

**Rock County, Wisconsin
Board of Supervisors
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Janesville, Wisconsin 53545
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COUNTY BOARD STAFF/FINANCE COMMITTEES

THURSDAY, AUGUST 4, 2011 – 3:00 P.M.

CONFERENCE ROOM N-1/N-2 – FIFTH FLOOR

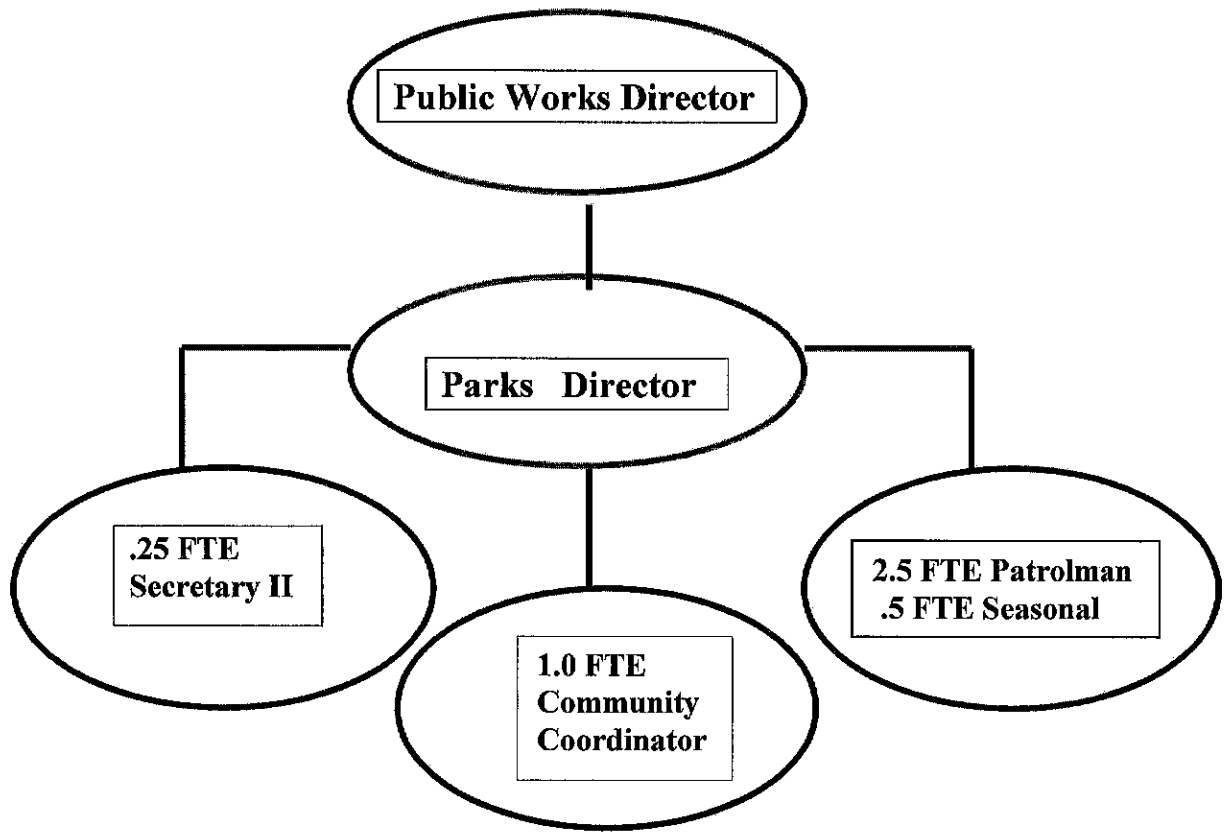
ROCK COUNTY COURTHOUSE-EAST

Agenda

1. Call to Order & Approval of Agenda
2. Citizen Participation, Communications and Announcements
3. Adoption of Minutes of July 6, 2011 and July 13, 2011
4. Review and Discussion of Preliminary 2012 Budget Projections and Program Information – Public Works Department
5. Adjournment

Department of Public Works

Budget Decision Package
2012
Parks Division



Administration, Operation, Maintenance, and Capital Projects

Administration includes: daily supervision of maintenance personnel and work assignments, providing quality park services in the maintaining of grounds, trails, parking lots, driveways, shelter buildings, restroom facilities, recreational equipment, and conducting safety inspections throughout the 18 parks, three trails, and two wildlife areas, covering 1,020 acres of parkland and three small cemeteries owned by Rock County.

Operation and maintenance covers a sizable portion of the expenditures. Included in this are equipment, supplies and expenses, and machinery rental, all of which are necessary to ensure that the terms and conditions of contracted services are met, and that the general and specific requirements for grants such as the DNR Fish and Wildlife Grant, DNR Snowmobile Program and other DNR and/or federal grants are met. Other areas covered under this program include building repair and maintenance of county owned shelters and restroom buildings.

Also included in operation and maintenance is oversight of bridle paths, hiking trails, cross-country ski trails along the six miles of trails at Gibbs Lake, six miles at Magnolia Bluff, two miles at Happy Hollow, two and three-tenths miles at Carver Roehl Park, work with the Pelishek Tiffany Nature Trail Foundation on operation and maintenance of the six miles of the Pelishek Tiffany Nature Trail, work with the Rock County Ice Age Trail Group and Rock Trail Coalition on the Ice Age Multi-Use Trail for 4.5 miles of trail.

Capital Projects include major infrastructure repairs, improvements, or additions. These may include, but are not limited to, land acquisition and development, road and parking lot repair, restroom facility replacement or additions, picnic shelters, and major equipment replacement. These projects are usually above and beyond normal operation and maintenance.

Parks Division Operations Budget			
	2011 Budget	2011 Year-End Projection	2012 Budget Request
Expenses	\$619,911	\$605,297	\$578,812
Revenue	\$139,216	\$141,971	\$ 82,020
2011 Tax Levy	\$480,695		
2011 Estimate		\$463,326	
2012 Levy Request			\$496,792

Parks Division Capital Projects			
	2011 Budget	2011 Year-End Projection	2012 Budget Request
EXPENSES			
Projects	\$235,000	\$235,000	\$250,000
REVENUES			
Sales Tax	\$ 75,000	\$ 75,000	
Contributions	\$ 15,000	\$ 15,000	
ATC Funds	\$145,000	\$145,000	
SUBTOTAL	\$235,000	\$235,000	\$250,000
TAX LEVY	\$0	\$0	\$0

**Parks Division
2011 – 2012 Budget Comparison**

Park Expenses	2011	2012	Difference
Salaries	\$395,076	\$387,019	-\$8,057
Operation & Maintenance	\$143,922	\$141,781	-\$2,141
Capital Projects	\$275,500	\$300,012	\$24,512
Grants	\$63,700	\$58,700	-\$5,000
Total Expenses	\$879,198	\$887,512	\$ 8,314

2012 Budget Options

Department of Public Works

Parks Division

Discussion: The Parks Division's 2011 tax levy was \$480,695. The requested 2012 budget levy is \$496,792 or an increase of \$16,097 or 3.34%. Currently the projection assumes there will be some sort of revenue to offset the capital expenses, but does not specify the source. Historically capital projects have been funded in combination or whole using various options including deferred financing, sales tax, or ATC funds. To achieve a 2% decrease in tax levy as directed, an additional reduction of \$9,614 is needed, thus totaling \$25,711. These options are listed in priority by order.

Options to achieve a 2% reduction to the 2011 tax levy include:

- **Action:** Offset expense of Indianford dam payment with some form of revenue or fund the payment out of another source such as highway or the general fund.

Effect: Decrease the tax levy by \$50,000.

Impact: Transfers responsibility for payment from the Parks Division to elsewhere in the county budget.

- **Action:** Utilize fund balance

Effect: Increase County Park revenue by transferred amount.

Impact: Reduces fund balance.

- **Action:** Implement a county wood harvesting and or permit fee for woodcutting.

Effect: Increase County Park revenue by unknown amount, with a conservative estimate being \$5,000. Some parks that could be considered would include Lee, Magnolia Bluff, Carver-Roehl, and Gibbs Lake.

Impact: It would increase the workload for parks patrol workers and office staff.

- **Action:** Raise fees by 3.6% which is the Consumer Price Index.

Effect: Increase County Park revenue by approximately \$1,000.

Impact: Park users would be charged more for picnic shelter permits, boat launch fees, metal detection permit fees, camping permits and snowshoe rental fees.

- **Action:** Eliminate trash collection in county parks and institute a carry-in/carry-out policy.

Effect: Decrease expenses by \$7,393.

Impact: It has the potential to affect the cleanliness of our parks in a negative fashion, thus increasing the staff workload. There also may be a contractual impact or buyout, as this service is contracted through 2013.

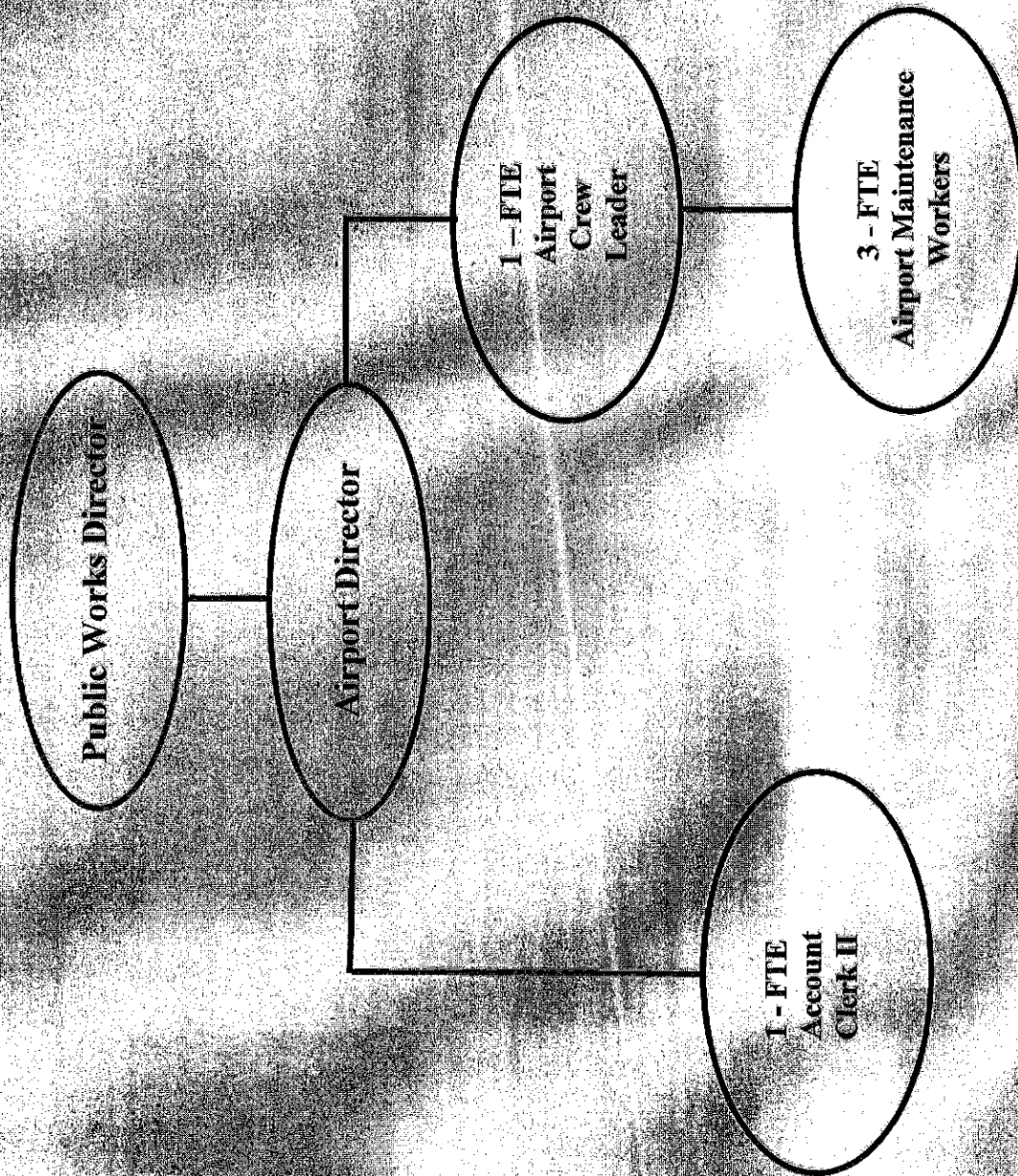
- **Action:** Eliminate the seasonal position.

Effect: Decrease expenses by \$10,732.

Impact: It also would negatively affect weekend coverage and customer service. It would also increase the workload for parks patrol workers.

Department of Public Works

Budget Decision Package
2012
Airport Division



Administration, Operation and Maintenance

Administration includes: daily supervision of maintenance personnel and work assignments, ensuring compliance with FAR 139 operating certificate and FAA approved Operation Manual, applying for state and federal grants, ensuring compliance with federal and state grant assurances, administration of over 85 leases, ensuring tenants comply with Minimum Standards, Airport Rules and Regulations, billing, receipting, collection activities, and marketing functions.

The airport currently supports one fixed base operator that provides aircraft re-fueling, flight training, aircraft maintenance and supplies, six airside businesses that provide additional flight training, helicopter repair, and charter service, four non-airside businesses, and six corporate hangars. There are approximately 250 full time jobs provided at the airport. The indirect client group includes the businesses that fly passengers and product in and out of the community and the flying public.

Operation and maintenance covers a sizable portion of the expenditures. Included in this are equipment, supplies and expenses, and machinery rental, all of which are necessary to ensure compliance with the Part 139 Operating Certificate and Grant Assurances. Other areas covered under this program include building repair and maintenance of county owned buildings, runway lighting and electrical repair including over 700 airfield lighting fixtures, an electrical vault, ramps and parking lot lighting, and county owned NAVI-AIDS, pavement maintenance, which includes crack sealing and patching, and ARFF (Aircraft Rescue and Fire Fighting) services. The airport is also responsible for the repair and maintenance of 104 lane miles of pavement and over 10 miles of security/wildlife fencing.

The client group served includes one fixed base operator, six airside and four non-airside businesses, six corporate hangar owners, 40 rented t-hangar tenants, and general aviation users in Rock County and the surrounding areas.

Operation of the Airport is regulated in three areas:

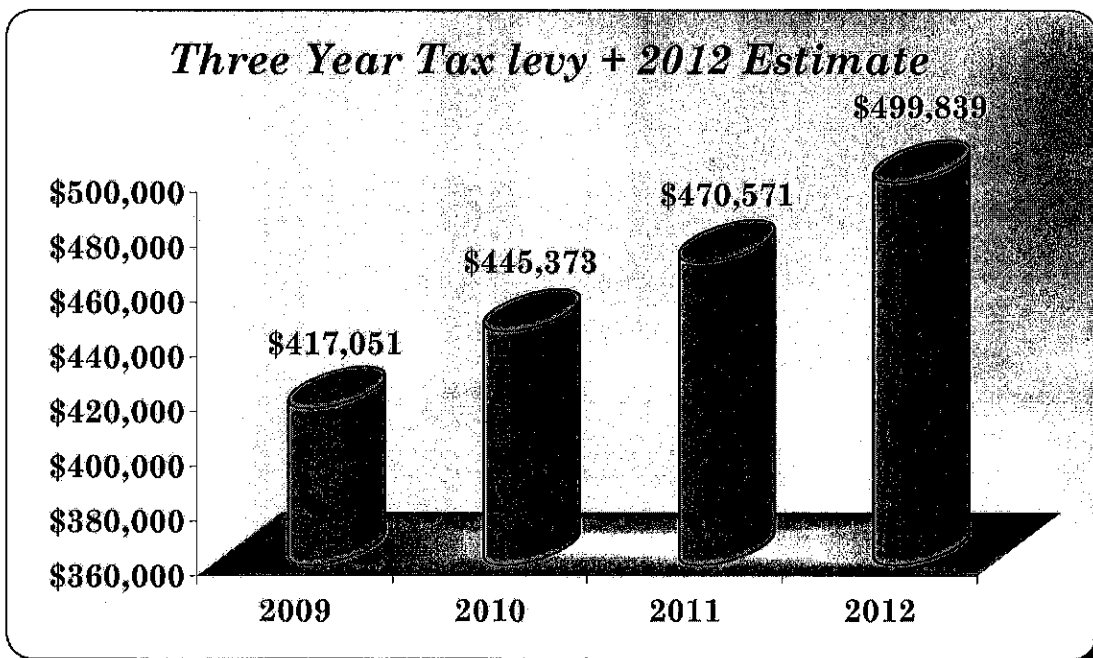
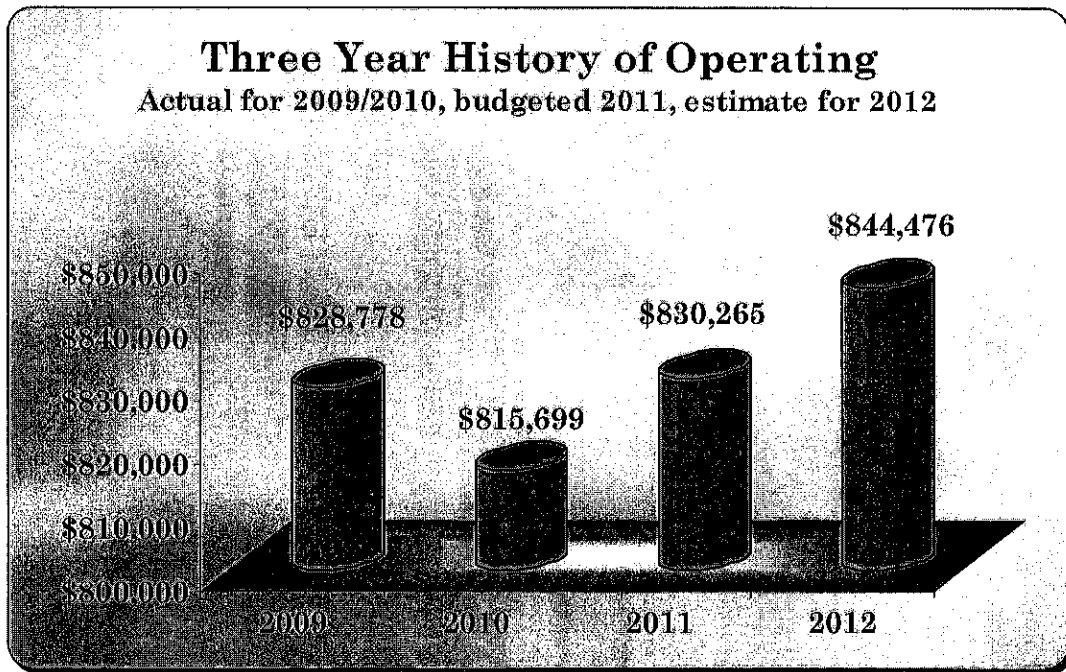
1. FAR part 139 Commercial Operating Certificate. This certificate is given to airports that are served by aircraft capable of holding 30 or more passengers. An airport with this certification is inspected on a 12 to 18 month cycle and must be maintained and operated to standards set forth by the FAA. These standards and regulations are found in the FAA approved Part 139 operating manual and are further defined in the FAA Advisory Circulars.
2. Airport security governed by Transportation Security Administration Regulation 1542.
3. Grant Assurances: A major portion of the airport's capital improvement funding for runways, taxiways, and ramp construction/reconstruction comes from the federal and state government. As the airport owner, Rock County accepts these grant assurances for a period of 20 years. Some examples of these assurances are how sponsors maintain/operate facilities, setting minimum standards for commercial operators, establishing fair and reasonable rates, leases, and standards for airport rules and regulations.

At this time, personnel accomplishing these goals include:

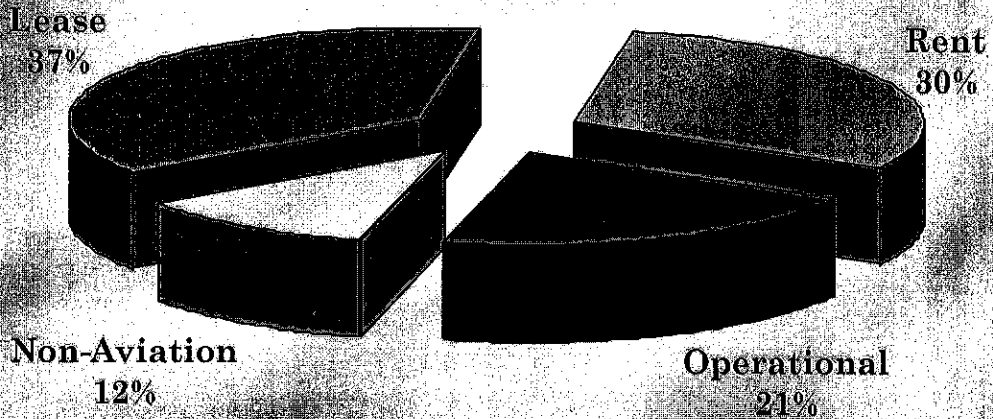
- 1-Director
- 1-FTE Account Clerk II
- 1-FTE Airport Maintenance Crew Leader
- 3-FTE Airport Maintenance Workers

The 2011 expenditure appropriation for the airport division is \$830,205. The amount of tax levy was \$470,571.

The following charts give a history of the airport division budget, tax levy, and revenue.

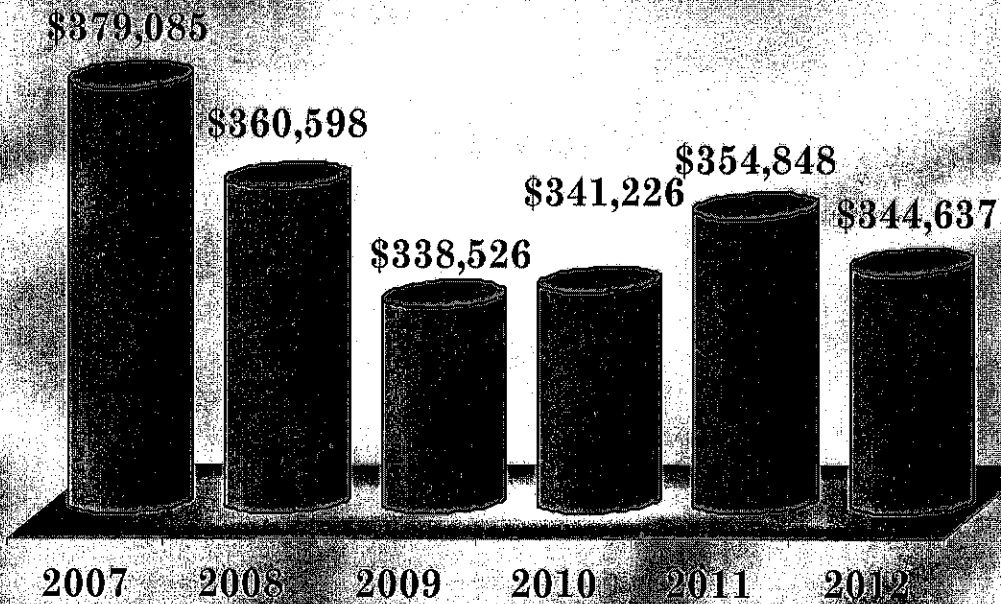


Airport Revenue



Five Year Revenue History

Actual 2007 - 2010, 2011 year end estimate, and 2012 budget estimate



Airport Division
2012
Budget Proposal

Cost to Continue

Description	2011 Budget	2012 Request	% Difference
Administration	239,768	232,132	-3.18%
Operation and Maintenance	520,437	542,344	4.21%
Equipment Rental	70,000	70,000	0.00%
Total Operating Expenses	830,205	844,476	1.72%
Operating Revenues	(359,634)	(344,637)	-4.17%
<hr/>			
Estimated Tax Levy	470,571	499,839	6.22%
Difference between 2011 and 2012 Levy =		29,268	
2% of 2011 Levy =		<u>9,411</u>	
Reduction required to bring the 2012 tax levy request to 2% below 2011 tax levy =		38,679	

2012 Budget Options

Department of Public Works Airport Division

The Airport Division's 2012 tax levy request is \$499,839 which is a 6.22% increase or \$29,268 over the 2011 levy. The 2012 request would need to be reduced by about 8% or \$38,629 to be 2% less than what was levied in 2011.

Adjustment of airport revenues is limited. Operational revenue is obtained from landing and fuel flowage fees; lease revenue from ground rents, rent revenue from t-hangar rent; and non-aviation revenue from farm land and golf course leases. The increase to lease and rental rates in 2012 may meet a substantial amount of opposition from the users because of the economy. Increases are tied to the urban rate of inflation (CPI) and are not to exceed 4 percent per year. For the preceding twelve months the average increase for the CPI-U has been 3.6% and I have included that increase in the revenues for 2012.

Options to reduce the 2012 estimated levy could include;

- Action – Raise the fuel flowage fee from \$.08 to \$.09 per gallon. The estimated increase in revenue is \$7,000.

Impact: This increase would affect all users of the airport. With the continuously rising cost of fuel an increase in the fuel flow fee could potentially have an adverse affect. Companies that sell fuel pass this fee on to the end user and pilots may choose to stop for fuel at other airports in the area with lower fuel fee costs and landing fees. These higher fees could also cause corporate aircraft owners to consider other airports with lower fees for their base of operations.

- Action – Defer painting t-hangar buildings 6 & 7. Estimated cost \$8,900.

Impact: These two hangars were erected in 1980. Paint has been flaking off the sheet metal creating discoloration and surface rust. Repainting would preserve the surface and avoid costly sheet metal replacement.

- Action – Defer repainting beacon Tower. Estimated cost \$4,050.

Impact: Tower was last painted in 1990. The paint has faded and is flaking off the galvanized metal.

- Action – Defer purchase of 20' airport ramp plow. Estimated cost \$10,000

Impact: This year the airport took delivery on a new 4.5 yard wheel loader/snow blower unit that would utilize a 15' ramp plow that the airport current has when the blower is not needed. This plow is use for clearing the large "parking lots" used for aircraft parking. The extra wide plow would cut down on the time required to clear these ramps.

- Action – Reduce summer maintenance by not mowing where airport property borders roadways, entrance roads, airport park, and mowing only the required safety areas within the airport operations area. In 2010 our equipment cost for mowing was \$31,900.

Impact: Along with the appearance of the airport, a reduction of mowing in the airport operations area will increase hazardous wildlife activity. All wildlife needs cover for loafing, roosting, escape, and reproduction. Large expanses of grass can also provide ideal habitat for rodent and insect populations that attract raptors, gulls, other bird species, and predators such as coyotes.

- Action – Reduce winter maintenance (snow and ice control) by limiting overtime, closing runways and taxiways or closing the airport, limiting access to ramps and facilities, and limiting snow removal on roads and parking lots. The total overtime expended in 2009 for snow removal was 548 hours. When fully staffed (assumes 5 employees), our overtime bill rate for '11 is \$294 per hour.

Impact: Would have an adverse effect for all users of the airport by reducing/limiting the usability of the airport. Lease agreements with our tenants require the Airport to make a good faith effort to provide snow removal services to the runways, taxiways, ramps and parking lots. Failure to do so could result in tenants holding the Airport liable if they incur losses due to snow.

- Action- Reduce staffing by 1-FTE to 1-LTE Airport Maintenance Worker could save an estimated \$30,000 or eliminate one full time Airport Maintenance Worker would save an estimated \$65,200 based on 2011 rates.

Impact: This action would have an adverse effect for all users of the airport and other airport employees. One less staff member would reduce the amount of maintenance, mowing, and snow removal that is achieved by current staffing levels. While this would result in a reduced operating cost, it would increase complaint levels, negatively affect the general appearance of the airport, increase the hazardous wildlife activity, reduce the Airport's ability to provide a good faith effort on snow and ice removal, and increase the workload for the airports remaining staff members, in addition to possibly causing more vacation requests to be denied.

Capital Improvement Program

Federal Airport Improvement Program (AIP) and/or State Aid

The airport receives funding through the following

- Federal funding or the block grant program is administered by the Bureau of Aeronautics. Block grant dollars are used for airside projects and the cost is divided 95% federal, 2.5% state, 2.5% sponsor.
- Rock County remains eligible each year for \$150,000 in FAA discretionary funds. The state and sponsor share is set at 2.5% each, bringing the total dollars available per year to \$157,500. These funds can be used for projects that are normally eligible but may not receive federal funding because of priority.

- Wisconsin Bureau of Aeronautics assists airports on projects that are too low on the FAA's list to receive federal funding. Aprons, taxiways, and runways may receive 80% state and 20% local. Buildings and non-airside projects receive 50% state and 50% local funding. The dollars a sponsor invests in the design are then rolled into the construction phase of the project.

The 2011 expenditure appropriation is \$ 857,200

The County petitions the Bureau of Aeronautics asking for state and/or federal funding for projects that they feel are advantageous to the development of the airport. The Bureau then prioritizes those projects and provides funding when state and/or federal funds become available. All projects are discretionary.

Changes for 2012

1. Federal Airport Improvement Program (AIP) funding – the State has suggested, due to an anticipated change from the federal government, that sponsors increase their local share for AIP projects from 2.5% to 5%.
2. State Aid – Funds will be limited.

2012 Capital Improvement Projects

<u>Funding Type</u>	<u>Project</u>	<u>Project Cost</u>	<u>County Share</u>
State Aid @ 80/20	Terminal Building Improvements Project 2	\$625,000	\$125,000
Local Funding	Construct Ten Unit T-Hangar		\$600,000
		Total	\$725,000

Department of Public Works

Budget Decision Package
2012
Highway Division

Programs & Services Summary

Highway Administration

This program area is for the management, supervision, accounting and administrative support of the Highway and other Department of Public Works (DPW) Divisions. It includes wages and benefits for the director, superintendents, accounting manager, account clerks and secretary. Also encompassed within this area are Committee meeting expenses, mileage expenses, training expenses, office supplies, and County Aid for Road Construction.

Highway Maintenance and Construction

This program area covers many road maintenance activities, the most important of which is winter maintenance—snow and ice removal and control. Also included are important functions such as roadside mowing, seal coating, crackfilling, shoulder repair and maintenance, bridge maintenance, tree trimming and removal, pavement marking, traffic sign maintenance, litter and dead animal pickup, and pothole patching. Besides a county tax levy, General Transportation Aids (GTA) fund this program. Winter road maintenance revenues and expenses originating from our many Town customers are included within this functional area.

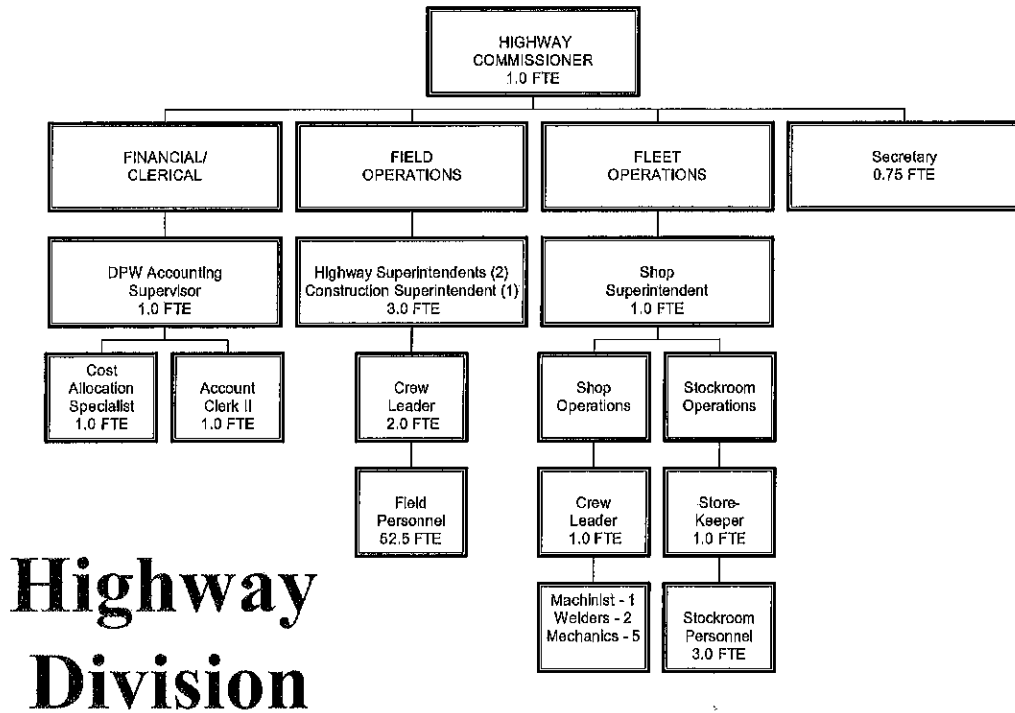
The construction portion of this program focuses mostly on asphalt road paving and bridge replacement projects. This extensive program supplements local funding by County Highway Improvement Program (CHIP) dollars from the State.

Cost Pools

The Department's Cost Pools include several internal service funds that are for the most part budget neutral. They include our employee benefits, small tools, shop operations, fuel handling, machinery operations, bituminous operations, seal coating operations, buildings and grounds operations, salt shed operations, acquisition of capital assets, and sign production operations cost pools.

There are a series of external cost pools wherein we do work for the State of Wisconsin, other county departments and local municipalities, or complete federally funded construction projects of bridges and roads. Routine road maintenance for our Town customers is included in this grouping.

Generally these cost pools generate their own revenues by a system of actual charges to buyers, cross charges within the department operational areas, accounting charges and incremental depreciation charges added to the machinery rental rates.



Highway Levy Cost By Activity				
Activity	11 Budget	12 Budget	+/- \$	+/- %
Administration	729,060	712,914	-16,146	-2.21%
Maintenance & Construction	1,566,799	5,808,140	4,241,341	270.70%
Federal Aid	0	185,000	185,000	#DIV/0!
Cost Pools	371,254	491,388	120,134	32.36%
Highway Total to Regular Levy	2,667,113	7,197,442	4,530,329	169.86%
Special Levy Item - Bridge Aid	60,600	140,000	79,400	131.02%
Total all County Levies	2,727,713	7,337,442	4,609,729	169.00%
Excluding Bridge Aid				
2011 Base		2,667,113		
Target of - 2%:		2,613,771		
Highway Levy Above		7,197,442		
Difference		4,583,671		

Administrative Summary				
Activity	11 Budget	12 Budget	+/- \$	+/- %
Administrative Revenues				
Records & Reports	125,600	150,400	24,800	19.75%
Other State Routine	138,700	136,600	-2,100	-1.51%
Other Non-State Routine	9,000	8,000	-1,000	-11.11%
AVL/GPS State Aid	9,000	0	-9,000	-100.00%
Funds Forwarded	52,500	0	-52,500	-100.00%
Supplemental/Carryover	40,911	0	-40,911	-100.00%
Notes Issued	0	0	0	#DIV/0!
Revenue Subtotal	375,711	295,000	-80,711	-21.48%
Administrative Expenses				
Routine Administrative	725,549	650,924	-74,625	-10.29%
Drug & Alcohol Compliance	4,500	4,500	0	0.00%
Supervision	287,807	288,675	868	0.30%
Radio Maintenance	86,915	63,815	-23,100	-26.58%
Expenses Subtotal	1,104,771	1,007,914	-96,857	-8.77%
Net Administrative Levy Cost	729,060	712,914	-16,146	-2.21%

Cost Pools				
Activity	11 Budget	12 Budget	+/- \$	+/- %
Machinery Cost Pool				
Wages	532,000	550,000	18,000	3.38%
Fuel	600,000	665,000	65,000	10.83%
Parts, Tires, Batteries, Etc.	779,616	788,500	8,884	1.14%
Shop Overhead	850,000	795,000	-55,000	-6.47%
Depreciation	600,000	680,000	80,000	13.33%
Other Costs	5,500	7,750	2,250	40.91%
Expenses Subtotal	3,367,116	3,486,250	119,134	3.54%
Allocated Machinery Revenue	-3,000,000	-3,000,000	0	0.00%
Net Machinery Cost Pool Levy	367,116	486,250	119,134	32.45%
Sign Production Cost Pool	4,138	5,138	1,000	24.17%
Cost Pool Totals	371,254	491,388	120,134	32.36%
Machinery Cost Pool Actual Deficits in Recent Years:				
	Budget	Actual		
2011	(367,116)	(658,500)	[Estimated]	
2010	(360,000)	(548,672)		
2009	(237,500)	(440,198)		
2008	(229,400)	115,593		
2007	(339,550)	190,987		
2006	(139,246)	(397,515)		
2005	0	(152,321)		
2004	0	(261,466)		
2003	0	(423,874)		
2002	0	(6,459)		
2001	0	(140,005)		

County Maintenance & Construction Summary				
Activity	11 Budget	12 Budget	+/- \$	+/- %
Revenues				
State Transportation Aids	1,995,415	1,809,580	-185,835	-9.31%
State Construction Aid	296,000	5,000	-291,000	-98.31%
Town Winter Maintenance Charges	633,625	566,712	-66,913	-10.56%
Other Revenues	5,560	5,800	240	4.32%
Transfers In	633,191	0	-633,191	-100.00%
County Sales Tax	1,021,876	0	-1,021,876	-100.00%
Long-Term Debt Proceeds	1,312,998	0	-1,312,998	-100.00%
Revenue Subtotal	5,898,665	2,387,092	-3,511,573	-59.53%
Expenses				
Routine	1,394,850	1,412,720	17,870	1.28%
Winter	1,916,757	1,930,707	13,950	0.73%
Cracksealing	88,965	94,365	5,400	6.07%
Bridge Maintenance	240,624	82,252	-158,372	-65.82%
Seal Coating	314,532	305,000	-9,532	-3.03%
Grader Patching	78,640	133,112	54,472	69.27%
Shouldering	184,020	155,076	-28,944	-15.73%
Blacktopping	3,029,576	3,873,000	843,424	27.84%
Equipment Storage	217,500	209,000	-8,500	-3.91%
Expenses Subtotal	7,465,464	8,195,232	729,768	9.78%
Net Levy Cost	1,566,799	5,808,140	4,241,341	270.70%

2012 Budget Options

Department of Public Works

Highway Division

Discussion: The needs-based tax levy requested by the Highway Division of the Public Works Department for 2012 is up \$4,530,329 or 169% from the \$2,667, 113 tax levy for 2011. This stated increase is very misleading without proper explanation. While there are increased costs being proposed, Highway Department staff is making no assumptions as to funding sources. Things like deferred financing, use of equity or use of sales tax revenue are not identified. These choices are left to the discretion of the County Administrator as he prepares the entire County Budget, and ultimately the County Board.

The Highway Division typically has relatively large capital budget requests for things like Road and Bridge Construction, Equipment Purchase and Buildings & Grounds Projects. Often, these projects are funded from other sources besides the County tax levy. Some of these options will be pointed out in the discussion below.

Base Calculations:

2011 Budget Tax Levy	\$ 2,667,113
2012 Budget with 2% Decrease in Tax Levy	\$ 2,613,771
2012 Actual Budget Request Tax Levy	\$ 7,197,442
2012 Overage	\$ 4,583,671

Actions, Effects & Impacts:

- Action 1: Reduce the requested 2012 County Road Construction program to 2011 spending level of \$2,311,876. This requires deletion of \$1,561,124 of scheduled road construction in 2012.

Effect: \$1,561,124 savings; reduces overage to \$ 3,022,547

Impact: Approximately 2-1/4 miles of scheduled road reconstruction would have to be deleted, either on CTH M (east) in the Town of Johnstown or on CTH A in the Town of Janesville west of the City of Janesville. This reduces the total mileage of roads being constructed below 5.75 miles. At that pace, it will be over thirty-seven (37) years for all of the County's roads to be addressed.

In 2011, the Department requested \$3,374,000 for construction, the Administrator recommended \$ 2,499,000 and the County Board approved \$2,311,876 in the budget.

The County Trunk Highway system in Rock County is in need of various types of construction—repaving, reconditioning or reconstruction. Estimated per mile costs for these techniques are \$250,000; \$480,000 and \$650,000 per mile, respectively. Normal life expectancy is 15, 20 and 25 years, respectively for a mile of road. The Department's annual requests usually are a mixture of these approaches.

- Action 2: Use deferred financing and/or county sales tax revenue at 2011 level to fund Federal Aid and County Road Construction.

Effect: \$2,021,876 of alternative funding revenue; reduces overage to \$ 1,000,671

Impact: Program remains as requested, but seeks alternative funding mechanism.

- Action 3: Cancel the Federal Aid Project on Inman Parkway (CTH BT) in the Towns of Beloit and Turtle.

Effect: \$153,000 of savings; reduces the overage to \$ 847,671

Impact: This will stop the project. The County and City will have to pay the design consultant fees to-date (plus lost future profit) and refund some costs incurred by the Department of Transportation for administering the project. The amount is not known at this time, but could approach \$125,000. The true savings may be only \$28,000.

- Action 4: Reduce other requested county road & bridge Federal Aid Projects in 2012.

Effect: \$32,000 of savings; reduces the overage to \$ 815,671

Impact: This will defer projects to replace a bridge on CTH H in Hanover and install traffic signals on CTH G at Townline Road. Eighty percent (80%) Federal funding that can be obtained for these design projects will be lost, or be at risk of being lost.

- Action 5: Implement a four-day, ten-hour per day work week during the summer.

Effect: \$50,000 savings; reduces the overage to \$ 765,671

Impact: Reduces the travel to and from projects by 20%, thereby saving fuel. Improves overall productivity by allowing for larger blocks of time to do projects. Requires all emergencies on Fridays to be paid as overtime. The Department did a similar successful trial schedule in 2010. Because of the uncertainty on the State level about the Budget Repair Bill, the County and the Union representing most of the DPW workers chose not to change to this schedule in 2011.

- Action 6: Charge Rock County Towns for supervision services related to town work.

Effect: \$95,000 in new revenue; reduces the overage to \$ 670,671

Impact: This would recoup costs for things like managing snow storms; answering emergency calls such as signs down, flooding, blocked roads, fires etc.; evaluating town road problems, recommending/implementing solutions and preparing cost estimates; and issuing utility and driveway permits.

- Action 7: Defer outside contracted repairs to department trucks and equipment

Effect: \$100,000 savings; reduces the overage to \$570,671

Impact: Reduced longevity and reliability of equipment.

- Action 8: Implement a County registration fee of \$10 per vehicle.

Effect: \$500,000 of new revenue; reduces the overage to \$ 70,671

Impact: This will raise new general purpose revenue, to fund road construction and maintenance.

7/27/11