both total spending as well as debt service are growing at about the same rate as valuation. The decreases in 2014 and 2015 occur because there were excess funds in the debt service fund that were applied to the debt service levy in these two years.

Chart 5
Debt Service Tax Rate - Current and Future Years



Note: Tax rate based on 2013 & 2014 Equalized Valuation (TID-OUT) of $11,252,937,700 & $11,396,365,600, respectively, with 1.5% annual growth.

Chart 6
Principal Outstanding End of Year - All Debt Current and Future



SECTION VII

APPENDICIES

WINNEBAGO COUNTY, WISCONSIN

CAPITAL PROJECT REQUEST

(Edit cells in rows 5-8 and add appropriate data. Do not overrite 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

	Prior years	2015	2016	2017	2018	2019	Beyond	Total
PROJECT COST'S								
Planning, Design, Engineering								-
Land Purchase								-
Construction								-
Equipment								-
Other								-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
PROJECT FUNDS								
Current Revenue								-
Tax Levy								-
Borrowing (Bonds or Notes)		-						-
Revenue Bonds								-
Federal or State Funds								-
Other (specify)								-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**