

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**DATE:** March 10, 2010

**TO:** Supervisor Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Jack Takerian, Interim Director, Transportation & Public Works  
Anita Gulotta-Connelly, Managing Director, MCTS

**SUBJECT:** Family Care & Paratransit Services

POLICY STATEMENT

MCTS periodically provides informational updates to the Committee on transit issues.

BACKGROUND

The Americans with Disabilities Act (ADA) establishes a framework for the provision of paratransit services complementary to fixed route transit services. Milwaukee County's paratransit service, Transit Plus, is administered by the Milwaukee County Transit System (MCTS). Over one million paratransit rides are provided by Transit Plus each year. In 2009, approximately 70% of paratransit rides were for persons who are also clients of Milwaukee County's Department on Aging and the Disabilities Services Division of the Department of Human Services.

Traditionally, these Milwaukee County agencies have turned to Transit Plus to address the transportation component of their social service mission. As one Milwaukee County entity assisting another, Transit Plus charged these agencies a per ride cost that was significantly lower than the actual cost of providing the ride. This arrangement was justified on the basis that it did not matter whether local property tax dollars were funding these rides through the MCTS budget, or if these rides were funded with local property tax dollars through the budgets of the Departments on Aging and Disabilities Services. Expansion of the Family Care program complicates this rationale.

Expansion of the State of Wisconsin Family Care Program provides seniors and persons with disabilities a choice in how to receive long-term care that had been previously delivered through Medicaid Waiver programs via the aforementioned Milwaukee County agencies. Beginning in late 2009, clients have begun choosing to receive Family Care benefits either through one of several care management organizations (CMO) or by choosing a self-directed plan option.

Since the Transit Plus program is the transportation provider for many seniors and persons with disabilities previously associated with Milwaukee County's Department on Aging and the

Disabilities Services Division, it is proving least disruptive and most cost-effective for Family Care and other long-term care program administrators to allow clients to continue to receive transportation services via Transit Plus. However, this convenience has a cost to MCTS. In 2010, a Transit Plus van ride is projected to cost approximately \$26, which includes a \$3.25 passenger fare. Currently, Transit Plus charges Family Care and other social service programs \$10.80 per ride. This charge is lower than what other transportation providers charge these same programs, thereby creating more demand for Transit Plus services, and undermining the ability of private transportation providers to gain business.

The current arrangement continues to place a heavy strain on the MCTS budget and increasing pressure on the local property tax levy at a time when the tax base simply cannot afford it. In order to rectify this situation, the 2011 MCTS budget request will reflect a fully-allocated cost charge for all paratransit services procured by CMOs and other social service programs.

#### RECOMMENDATION

This report is informational only, unless otherwise directed by the Committee.

Prepared by: Anita Gulotta-Connelly, Managing Director, MCTS

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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Anita Gulotta-Connelly  
Managing Director, MCTS

cc: Supervisor Lee Holloway, Chairperson, County Board of Supervisors  
Cynthia Archer, Director, Department of Administrative Services  
Steve Kreklow, Fiscal and Budget Administrator, Department of Administrative Services  
Josh Fudge, Fiscal and Budget Analyst, Department of Administrative Services  
Stephanie Stein, Director, Department on Aging

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**DATE:** March 11, 2010

**TO:** Supervisor Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Jack Takerian, Interim Director, Transportation & Public Works  
Anita Gulotta-Connelly, Managing Director, MCTS

**SUBJECT:** New Fare Collection System Update

POLICY

MCTS periodically provides informational updates to the Committee on transit issues.

BACKGROUND

The Milwaukee County 2010 adopted budget includes \$7 million in Federal Transit Administration (FTA) Section 5307 transit formula assistance funds under the American Recovery and Reinvestment Act (ARRA) for a new fare collection system. Planning is well underway to replace this system.

New fare collection systems support the use of cash, magnetic stripe cards, and the payment of fares with smartcards. Identifying the fare structure prior to procuring a new fare collection system enables MCTS to clearly specify the features expected of the farebox. A Request for Proposals is planned for mid-April with the award to a winning bidder in July. Depending upon the manufacturing schedule of the successful bidder, we are hopeful that new fareboxes can be installed on all vehicles by the end of the year with new fare forms in place on January 1, 2011.

In order to make the transition to new fareboxes as smooth as possible and keep support and distribution costs low, MCTS plans to provide the following fare payment options:

- Cash
- 7-day pass (to replace weekly pass)
- 31-day pass (to replace monthly pass)
- 10-ride ticket/pass
- Premium 10-ride ticket/pass
- Special (Half) 10-ride ticket/pass
- Unlimited use passes with validity for longer than 31 days (e.g. UPASS, CVP, New Freedom, etc.)

Rather than printed tickets and passes, a combination of magnetic stripe cards and smart cards will be used. The material cost of each magnetic stripe card is about 10 cents. These cards would be suitable for weekly and monthly passes, as well as for 10-ride tickets/passes. The material cost of each smartcard is about \$1.50. These cards would be focused on uses where they would be retained by the customer for a longer period of time, such as UPASSes, Commuter Value Passes and New Freedom Passes. Both magnetic stripe cards and smartcards will provide extensive ridership data.

### **Transfers**

Currently, paper transfers are offered to each passenger who pays with cash or a single-ride ticket. About 30,000 transfers are provided to passengers each day. The large number of transfers in circulation on a daily basis presents opportunities for transfer abuse and subsequent lost revenue. While some fareboxes can issue a printed transfer, the transfer mechanisms are infamous for mechanical failure and other associated maintenance costs.

Given these factors, it would be our intent to eliminate paper transfers with the new system. With a new fare collection system, a transfer's duration can be encoded on a 10-ride ticket/pass, thereby eliminating the need to issue a paper transfer for those customers. Cash fare passengers would pay a fare for each ride. Most likely, it would be feasible to reduce the adult cash fare from \$2.25 to approximately \$2.00 without impacting revenue. We will fully explore this reduction and all fare levels as part of the 2011 budget process. If a passenger needs to transfer with regularity, they will use a weekly pass, monthly pass or a 10-ride ticket/pass.

### **Conclusion**

The new fare collection system will provide improved reliability and expanded capabilities for MCTS. It will include the ability to mechanically validate cash, passes and transfers; provide for an accurate accounting of passenger numbers; reduce the potential for transfer abuse and other fraudulent boarding activities; and minimize the potential conflict between passengers and operators over insufficient fares. In addition, older adults and disabled persons with limited finger dexterity will benefit from the easy-to-use smartcards. The fare structure identified herein will allow a smooth and cost-effective transition to that new system.

### **RECOMMENDATION**

This report is informational only.

Prepared by: Anita Gulotta-Connelly, Managing Director, MCTS

March 11, 2010  
Page 3

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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Anita Gulotta-Connelly  
Managing Director, MCTS

cc: Supervisor Lee Holloway, Chairperson, County Board of Supervisors  
Cynthia Archer, Director, Department of Administrative Services  
Steve Kreklow, Fiscal and Budget Administrator, Department of Administrative Services  
Josh Fudge, Fiscal and Budget Analyst, Department of Administrative Services

**COUNTY OF MILWAUKEE  
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**DATE:** March 10, 2010

**TO:** Supervisor Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Jack Takerian, Interim Director, Transportation & Public Works  
Anita Gulotta-Connelly, Managing Director, MCTS

**SUBJECT:** Celebrating 150 Years of Public Transportation

POLICY

MCTS periodically provides informational updates to the Committee on transit issues.

BACKGROUND

In May 1860, the first public transportation route began in Milwaukee. One hundred fifty years later, with more than 50 routes and serving roughly 40 million rides a year, the Milwaukee County Transit System will recognize this monumental year while promoting ridership. To do this, many activities have been planned, including a special offer to customers each month from May to October. Through the generosity of several businesses, special deals will be offered to thank current riders while encouraging others to ride.

**Celebrating 150 Years of Public Transportation Event**

On May 11<sup>th</sup>, MCTS will hold a public event at the Downtown Transit Center. Public officials, transit supporters and businesses will be invited. This event will acknowledge the history of transit in Milwaukee, but also focus on the future. With 90 new clean diesel buses coming and with a new paint scheme, new electronic fareboxes and many other improvements, there is a lot to celebrate!

This event will feature the kick-off of a unique interactive bus project, which will allow individuals to show their support for transit by adding their signatures to a full-wrap bus. MCTS representatives will be attending several summer events from May to October to allow the community to participate in the project.

**Customer Offers and Sponsorships**

Several sponsors are making this year even more special by helping to provide ridership promotions. Hopefully, these offers will not only thank our customers and encourage them to keep riding and ride more, but also encourage new riders.

**May 6** – There will be free rides on the Route 15 from pull-out to pull-in. This is in honor of the first transit route in 1860 which actually ran on part of this same route. **Northwestern Mutual** is the sponsor of this project.

**June 9** – *Free Morning Ride* – All routes will be free from pull-out until 9:00 am. **MillerCoors** is the sponsor of this promotion.

**July 4 through July 10** – The Weekly Pass will be reduced by \$1, from \$17.50 to \$16.50. This special offer is sponsored by **Milwaukee Career College**.

**August/September** – MCTS is working on coordinating a tailgate party for Route 90 bus riders at Miller Park in August. In September, planning is underway to offer coffee and donuts at several of the Park-Ride lots. Sponsors for these events are still being finalized.

**October** – All MCTS Rider Insider members will be mailed a coupon good for \$2 off a strip of 10 tickets (half fare, regular or premium), weekly pass or monthly pass. Rider Insider is a free program. People must register by the end of August to receive this offer.

MCTS will provide additional information as plans are finalized for the late summer/early fall events.

#### RECOMMENDATION

This report is informational only.

Prepared by: Anita Gulotta-Connelly, Managing Director, MCTS

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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Anita Gulotta-Connelly  
Managing Director, MCTS

cc: Supervisor Lee Holloway, Chairperson, County Board of Supervisors  
Cynthia Archer, Director, Department of Administrative Services  
Steve Kreklow, Fiscal and Budget Administrator, Department of Administrative Services  
Josh Fudge, Fiscal and Budget Analyst, Department of Administrative Services

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**4**

**DATE:** February 12, 2010

**TO:** Supervisor Lee Holloway, Chairperson, County Board of Supervisors

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT: DTPW STAFFING PLAN/CONSULTANT USE FOR SEPTEMBER 2009 & 2010  
CAPITAL IMPROVEMENTS**

POLICY

Milwaukee County Professional Services Ordinance 56.30 (4)(a)(1) requires that the Department of Transportation and Public Works (DTPW) shall provide in February each year to the Committee on Finance and Audit, and the Committee on Transportation, Public Works and Transit an updated report on public works capital projects requiring the use of any professional services contract.

BACKGROUND

The Department of Transportation and Public Works (DTPW) has reviewed the approved September 2009 fund transfer and 2010 adopted capital projects and has established the attached updated staffing and consultant use plan proposals for each. There are no significant changes to this staffing plan from that proposed in the adopted capital budget.

We have also indicated on the attached spreadsheets our recommendations to the Director of DAS for signature authority delegation to other County Departments for certain capital projects that will not be managed by DTPW. County Board approval of the indicated signature authority recommendation will provide the appropriate signature authority for each project.

RECOMMENDATION

DTPW recommends approval of the DTPW staff and consultant use plan for approved September 2009 fund transfer and 2010 adopted capital projects.

Supervisor Lee Holloway

Page 2

Date: February 12, 2010

Prepared by: Gregory G. High

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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Gregory G. High  
Director, AE&ES Division, DTPW

JT:GGH:

Attachments (4): 2009/2010 Capital Project Staffing Plan  
Chapter 56, Section 56.20 & 56.30 (4)(a)(1)  
1993 Executive Order

cc: County Executive Scott Walker  
Tim Russell, Deputy Chief of Staff, County Executive's Office  
Barry Bateman, Director, Airport Division/DTPW  
Brian Dranzik, Administration Division/DTPW  
Ben Eruchalu, RCM-Highways, Transportation Division/DTPW  
Rollin Bertran, RCM-Traffic, Transportation Division/DTPW  
Mahmoud Malas, RCM- Structures, Transportation Division/DTPW  
Cynthia Archer, Director, DAS  
Steve Kreklow, Budget Director, DAS  
Pam Bryant, Fiscal Affairs, DAS  
Scott Manske, Controller, DAS

## Chapter 56 ADMINISTRATIVE CODE FOR MILWAUKEE COUNTY

### 56.20. Centralized administration of public works contracts and construction.

- (1) *Policy.* Uniformity of bid documents, contracts and procedures for construction of public works projects and centralization in one (1) office of related activities is essential to efficient management of public construction programs.
- (2) *Definitions.* As used in this ordinance:
  - (a) "Public work project" means all projects for construction, repair, remodeling or major maintenance or capital improvements subject to s. 59.08, Wis. Stats., and authorized by the county board or departments of county government, including boards and commissions.
  - (b) "Administration" means preparation of preliminary and final plans, specifications, project and professional service cost estimates, and bid documents; analysis of bids, preparation of schedules for plans, bidding and construction completion, making recommendations for award of contract, contract drafting, inspection of construction during work progress and reporting scheduled progress to responsible department on a monthly basis; drafting and recommending contract change orders and certificates of payment, and maintaining project records; establishment of a program for maintaining structural integrity of all capital improvements and routine major maintenance; recommending professional architectural, engineering and specialized trade consultants, drafting contracts and issuance of certificates of payment for such professional service, and review of all plans and specifications prepared by such professional consultants.
- (3) *Central office.* Administration of all public work projects shall be the function of, and centralized in, the department of public works.
- (4) *Service charge.* The cost of all services performed by the department shall be charged, where applicable, against the project account, the department for which the services are rendered, or the revolving fund established in conformity with section 56.12 of the Code.

### 56.30. Professional services.

- (4) *Professional services procedures.* It shall be the responsibility of the administrator to conform with the following provisions when entering into a professional services contract and expending budgeted funds:
  - (a) *Professional services--Capital improvements.* The following conditions shall apply to all capital projects.
    - (1) During its annual budget process, departments shall provide a list to the county board of which capital projects contained in the recommended budget are intended to require the assistance of a professional service consultant. Departments are authorized to enter into contractual services or professional services agreements as may be required for specific capital improvement projects which have been approved by the county board through the budget process. Expenditures shall only be for those projects and professional services specifically identified in the budget write-up reviewed by the committee on finance and audit during the budget review process and approved by the county board, or for those projects approved by action of the county board. The budget write-up shall contain specific information as to the scope of the project, professional services required and estimated cost of the professional services work to be performed. The department of public works shall provide in February of each year to the committee on finance and audit and the committee on transportation, public works and transit an updated report on public works capital projects requiring the use of a professional services contract. Any professional service work costing more than twenty-thousand dollars (\$20,000.00) which is not identified in the February report shall require county board approval.

AN ORDER RELATING TO THE CENTRALIZED  
ADMINISTRATION OF PUBLIC WORKS CONTRACTS

Whereas, the County Board of Supervisors, created 56.20 of the Administrative Code, requiring the centralized administration of Public Works contracts and construction; and

Whereas, 56.20 designates this function to be provided by the Department of Public Works; and

Whereas, the centralized administration of Public Works is essential to the delivery of quality, cost effective, and timely projects;

Now, therefore, by virtue of the authority vested in me by Section 59.031(2)(a) of the Wisconsin Statutes, and as County Executive of the County of Milwaukee, it is hereby ordered as follows:

(1.) All County Departments shall strictly adhere to the policy set forth in 56.20 of the administrative code.

(2.) As of January 1, 1993, the Department of Administration shall not accept any Capital Improvement request for budget consideration, without the review and signature of authorized representative of the Department of Public Works and Development.

(3.) Effective January 1, 1994, the Department of Administration shall grant sole signature authority to the Department of Public Works for expenditures against capital improvement projects.

(4.) That this order shall take effect upon the signing thereof, and shall remain in effect until the further order of the County Executive;

Dated and signed this 5th Day of January, 1993

*F. Thomas Ament*

F. Thomas Ament  
County Executive

1  
2  
3  
4 (ITEM ) From the Interim Director, Transportation and Public Works, requesting  
5 approval of the Department of Transportation and Public Works staff and  
6 consultant use plan for the September 2009 fund transfer and the 2010 Adopted  
7 Capital projects, by recommending adoption of the following:

8  
9 **A RESOLUTION**

10  
11 WHEREAS, Milwaukee County General Ordinances Chapter 56.30(4) (a) (1)  
12 requires that the Department of Transportation and Public Works provide a final  
13 list of staff and consultant assignments for capital projects in February each year  
14 to the Committees on Finance and Audit and Transportation, Public Works and  
15 Transit; and

16  
17 WHEREAS, the Department of Transportation and Public Works has  
18 reviewed the September 2009 fund transfer and 2010 Adopted Capital  
19 Improvements Budget and established a staffing and consultant use plan for the  
20 projects; and

21  
22 WHEREAS, the Committee on Transportation, Public Works and Transit at its  
23 meeting on March 3, 2010, recommended approval of the staff and consultant  
24 use plan with the exception of the section related to the Highway Division (vote  
25 4-2); and

26  
27 WHEREAS, the Finance and Audit Committee at its meeting on March 11,  
28 2010, concurred with the actions of the Committee on Transportation, Public  
29 Works and Transit (vote 6-0); now, therefore,

30  
31 BE IT RESOLVED, that the Milwaukee County Board of Supervisors does  
32 hereby approve the staffing and consultant use plan for September 2009 fund  
33 transfer and 2010 adopted capital projects under the signature authority of the  
34 Department of Transportation and Public Works as recommended by the  
35 Department of Transportation and Public Works.

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** February 12, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT:** STAFFING PLAN/CONSULTANT USE FOR SEPT 2009 & 2010 CAPITAL IMPROVEMENTS PROJECTS

**FISCAL EFFECT:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact                                     | <input type="checkbox"/> Increase Capital Expenditures |
| <input checked="" type="checkbox"/> Existing Staff Time Required                                       | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input checked="" type="checkbox"/> Absorbed Within Agency's Budget                                    | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of contingent funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure		
	Revenue		
	Net Cost		
<b>Capital Improvement Budget</b>	Expenditure		
	Revenue		
	Net Cost		

## DESCRIPTION OF FISCAL EFFECT

**In the space below, you must provide the following information. Attach additional pages if necessary.**

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. Milwaukee County Professional Services Ordinance 56.30 (4)(a)(1) requires that the Department of Transportation and Public Works shall provide in February each year to the Committee on Finance and Audit, and the Committee on Transportation, Public Works and Transit, an updated report on public works capital projects requiring the use of any professional services contract. DTPW recommends approval of the DTPW staff and consultant use plan for September 2009 and 2010 adopted capital projects. Adoption of this resolution will not require an expenditure of funds in excess of the adopted September 2009 and 2010 Adopted Capital Budget amounts.

B. Adoption of this resolution will have no direct fiscal impact to the 2010 County Adopted Budget. The September 2009 and 2010 Capital Budget project appropriations are fixed and cannot be exceeded without County Board approval. Resolution deals with details on how planning, design and construction funding is spent, particularly as to whether the work is performed by in-house staff or consultants and if consultants are used, what process will be used to hire them.

C. None

D. None

Department/Prepared By Department of Transportation and Public Works Gary E. Drent

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

Recommended By:

\_\_\_\_\_  
Gregory G. High Director, AE& ES

Authorized Signature

\_\_\_\_\_  
Jack Takerian, Interim Director DTPW

Did DAS-Fiscal Staff Review?

Yes

No

Proj	Sub- Proj	Project Description	2010 Adopted	2009 September Fund Transfer Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	CONSULT PROJECT MANAGER	DESIGN			CONSTRUCTION MANAGEMENT			RFP
					OWNER	DTPW					COUNTY	CNTY &	CONSUL	COUNTY	CNTY &	CONSUL	
<b>TRANSPORTATION AND PUBLIC WORKS</b>																	
<b>Transit</b>																	
WT026	WT026014	New Flyer Buses (55 buses)		20,183,000	Transit	X	N/A		Nigh		N/A						
WT026	WT026024	New Flyer Buses (35 buses)		12,871,865	Transit	X	N/A		Nigh		N/A						
WT026		Bus Replacement Program (35 buses)	\$13,202,841		Transit	X	N/A		Nigh		N/A						
WT027	WT02701	Fare Box Renovation	\$7,000,000		Transit	X	N/A		Dranzik								
WT031	WT031014	Roof Top A/C-Transit Administration		251,000		X	Feb-10	Sep-10	Wilson			PSJ	X	X			
WT037	WT03701	Maintenance Garage Parking Lot	\$261,000			X	Aug-11	Oct-11	Gulgowski		X		X	X			
WT040	WT04001	New Annunciators	\$2,200,000		Transit	X	N/A		Senn			X	X	N/A			
WT041	WT041011/4	Replace A/C units at FBZ		121,000		X	Sep-10	Mar-11	Wilson			X	X	X			
WT042	WT042011/4	Replace A/C units at Fleet-Unit Repair		352,000		X	Sep-10	Mar-11	Wilson			X	X	X			
WT043	WT043011/4	Replace A/C units at Fleet-Admin		251,000		X	Sep-10	Mar-11	Wilson			X	X	X			
WT044	WT04401	FDL Maintenance Garage Roof	\$301,000			X	Jun-10	Oct-10	Wilson			X	X	X			
WT045	WT04501	FDL Garage Bus Vacuum System	\$576,000			X	Jun-10	Dec-10	Slave			X	X	X			
WT048	WT048011/4	MCTS Admin Building - Heating System		402,000		X	Feb-10	Sep-10	Wilson			X	X	X			
WT303	WT303011/4	HVAC Control System		502,000		X	Jul-10	Dec-10	Dragosz			X	X	X			
		<b>Total Transit</b>	<b>\$23,540,841</b>	<b>34,933,865</b>													
<b>Airports</b>																	
WA022	WA02201	GMIA Abrasive Storage Building-Design	\$2,067,060			X	NA		Paul Montalto			X	X				
WA022	WA022012	GMIA Abrasive Storage Building-Design		203,000		X	TBD during design		Paul Montalto			X	X		X	X	
WA044	WA044012	GMIA-In-line Baggage Screening		22,148,000		X	TBD pending TSA funding		Tim Kipp			Graef	X			X	
WA064	WA064012	GMIA-Phase II Mitigation Program		10,275,000		X	NA		Kim Berry			CSDA	X			X	
WA064	WA06401	GMIA-Phase II Mitigation Program	\$17,477,600			X	2011	2013	Kim Berry			CSDA	X				
WA072	WA07201	LJT R/W & TW Rehabilitation	\$825,000			X	Aug-10	Oct-10	Paul Montalto		X				X		
WA094	WA094012	Runway Safety Area-NEPA Compliance		3,009,500		X	2009		Jim Zsebe			Mead & Hunt	X			Collins	
WA094	WA09401	Runway Safety Area - NEPA Compliance	\$37,537,472			X		2013	Jim Zsebe			Mead & Hunt	X			Collins	
WA095	WA09501	GMIA Terminal Cable Tray System		347,000		X	TBD	TBD	TBD			X	X	X			
WA096	WA09601	GMIA Parking Structure Relighting		195,000		X	NA		Tim Kipp			X	X				
WA096	WA09601	GMIA Parking Structure Relighting	\$1,616,000			X	2011	TBD	Tim Kipp			X	X				
WA108	WA108011/2	Terminal HVAC Replacements		382,000		X	Jun-10	Dec-10	Wilson			Grumman Butkus	X		X	X	
WA122	WA122012	GMIA Airfield Pavement Rehab		850,000		X	May-10	Oct-10	Paul Montalto		X				X		
WA122	WA12201	GMIA Airfield Pavement Rehabilitation	\$1,881,000			X	May-11	Oct-12	Paul Montalto		X				X		
WA123	WA12301	GMIA Runway Safety Improvements	\$600,000			X	May-10	Oct-10	Tim Kipp		X				X		
WA125	WA125012	Security & Wildlife Deterrent Perimeter		315,000		X	2009	Complete	Paul Montalto		X				X		
WA125	WA12501	Security & Wildlife Deterrent Perimeter	\$509,000			X	May-11	Oct-12	Paul Montalto		X				X		
WA133	WA133012	GMIA Concourse D Hammerhead Restroom		2,190,000		X	Jun-10	Jan-11	Jim Zsebe			Engber Anderson	X		X		
WA134	WA134012	GMIA Perimeter & ARFF Road Reconf		1,476,000		X	Jun-10	May-11	Paul Montalto		X				X		
WA135	WA135011	Runways 1L-19R & 7R-25L Intersect		484,000		X	NA		Paul Montalto			Baker	X				
WA135	WA13501	Runways 1L-19R & 7R-25L Intersect	\$6,000,000			X	2011	2013	Paul Montalto			Baker				X	
WA136	WA13601	LJT Terminal Parking Lot	\$512,000			X	Aug-10	Nov-10	Jim Zsebe		X		X				
WA142	WA14201	LJT RW 15L-33R Ext	\$200,000			X	NA		Ed Baisch			X	X				
WA144	WA144011/2	GMIA Terminal South Escalator Reorientation		1,915,000		X	Jun-10	Nov-11	Jim Zsebe			PRA	X		X		
WA145	WA145012	GMIA Runway Guard Lights Phase 2		914,000		X	May-10	Nov-11	Tim Kipp		X				X		
WA147	WA147011	GMIA Deicing Pads-Collection at Cargo		100,000		X	Aug-10	Sep-10	Jim Zsebe		X						
WA148	WA148011	GMIA Fleet Maintenance Expansion		250,000		X	NA		Paul Montalto			X	X				
WA148	WA14801	GMIA Fleet Maintenance Expansion	\$3,366,000			X	TBD during design		Paul Montalto			X	X		X	X	
WA149	WA149011	GMIA Snow Equipment Storage Bldg		330,000		X	NA		Paul Montalto			X	X				
WA149	WA14901	GMIA Snow Equipment Storage Bldg	\$13,272,000			X	TBD during design		Paul Montalto			X	X		X	X	
WA151	WA151011	GMIA Part 150 Study-Noise Monitor		290,000		X	NA		Kim Berry			X	X				
WA151	WA15101	GMIA Part 150 Study-Noise Monitor	\$1,850,000			X	TBD during design		Kim Berry			X	X				
WA152	WA152011/2	GMIA Part 150 Study-Vacant Land		520,000		X	NA		Kim Berry			CSDA	X				
WA152	WA15201	GMIA Part 150 Study-Vacant Land	\$1,040,000			X	NA		Kim Berry			CSDA	X				
WA153	WA153011	GMIA Purchase of Non-City Jet Bridges		3,000,000		X	NA		Tony Snieg								
WA157	WA15701	GMIA Gate D52 Modifications	\$2,000,000			X	TBD pending airline request		Ed Baisch			X	X		X		
WA158	WA15801	GMIA Deicer Pads	\$300,000			X	TBD		TBD			X	X				
WA160	WA16001	GMIA Narrowband Conversion	\$2,000,000			X	NA		Terry Blue			X	X				
		<b>Total Airport</b>	<b>\$93,053,132</b>	<b>49,193,500</b>													
<b>Environmental</b>																	
WV012	WV01201	Pond & Lagoon Demonstration	\$186,000			X	April-11	October-11	Hayes			X			X	X	
WV014	WV01401	Dretzka Park GroundWater	\$330,500			X	July-10	November-10	Detzer			X			X	X	
WV016		NR216 Stormwater TSS Controls	\$503,000			X	May-11	October-11	Keith			X			X	X	
<b>WV</b>		<b>Total Environmental</b>	<b>\$1,019,500</b>	<b>0</b>													
		<b>Total TRANSPORTATION AND PUBLIC WORKS</b>	<b>\$117,613,473</b>	<b>84,127,365</b>													
<b>PARKS, RECREATION AND CULTURE</b>																	
<b>Milwaukee Public Museum</b>																	
WM003	WM00301	Electrical Distribution	\$408,000			X	10-Jun	11-Dec	Dragosz			X	X		X		
WM004	WM00402	Asphalt Parking Loading Dock	\$81,400			X	Apr-11	May-11	Gulgowski		X				X		
WM005	WM00501	Museum Air Handling and Piping	\$867,000			X	Feb-10	Sep-10	Wilson			Grumman	X		X		
WM009	WM009012	Museum Roof Replacement		414,900		X	Apr-10	Oct-12	Wilson			X			X		
WM011	WM011012	Door Replacement		125,170		X	May-10	Dec-10	Wilson			X			X		
WM014	WM014012	Artifact Gallery Renovation-3rd floor		423,288		X	Apr-11	Mar-12	Wilson			X			X		
WM563	WM563012	Security/Fire/Life Safety System		108,840		X	May-10	Dec-10	Dragosz			X			X		
<b>WM</b>		<b>Total Milwaukee Public Museum</b>	<b>\$1,356,400</b>	<b>1,072,198</b>													

Department of Transportation and Public Works Staffing Plan without Highway Projects (WH)  
 2009 September Fund Transfer and 2010 Adopted Capital Improvements  
 Milwaukee County

Proj	Sub- Proj	Project Description	2010 Adopted	2009 September Fund Transfer Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	CONSULT PROJECT MANAGER	DESIGN			CONSTRUCTION MANAGEMENT		
					OWNER	DTPW					COUNTY	CNTY & CONSUL	COUNTY	CNTY & CONSUL	RFP	STAFF
<b>Department of Parks, Recreation &amp; Culture</b>																
WP057	WP057	Dog Park Phase III	\$250,000		PARKS		Jun-10	Jun-11	Ciha		X				X	
WP062	WP062102	Oakwood Golf Course Bunkers		257,021	PARKS		Jun-10	Aug-10	Ciha		X				X	
WP062	WP06211	Brown Deer Golf Course Cart Path	\$302,000			X	Jul-10	Aug-10	Gulgowski		X				X	
WP063		Estabrook Dam Improvements	\$2,100,000			X	Jul-11	May-12	Stave			X	X		X	
WP069		Countywide Play Area Redevelopment Program	\$2,473,000		PARKS		May-10	Oct-12	Raap		X	Gerber or GameTime	X	X		
WP069	WP069012	Countywide Play Area-General		45,600	PARKS		May-10	Oct-12	Raap		X	Gerber or GameTime	X	X		
WP069	WP069022	Southwood Glen Play Area		182,700	PARKS		May-10	Oct-12	Raap		X	Lee Rec	X	X		
WP069	WP069032	Humboldt No. 1		227,400	PARKS		May-10	Oct-12	Raap		X	Gerber	X	X		
WP069	WP069042	Wedgewood		182,700	PARKS		May-10	Oct-12	Raap		X	or GameTime	X	X		
WP069	WP069052	Cathedral Square		182,700	PARKS		May-10	Oct-12	Raap		X	Lee Rec	X	X		
WP069	WP069062	Johnsons		182,700	PARKS		May-10	Oct-12	Raap		X	Gerber	X	X		
WP069	WP069072	Sheridan No. 2 (Pool)		104,100	PARKS		May-10	Oct-12	Raap		X	or GameTime	X	X		
WP069	WP069082	Greenfield No. 2 (Swings)		104,100	PARKS		May-10	Oct-12	Raap		X	Lee Rec	X	X		
WP090122		McCarty Park Pool Improvements	\$545,200			X	Sep-10	Nov-11	Organ		X		X		X	X
WP090132		Sheridan Park Pool Improvements	\$350,000			X	Sep-10	Nov-11	Organ		X		X		X	X
WP090142		Washington Park Pool Improvements	\$228,000			X	Sep-10	Nov-11	Organ		X		X		X	X
WP090152		Jackson Park Pool Improvements	\$192,000			X	Sep-10	Nov-11	Organ		X		X		X	X
WP090162		Kosciuszko Park Pool Improvements	\$184,800			X	Sep-10	Nov-11	Organ		X		X		X	X
WP090		Aquatic Infrastructure Improvements	\$1,500,000													
WP12901	WP129012	Baseball Fields	\$78,223		PARKS		Aug-10	Jun-11	Ciha		X					
WP12902	WP129022	Softball Fields	\$42,889		PARKS		Aug-10	Jun-11	Ciha		X					
WP12903	WP129032	Soccer Fields	\$128,888		PARKS		Aug-10	Jun-11	Ciha		X					
WP129	WP129042	Basketball Courts - Doyne and Hales Corners		199,000		X	Apr-10	Jun-10	Stave		X					
WP129	WP129042	Basketball Courts	\$922,000			X	Apr-11	Sep-12	Bastin		X					
WP129	WP129052	Tennis Courts - Grant Park		245,000		X	Apr-10	Jun-10	Stave		X					
WP129	WP129052	Tennis Courts	\$890,000			X	Apr-11	Sep-12	Bastin		X					
WP129		Athletic Fields and Courts	\$2,062,000													
WP129		Athletic Fields and Courts		444,000												
WP131	WP13101	Oak Leaf Trail Bluemound - Rainbow Park	\$392,000			X	May-12	Sep-12	Stave		X		X	X		
WP131	WP13102	Oak Leaf Trail Leon Terrace	\$260,800			X	Jun-11	Jul-11	Bastin		X		X	X		
WP131	WP13103	Oak Leaf Trail NW Side -Downtown	\$561,000			X	Apr 2012	Jul-12	Stave		X		X	X		
WP131		Oak Leaf Trail Rehabilitation	\$1,213,800													
WP132	WP13201	Mitchell Domes Generator Replacement		419,000		X	10-Jun	10-Aug	Dragosz			X	X	X		
WP132	WP13202	Mitchell Domes Sound & Security Systems	\$38,800			X	10-Jun	10-Aug	Dragosz			X	X	X		
WP132	WP13203	Mitchell Domes Reflection Pools		281,200		X	Aug-10	Nov-10	Bastin		X		X	X	X	X
WP165	WP165011	South Side Family Aquatic Center	\$0	510,000	Project eliminated in 2010 budget approval											
WP167	WP16702	Greenfield Park Golf 15th Tee Restroom Renovation	\$44,000			X	Jun-10	Oct-10	Wilson		X		X	X		
WP167	WP167032	Jackson Park Boathouse Restroom Renovation		314,000		X	Jul-10	Oct-10	Wilson		X		X	X		
WP167	WP16702	Jackson Park Boathouse Restroom Renovation	\$44,000		Project eliminated via fund transfer											
WP167	WP16703	Jackson Park Boathouse Pavilion Restroom	\$309,000		Project eliminated via fund transfer											
WP167	WP16704	McKinley Park Marina Roundhouse Restroom	\$270,000			X	Jul-10	Sep-10	Wilson		X		X	X		
WP167	WP16705	Veterans Park Comfort Station	\$152,000			X	Apr-10	Jun-10	Wilson		X		X	X		
WP167	WP16706	Wilson Park Shelter Building Restroom	\$147,000			X	Apr-10	Jun-10	Wilson		X		X	X		
WP167	WP16707	Zablocki Park Service Building Restroom	\$215,000			X	Sep-10	Nov-10	Wilson		X		X	X		
WP167	WP16708	Wilson Park Recreation Center Restroom	\$97,000			X	Sep-10	Nov-10	Wilson		X		X	X		
WP167		Parks Restroom Renovation Program	\$1,278,000													

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Milwaukee County				SIGNATURE AUTHORITY						COUNTY PROJECT	CONSULT PROJECT	DESIGN			CONSTRUCTION MANAGEMENT		
Proj	Sub- Proj	Project Description	2010 Adopted	2009 September Fund Transfer Adopted	OWNER	DTPW	Construction Start	Construction Finish	MANAGER	MANAGER	STAFF	CNTY & CONSUL	RFP	STAFF	CONSUL	RFP	
WP170	WP17001	Bike Trail Rehabilitation		204,000		X	Sep-10	Sep-12	Stave		X						
WP170	WP17002	Walkway Replacement		561,000		X	Sep-10	Sep-12	Bastin		X						
WP171	WP17101	Pool Liners McCarty Park	\$242,000			X	Aug-11	Oct-11	Organ		X						
WP172	WP172012	Dineen Park Boathouse HVAC		65,000		X	May-10	Aug-10	Stave				X	X			
WP172	WP172022	Algonquin Park Pavilion HVAC		59,000		X	May-10	Aug-10	Stave				X	X			
WP172	WP172032	Dretzka Park Clubhouse HVAC		111,000		X	May-10	Aug-10	Stave				X			X	
WP172	WP172042	Lafollette Park Pavilion HVAC		155,800		X	May-10	Aug-10	Stave				X			X	
WP172	WP172052	Zablocki Park Pavilion HVAC		42,000		X	Nov-09	Feb-10	Stave				X	X			
WP172	WP172062	Boerner Botanical Garden House HVAC		23,200	PARKS		Oct-09	Oct-09	Andrzejak		X			X			
WP172	WP172072	Wilson Rec Center Lower Roof		194,200		X	Jun-10	Sep-10	Wilson				X	X	X		
WP172		Washington Park Boathouse Roof	\$445,000			X	Jun-10	Sep-10	Wilson				X	X	X		
WP172		Kozy Aquatic Center Pool Building Roof	\$147,600			X	Jun-10	Sep-10	Wilson		X			X	X		
WP172	WP17214	Falk Park Pavilion Roof	\$80,200			X	Jun-10	Sep-10	Wilson		X			X	X		
WP172	WP172152	South Shore Pavilion Roof		146,160		X	Jun-10	Sep-10	Wilson		X			X	X		
WP172	WP172162	Vogel Park Pavilion HVAC		59,000		X	May-10	Aug-10	Stave				X	X			
WP172		Mitchell Domes Roof	\$150,000			X	Jun-10	Sep-10	Wilson				X	X	X		
WP172		MLK Community Center Roof	\$500,000			X	Jun-10	Dec-10	Wilson				X	X	X		
WP172		Parks Roof Replacement	\$1,322,800	399,360													
WP173	01	Hoyt Pool	\$8,030,000			X	May-10	May-11	Stave			X			X	X	
WP174		Parks Major Maintenance	\$750,000		PARKS												
WP178	01	Pulaski Indoor Aquatic Center	\$3,000,000			X	Dec-10	Sep-11	Stave				X	X	X	X	
WP179	01	Noyes Indoor Aquatic Ceneter	\$3,000,000			X	Dec-10	Sep-11	Stave				X	X	X	X	
WP180	01	Sheridan Park Lighting System	\$216,000			0	Jun-10	Aug-10	Dragosz				X	X	X		
WP		<b>Total Department of Parks, Recreation &amp; Culture</b>	<b>\$27,778,400</b>	<b>5,900,941</b>													
WP515	WP515012	McKinley Marina Restroom Renovation		274,000													
WP		<b>Total McKinley Marina</b>	<b>\$0</b>	<b>274,000</b>													
		<b>Zoo</b>															
WZ014	WZ01464	Small Mammal HVAC Replacement	\$51,757			X	Mar-10	Jun-10	Philip Hung		X				X		
WZ014	WZ014612	Bird Winter Quarters HVAC Replace		52,757		X	January-10	June-10	Philip Hung		X				X		
WZ014	WZ014622	ARC HVAC Replacement		185,427		X	January-11	June-11	Philip Hung	X			X	X	X		
WZ014	WZ014632	Seal Pool Filter Room Rehabilitation		91,018		X	January-11	June-11	Philip Hung		X				X		
WZ034	WZ034012	Pump House		139,879		X	January-10	June-10	Philip Hung		X				X		
WZ036	WZ036012	Exit Drive Repaving		155,000		X	Sep-12	Nov-12	Hung			X		X	X		
WZ037	WZ03701	Zoo Terrace Renovations - Terrace Repavement	\$64,800			X	April-10	June-10	Philip Hung		X				X		
WZ037	WZ03702	Zoo Terrace Renovations - Cooler Replacement	\$9,550		ZOO												
WZ037	WZ03703	Zoo Terrace Renovations - Door Replacement	\$43,300			X	March-10	June-10	Philip Hung		X				X		
WZ037		Zoo Terrace Renovations	\$117,650														
WZ038	WZ03801/2	Peck Center HVAC Replacement		913,950		X	April-10	June-10	Philip Hung				PSJ	X	Philip Hung		
WZ039	WZ03901	Zoomobile Replacement	\$311,456		ZOO												
WZ040	WZ04001	Polar Bear & Seal Exhibit	\$206,988			X	April-10	June-10	Philip Hung		X				Philip Hung		
WZ041	WZ041012	Aviary Fire & Smoke Detection Devices		130,805		X	April-10	June-10	Philip Hung				HEC	X	Philip Hung		
WZ042	WZ042012	Primate House Fire & Smoke Detection		103,899		X	April-10	June-10	Philip Hung				HEC	X	Philip Hung		
WZ058		Winter Quarters Barn Renovation	\$301,455			X	March-11	December-11	Philip Hung		X				Philip Hung		
WZ063	WZ063011	Winter Quarters Main Roof Replacement Design		63,862		X	June-10	December-10	Philip Hung			X		X	Philip Hung		
WZ063	WZ063012	Winter Quarters Main Roof Replacement		717,667		X	March-11	December-11	Philip Hung			X		X	Philip Hung		
	WZ059012	Pachyderm West Service Area Roof		78,235		X	March-11	December-11	Philip Hung		X				Philip Hung		
	WZ052012	Apes/Primates Climbing Structures		82,660		X	March-10	June-10	Philip Hung		X				Philip Hung		
	WZ048012	Primates/Apes Enclosure Renovations		219,809		X	March-10	December-10	Philip Hung		X				Philip Hung		
	WZ045012	AHC Electrical Service Extension		911,876		X	February-10	June-10	Philip Hung				HEC	X	Philip Hung		
	WZ061012	Family Farm Fencing Improvements		146,756		X	October-10	June-11	Philip Hung		X				Philip Hung		
WZ		<b>Total Zoo</b>	<b>\$989,306</b>	<b>3,993,600</b>													
		<b>Total PARKS, RECREATION AND CULTURE</b>	<b>\$30,124,106</b>	<b>11,240,739</b>													

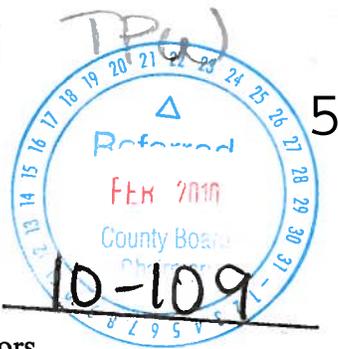
Department of Transportation and Public Works Staffing Plan without Highway Projects (WH)  
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Milwaukee County				SIGNATURE AUTHORITY				COUNTY PROJECT	CONSULT PROJECT	DESIGN			CONSTRUCTION MANAGEMENT			
Proj	Sub-Proj	Project Description	2010 Adopted	2009 September Fund Transfer Adopted	OWNER	DTPW	Construction Start	Construction Finish	MANAGER	MANAGER	STAFF	CONSUL	RFP	STAFF	CONSUL	RFP
<b>HEALTH AND HUMAN SERVICES</b>																
<b>DHS-Behavioral Health Division</b>																
WE033	WE03301	Behavioral Health Facility	\$12,596,494			X	TBD	TBD	High			X	X		X	X
<b>WE</b>	<b>Total DHS-Behavioral Health Division</b>		<b>\$12,596,494</b>													
<b>DPW County Grounds</b>																
WG012012	WG01201	1000 MG Waterspheroid Tank		2,950,240		X	Jul-10	Sep-11	Stave			Graef	X		X	X
<b>WG</b>	<b>Total DPW County Grounds</b>		<b>\$0</b>	<b>2,950,240</b>												
<b>Department of Human Services</b>																
WS016	WS016092	Kelly Bathroom Renovation		89,480		X	Aug-10	Sep-11	Wilson			X	X	X		
WS032	WS032011/2	VAV Boxes-Upgrade/Replacement		1,093,038		X	Sep-10	Mar-11	Wilson			Kapur	X	X		
WS034	WS03401	Washington Park Sr Center - Roof		541,000		X	Jul-10	Dec-10	Wilson		X	X	X	X		
WS035		Coggs Roof Replacement	\$743,180			X	Apr-10	Jun-11	Wilson			Sigma	X	X		
<b>WS</b>	<b>Total Department of Human Services</b>		<b>\$743,180</b>	<b>1,723,518</b>												
<b>Total HEALTH AND HUMAN SERVICES</b>			<b>\$13,339,674</b>	<b>4,673,758</b>												
<b>GENERAL GOVERNMENT</b>																
<b>Courthouse Complex</b>																
WC013	WC01301	Criminal Justice Center Deputy Workstations	\$503,000			X	Apr-10	Aug-11	WILSON			Geiger	X	X		
WC025	WC025012	Courthouse Restroom Renovation		318,400		X	Feb-10	Apr-11	WILSON			IBC	X	X		
WC027	WC027012	Courthouse Light Court Window Replacement		857,000		X	Mar-10	Jun-11	WILSON			Quorum	X	X		
WC027		Courthouse Light Court Window Replacement	\$857,000			X	Oct-10	Jan-12	WILSON			Quorum	X	X		
WC042	WC04201	CJF 3D Doors and Plumbing		612,000		X	Jun-10	Jan-11	WILSON			Geiger	X	X		
WC049	WC04902	Replace Aumated Immunoassay		97,000												
						<b>MED. EXAM.</b>										
<b>Total Courthouse Complex</b>			<b>\$1,360,000</b>	<b>1,884,400</b>												
<b>House of Correction</b>																
WJ021	WJ021012	ACC HVAC System		1,420,000		X	Mar-10	Oct-10	Wilson			X	X	X		
WJ042	WJ042012	Shower Ventilation		309,400		X	May-10	Nov-10	Wilson			X	X	X		
WJ043	WJ043	HOC Slider Security Door		92,000		X	Jun-10	Oct-10	Wilson			X	X	X		
WJ046	WJ04601	Replace HVAC Roof Top-Surgis		101,000		X	Mar-10	Jul-10	Wilson			X	X	X		
WJ051	WJ05101	HOC Security Camera System		2,644,000												
WJ052	WJ05201/2	Replace Water Pipe-North Building		919,400		X	Jul-10	Oct-10	Wilson			X	X	X		
WJ055	WJ05501/2	CCFS (HOC) North Kitchen Renovation		102,000		X	Jul-10	Sep-10	Wilson			X	X	X		
WJ056	WJ05601	CCFS (HOC) Video Visitation System	\$435,000													
<b>WJ</b>	<b>Total House of Correction</b>		<b>\$435,000</b>	<b>5,587,800</b>												

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<b>Other County Agencies</b>																			
WO022	WO022014	Greenfield Public Safety Communications		203,000	IMSD														
WO038	WO03801	Marcus Center HVAC Upgrade		674,000		X	Apr-10	Sep-10	Wilson				A&O	X	X				
WO038	WO038012	Marcus Center HVAC Upgrade	\$1,013,000			X	Jun-11	Sep-11	Wilson				A&O	X	X				
WO039	WO03901	Marcus Center Peck Pavilion Space Frame		417,000		X	Jun-11	Sep-11	Wilson				X	X	X				
WO060	WO06001	Doctor Park Parking Lot	\$390,000			X	Aug-11	Oct-11	Gulgowski		X			X	X				
WO060	WO06005	Sports Complex Parking Lot		827,000		X	Aug-10	Oct-10	Gulgowski			X		X	X				
WO060	WO06006	Greene Park Parking Lot		177,000		X	Apr-11	May-11	Gulgowski		X			X	X				
WO060	WO06003	Lake Park Ravine Drive	\$161,200			X	Jun-11	Jun-11	Gulgowski			X		X	X				
WO060	WO06004	Root River Parkway Service Yard-	\$54,400			X	Jun-12	Jul-12	Gulgowski		X			X	X				
WO060	WO06006	Juneau Park Landfill -Marina	\$269,000			X	Sep-12	Nov-12	Gulgowski			X		X	X				
WO060	WO06007	Lake Park North Newberry-Pavilion	\$269,000			X	May-11	Jun-11	Gulgowski			X		X	X				
WO060	WO06008	KK Parkway S. 57th St-	\$179,000			X	May-12	Jun-12	Gulgowski			X		X	X				
WO060	WO06009	Doctor Park Road -Picnic Area	\$90,000			X	Aug-11	Oct-11	Gulgowski		X			X	X				
WO060	WO06010	Grant Park From Fork NW-Lake	\$313,500			X	Jul-12	Sep-12	Gulgowski			X		X	X				
WO060		Countywide Access Road Program	\$1,726,100																
WO061	WO06101	Root River Parkway-76th to Grange		750,000		X	Jun-10	Sep-10	Gulgowski			X		X	X				
WO061	WO06102	Root River Parkway Drive - 76th to Grange	\$727,000			X	Jun-10	Sep-10	Gulgowski			X		X	X				
WO064	WO06401	Wil-O-Way Rec Center Entrance		123,809		X	August-10	December-10	Philip Hung			X		X	X				
WO065	WO06501	Wil-O-Way Rec Center Renovation		185,987		X	June-11	December-11	Philip Hung		X			X	X				
WO066	WO06601	Holler Park ADA Fishing Pad Imp		130,674		X	May-11	Sep-11	Philip Hung			X		X	X				
WO067	WO06701	Holler Park Pavilion	\$175,952			X	October-10	June-11	Philip Hung		X			X	X				
WO068	WO06801	Medical Examiner X-Ray Equipment		122,950	MED. EXAM.														
WO069	WO06901	Underwood Pkwy Schlinger	\$537,000			X	May-12	Sep-12	Gulgowski			X		X	X				
WO070		Milwaukee River Pkwy -Silver Spring	\$1,100,000			X	May-10	Aug-10	Slave					NS Engr	X			X	X
WO098	WO098011	Legislative Workflow and Public Access Program	\$116,381		IMSD														
WO106	WO10601	Fleet Generator Transfer Switch	\$275,600		FLEET														
	WO11201	Fleet General Equipment	\$13,424,000		FLEET														
	WO11202	Fleet Airport Equipment	\$1,025,000		FLEET														
WO112		Fleet Vehicle and Equipment Program	\$14,449,000																
WO112	WO11201	Fleet General Equipment		6,514,000	FLEET														
WO215	WO21501	Storage Expansion		206,193	IMSD														
WO205	WO20502	Fiscal Automation Program	\$452,000		IMSD														
WO215	WO215	Storage Expansion	\$409,386		IMSD														
WO216	WO21601	Thin Client	\$451,200		IMSD														
WO217	WO21701	Phone and Voicemail Replacement - Mitchell Park Domes		76,085	IMSD														
WO218	WO21801	Infrastructure Replacement		216,293	IMSD														
WO218		Technical Infrastructure Replacement	\$429,586		IMSD														
WO219	WO219	Narrowband Conversion	\$2,040,000		IMSD														
WO444	WO44401	MCSO Electronic Medical Records	\$2,827,549		IMSD														
WO501	WO50101	War Memorial Center North Entrance	\$269,000			X	Mar-11	Jun-11	Renner					EU Arch		X			X
WO508	WO50801	Marcus Center Pedestrian Pavement		304,997		X	Jul-10	Sep-10	Slave					LaDallman	X	X			X
WO509	WO50901	Villa Terrace-Security System		325,000		X	Aug-10	Sep-11	Dragosz					X	X	X			X
WO511	WO51101	Charles Allis-Security System		325,000		X	Aug-10	Sep-11	Dragosz					X	X	X			X
WO513	WO51301	War Memorial Center North Parking lot	\$784,000			X	Apr-11	Jun-11	Renner					Eu Arch		X			X
WO606	WO606	Rewire County Facilities	\$1,216,000			X	Jun-11	Oct-12	Dragosz					X	X	X			X
WO606	WO60601	Rewire County Facilities - Safety Building and Criminal Justice Facility		588,000		X	Oct-10	Jun-11	Dragosz					X	X	X			X
WO618	WO61801	Franklin Public Safety Communication Project		258,000	IMSD														
	WO950022	Milwaukee County Public Art Program		209,637		X	TBD	TBD	HIGH					ARTIST	X	X			
WO614	WO614	Build Out 10 Radio Sites to Digital	\$1,761,000		IMSD														
WO870		County Special Assessments	\$250,000			X	N/A	N/A	ERUCHALU		N/A					N/A			
WO950	WO950	Milwaukee County Public Art Program	\$406,682			X	TBD	TBD						ARTIST	X	X			
<b>WO</b>		<b>Total Other County Agencies</b>	<b>\$31,416,436</b>	<b>12,634,625</b>															
		<b>Total GENERAL GOVERNMENT</b>	<b>\$33,211,436</b>	<b>20,106,825</b>															
		<b>Total Capital Improvements</b>	<b>\$194,288,689</b>	<b>120,148,687</b>															

COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION



Date: February 15, 2010  
To: Lee Holloway, Chairman, County Board of Supervisors  
From: Jack Takerian, Interim Director, Transportation and Public Works  
Subject: Use of \$36.6 million of Interstate Cost Estimate Funds for Bus Rapid Transit

FILE NO. 10-109

**Policy**

The department of Transportation and Public Works is requesting approval of a resolution that would establish the policy of using \$36.6 million of Interstate Cost Estimate (ICE) funds for a Bus Rapid Transit (BRT) project on Fond du Lac Avenue and National Avenue.

**Background**

At the January 2010 Transportation, Public Works and Transit meeting, the department submitted a report outlining potential options for the use of the \$36.6 million of ICE funds available to Milwaukee County. The three options included; an option of buying buses, a one route BRT option on either Fond du Lac and National Avenue or an east-west BRT route primarily on Wisconsin Avenue, a two route option that would include both Fond du Lac and National Avenue and east-west routes with some scaling back of enhancements that would otherwise be incorporated with a single route BRT option.

The report described the current capital bus replacement plan and identified funding possibilities for the local match requirement of the ICE funds. The ICE program is a 85% federal, 15% local match; therefore, \$6.46 million of local funds are needed to match \$36.6 million of federal funds. Within the current capital replacement plan there is \$16.4 million of local funds available for 2010 and a possible \$8.2 million available in 2013 according to the 2010 adopted capital budget narrative. In addition, the department is seeking alternative funding programs such as Congestion Mitigation Air Quality (CMAQ), Federal Section 5309 Bus and Bus Facilities Livability Initiative Program, and Surface Transportation Program funds that would supplement local funding. At the time of this report, the department has not heard back from the state or federal sponsor as to the amount of funds awarded to Milwaukee County.

The department along with the Milwaukee County Transit System (MCTS) have reviewed each alternative presented to the committee and has determined that the best use for the funds would be the development of a single route BRT option operating on Fond du Lac Avenue and National Avenue. The amount of funds available will allow for a complete BRT project that has been presented to the public in January of 2009. It is the department and MCTS' opinion that a two route option at the current funding level would be compromised by the removal of elements that are important for a successful BRT project. Additional funding could change that opinion, however at this time that level of

funding is not predictable. If additional funds were made available to support another route alignment the department would bring that information forward to the board for a policy decision.

**Recommendation**

The department recommends approval of a resolution establishing the policy of using \$36.6 million of ICE funds for the development of a BRT project on Fond du Lac Avenue and National Avenue.

Prepared by: Brian Dranzik, Director of Administration – DTPW

Approved by:



Jack Takerian, Interim Director  
Transportation and Public Works

Cc: Scott Walker, County Executive  
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and  
Transit  
Tom Nardelli, Chief of Staff – County Executive  
Terry Cooley, Chief of Staff – County Board  
Cynthia Archer, Director, Department of Administrative Services  
Steve Kreklow, Fiscal and Budget Administrator

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(ITEM) From the Interim Director, Transportation and Public Works and the Managing Director of the Milwaukee County Transit System, a report on the recommended use of Interstate Cost Estimate (ICE) funds allocated to Milwaukee County for the development of a Bus Rapid Transit (BRT) route alignment operating Fond du Lac Avenue and National Avenue, by recommending adoption of the following:

**A RESOLUTION**

WHEREAS, project alternatives for the use of \$91.5 million in Interstate Cost Estimate (ICE) funds have been studied since 2000, and

WHEREAS, in March 2009, federal transportation legislation assigned 40% of \$91.5 million to Milwaukee County leaving the County with \$36.6 million, and

WHEREAS, in addition to assigning the funding split, language was included dedicating these funds for the purchase of energy efficient buses; and

WHEREAS, two BRT route plans have been developed, one alignment on Fond du Lac Avenue and National Avenue and the other on Wisconsin Avenue from the Medical Center to UWM; and

WHEREAS, the Federal Transit Administration (FTA) has indicated that ICE funds would be eligible for either BRT project; and

WHEREAS, given the scope of the project and the available dollars, \$36.6 million along with the local match provides sufficient funds to develop one BRT route alignment with all elements associated with a BRT project; and

BE IT RESOLVED, that the remaining \$36.6 million of the Interstate Cost Estimate funds allocated to Milwaukee County be used for the development of a Bus Rapid Transit route alignment operating on Fond du Lac Avenue and National Avenue; and

BE IT FURTHER RESOLVED, that the Department of Administrative Services is authorized to take necessary action to establish a capital program without raising the current bonding amount authorized in the adopted 2010 capital budget

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** February 12, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT:** A resolution adopting a policy to use \$36.6 million of Federal Interstate Cost Estimate (ICE) funds for the development of a Bus Rapid Transit (BRT) line on Fond du Lac Avenue and National Avenue.

**FISCAL EFFECT:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact                                     | <input type="checkbox"/> Increase Capital Expenditures |
| <input checked="" type="checkbox"/> Existing Staff Time Required                                       | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of contingent funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

This resolution establishes a policy of using the remaining \$36.6 million in ICE funds allocated to Milwaukee County for the development of a BRT project. It also allows the Department of Administrative Services to establish a capital program for which the project can charge costs to. There is an existing local funds available within the bus purchase plan established in the 2010 capital budget to support the 15% match requirement of the ICE funds. In addition, the Department of Transportation and Public Works has applied for additional grant funds to reduce the cost of the existing bus purchases. The successful receipt of these funds will provide additional flexibility for the local funds already provided for in existing transit capital programs.

Department/Prepared By Brian Dranzik, Director of Administration - DTPW

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE**  
**INTEROFFICE COMMUNICATION**

Date: March 2, 2010

To: Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works, and Transit Committee

From: Jack Takerian, Interim Director, Transportation and Public Works

Subject: Projected Program and Service Reductions for 10 additional floating furlough days.

**Policy**

This report is being presented for informational purposes.

**Background**

County Board Resolution 10-107, dated February 25, 2010, requires: “that all department heads will provide a report to all County Supervisors and respective policy committees detailing projected program and service reductions to be incurred by each department as a resolute of this initiative at the April 2010 committee cycle.” This report describes the potential program and service reduction that may affect Department of Transportation and Public Works divisions.

**Airport**

***Administrative Staff***

**Responsibilities:** Responsible for ensuring airport compliance with Federal Transportations Security Regulations and issue security access credentials to over 6,000 badge holders at GMIA. In addition, administrative staff is responsible for the negotiation of, development of, and administration of over 400 agreements affecting all facets of airport and passenger activity.

**Impacts:**

GMIA will have difficulty maintaining compliance with Federal Transportation Security Regulations. The reduction in Security Badging Office hours (reduced customer service) could potentially lead to increased costs for the airport customers. The agreements and contracts development and implementation would be severely slowed affecting not only airport workload, but also passenger and business (economic) activities at the airport.

**Options:**

Failure to maintain regulatory compliance is not an option Milwaukee County can accept. Therefore, overtime will be necessary to backfill for a schedule vacancy due to furlough and there may be periods of reduced customer service. Overtime would be required to service the number of agreements in effect; however, overtime may still be insufficient to accommodate the amount of workload associated with this task.

### ***Public Relations Staff***

#### **Responsibilities:**

Public Relations staff affected by the increased furlough action performs the following duties: Promote Milwaukee to potential airlines to continue to attract new airlines and expanded air service from current airlines. Marketing Milwaukee to potential travelers, including those in northern Illinois, to attract additional passengers to the Milwaukee market. Acting as the central contact point for media, local government officials and the public. Includes developing and maintaining communications tools/avenues and for crafting the message of the airport to those mentioned before. Oversees and assists the Noise Abatement Office which is responsible for monitoring the effects of noise at Milwaukee on the surrounding neighborhoods. This includes the residential noise insulation programs for local homeowners.

#### **Impacts:**

Public relations staff will try to maintain a presence with airlines and potential travelers; however response to requests from either of these groups may be slowed due to staff availability. The airport anticipates delays in the ability for the airport to investigate and react to complaints and concerns brought forth by the traveling public, airlines as well as airport neighbors. If Public Relations staff is not available during emergency situations, Airport Operations will have to answer requests from the public causing a strong burden during emergency situations.

#### **Options:**

The airport will monitor the workflow associated with the objectives of the Public Relations divisions. For critical assignments, Public Relations staff may need to perform overtime to complete the objectives of the department and to maintain critical relationships with airlines and key customer groups. For public and media relationships, overtime would be the only option, especially in the event of an emergency at the airport, and could still be insufficient to fill the void left.

### ***Accounting Staff***

#### **Responsibilities:**

Provide all financial services for an \$80 million Airport Operating Budget including accounts receivable and accounts payable functions, grant accounting, PFC accounting, formulation and monitoring, payroll functions, financial statement reporting and statistical analysis.

#### **Impacts:**

The use of overtime would be required to offset additional costs associated with delays effect of unacceptable delays. Payment penalties can be incurred due to delays in payment. Vendors may also impose cash on demand payment if continual delays become a problem.

#### **Options:**

Overtime would be the only reasonable alternative.

### ***Public Parking Management***

**Responsibilities:** Provide oversight and financial control over the Airport's largest revenue source, which exceeds \$25,000,000 annually.

**Impacts:** The potential for GMIA's payment of unnecessary or undocumented expenses and/or the inability to properly administer the Airport's major contractual service.

**Options:** Reduced contractual oversight. Possible use of overtime.

### **Architecture and Engineering**

#### ***Clerical Support***

##### **Responsibilities:**

Responsible for distribution of specifications and drawings for county-wide capital projects that are being bid out daily; Processing of correspondence between consultants and contractors that are contracted with the county; and maintenance of central project files that track all county capital projects

##### **Impacts:**

Distribution and processing of bid documents falls further behind due to clerical shortages, resulting in startup delays for some construction and consulting projects. Filing of documentation and close out of project files will not be maintained at a current level as filing responsibilities lag behind

##### **Options:**

Failure to maintain schedules and move capital projects forward for Milwaukee County is not acceptable. Therefore, overtime will be necessary to backfill for a scheduled vacancy due to furlough. There may be periods of reduced customer service. Temporary staffing may be used.

### ***Contract Management***

##### **Responsibilities:**

Responsible for Certificate of Payments for Consultants and Contractors that effect the contracts for approximately 300 ongoing county-wide capital and major maintenance projects

##### **Impacts:**

The payments for the agreements and contracts would be severely slowed, affecting potential late payments to contractors and consultants for services rendered. In addition, change orders and processing of payments with DAS Accounts Payable will not be processed in the current timely manner. This could result in interest payments as penalties for not meeting the 30-day payment turn around policy

##### **Options:**

Outsourcing using temporary professional services is possible in the short term. Overtime would be required and may still be insufficient to accommodate the number of contracts and agreements in effect.

### ***Fiscal Monitoring***

##### **Responsibilities:**

Provide all financial services for monitoring a \$300 million County-wide Capital Budget and a \$8.4 million Operating Budget for DTPW Divisions including accounts receivable

and accounts payable functions, grant accounting, formulation and monitoring, financial statement reporting, maintenance of project cost and scheduling system that monitors capital expenditures and statistical analysis.

**Impacts:**

The use of overtime would be required to offset the effect of unacceptable delays incurred due to a combination of reduce staff hours and the increasing county-wide capital project initiatives for the ensuing 3 years.

**Options:**

Overtime would be the only reasonable alternative.

***Geographic Information***

**Responsibilities:**

Provide oversight to the Milwaukee County Automated Mapping and Land Information System (MCAMLIS) administration and functions as the County's Land Information Office.

**Impacts:**

The projects that the Steering Committee directed staff to perform will be delayed and response to critical requests will be negatively impacted. The GIS database and web based mapping environment will experience periodic down time if strategic scheduling of furloughs fails to provide coverage when staff shortages occur.

**Options:**

Outsourcing is possible in the short term. Use of overtime would be only necessary in critical situations.

**Facilities Management**

***Administrative Staff***

**Responsibilities:**

Administrative staff is responsible for Ceridian payroll, Advantage, budgeting, Facilities Management G1 incoming/emergency telephone and radio calls, parking lot management and daily cash deposits.

**Impacts:**

All above responsibilities response times will be delayed impacting tenant and customer service. Given some responsibilities are time sensitive, routine work will be delayed even more.

**Options:**

Workload adjustments will be made; however, delays will likely occur if workload begins to backup.

***Maintenance Staff***

**Responsibilities:**

Maintenance staff is responsible for 24/7 work orders through eMaint, building mechanical checks through each 8 hour shift, Countywide interoffice mail delivery, winter snow removal and summer grounds maintenance, Courthouse dock operations and recycling, response to tenant and public complaints and safety concerns.

**Impacts:**

All above responsibilities response times will be delayed impacting tenant and customer service.

**Options:**

Prioritization of current workload that will force some requests and tasks to be delayed.

***Trade Staff*****Responsibilities:**

Trades staff is responsible for operation of the Courthouse, Safety Building, Criminal Justice Facility, Medical Examiner, City Campus, Vel Phillips Juvenile Justice Center, Children's Adolescent Treatment Center, Highway, Fleet and Research Park-Muirdale Building. Responding to emergencies and priority requests 24/7, completing eMaint work orders, performing preventive maintenance, Capital projects, In-house work projects, response to tenant and public complaints and safety concerns.

**Impacts:**

Response times for all routine work will be delayed impacting tenant and customer service. Further, reductions in staffing levels of Plumbers, Electricians, Refrigeration Mechanics, Steam-Fitters/Welders and Elevator Mechanics and the hindered ability to respond to emergencies may create unacceptable delays in response time. The Criminal Justice Facility and Vel Phillips Juvenile Justice Center Detention emergency calls may be delayed impacting safety and Compliance DOC350 adherence. Reduced progress and revenue on In-house projects.

**Options:**

Overtime would be needed to respond to emergencies, maintain minimal level of service responding to work orders and call-in priority requests and to keep on schedule with Capital projects. Overtime would be required to maintain response times for safety and regulation requirements in all areas.

**Fleet*****Administrative Staff*****Responsibilities:**

Provide all accounting services for the \$ 7.8 million Fleet Operating Budget, which includes accounts payable, accounts receivable, assist with paperwork for payroll functions, financial and statistical reporting, prepare monthly journal entries and supporting work papers, assisting auditors with schedules prepared by client, filing of off road fuel tax refund report and preparing budgets and monitoring costs. Also related to accounting is the tracking of the \$ 19,725,000 million dollars of capital monies for vehicle and equipment purchases and processing the related paperwork both in Advantage and the Fleet Focus computer system. In addition to accounting functions other responsibilities include: oversee that fuel system is working properly, gathering fuel leak testing data for State inspectors, coordinating motor pool reservations, key punching fuel data from parks and zoo into the Fleet computer program, key punching motor pool data into the Fleet computer system, ordering fuel, process auction data through Fleet Focus and Advantage, answering phones and other receptionist functions, validating fuel keys for users, assure various licenses and permits remain current and provide reports to other Fleet staff.

**Impacts:**

Accounts payables will not get processed in a timely manner. New vehicle equipment will not be processed in a timely manner. Annual tests are not getting scheduled in a timely manner causing some testing to be performed after the due date. Critical work is delayed and may not meet deadlines given.

**Options:**

Overtime to fill the lost hours.

***Fleet Maintenance Staff*****Responsibilities:**

Daily repair and maintenance of Milwaukee County's Fleet consisting of 1,912 various pieces of equipment. Seasonal preparation of equipment consisting of spring and winter maintenance. Set up of 223 pieces of new equipment purchased through the Fleet replacement Capital project. Organizing the biennial Fleet auction consisting of stripping the Fleet equipment and organizing the equipment other municipalities bring to the auction. Ordering on average of \$100,000 a month in repair parts needed to keep the Fleet equipment useable.

**Impacts:**

Fleet Management's budget is set up to recover \$3,771,979 in expenditures through 26 employees billing out an average of 1,472.5 hours per person. With the additional ten furlough days Fleet will be losing the ability to bill budgeted hours for user departments, therefore leaving a shortfall in billable hours and reducing our ability to meet the budget number.

The new equipment that is being purchased through the Fleet Capital program will not be going in to service in a timely manner. This delay to the user departments forestalls the old equipment from coming out of service and going to the auction. This delay may force Fleet to make unnecessary repairs that can be very costly on equipment that is going to be auctioned this year.

**Options:**

Overtime may need to be utilized in order to get the fleet ready for the winter season.

**Highway Maintenance*****Roadway Maintenance Staff*****Responsibilities:**

Responsible for maintaining 2118 lane miles of roadways, including bridges, drainage systems, pothole patching, roadway sweeping, and winter maintenance on the county trunk highways, state trunk highways and expressway system in the County. Maintain safe roadway conditions and provide a prompt response for accident clean-up and repairs.

**Impacts:**

Delayed and reduced services on the roadways maintained by the division. Deterioration of roadway infrastructure and esthetic improvements along the roadways. Reduced employee availability for snow and ice removal operations, accident response, and emergency call-ins. Increased payment of out of classification pay when senior employees are not available. Reduction in state revenue due to reduced services.

**Options:**

Reduced services and related reduction in state revenue is the only option. Maintenance work needs to be performed within a narrow time frame to allow for unrestricted traffic movement during peak hours. Therefore, overtime would be limited to emergency responses.

***Electrical Maintenance Staff*****Responsibilities:**

Electrical Maintenance staff is responsible for maintaining nearly 80 signalized traffic intersections on highly traveled county trunk highways in Milwaukee County. This staff is also responsible for maintaining freeway lighting systems, including repairs caused by accident damage. Responds to an average of 223 electrical service locates per month in response to Diggers Hotline requests.

**Impacts:**

Due to the safety related nature of the work performed, services cannot be reduced without a negative impact on the safety of the employees and the motoring public. A prompt response to all electrical maintenance concerns is critical.

**Options:**

Overtime is the only alternative.

***Fiscal Staff*****Responsibilities:**

Fiscal staff is responsible for invoicing charges to the Wisconsin Department of Transportation and other entities, and for purchasing and accounts payable functions. Other duties include financial analysis and reporting, as well as budget preparation

**Impacts:**

Delay in the submittal of monthly invoices to the Wisconsin Department of Transportation that exceed \$13 million annually. Billings for accident damage to county property will not be invoiced, resulting in a reduction in revenue. Delays in processing of accounts payable documents could lead to added costs due to finance charges on past due amounts.

**Options:**

Overtime would be required to remain current in invoicing and processing of accounts payable.

**Transportation Services*****Fiscal Staff*****Responsibilities:**

This person is responsible for financial oversight of projects, tracking of product costs, review of charges, preparation of contract payments, preparation of invoices for State and Federally funded projects and budget preparation. This individual also provides fiscal support for DTPW-Transit and DTPW-Administration.

**Impacts:**

Delays will occur in submitting invoices to the Wisconsin Department of Transportation. A delay in contract payments will lead to additional penalty and finance charges being assessed.

**Options:**

Overtime is the only alternative, as there is only one employee performing the above fiscal functions so overtime is limited to the extent one person can perform these functions and meet necessary deadlines.

**Recommendation**

No recommendation is offered at this time.

Approved by:

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Jack Takerian, Interim Director  
Transportation and Public Works

Cc: Scott Walker, County Executive  
Lee Holloway, Chairman, Milwaukee County Board of Supervisors  
Tom Nardelli, Chief of Staff – County Executive  
Terry Cooley, Chief of Staff – County Board  
Cynthia Archer, Director, Department of Administrative Services  
Steve Kreklow, Fiscal and Budget Administrator

**COUNTY OF MILWAUKEE**  
**INTER-OFFICE COMMUNICATION**

**DATE:** March 31, 2010

**TO:** Supervisor Michael Mayo, Chairman, Committee on Transportation, Public Works and Transit  
Supervisor Elizabeth Coggs, Chairman, Committee on Finance and Audit

**FROM:** Pamela Bryant, Capital Finance Manager

**SUBJECT: DUE DILIGENCE REPORT REGARDING PHASE 2 GUARANTEED ENERGY SAVINGS PERFORMANCE CONTRACTING WITH AMERESCO AND HONEYWELL**

**Issue**

Pursuant to the request from the Committee on Transportation and Public Works dated May 2, 2007 (File No. 07TO8) regarding Guaranteed Energy Savings Performance Contracting due diligence, and pursuant to Resolution File No. 07-111, adopted in July 2007, which calls for the creation of an environmental and conservation “Green Print” initiative for Milwaukee County, this report provides a summary of the due diligence analysis performed by the Department of Administrative Services (DAS) for Honeywell and Ameresco Phase 2 Guaranteed Energy Savings Performance Contract (GESPC) proposals.

**Background**

The Department of Transportation and Public Works received approval in January 2010 to award and execute a GESPC with three separate energy service companies (ESCOs) Ameresco, Honeywell and Johnson Controls. The approval was contingent on the satisfactory completion of due diligence by the Department of Administrative Services.

Prior to submitting their proposals each ESCO went through the various buildings with staff to review the current equipment and facilities in order to determine where improvements could be made to make County facilities more energy efficient. Each ESCO submitted a proposal with initiatives that would provide energy savings to the County and that would be able to pay for themselves from savings on energy consumption realized by the installation of the Energy Conservation Measures (ECMs). Each ESCO submitted a proposal, which has been thoroughly reviewed by the Department of Transportation and Public Works.

As provided by Milwaukee County Administrative Code (Section 7.92), prior to entering ventures involving non-county entities, the County must conduct a systematic due diligence review analyzing project feasibility and financial business risks. The report below details the proposals from Ameresco and Honeywell. The Johnson Controls proposal is covered in a separate report.

The buildings included in Phase 2 of Performance Contracting are:

<b>Ameresco</b>	King Park
	Kosciuszko Community Center
	Noyes Indoor Pool
	Pulaski Indoor Pool
	Sports Complex
	Sherman Park- Boys/Girls Club
<b>Honeywell</b>	Criminal Justice Facility
	Courthouse

**Ameresco GESPC Agreement Summary**

Ameresco’s proposal includes energy savings at multiple Parks facilities.

Their proposal includes installation of vending misers on vending machines located at King Park, Kosciuszko Community Center, Wilson Park Ice Arena, and Noyes and Pulaski pools. The vending misers provide energy savings by shutting off the vending machine lights and cooling circuits when the building is unoccupied. The vending misers controllers will ensure that the contents remain cold even when the building is unoccupied for long periods of time. The County does not own the vending machines, but the County is responsible for the energy costs associated with them. The vending misers are not attached to the machine so if the County were to switch to a different vendor, or decide to operate their own vending machines, then the misers could be easily placed onto another machine.

Pool covers will be installed on Noyes and Pulaski indoor pools. The water at Noyes and Pulaski pools is heated, which is lost throughout the day by evaporation. The pool covers help prevent loss of water by evaporation and prevent loss of heated water and chemicals during non-occupied hours of the facility.

Lighting upgrades will occur at Wilson Park Ice Arena, Sports Complex, and Boys/Girls Club (Sherman Park). The upgrades will replace existing lamps with a more energy efficient version. During the lighting retrofit process they will also clean the fixtures and replace any broken lenses to ensure maximum efficiency.

**Honeywell GESPC Agreement Summary**

Honeywell’s proposal includes energy savings at the Courthouse and Criminal Justice Facility through a variety of mechanical and plumbing measures.

The proposal includes upgrades to the variable frequency drive on the air handling units to allow the speed to be varied depending on occupancy of the building so the units are not constantly running at full speed. Improvements would be made to the building envelope to prevent leakage of conditioned air through windows, doorways, walls and the roof, which would include weather stripping and adding sealants to various parts of the building. The building was evaluated to determine where any leakages were.

The proposal at the Criminal Justice Facility includes similar measures to the Courthouse. Improvements will be made to the building envelope to prevent leakage of conditioned air. In addition auto flushing control systems will be installed in the remaining toilets that were not completed as part of the 2009 Capital Improvement Project. These improvements allow the staff to control flushing frequencies and prevent inmates from wasting water by deliberately flushing multiple times and/or flushing objects, such as bed linens, which in the past has caused flooding.

The proposal from Honeywell includes spending \$295,262 for the replacement of variable speed drive motors (VSD) at the Courthouse. Financing will be provided from American Recovery and Reinvestment funds from the Energy Efficiency Block Grant. The County has received grant approval. The funding was to be spent at the Courthouse for replacement of VSD motors. The ARRA funding will be spent as part of the Honeywell performance contract and will be tracked separately from the other improvements.

### **Due Diligence Methodology**

The following concepts were used in due diligence reports for evaluation of previous GESPC proposals:

- 1) Current inefficiencies associated with energy consumption throughout the County provide opportunity to achieve immediate efficiency gains and energy cost savings.
- 2) Projected increases in energy prices suggest efficiency initiatives will also be cost-effective in the long term.
- 3) Financial costs associated with project work and financing is guaranteed for recovery as provided by the formal performance contract agreement. This contracted guarantee ensures that annual energy savings will offset all annual project costs over the ten-year loan pay back period.
- 4) The financing method often associated with performance contracting (i.e. lease-purchase) provides a sound alternative to General Obligation bonding and may be a beneficial means of financing infrastructure improvements in light of constraints posed by County debt policies and State caps.

Whereas the above claims were commonly made by all ESCOs the due diligence endeavored to validate the assumptions and calculations supporting these claims.

### **Due Diligence Findings**

**Benefit Statement #1:** *Current inefficiencies associated with energy consumption throughout the County provide opportunity to achieve immediate efficiency gains and energy cost savings.*

The Technical Energy Audit required each ESCO to conduct evaluations of the selected buildings to determine where inefficiencies were. The inefficiencies that were identified had to be further evaluated to determine if the improvements were cost effective, in that the energy savings would cover the cost of the paying the principal and interest on the loan.

Each ESCO was able to identify inefficiencies in the buildings that would generate enough savings to cover the cost of the improvements. The inefficiencies ranged from minor improvements such as lighting upgrades and vending machine misers, to major improvements, such as HVAC upgrades. Information from each proposal is described below.

#### **Honeywell**

The Honeywell proposal evaluated inefficiencies at the Courthouse and Criminal Justice Facility. Controls will be installed on the HVAC equipment to prevent equipment from running when the buildings are unoccupied. Energy usage will also be achieved through lighting fixture upgrades. Since the current HVAC system is running constantly placing controls on the equipment will reduce energy usage. Lighting upgrades have successfully provided energy savings during previous phases of performance contracting.

Year one savings are projected to be \$345,768 with an annual increase of 3% each year for a total savings of \$3,963,838. The overall cost of the project is estimated at \$3,169,185, which includes the principal and interest payments on the loan, as well as the service agreement. The proforma was updated to reflect the estimated interest rate of 3.75% for the master lease agreement. The estimated net savings over the ten-year period is \$794,652.

#### Ameresco

The proposal by Ameresco includes various improvements that are known to provide energy savings and most were implemented in different facilities in Phase 1 of performance contracting. The improvements will provide energy savings by decreasing energy usage of the lighting fixtures and vending machines. The pool covers to be installed at the Noyes and Pulaski indoor pools will save energy that is used to heat the pool water.

Many of the improvements, including vending machine misers, pool covers, and lighting upgrades, proposed by Ameresco provide minimal energy savings. For example each vending miser is projected to provide approximately \$180 in energy savings per year. The savings anticipated are expected to pay for all improvement costs.

The year one savings is anticipated to be \$95,370 with total cost, including lease payment, service agreement and staff costs, equaling \$91,085 for a net savings of \$4,285. The proforma was updated to reflect the estimated interest rate of 3.75% for the master lease agreement. This savings is projected to increase annually based on an assumption of a 3% increase in utility rates for a ten-year savings of \$182,465.

#### *Explanation*

The proposals by each ESCO were reviewed by the Department of Transportation and Public Works – Architectural and Engineering Division to review the calculations provided and determine if the proposals were feasible and their energy savings projections were accurate.

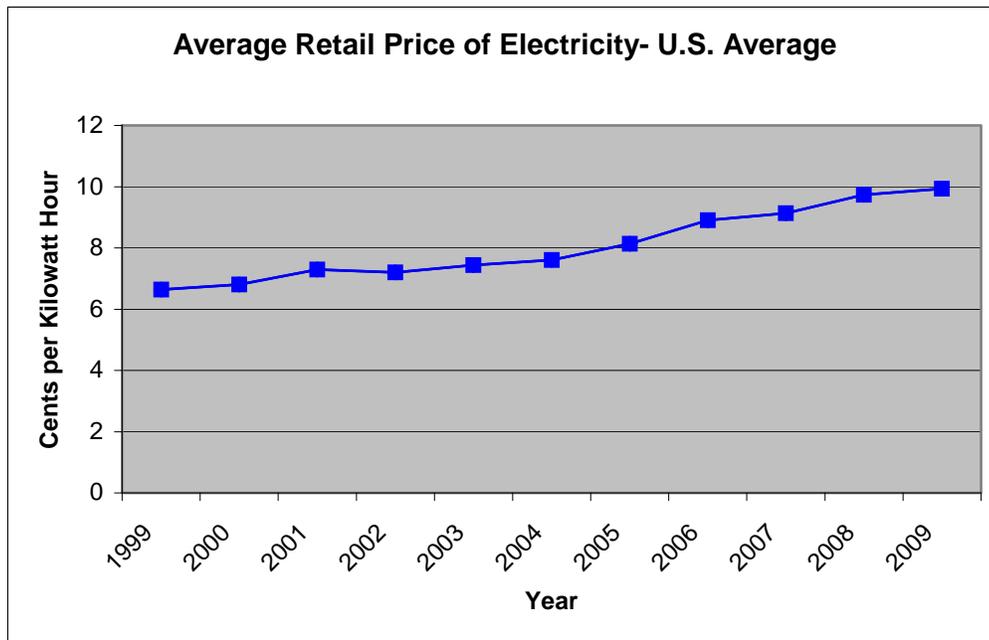
The savings calculated by all ESCO's use a conservative increase in utility rates and the calculations do not include Focus on Energy incentives, which the County will likely receive for the improvements implemented as part of these proposals. Also if the County decides after monitoring and verifying energy savings for 3 years that it does not need to execute the service agreement for the full ten-year period, then the savings will also increase over what is projected.

***Benefit Statement #2: Projected increases in energy prices suggest efficiency initiatives will also be cost-effective in the long term.***

#### *Explanation*

Each ESCO used a 3% increase in utility costs per year in their calculations of the anticipated savings from these improvements. The projected increase is a conservative estimate for utility rates, which are very hard to predict from year to year because the rates are influenced by so many factors.

The charts below provide information on the 10-year average electricity. The overall trend has been an increase in rates from 1999 to 2009.



\* Source: U.S. Department of Energy Information Administration

Electricity rates have slowly risen from 1999 to 2009. The average increase in rates from year to year is 4.15%. Electricity has also seen an overall increase in rates. In 1999 the average rate was 6.64 cents per kilowatt-hour and in 2009 has increased to 9.93 cents per kilowatt-hour.

Energy costs are hard to predict and vary depending on a number of factors. The U.S. Department of Energy Information Administration does provide a short-term outlook on utility rates. They are projecting an approximate 2% increase in electricity from 2010- 2011. Based on these projections a 3% increase is a conservative estimate and is likely to occur. If the energy costs end up increasing beyond 3%, then the County will end up with a higher return on their investment. If the energy costs decrease, or increase at less than 3%, the County's projected savings will decrease, but will still include overall energy savings.

#### Honeywell and Ameresco

The improvements proposed by Honeywell and Ameresco provide energy usage savings, which if achieved will result in energy savings whether or not the cost of energy decreases or increases in the long term. The performance contracts only guarantee energy usage savings so the dollar savings will vary depending on the cost of energy. The amount of savings will depend on future utility rates.

**Benefit Statement #3: *Financial costs associated with project work and financing is guaranteed for full recovery as provided by the formal performance contract agreement.***

#### *Explanation*

Each ESCO had to propose a plan that they could guarantee enough energy savings each year to fully recover the cost of the improvements, which includes the actual construction cost, as well as the interest that the County will pay on the financing of these projects. Upon installation of all of the equipment the ESCO's are responsible for measuring and verifying these results to determine if the energy savings have been achieved. If the energy savings have not been achieved the ESCO will make up the difference. The contracts require a service agreement with each ESCO. The County has the ability to discontinue the service agreement in the future if for example after five years the County is satisfied that energy savings have been achieved each year. If the County cancels the service agreements, then additional operational savings will occur by eliminating the cost of the annual service agreement.

### *Evaluation*

It is important to clarify that in the Honeywell and Ameresco proposals the annual energy savings is not a monetary guarantee. The ESCO is guaranteeing that the County will achieve a certain amount of savings of energy usage by making improvements that result in more energy efficient equipment. The projected dollar savings each year are based on an assumption of a decrease in energy consumption based on the forecasted utility rates. This in turn results in a monetary savings for the County whether or not the utility rates increase or decrease over the term of the contract. The savings calculated for the proposals are based on projections for the cost of utilities, but the actual savings may be smaller or higher depending on the utility rates during the term of the contract.

**Benefit Statement #4:** *The financing method often associated with performance contracting (i.e. lease-purchase) provides a sound alternative to General Obligation bonding and may be a beneficial means of financing infrastructure improvements in light of constraints posed by County debt policies and State caps.*

The County will be using the same financing mechanism that was used for Phase 1 Performance Contracting, which is different from the County's normal Capital Improvements Program. Some of the improvements could not be paid for through the use of tax-exempt bonds, so it was previously decided that the County would enter into Capital Lease Agreements to pay for the cost of the improvements. This provides the County with flexibility to complete improvements that would normally be excluded from the Capital Budget. The County Board approved the lease agreement with Bank of America in the March 2010 cycle.

Within the lease agreement with Bank of America there are a few provisions that should be highlighted. The lease requires that the lessee (Milwaukee County) shall maintain and preserve the equipment in good working order at its own expense. The lessee is required to maintain full insurance coverage on the equipment and if insurance is not maintained the lessor (Bank of America) has a right to purchase the insurance and charge that cost back to the County. The lease also requires that the lessee not make any material alterations, modifications, or additions to the equipment that cannot be removed without materially damaging the functional capabilities or economic value of the equipment, without prior consent from the lessor.

### **Conclusion**

Based upon the review by the Department of Transportation and Public Works A&E Division on the analysis of the improvements and due diligence review of projected utility rates in future years it is likely that the overall savings may be achieved for the Ameresco and Honeywell proposals. The actual return on the investment will depend on future utility rates. As was discussed earlier if utility rates increase higher than projected, then the County will receive additional dollar savings, but if the utility rates decrease the County will see lower savings than projected.

Ameresco and Honeywell's proposals are consistent with adopted performance contract initiatives and due diligence review showed that the County could experience a decrease in energy usage that will provide adequate savings to pay for the cost of the improvements.

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Pamela Bryant, Capital Finance Manager

cc: County Executive Scott Walker  
Chairman Lee Holloway, Milwaukee County Board of Supervisors  
Cynthia Archer, Director, Department of Administrative Services  
Jack Takerian, Interim Director, Department of Transportation and Public Works  
Greg High, Director, Architecture and Engineering Division  
Tom Nardelli, County Executive's Office  
Steve Cady, County Board Fiscal and Budget Analyst

**COUNTY OF MILWAUKEE**  
**INTER-OFFICE COMMUNICATION**

**DATE:** March 31, 2010

**TO:** Supervisor Michael Mayo, Chairman, Committee on Transportation, Public Works and Transit  
Supervisor Elizabeth Coggs, Chairman, Committee on Finance and Audit

**FROM:** Pamela Bryant, Capital Finance Manager

**SUBJECT: DUE DILIGENCE REPORT REGARDING PHASE 2 GUARANTEED ENERGY SAVINGS PERFORMANCE CONTRACTING WITH JOHNSON CONTROLS**

**Issue**

Pursuant to the request from the Committee on Transportation and Public Works dated May 2, 2007 (File No. 07TO8) regarding Guaranteed Energy Savings Performance Contracting due diligence, and pursuant to Resolution File No. 07-111, adopted in July 2007, which calls for the creation of an environmental and conservation “Green Print” initiative for Milwaukee County, this report provides a summary of the due diligence analysis performed by the Department of Administrative Services (DAS) for Johnson Controls, Phase 2 Guaranteed Energy Savings Performance Contract (GESPC) proposal.

**Background**

The Department of Transportation and Public Works received approval in January 2010 to award and execute a GESPC with three separate energy service companies (ESCOs) Ameresco, Honeywell and Johnson Controls. The approval was contingent on the satisfactory completion of due diligence by the Department of Administrative Services.

Prior to submitting their proposals each ESCO went through the various buildings with staff to review the current equipment and facilities in order to determine where improvements could be made to make County facilities more energy efficient. Each ESCO submitted a proposal with initiatives that would provide energy savings to the County and that would be able to pay for themselves from savings on energy consumption realized by the installation of the Energy Conservation Measures (ECMs). Each ESCO submitted a proposal, which has been thoroughly reviewed by the Department of Transportation and Public Works.

As provided by Milwaukee County Administrative Code (Section 7.92), prior to entering ventures involving non-county entities, the County must conduct a systematic due diligence review analyzing project feasibility and financial business risks. The report below details the proposal from Johnson Controls. The proposals from Honeywell and Ameresco are covered in a separate report.

The buildings included in Phase 2 of Performance Contracting are:

<b>Johnson Controls</b>	Children’s Court Center
	Fleet Garage
	Parks Administration Building
	Sheriff’s Building (Watertown Plank)

**Johnson Controls GESPC Agreement Summary**

Johnson Control’s proposal includes a variety of energy conservation measures at the Children’s Court Center, Fleet Garage, Sheriffs Building (Watertown Plank Road) and Parks Administration Building.

The largest portion of the proposal is to install stand-alone chiller and boiler plants at the Children’s Court Center, and stand-alone boiler plants at the Fleet Garage and Parks Administration Building to provide air, heat and hot water. This would replace the use of the WE Energies steam with a natural gas system. The current steam system is mostly maintained by WE Energies, with the County being responsible for some maintenance of equipment within the buildings. The replacement system would be a natural gas stand-alone system that would be solely maintained by the County. The savings are achieved since the cost of steam is much higher at this time than the cost of natural gas and not necessarily because the current steam system is inefficient. These proposed energy conservation measures are different than those in the typical guaranteed energy savings performance contract because energy usage may not be reduced from the current steam system. While the annual quantity of energy consumed is guaranteed by the ESCO , the annual dollar cost savings is not guaranteed.

The proposal also includes operational improvements and digital upgrades to the air handling units, facility performance indexing, lighting upgrades, improvements to the restroom facilities and kitchens to lower water usage, and installing vending misers on the vending machines at the Childen’s Court Center. At the Fleet Garage and Sheriff’s Building, improvements will be made to the building automation system, digital programmable thermostats will be installed to allow different temperatures for occupied and unoccupied hours, lighting upgrades, improvements to the restroom facilities and kitchens to lower water usage, and installing vending misers on the vending machines. The Parks Administration Building would also have vending misers installed on their vending machines.

**Due Diligence Methodology**

The following concepts were used in due diligence reports for evaluation of previous GESPC proposals:

- 1) Current inefficiencies associated with energy consumption throughout the County provide opportunity to achieve immediate efficiency gains and energy cost savings.
- 2) Projected increases in energy prices suggest efficiency initiatives will also be cost-effective in the long term.
- 3) Financial costs associated with project work and financing is guaranteed for recovery as provided by the formal performance contract agreement. This contracted guarantee ensures that annual energy savings will offset all annual project costs over the ten-year loan pay back period.
- 4) The financing method often associated with performance contracting (i.e. lease-purchase) provides a sound alternative to General Obligation bonding and may be a beneficial means of financing infrastructure improvements in light of constraints posed by County debt policies and State caps.

Whereas the above claims were commonly made by all ESCOs the due diligence endeavored to validate the assumptions and calculations supporting these claims.

### **Due Diligence Findings**

**Benefit Statement #1:** *Current inefficiencies associated with energy consumption throughout the County provide opportunity to achieve immediate efficiency gains and energy cost savings.*

The Technical Energy Audit required each ESCO to conduct evaluations of the selected buildings to determine where inefficiencies were. The inefficiencies that were identified had to be further evaluated to determine if the improvements were cost effective, in that the energy savings would cover the cost of the paying the principal and interest on the loan.

Each ESCO was able to identify inefficiencies in the buildings that would generate enough savings to cover the cost of the improvements. Information from the Johnson Controls proposal is described below.

#### **Johnson Controls**

The current facilities located on the County Grounds use steam from the WE Energies power plant for chilled and hot water. The Courthouse facilities also use steam; however there is a substantial cost difference in the steam provided to the County Grounds versus the Courthouse. The current rates are \$11.01 per thousand pounds of steam and \$.66 per day for each meter or service connection for the Courthouse facilities. The current rates for the County Grounds facilities are \$22.97 per thousand pounds of steam and \$.50 per day for each meter of service connection. The Valley Power Plant located in the Menomonee Valley services the Courthouse. The facility has a capacity of 1.25 million pounds of steam per hour and services approximately 450 customers. The County Grounds is serviced by the Milwaukee County Power Plant, located in Wauwatosa. The facility has a capacity of 330,000 pounds of steam per hour and services 8 customers. The cost of service to the County Grounds is more than double the cost of Downtown Milwaukee, which is likely to do with the differences between the two plants in capacity, age and total customers. The energy savings from their proposal are mainly achieved through actual cost of energy usage, as opposed to a reduction in energy usage. Johnson Controls obtained information from WE Energies billings from prior years to determine the historical pattern of the rate. In 2005 rates were around \$12.23 per thousand pounds of steam and have since increased to the most recent rate of \$22.97 per thousand pounds. These rates have substantially increased over a period of five years.

The proposal by Johnson Controls projects ten-year savings of \$5,053,678 with expenses totaling \$3,665,420, for a net savings of \$1,388,258. The JCI proposal assumes that the steam unit prices will stay the same or increase over the 10-year period in comparison to natural gas prices. The County will have to determine whether the benefit is worth the risk of prices of natural gas increasing dramatically or steam prices decreasing. In this way, this project deviates from prior performance contracts that the County has initiated.

#### ***Explanation***

The proposals by each ESCO were reviewed by the Department of Transportation and Public Works – Architectural and Engineering Division to review the calculations provided and determine if the proposals were feasible and their energy savings projections were accurate.

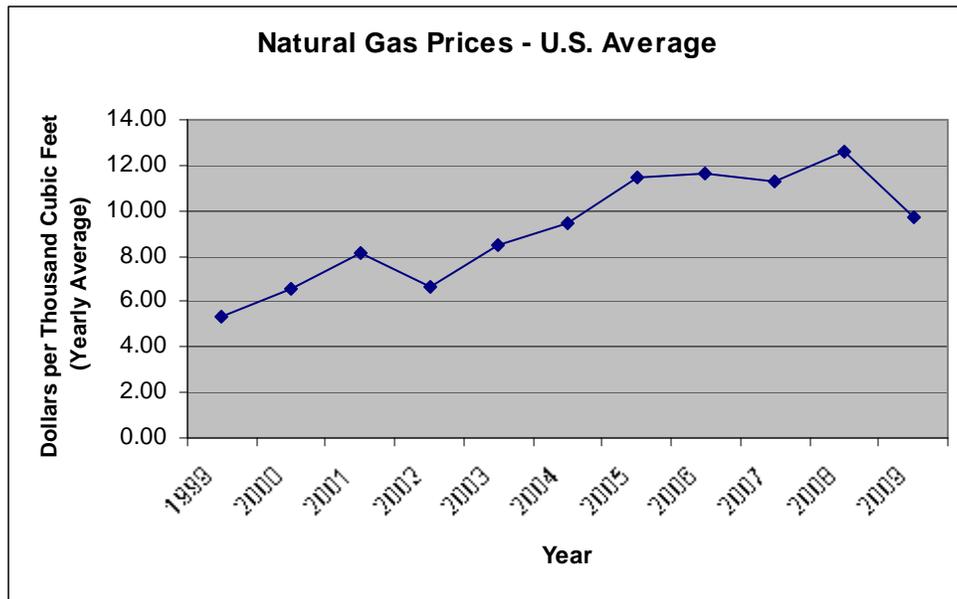
The savings calculated by all ESCO's use a conservative increase in utility rates and the calculations do not include Focus on Energy incentives, which the County will likely receive for the improvements implemented as part of these proposals. Also if the County decides after monitoring and verifying energy savings for 3 years that it does not need to execute the service agreement for the full ten-year period, then the savings will also increase over what is projected.

**Benefit Statement #2: Projected increases in energy prices suggest efficiency initiatives will also be cost-effective in the long term.**

*Explanation*

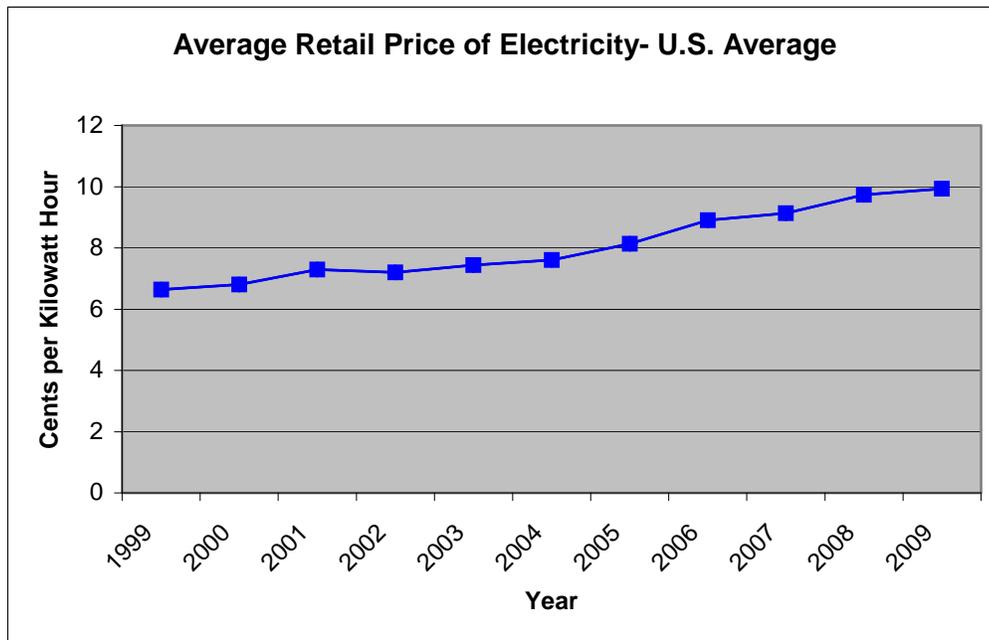
Each ESCO used a 3% increase in utility costs per year in their calculations of the anticipated savings from these improvements. The projected increase is a conservative estimate for utility rates, which are very hard to predict from year to year because the rates are influenced by so many factors.

The charts below provide information on the 10-year average of natural gas and electricity. The overall trend has been an increase in rates from 1999 to 2009.



- Source: U.S. Department of Energy Information Administration

Over the last ten years natural gas prices has not always increased from one year to the next, but the overall trend is an increase. In 1999, the average natural gas prices were \$5.38 per thousand cubic feet and in 2009 increased to \$9.48 per thousand cubic feet.



\* Source: U.S. Department of Energy Information Administration

Electricity rates have slowly risen from 1999 to 2009. The average increase in rates from year to year is 4.15%. Electricity has also seen an overall increase in rates. In 1999 the average rate was 6.64 cents per kilowatt-hour and in 2009 has increased to 9.93 cents per kilowatt-hour.

Energy costs are hard to predict and vary depending on a number of factors. The U.S. Department of Energy Information Administration does provide a short-term outlook on utility rates. They are projecting an almost 8% increase in natural gas costs and an approximate 2% increase in electricity from 2010- 2011. Based on these projections a 3% increase is a conservative estimate and is likely to occur. If the energy costs end up increasing beyond 3%, then the County will end up with a higher return on their investment. If the energy costs decrease, or increase at less than 3%, the County's projected savings will decrease, but will still include overall energy savings.

#### Johnson Controls

Since a majority of Johnson Controls proposal is not based on the energy usage savings, but anticipated savings associated with the difference in cost between natural gas and steam, staff needed to evaluate the likelihood that savings will be achieved. DAS tried to obtain information on what the chances are of steam prices dropping significantly, or natural gas prices increasing high enough to become more expensive than steam. Johnson Controls used energy charges that the County has paid in the past to estimate the savings. They reviewed billings from October 2005 to August 2007 to determine average cost of steam for these facilities. The average rate over that 24-month period was \$16.06 per thousand pounds. These rates have risen about 40% over the average of 2005 – 2007 rate to the most recent rate of \$22.97 per thousand pounds.

The Milwaukee County Power Plant does use some natural gas to provide service to its customers, so if natural gas prices rose this would likely increase the steam prices as well. Many of the pipes providing steam service to Milwaukee County facilities are aging and WE Energies would likely pass any cost of repairs onto their customers.

DAS also evaluated the cost difference in maintaining the natural gas system versus the current steam system. There was some concern that maintenance costs on the boilers would exceed the maintenance costs for the steam system since that system is run by WE Energies. The steam system requires the

replacement of steam converters that cost approximately \$20,000 and have a life span of around 15 years. At the Children's Court Center the steam converters were last replaced in 1995 and are nearing the end of their useful life. The Children's Court Center has 2 steam converters for a replacement cost of \$40,000. The initial installation cost for the stand alone chiller and boilers is \$1,334,141. The chiller and boiler systems have a useful life of 20 – 25 years. The cost of replacement is much larger for the stand-alone natural gas system, but staff wanted to compare the extra installation cost to the projected energy savings.

In order to better understand the difference in cost of equipment versus cost of energy staff analyzed the proposal for the Children's Court Center. At the Children's Court Center the approximate cost for steam on an annual basis is \$296,000, while the estimated annual energy cost after switching to natural gas is approximately \$128,000 for an annual savings of \$168,000. The cost for installation of the natural gas system at the Children's Court Center is \$1.3 million with a useful life of 20 – 25 years. If the total cost is divided out over a 20-year useful life it comes out to approximately \$66,000 per year. The cost for replacement of the steam converters is \$40,000 (2 steam converters at the Children's Court Center at a cost of \$20,000 each) with an annual cost, assuming a 15-year useful life, of \$2,700. The natural gas equipment will cost approximately \$63,000 more per year over the life of the equipment, but achieves a \$168,000 energy savings per year. This calculation does not take into account interest costs associated with bonds or loans issued for improvements.

***Benefit Statement #3: Financial costs associated with project work and financing is guaranteed for full recovery as provided by the formal performance contract agreement.***

#### *Explanation*

Each ESCO had to propose a plan that they could guarantee enough energy savings each year to fully recover the cost of the improvements, which includes the actual construction cost, as well as the interest that the County will pay on the financing of these projects. Upon installation of all of the equipment the ESCO's are responsible for measuring and verifying these results to determine if the energy savings have been achieved. If the energy savings have not been achieved the ESCO will make up the difference. The contracts require a service agreement with each ESCO. The County has the ability to discontinue the service agreement in the future if for example after five years the County is satisfied that energy savings have been achieved each year. If the County cancels the service agreements, then additional operational savings will occur by eliminating the cost of the annual service agreement.

#### *Evaluation*

The Johnson Controls proposal is different than the previous performance contracts that the County has entered into. The assumption is that the steam rates will always be rise proportionately compared to natural gas rates, and the difference between the two rates will be enough over the 10-year period to achieve savings to pay for the cost of the improvements. If the steam rates are reduced enough to eliminate a cost savings when compared to the natural gas rates, then the County will be on the hook for the higher energy costs. Johnson Controls is only guaranteeing that the energy quantity usage will be at a certain level and not what the rates will be.

***Benefit Statement #4: The financing method often associated with performance contracting (i.e. lease-purchase) provides a sound alternative to General Obligation bonding and may be a beneficial means of financing infrastructure improvements in light of constraints posed by County debt policies and State caps.***

The County will be using the same financing mechanism that was used for Phase 1 Performance Contracting, which is different from the County's normal Capital Improvements Program. Some of the improvements could not be paid for through the use of tax-exempt bonds, so it was previously decided that the County would enter into Capital Lease Agreements to pay for the cost of the improvements. This provides the County with flexibility to complete improvements that would normally be excluded from the

Capital Budget. The County Board approved the lease agreement with Bank of America in the March 2010 cycle.

Within the lease agreement with Bank of America there are a few provisions that should be highlighted. The lease requires that the lessee (Milwaukee County) shall maintain and preserve the equipment in good working order at its own expense. The lessee is required to maintain full insurance coverage on the equipment and if insurance is not maintained the lessor (Bank of America) has a right to purchase the insurance and charge that cost back to the County. The lease also requires that the lessee not make any material alterations, modifications, or additions to the equipment that cannot be removed with materially damaging the functional capabilities or economic value of the equipment, without prior consent from the lessor.

### **Conclusion**

The Johnson Controls proposal to replace the steam heating and cooling with natural gas and electric heating and cooling will require further research to determine the level of risk for the steam rates staying sufficiently high above the natural gas rates to allow the required savings. Based on information gathered during the due diligence it may be necessary to have a third party evaluate any risk associated with this proposal.

Johnson Controls is only guaranteeing what the County's usage will be, but not that steam rates will continue to be higher than natural gas costs. The proposal is different than other performance contracts that the County has entered into with because actual energy usage may not decrease and savings are only achieved if steam rates are substantially higher than natural gas. After meeting with Facilities staff, the current steam system is relatively low maintenance and does not require frequent upgrades. However, the steam system infrastructure is old and there have been occasional outages. There are a number of factors to consider when determining if this proposal fits in with our other performance contracting initiatives

- Utility rates do fluctuate and are often unpredictable. When looking at historical rates it does appear likely that steam rates will remain sufficiently higher than natural gas rates to allow for the required savings. However, there is still a possibility that the steam rates could drop below current steam rates. The County would be responsible for paying the higher energy costs during the term of the contract and beyond that the steam rates remain too low.
- If the County chooses to stick with the steam system and not complete the Johnson Controls improvements, then the County may end up paying substantially higher utility costs if steam prices continue to rise. In the other proposals if actual energy costs decline the County does still achieve energy savings since energy usage has decreased. It is highly unlikely but possible that the actual energy costs could drop so low that the savings would not pay for the ECMs within the 10-year period. However, in the Johnson Controls proposal, steam prices do need to be higher than natural gas prices in order to achieve savings for the County required to pay for the ECMs within the 10-year period. .
- The current steam system is run by WE Energies and requires less repair and maintenance by the County. The natural gas system would require the County to pay more for system operation and maintenance and in time pay for replacement or upgrades and may require additional staff time for routine maintenance. The details in the due diligence above explained the differences in replacement costs.
- The proposed natural gas system is similar to what is used in other County facilities and would likely be a reliable system.
- There may be a potential for the County to talk to WE Energies regarding the current rates. If WE Energies is willing to lower the rate for steam to the County Grounds buildings, then savings may be achieved without paying for a new system.

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Pamela Bryant, Capital Finance Manager

cc: County Executive Scott Walker  
Chairman Lee Holloway, Milwaukee County Board of Supervisors  
Cynthia Archer, Director, Department of Administrative Services  
Jack Takerian, Interim Director, Department of Transportation and Public Works  
Greg High, Director, Architecture and Engineering Division  
Tom Nardelli, County Executive's Office  
Steve Cady, County Board Fiscal and Budget Analyst

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**8**

**DATE:** March 22, 2010

**TO:** Supervisor Michael Mayo, Chairman - Transportation, Public Works & Transit Committee

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT:** Summary of Fund Transfers for Consideration at the Finance and Audit Committee  
April 2010 - **Informational Report**

The following is a summary of the Appropriation Fund Transfers the Department of Transportation and Public Works has submitted as of this date for consideration at the April 15, 2010 meeting of the Finance and Audit Committee.

Description	Amount
<b><u>A &amp; E</u></b>	
1. Fund transfer to reduce expenditure authority from Capital Project Milwaukee River Parkway-Silver Spring to Bender Road.	<b>\$660,000</b>
2. Fund transfer to increase expenditure authority for Capital Project Estabrook Dam Rehabilitation.	<b>\$200,000</b>
3. Fund transfer to reduce expenditure authority from Capital Project Hoyt Park Pool.	<b>\$6,578,000</b>

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Jack Takerian, Interim Director  
Department of Transportation and Public Works

JT:dal

cc: Supervisor Lee Holloway, County Board Chairperson

**COUNTY OF MILWAUKEE**  
Inter-Office Communication

**9**

**DATE:** March 18, 2010

**TO:** Lee Holloway. Chairman, Milwaukee County Board of Supervisors

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT: PUBLIC BENEFIT CONVEYANCE OF THE 440<sup>TH</sup> AIR FORCE RESERVE WING LANDS TO MILWAUKEE COUNTY**

POLICY

County Board approval is needed to accept the Public Benefit Conveyance of the 440<sup>th</sup> Air Force Reserve Wing Base buildings and lands to Milwaukee County.

BACKGROUND

December 2005 - Closure of the 440th Air Force Reserve Base

Prior to 2005 a significant amount of publicity, discussion and concern had revolved around the future of the 440<sup>th</sup> Air Force Reserve Base in Milwaukee located adjacent to the southern portion of General Mitchell Airport (GMIA). And, in December 2005 the Base Realignment and Closure Commission (BRAC) recommended the closing of the 440<sup>th</sup> Base as part of its charge to evaluate all military bases throughout the United States.

While recognizing the significant loss of the base and its personnel, and the need of a portion of the land for future runway C-1, on December 15, 2005 the County Board granted authorization for Airport staff to begin the federal application process to obtain title to the 440<sup>th</sup> land upon its closure (file no. 05-530).

In a letter dated February 14, 2006, to Mr. Lynn Boese, Project Manager of the Department of Defense - Office of Economic Adjustment, the Airport Director indicated the County's interest in obtaining the land from the BRAC Commission as the first step in the process to acquire the 440<sup>th</sup> land on behalf of Milwaukee County.

In response, Mr. Boese noted that Federal requirements for the disposition of surplus military bases required the need for the submittal of a Land Reuse Plan by a Local Redevelopment Authority (LRA). The appointed members of the LRA were to comprise a "broad based organization that represents all affected jurisdictions and stakeholders to manage the community adjustment and redevelopment planning process." In the case of the 440<sup>th</sup> base, the affected jurisdictions included Milwaukee County, the City of Milwaukee, and the State of Wisconsin.

May 2006 - Representatives to the LRA

On May 18, 2006, the County Board adopted a resolution appointing the Deputy Airport Director, Finance/Administration and a County Board Research Analyst as the County's representatives to the LRA. The City of Milwaukee named the Director, Department of City Development (DCD) and the City (of Milwaukee) Engineer, as the City's representatives. In

addition, the Assistant Executive Director-Secretary of the DCD was added by the City to serve as executive staff. The State of Wisconsin elected not to have representatives on the Board of the LRA, but chose to send representatives to most of the LRA meetings to keep the State apprised of the LRA's progress.

The first meeting of the 440<sup>th</sup> LRA was held on December 5, 2006 at the City of Milwaukee's Frank Zeidler Building. At the meeting, the Chairperson, Vice-Chairperson, Treasurer, and Secretary for the LRA were determined.

#### January 2007 - The 440th Base Reuse Plan

In a report dated January 8, 2007 to the County Board, the 1<sup>st</sup> status report on the LRA proceedings regarding the acquisition of the 440<sup>th</sup> Air Force Base lands was presented. In that report it was indicated that, "one of the first goals of the LRA was to retain a consulting firm to assist in the preparation of the application and to coordinate the efforts of the LRA." The report continued to say that, at the suggestion of the Program Manager from the Federal Office of Economic Adjustment, the City of Milwaukee, through its administrative procedures, could contractually retain a plan development consultant, to be funded with a federal grant. While the City of Milwaukee was to handle the administrative process of the Request for Proposals (RFP), Airport and County Board staff ensured that all appropriate standard County RFP language was included in the RFP. Language was also added to ensure that the future needs of the Airport were protected and stated that the County's adopted Airport Master Plan, outlined the future need for approximately 40% of the base land for a new runway.

The costs of the LRA activities, including the retention of a consultant, were to be 90% federally grant funded with the local share to be provided through in-kind services provided by City of Milwaukee and County of Milwaukee staff.

A Request for Proposals (RFP) was developed in accordance with the procedure outlined above. Two proposals were received, one from TN & Associates, Inc. and one from RKG Associates, Inc. (RKG). A joint committee of non-LRA City of Milwaukee and Milwaukee County representatives recommended awarding the contract to RKG, which proposed to undertake the outreach and comprehensive land use planning effort on behalf of the Milwaukee, Wisconsin 440<sup>th</sup> Local Redevelopment Authority for the reuse of the 440<sup>th</sup> Air Force Reserve Base.

RKG indicated that several key areas were to be addressed in the reuse planning process, including the need for the reuse planning to be

- market driven
- based on extensive public input and discussion
- economically realistic
- focused on interim and long-term economic development
- compliant with BRAC process requirements

The planning team was to consist of: RKG Associates, Inc., CH2M Hill, Foy & Associates, and Norris & Associates, Inc., with completion projected for September 15, 2007. The proposed budget was \$175,000.

RKG held its first public informational meeting on June 19, 2007, which included a presentation of the project and a question and answer period. Approximately 30 to 40 members of the public attended.

Numerous activities and agencies have been involved with this project including the development of an environmental evaluation, the consideration of legal issues and planning for interim management.

#### October 2007 - Base Use Alternatives - Plan Alternatives

The second update to the County Board, dated October 8, 2007, stated that, “. . . the LRA had continued to hold monthly meetings to continue the development of a reuse plan”. RKG had typically been present at the meetings, reporting on its progress on the Base Redevelopment Plan. A second public meeting had been held by the RKG team. The first, already mentioned, was held on June 19, 2007. The second was held on August 7, 2007 as a public workshop.

After thoroughly reviewing the base facilities, infrastructure, its environmental status, the land's market value, the buildings' historical significance and a variety of other aspects of the base, RKG had developed and presented four alternatives for the use of the land including:

1. An intermediate plan
2. Alternative A, a 100% aviation reuse focus plan
3. Alternative B, aviation with commercial use plan
4. Alternative C, a limited Airport reuse of the land specifically for the proposed C-1 runway

A memorandum from Mr. Craig R. Seymour, Principal of RKG, dated September 13, 2007 indicated that a discussion of the alternatives would need to address:

- ‘Creation of a management structure for the short- and medium-term operation of the facility.
  - o The Air Force will officially close the base in February of next year (2008), and simultaneously install a caretaker (via competitively bid contract) to provide a minimum level of maintenance and security services. At that time, buildings were likely to be ‘pickled’ until transferred (or leased). RKG was concerned that the viability of reuse of these buildings would begin to decline immediately if they were not occupied.
  - o RKG encouraged the LRA to consider bidding for the Caretaker Contract in order to become familiar with the facilities and facilitate interim leasing of some of the property. This would require coming to an agreement on how this would be accomplished:

- LRA hire staff
  - Contract to City, County or 3<sup>rd</sup> parties
  - Other approaches
- o The Intermediate Plan (5-10 years post transfer) called for the reuse of the existing facilities through leasing to public and private users, or transfer of non-airport portions to end-users for redevelopment. This would require a property management and planning effort which would need to be staffed.
    - The extent of the effort would depend on the alternative chosen.
  - o Ongoing negotiations with the Air Force regarding transfer, environmental cleanup and other issues would require continued staffing and/or consultant services. RKG would continue to develop a better idea of these needs (and costs) over the next couple of weeks, but RKG did envision the need for a full-time LRA ‘manager’ over the next year.
- Deliberations between the City and County regarding the Alternatives and the future use of the 440<sup>th</sup> site included the following considerations:
    - o There was a definite private sector market interest by both aviation and non-aviation companies for some of the facilities, each with differing job and investment impacts.
    - o Public agencies that are seeking buildings and facilities would (in RKG’s opinion) need to contribute to the costs of operating the property through leases and/or services in-kind.’

#### October 2007 - Milwaukee Hunger Task Force - Notice of Interest

In addition, through a ‘Notice of Interest’ process, the Milwaukee Hunger Task Force had requested one of the buildings for its use and that it was very likely that the LRA would be required to accommodate that request due to Federal guidelines concerning ‘Community Homeless Needs.’ ”

Mr. Craig R. Seymour addressed the Transportation, Public Works & Transit Committee (TPW&T) at its October 17, 2007 meeting regarding the status of the LRA’s and RKG Associates, Inc.’s efforts to date. Mr. Seymour made a similar presentation to a City of Milwaukee Common Council Committee on November 6, 2007. The report presented to the TPW&T Committee on October 17, 2007 was informational. However, it was stated that a recommendation for Board approval, or disapproval of the Reuse Plan, would be forthcoming in the December County Board cycle. However, it was noted that before a recommendation could be made it was necessary for Airport staff to work with airline officials to inform them of the County/Airport’s interest for acquiring and managing the 440<sup>th</sup> property and the need for the Airport Enterprise fund to cover any and all costs of the base’s acquisition.

Given the unique characteristics of the property and its need for a future runway (C-1), the alternative that would provide maximum benefit to Milwaukee County and the Airport was to acquire as much of the 440<sup>th</sup> Base lands as possible to provide not only for the runway, but also for airport and aviation support activities. The City of Milwaukee was generally supportive of this recommendation, but also strongly recommended that one of the plan's basic goals was for economic development as part of the land conveyance through both intermediate and long-term uses. Minimally, this was to include the replacement of 300 civilian jobs lost as a result of the base closure.

Subsequently, subject to receiving airline approval, County Board Staff and Airport Staff recommended that the County Board direct the County's two representatives to the 440<sup>th</sup> LRA to recommend the acquisition of as much of the base lands as possible (Alternative A), through a no cost Public Benefit Conveyance (PBC) process to Milwaukee County, to provide for airport and aviation support purposes. The expectation was that the Federal Government (Department of Defense), with the FAA as the sponsoring agency, would make the PBC to the County/Airport for most, if not all, of the entire parcel. If approved by the airlines, the Airport Operating Budget would then accept all maintenance cost obligations associated with this site and attempt to lease the lands and facilities as soon as practicable, to reduce costs, in accordance with the agreement with the airlines.

County Board staff and Airport staff also recommended that the County Board authorize the County's two representatives to the 440<sup>th</sup> LRA to recommend the pursuit of the caretaker contract or a cooperative agreement through the Airport, which was expected to be the subject of a request for proposals by the AFRPA.

County Board approval of those recommendations and the acquisition of the 440<sup>th</sup> lands was to have no fiscal effect on the tax levy of Milwaukee County. Expenditures and revenues were to be recorded in the Airport enterprise fund budget. Expenditure and revenue appropriations would be requested through the normal Airport budget process and/or through the appropriation transfer process.

It was also expected that all "Caretaker Contract" costs, less any revenue generated through rentals, would be reimbursed to the Milwaukee County Airport Division by the AFRPA. However, since there would be costs associated with maintaining the 440<sup>th</sup> property after the PBC was approved, the airlines needed to approve the use of over-recovered airline/airport funds for the post PBC maintenance of this site. Through a ballot process requiring 51% of the 12 signatory carriers which had paid the County at least 51% of the total airline paid fees and charges (calendar year 2006), Airport staff sought approval for the use of Airport funds.

#### December 2007 - Airline Concurrence With The Reuse Plan

In a memo to the Transportation, Public Works & Transit Committee, dated December 4, 2007, the Airport Director reported that the signatory airlines had approved the use of airport-generated funds to be used in operating and maintaining the 440<sup>th</sup> land, post PBC. However, because the expense of operations and maintenance was expected to be significant, and revenues were indeterminate, the airlines conditioned their approval with the following caveats:

1. GMIA was to create a “440<sup>th</sup> Airfield Property Cost Center” within the Airport Operating Budget and the Airport administrative structure to support management of the 440<sup>th</sup> Airfield property and facilitate oversight by the Airport Airline Affairs Committee (AAAC).
2. A new administrative position was to be created by GMIA whose responsibility will be managing the 440<sup>th</sup> Airfield Property. This position would report to the Airport Director and would be the primary liaison with AAAC.
3. It was understood that revenues generated in excess of operating costs would be directed first to the repayment of “over collected revenues” borrowed from the Airport’s Operating Reserve Fund. When the borrowed funds were fully restored, with interest, revenues would be directed to the 440<sup>th</sup> Airfield Cost Center. When the property became a net-positive generator of revenues, those monies would go to the GMIA Airfield Property Cost Center.
4. Any ongoing costs associated with the management of the property were to be paid exclusively from revenues generated by the property. Environmental costs, including insurance, baseline assessments to determine prior contamination, if any, and abatement costs not covered by the DOD were to be attributed exclusively to the 440<sup>th</sup> Airfield Property Cost Center.
5. The budget for the 440<sup>th</sup> Airfield Property Cost Center would be subject to AAAC review and approval. AAAC and management of the 440<sup>th</sup> Airfield Property Cost Center were to work toward agreement on developing a budget and business plan that would protect the interests of the parties, maximize revenues and minimize costs. The AAAC was to retain the ability to require variations in the 440<sup>th</sup> property business plan to ensure that the mutual objectives of the parties were achieved.
6. GMIA signatory airlines would retain the right to approve the 440<sup>th</sup> Airfield Property Cost Center business plan, operating budget, leases and capital expenses in excess of \$50,000.
7. Those conditions were to remain in effect until execution of the new GMIA master lease, which is expected to occur in 2010.

The Airport Director then indicated that Airport staff concurred with these conditions and stated that Airport staff would work with the airlines to make every effort to develop this land and buildings to be a profitable and job-creating area of the airport. The County Board subsequently approved staff’s recommendation to authorize and direct the two County representatives to the LRA to: 1) recommend the acquisition of as much of the base lands as possible (Alternative A), through a no cost Public Benefit Conveyance to Milwaukee County, to provide for airport and aviation support purposes; and, to 2) recommend the pursuit of the caretaker contract or cooperative agreement through the airport, which was the subject of a request for proposals by the AFRPA.

#### November 2007 - LRA Legal Representation Retained

Concurrent with the presentation to the County Board and City of Milwaukee, the LRA solicited proposals for legal services for the LRA in the development and submission of the Reuse Plan. The RFP closing date for legal services was October 19, 2007, with six proposals being received. A working group consisting of the City Attorney, a County attorney, LRA

member Snieg, LRA staff member Misky, and Larry Gluzman from the law firm of Friebert, Finerty & St. John, recommended the award of the contract to Kutak Rock, LLP located in Washington, D.C. having extensive experience in BRAC closures and the development and submittal of Reuse Plans. The LRA approved the retention of Kutak Rock, LLP at its November 6, 2007 meeting. As with RKG & Associates, 90% of the costs of legal services would be covered by a federal grant with 10% local share provided by in-kind services (i.e., time spent on the LRA project).

Since that time, the LRA met on January 9, 2008, January 22, 2008, February 19, 2008, and March 18, 2008.

At the January 9<sup>th</sup> meeting, George Schlossberg of Kutak Rock, LLC recommended that the LRA contractor, RKG, propose a final Reuse Plan for LRA consideration that:

1. Adopts the aviation-related use plan that includes the Public Benefit Conveyance (PBC) of the 440<sup>th</sup> LRA property to Milwaukee County;
2. Seeks to negotiate a legally binding agreement under the Community Redevelopment Act with Hunger Task Force, to the extent possible within the context of the Plan; and
3. Attempts to accommodate other requests via lease options, to the extent that they support aviation uses and accommodate the planned runway construction.

In addition, a draft Memorandum of Agreement (MOA) between the County and City of Milwaukee was discussed in closed session. Final approval of a MOA is the subject of a separate report to the County Board in its May 2008 cycle.

At its January 22, 2008 meeting, Craig Seymour of RKG distributed copies of the draft Reuse Plan and noted that it was posted on the City of Milwaukee Department of City Development website for public viewing address. The document described the pros and cons of each of the alternatives originally under consideration. The recommended aviation reuse plan (Alternative A) was deemed superior to the others because it best satisfies the LRA's goals and objectives, which included:

- Short and long-term support of the Airport including proposed new runway construction.
- Support of airport and regional economic development.
- Rapid reuse of existing facilities.
- Recovery of jobs lost as a result of the 440<sup>th</sup> base closure.
- Transfer of 440<sup>th</sup> property to Milwaukee County through a no-cost Public Benefit Conveyance (PBC).

- Accommodations for interim use of property by the National Guard 128<sup>th</sup> ARW (possibly to include the fire station).
- Working to address the needs of other Notice of Interest submittals during the period between base closure and final transfer. In particular, the LRA was to negotiate a binding agreement with the Hunger Task Force that is to be included in the Plan.

The Reuse Plan also recommended the acquisition of the remaining personal property inventory items such as office furniture, fixtures, vehicles, tools, etc., even though most of the Reserve's personal property had already been disbursed by the Air Force. Seymour further added that the PBC should include transfer of utility systems so that the LRA can arrange for their maintenance.

The recommended implementation strategy included the following:

1. A Memorandum of Understanding between the City of Milwaukee and Milwaukee County regarding the base's reuse was to be developed.
2. The County was to take ultimate ownership.
3. Hopefully, County could lease facilities (LIFOC) before final disposition, and
4. It was recommended that the LRA/County pursue the Caretaker Contract.

Favorable AFRPA action on the caretaker contract could support the ability to develop Leases in Furtherance of Conveyance (LIFOC's) because the caretaker contract would enable the County's familiarization of the management responsibilities and requirements of this property and ease the transition to ownership, and it would facilitate the negotiation of new leases upon conveyance of the facilities to the County.

Some type of interim lease agreement with the County would be needed to allow the development of a LRA/County lease agreement with the Hunger Task Force (HTF) and speed the reuse of 440th buildings.

Schlossberg reported that he had prepared a draft HTF lease agreement but was waiting for the AFRPA decision on the LRA/County's caretaker proposal. The County could not lease or sublease to HTF or to any other entities that submitted a Notice of Intent (NOI) until it had approval from AFRPA. Although the reuse plan could be submitted with various contingencies pending AFRPA approval, it is not likely that HUD would favor the plan without assurances that the HTF's needs would be met. If HTF is not satisfied, HUD might reject the reuse plan and the plan would need to be rewritten and resubmitted to reflect the impact of AFRPA decisions once they have been made. Furthermore, a delay will diminish potential revenues from leases that could offset the interim base caretaking/operating costs.

It was indicated that the LRA had not received any response to its November 29, 2007 letter to the AFRPA requesting the PBC, the lease of the property, or the LRA's request to be awarded the caretaker responsibilities. However, Schlossberg then contacted the agency in an effort to

expedite a response and it appeared that the AFRPA was considering a request by the Wisconsin Air National Guard (WANG) 128<sup>th</sup> Air Refueling Wing (ARW) regarding the Guard's use of the fire station as a means of assigning the caretaking responsibilities to the WANG.

As previously indicated, the 440<sup>th</sup> Air Force personnel vacated the premises in early February 2008. Upon the Reserve Wing's departure, the Air Force Real Property Agency (AFRPA) became responsible for the maintenance of the Base, until such time as a Land Reuse Plan was approved and the transference process was completed. Although the 440<sup>th</sup> LRA, after obtaining County Board and City Council approval, had recommended to the AFRPA that the LRA/County be assigned the caretaker contract, the AFRPA named the 128<sup>th</sup> Wisconsin Air National Guard as the "caretaker" to manage the Base until such time as the property transfers. It was then anticipated that the caretaker role would be in place for approximately 6-12 months until the property was suitable for transfer, which was dependent upon the Reuse Plan's approval, the completion of an Environmental Assessment (EA), and the subsequent remediation by the Department of Defense of any environmental contamination.

A public meeting was also held on January 22, 2008 by RKG and Associates again outlining the Reuse Plan. While several questions seeking clarification and/or further explanation were voiced, no objections or concerns were expressed by the attendees.

#### February 2008 - Two Historic 440th Buildings Identified

At the LRA's February 19, 2008 meeting it was noted that based on an evaluation by a group that included the City of Milwaukee Historic Preservation Officer, the Air Force Center of Engineering and the Environment (AFCEE) had identified two buildings on the 440<sup>th</sup> base that meet historic designation guidelines due to their 1950's vintage. Since the main office building (Bldg. 102) stands directly in the path of the proposed runway expansion, the AFCEE was expected to recommend preservation in the form of documentation (e.g. photographs). The other designated building was one of the hangars (Bldg. 217), which it was thought would not interfere with the path of the runway. Simply put, the building could continue to be used as a hangar, but its architectural integrity would have to be maintained. Since that time, however, it has been determined that there may be some "line of sight" issues with the hangar which will need to be addressed upon construction of the proposed C-1 runway.

It was also noted that the 440<sup>th</sup> LRA had been granted an extension for the Reuse Plan submittal to the Department of Defense until the end of March. Seymour intended to have the final draft ready and distributed to the LRA members for their review by March 8, 2008. It was hoped that in order to submit the Reuse Plan, the Legally Binding Agreement (LBA) and the draft lease for the Hunger Task Force would be approved by that time.

#### March 2008 - LRA Submits Final Reuse Plan

At the March 18, 2008 meeting of the 440<sup>th</sup> LRA, the LRA approved the final Reuse Plan which entailed the public benefit transfer to Milwaukee County of the entire 102 acre parcel along with the 93 buildings. It was noted that the Memorandum Of Agreement (MOA) between the City and the County still needed County Board approval and that the LBA

between the LRA and the Hunger Task Force needed to be finalized, for submittal with the adopted Reuse Plan.

With a letter to Mr. James Holland, Deputy Assistant Secretary of the Air Force (Installations) dated March 31, 2008, Jeff Polenske, Chairman of the LRA, submitted the Reuse Plan which included a draft of the LBA. With a letter to Ms. Linda R. Charest, Base Realignment and Closure Coordinator, also dated March 31, 2008, Jeff Polenske, Chairman of the LRA, submitted a Reuse Plan to the U.S. Department of Housing and Urban Development (HUD) for its review concerning the LRA's accommodation of the needs of the homeless outlined in the BRAC closure guidelines.

The final element of the Reuse Plan submitted involves securing Federal Aviation Administration (FAA) sponsorship of the Reuse Plan application. Toward that end, Airport staff and RKG are completing the Application for Federal Property form (49 U.S.C.47151-47153) to secure FAA sponsorship of the LRA's Reuse Plan.

#### March 2008 – Solicitation of Notices of Interest (NOI)

The HUD application, submitted in 2008, indicated the 440<sup>th</sup> LRA had reached out to the public through public notices and further reached out to the homeless service providers in the seven-county Milwaukee region through the Continuum of Care network (CoC). An email had been sent to all CoC members through the CoC Administrative Coordinator ensuring they were aware of the surplus property. However, only the Hunger Task Force submitted a 'legitimate' NOI, which requested the base supply warehouse. The 440<sup>th</sup> LRA did not receive any NOI's from outside the CoC.

The 440<sup>th</sup> LRA and its consulting team had a discussion with the CoC Administrative Coordinator and several CoC members as to why more NOI's hadn't been submitted. As mentioned in the June 2008 Homeless Submission to HUD, the reasons more NOI's had not been submitted included the location of the facilities far from the populations served, the lack of nearby support facilities such as public transportation and social services, the commercial/industrial nature of the site and neighborhood, the lack of appropriate facilities at the base (housing) and the proximity to the airport (noise concerns).

The 440<sup>th</sup> LRA also received an informal notice of interest from Women's Post 448 of the American Legion, seeking a facility in which to permanently house general Post activities including the possible conversion of office space into single room occupancy residential units for homeless women veterans. In its careful review of the NOI's, the 440<sup>th</sup> LRA determined that housing at the 440<sup>th</sup> was not an appropriate use, given the proximity to a busy airport flight line and the industrial nature of the site and surrounding neighborhood. In addition, the Post failed to provide adequate information regarding its financial and operational capability to carry out its proposal.

Transcripts from the question and answer sessions for all previously held public meetings were enclosed in the June 2008 Homeless Assistance Submission. Other than the questions raised during the public meetings, and one email sent to the 440<sup>th</sup> LRA from a local resident in support of airport use that was provided in the June 2008 submittal, the 440<sup>th</sup> LRA received no public comment on reuse of the 440<sup>th</sup> ARS. Several leaders representing the surrounding

communities were part of the overall process, which included discussions on the needs of the homeless service providers. None reported a homeless population with unaddressed needs.

The Hunger Task Force's request for the base warehouse building will be satisfied through a no-cost lease from Milwaukee County pursuant to a Legally Binding Agreement executed by the City of Milwaukee, Milwaukee County, the 440th LRA and the Hunger Task Force.

Following HUD's initial review of the submission, several questions were raised to the 440<sup>th</sup> LRA via correspondence in September of 2008. On November 10, 2008 the 440<sup>th</sup> LRA provided the requested supplemental information to address HUD's questions.

The 440<sup>th</sup> LRA now considered the Homeless Submission to be complete and respectfully requested HUD's approval of the completed package.

On January 10, 2009 the 440<sup>th</sup> LRA received a request from HUD for additional information to complete the application package. On January 29, 2009 all of the requested additional information was provided to HUD. The following day, HUD confirmed that all materials requested had been received and the application was now deemed to be complete. The LRA was also informed that the Milwaukee application was the number one priority for HUD and the USAF and the USAF would expedite its review.

Prior to a Public Benefit Conveyance application to the FAA being approved, HUD was required to complete its review. To begin the process, however, an informal draft copy of the FAA PBC application for the 440<sup>th</sup> property prepared by legal counsel and reviewed by County staff was submitted to AFRPA in January for its review. A draft PBC would then be forwarded to the FAA. The PBC document was continuing to be finalized by Airport staff and legal counsel. When HUD approval was received, a formal PBC application will be submitted to the FAA and AFRPA.

At that time, it was still anticipated that transference of the 440th lands to Milwaukee County will occur in late fall 2009.

#### March 2009 to March 2010 – Public Benefit Conveyance

Since the update provided to the County Board in March of 2009, a significant amount of additional activities have occurred with regard to the transference of the 440<sup>th</sup> Air Force Reserve Base to Milwaukee County.

- HUD approved the Reuse Plan on March 27, 2009.
- In addition to grass cutting, snow plowing, preventive building maintenance and caretaker services, the caretaker has continued making repairs as necessary to the buildings and property located at the 440<sup>th</sup>.
- Mold damage has been remediated in a number of buildings.
- Demolition of three unsalvageable buildings was completed.

- Several environmental issues have been addressed, and additional remediation completed and/or contracted.
- Approximately 11 oil water separators have been removed by the AFRPA contractors with environmental clean up performed to the satisfaction of the Department of Natural Resources.
- The large hanger at the 440<sup>th</sup> was licensed to the Airport for the storage of airport snow removal equipment for the 2008-2009 snow season.
- A lease was issued between Milwaukee County and SkyWest Airlines in November of 2009 for the lease of the large hanger for SkyWest's maintenance purposes. The hanger was still "licensed" to the county as the 440<sup>th</sup> property has not been transferred.
- Additional license agreements have been reached with AFRPA for the use of approximately seven more buildings.
- An aircraft parking ramp license has been enacted and the 23 acre ramp has been put into use as a deicing pad. Air Tran Airways Airlines was the first to use this apron for its aircraft deicing when conditions were appropriate.
- AFPRA has concluded that the asbestos review conducted by the Air Force in 1987, with updates noted, will serve as the appropriate environmental document for asbestos disclosure purposes.
- AFRPA completed its Meets and Bounds survey and appraisal of the entire property for deed transference.
- A "Funding of Suitability for Transfer (FOST) has been completed by AFPRA and submitted to the Wisconsin Department of Natural Resources for its review.
- AFPRA work has continued on the PBC application with the Federal Aviation Administration.
- A 43-year lease with the 128<sup>th</sup> Wisconsin Air National Guard will be required for use of the 440<sup>th</sup> firehouse.
- The FAA is reviewing all documents submitted to date with the FOST being the last document needed.
- A deed is being prepared for FAA and County. **Transfer of the property is presently envisioned for mid-April, 2010.** Final County approval is now necessary to authorize the acceptance of the 440<sup>th</sup> lands, buildings, and equipment by Milwaukee County through a FAA sponsored PBC from the United States Air Force.

RECOMMENDATION

The Interim Director of Public Works and the Airport Director recommend County Board approval of the Public Benefit Conveyance transfer of the former 440<sup>th</sup> Air Force Base to Milwaukee County for Airport purposes. The Interim Director of Public Works and the Airport Director further recommend that the Chairman of the County Board and the County Executive accept the property on behalf of Milwaukee County and that the Register of Deeds be authorized to record the deed in the name of Milwaukee County.

FISCAL NOTE

Approval of Milwaukee County's acceptance of the PBC transfer of the former 440<sup>th</sup> Air Force Base to Milwaukee County will have no fiscal effect on the tax levy of Milwaukee County as the property will become part of the Airport Enterprise system, which is 100% funded by the users of the Airport system.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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C. Barry Bateman  
Airport Director

(Item ) From the Interim Director of Transportation & Public Works recommending that Milwaukee County approve the acceptance of a Public Benefit Conveyance of the former 440<sup>th</sup> Air Force Reserve Station (440<sup>th</sup> ARS) buildings and lands to Milwaukee County for use by, and inclusion in, Milwaukee County's General Mitchell International Airport, by recommending adoption of the following:

**RESOLUTION**

WHEREAS, In December 2005 the Base Realignment and Closure Commission (BRAC) recommended the closing of the 440<sup>th</sup> ARS as part of its charge to evaluate all military bases throughout the United States; and

WHEREAS, On December 15, 2005 the County Board granted authorization for Airport staff to begin the federal application process to obtain title to the 440<sup>th</sup> land upon its closure (file no. 05-530); and

WHEREAS, Federal requirements for the disposition of surplus military bases outlined the need for the submittal of a Land Reuse Plan by a Local Redevelopment Authority (LRA); and

WHEREAS, On May 18, 2006, the County Board adopted a resolution appointing the Deputy Airport Director, Finance/Administration and a County Board Research Analyst as the County's representatives to the LRA. The City of Milwaukee named the Director, Department of City Development (DCD) and the City (of Milwaukee) Engineer, as the City's representatives; and

WHEREAS, The costs of the LRA activities, including the retention of consultants, were to be 90% federally grant funded with the local share to be provided through in-kind services provided by City of Milwaukee and County of Milwaukee staff; and

WHEREAS, Through a request for Proposals (RFP) process, RKG Associates, Inc. (RKG) was selected to develop a Reuse Plan ; and

WHEREAS, RKG indicated that several key areas were to be addressed in the reuse planning process, including the need for the reuse planning to be:

- market driven

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- based on extensive public input and discussion
- economically realistic
- focused on interim and long-term economic development
- compliant with BRAC process requirements

; and

WHEREAS, Through a 'Notice of Interest' process, the Milwaukee Hunger Task Force had requested one of the buildings for its use and that the LRA would be required to accommodate that request due to Federal guidelines concerning 'Community Homeless Needs'; and

WHEREAS, A legally binding agreement with the Hunger Task Force (HTF) has been signed to satisfy Federal homeless requirements; and

WHEREAS, After thoroughly reviewing the base facilities, infrastructure, its environmental status, the land's market value, the buildings' historical significance and a variety of other aspects of the base, RKG developed and presented four alternatives for the use of the land; and

WHEREAS, County Board Staff and Airport Staff recommended that the County Board direct the County's two representatives to the 440<sup>th</sup> LRA to recommend the acquisition of as much of the base lands as possible (Alternative A), through a no cost Public Benefit Conveyance (PBC) process to Milwaukee County, to provide for airport and aviation support purposes; and

WHEREAS, Upon Airlines approval, the Airport Operating Budget would then accept all costs associated with this site and Milwaukee County would be encouraged to lease the lands and facilities as soon as practicable, to reduce costs, in accordance with the agreement with the airlines; and

WHEREAS, In a memo to the Transportation, Public Works & Transit Committee, dated December 4, 2007, the Airport Director reported that the signatory airlines had approved the use of airport-generated funds to be used in operating and maintaining the 440<sup>th</sup> ARS, albeit with several conditions agreeable to General Mitchell International Airport; and

WHEREAS, The Reuse Plan also recommended the acquisition of the remaining personal property inventory items such as office furniture, fixtures, vehicles, tools, etc., even though most of the Reserve's personal property had already been disbursed by the Air Force; and

WHEREAS, Based on an evaluation by a group that included the City of Milwaukee Historic Preservation Officer, the Air Force Center of Engineering and

89 the Environment (AFCEE), two buildings on the 440<sup>th</sup> base that meet historic  
90 designation guidelines due to their 1950's vintage were deemed "historic"  
91 including the main office building (Bldg. 102) and the large hangar (Bldg. 217);  
92 and  
93

94 WHEREAS, With a letter addressed to the Deputy Assistant Secretary of the  
95 Air Force (Installations) dated March 31, 2008, the Chairman of the LRA,  
96 submitted the Reuse Plan which included the Hunger Task Force legally binding  
97 agreement; and  
98

99 WHEREAS, The final element of the Reuse Plan is the Federal Aviation  
100 Administration's (FAA) sponsorship of the Reuse Plan application; and  
101

102 WHEREAS, Since the update provided to the County Board in March of  
103 2009, a significant amount of additional activities have occurred with regard to  
104 the transference of the 440<sup>th</sup> Air Force Reserve Base to Milwaukee County.  
105

- 106 • HUD approved the Reuse Plan on March 27, 2009.  
107
- 108 • In addition to grass cutting, snow plowing, preventive building  
109 maintenance and caretaker services, the caretaker has continued  
110 making repairs as necessary to the buildings and property located at the  
111 440<sup>th</sup>.  
112
- 113 • Several environmental issues have been addressed, and additional  
114 remediation is to be conducted this spring.  
115
- 116 • Approximately 11 oil water separators have been removed by the AFRPA  
117 contractors with environmental clean up performed to the satisfaction of  
118 the Department of Natural Resources.  
119
- 120 • The large hangar at the 440<sup>th</sup> was licensed to the Airport for the storage of  
121 airport snow removal equipment for the 2008-2009 snow season.  
122
- 123 • A lease was issued between Milwaukee County and SkyWest Airlines in  
124 November of 2009 for the lease of the large hangar for SkyWest's  
125 maintenance purposes. The hangar was still "licensed" to the county as  
126 the 440<sup>th</sup> property has not been transferred.  
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- 128 • Additional license agreements have been reached with AFRPA for the  
129 use of approximately seven more buildings.  
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- 131 • An aircraft parking ramp license has been enacted and the 23 acre ramp  
132 has been put into use as an aircraft deicing pad.

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- AFPRA has concluded that the asbestos review conducted by the Air Force in 1987, with updates noted, will serve as the appropriate environmental document for asbestos disclosure purposes.
- AFPRA completed its Meets and Bounds survey and appraisal of the entire property for deed transference.
- A "Funding of Suitability for Transfer (FOST) has been completed by AFPRA and submitted to the Wisconsin Department of Natural Resources for its review.
- AFPRA work has continued on the PBC application with the Federal Aviation Administration.
- A 43-year lease with the 128<sup>th</sup> Wisconsin Air National Guard will be required for use of the 440<sup>th</sup> firehouse.
- The FAA is reviewing all documents submitted to date with the FOST being the last document needed.
- A deed is being prepared for FAA and County. **Transfer of the property is presently envisioned for spring, 2010.** Final County approval is now necessary to authorize the acceptance of the 440<sup>th</sup> lands, buildings, and equipment by Milwaukee County through a FAA sponsored PBC from the United States Air Force; and

WHEREAS, The Transportation, Public Works and Transit Committee has concurred with the Interim Director of Transportation & Public Works and the Airport Director recommendation that County Board approve the Public Benefit Conveyance transfer of the former 440<sup>th</sup> Air Force Base to Milwaukee County for Airport purposes; and

WHEREAS, The Transportation, Public Works and Transit Committee has also concurred with the Interim Director of Transportation and Public Works and the Airport Director and further recommended that the Chairman of the County Board and the County Executive accept the property on behalf of Milwaukee County and that the Register of Deeds be authorized to record the deed in the name of Milwaukee County; now, therefore,

BE IT RESOLVED, That the Public Benefit Conveyance transfer of the former 440<sup>th</sup> Air Force Base to Milwaukee County for Airport purposes be approved; and

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BE IT FURTHER RESOLVED, That the Chairman of the County Board and the County Executive are hereby authorized to accept the property on behalf of Milwaukee County and that the Register of Deeds is authorized to record the deed in the name of Milwaukee County.

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** March 18, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: PUBLIC BENEFIT CONVEYANCE OF THE 440<sup>TH</sup> AIR FORCE RESERVE WING LANDS TO MILWAUKEE COUNTY**

**FISCAL EFFECT:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact  | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required   | <input type="checkbox"/> Decrease Capital Expenditures |
| <input checked="" type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input checked="" type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget  |  |
| <input type="checkbox"/> Decrease Operating Expenditures  | <input type="checkbox"/> Use of Contingent Funds       |
| <input checked="" type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues  |  |

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

**Impact on revenues and expenses cannot be defined at this time; however, the Airport budget structure ensures that all revenues and expenses are offset to achieve a net change of zero. The transfer of 440<sup>th</sup> buildings and lands to Milwaukee County will have no fiscal impact on the tax levy of Milwaukee County.**

Department/Prepared by: Anthony D. Snieg, Deputy Airport Director – Finance/Administration

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE**  
Inter-Office Communication

**DATE:** March 15, 2010

**TO:** Lee Holloway, Chairman, County Board of Supervisors

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT:** **LEASE RENEWAL OF AN AGREEMENT BETWEEN GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA) AND THE MITCHELL GALLERY OF FLIGHT AVIATION MUSEUM IN THE AIRPORT TERMINAL**

**POLICY**

Terminal Lease extensions require County Board approval.

**BACKGROUND**

Envisioned in the early 1980's, planning for the concession mall level of the terminal at General Mitchell International Airport included an area to be set aside for an aviation museum. At that time, Staff believed that an aviation museum in the airport terminal, free of charge to the public, would be an outstanding feature of the airport and make the airport unique among the nation's airports. It was also intended that the museum would showcase the contributions made by Milwaukee and Southeastern Wisconsin aviation pioneers, including those of General William Mitchell, which airport visitors could enjoy when using GMIA for air travel or on a visit to the airport. In addition, exhibits of newer aviation technology could also showcase aviation related progress.

As the museum was not 'required' by the airlines or airline passengers, it was not believed possible to use airport or airline revenue for the construction or operating costs of the museum. The Friends of the Mitchell Gallery of Flight, Inc., a tax exempt non-profit organization, was incorporated to build and operate the museum. The Friends organization continues to be, a nonprofit, tax-exempt, educational corporation.

In 1987, to assist in the solicitation of corporate and foundation donors for the initial Gallery construction and to be able to impress potential donors with the museum's viability, the Friends sought a formal space lease from Milwaukee County. Airport staff supported that request and believed that the Mitchell Gallery of Flight and its exhibits would be a tremendous asset and unique feature of the airport.

Upon approval by the County Board, Milwaukee County entered into Airport Lease Agreement TB-956 with the Friends of the Mitchell Gallery of Flight, Inc. for the lease of 1,440 square feet of space in the northeast quadrant of the concession mall for the purposes

of building and operating an aviation museum, the Mitchell Gallery of Flight, under the following terms and conditions:

1. The initial term of the lease was to run for approximately 23 years, expiring October 1, 2010 (concurrent with the basic Airline Lease Agreement);
2. Rental was to be One Dollar (\$1.00) per year;
3. The Friends of the Mitchell gallery of Flight, Inc. organization, at its sole cost, was to construct all fixed improvements and interior finishes and supply all trade fixtures;
4. The Board of Directors of the Friends of the Mitchell Gallery of Flight, Inc. were to oversee the construction, maintenance, and operation of the museum;
5. All plans and specifications were to be subject to the County's approval before any construction would begin; and
6. No admission fee was to be charged the public to view the contents of the museum.

That symbiotic arrangement has flourished over the last 23 years with the Gallery being one of the highest drawing museums in the state. The Board of Directors of the Mitchell Gallery of Flight has requested an extension of Lease Agreement TB-956 for an additional five years and three months to coincide with the anticipated new lease term being developed with the airline carriers serving General Mitchell International Airport.

Airport staff concurs with the request of the Board of Director's of the Friends of the Mitchell Gallery of Flight, Inc. for a five year and three month extension of the existing agreement under the same terms and conditions, at a rental rate of one dollar per year rental fee.

### **RECOMMENDATIONS**

Airport staff recommends approval of a five year three month extension of the Mitchell Gallery of Flight lease agreement with Milwaukee County for 1,440 square feet of space in the northeast quadrant of the airport concession mall area under the same terms and conditions included in the original agreement.

**FISCAL NOTE**

County Board approval of this lease extension will result in an additional five dollars of additional revenue to the Airport Division over the five year term of the agreement.

Prepared by: Anthony D. Snieg, Deputy Airport Director – Finance & Administration

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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C. Barry Bateman  
Airport Director

(Item ) From the Interim Director of Transportation & Public Works requesting approval of the lease renewal of an agreement between General Mitchell International Airport (GMIA) and the Mitchell Gallery of Flight Aviation Museum in the airport terminal, by adoption of the following:

## RESOLUTION

WHEREAS, envisioned in the early 1980's, planning for the concession mall level of the terminal at General Mitchell International Airport included an area to be set aside for an aviation museum; and

WHEREAS, at that time, Staff believed that an aviation museum in the airport terminal, free of charge to the public, would be an outstanding feature of the airport and make the airport unique among the nation's airports; and

WHEREAS, it was also intended that the museum would showcase the contributions made by Milwaukee and Southeastern Wisconsin aviation pioneers, including those of General William Mitchell, which airport visitors could enjoy when using GMIA for air travel or on a visit to the airport; and

WHEREAS, exhibits of newer aviation technology could also showcase aviation related progress; and

WHEREAS, as the museum was not 'required' by the airlines or airline passengers, it was not believed possible to use airport or airline revenue for the construction or operating costs of the museum; and

WHEREAS, the Friends of the Mitchell Gallery of Flight, Inc., a tax exempt non-profit organization, was incorporated to build and operate the museum; and

WHEREAS, the Friends organization continues to be, a nonprofit, tax-exempt, educational corporation; and

WHEREAS, in 1987, to assist in the solicitation of corporate and foundation donors for the initial Gallery construction and to be able to impress potential donors with the museum's viability, the Friends sought a formal space lease from Milwaukee County; and

WHEREAS, Airport staff supported that request and believed that the Mitchell Gallery of Flight and its exhibits would be a tremendous asset and unique feature of the airport; and

47  
48 WHEREAS, upon approval by the County Board, Milwaukee County  
49 entered into Airport Lease Agreement TB-956 with the Friends of the Mitchell  
50 Gallery of Flight, Inc. for the lease of 1,440 square feet of space in the northeast  
51 quadrant of the concession mall for the purposes of building and operating an  
52 aviation museum, the Mitchell Gallery of Flight, under the following terms and  
53 conditions:  
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- 55 1. The initial term of the lease was to run for approximately 23 years, expiring  
56 October 1, 2010 (concurrent with the basic Airline Lease Agreement);  
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- 58 2. Rental was to be One Dollar (\$1.00) per year;  
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- 60 3. The Friends of the Mitchell gallery of Flight, Inc. organization, at its sole  
61 cost, was to construct all fixed improvements and interior finishes and  
62 supply all trade fixtures;  
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- 64 4. The Board of Directors of the Friends of the Mitchell Gallery of Flight, Inc.  
65 were to oversee the construction, maintenance, and operation of the  
66 museum;  
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- 68 5. All plans and specifications were to be subject to the County's approval  
69 before any construction would begin; and  
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- 71 6. No admission fee was to be charged the public to view the contents of  
72 the museum; and  
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74 WHEREAS, that symbiotic arrangement has flourished over the last 23 years  
75 with the Gallery being one of the highest drawing museums in the state; and  
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77 WHEREAS, the Board of Directors of the Mitchell Gallery of Flight has  
78 requested an extension of Lease Agreement TB-956 for an additional five years  
79 and three months to coincide with the anticipated new lease term being  
80 developed with the airline carriers serving General Mitchell International Airport;  
81 and  
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83 WHEREAS, the Transportation, Public Works & Transit Committee has  
84 concurred with Airport staff's recommendation for a five year and three month  
85 extension of the existing agreement under the same terms and conditions and  
86 at a rental rate of one dollar per year be approved; now, therefore,  
87

88 BE IT RESOLVED, that the Airport Director is hereby authorized to enter into  
89 a five year three month extension of the Mitchell Gallery of Flight lease  
90 agreement with Milwaukee County for 1,440 square feet of space in the  
91 northeast quadrant of the airport concession mall area under the same terms

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and conditions included in the original agreement.

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## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** March 16, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: LEASE RENEWAL OF AN AGREEMENT BETWEEN GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA) AND THE MITCHELL GALLERY OF FLIGHT AVIATION MUSEUM IN THE AIRPORT TERMINAL**

**FISCAL EFFECT:**

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|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact<br><input type="checkbox"/> Existing Staff Time Required<br><input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below)<br><input type="checkbox"/> Absorbed Within Agency's Budget<br><input type="checkbox"/> Not Absorbed Within Agency's Budget<br><input type="checkbox"/> Decrease Operating Expenditures<br><input type="checkbox"/> Increase Operating Revenues<br><input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures<br><input type="checkbox"/> Decrease Capital Expenditures<br><input type="checkbox"/> Increase Capital Revenues<br><input type="checkbox"/> Decrease Capital Revenues<br><input type="checkbox"/> Use of Contingent Funds |
|---|--|

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	Expenditure or Revenue Category	Current Year	Subsequent Year
<b>Operating Budget</b>	Expenditure	1	1
	Revenue	1	1
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

**County Board approval of this lease extension will result in an additional five dollars of additional revenue to the Airport Division over the five year term of the agreement**

Department/Prepared by: Anthony D. Snieg, Deputy Airport Director – Finance/Administration

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No  
Reviewed by:

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE**  
Inter-Office Communication

**11**

**DATE:** March 15, 2010  
**TO:** Lee Holloway, Chairperson, County Board of Supervisors  
**FROM:** Jack Takerian, Interim Director of Transportation and Public Works  
**SUBJECT: MOVING EXPENSES – DEPUTY AIRPORT DIRECTOR-FINANCE & ADMINISTRATION**

**POLICY**

Payment of moving expenses requires County Board approval.

**BACKGROUND**

The Deputy Airport Director-Finance & Administration for General Mitchell International Airport (GMIA) is retiring. The recruitment process has begun for his replacement.

It is important to know in advance of the interview process that the County will pay moving expenses should the successful applicant be from out of the County. Payment of moving expenses for a position of this level is typical for airports of GMIA's size. The Board has approved of moving expenses in the past, up to 90% of actual costs.

**RECOMMENDATIONS**

The Airport Director recommends that the County Board approve of moving expenses for the recruitment of a Deputy Airport Director-Finance & Administration, if required, up to 90% of the total cost, not to exceed \$15,000. This reimbursement would only apply if the candidate currently resides beyond fifty miles from Milwaukee County.

**FISCAL NOTE**

Sufficient funds are available in Airport Account 5041-6812. There is no tax levy effect.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

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Jack Takerian  
Interim Director of Transportation  
& Public Works

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C. Barry Bateman  
Airport Director

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(ITEM ) From the Director of Transportation and Public Works requesting authorization to reimburse the moving expenses of the successful candidate for the positions of Deputy Airport Director – Finance and Administration, by recommending adoption of the following:

**A RESOLUTION**

WHEREAS, the Deputy Airport Director - Finance & Administration for General Mitchell International Airport is retiring; and

WHEREAS, recruitment has commenced for his replacement; and

WHEREAS, it is important to know in advance of the interview process that the County will pay moving expenses should the successful applicant be from out of the County; and

WHEREAS, payment of moving expenses for a position of this level is typical for airports of General Mitchell International Airport's size; and

WHEREAS, the Board has approved of moving expenses in the past, up to 90% of actual costs; and

WHEREAS, the Airport Director recommends that the County Board approve of moving expenses for the recruitment of a Deputy Airport Director of Finance and Administration, if required, up to 90% of the total cost, now, therefore,

BE IT RESOLVED, that the Airport Director is hereby authorized to reimburse moving expenses as part of the recruitment process of a Deputy Airport Director – Finance & Administration, if required, up to 90% of the total cost, not to exceed \$15,000, and shall be reimbursed only if the candidate currently resides more than 50 miles from Milwaukee County.

## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** March 15, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: MOVING EXPENSES – DEPUTY AIRPORT DIRECTOR-FINANCE & ADMINISTRATION**

**FISCAL EFFECT:**

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|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact<br><input type="checkbox"/> Existing Staff Time Required<br><input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below)<br><input type="checkbox"/> Absorbed Within Agency's Budget<br><input type="checkbox"/> Not Absorbed Within Agency's Budget<br><input type="checkbox"/> Decrease Operating Expenditures<br><input type="checkbox"/> Increase Operating Revenues<br><input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures<br><input type="checkbox"/> Decrease Capital Expenditures<br><input type="checkbox"/> Increase Capital Revenues<br><input type="checkbox"/> Decrease Capital Revenues<br><input type="checkbox"/> Use of Contingent Funds |
|---|--|

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	Expenditure or Revenue Category	Current Year	Subsequent Year
<b>Operating Budget</b>	Expenditure	15,000	0
	Revenue	15,000	0
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Sufficient funds are available in Airport Account 5041-6812. There is no tax levy effect.

Department/Prepared by: C. Barry Bateman, Airport Director

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No  
Reviewed by:

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**DATE:** March 15, 2010

**TO:** Supervisor Lee Holloway, County Board Chairperson

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT:** **LETTER OF AGREEMENT WITH FEDERAL AVIATION ADMINISTRATION (FAA)  
– CONTROL OF MOVEMENT & NON-MOVEMENT AREAS**

**POLICY**

A Letter of Agreement (LOA) between the FAA and Milwaukee County reviewing the movement and non-movement areas of General Mitchell International Airport (GMIA) requires County Board approval.

**BACKGROUND**

A Letter of Agreement that is required between the airport and the FAA defining movement and non-movement areas is being updated to incorporate new operating procedures. A copy of the LOA is attached.

Movement areas (runways and taxiways) are those areas under the control of the FAA Air Traffic Control (ATC) tower. The non-movement areas (ramps) are those areas that do not require two-way radio communication with the tower.

Historically, these Letters of Agreement have not required County Board approval, but the FAA has now indicated they would prefer Board approval because of the liability language of Paragraph 4. Corporation Counsel has reviewed the LOA.

**RECOMMENDATION**

Airport staff and Corporation Counsel recommend approval of the LOA.

**FISCAL NOTE**

No fiscal impact.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

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Jack Takerian, Interim Director  
Transportation and Public Works

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C. Barry Bateman  
Airport Director

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Timothy Karaskiewicz  
Principal Assistant Corporation Counsel

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(ITEM ) From the Director of Transportation and Public Works requesting County Board approval of the Letter of Agreement between the Federal Aviation Administration and Milwaukee County reviewing the movement and non-movement areas of General Mitchell International Airport:

**RESOLUTION**

WHEREAS, a Letter of Agreement (LOA) between the Federal Aviation Administration (FAA) and Milwaukee County reviewing the movement and non-movement areas of General Mitchell International Airport (GMIA) requires County Board approval; and

WHEREAS, movement areas (runways and taxiways) are those areas under the control of the FAA Air Traffic Control (ATC) tower, and the non-movement areas (ramps) are those areas that do not require two-way radio communication with the tower; and

WHEREAS, historically, these Letters of Agreement have not required County Board approval, but the FAA has now indicated they would prefer Board approval because of the liability language of Paragraph 4; and

WHEREAS, the Letter of Agreement has been updated to incorporate new operating procedures; and

WHEREAS, Corporation Counsel has reviewed the LOA, now, therefore,

BE IT RESOLVED, that Milwaukee County Board of Supervisors hereby approves the updated Letter of Agreement between Milwaukee County and the Federal Aviation Administration regarding control of movement and non-movement areas of General Mitchell International Airport.

## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** March 16, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: LETTER OF AGREEMENT WITH FEDERAL AVIATION ADMINISTRATION (FAA) – CONTROL OF MOVEMENT & NON-MOVEMENT AREAS**

**FISCAL EFFECT:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact<br><input type="checkbox"/> Existing Staff Time Required<br><input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below)<br><input type="checkbox"/> Absorbed Within Agency's Budget<br><input type="checkbox"/> Not Absorbed Within Agency's Budget<br><input type="checkbox"/> Decrease Operating Expenditures<br><input type="checkbox"/> Increase Operating Revenues<br><input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures<br><input type="checkbox"/> Decrease Capital Expenditures<br><input type="checkbox"/> Increase Capital Revenues<br><input type="checkbox"/> Decrease Capital Revenues<br><input type="checkbox"/> Use of Contingent Funds |
|---|--|

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	Expenditure or Revenue Category	Current Year	Subsequent Year
	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

**There is no fiscal impact.**

Department/Prepared by: C. Barry Bateman, Airport Director

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

Milwaukee Mitchell ATCT and General Mitchell International Airport  
Letter of Agreement

EFFECTIVE: April ??, 2010

SUBJECT: Control of Airport Movement and Non-Movement Areas

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1. **PURPOSE.** This agreement between Milwaukee Mitchell ATCT (MKE) and General Mitchell International Airport (GMIA) establishes procedures and responsibilities for the control of aircraft and/or vehicular traffic on the Movement and Non-Movement areas.
2. **CANCELLATION.** Control of Airport Movement and Non-Movement Areas dated November 10, 2006.
3. **DEFINITIONS:**
  - a. Movement Areas are those areas that include runways and taxiways which are used for takeoff, landing, and taxiing of aircraft as depicted on Attachment A.
  - b. Non-Movement Areas are those areas of the airport that are not considered Movement areas as depicted on Attachment A.
  - c. GMIA Operations vehicles will be designated by a flashing red beacon.
4. **RESPONSIBILITIES and PROCEDURES.**
  - a. MKE is responsible for the control of aircraft and vehicle traffic on Movement Areas as depicted on Attachment A of this agreement, with the exceptions noted in Paragraph 4.e.
  - b. GMIA is responsible for the movement of aircraft, vehicles, or other equipment on all Non-Movement Areas. GMIA is also responsible for the vehicle operations on the Movement Areas listed in Paragraph 4.e.
  - c. GMIA must advise MKE of all Movement Area openings and closures via either the Ground Control (121.8) or Local Control (119.1) frequencies.
  - d. When GMIA is advised by MKE of foreign object debris (FOD) on a runway MKE will expedite immediate access to the runway. GMIA will either remove the FOD or close the runway for further evaluation.
  - e. Terminal gate parking, as depicted on Attachment B, and push-back procedures are as follows:
    - (1) Aircraft operators conducting push-back operations at gates C20, C21, C22, C23, D39, D41, D43, D45, D48, D49, D51, D53, D54, D55, E65, E66, and E67 must obtain approval from MKE prior to moving aircraft.
    - (2) Aircraft operators conducting push-back operations at gates E60 or E61, which will be pushed back onto Taxiway B, must obtain approval from MKE prior to moving aircraft.
    - (3) Aircraft operators conducting push-back operations at gates C24, and C25, for the purpose of de-icing that will be pushed back onto Taxiway B, must obtain approval from MKE prior to moving aircraft.

- f. Vehicles not equipped with two-way radios are permitted to enter or cross the following defined movement areas without approval from MKE. Operators of these vehicles must give the right of way to all aircraft.
  - (1) Taxiway B to and from the fuel facility.
  - (2) Taxiway F adjacent to the south perimeter of the Signature North ramp for the purpose of repositioning aircraft.
  - (3) Taxiway B for the purpose of aircraft de-icing also grants approval for de-icing trucks to operate in the immediate vicinity of the approved aircraft.
  - (4) "The airport owner/operator covenants and expressly agrees that with regard to any liability which may arise from the operation within (area/areas), that party shall be solely and exclusively liable for the negligence of its own agents, servants, and/or employees, in accordance with applicable law, and that neither party looks to the other to save or hold it harmless for the consequences of any negligence on the part of one of its own agents, servants, and/or employees."
- g. Movement areas must not be used as a convenient access for vehicles. All such convenient vehicular travel must be accomplished using other than movement areas.

**5. ATTACHMENTS.**

Attachment A - Movement Areas.

Attachment B - Gate Diagram.

Attachment C – Signed Resolution of the County Board.

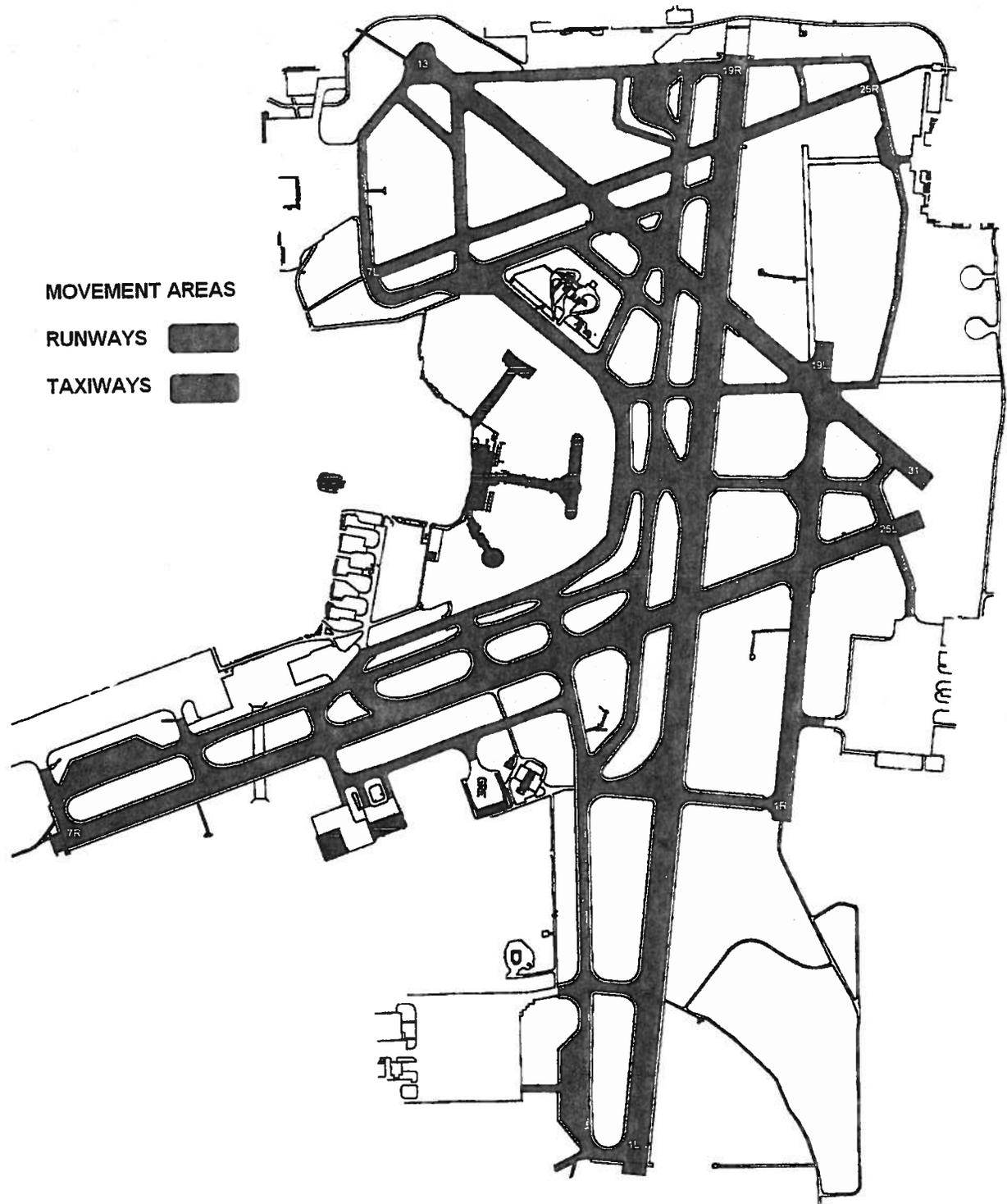
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Wanda L. Adelman  
Air Traffic Manager  
Milwaukee Mitchell ATCT

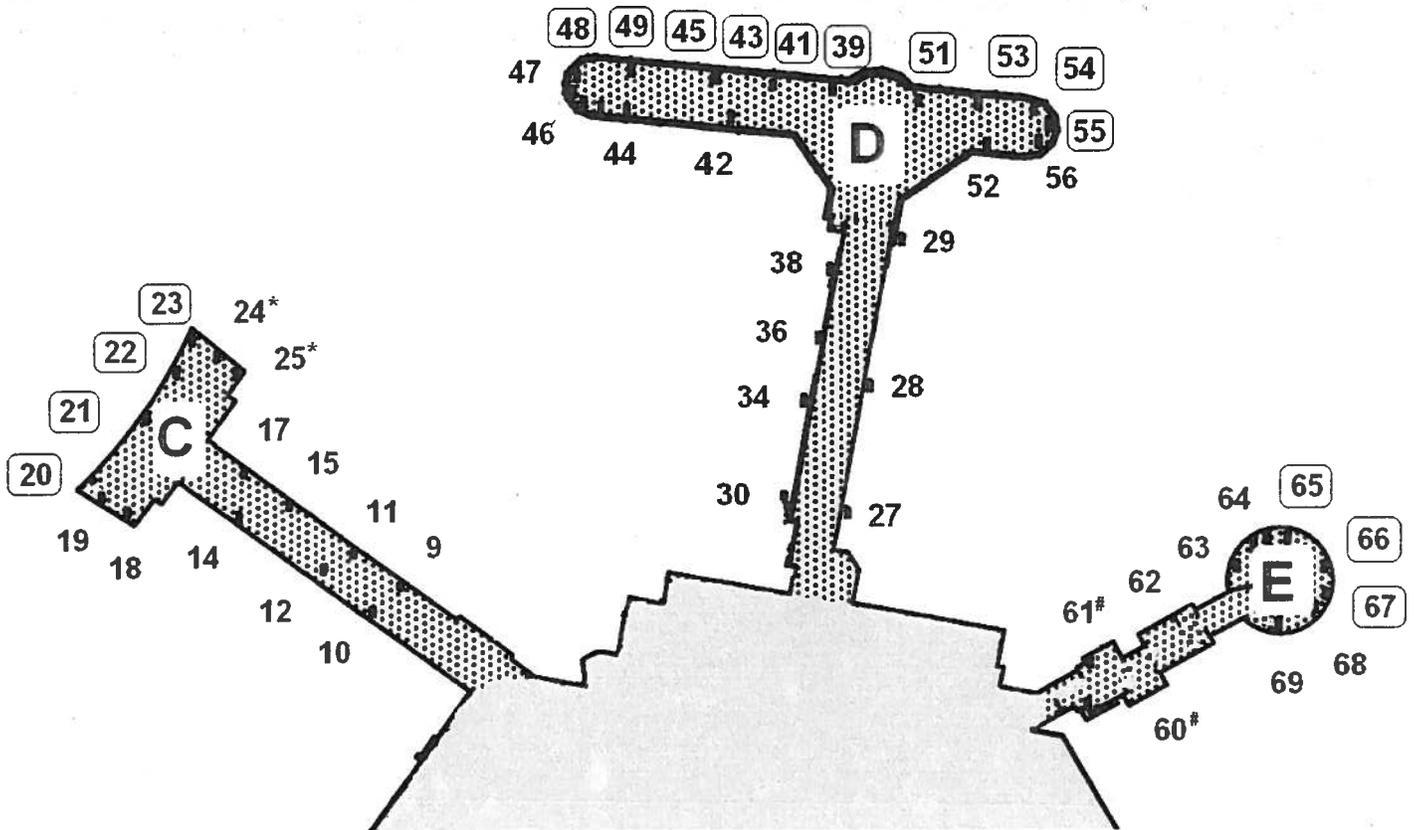
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C. Barry Bateman  
Airport Director  
General Mitchell International Airport

# Airport Movement Areas



## Terminal Gate Parking



Aircraft operators conducting push-back operations at gates C20, C21, C22, C23, D39, D41, D43, D45, D48, D49, D51, D53, D54, D55, E65, E66, and E67 must obtain approval from MKE prior to moving aircraft.

# Aircraft operators conducting push-back operations at gates E60 or E61, which will be pushed back onto Taxiway B, must obtain approval from MKE prior to moving aircraft.

\* Aircraft operators conducting push-back operations at gates C24, and C25, for the purpose of de-icing that will be pushed back onto Taxiway B, must obtain approval from MKE prior to moving aircraft.

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**13**

**DATE:** March 17, 2010

**TO:** Supervisor Lee Holloway, Chairperson, County Board of Supervisors

**FROM:** Jack Takerian, Interim Director of Transportation and Public Works

**SUBJECT: SALE OF HANGAR AND ASSIGNMENT OF LEASE AGREEMENT NO. HP-1864  
FROM BRADLEY ROOT TO PARADOCS PICTURES, LLC**

**POLICY**

County Board approval is required for hangar sales and hangar lease assignments at General Mitchell International Airport (GMIA).

**BACKGROUND**

On March 6, 2008, Milwaukee County entered into Lease Agreement HP-1864 with Bradley Root for the lease of approximately 4,200 square feet of land at GMIA on which to operate and maintain an aircraft hangar. The agreement was for an initial term of ten (10) years, commencing February 14, 2008, with Mr. Root having the option to renew the agreement for two (2) additional five (5) year terms.

Mr. Root is now requesting that Milwaukee County approve the sale of his hangar facility to Paradocs Pictures, LLC and consent to the assignment of Lease Agreement HP-1864 between himself and Milwaukee County to Paradocs Pictures, LLC.

Paradocs Pictures, LLC is also requesting that Milwaukee County approve its purchase of the hangar from Bradley Root and consent to the assignment of Lease Agreement HP-1864 from Mr. Root to Paradocs Pictures, LLC.

**RECOMMENDATION**

1. Airport staff recommends that Milwaukee County approve the sale of the Bradley Root hangar facility to Paradocs Pictures, LLC.
2. Airport staff recommends that Milwaukee County approve the assignment of Lease Agreement HP-1864 from Bradley Root to Paradocs Pictures, LLC.

**FISCAL NOTE**

Paradocs Pictures, LLC will take over the land rental payments of the Bradley Root lease, currently \$978.18 per year. There is no impact to the tax levy of Milwaukee County.

Prepared by: Steven Wright, Airport Properties Manager

Supervisor Lee Holloway

Page 2

March 17, 2010

Approved by:

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Jack Takerian, Interim Director  
Transportation and Public Works

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C. Barry Bateman  
Airport Director

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(ITEM ) From the Interim Director of Transportation and Public Works, recommending that Milwaukee County approve the sale of a hangar facility from Bradley Root to Paradocs Pictures, LLC and the assignment of Lease Agreement No. HP-1864 between Milwaukee County and Bradley Root to Paradocs Pictures, LLC at General Mitchell International Airport (GMIA) through adoption of the following:

**A RESOLUTION**

WHEREAS, on March 6, 2008, Milwaukee County entered into Lease Agreement HP-1864 with Bradley Root for the lease of approximately 4,200 square feet of land at General Mitchell International Airport (GMIA) on which to operate and maintain a hangar facility; and

WHEREAS, the agreement was for an initial term of ten (10) years, commencing February 14, 2008, with Mr. Root having the option to renew the agreement for two additional five (5) year terms; and

WHEREAS, Mr. Root is now requesting that Milwaukee County approve the sale of his hangar facility to Paradocs Pictures, LLC and consent to the assignment of Lease Agreement HP-1864 from Bradley Root to Paradocs Pictures, LLC; and

WHEREAS, Paradocs Pictures, LLC is also requesting that Milwaukee County approve its purchase of the hangar from Bradley Root and consent to the assignment of Lease Agreement HP-1864 from Mr. Root to Paradocs Pictures, LLC; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting of April 7, 2010, recommended of the said request effective as of the date of closing (vote X-X); now, therefore,

BE IT RESOLVED, that Milwaukee County hereby approves the sale of the hangar facility from Bradley Root to Paradocs Pictures, LLC and approves the assignment of Lease Agreement HP-1864 from Bradley Root to Paradocs Pictures, LLC for the lease of approximately 4,200 square feet of land consistent with similar hangar plot land leases at GMIA, effective as of the date of closing on the sale of the hangar.

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** March 17, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: SALE OF HANGAR AND ASSIGNMENT OF LEASE AGREEMENT NO. HP-1864 FROM BRADLEY ROOT TO PARADOCS PICTURES, LLC.**

**FISCAL EFFECT:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact                                     | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required  | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of Contingent Funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

*Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.*

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.<sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
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- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

**Paradocs Pictures, LLC, will take over the land rental payments of the Bradley Root lease, currently \$978.18 per year. There is no impact to the tax levy of Milwaukee County.**

Department/Prepared by: Steven Wright, Airport Properties Manager

Authorized Signature \_\_\_\_\_

Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**DATE:** March 16, 2010

**TO:** Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works & Transit Committee

**FROM:** Jack Takerian, Interim Director of Transportation & Public Works

**SUBJECT:** **INFORMATIONAL REPORT REGARDING THE STATUS OF NEGOTIATIONS FOR A NEW MASTER LEASE AGREEMENT WITH THE AIRLINES SERVING GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA)**

**Pursuant to Wisconsin Statutes Section 19.85 (1)(e), the Committee may adjourn into closed session for the purpose of receiving an informational report on airline lease negotiations.**

POLICY

Informational Report

BACKGROUND

The County's current contractual relationship to the Airlines was established in 1983 and 1984 with the signing of a long term agreement (Agreement) with the five (5) major carriers serving General Mitchell International Airport (GMIA) at that time. At present, fifteen (15) carriers are signatory to the Agreement. The current Agreement requires that all yearly operating and maintenance costs of GMIA are to be recovered through rates and charges assessed to the users of the GMIA system. In addition, it requires that all capital costs associated with the construction of the new terminal completed in 1985 were to be recovered through rates and charges over a twenty-five (25) year period, commencing on October 1, 1985. The Agreement further required that all existing and future capital improvement projects were to be funded by airport generated revenues. Airport staff previously briefed the Committee on airport leases at the January 2010 meeting.

That 25-year agreement will expire on September 30, 2010 and the Airport staff has retained Unison Consulting, Inc. (the Airport's financial advisor) to assist in negotiations with the Airlines to develop a new airline lease.

RECOMMENDATION

This report is informational only. Airport staff will continue to make periodic reports to the Committee on the status of lease negotiations.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

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Jack Takerian, Interim Director  
Transportation & Public Works

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C. Barry Bateman  
Airport Director

cc: Lee Holloway, County Board Chairman