

CAPITAL PROJECTS FUNDS

The 2008 capital budgets were requested from the departments in May with a due date to be returned of June 29th. Amounts are assumed to be purchased during that year they have been budgeted.

Capital Outlay Fund – This fund is the primary fund used to account for new departmental capital outlays. These expenditures are funded by the tax levy and are under the direction of the department supervisor.

Equipment Replacement Fund - This fund is used to account for the rolling stock replacement program, which accumulates annual funding (from property taxes) for the replacement of vehicles and similar equipment in lieu of using borrowed monies.

Street Improvement Fund - This fund is used to account for the activities of the local road improvement program. Funding is provided by the tax levy and a every other year local road improvement grant from the State.

Capital Improvement Fund - This fund is used to account for land acquisitions, building projects and all public works projects and are usually funded with borrowed money or funding from some source other than the tax levy.

The Debt Service Fund supports the Capital Project Funds

Debt Service Fund - This fund is used to account for general obligation debt issued by the City to support the capital construction projects undertaken. Funding comes from tax levy, Special assessments collections, Impact fees and other sources.

CITY OF FRANKLIN

CAPITAL OUTLAY FUND

The projected 2012 tax levy for this fund of \$384,000 was slightly increased from the 2011 tax levy amount. However, based upon the last several years experience that level is not a sustainable level that can meet the needs of the community for capital outlays on an ongoing basis. Starting in 2011 the fund receives \$100,000 annually from the landfill siting fees. The departmental requests of about \$834,000 for 2011 were lower than the prior year requests. In 2011 75% of the requests were able to be funded. The largest amounts of unfunded requests were in the Police, Fire, Building Inspection and Engineering Departments. The recommended amounts reflected the Mayor's decisions after recommendations from the department heads to reduce the departmental requests to the revenue available.

Capital assets are purchases of assets that are reasonably expected to last more than 12 months and benefit multiple years. Included in this category are all new capital assets and replacement capital assets that do not meet the criteria for inclusion in the equipment replacement program. Those capital assets that exceed the capitalization policy limits will be capitalized and depreciated over the estimated useful life of the asset.

The yearly amount to be funded for Capital Outlay requests is based on the requests of the departments and it is the intention that although the items purchased will vary each year the amount of the purchases and therefore the total tax levy will be approximately the same amount from year to year. The goal in this fund is to increase the tax levy by the amount of new growth in the City.

Monies for capital outlay purchases are obtained via the property tax levy, sale proceeds of retired capital assets other than those eligible for replacement in the Equipment Revolving Fund, investment earnings on unspent monies and any unspent funds from prior years.

New equipment requests must be made as part of the Capital Outlay Fund and are not eligible in the Equipment Revolving Fund. The Equipment Revolving Fund provides for replacement of major equipment.

CITY OF FRANKLIN 2012 BUDGET		2009 Actual	2010 Actual	2011 Adopted	2011 Amended	2011 Estimate	2012 Proposed	2012 Adopted	Percent Change
CAPITAL OUTLAY FUND									
REVENUE									
GENERAL PROPERTY TAXES	41.0000.4011	475,000	475,000	380,000	380,000	380,000	384,000	384,000	1.1%
GRANTS	41.0000.4157	17,683	33,905	0	0	0	0	0	
LANDFILL SITING	41.0000.4493			100,000	100,000	100,000	100,000	100,000	
INTEREST ON INVESTMENTS	41.0000.4711	14,138	8,944	10,000	10,000	10,000	10,000	10,000	
INVESTMENT GAINS/LOSSES	41.0000.4713	1,219	-1,776	0	0	0	0	0	
PROPERTY SALES	41.0000.4751	29,025	26,258	45,000	45,000	25,000	30,000	30,000	
MISCELLANEOUS REVENUE	41.0000.4799	297	0	0	0	0	0	0	
TRANSFER FROM OTHER FUNDS	41.0000.4830	0	0	0	1,300	1,300	0	0	
TRANSFER FROM GENERAL FUND	41.0000.4834	0	0	0	0	0	0	0	
TOTAL CAPITAL OUTLAY FUND REVENUE		537,362	542,331	535,000	536,300	516,300	524,000	524,000	-2.1%
EXPENDITURES									
General Government:									
Emergency Government Operations									
Mayor	41-101	0	0	0	5,400	5,400	0	0	
Aldermen	41-102	0	3,731	0	0	0	0	0	
Municipal Court	41-121	3,378	26	35,000	35,000	35,000	0	0	
City Clerk	41-141	130	0	4,700	4,700	4,700	0	0	
Elections		0	0	0	0	0	0	0	
Information Services	41-144	42,894	42,176	61,400	61,400	61,400	43,000	43,000	
Administration	41-147	1,033	0	2,250	2,250	2,250	1,250	1,250	
Finance	41-151	3,258	8,780	4,600	4,600	4,600	9,000	9,000	
Assessor	41-154	0	0	1,250	1,250	1,250	1,250	1,250	
Municipal Buildings	41-181	0	4,600	6,350	7,950	7,950	0	0	
Total General Government		50,693	59,313	115,550	122,550	122,550	54,500	54,500	-52.8%
Public Safety:									
Police	41-211	276,643	257,481	372,200	372,200	372,200	297,150	297,150	
Fire	41-221	52,356	48,413	64,000	65,300	65,300	66,900	66,900	
Building Inspection	41-231	0	5,003	5,000	5,000	5,000	4,300	4,300	
Total Public Safety		328,999	310,897	441,200	442,500	442,500	368,350	368,350	-16.5%
Public Works:									
Engineering	41-321	9,439	8,451	0	6,500	6,500	2,300	2,300	
Highway	41-331	103,517	68,162	49,850	59,850	59,850	57,800	57,800	
Street Lighting	41-351	0	0	0	0	0	0	0	
Total Public Works		112,956	76,613	49,850	66,350	66,350	60,100	60,100	20.6%
Health and Human Services:									
Public Health	41-411	0	0	0	0	0	0	0	
Total Health and Human Services		0	0	0	0	0	0	0	0.0%
Culture and Recreation:									
Parks	41-551	14,872	11,873	17,000	20,000	20,000	16,500	16,500	
Total Culture and Recreation		14,872	11,873	17,000	20,000	20,000	16,500	16,500	-2.9%
Conservation and Development:									
Planning	41-621	217	2,160	1,800	1,800	1,800	1,600	1,600	
Total Conservation and Development		217	2,160	1,800	1,800	1,800	1,600	1,600	-11.1%
Capital Outlay Contingency				0	0	0	50,000	50,000	
Total Capital Outlay Expenditures		507,737	460,857	625,400	653,200	653,200	551,050	551,050	-11.9%
Excess of revenue over expenditures		29,625	81,474	-90,400	-116,900	-136,900	-27,050	-27,050	
Fund Balance, Beginning of Period		310,192	339,817	421,291	421,291	421,291	284,391	284,391	
Fund Balance, End of Period		339,817	421,291	330,891	304,391	284,391	257,341	257,341	

The individual items requested can be found in the departmental presentations.

CITY OF FRANKLIN

EQUIPMENT REPLACEMENT FUND

The Equipment Replacement Fund, established in 1996, provides resources for the replacement of rolling stock and similar equipment. Monies for purchases are obtained via the property tax levy, a portion of the landfill siting fees, sale proceeds of retired rolling stock and investment earnings on monies in the replacement fund. A minimum purchase amount (\$20,000) and minimum life (seven years) are required for assets to be replaced from this fund. Expenditures for vehicle purchases fluctuate on an annual basis, depending on the need for replacement and condition of vehicles scheduled for replacement.

For 2011 the scheduled equipment revolving funding requests were less than the tax levy and other revenue expected to be received. This is the first year in the last four years that expenditures have not exceeded revenue. The fund balance has declined during this period and is projected to decline to the \$1.071 million dollar level by 2014 and then further declining to zero over the next five years effectively eliminating this replacement fund. The expected replacements over the next six years are as follows:

2012 – \$492,058	2013 – \$654,705	2014 – \$356,294
2015 – \$302,595	2016 – \$805,729	2011 – \$470,503

A goal of the program is to keep a relatively constant annual tax levy increased by the growth realized in the City. It became necessary to decrease the 2009 tax levy in this fund by \$50,000 due to economic circumstances. In 2011 tax levy of \$150,000 was replaced with the same amount of landfill siting revenue. The levy is projected to remain at that amount received in 2011. The level of projected expenses in the next 5 to 8 years will result in a draw down of fund balance. It will be necessary to restore tax levy support to this fund to avoid a long term elimination of this fund. A \$150,000 increase to tax levy support for this fund is recommended.

Caution and planning needs to be exercised when additional equipment is added to the fund since these additions will impact future funding needs. The fund balance at the end of 2010 is expected to be about 13% of the replacement cost of the assets in the program. The projection shows the fund balance declining to about 9% of replacement cost by the end of 2015. The percentage is expected to decline to 0% during the following four years.

The replacement cost is estimated using recent acquisition costs plus an inflation factor. Costs of vehicles replaced to date under the program have been in line with the estimated replacement cost. The yearly amount to be funded was to be based on the annual depreciation cost for the equipment in place and used by the City. The funding formula has not been achieved in recent years. The challenge will be to fund the replacement of the larger cost items.

Council will need to consider making increases in tax levy for this fund.

CITY OF FRANKLIN 2012 BUDGET		2009 Actual	2010 Actual	2011 Adopted	2011 Amended	2011 Estimate	2012 Proposed	2012 Adopted	Percent Change
EQUIPMENT REPLACEMENT FUND									
REVENUE									
GENERAL PROPERTY TAXES	42.0000.4011	277,000	277,000	130,000	130,000	130,000	281,000	281,000	116.2%
LANDFILL SITING	42.0000.4493			150,000	150,000	150,000	150,000	150,000	
INTEREST ON INVESTMENTS	42.0000.4711	33,700	25,190	51,000	51,000	51,000	20,000	20,000	
INVESTMENT GAINS/LOSSES	42.0000.4713	2,906	-5,001	0	0	0	0	0	
INTERFUND INTEREST	42.0000.4716	15,126	1,841	0	0	0	0	0	
PROPERTY SALES	42.0000.4751	13,140	37,813	10,000	10,000	10,000	10,000	10,000	
MISCELLANEOUS REVENUE	42.0000.4799		2,000	0	0	0	0	0	
TOTAL EQUIPMENT REVOLVING FUND REVENUE		\$341,872	\$338,842	\$341,000	\$341,000	\$341,000	\$461,000	\$461,000	35.2%
EXPENDITURES									
CAPITAL OUTLAY									
MUNICIPAL BUILDINGS									
AUTO EQUIPMENT	42.181.0000.5811	0	0	0	0	0	0	0	
POLICE DEPARTMENT									
AUTO EQUIPMENT	42.211.0000.5811	37,333	0	0	0	0	0	0	
FIRE DEPARTMENT									
AUTO EQUIPMENT	42.221.0000.5811	117,481	146,607	0	0	0	170,800	170,800	
BUILDING INSPECTION									
AUTO EQUIPMENT	42.231.0000.5811	0	0	50,000	50,000	50,000	58,000	58,000	
ENGINEERING									
AUTO EQUIPMENT	42.321.0000.5811	0	0	0	0	0	0	0	
PUBLIC WORKS									
AUTO EQUIPMENT	42.331.0000.5811	464,718	286,124	226,000	258,000	258,000	310,500	310,500	
TOTAL EQUIPMENT REVOLVING FUND EXPENDITURES		619,533	432,731	276,000	308,000	308,000	539,300	539,300	95.4%
EXCESS OF REVENUE OVER EXPENDITURES		-277,661	-93,889	65,000	33,000	33,000	-78,300	-78,300	
FUND BALANCE, BEGINNING OF PERIOD		1,852,282	1,574,621	1,480,732	1,480,732	1,480,732	1,513,732	1,513,732	
FUND BALANCE, END OF PERIOD		\$1,574,621	\$1,480,732	\$1,545,732	\$1,513,732	\$1,513,732	\$1,435,432	\$1,435,432	

City of Franklin
 Equipment Revolving Fund
 Listing of Equipment Proposed to be Acquired - 2011

<u>Description</u>	<u>Amount</u>	<u>Replaces: Vehicle No.</u>	<u>Description</u>
Fire Department			
Ambulance	170,800	219	2001 Ford Ambulance
Total Fire Department	<u>170,800</u>		
Building Inspection Department			
Vehicle	29,000		1998 Jeep
Vehicle	29,000		1998 Jeep
	58,000		
Highway Department			
Single Axle Dump w/ Plow. Wing & Salt Spreader	159,500	738	1993 Ford Single axle Dump Truck w/plow & salt spreader
Skid Steer	38,000	61	2000 New Holland Skid Steer
Brush Chipper	55,000	05	2001 Vermeer Brush Chipper
Large Area Mower w/Trailer	58,000	44	2000 Ransom Large Area Mower
Total Highway Department	<u>310,500</u>		
Total 2011 Equipment Acquisitions	<u><u>\$539,300</u></u>		

**City of Franklin
Equipment Revolving Fund
For Replacement of Rolling Stock
December 31, 2010**

Dept	#	Model	Historical Cost	Current Replacement Cost	Life	Purchase Year	Replace Year	Replacement Cost @ 3% Inflation	Total By Year
Highway	736	1992 Ford 8000 Single Axle 5 yd dump w/plow *	\$36,546	\$110,496	19	1992	2011	\$113,811	\$155,000
Highway	719	1997 Chevrolet K2500 Pick up Truck	\$23,378	\$34,331	14	1997	2011	\$35,361	
Highway	746	1999 Ford F450 One Ton Dump	\$33,681	\$46,622	12	1999	2011	\$48,021	\$71,000
Inspect	771	1997 Jeep Cherokee *	\$17,752	\$27,876	14	1997	2011	\$28,713	\$25,000
Inspect	775	1997 Jeep Cherokee *	\$15,752	\$27,876	14	1997	2011	\$28,713	\$25,000
								\$254,619	\$276,000
Highway	22	PB Slip-in Pot Hole Patcher -used *	\$6,000	\$26,096	20	1992	2012	\$27,685	
Highway	738	1993 Ford 8000 Single Axle 5 yd dump w/plow	\$61,035	\$100,882	19	1993	2012	\$107,025	
Highway	-	2000 Ransom Large Mower (Municipal Bldg)	\$35,973	\$48,345	12	2000	2012	\$51,289	
Highway	61	2000 New Holland 180LS Skid Steer	\$33,743	\$45,348	12	2000	2012	\$48,109	
Highway	05	2001 Vermeer 1800 Brush Chipper	\$25,135	\$32,795	11	2001	2012	\$34,793	
Inspect	774	1998 Jeep	\$19,808	\$28,241	14	1998	2012	\$29,961	
Inspect	776	1998 Jeep	\$19,808	\$28,241	14	1998	2012	\$29,961	
Fire	219	2001 Ford Ambulance - Med Unit	\$90,000	\$114,009	10	2002	2012	\$120,952	
Fire	220	1999 Chevy PFR/Command Vehicle	\$28,792	\$39,855	13	1999	2012	\$42,282	\$492,058
Highway	17	Sicard Snow Blower *	\$10,800	\$49,902	34	1979	2013	\$54,529	
Highway	716	1985 Case International 585 Tractor/Mower	\$27,000	\$53,287	26	1987	2013	\$58,228	
Highway	739	1993 Ford 8000 Single Axle 5 yd dump w/plow	\$61,035	\$100,882	20	1993	2013	\$110,236	
Highway	740	1995 Ford LTS8000 Tandem Axle Dump w/plow	\$79,912	\$124,500	18	1995	2013	\$136,045	
Highway	54	Trail Boss 20 Ton Equipment Trailer	\$13,550	\$19,319	15	1998	2013	\$21,110	
Highway	747	2000 Ford F450 One-Ton Dump Truck	\$34,389	\$46,216	13	2000	2013	\$50,501	
Highway	62	2002 John Deere Skid Steer	\$25,108	\$31,806	11	2002	2013	\$34,755	
Inspect	772	1999 Ford Explorer	\$23,099	\$31,974	14	1999	2013	\$34,939	
Inspect	770	1999 Ford Explorer	\$23,099	\$31,974	14	1999	2013	\$34,939	
Eng	754	2001 Chevrolet Venture	\$20,000	\$26,095	12	2001	2013	\$28,515	
Fire	207	1996 Ford F350 Grass Fire Truck	\$55,000	\$83,192	17	1996	2013	\$90,907	\$654,705
Highway	741	1996 Ford LTS8000 Tandem Axle Dump w/plow	\$79,668	\$120,505	18	1996	2014	\$135,629	
Highway	726	2002 Ford Ranger Pickup Truck fm Inspection	\$20,010	\$25,348	12	2002	2014	\$36,266	
Inspect	773	2003 Ford Explorer	\$21,623	\$26,594	11	2003	2014	\$31,821	
Eng	753	2004 Dodge Intrepid	\$14,550	\$17,895	11	2003	2014	\$26,638	
Fire	283	2004 Ford Ambulance	\$93,710	\$111,895	10	2004	2014	\$125,938	\$356,294
Highway	702	1985 Oshkosh heavy duty snow plow *	\$101,126	\$171,091	30	1985	2015	\$198,342	
Highway	31	1985 Beuthling B100 1 1/2 ton roller *	n/a	\$9,980	25	1990	2015	\$11,570	
Highway	06	2003 Vermeer BC 1800 Brush Chipper	\$21,855	\$26,879	12	2003	2015	\$31,160	
Eng	755	2003 Chevrolet Surburban	\$28,869	\$35,505	12	2003	2015	\$39,172	
Fire	217a	1995 Wells Cargo Haz-Mat Trailer	\$12,375	\$19,280	20	1995	2015	\$22,351	\$302,595
Highway	29	1992 Ingersoll Rand 575T Paver Self propelled	\$22,500	\$114,061	20	1996	2016	\$136,195	
Highway	714	1998 John Deere 624H Front End Loader	\$140,568	\$200,416	18	1998	2016	\$239,308	
Highway	718	2001 Caterpillar 312C Hydraulic Excavator	\$122,900	\$160,357	15	2001	2016	\$191,474	
Fire	284	2006 Ford Ambulance-Med Unit w Cot	\$116,192	\$130,775	10	2006	2016	\$156,152	
Fire	225	2004 Chevy Silverado 2500	\$24,227	\$28,928	12	2004	2016	\$34,542	
Fire	221	2004 GMC Command/PFR Truck	\$33,707	\$40,248	12	2004	2016	\$48,058	\$805,729
Highway	10	Ingersoll Rand Portable Compressor-Diesel	\$11,420	\$16,771	20	1997	2017	\$20,626	
Highway	742	2000 Sterling LT8513 Tandem Axle Dump Truck	\$88,324	\$122,261	18	1999	2017	\$150,366	
Highway	743	2000 Sterling LT8513 Tandem Axle Dump Truck	\$88,324	\$122,261	18	1999	2017	\$150,366	
Highway	748	2002 Ford F450 Stake Body w liftgate	\$33,182	\$42,034	15	2002	2017	\$51,696	
Highway	715	2005 Ford F450 Single Axle 5 yd dump w/plow	\$45,873	\$53,179	12	2005	2017	\$65,404	
Fire	200	2005 Chevy Trailblazer	\$22,476	\$26,056	12	2005	2017	\$32,045	\$470,503

CITY OF FRANKLIN

STREET IMPROVEMENT FUND

Funding for the street improvement program comes from three sources: the property tax levy, a portion of the landfill siting fees and an every other year state grant of \$75,000 for Local Road Improvements. The goal is to increase the tax levy annually by the amount of growth in the City. However due to past economic circumstances revenue needed to be temporarily decreased. Revenue was \$950,000 in 2008 and was decreased to \$500,000 in 2010. Of the \$450,000 structural deficit in this fund \$100,000 was made up in 2011 through the inclusion of \$200,000 in landfill siting fees and the reduction of \$100,000 in tax levy support. The forecast for 2012 includes making up \$200,000 of the structural deficit with the remaining \$150,000 forecast to be made up over the next three years. Even with these forecasted amounts the revenue is less than projected to operate this program and to resurface the streets over a thirty year period. Additional funding will be necessary long term or the number of streets to be resurfaced will need to be reduced.

This pavement resurfacing program provides the funds to complete major maintenance (resurfacing) of the City's 166.5 miles of local streets. The City's street maintenance is influenced by the curb and gutter streets that were constructed in the urban subdivisions in the late 1960's and the 1970's. They are now reaching conditions that require these streets to be resurfaced. A life of 30 years for pavement is considered very well.

The formula Engineering uses for determination of the annual amount of funding divides the City streets into three categories: arterial streets, urban streets and rural street with each having a different cost per mile and a different useful life. The result of the formula is the 2012 theoretical funding needed in the Street Improvement Fund detailed as follows:

Arterial streets	\$607,200 x 12.5 miles =	\$7,590,000 / 20 years =	\$379,500
Urban streets	\$302,400 x 99.5 miles =	\$30,088,800 / 30 years =	\$1,002,990
Rural streets	\$195,800 x 54.5 miles =	\$8,976,150 / 25 years =	\$426,844

The annual funding needs under this funding formula amount to \$1,809,304. In spite of the decline in current tax levy funding the Common Council will need to try to continue to increase future funding committed to this fund to continue to be able to resurface six plus miles of local roads per year.

In 2009 an additional \$587,000 in streets were resurfaced in addition to the streets initially selected for resurfacing. Then the main project for 2010 (51st Street between Drexel Ave and Puetz Road) was selected as a State stimulus project. These two factors explain the low level of spending in 2010 projects.

Adequate funding is not available to complete the five year road improvement plan.

CITY OF FRANKLIN 2012 BUDGET		2009 Actual	2010 Actual	2011 Adopted	2011 Amended	2011 Estimate	2012 Proposed	2012 Adopted	Percent Change
STREET IMPROVEMENT FUND									
REVENUE									
General Property Taxes	47.0000.4011	800,000	500,000	400,000	400,000	400,000	604,000	604,000	51.0%
Local Road Improvements Aids	47.0000.4151	0	0	0	78,000	78,000	78,000	78,000	
Grants	47.0000.415x			0	0	0	0	0	
Landfill Siting	47.0000.4492			200,000	200,000	200,000	200,000	200,000	
Interest on Investments	47.0000.4711	37,905	10,624	20,000	20,000	20,000	20,000	20,000	
Investment Gains/Losses	47.0000.4713	3,268	-2,109	0	0	0	0	0	
Miscellaneous Revenue	47.0000.4799	0	0	0	0	0	0	0	
Total Revenue		\$841,173	\$508,515	\$620,000	\$698,000	\$698,000	\$902,000	\$902,000	45.5%
EXPENDITURES									
Local Street Improvement Program	47.000.9500.5823	1,545,807	165,902	580,000	625,000	625,000	1,720,000	1,720,000	
Urban and Rural Streets									
Unfunded portion of projection							-1,100,000	-1,100,000	
OTHER FINANCING USES									
TRANSFER TO CAPITAL IMPROVEMENTS	47.000.0000.5598		142,379	40,000	40,000	40,000	0	0	
Total Street Improvement Fund Expenditures		1,545,807	308,281	620,000	665,000	665,000	620,000	620,000	0.0%
Excess of revenue over expenditures		-704,634	200,234	0	33,000	33,000	282,000	282,000	
Net Assets, Beginning of Period		921,321	216,687	416,921	416,921	416,921	449,921	449,921	
Net Assets, End of Period		\$216,687	\$416,921	\$416,921	\$449,921	\$449,921	\$731,921	\$731,921	

**FIVE YEAR ROAD IMPROVEMENT PLAN
CITY OF FRANKLIN
2011-2015**

FUNDING FROM

YEAR	PROJECT	ROAD TYPE	PROJECT COST	STREET IMPROVEMENT		CAPITAL IMPROVEMENT		TIF
				OTHER	FUND	OTHER	FUND	
2011	W. Oakwood Road (Construction) ³ (W of S. 34th to 60th Street) Additional Roads	A	\$ 500,000					\$ 500,000
	LRIP Funding ²	U	\$ 800,000	\$ 75,000	\$ 725,000			
	Marquette Avenue West	U	\$ 50,000			\$ 50,000		
	ANNUAL 2011 TOTAL		\$ 1,350,000	\$ 75,000	\$ 725,000	\$ -	\$ 50,000	\$ 500,000

2012	S.51st Street (Construction) (With Trail) ³ (N of Rawson to Greendale) LRIP Funding ²	A	\$ 400,000		\$ 245,000		\$ 80,000	
	Additional Roads	U	\$ 1,400,000	\$ 75,000	\$ 1,400,000			
	ANNUAL 2012 TOTAL		\$ 1,800,000	\$ 75,000	\$ 1,645,000	\$ -	\$ 80,000	\$ -

2013	Additional Roads	U	\$ 1,800,000		\$ 1,800,000			
	ANNUAL 2013 TOTAL		\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -

2014	W. Puetz Road (S. 76th to Lovers Lane) Reconstruction with Trail Additional Roads	A	TBD					
	LRIP Funding ²	U	\$ 1,800,000	\$ 75,000	\$ 1,725,000			
	ANNUAL 2014 TOTAL		\$ 1,800,000	\$ 75,000	\$ 1,725,000	\$ -	\$ -	\$ -

2015	Additional Roads	U	\$ 1,800,000		\$ 1,800,000			
	ANNUAL 2015 TOTAL		\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -
	TOTAL ARTERIAL (A)		\$ 900,000					
	TOTAL ALL		\$ 8,550,000	\$ 225,000	\$ 7,695,000	\$ 130,000	\$ 500,000	\$ 500,000

¹ Assessment of Property Owners

² Local Road

³ Developer Modifications

⁴ Road Impact Fee

⁵ Assessment of Property Owners

⁶ WDOT Grant

FIVE YEAR ROAD IMPROVEMENT PLAN

CITY OF FRANKLIN

Plan Assumptions (2011 – 2015)

- Reconstruction of S. 51st Street has been phased to best coordinate funding with anticipated development, safety demands, and need for new pavement.
 - S. 51st Street from W. Puetz Road to W. Drexel Avenue. Construction was completed in 2010.

Still remaining are the following two projects:

- S. 51st Street from 1300' north of Rawson Avenue to the Village of Greendale is proposed to be resurfaced with a bituminous path shown in 2012. Reconstruction to four lanes in the future will need to be justified by peak hour and daily traffic volume increases resulting from W. Rawson Avenue development.
 - S. 51st Street from Rawson Avenue to 1200' south, design and construction year uncertain. This additional construction has been deferred several years due to a slow development climate and resulting traffic.
- W. Puetz Road, S. 27th Street to S. 43rd Street reconstruction will occur after the installation of distribution water main (24 inch) is installed. A proposed overlay on portions of W. Puetz Road will extend this road's functional life beyond 2015.
 - St. Martins Road Relocation, connecting St. Martins to S. 108th Street in line with Forest Hill Avenue extended was taken off from this schedule. Wisconsin Department of Transportation (WDOT) funding through the Surface Transportation Program (STP) – Urban System funds will be used for the City request to install sidewalks along S. 76th Street a Milwaukee County project.

CITY OF FRANKLIN

CAPITAL IMPROVEMENT FUND 2012 BUDGET AND CAPITAL IMPROVEMENT PLAN

Maintaining a capital improvement plan (CIP) is an important financial planning tool to allow the City to structure the review and funding of capital improvement projects competing for limited resources. A CIP helps to schedule the availability of resources to meet needs when they occur. Annually the Council adopts a capital budget, which is the first year of the CIP, which details the projects to be accomplished in the coming year. Changes to project amounts or additions to the budget need to be approved by the Council, similar to other funds with adopted budgets.

As a general guideline, capital improvement expenditures are defined as those amounts expended for infrastructure with long useful lives that would require significant amounts of funds. Resurfacing the City streets is funded through the Street Improvement Fund. Rolling stock and similar equipment replacements are funded via the City's Equipment Revolving Fund. Replacement of equipment used in department operations costing less than \$20,000 and new types of equipment are funded as part of each department's Capital Outlay Fund budget.

Capital improvements revenue sources can include long-term debt, one-time revenue, grants, transfers from other funds, and interest earnings. Typically the City has used long-term debt to fund its capital expenditures. Another indirect source of funding for infrastructure improvements is special assessments. When the City makes improvements such as sewer, water, or other infrastructure, the abutting property owners are assessed their pro-rata share of the cost. The construction costs for assessment projects are paid with borrowed funds, and assessment collections then are used to apply to a portion of the debt service on the borrowed monies.

The City's CIP is refined annually to include approved and pending projects as a result of planning efforts from the Council and other boards or commissions. For the 2012 budget funding will come from borrowing or from a fund balance transfer from another fund. The following projects are contemplated:

Water & Sewer Projects – These projects are processed through the fund for operational control. To be included a water or sewer project must have a source of funding outside of this fund for any project processed. In this way the contract processing is centralized and the funding is determined before a water or sewer project is approved.

Water & Sewer Building – The current water and sewer facilities have been outgrown. Master planning has been done and a plan is in place to upgrade these facilities. Plans had been on hold due to the economic conditions but are now being recommended.

Park Development – Development of an access to Pleasantview Park is the number one priority of the Park Commission for the coming year. City funds and Impact fees are expected to cover the costs of this project.

Police Department Mobile & Portable Radio Equipment – Due to the switchover to digital communications portable and squad radios need to be replaced to be compatible with the Milwaukee County Radio System.

Community Recreation Center – The purchase of land for the development of a recreation center.

Future capital projects are included in the capital improvement plan after a policy decision of the Council. Presently a number of potential future road projects are awaiting policy decisions. In addition to those road projects that have not been authorized, scheduled or approved other known projects have been included. Borrowing or other funding of \$3.0 million dollars will be needed to fund these projects.

Future Park Improvements – The City is committed to the future improvement of its park system. The use of impact fees collected and future City funds, as available will allow the City to continue future park acquisition and development.

27th Street corridor

Also currently under study is development and infrastructure costs in the 27th Street corridor. The costs and financing of those costs are currently under discussion and may have an impact on the Capital Improvement Fund in the future for those costs are not attributable to TIF District's.

Fire Station 1 Improvements – The department requests to remodel and expand station one during the next five years to provide office space, meeting areas, living areas for future female fire personnel, handicap access needs and provide a backup emergency operations center.

Salt Storage Building – A second salt storage building has been requested to provide for storage of additional salt and to function to pre-wet salt and mixing area for sand and salt prior to a snow event.

Road Projects – (timing is yet to be determined)

When a road project is committed (ie contract or an agreement with another jurisdiction) it is considered appropriated and tax levy support equal to the anticipated future annual debt service needs to be included in the next City tax levy computation.

76th Street Road Improvements – Terrace Drive to Puetz Road. The City's potential share of a County project to improve 76th Street is estimated at \$172,000.

Ryan Road reconstruction 60th St to Loomis Road – Reconstruction cost by the State of a portion of Ryan Road. (\$710,000)

27th Street Improvements – Reconstruction cost by the State of the north mile of College Ave to Rawson Ave in 2015 at \$2,616,000 per mile

76th Street Road Improvements – Puetz Road to County Line Road. The City's share of a future County project to improve 76th Street.

College Avenue Road Improvements – 27th Street to 43rd Street. The City's share of a future County project to improve College Avenue.

W Puetz Road – 76th Street to St Martins Road. Resurface this two lane rural street into a two lane rural roadway with pedestrian path in the future. (\$1,000,000)

Extension of St. Martins Road to STH 100 at W Forest Hill Avenue – the construction of an arterial City street to a new connection with STH100

**City of Franklin
Capital Improvement Plan
2011-2016**

		Adopted	Amended	Requested	Adopted	Forecast				Potential
		2011	Budget 2011	Estimate 2011	Budget 2012	Budget 2012	2013	2014	2015	2016
Revenue:										
Proceeds from borrowing-10 year or interfund	48.0000.4911	171,000	-	-	2,675,000	62,000	-	-	3,220,000	-
Grants-LGIP	48.0000.4143	78,000	-	-	-	-	-	-	-	-
Landfill Siting - Direct	48.0000.4492	-	240,000	240,000	427,000	427,000	463,000	658,000	859,000	898,000
Landfill Siting	48.0000.4493	35,000	27,000	27,000	-	-	-	-	-	-
Reimbursement - Drexel Avenue	48.0000.4781	-	-	-	-	-	-	-	-	-
Miscellaneous Revenue	48.0000.4799	5,000	5,000	5,000	-	-	-	-	-	-
Transfer from Connection Fees - Sewer	48.0756.4833	750,000	750,000	750,000	500,000	500,000	500,000	500,000	500,000	500,000
Transfer from Connection Fees - Water	48.0755.4833	-	-	-	500,000	500,000	500,000	500,000	500,000	500,000
Transfer from Impact Fees-Development	48.0000.4839	500,000	500,000	-	500,000	-	1,100,000	-	-	-
Transfer from Water Utility toward building **	48.0000.4830	1,400,000	1,400,000	-	1,400,000	1,400,000	-	-	-	-
Transfer from Sewer Fund toward building **	48.0000.4830	1,400,000	1,400,000	-	1,400,000	1,400,000	-	-	-	-
Transfer from Street Improvement fund	48.0000.4838	40,000	40,000	40,000	-	-	-	-	-	-
Transfer from TIF District #2	48.0000.4830	422,000	325,000	325,000	-	-	-	-	-	-
Transfer from TIF District #3	48.0000.4830	-	-	-	-	-	-	500,000	500,000	-
Transfer from TIF District #4	48.0755.4830	597,000	348,000	348,000	-	-	-	-	-	-
Interest revenue	48.0000.4711	4,000	4,000	4,000	4,000	5,000	5,000	5,000	5,000	5,000
Total Revenue		5,402,000	5,039,000	1,739,000	7,408,000	4,294,000	2,568,000	1,663,000	5,584,000	2,403,000
Expenditures:										
Approved Projects:										
Tornado Warning Sirens	46.321.7969.5819	-	1,000	1,000	-	-	-	-	-	-
Oakwood Road 34th St to 60th St		500,000	325,000	325,000	-	-	-	-	-	-
City Hall & Fire Parking lot and Sidewalk Repair		310,000	210,000	210,000	-	-	-	-	-	-
Storm Water Management Plan		45,000	45,000	45,000	-	-	-	-	-	-
Bridge Repair 51st & Drexel		40,000	40,000	40,000	-	-	-	-	-	-
51st St-Clair Meadows S half to Minnesota	46.000.0000.5589	-	25,000	25,000	-	-	-	-	-	-
South 76th St - Puetz to Imperial Dr- Sidewalks	46.000.9249.5829	-	-	-	-	-	172,000	-	-	-
27th St - College to Drexel Enhanced Lighting		-	-	-	-	-	-	500,000	-	-
Ryan Road - 60th St to Loomis Road		-	-	-	-	-	-	-	-	710,000
Oakwood Road-Water Main	46.755.9740.5830	797,000	588,000	588,000	-	-	-	-	-	-
Water Projects	46.755.0000.5830	-	-	-	500,000	500,000	500,000	500,000	500,000	500,000
Sewer Projects	46.756.0000.5829	750,000	750,000	750,000	500,000	500,000	250,000	500,000	500,000	500,000
Sewer - Local connection costs of RCI project		-	-	-	-	-	250,000	-	-	-
Interfund Loan repayment		-	-	-	-	-	62,000	-	-	600,000
Total Approved Projects		2,442,000	1,984,000	1,984,000	1,000,000	1,000,000	1,234,000	1,000,000	1,500,000	2,310,000
Projects Pending Approval:										
27th St - College to Rawson-Enhanced Items		-	-	-	-	-	-	2,025,000	-	-
27th St - Rawson to Drexel - WISDOT items *		-	-	-	-	-	-	591,000	*	-
27th St - Rawson to Drexel-Enhanced items *		-	-	-	-	-	-	2,025,000	*	-
27th St - Drexel to Ryan - 2 miles - WISDOT Items		-	-	-	-	-	-	-	-	1,182,000
27th St - Drexel to Ryan - 2 miles - Enhanced Items		-	-	-	-	-	-	-	-	4,050,000
27th St - Ryan to .5M south - WISDOT Items		-	-	-	-	-	-	-	-	295,500
27th St - Ryan to .5M south - Enhanced Items		-	-	-	-	-	-	-	-	1,012,500
27th St - .5M south of Ryan to County Line - WISDOT Items		-	-	-	-	-	-	-	-	886,500
27th St - .5M south of Ryan to County Line - Enhanced Items		-	-	-	-	-	-	-	-	3,037,500
Puetz Road -76th St to St Martins-Rural Section		-	-	-	-	-	-	-	-	1,000,000
College Avenue S27th St to S43rd St		-	-	-	-	-	-	-	-	1,150,000
St Martins Road Extension at Forest Hill Ave		-	-	-	-	-	-	-	-	1,425,000
South 76th St - Puetz to County Line		-	-	-	-	-	-	-	-	3,500,000
51st St Bike Lanes		-	-	-	?	-	-	-	-	-
51st St Sidewalks - West Side		-	-	-	122,500	122,500	-	-	-	-
51st St Sidewalks - East Side		-	-	-	135,000	-	-	-	-	-
51st St-Clair Meadows N half to Minnesota	46.000.0000.5589	-	-	-	55,000	-	-	-	-	-
51st St-Clair Meadows - Minnesota to Rawson	46.000.0000.5589	-	-	-	70,000	-	-	-	-	-
Extension W Marquette - PVS to 49th Street		50,000	50,000	-	263,000	-	-	-	-	-
Extension W Marquette - 49th to 51st Street		-	-	-	417,000	-	-	-	-	-
Roof Replacements - City Hall & Fire Station #1		-	-	-	177,000	177,000	-	-	-	-
Fire Station #1 Addition		-	-	-	1,500,000	-	-	-	-	1,500,000
Water/Sewer Building Addition **		2,800,000	2,800,000	-	2,800,000	2,800,000	-	-	-	-
Salt Storage Building		-	-	-	170,000	-	-	-	-	170,000
Pleasant View Park Access (Road)		500,000	500,000	-	500,000	-	-	-	-	-
Hillcrest Neighborhood Park		-	-	-	-	-	-	-	-	585,000
Woodview Park		-	-	-	-	-	-	-	-	357,000
Community Recreation Center		-	-	-	-	-	1,100,000	-	-	-
Police Dept Mobile & Portable Radio Equipment		-	-	-	177,000	177,000	-	-	-	-
Police Department Dispatch Center		-	-	-	-	-	185,000	-	-	-
Other	48.999.0000.5499	50,000	25,000	25,000	137,000	137,000	50,000	50,000	50,000	50,000
Total Projects not yet Approved	48.999.0000.5499	3,400,000	3,375,000	25,000	6,523,500	3,413,500	1,335,000	50,000	4,691,000	50,000
Total expenditures		5,842,000	6,359,000	2,009,000	7,523,500	4,413,500	2,569,000	1,050,000	6,191,000	2,360,000
Net change in fund balance		(440,000)	(320,000)	(270,000)	(117,500)	(119,500)	(1,000)	613,000	(607,000)	43,000
Beginning fund balance (projected)		391,301	391,301	391,301	121,301	121,301	1,801	801	613,801	6,801
Ending fund balance		(48,699)	71,301	121,301	3,801	1,801	801	613,801	6,801	49,801

* Possible TIF #3 funding if Joint Review Board approved

Current construction estimate is 2025 (Traffic dependent)