



1 By Supervisor Thomas

2
3
4 **A RESOLUTION**

5 Directing Milwaukee County Transport Services, Inc. and the Milwaukee County
6 Transit System (MCTS) to conduct a request for proposals process for video
7 service on Milwaukee County Transit System busses.

8
9 WHEREAS, the Federal Transit Administration (FTA) requires a request
10 for proposals process for video and advertising services on busses; and

11
12 WHEREAS, current technology is available to provide riders of Milwaukee
13 County Transit System busses with access to public information via digital
14 displays on busses; and

15
16 WHEREAS, technology is also available to enhance the experience of bus
17 riders by providing access to wireless internet services; and

18
19 WHEREAS, providing public information and internet services to bus
20 riders could potentially generate revenues for the transit system; and

21
22 WHEREAS, sound volume accompanying the video shown on in-bus
23 screens will be adjustable to the preference of the majority of riders; and

24
25 WHEREAS, additional advertising revenues from providing digital display
26 services is essential to avoid further degradation of the Milwaukee County transit
27 system, now, therefore,

28
29 BE IT RESOLVED, that Milwaukee County Transport Services, Inc. and
30 the MCTS are hereby authorized and directed to prepare a request for proposals
31 to generate advertising revenue by entering into a contract for digital display
32 services on Milwaukee County busses; and

33
34 BE IT FURTHER RESOLVED, that the results of the request-for-proposals
35 process and a corresponding contract will be provided to the Committee on
36 Transportation and Public Works for consideration in the October 2010
37 committee meeting cycle.

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41

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 7/1/2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Directing Milwaukee County Transport Services, Inc. and the Milwaukee County Transit System (MCTS) to conduct a request for proposals process for video service on Milwaukee County Transit System busses.

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
(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 | 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.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	
	Revenue	0	
	Net Cost	0	
Capital Improvement Budget	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. ¹ 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. This resolution authorizes and directs Milwaukee County Transport Services, Inc. and the Milwaukee County Transit System (MCTS) to conduct a request for proposals process for video service on Milwaukee County Transit System busses.

B. N/A

C. N/A

D. No assumptions were made.

Department/Prepared By Weddle/ County Board

Authorized Signature 
 Did DAS-Fiscal Staff Review? Yes No

¹ 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.

JUN 24 2010

TPW

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Rec'd
moved
SOR
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motion
7-12

FILE NO. 10-247



By Supervisors Rice & Sanfelippo

A RESOLUTION

Expressing the will of the Milwaukee County Board of Supervisors that any revenue generated through an increase in County sales tax revenue be utilized exclusively for transit- related services provided by the Milwaukee County Transit System (MCTS) and expressing opposition to submittal of the federal "New Starts" application to enter into the preliminary engineering phase for the Kenosha-Racine-Milwaukee (KRM) Commuter Rail project submitted by the Southeastern Regional Transit Authority (SERTA).

WHEREAS, MCTS officials have forecasted a \$10 million deficit based on rising costs, decreased ridership, and continued declining state and federal aid; and

WHEREAS, it is reasonable and prudent that Milwaukee County address and resolve it's bus system's funding woes prior to moving on to another form of transit in the region to avoid further erosion of an already stressed system,

WHEREAS, in February, 2006, the Milwaukee County Board of Supervisors unanimously approved Resolution 06-60 identifying a dedicated funding source for rubber tire transit service as Milwaukee County's top priority of the Regional Transit Authority; and

WHEREAS, in March, 2007, the Milwaukee County Board of Supervisors passed Resolution 07-133, registering opposition to car rental fee funding to support the construction or maintenance of the Kenosha-Racine-Milwaukee (KRM) rail line project and affirming Milwaukee County's position of seeking a non-property tax funding source to support the MCTS operations; and

WHEREAS, at its May 17, 2010, the Southeastern Regional Transit Authority voted 7-2 to seek federal approval for preliminary engineering on a \$283.5 million commuter rail line from Milwaukee to Kenosha; and

WHEREAS, Milwaukee County's representatives to Southeastern Regional Transit Authority (SERTA) have expressed opposition to the submission of a "New Starts" application to the Federal Transit Administration in view of the situation facing MCTS; and

WHEREAS, the majority of citizens of Milwaukee County voted in a 2008 referendum in favor of increasing the local sales tax by 1-percent for mass transit, parks, recreation, culture and paramedics; and

46

47 WHEREAS, in order for an increase in the local sales tax to be realized,
48 the State of Wisconsin must first grant Milwaukee County the authority to enact
49 any increase; and
50

51 WHEREAS, it is reasonable and prudent that Milwaukee County address
52 and resolve its bus system's funding woes prior to moving on to another form of
53 transit in the region to avoid further erosion of an already stressed system, now,
54 therefore
55

56 BE IT RESOLVED, that the Milwaukee County Board of Supervisors
57 hereby expresses its will, that in the event of a local sales tax increase within
58 Milwaukee County, that all revenue generated be designated for transit-related
59 services provided by the Milwaukee County Transit System (MCTS); and
60

61 BE IT FURTHER RESOLVED, that the Milwaukee County Board of
62 Supervisors opposes the submittal of the federal "New Starts" application to enter
63 into the preliminary engineering phase for the Kenosha-Racine-Milwaukee (KRM)
64 Commuter Rail project; and
65

66 BE IT FURTHER RESOLVED, that upon adoption, copies of this
67 resolution be delivered to the Wisconsin State Legislature and the Federal
68 Transit Administration.

By Supervisors Rice & Sanfelippo

A RESOLUTION

Expressing the will of the Milwaukee County Board of Supervisors that any revenue generated through an increase in County sales tax revenue be utilized exclusively for transit- related services provided by the Milwaukee County Transit System (MCTS) and expressing opposition to submittal of the federal "New Starts" application to enter into the preliminary engineering phase for the Kenosha-Racine-Milwaukee (KRM) Commuter Rail project submitted by the Southeastern Regional Transit Authority (SERTA).

WHEREAS, MCTS officials have forecasted a \$10 million deficit based on rising costs, decreased ridership, and continued declining state and federal aid; and

WHEREAS, it is reasonable and prudent that Milwaukee County address and resolve it's bus system's funding woes prior to moving on to another form of transit in the region to avoid further erosion of an already stressed system,

WHEREAS, in February, 2006, the Milwaukee County Board of Supervisors unanimously approved Resolution 06-60 identifying a dedicated funding source for rubber tire transit service as Milwaukee County's top priority of the Regional Transit Authority; and

WHEREAS, in March, 2007, the Milwaukee County Board of Supervisors passed Resolution 07-133, registering opposition to car rental fee funding to support the construction or maintenance of the Kenosha-Racine-Milwaukee (KRM) rail line project and affirming Milwaukee County's position of seeking a non-property tax funding source to support the MCTS operations; and

WHEREAS, at its May 17, 2010, the Southeastern Regional Transit Authority voted 7-2 to seek federal approval for preliminary engineering on a \$283.5 million commuter rail line from Milwaukee to Kenosha; and

WHEREAS, Milwaukee County's representatives to Southeastern Regional Transit Authority (SERTA) have expressed opposition to the submission of a "New Starts" application to the Federal Transit Administration in view of the situation facing MCTS; and

WHEREAS, the majority of citizens of Milwaukee County voted in a 2008 referendum in favor of increasing the local sales tax by 1-percent for mass transit, parks, recreation, culture and paramedics; and

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 6/21/10

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Expressing the will of the Milwaukee County Board of Supervisors that any revenue generated through an increase in County sales tax revenue be utilized exclusively for transit-related services provided by the Milwaukee County Transit System (MCTS) and expressing opposition to submittal of the federal "New Starts" application to enter into the preliminary engineering phase for the Kenosha-Racine-Milwaukee (KRM) Commuter Rail project submitted by the Southeastern Regional Transit Authority (SERTA).

FISCAL EFFECT:

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

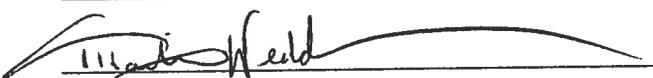
	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	
	Revenue	0	
	Net Cost	0	
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

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

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 - 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. ¹ 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.
-
- A. This resolution expresses the will of the Milwaukee County Board of Supervisors that any revenue generated through an increase in County sales tax revenue be utilized exclusively for transit-related services provided by the Milwaukee County Transit System (MCTS) and expressing opposition to submittal of the federal "New Starts" application to enter into the preliminary engineering phase for the Kenosha-Racine-Milwaukee (KRM) Commuter Rail project submitted by the Southeastern Regional Transit Authority (SERTA).
 - B. N/A
 - C. N/A
 - D. No assumptions were made.

Department/Prepared By County Board/Weddle

Authorized Signature 

Did DAS-Fiscal Staff Review? Yes No

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APR 22 2010

DeBruin
moved
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Council
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Weishan
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Rater,
Lippcomb
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In amend.
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moved
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to Finance
and to
TPWT Cmte.

on motion
9-8

File No. 10-134
(Journal, March 18, 2010)

(ITEM NO. 6) A resolution by Supervisors Dimitrijevic, Weishan and Johnson, reaffirming the position of the Milwaukee County Board of Supervisors as reflected in the 2010 Adopted Budget regarding the proposal from the County Executive to contract for building security services, by recommending adoption of the following:

AN AMENDED RESOLUTION

WHEREAS, the County Executive's 2010 Recommended Budget included a provision in the Department of Transportation, Public Works and Transit – Facilities Management budget to abolish 30 FTE Facility Worker Security and one FTE Facility Worker Security (Hourly) positions, to be replaced by a private security service; and

WHEREAS, according to the Recommended Budget, the contract cost would be in excess of \$1.1 million; and

WHEREAS, on November 9, 2009, the County Board voted to amend the County Executive's budget to restore abolished positions and to remove language permitting the privatization of most building security functions (Amendment 1A018; Vote 14-5); and

WHEREAS, the County Executive subsequently vetoed that amendment, indicating an intent to "award a contract for these services as soon as practicable"; and

WHEREAS, nonetheless, on November 18, 2009, the County Board voted to override the County Executive's veto (Vote 13-6) thereby affirming the Board's policy directive in the 2010 Adopted Budget that the County Executive's Administration would not be permitted to layoff security personnel or outsource security services; and

WHEREAS, despite this unambiguous policy directive in the 2010 Adopted Budget, the County Executive has ordered the layoff of all County security personnel and has indicated his intent to award a contract with a private vendor to provide these services, effective on or about March 14, 2010; and

WHEREAS, in addition to the layoff of 27 Facilities Worker Security positions, an additional 50 positions were laid off, including nine positions at General Mitchell Airport, which will not generate any tax levy savings; now, therefore,

WHEREAS, the Committee on Finance and Audit, at its meeting on April 15, 2010, voted 4-2 to approve the amended resolution; now therefore,

BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby reiterates and reaffirms the policy directive, as previously stated in affirming votes taken on November 9, 2009 and November 18, 2009, that the Milwaukee County Executive was

38 not authorized per the 2010 Adopted Budget, as a matter of public policy, to layoff security
39 services personnel and/or contract with a vendor for these services; and

40 BE IT FURTHER RESOLVED, that the County Board of Supervisors rescinds the nine
41 layoffs in the Department of Transportation and Public Works-Airport Division because
42 they will not yield any tax levy savings to Milwaukee County.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/3/10

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: A resolution reaffirming the position of the Milwaukee County Board of Supervisors as reflected in the 2010 Adopted Budget regarding the proposal from the County Executive to contract for building security services

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

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- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Approval of this resolution indicates support for an adopted policy and does not require the expenditure of funds.

Department/Prepared By Steve Cady, Fiscal and Budget Analyst, County Board

Authorized Signature Steve A. Cady

Did DAS-Fiscal Staff Review? Yes No

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1 By Supervisor Larson and Jursik

2 **A RESOLUTION**

3 Supporting Milwaukee's Gateway Aerotropolis collaborative planning efforts.
4

5
6
7 Whereas, the County of Milwaukee provides high-quality, responsive services
8 that enhances self-sufficiency, personal safety, economic opportunity and quality of life
9 for all its people, and further the County specifically owns and operates Gen. Mitchell
10 International Airport (GMIA) to advance the County's mission as stated herein; and

11
12 Whereas, the responsibility of promoting economic development and job creation
13 can be further enhanced by recognizing that GMIA has been one of the County's
14 greatest engines for job growth in the region and all efforts should be explored for
15 further enhancing these economic benefits; and

16
17 Whereas, the Airport Area Economic Development Task Force (AAEDTF) held
18 its first meeting in March of 2008, at the initiative of City of Milwaukee Alderman Terry L.
19 Witkowski; and

20
21 Whereas, the AAEDTF has continued to meet over the last 25 months; and

22
23 Whereas, the AAEDTF has enjoyed the participation of elected officials and staff
24 from the communities of Cudahy, Franklin, Greendale, Greenfield, Milwaukee, Oak
25 Creek, Saint Francis and South Milwaukee; and

26
27 Whereas, the AAEDTF has also had participation from elected officials and staff
28 representing Milwaukee County, General Mitchell International Airport (GMIA), The Port
29 of Milwaukee, the State of Wisconsin, and the Federal Government; and

30
31 Whereas, business owners, representatives, and staff from the Airport Gateway
32 Business Association, The South Suburban Chamber of Commerce, The Milwaukee
33 Metropolitan Association of Commerce, The Greater Milwaukee Committee, Spirit of
34 Milwaukee, and Visit Milwaukee, have also participated in the AAEDTF; and

35
36 Whereas, The University of Wisconsin-Milwaukee has provided staff support and
37 assisted in visioning and initial strategic planning for the AAEDTF, and worked towards
38 better collaboration of planning efforts and development standards for the areas
39 surrounding GMIA; and

40
41 Whereas, the Southeastern Wisconsin Regional Planning Commission, GMIA,
42 and each of the municipalities noted, participated in a review of their land use and area
43 plans for the Airport area, in a session in September of 2008, aimed at better
44 coordination of individual plans; and

45

46 Whereas, at a meeting of the AAEDTF in July of 2009, a motion was made to
47 examine the potential for creating a 501(c)3, non-profit organization or other appropriate
48 entity to carry on the work of the AAEDTF on behalf of the participating governments
49 and government entities, and
50

51 Whereas, that motion was unanimously supported by those in attendance; and
52

53 Whereas, a committee was formed to examine alternatives for creation of an
54 entity that would allow for continuation of the AAEDTF's efforts; and
55

56 Whereas, that committee reported back to the full AAEDTF at a meeting in
57 September of 2009; and
58

59 Whereas, at that meeting, a Vision Statement, Mission Statement, Goals and
60 Founding Principles were discussed, modified and unanimously adopted by the full
61 group; and
62

63 Whereas, that Mission Statement reads in part, that, "The Gateway Aerotropolis
64 is a public-private partnership focused around GMIA that fosters regional economic
65 collaboration; and
66

67 Whereas, one of the Founding Principles reads in part, that "Milwaukee County
68 and City governments plus all municipal jurisdictions in the Gateway region will
69 participate in this development initiative and, where appropriate, will designate staff and
70 assist with funding efforts for planning and implementation activities to achieve the
71 Gateway's goals; and
72

73 Whereas, the AAEDTF recommended the creation of the Milwaukee Gateway
74 Aerotropolis Corporation (the "Corporation") as a Wisconsin nonstock corporation that
75 will be organized and operated exclusively for charitable and educational purposes
76 within the meaning of Section 501 (c)(3) of the Internal Revenue Code of 1986, as
77 amended (the "Code"), by lessening the burdens of its member governments with
78 respect to the planning and development of a new Milwaukee Aerotropolis (the
79 "Milwaukee Aerotropolis"), and specifically by coordinating the planning and
80 development efforts with respect to the Milwaukee Aerotropolis among the Corporation's
81 members and other regional planning organizations, such as the Southeastern
82 Wisconsin Regional Planning Commission; and
83

84 Whereas, the Corporation will (1) conduct studies and evaluations on behalf of its
85 members regarding the development of the Milwaukee Aerotropolis; (2) make the
86 results of such studies and evaluations available to its members and the general public;
87 and (3) coordinate the planning and development efforts of its member governments
88 with respect to the Milwaukee Aerotropolis; and
89

90 Whereas, the Corporation will be structured as a membership corporation that
91 will be controlled by its member governments and government instrumentalities, but that

92 also will have representatives appointed by local business associations and shall
93 include a member appointed by the Milwaukee County Executive and a member
94 appointed by the Chairman of the Milwaukee County Board of Supervisors; and
95

96 Whereas, the Airport Gateway Business Association Board of Directors has
97 authorized and granted the appropriation of up to \$15,000 in start-up costs, and
98 allocation of their Executive Director's and staff time to this effort, and
99

100 Whereas, this resolution is not intended to change the ownership or legal
101 oversight of GMIA or employment of the administration or workers at the airport by
102 Milwaukee County and including the responsibility for debt service as encumbered for
103 the benefit of the airport by Milwaukee County; now therefore
104

105 Be It Resolved, that the County of Milwaukee does hereby become a member of
106 this Corporation that is organized and operated exclusively for charitable and
107 educational purposes within the meaning of Code Section 501(c) (3), and specifically to
108 lessen the burdens of the County of Milwaukee by coordinating the County of
109 Milwaukee's planning and development efforts with respect to the Milwaukee Gateway
110 Aerotropolis with those of the Corporation's other members and other regional planning
111 organizations, and
112

113 Be It Further Resolved, that any of the members of the AAEDTF be directed to
114 cause the Corporation to be created as a Wisconsin nonstock corporation and to cause
115 the Corporation to execute and file an Application for Recognition of Exemption for the
116 Corporation, including any and all related documents, with the Internal Revenue
117 Service; and
118

119 Be It Further Resolved, that the Corporation is directed to (1) conduct studies
120 and evaluations on behalf of the County of Milwaukee and the other members regarding
121 the Milwaukee Gateway Aerotropolis; (2) make the results of such studies and
122 evaluations available to its members and the general public; and (3) coordinate the
123 planning and development efforts of its member governments with respect to the
124 Milwaukee Aerotropolis; and
125

126 Be It Further Resolved, that the appropriate staff is directed to coordinate with
127 the Corporation as needed in order to permit the Corporation to carry out its purposes;
128 and
129

130 Be It Further Resolved, that appropriate elected officials and staff will assist in
131 identifying and securing funding to support the Milwaukee Gateway Aerotropolis, and
132 work towards better coordination of planning and development efforts, which improve
133 the Airport Gateway area.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 8, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Supporting Milwaukee's Gateway Aerotropolis collaborative planning efforts.

FISCAL EFFECT:

No Direct County Fiscal Impact

Existing Staff Time Required

Increase Operating Expenditures
(If checked, check one of two boxes below)

Absorbed Within Agency's Budget

Not Absorbed Within Agency's Budget

Decrease Operating Expenditures

Increase Operating Revenues

Decrease Operating Revenues

Increase Capital Expenditures

Decrease Capital Expenditures

Increase Capital Revenues

Decrease Capital Revenues

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
Operating Budget	Expenditure	0	
	Revenue	0	
	Net Cost	0	
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

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- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

This resolution establishes Milwaukee County as a member of Milwaukee's Gateway Aerotropolis for planning and development efforts with the Corporation's members and other regional planning organizations.

There are no budgetary impacts associated with the current year. The Airport Gateway Business Association Board of Directors has authorized and granted a start-up appropriation of \$15,000 for their staff time associated with this effort.

No assumptions were made.

Department/Prepared By County Board/Weddle

Authorized Signature



Did DAS-Fiscal Staff Review?

Yes

No

¹ 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: June 22, 2010

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

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

SUBJECT: Extension of Route 35 (35th Street)

POLICY

Proposed additions, deletions, and modifications to transit routes and services are subject to County Board approval prior to implementation. Requests for such changes are researched and reported to the County Board by Transit System staff.

BACKGROUND

Route 35 (35th Street) provides service along 35th Street and Hopkins Street between Howard Avenue and Rohr Street (see map). According to census data, the community that is served by Route 35 ranks relatively high in terms of the number of persons that are over 65 years old, have incomes that are at or below the standard for poverty, do not have access to a vehicle, or are disabled. As a part of its regular analysis of transit service, MCTS identified Route 35 as one that could be modified to provide an additional transfer opportunity for the community at no additional operating cost to Milwaukee County.

Specifically, it is proposed that Route 35 be extended from its layover on Sherman & Rohr to 42nd & Silver Spring Drive. This extension would add 0.5 miles to the northbound trip and 0.9 miles to the southbound trip. The change would not affect the level of service on the route during the primary direction of travel, i.e., southbound in the a.m. and northbound in the p.m. Although there would be a loss of two trips in each direction during the midday, Route 35 would have sufficient capacity to handle the slight increase in headway. The average change in the frequency of service would be one-half minute. These changes are not estimated to result in any noticeable loss of ridership or revenue.

The main benefit of this change is that it would provide a new transfer connection from Route 35 to Route 63 (Silver Spring Drive). Route 63 provides daily service to the Bayshore Town Center, McGovern Park Senior Center, and many other important destinations. At present, persons using Route 35 would need to ride three buses to complete these particular trips. It is

estimated the new connection would generate 120 rides/day (based on transfer ridership at Silver Spring Drive on several other north-south routes).

RECOMMENDATION

On the basis of the analysis presented above, it is recommended that Route 35 be extended as described effective with the fall schedule change in September 2010.

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

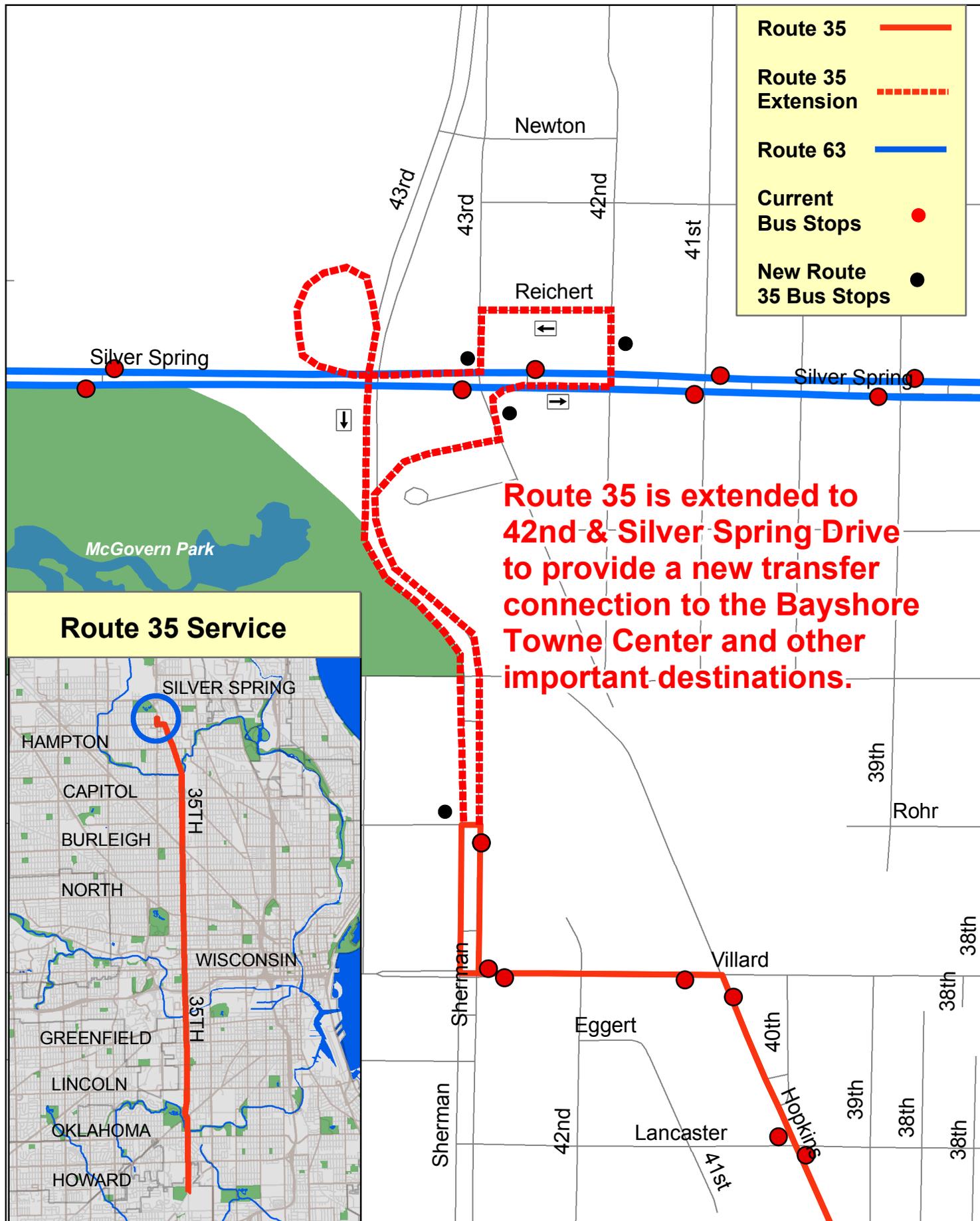
Approved by:

Jack Takerian, Interim Director
Transportation & Public Works

Anita Gulotta-Connelly
Managing Director, MCTS

cc: Tom Nardelli, Chief of Staff, Milwaukee County Executive's Office
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

Proposed Route 35 Extension to Silver Spring Drive Fall 2010



1
2
3
4 (Item) From the Interim Director of the Department of Transportation &
5 Public Works and the Managing Director of the Milwaukee County Transit
6 System, recommending that Route 35 service be extended to 42nd & Silver
7 Spring as described, effective with the fall schedule change in September
8 2010.

9
10 **RESOLUTION**

11
12 WHEREAS, Route 35 (35th Street) provides service along 35th Street
13 and Hopkins Street between Howard Avenue and Rohr Street; and

14
15 WHEREAS, according to census data, the community that is served by
16 Route 35 ranks relatively high in terms of the number of persons that are
17 over 65 years old, have incomes that are at or below the standard for
18 poverty, do not have access to a vehicle, or are disabled; and

19
20 WHEREAS, as a part of its regular analysis of transit service, MCTS
21 identified Route 35 as one that could be modified to provide an additional
22 transfer opportunity for the community at no additional operating cost to
23 Milwaukee County; and

24
25 WHEREAS, it is proposed that Route 35 be extended from its layover
26 on Sherman & Rohr to 42nd & Silver Spring Drive, which extension would
27 add 0.5 miles to the northbound trip and 0.9 miles to the southbound trip;
28 and

29
30 WHEREAS, the change would not affect the level of service on the
31 route during the primary direction of travel, i.e., southbound in the a.m. and
32 northbound in the p.m.; and

33
34 WHEREAS, although there would be a loss of two trips in each
35 direction during the midday, Route 35 would have sufficient capacity to
36 handle the slight increase in headway and the average change in the
37 frequency of service would be one-half minute; and

38
39 WHEREAS, these changes are not estimated to result in any noticeable
40 loss of ridership or revenue; and

41
42 WHEREAS, the main benefit of this change is that it would provide a
43 new transfer connection from Route 35 to Route 63 (Silver Spring Drive)

44 which provides daily service to the Bayshore Town Center, McGovern Park
45 Senior Center, and many other important destinations; and

46

47 WHEREAS, at present, persons using Route 35 would need to ride
48 three buses to complete these particular trips; and

49

50 WHEREAS, it is estimated the new connection would generate 120
51 rides/day (based on transfer ridership at Silver Spring Drive on several other
52 north-south routes); now, therefore

53

54 BE IT RESOLVED, that Route 35 service be extended to 42nd & Silver
55 Spring as described, effective with the fall schedule change in September
56 2010.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 6/22/2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Extension of Route 35 (35th Street)

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
(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.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	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.¹ 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. MCTS recommends that Route 35 be extended to 42nd & Silver Spring effective with the fall schedule change in 2010. As part of its regular analysis of transit service, MCTS identified Route 35 as one that could be modified to provide an additional transfer opportunity for the community at no additional operating cost to Milwaukee County. This change would provide a new transfer connection from Route 35 to Route 63 (Silver Spring Drive). Route 63 provides daily service to Bayshore Town Center, McGovern Park Senior Center and many other important destinations which presently require two transfer by persons using Route 35. The change would not affect the level of service on the route during primary hours of operation, although there will be an average change of frequency in service of one-half minute. In addition, it is estimated the new connection would generate 120 rides/day (based on transfer ridership at Silver Spring Drive on several other north-south routes).

B. The proposed change does not generate additional costs, nor does it produce a cost savings.

C. There are no fiscal impacts of this change.

¹ 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.

D. Assumptions regarding this proposed change are standard transit planning evaluations of ridership, running-time, and potential revenues.

Department/Prepared By Anita Gulotta-Connelly, Managing Director, MCTS

Authorized Signature _____

Did DAS-Fiscal Staff Review?

Yes

No

Reviewed With:

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: June 24, 2010

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

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

SUBJECT: Proposed Service Modification – Route 40U (Holt–College UBUS)

POLICY

Proposed additions, deletions, and modifications to transit routes and services are subject to County Board approval prior to implementation. Requests for such changes are researched and reported to the County Board by Transit System staff.

BACKGROUND

In 2007, MCTS worked with County Supervisor Peggy West and a student group at UWM to evaluate the feasibility of adding a park-ride lot on the near south-side of Milwaukee for Route 40U (Holt–College UBUS). The new lot was located at 5th & Scott adjacent to the Rockwell Automation facility (see Map 1). The intended goal was to provide express service for students and employees who only had the option of local transit service to get to UWM. MCTS estimated this modification could be accommodated at no additional operating cost and have a nominal impact to the schedule. The Transportation, Public Works & Transit (TPW&T) Committee was made aware of this plan at its meeting on December 7, 2007. Consequently, MCTS modified Route 40U to include service to the lot effective January 2008. It was noted to the TPW&T Committee that MCTS would meet with UWM after this service was implemented to evaluate its performance and decide if this modification should be made permanent.

An examination of ridership data after this change was implemented revealed that very few customers board or alight at the Rockwell lot. After five semesters of service (over two years), this lot generates an average of 12 rides per day. In comparison, Route 40U generates 250 rides per day at the College park-ride lot and 150 rides per day at the Holt park-ride lot. In essence, the service to the Rockwell lot generates an average of 0.2 people per trip. MCTS and UWM expanded the promotion of this service in 2009 to try to increase ridership, but this did not result in any noticeable change.

PROPOSED SERVICE MODIFICATION

Based on its analysis of Route 40U ridership, MCTS proposes to make the following changes in service (see Map 2):

- Eliminate service to the Rockwell lot
- Provide new service to the MATC South campus
- Provide new service to downtown
- Provide new evening service

These changes could be made without any increase in operating cost to Milwaukee County. The changes are possible by reallocating time in the route's schedule, reducing some duplicated trips and making more efficient use of service on the route.

The benefits of these changes are as follows:

- Provide an express connection for UWM students living on or near Routes 10, 12, 14, 23, 30, 31, 33, and 80 via a transfer at 6th & Wisconsin. Students on the near south-side who boarded/alighted at the Rockwell lot would be able to ride Route 80 to Wisconsin Avenue and ride Route 40U to UWM.
- Increase ridership on reverse commute buses, i.e., customers will be able to ride a.m. trips that leave UWM and stop downtown on the way toward the MATC South campus – instead of merely riding to the College park-ride lot.
- Provide mid-day and freeway flyer service from 6th & Wisconsin for Route 40 customers at the College park-ride lot and Route 47 customers at the Holt park-ride lot.
- The connection between UWM and MATC will be beneficial to students who take courses at both schools. This is intended to be a major benefit to MATC as well as UWM, both of which are UPASS partners with MCTS.

Because of the longer trip length, the proposed modifications will reduce the number of rush-hour and mid-day trips between UWM and the lots. A careful review of ridership indicated these reductions can be made with minimal impact on access to/from UWM. Careful consideration has been given to class start and end times, and there will always be a bus arriving or leaving at the times major class changes occur.

RECOMMENDATION

This report recommends Route 40U (Holt–College UBUS) be modified to eliminate service to the park-ride lot at 5th & Scott, add service to downtown Milwaukee and the MATC South campus, and add evening service. These changes would take effect with the beginning of the Fall school semester.

June 24, 2010
Page 3

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

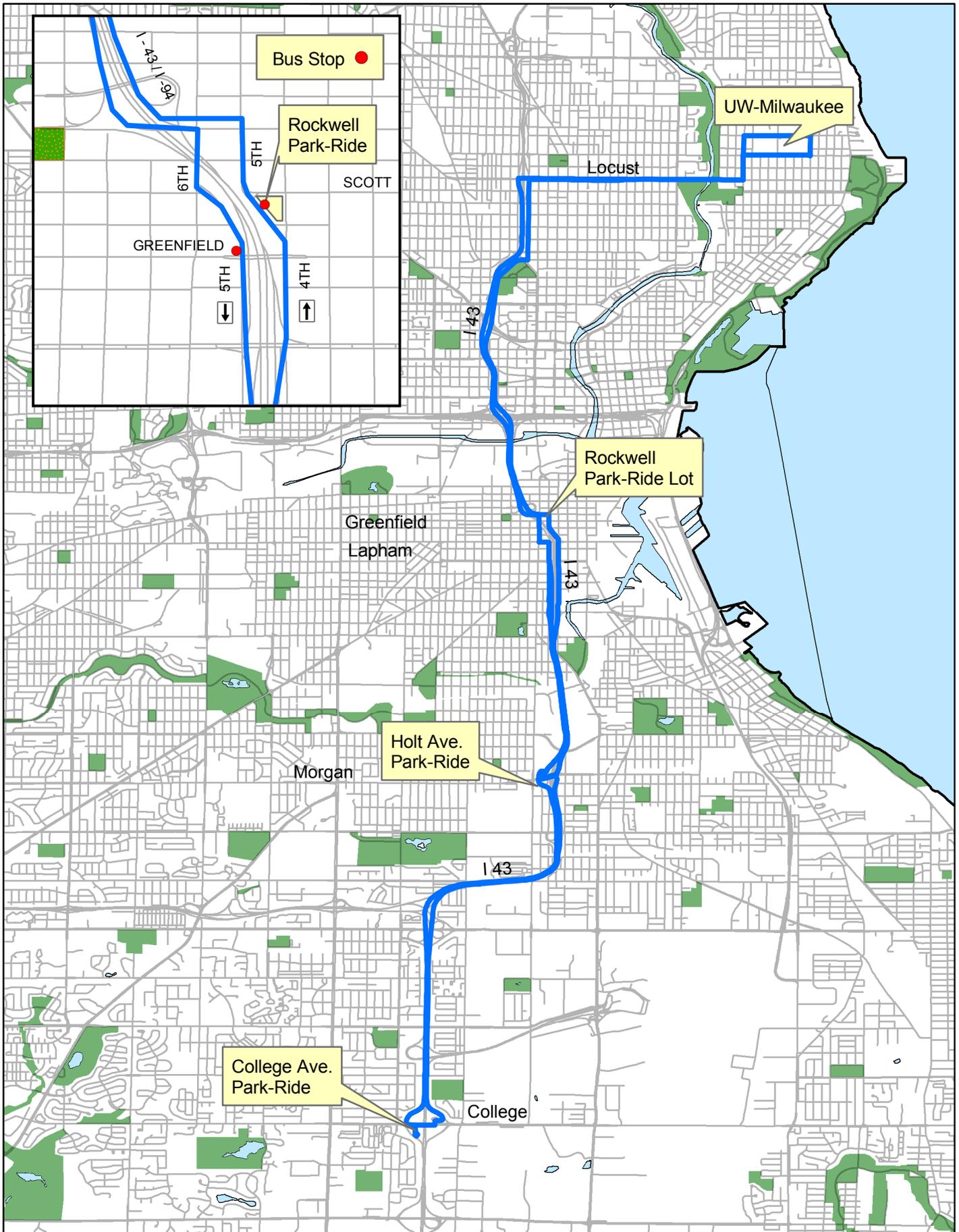
Approved by:

Jack Takerian, Interim Director
Transportation & Public Works

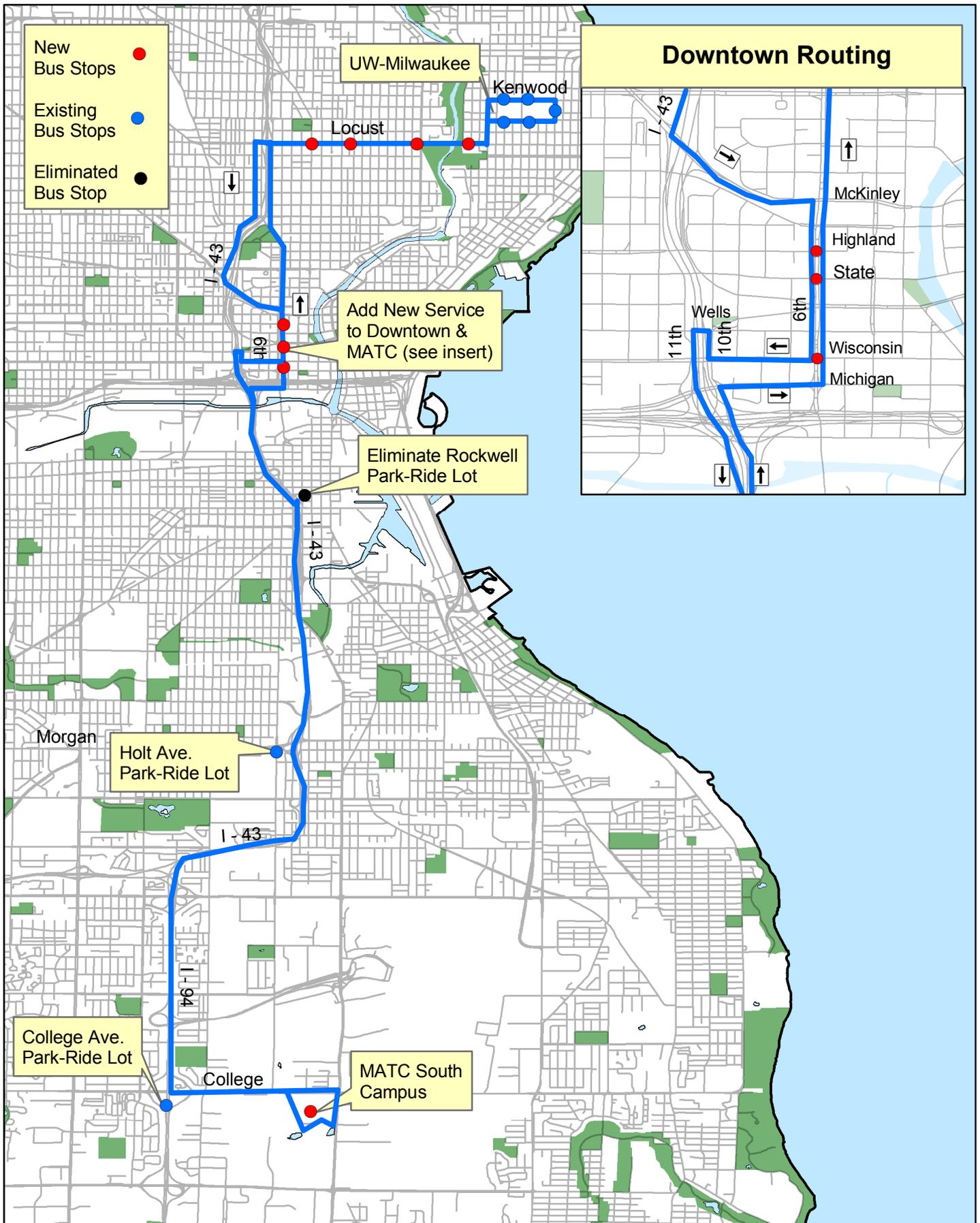
Anita Gulotta-Connelly
Managing Director, MCTS

cc: Tom Nardelli, Chief of Staff, Milwaukee County Executive's Office
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

Map 1 Existing Route 40U Service



Map 2 Proposed Modification to Route 40U



(Item) From the Interim Director of the Department of Transportation & Public Works and the Managing Director of the Milwaukee County Transit System, recommending that Route 40U (Holt-College UBUS) be modified to eliminate service to the park-ride lot at 5th & Scott, add service to downtown Milwaukee and the MATC South campus, and add evening service effective with the beginning of the Fall school semester.

RESOLUTION

WHEREAS, MCTS modified Route 40U (Holt-College UBUS) to include service to the Rockwell lot at 5th & Scott effective January 2008, with the provision that MCTS would meet with UWM after this service was implemented to evaluate its performance and decide if this modification should be made permanent; and

WHEREAS, an examination of ridership data after this change was implemented revealed that this lot only generates an average of 12 rides per day or 0.2 people per trip (compared to 250 rides per day at the College park-ride lot and 150 rides per day at the Holt park-ride lot); and

WHEREAS, based on its analysis of Route 40U ridership, MCTS proposes to make the following changes in service: Eliminate service to the Rockwell lot, provide new service to the MATC South campus, provide new service to downtown, and provide new evening service; and

WHEREAS, these changes could be made without any increase in operating cost to Milwaukee County; the changes are possible by reallocating time in the route's schedule, reducing some duplicated trips and making more efficient use of service on the route; and

WHEREAS, additional benefits of these changes are as follows: Provide an express connection for UWM students living on or near Routes 10, 12, 14, 23, 30, 31, 33, and 80 via a transfer at 6th & Wisconsin (students on the near south-side who boarded/alighted at the Rockwell lot would be able to ride Route 80 to Wisconsin Avenue and ride Route 40U to UWM); increase ridership on reverse commute buses, i.e., customers will be able to ride a.m. trips that leave UWM and stop downtown on the way toward the MATC South campus – instead of merely riding to the College park-ride lot; provide mid-day and freeway flyer service from 6th & Wisconsin for Route 40 customers at the College park-ride lot and Route 47 customers at the Holt park-ride lot; and provide a connection between UWM and MATC which

45 will be beneficial to students who take courses at both schools, both of
46 which are UPASS partners with MCTS; and

47

48 WHEREAS, although the longer trip length will reduce the number of
49 rush-hour and mid-day trips between UWM and the lots, a careful review of
50 ridership indicated these reductions can be made with minimal impact on
51 access to/from UWM with consideration given to class start and end times to
52 ensure there will always be a bus arriving or leaving at the times major class
53 changes occur; now, therefore

54

55 BE IT RESOLVED, that Route 40U (Holt-College UBUS) be modified
56 to eliminate service to the park-ride lot at 5th & Scott, add service to
57 downtown Milwaukee and the MATC South campus, and add evening
58 service effective with the beginning of the Fall school semester.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 6/24/2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: Proposed Service Modification - Route 40U (Holt-College
UBUS)**

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
(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.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	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.¹ 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. MCTS modified Route 40U (Holt–College UBUS) to include service to the Rockwell lot at 5th & Scott effective January 2008. An examination of ridership data after this change was implemented revealed the lot only generates an average of 12 rides per day or 0.2 people per trip (compared to 250 rides per day at the College park-ride lot and 150 rides per day at the Holt park-ride lot). Based on an analysis of Route 40U ridership, MCTS proposes to make the following changes in service: Eliminate service to the Rockwell lot, provide new service to the MATC South campus, provide new service to downtown, and provide new evening service. These changes are possible by reallocating time in the route's schedule, reducing some duplicated trips and making more efficient use of service on the route. As a result, there would not be any increase in operating cost to Milwaukee County. Although the longer trip length will reduce the number of rush-hour and mid-day trips between UWM and the lots, a careful review of ridership indicated these reductions can be made with minimal impact on access to/from UWM (there will always be a bus arriving or leaving at the times of major class start and end times). Additional benefits of these changes are as follows: Provide an express connection for UWM students living on or near Routes 10, 12, 14, 23, 30, 31, 33, and 80 via a transfer at 6th & Wisconsin

¹ 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.

(students on the near south-side who boarded/alighted at the Rockwell lot would be able to ride Route 80 to Wisconsin Avenue and ride Route 40U to UWM); increase ridership on reverse commute buses, i.e., customers will be able to ride a.m. trips that leave UWM and stop downtown on the way toward the MATC South campus – instead of merely riding to the College park-ride lot; provide mid-day and freeway flyer service from 6th & Wisconsin for Route 40 customers at the College park-ride lot and Route 47 customers at the Holt park-ride lot; and provide a connection between UWM and MATC which will be beneficial to students who take courses at both schools, both of which are UPASS partners with MCTS.

B. The proposed change does not generate additional costs, nor does it produce a cost savings.

C. There are no fiscal impacts of this change.

D. Assumptions regarding this proposed change are standard transit planning evaluations of ridership, running-time, and potential revenues.

Department/Prepared By Anita Gulotta-Connelly, Managing Director, MCTS

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed With:

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

Date: June 29, 2010

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

From: Jack Takerian, Director, Department of Transportation and Public Works

Subject: Request for Bus Rapid Transit (BRT) 20% Match Funding

POLICY

This report is being provided as a follow-up request of the Committee for additional information on BRT funding.

BACKGROUND

At its April 7, 2010 meeting, the Public Works, Transportation and Transit Committee requested information regarding the 20% funding match component of the \$36.6 million of Interstate Cost Estimate (ICE) funds available to Milwaukee County for transit. In January of 2010, the committee was presented with a report providing funding options for the use of \$36.6 which included local funding alternatives.

Milwaukee County may have an opportunity to use Qualified Energy Conservation Bonds (QECCB) for this project. According to IRS Notice 2009-29, the County should receive an allocation of approximately \$10 million. The State of Wisconsin is responsible for the disbursement of the allocations. DAS and the County's Bond Counsel are in the process of determining if the project meets the QECCB criteria and are in discussions with the State of Wisconsin regarding the time frame for the allocations. One of the eligibility criteria for QECCB under the recovery act include; "Mass commuting facilities and related facilities that reduce the consumption of energy, including expenditures to reduce pollution from vehicles used for mass commuting. Under this definition, it appears that these bonds could be used either for the bus purchases for the Fond du Lac Avenue and National Avenue BRT project or to purchase replacement buses as a match for the \$36.6 million of ICE funds. The BRT vehicles that would be used are hybrid diesel electric buses. The buses that we would anticipate purchasing have higher emissions standards that reduce greenhouse gases.

Since Qualified Energy Conservation Bonds have specific eligibility criteria, only those capital projects that fall within the established guidelines may qualify for use. In addition, QEC bonds provide an additional advantage by providing a 70% interest cost subsidy versus a 35% interest for Build America Bonds. This bonding program could be used without impacting currently approved capital projects since this project would be eligible and it is outside of the traditional capital program. County board approval would

be needed to approve of the used of Qualified Energy Conservation Bonds for either the BRT project or for use of purchasing buses.

RECOMMENDATION

The Department of Transportation and Public Works along with the Milwaukee County Transit System maintains its recommendation for the use of the \$36.6 million of ICE funds for BRT along with a local match of \$6.5 million from Qualified Energy Conservation Bonds

Prepared by: Brian Dranzik Director of Administration, DTPW

Approved by:

A handwritten signature in black ink, appearing to read "Jack Takerian", is written over a horizontal line. To the right of the signature, the letters "JOL" are written in a smaller, less legible hand.

Jack Takerian, Interim Director
Transportation and Public Works

Cc: Scott Walker, County Executive
Thomas Nardelli, County Executive Chief of Staff
Lee Holloway, Chairman, Milwaukee County Board of Supervisors
Terry Cooley, Chief of Staff, Milwaukee County Board of Supervisors
Cynthia Archer, Director, Department of Administrative Services
Anita Goulotta-Connelly, Managing Director, MCTS
Pam Bryant, DAS Fiscal

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION



Date: February 15, 2010

FILE NO. 10-109

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

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

1 From the Interim Director of Transportation and Public Works, dedicated
2 the use of \$36.6 million of Federal Interstate Cost Estimate (ICE) funds
3 allocated to Milwaukee County for the development of a Bus Rapid Transit
4 route operating on Fond du Lac Avenue and National Avenue
5
6

7 **A RESOLUTION**
8

9 WHEREAS, project alternatives for the use of \$91.5 million in Interstate
10 Cost Estimate (ICE) funds have been studied since 2000, and
11

12 WHEREAS, In March 2009, federal transportation legislation assigned 40%
13 of \$91.5 million to Milwaukee County leaving the County with \$36.6
14 million, and
15

16 WHEREAS, in addition to assigning the funding split, language was
17 included dedicating these funds for the purchase of energy efficient
18 buses; and
19

20 WHEREAS, two BRT route plans have been developed, one alignment on
21 Fond du Lac Avenue and National Avenue and the other on Wisconsin
22 Avenue from the Medical Center to UWM; and
23

24 WHEREAS, the Federal Transit Administration (FTA) has indicated that ICE
25 funds would be eligible for either BRT project; and
26

27 WHEREAS, given the scope of the project and the available dollars, \$36.6
28 million along with the local match provides sufficient funds to develop
29 one BRT route alignment with all elements associated with a BRT project,
30 now, therefore,
31

32 BE IT RESOLVED, that the remaining \$36.6 million of the Interstate Cost
33 Estimate funds allocated to Milwaukee County be used for the
34 development of a Bus Rapid Transit route alignment operating on Fond
35 du Lac Avenue and National Avenue, and
36

37 BE IT FURTHER RESOLVED, that the Department of Administrative Services
38 is authorized to take necessary action to establish a capital program
39 without raising the current bonding amount authorized in the adopted
40 2010 capital budget
41

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 checked="" type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	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.¹ 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

¹ 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**

8

DATE: June 28, 2010

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

FROM: Jack Takerian, Director of Transportation & Public Works

SUBJECT: **SUPPLEMENTAL AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE TRANSPORTATION SECURITY ADMINISTRATION FOR SPACE IN THE ADMINISTRATION BUILDING AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY

Supplemental agreements to a base agreement require County Board approval.

BACKGROUND

In 2003, Milwaukee County entered into a two (2) year agreement with the United States of America through the General Services Administration (GSA) on behalf of the Transportation Security Administration (TSA) for the rental of space located in the lower level of the General Mitchell International Airport (GMIA) Administration Building. The negotiated rental rate with the TSA was \$25.00 per square foot per year. In addition, the TSA was considering some minor construction costs for remodeling the area, and the Airport was to complete the remodeling/repair and recover its costs as a surcharge to the \$25.00-per-square-foot rate during the initial two (2) year term. The initial agreement has since been amended adding two (2) additional two (2) year extensions with a final termination date of June 30, 2009. The amendments continued the original \$25.00-per-square-foot rate through June 30, 2009.

In October 2007, on behalf of the TSA, the GSA submitted a Solicitation for Offers (SFO) to parties (the County) interested in fulfilling the initial space needs of the TSA. Milwaukee County entered into an agreement with the GSA effective July 1, 2009, for a term of ten (10) years. A tenant improvement allowance not-to-exceed \$48.40 per usable square foot was allocated by the GSA for proration through the term of the agreement. The intent of the \$48.40-per-square-foot allocation was to improve the space to accommodate the TSA's needs. Airport staff requested funding to accommodate the remodeling in the maximum amount of \$131,744.80 while recovering all expenditures over a ten-year period at an interest rate of 6%. Thus, in addition to the \$30.00 new rate proposed by the Airport for square foot rental, a maximum tenant finish recovery surcharge of \$11.61 per year was assessed to the TSA. Subsequently, GMIA submitted an offer in order to comply with the federal process at a \$41.61-per-square-foot-per-annum rate for the 2,633 square feet, plus a not-to-exceed tenant finish surcharge of \$4,215 per annum, which was accepted by the GSA/TSA.

The TSA has now communicated to the GSA and airport staff that it needs an additional 2,240 square feet of space in order to accommodate an increase in staffing due to the placement of new equipment at GMIA. Milwaukee County needs to enter into a supplemental agreement so that federal funds can be released for improving the 2,240 square feet.

The space being considered for TSA is currently occupied by the Airport Engineering Division. If TSA and the airport come to an agreement, then it will be necessary to relocate the Airport Engineers to a building at the old 440th Air Force Base property. A fund transfer is being submitted to fund this relocation.

RECOMMENDATIONS

Airport staff recommends approval of supplemental agreement to Airport No. GA-1970 between Milwaukee County and the federal General Services Administration on behalf of the Transportation Security Administration for the rental of approximately an additional 2,240 square feet within the Administration Building at GMIA.

FISCAL NOTE

Approval of this supplemental agreement would provide GMIA with an additional base rental income of approximately \$67,200 per year, not including the tenant finish surcharge.

Prepared by:

Steven Wright Airport Properties Manager

Approved by:

Jack Takerian, Director
Transportation & Public Works

C. Barry Bateman
Airport Director

(Item) From the Director of Transportation & Public Works requesting approval of a supplemental agreement between Milwaukee County and the Transportation Security Administration for space in the Administration Building at General Mitchell International Airport.

RESOLUTION

WHEREAS, in 2003, Milwaukee County entered into a two (2) year agreement with the United States of America through the General Services Administration (GSA) on behalf of the Transportation Security Administration (TSA) for the rental of space located in the lower level of the General Mitchell International Airport (GMIA) Administration Building; and

WHEREAS, the negotiated rental rate with the TSA was \$25.00 per square foot per year; and

WHEREAS, in addition, the TSA was considering some minor construction costs for remodeling the area, and the Airport was to complete the remodeling/repair and recover its costs as a surcharge to the \$25.00-per-square-foot rate during the initial two (2) year term; and

WHEREAS, the initial agreement has since been amended adding two (2) additional two (2) year extensions with a final termination date of June 30, 2009; and

WHEREAS, the amendments continued the original \$25.00-per-square-foot rate through June 30, 2009; and

WHEREAS, in October 2007, on behalf of the TSA, the GSA submitted a Solicitation for Offers (SFO) to parties (the County) interested in fulfilling the initial space needs of the TSA; and

WHEREAS, Milwaukee County entered into an agreement with the GSA effective July 1, 2009, for a term of ten (10) years; and

WHEREAS, a tenant improvement allowance not-to-exceed \$48.40 per usable square foot was allocated by the GSA for proration through the term of the agreement; and

WHEREAS, the intent of the \$48.40-per-square-foot allocation was to improve the space to accommodate the TSA's needs; and

WHEREAS, Airport staff requested funding to accommodate the remodeling in the maximum amount of \$131,744.80 while recovering all expenditures over a ten-year period at an interest rate of 6%; and

47 WHEREAS, thus, in addition to the \$30.00 new rate proposed by the Airport for
48 square foot rental, a maximum tenant finish recovery surcharge of \$11.61 per year would
49 be assessed to the TSA; and
50

51
52 WHEREAS, subsequently, GMIA submitted an offer in order to comply with the
53 federal process at a \$41.61-per-square-foot-per-annum rate for the 2,633 square feet, plus a
54 not-to-exceed tenant finish surcharge of \$4,215 per annum; and
55

56 WHEREAS, the TSA has now communicated to the GSA and airport staff that it
57 needs an additional 2,240 square feet of space in order to accommodate an increase in
58 staffing due to the placement of new equipment at GMIA; and
59

60 WHEREAS, Milwaukee County needs to enter into a supplemental agreement so
61 that federal funds can be released for improving the 2,240 square feet; and
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63 WHEREAS, the space being considered for TSA is currently occupied by the Airport
64 Engineering Division; and
65

66 WHEREAS, if TSA and the airport come to an agreement, then it will be necessary to
67 relocate the Airport Engineers to a building at the old 440th Air Force Base property; and
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69 WHEREAS, a fund transfer is being submitted to fund this relocation, and
70

71 WHEREAS, Airport staff recommends approval of a supplemental agreement to
72 Airport No. GA-1970 between Milwaukee County and the federal General Services
73 Administration on behalf of the Transportation Security Administration for the rental of
74 approximately an additional 2,240 square feet within the Administration Building at GMIA;
75 and
76

77 WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting
78 of July 14, 2010, recommended that Milwaukee County approve a supplemental
79 agreement to Airport No. GA-1970 between Milwaukee County and the federal General
80 Services Administration on behalf of the Transportation Security Administration for the
81 rental of approximately an additional 2,240 square feet within the Administration Building
82 at GMIA (vote _____), now, therefore,
83

84 BE IT RESOLVED, that the Director of Transportation, Public Works and Transit and
85 the Airport Director are hereby authorized to approve a supplemental agreement to Airport
86 No. GA-1970 between Milwaukee County and the federal General Services Administration
87 on behalf of the Transportation Security Administration for the rental of approximately an
88 additional 2,240 square feet within the Administration Building at GMIA.
89

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 28, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: SUPPLEMENTAL AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE TRANSPORTATION SECURITY ADMINISTRATION FOR SPACE IN THE ADMINISTRATION BUILDING AT GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA)

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	\$67,200	\$67,200
	Revenue	\$67,200	\$67,200
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

Approval of this supplemental agreement would provide GMIA with an additional base rental income of approximately \$67,200.00 per year, not including the tenant finish surcharge.

Department/Prepared by:

Authorized Signature _____

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

¹ 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 : June 28, 2010

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

FROM: Jack Takerian, Director of Transportation & Public Works

SUBJECT: **AUTHORIZATION TO ACCEPT A GRANT FROM THE FEDERAL DEPARTMENT OF HOMELAND SECURITY - TRANSPORTATION SECURITY ADMINISTRATION (TSA)**

POLICY

The Department of Transportation & Public Works – Airport Division is seeking authorization to accept a grant from the Transportation Security Administration (TSA) for the construction of the Inline Baggage Screening – Phase II project at GMIA. Phase I was recently completed allowing the reconfiguration of the airline ticketing offices and baggage make-up areas to allow for inline baggage screening between the check-in counters and new shared baggage make-up areas. Phase II entails the construction of a second-story room, behind and above the bag makeup areas, to house the TSA’s L-3 Explosive Detection System (EDS) units and provides extensive conveyor systems to deliver to, and return bags from, this new room for explosives screening.

BACKGROUND

With the continued growth of Airport traffic, the strain on the ticketing areas during peak departure times due to the presence of seven (7) EDS units in the ticketing building, and due to the congestion and general inefficiency of baggage handling through these units, a significant level of frustration for travelers and the airlines that service passengers at GMIA has ensued. During peak periods, passengers have been forced to exit the building and walk on the sidewalk to get from one end of the building to the other. In addition, charter carriers have been forced to conduct their ticketing operations in the airport concessions mall which results in additional operating costs and disruption to passengers.

To address this situation, Airport staff retained McClier Corporation, now Austin AECOM, to develop the construction plan for the first phase of the project including four new common bag make-up areas and the reconfiguration of the airline ticket office areas. Phase I of the construction, now complete, resulted in two common use bag make-up rooms. Each room contains two carousels and conveyor belts which feed passenger baggage from the ticketing lobby to the makeup rooms. Phase I however, did not remove the L-3 Explosive Detection System (EDS) units from the ticketing lobby and severe congestion remains. The four carousels and support equipment installed in Phase I were, however, designed to be seamlessly integrated into the Phase II construction project.

Although the entire Inline Baggage Screening project was eligible for Federal TSA funding, none was available for Phase I. The Airport proceeded with Phase I entirely utilizing Passenger Facility Charge (PFC) funding. Airport staff has recently been notified that TSA funding is now available for Phase II. Subsequently, an application has been submitted to the TSA for funding the Phase II portion of this project. Although as much as ninety percent of the eligible project

costs may be eligible for TSA grant funding, the overall support of the TSA will likely be much lower than ninety percent as some elements of the project have been, or will be, determined ineligible by the TSA. And the ultimate level of TSA funding will not be known until project completion.

Completion of Phase II will significantly improve the overall passenger traffic flow at the airport and provide a much improved and efficient baggage screening process which will not have so much of the equipment in plain view of the passengers.

Subsequently, Airport staff is requesting approval to submit and accept, on behalf of Milwaukee County, TSA grant funding for Phase II of the Inline Baggage Screening Project, with the amount of this grant yet to be determined.

RECOMMENDATION

The Director of the Department of Transportation and Public Works respectfully recommends that the Airport Director, with review by the County Corporation Counsel assigned to the Airport, be authorized to request and accept funds associated with the TSA grant application for Phase II of the in-line baggage project.

FISCAL NOTE:

Phase II of the Inline Baggage Screening Project is projected to cost \$36,552,000, of which \$19,565,613 is projected to be funded by the TSA. The balance will be covered by Passenger Facility Charge (PFC) revenues or PFC backed General Airport Revenue Bonds. Upon final grant approval, an appropriation transfer may be required to adjust the various funding sources when the actual TSA funding share is determined. Acceptance of the requested TSA grant will have no fiscal effect on the tax levy of Milwaukee County.

Prepared by: Stanley Dyett, Grants Accountant, GMIA

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

Approved by:

Jack Takerian, Director
Transportation and & Public Works

C. Barry Bateman
Airport Director

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(ITEM) From the Director of Transportation and Public Works requesting authorization to request and accept funds associated with the Transportation Security Administration (TSA) grant application for Phase II of the Airport's in-line baggage project by recommending adoption of the following:

RESOLUTION

WHEREAS, the Department of Transportation & Public Works – Airport Division is seeking authorization to accept a grant from the Transportation Security Administration (TSA) for the construction of the Inline Baggage Screening – Phase II project at GMIA; and

WHEREAS, Phase I was recently completed allowing the reconfiguration of the airline ticketing offices and baggage make-up areas to allow for inline baggage screening between the check-in counters and new shared baggage make-up areas; and

WHEREAS, Phase II entails the construction of a second-story room, behind and above the bag makeup areas, to house the TSA's L-3 Explosive Detection System (EDS) units and provides extensive conveyor systems to deliver to, and return bags from, this new room for explosives screening; and

WHEREAS, with the continued growth of Airport traffic, the strain on the ticketing areas during peak departure times due to the presence of seven (7) EDS units in the ticketing building, and due to the congestion and general inefficiency of baggage handling through these units, a significant level of frustration for travelers and the airlines that service passengers at GMIA has ensued; and

WHEREAS, during peak periods, passengers have been forced to exit the building and walk on the sidewalk to get from one end of the building to the other; and

WHEREAS, charter carriers have been forced to conduct their ticketing operations in the airport concessions mall which results in additional operating costs and disruption to passengers; and

WHEREAS, Airport staff retained McClier Corporation, now Austin AECOM, to develop the construction plan for the first phase of the project including four new common bag make-up areas and the reconfiguration of the airline ticket office areas; and

WHEREAS, Phase I of the construction, now complete, resulted in two common use bag make-up rooms with each room containing two carousels and conveyor belts which feed passenger baggage from the ticketing lobby to the makeup rooms; and

WHEREAS, Phase I did not remove the L-3 Explosive Detection System (EDS) units from the ticketing lobby and severe congestion remains; and

48 WHEREAS, the four carousels and support equipment installed in Phase I were
49 designed to be seamlessly integrated into the Phase II construction project; and

50

51 WHEREAS, although the entire Inline Baggage Screening project was eligible for
52 Federal TSA funding, none was available for Phase I and the Airport proceeded with Phase
53 I utilizing Passenger Facility Charge (PFC) funding; and

54

55 WHEREAS, Airport staff has recently been notified that TSA funding is now available
56 for Phase II; and

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58 WHEREAS, subsequently a funding request has been considered by the TSA for the
59 TSA to assist in financing the Phase II portion of this project; and

60

61 WHEREAS, Although as much as ninety percent of the eligible project costs may be
62 eligible for TSA grant funding, the overall support of the TSA will likely be much lower
63 than ninety percent as some elements of the project have been, or will be, determined
64 ineligible by the TSA; and

65

66 WHEREAS, the ultimate level of TSA funding will not be known until project
67 completion; and

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69 WHEREAS, completion of Phase II will significantly improve the overall passenger
70 traffic flow at the airport and provide a much improved and efficient baggage screening
71 process which will not have so much of the equipment in plain view of the passengers; and

72

73 WHEREAS, Airport staff has requested approval to submit and accept, on behalf of
74 Milwaukee County, TSA grant funding for Phase II of the Inline Baggage Screening Project,
75 for \$19,565,613; and

76

77 WHEREAS, the Transportation, Public Works, and Transit Committee has concurred
78 with the Director of Transportation, Public Works and Transit and recommends that the
79 Airport Director, with review by the County Corporation Counsel assigned to the Airport, be
80 authorized to request and accept funds associated with the TSA grant application for Phase
81 II of the in-line baggage project; now, therefore,

82

83 BE IT RESOLVED, that the Airport Director is hereby authorized to request and
84 accept funds associated with the Transportation Security Administration (TSA) grant
85 application for Phase II of the Airport's in-line baggage project.

86

87 H:\Private\Clerk Typist\Aa01\TPW&T 10\RESOLUTION - TSA Grant for Inline Baggage Construction.doc

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 28, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AUTHORIZATION TO ACCEPT A GRANT FROM THE FEDERAL DEPARTMENT OF HOMELAND SECURITY - TRANSPORTATION SECURITY ADMINISTRATION (TSA)

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input checked="" type="checkbox"/> Increase Capital Revenues
<input checked="" type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0*	0
	Net Cost	0	0

*Note: The \$19,565,613 increase in TSA funding will be offset by a corresponding \$19,565,613 decrease in PFC bond funding. There will be a significant indeterminate reduction in PFC backed bond financing.

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. ¹ 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.

Phase II of the Inline Baggage Screening Project is projected to cost \$36,552,000, of which \$19,565,613 is projected to be funded by the TSA. The balance will be covered by Passenger Facility Charge (PFC) revenues or PFC backed General Airport Revenue Bonds. Upon final grant approval, an appropriation transfer may be required to adjust the various funding sources when the actual TSA funding share is determined. Acceptance of the requested TSA grant will have no fiscal effect 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:

H:\Private\Clerk Typist\Aa01\TPW&T 10\FISCAL NOTE - TSA Grant for Inline Baggage Construction.doc

¹ 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: June 22, 2010

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

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

SUBJECT: **AIRLINE AIR FREIGHT BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND FRONTIER AIRLINES, INC.**

POLICY

County Board approval is required for the Airport Division to enter into lease agreements with tenants at General Mitchell International Airport (GMIA).

BACKGROUND

Milwaukee County completed construction of an Air Freight Building at General Mitchell International Airport (GMIA) (as defined in the Base Agreement of the signatory airlines in 1985) on the condition that more than one signatory airline shall enter into separate agreements representing commitments to lease at least 30,000 square feet of the building. Six initial carriers (Eastern Air Lines, Midwest Express, Northwest Airlines, Ozark Airlines, Frontier Airlines, and United Airlines) entered into agreements with Milwaukee County for use of the Air Freight Building under the Airport's standard terms and conditions that included the following:

- The agreements became effective October 1, 1985 and expired December 8, 2008.
- The carriers were to pay Milwaukee County for rentals, fees and charges that enabled the County to recover the cost of construction, operations and maintenance of the established Air Freight Building.

Midwest Airlines, Inc. ("Midwest") was the only airline that continued to occupy the building after December 8, 2008. The Airport Division then entered into a month-to-month agreement with Midwest to allow them the use of the facility under the same terms and conditions.

The building is now used for purposes other than airline air freight since the passenger airlines have reduced their freight business significantly. A new lease based upon a triple net platform has been drafted for air carriers that request a long-term commitment for air freight building space. A triple net lease is a lease which requires the lessee to pay, in addition to rental payments, all or most of the costs associated with the occupancy of the premises. Midwest, through its new owner Frontier Airlines, Inc., is the only passenger air carrier that has requested long-term use of the air freight building space. Other current tenants of the building are United Parcel Service and Tug Technologies.

RECOMMENDATIONS

Airport staff recommends that Milwaukee County enter into a lease agreement with Frontier Airlines, Inc., for the lease of 16,515 square feet of space located in the Air Freight Building at GMIA inclusive of the following:

- The agreement shall be for a term of five and one-half years beginning December 9, 2009 and ending April 30, 2015, in order to allow the air freight building agreement to be co-terminus with the adjacent Aero Milwaukee, LLC building leases (a third-party developer at GMIA).
- GMIA will assess rent based upon the fair-market rate of \$7.50 per square foot for air freight building/cargo/warehouse space for the lease of 16,515 square feet of space occupied by Frontier Airlines, Inc.

FISCAL NOTE

Annualized airport revenue will be \$123,862.50 for use of the air freight building at GMIA by Frontier Airlines, Inc.

Prepared by: Steven A. Wright, Airport Properties Manager

Approved by:

Jack Takerian, Interim Director
Transportation and Public Works

C. Barry Bateman
Airport Director

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(ITEM) From the Interim Director of Transportation and Public Works requesting authorization for Milwaukee County to enter into a lease agreement with Frontier Airlines, Inc., for the lease of 16,515 square feet of space located in the Air Freight Building at General Mitchell International Airport (GMIA) by recommending adoption of the following:

RESOLUTION

WHEREAS, Milwaukee County completed construction of an Air Freight Building at General Mitchell International Airport (GMIA) (as defined in the Base Agreement of the signatory airlines in 1985) on the condition that more than one signatory airline shall enter into separate agreements representing commitments to lease at least 30,000 square feet of the building; and

WHEREAS, the agreements became effective October 1, 1985 and expired December 8, 2008; and

WHEREAS, Midwest Airlines, Inc. (“Midwest”) was the only airline that continued to occupy the building after December 8, 2008; and

WHEREAS, the Airport Division then entered into a month-to-month agreement with Midwest to allow them the use of the facility under the same terms and conditions; and

WHEREAS, the building is now used for purposes other than airline air freight since the passenger airlines have reduced their freight business significantly; and

WHEREAS, Midwest, through its new owner Frontier Airlines, Inc., is the only passenger air carrier that has requested long-term use of the air freight building space.

WHEREAS, In order for Milwaukee County to enter into a lease agreement with Frontier Airlines, Inc., for the lease of 16,515 square feet of space located in the Air Freight Building at GMIA, Airport staff recommends that:

- the agreement will be for a term of five and one-half years beginning November 1, 2009 and ending April 30, 2015, in order to allow the air freight building agreement to be co-terminus with the adjacent Aero Milwaukee, LLC building leases (a third-party developer at GMIA), and
- GMIA will assess rent based upon the fair-market rate of \$7.50 per square foot for air freight building/cargo/warehouse space for the lease of 16,515 square feet of space occupied by Frontier Airlines, Inc.; and

45 WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting
46 of October 21, 2009, recommended approval (vote ___) that Milwaukee County enter into a
47 lease agreement with Frontier Airlines, Inc., for the lease of 16,515 square feet of space
48 located in the Air Freight Building at General Mitchell International Airport (GMIA), now,
49 therefore,

50

51 BE IT RESOLVED, that the Interim Director of Transportation and Public Works and
52 the Airport Director are hereby authorized to approve that Milwaukee County enter into a
53 lease agreement with Frontier Airlines, Inc., for the lease of 16,515 square feet of space
54 located in the Air Freight Building at General Mitchell International Airport (GMIA).

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56

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 22, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: AIRLINE AIR FREIGHT BUILDING LEASE AGREEMENT BETWEEN
MILWAUKEE COUNTY AND FRONTIER AIRLINES, INC.**

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	\$123,862.50	\$123,862.50
	Revenue	\$123,862.50	\$123,862.50
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

Airport revenue will be \$123,862.50 for use of the Air Freight Building at General Mitchell International Airport by Frontier Airlines, Inc.

Department/Prepared by: Steve Wright, Airport Properties Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 10\FISCAL NOTE - Frontier Freight Building.doc

¹ 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

11

DATE: June 15, 2010

TO: Lee Holloway, Chairperson, Milwaukee County Board of Supervisors

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

SUBJECT : **AMEND AIRPORT AGREEMENT NO. CN-1455 WITH SPRINT SPECTRUM L.P. AS ASSIGNED TO CONCOURSE COMMUNICATIONS SSP, LLC AT GENERAL MITCHELL INTERNATIONAL AIRPORT TO EXERCISE THE RENEWAL OPTION AND INSTALL A DISTRIBUTED ANTENNA SYSTEM AT GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA)**

POLICY

County Board approval is required to amend concession agreements at GMIA.

BACKGROUND

On December 16, 2004 Milwaukee County entered into Airport Agreement No. CN-1455 with Sprint Spectrum, L.P. for the installation, operation, management and maintenance of the WI-FI Service Concession in the terminal building at GMIA. On October 5, 2007 the agreement was assigned to Concourse Communications SSP, LLC, a subsidiary of Boingo Wireless, Inc. due to an asset purchase agreement. The agreement was for an initial term of five (5) years beginning on March 1, 2005, and ending on February 28, 2010. The agreement could be renewed for one additional five (5) year term subject to the mutual agreement of both parties. On February 4, 2010 the County Board authorized extending Airport Agreement No. CN 1455 for a six (6) month period, beginning March 1, 2010 in order to resolve some contract issues and give Airport Staff additional time to review the enhanced WI-FI and Distributed Antenna System (DAS) proposed by Concourse/Boingo.

Concourse/Boingo has proposed to upgrade the existing WI-FI for the second five year term in order to provide faster wireless data connection.

Concourse/Boingo has also requested to install a distributed antenna system (DAS) to enhance the wireless telecommunication reception in the terminal building. Concourse/Boingo would install the system then sign wireless telecommunications providers (Verizon, AT&T, etc.) to five (5) year contracts at a negotiated annual fee to use the system. The Airport would receive a percentage of the contract payments. Some wireless telecommunication companies have requested that the Airport make a DAS system available to them. Over the years, several companies have offered to build a DAS, but withdrew their offers for various reasons.

Concourse/Boingo estimates that it would take approximate six months to upgrade the WI-FI and install the DAS, after approvals and plan reviews are completed. Concourse/Boingo is requesting a five (5) year term with one (1) five-year option in order to amortize its investment and to allow for the conclusion of any five-year DAS

agreements it signs with telecommunication carriers. Concourse/Boingo anticipates spending approximately \$200-\$250K for new fiber and cabling, and \$1.5-\$1.75M for the DAS.

RECOMMENDATIONS

Airport staff recommend that Airport Agreement No. CN-1455 between Milwaukee County and Sprint Spectrum, L.P. as assigned to Concourse Communications SSP, LLC be amended as follows:

1. The Agreement will continue to be extended on a month-to-month basis from September 1, 2010 through February 28, 2011, with a five year renewal term commencing March 1, 2011 and ending on February 28, 2016. The Agreement may be extended for one (1) additional five-year term with the mutual consent of both parties.
2. Effective March 1, 2011 Concourse/Boingo will pay to County the greater of a Minimum Annual Guarantee of \$75,000 or 50% of gross revenues.
3. The Agreement be amended to add give Concourse/Boingo the rights to install a distributed antenna system (DAS) to enhance the wireless telecommunication reception in the terminal building.
4. Concourse/Boingo will pay to County 70% of the revenue received from DAS contracts.

FISCAL NOTE

Airport Wi-Fi concession revenue would increase by approximately \$25,000 per year, beginning March 1, 2011. The Distributed Antenna System (DAS) revenue is indeterminate at this time.

Prepared by: Kathy Nelson, Airport Properties Manager

Approved by:

C. Barry Bateman
Airport Director

Jack Takerian
Interim Director of Transportation
and Public Works

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(ITEM) From the Interim Director of Transportation and Public Works, requesting authorization to amend Airport Agreement No. CN -1455 between Milwaukee county and Sprint Spectrum, L.P. as assigned to Concourse Communications SSP, LLC. at General Mitchell International Airport (GMIA) sign by recommending the adoption of the following.

A RESOLUTION

WHEREAS, on December 16, 2004 Milwaukee County entered into Airport Agreement No. CN-1455 with Sprint Spectrum, L.P. for the installation, operation, management and maintenance of the WI-FI Service Concession in the terminal building at GMIA; and

WHEREAS, the agreement was for an initial term of five (5) years beginning on March 1, 2005, and ending on February 28, 2010; and

WHEREAS, the agreement could be renewed for one additional five (5) year term subject to the mutual agreement of both parties in the first year of the agreement, and

WHEREAS, on October 5, 2007 the agreement was assigned to Concourse Communications SSP, LLC, a subsidiary of Boingo Wireless, Inc. due to an asset purchase agreement; and

WHEREAS, Concourse/Boingo has proposed to upgrade the existing WI-FI for the second five year term and has also requested to install a distributed antenna system (DAS) to enhance the wireless telecommunication reception in the terminal building; and

WHEREAS, on February 4, 2010 the Milwaukee County Board authorized extending Airport Agreement No. CN-1455 on a month-to-month basis for a period of six (6) months, effective March 1, 2010 in order to give Airport staff additional time to review the enhanced WI-FI and telecommunication systems proposed by Concourse/Boingo; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on July 14, 2010, recommended approval (vote) that Airport Agreement No. CN-1455 between Milwaukee Count and Sprint Spectrum, L.P., as assigned to Concourse Communications SSP, LLC be amended to extend the agreement term and install a distributed antenna system (DAS) to enhance the wireless telecommunication reception in the terminal building as proposed by Concourse/Boingo, now, therefore,

48 BE IT RESOLVED, that the Interim Director of Transportation and Public
49 Works and the County Clerk are hereby authorized to amend Airport Agreement
50 No. CN-1455 between Milwaukee Count and Sprint Spectrum, L.P. as assigned to
51 Concourse Communications SSP, LLC be amended as follows:

52

53 1. The Agreement will continue to be extended on a month-to-month basis
54 from September 1, 2010 through February 28, 2011, with a five year renewal
55 term commencing March 1, 2011 and ending on February 28, 2016. The
56 Agreement may be extended for one (1) additional five-year term with the
57 mutual consent of both parties.

58

59 2. Effective March 1, 2011 Concourse/Boingo will pay to County the greater of
60 a Minimum Annual Guarantee of \$75,000 or 50% of gross revenues.

61

62 3. The Agreement be amended to add give Concourse/Boingo the rights to
63 install a distributed antenna system (DAS) to enhance the wireless
64 telecommunication reception in the terminal building.

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66 4. Concourse/Boingo will pay to County 70% of the revenue received from
67 DAS contracts.

68

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 15, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMEND AIRPORT AGREEMENT NO. CN-1455 WITH SPRINT SPECTRUM L.P. AS ASSIGNED TO CONCOURSE COMMUNICATIONS SSP, LLC AT GENERAL MITCHELL INTERNATIONAL AIRPORT TO EXERCISE THE RENEWAL OPTION AND INSTALL A DISTRIBUTED ANTENNA SYSTEM AT GENERAL MITCHELL INTERNATIONAL AIRPORT (GMIA)

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
(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.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$0	\$20,833
	Revenue	0	\$20,833
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

Airport Wi-Fi concession revenue would increase by approximately \$25,000 per year, beginning March 1, 2011. The Distributed Antenna System (DAS) revenue is indeterminate at this time.

Department/Prepared by: Kathy Nelson

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

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¹ 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**

12

DATE: June 22, 2010

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

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

SUBJECT: **BUILDING AND ADJACENT PARKING AREA LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND HUNGER TASK FORCE, INC. (HTF)**

POLICY

County Board approval is required for Milwaukee County to enter into a lease agreement for a building and adjacent parking area with Hunger Task Force (HTF) at the former 440th Air Force Reserve Station (ARS) at General Mitchell International Airport (GMIA).

BACKGROUND

In December 2005 the Federal Base Realignment and Closure Commission (BRAC) recommended the closing of the 440th Base as part of its charge to evaluate all military bases throughout the United States.

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

Federal requirements for the disposition of surplus military bases included the need for the submittal of a Land Reuse Plan, to have been redeveloped by a Local Redevelopment Authority (LRA), representing 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 440th base, the affected jurisdictions included Milwaukee County, the City of Milwaukee, and the State of Wisconsin. Subsequently, two County representatives and two City of Milwaukee representatives were authorized to participate as voting members in the Milwaukee LRA. (The State chose to "monitor" the process.)

Acting under the auspices of the LRA, the consulting firm of RKG Associates, Inc., was retained to develop the Federally required Reuse Plan, and ultimately recommended a Reuse Plan 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 440th base closure.
- Transfer of 440th property to Milwaukee County through a no-cost Public Benefit Conveyance (PBC).
- Accommodations for interim use of property by the National Guard 128th Air Refueling Wing (possibly to include the fire station).
- Working to address the needs of other Notice of Interest (NOI) 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., although much of the Reserve's personal property had already been disbursed by the Air Force.

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 a transference process was completed.

The recommended Land Reuse Plan was submitted in March of 2008 to the Deputy Assistant Secretary of the Air Force Installations for the Air Force approval. Since that time, an environmental assessment has been completed, inventories taken, numerous repairs and/or maintenance activities have been accomplished and the property and buildings have been maintained by the Air Force. The Air Force has approved the Reuse Plan. And, the Department of Housing and Urban Development (HUD) has also approved the Reuse Plan.

The final remaining element of the ARS transference to Milwaukee County involves securing Federal Aviation Administration (FAA) sponsorship of the Reuse Plan application.

Toward that end, a Public Benefit Conveyance application was submitted to the FAA in September 2009 and the LRA and County are awaiting the FAA's final approval, anticipating transfer of the property in late June or July of 2010.

At its April 22, 2010 meeting, the County Board approved of, and authorized the Chairman of the County Board and the County Executive to accept the property on behalf of Milwaukee County, and the Register of Deeds is authorized to record the deed in the name of Milwaukee County.

The HUD application, submitted in 2008, indicated the 440th 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 an

acceptable NOI, which requested the base supply warehouse. The 440th LRA did not receive any NOI's from outside the CoC.

The 440th 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 Hunger Task Force's request for the base warehouse building will need to 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.

HUD confirmed that all materials requested had been received and the application was now deemed to be complete. Prior to a Public Benefit Conveyance (PBC) application to the FAA being approved, HUD was required to complete its review and approve the documents certifying the fact that the LRA met the requirements regarding the Homeless Submission. Final HUD approval of the Homeless Submission was received on March 27, 2009.

The Federal Aviation Administration (FAA) has approved of this no-rent lease because of the above mentioned Legally Binding Agreement between the Milwaukee 440th LRA and the HTF.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into a lease agreement with HTF, effective July 1, 2010, for the lease of building 205 and adjacent parking area, located at the former 440th ARS, inclusive of the following:

1. The term of the lease agreement shall be for until such time as building 205 is demolished in accordance with the Reuse Plan and Master Plan for GMIA.
2. Any tools, equipment, furniture, office equipment, or any other material identified will be inventoried and made available to HTF at no charge, to be returned at the conclusion of the lease with normal wear and tear allowed.
3. There will be no rental charge for this lease.
4. The lease agreement shall contain the current standard insurance, indemnification and environmental language for similar agreements.

FISCAL NOTE

The airport will not receive any revenue as a result of this agreement. Approval of this lease will have no fiscal effect on the tax levy of Milwaukee County.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

Jack Takerian, Interim Director
Transportation and Public Works

C. Barry Bateman
Airport Director

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(ITEM) From the Interim Director of Transportation and Public Works requesting that Milwaukee County enter into a building and adjacent parking area lease agreement with the Hunger Task Force, Inc. (HTF) at the former Air Force Reserve Station (ARS) at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, in December 2005 the Federal Base Realignment and Closure Commission (BRAC) recommended the closing of the 440th Base 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 440th land upon its closure (file no. 05-530); and

WHEREAS, 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 a transference process was completed; and

WHEREAS, the recommended Land Reuse Plan was submitted in March of 2008 to the Deputy Assistant Secretary of the Air Force Installations for the Air Force approval; and

WHEREAS, since that time, an environmental assessment has been completed, inventories taken, numerous repairs and/or maintenance activities have been accomplished and the property and buildings have been maintained by the Air Force; and

WHEREAS, the Air Force has approved the Reuse Plan and the Department of Housing and Urban Development (HUD) has also approved the Reuse Plan; and

WHEREAS, the final remaining element of the ARS transference to Milwaukee County involves securing Federal Aviation Administration (FAA) sponsorship of the Reuse Plan application; and

WHEREAS, toward that end, a Public Benefit Conveyance application was submitted to the FAA in September 2009 and the LRA and County are awaiting the FAA's final approval, anticipating transfer of the property in late June or July of 2010; and

WHEREAS, the HUD application, submitted in 2008, indicated the 440th 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

45 network (CoC). However, only the Hunger Task Force submitted a 'legitimate' NOI, which
46 requested the base supply warehouse. The 440th LRA did not receive any NOI's from
47 outside the CoC.; and

48
49 WHEREAS, the 440th LRA and its consulting team had a discussion with the CoC
50 Administrative Coordinator and several CoC members as to why more NOI's hadn't been
51 submitted and the reasons more NOI's had not been submitted included the location of the
52 facilities far from the populations served, the lack of nearby support facilities such as public
53 transportation and social services, the commercial/industrial nature of the site and
54 neighborhood, the lack of appropriate facilities at the base (housing) and the proximity to
55 the airport (noise concerns); and

56
57 WHEREAS, the Hunger Task Force's request for the base warehouse building will
58 need to be satisfied through a no-cost lease from Milwaukee County pursuant to a Legally
59 Binding Agreement executed by the City of Milwaukee, Milwaukee County, the 440th LRA
60 and the Hunger Task Force and the FAA has approved of this no-rent lease agreement
61 because of the above mentioned Legally Binding Agreement; and

62
63 WHEREAS, prior to a Public Benefit Conveyance (PBC) application to the FAA being
64 approved, HUD was required to complete its review and approve the documents certifying
65 the fact that we met the requirements regarding the Homeless Submission. Final HUD
66 approval of the Homeless Submission was received on March 27, 2009; now, therefore

67
68 BE IT RESOLVED, that the Interim Director of Transportation and Public Works and
69 the Airport Director are hereby authorized to enter into a lease agreement with HTF,
70 effective July 1, 2010, for the lease of building 205 and adjacent parking area, located at
71 the former 440th ARS, under the following terms and conditions:

- 72
- 73 1. The term of the lease agreement shall be for until such time as building 205 is
74 demolished in accordance with the Reuse Plan and Master Plan for GMIA.
 - 75 2. Any tools, equipment, furniture, office equipment, or any other material identified will
76 be inventoried and made available to HTF at no charge, to be returned at the
77 conclusion of the lease with normal wear and tear allowed.
 - 78 3. There will be no rental charge for this lease.
 - 79 4. The lease agreement shall contain the current standard insurance, indemnification and
80 environmental language for similar agreements.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 22, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: BUILDING AND ADJACENT PARKING AREA LEASE AGREEMENT
BETWEEN MILWAUKEE COUNTY AND HUNGER TASK FORCE (HTF)**

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input checked="" type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input checked="" type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input checked="" type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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 2010	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

The airport will not receive any revenue as a result of this agreement. Approval of this lease will have no fiscal effect on the tax levy of Milwaukee County.

Department/Prepared by: Ted J. Torcivia, Airport Business Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 10\FISCAL NOTE - Hungertaskforce205 440th Lease.doc

¹ 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**

13

DATE: June 21, 2010

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

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

SUBJECT: **BUILDING AND ADJACENT PARKING AREA LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND AIRFORCE REAL PROPERTY AGENCY (AFRPA)**

POLICY

County Board approval is required for Milwaukee County to enter into a lease agreement for a building and adjacent parking area with AFRPA at the former 440th Air Force Reserve Station (ARS) at General Mitchell International Airport (GMIA).

BACKGROUND

In December 2005 the Federal Base Realignment and Closure Commission (BRAC) recommended the closing of the 440th Base as part of its charge to evaluate all military bases throughout the United States.

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

Federal requirements for the disposition of surplus military bases included the need for the submittal of a Land Reuse Plan, to have been redeveloped by a Local Redevelopment Authority (LRA), representing 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 440th base, the affected jurisdictions included Milwaukee County, the City of Milwaukee, and the State of Wisconsin. Subsequently, two County representatives and two City of Milwaukee representatives were authorized to participate as voting members in the Milwaukee LRA. (The State chose to "monitor" the process.)

Acting under the auspices of the LRA, the consulting firm of RKG Associates, Inc., was retained to develop the Federally required Reuse Plan, and ultimately recommended a Reuse Plan 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 440th base closure.
- Transfer of 440th property to Milwaukee County through a no-cost Public Benefit Conveyance (PBC).

- Accommodations for interim use of property by the National Guard 128th Air Refueling Wing (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., although much of the Reserve's personal property had already been disbursed by the Air Force.

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 a transference process was completed.

The recommended Land Reuse Plan was submitted in March of 2008 to the Deputy Assistant Secretary of the Air Force Installations for the Air Force approval. Since that time, an environmental assessment has been completed, inventories taken, numerous repairs and/or maintenance activities have been accomplished and the property and buildings have been maintained by the Air Force. The Air Force has approved the Reuse Plan. And, the Department of Housing and Urban Development (HUD) has also approved the Reuse Plan.

The final remaining element of the ARS transference to Milwaukee County involves securing Federal Aviation Administration (FAA) sponsorship of the Reuse Plan application.

Toward that end, a Public Benefit Conveyance application was submitted to the FAA in September 2009 and the LRA and County are awaiting the FAA's final approval, anticipating transfer of the property in late June or July of 2010.

At its April 22, 2010 meeting, the County Board approved of, and authorized the Chairman of the County Board and the County Executive to accept the property on behalf of Milwaukee County, and the Register of Deeds is authorized to record the deed in the name of Milwaukee County.

Due to the aforementioned 440th base closure, the 128th Air National Guard (ANG) fire-fighting mission has increased, resulting in the addition of staff and equipment creating the need for additional space. Subsequently, the 128th ANG has requested and received funding approval for a replacement to their existing fire station and construction is expected to start in spring of 2011 with an estimated completion occurring within three years after the start of construction.

As a result of this limited operable space in their existing facility the 128th ANG has requested to AFRPA the continued, temporary use of the fire station located at the former 440th ARS for a period of five years, with two one year renewable options, or until such time the new fire station is completed at the 128th ANG. AFRPA has proposed the lease for the fire station be between their agency and Milwaukee County allowing us to continue to have them as the point of contact relating to real estate matters; AFRPA will in turn license the fire station to the State of Wisconsin for 128th ANG use.

The Federal Aviation Administration (FAA) has approved of this no-rent lease because of the special circumstances surrounding the base closure and the need for the 128th to temporarily use the fire station until such time as the 128th can construct a new fire station on 128th property.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into a lease agreement with AFRPA, effective July 1, 2010, for the lease of: building 212; building 211 (support facility for building 212); building 213 (support facility for building 212); and adjacent parking area, located at the former 440th ARS, inclusive of the following:

1. The term of the lease agreement shall be for five (5) years, effective July 1, 2010, and ending June 30, 2015, with two (2) one-year mutual renewal options.
2. Any tools, equipment, furniture, office equipment, or any other material identified will be inventoried and made available to AFRPA at no charge, to be returned at the conclusion of the lease with normal wear and tear allowed.
3. There will be no rental charge for this lease.
4. The lease agreement shall contain the current standard insurance, indemnification and environmental language for similar agreements.

FISCAL NOTE

The airport will not receive any revenue as a result of this agreement. Approval of this lease will have no fiscal effect on the tax levy of Milwaukee County.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

Jack Takerian, Interim Director
Transportation and Public Works

C. Barry Bateman
Airport Director

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(ITEM) From the Interim Director of Transportation and Public Works requesting that Milwaukee County enter into a building and adjacent parking area lease agreement with the Air Force Real Property Agency (AFRPA) at the former Air Force Reserve Station (ARS) at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, in December 2005 the Federal Base Realignment and Closure Commission (BRAC) recommended the closing of the 440th Base 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 440th land upon its closure (file no. 05-530); and

WHEREAS, 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 a transference process was completed; and

WHEREAS, the recommended Land Reuse Plan was submitted in March of 2008 to the Deputy Assistant Secretary of the Air Force Installations for the Air Force approval; and

WHEREAS, since that time, an environmental assessment has been completed, inventories taken, numerous repairs and/or maintenance activities have been accomplished and the property and buildings have been maintained by the Air Force; and

WHEREAS, the Air Force has approved the Reuse Plan and the Department of Housing and Urban Development (HUD) has also approved the Reuse Plan; and

WHEREAS, the final remaining element of the ARS transference to Milwaukee County involves securing Federal Aviation Administration (FAA) sponsorship of the Reuse Plan application; and

WHEREAS, toward that end, a Public Benefit Conveyance application was submitted to the FAA in September 2009 and the LRA and County are awaiting the FAA's final approval, anticipating transfer of the property in late June or July of 2010; and

WHEREAS, due to the aforementioned 440th base closure the 128th Air National Guard (ANG) fire-fighting mission has increased resulting in the addition of staff and

45 equipment subsequently creating the need for additional space; and

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47 WHEREAS, the 128th ANG has requested and received funding approval for a
48 replacement to their existing fire station and construction is expected to start in spring of
49 2011 with an estimated completion occurring within three years after the start of
50 construction; and

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52 WHEREAS, as a result of this limited operable space in their existing facility the
53 128th ANG has requested to AFRPA the continued, temporary use of the fire station located
54 at the former 440th ARS for a period of five years, with two one year renewable options, or
55 until such time the new fire station is completed at the 128th ANG; and

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57 WHEREAS, AFRPA has proposed the lease for the fire station be between their
58 agency and Milwaukee County allowing us to continue to have them as the point of
59 contact relating to real estate matters, AFRPA will in turn license the fire station to the State
60 of Wisconsin for 128th ANG use ; now, therefore

61

62 BE IT RESOLVED, that the Interim Director of Transportation and Public Works and
63 the Airport Director are hereby authorized to enter into a lease agreement with AFRPA,
64 effective July 1, 2010, for the lease of: building 212; building 211 (support facility for
65 building 212); building 213 (support facility for building 212); and adjacent parking area,
66 located at the former 440th ARS, under the following terms and conditions:

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- 68 1. The term of the lease agreement shall be for five (5) years, effective July 1, 2010, and
69 ending June 30, 2015, with two (2) one-year mutual renewal options.
- 70 2. Any tools, equipment, furniture, office equipment, or any other material identified will
71 be inventoried and made available to AFRPA at no charge, to be returned at the
72 conclusion of the lease with normal wear and tear allowed.
- 73 3. There will be no rental charge for this lease.
- 74 4. The lease agreement shall contain the current standard insurance, indemnification and
75 environmental language for similar agreements.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 21, 2010

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: BUILDING AND ADJACENT PARKING AREA LEASE AGREEMENT
BETWEEN MILWAUKEE COUNTY AND AIRFORCE REAL PROPERTY
AGENCY (AFRPA)**

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input checked="" type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input checked="" type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input checked="" type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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 2010	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

The airport will not receive any revenue as a result of this agreement. Approval of this lease will have no fiscal effect on the tax levy of Milwaukee County.

Department/Prepared by: Ted J. Torcivia, Airport Business Manager

Authorized Signature _____

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

H:\Private\Clerk Typist\Aa01\TPW&T 10\FISCAL NOTE - AFRPA212 440th Lease.doc

¹ 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

14

DATE: June 18, 2010

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

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

SUBJECT: **AUTHORIZATION FOR THE DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS TO DEED THE SOUTH 6TH STREET REALIGNMENT TO THE CITY OF MILWAUKEE FOR DEDICATION FOR PUBLIC STREET PURPOSES**

POLICY

Authorization to transfer certain South 6th Street property to the City of Milwaukee for dedication for public street purposes requires County Board approval.

BACKGROUND

The FAA ordered action taken by GMIA to correct deficient Runway Safety Areas (RSAs) in order to bring them into compliance with current design standards. This action involved the design and construction of several infrastructure improvements at each end of the two main runways. Some of these improvements had an impact on existing streets, utilities, sewer, water main, FAA navigational aids and other infrastructure located in public rights-of-way, or on airport property. Because the RSA improvement project necessitated the removal or relocation of these various facilities, it was necessary for the airport to enter into agreements with the various utilities, agencies and municipalities in order to affect such modifications. Specifically, there are public utilities owned and maintained by the City of Milwaukee that are located in South 6th Street that needed to be relocated along with the right-of-way to the new alignment. As part of this process, Milwaukee County realigned South 6th Street from West Grange Avenue south to a point in the 13th Aldermanic District identified in Exhibit A, attached hereto. The 6th Street work has now been completed and it is necessary for the County to convey to the City of Milwaukee the completed 6th Street realignment for dedication and use for public street purposes. Once the new right-of-way has been dedicated, the City of Milwaukee, through separate action, will convey the existing 6th Street right-of-way to Milwaukee County.

RECOMMENDATION

Airport staff recommends that the Director of Transportation and Public Works be given the authorization to deed to the City of Milwaukee the areas depicted in Exhibit A, attached hereto, relating to the dedication of the completed 6th Street realignment for public street purposes.

FISCAL NOTE

Deeding the South 6th Street realignment to the City of Milwaukee for dedication for public street purposes will have no effect on the tax levy of Milwaukee County.

Prepared by: James R. Zsebe, P.E., Project Manager

Supervisor Lee Holloway

June 18, 2010

Page 2 of 2

Approved by:

Jack Takerian, Interim Director
Transportation & Public Works

C. Barry Bateman, Airport Director

Name and Return Address:

City of Milwaukee
 Department of Public Works (Cornnell)
 841 North Broadway, Room 802
 Milwaukee, WI 53202

Tax Key No.: 671-9991-100-4, 671-9990-100-9 (Part),
 671-9988-110-5 (Part), 671-9987-100-2 (Part),
 671-9986-100-7 (Part), 671-9976-200-9 (Part).
 671-9972-100-0 (Part) & 688-9995-111-9 (Part)

This transaction is exempt from the Wisconsin Real Estate Transfer Fee and Transfer Return pursuant to Sec. 77.25(2r) of the Wisconsin Statutes.

This land is being dedicated for public right-of-way. The Common Council approved the dedication of the aforescribed parcel of property on July 30, 2008, by adoption of Resolution File 080431.

Recording Area

This Deed, made between **MILWAUKEE COUNTY**, a municipal body corporate, as Grantor, and **CITY OF MILWAUKEE**, a municipal corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, located at Milwaukee, Wisconsin, as Grantee:

Grantor, for No Monetary Consideration conveys to Grantee, and to its successors and assigns forever, approximately 299,558 square feet or 6.8769 acres more or less of real estate situated in the City of Milwaukee, County of Milwaukee, State of Wisconsin to be acquired for public street purposes for the realignment of South 6th Street from West Grange Avenue south to a point, in the 13th Aldermanic District, described below and depicted on the map as Exhibit "A," which is attached hereto, Pursuant to Resolution File No _____ adopted by the Milwaukee County Board on _____.

That part of Lands located in the Northwest 1/4 and Southwest 1/4 of Section 32, Township 6 North, Range 22 East, described as follows: Commencing at the south 1/4 corner of said Section 32; thence North 00°36'08" West, along the east line of said Southwest 1/4 Section, 2150.07 feet to a point; thence South 89°09'58" West 33.00 feet to a point in the present west line of South 6th Street and the point of beginning of the land to be described; thence continuing South 89°09'58" West 20.41 feet to a point on a curve; thence Northwesterly 508.27 feet along the arc of said curve which has a radius of 295.00 feet with its center lying to the southwest having a central angle of 98°43'04" and whose chord bears North 62°20'05" West 447.69 feet to a point of tangency; thence South 68°18'23" West 180.70 feet to a point of curve; thence Northwesterly 700.61 feet along the arc of said curve which has a radius of 395.00 feet with its center lying to the northeast having a central angle of 101°37'31" and whose chord bears North 60°52'52" West 612.32 feet to a point of tangency; thence North 10°04'07" West 244.70 feet to a point of curve; thence Northeasterly 336.38 feet along the arc of said curve which has a radius of 545.00 feet with its center lying to the east having a central angle of 35°21'50" and whose chord bears North 07°36'48" East 331.07 feet to a point of tangency; thence North 25°17'43" East 446.73 feet to a point of curve; thence Northeasterly 84.47 feet along the arc of said curve which has a radius of 555.00 feet with its center lying to the northwest having a central angle of 8°43'14" and whose chord bears North 20°56'06" East 84.39 feet to a point; thence North 88°59'08" East 12.58 feet to a point on a curve; thence Northeasterly 162.80 feet along the arc of said curve which has a radius of 567.00 feet with its center lying to the west having a central angle of 16°27'05" and whose chord bears North 07°57'54" East 162.25 feet to a point of tangency; thence North 00°15'39" West 275.02 feet to a point of curve; thence Northeasterly 518.47 feet along the arc of said curve which has a radius of 533.00 feet with its center lying to the southeast having a central angle of 55°44'04" and whose chord bears North 27°36'23" East 498.27 feet to a point of tangency, said point being on the southerly line of the Airport Spur Freeway; thence North 55°28'25" East, along said southerly line, 716.80 feet to a point in the present west line of South 6th Street; thence South 00°56'07" East, along said west line, 181.19 feet to a point; thence

North 73°18'49" West 116.66 feet to a point; thence South 55°28'25" West 543.47 feet to a point of curve; thence Southwesterly 460.11 feet along the arc of said curve which has a radius of 473.00 feet with its center lying to the southeast having a central angle of 55°44'04" and whose chord bears South 27°36'23" West 442.18 feet to a point of tangency; thence South 00°15'39" East 275.02 feet to a point of curve; thence Southwesterly 161.54 feet along the arc of said curve which has a radius of 627.00 feet with its center lying to the west having a central angle of 14°45'40" and whose chord bears South 07°07'11" West 161.09 feet to a point; thence North 88°59'08" East 5.19 feet to a point on a curve; thence Southwesterly 120.46 feet along the arc of said curve which has a radius of 632.00 feet with its center lying to the northwest having a central angle of 10°55'14" and whose chord bears South 19°50'06" West 120.28 feet to a point of tangency; thence South 25°17'43" West 446.73 feet to a point of curve; thence Southwesterly 288.86 feet along the arc of said curve which has a radius of 468.00 feet with its center lying to the east having a central angle of 35°21'50" and whose chord bears South 07°36'48" West 284.29 feet to a point of tangency; thence South 10°04'07" East 244.70 feet to a point of curve; thence Southeasterly 564.03 feet along the arc of said curve which has a radius of 318.00 feet with its center lying to the northeast having a central angle of 101°37'31" and whose chord bears South 60°52'52" East 492.95 feet to a point of tangency; thence North 68°18'23" East 180.69 feet to a point on a curve; thence Southeasterly 500.80 feet along the arc of said curve which has a radius of 372.00 feet with its center lying to the southwest having a central angle of 77°07'59" and whose chord bears South 73°07'38" East 463.83 feet to a point in the present west line of South 6th Street; thence South 00°36'08" East, along said west line, 144.50 feet to the point of beginning.

Address: 5555 South 6th Street, 5561 South 6th Street (Part), 5607 South 6th Street (Part),
 5617 South 6th Street (Part), 5675 South 6th Street (Part), 5727 South 6th Street (Part),
 5781 5675 South 6th Street (Part) & 5945 South 6th Street (Part)

TO HAVE AND TO HOLD, the same, together with all and singular the appurtenances and privileges as thereunto belonging or in any wise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the said Grantor, either in law or equity, either in possession or expectancy of, to the only proper use, benefit and behoof of the said Grantee, its successors and assigns forever.

IN WITNESS WHEREOF, Grantor has executed this Deed this ____ Day of _____, 2010.

MILWAUKEE COUNTY

By _____
 Scott Walker, County Executive

By _____
 Janine Secora, Deputy County Clerk

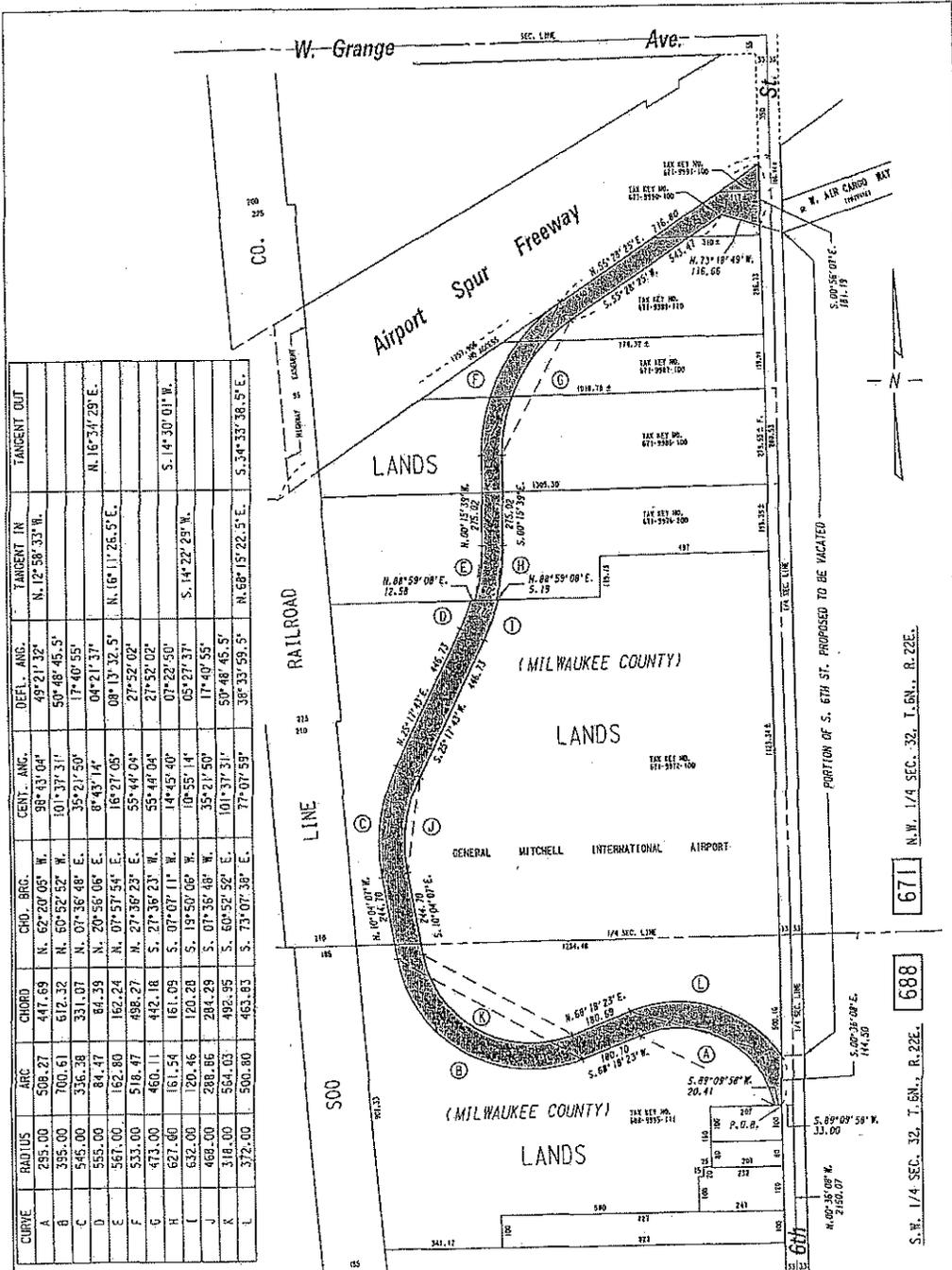
STATE OF WISCONSIN)
)SS
 COUNTY OF MILWAUKEE)

Personally came before me this ____ Day of _____, 2010, Scott Walter and Janine Secora to me known to be the persons who executed the foregoing instrument and acknowledge the same.

 Notary Public
 Milwaukee County, Wisconsin
 My commission _____

This document was drafted by the City of Milwaukee, Department of City Development (Miller)

Exhibit "A"



CURVE	RADIUS	ARC	CHORD	CHD. BRG.	CENT. ANG.	DEFL. ANG.	TANGENT IN	TANGENT OUT
A	295.00	508.27	447.69	N. 62° 20' 05" W.	98° 43' 04"	49° 21' 32"	N. 12° 58' 33" W.	
B	395.00	700.61	612.32	N. 60° 52' 52" W.	101° 37' 31"	50° 48' 45.5"		
C	545.00	336.38	331.07	N. 07° 36' 48" E.	35° 21' 50"	17° 40' 55"		
D	555.00	84.47	84.39	N. 20° 56' 06" E.	0° 43' 14"	04° 21' 31"		N. 16° 34' 29" E.
E	567.00	162.80	162.24	N. 07° 57' 54" E.	16° 27' 05"	08° 13' 32.5"		N. 16° 11' 26.5" E.
F	533.00	518.47	488.27	N. 27° 36' 23" E.	55° 44' 04"	27° 52' 02"		
G	473.00	460.11	442.18	S. 27° 36' 23" W.	55° 44' 04"	27° 52' 02"		S. 14° 30' 01" W.
H	627.00	151.54	151.09	S. 07° 07' 11" W.	14° 45' 40"	07° 22' 50"		
I	632.00	120.46	120.28	S. 19° 50' 06" W.	10° 35' 14"	05° 27' 31"		S. 14° 22' 29" W.
J	468.00	288.86	284.29	S. 07° 36' 48" W.	35° 21' 50"	17° 40' 55"		
K	318.00	564.03	482.95	S. 60° 52' 52" E.	101° 37' 31"	50° 48' 45.5"		
L	372.00	500.80	463.83	S. 73° 07' 36" E.	77° 07' 59"	38° 33' 59.5"		S. 34° 33' 36.5" E.

LANDS TO BE ACQUIRED FOR PUBLIC STREET PURPOSES

ADOPTED:
JULY 30, 2008

EXHIBIT "A"
FILE NO. 080431
INFRASTRUCTURE SERVICES DIVISION
MILWAUKEE, WISCONSIN

ASSIGNED TO: W.E. FUCHS
DRAWN BY: W.E.F.
PROJECT/GRANT NO.: WK52360074
APPROVED BY:

CHK'D BY: W.E. FUCHS
DATE: JAN. 13, 2010
SCALE: 1" = 350'

Marcia Connell
CENTRAL DRAFTING & RECORDS MANAGER

[Signature]
CITY ENGINEER

(Item) From the Director of Transportation & Public Works requesting that the Director of Transportation and Public Works be authorized to deed the South 6th Street realignment to the City of Milwaukee for dedication for street purposes, by recommending adoption of the following.

RESOLUTION

WHEREAS, the FAA ordered action taken by GMIA to correct deficient Runway Safety Areas (RSAs) in order to bring them into compliance with current design standards; and

WHEREAS, this action involved the design and construction of several infrastructure improvements at each end of the two main runways; and

WHEREAS, some of these improvements had an impact on existing streets, utilities, sewer, water main, FAA navigational aids and other infrastructure located in public rights-of-way, or on airport property; and

WHEREAS, because the RSA improvement project necessitated the removal or relocation of these various facilities, it was necessary for the airport to enter into agreements with the various utilities, agencies and municipalities in order to affect such modifications; and

WHEREAS, specifically, there are public utilities owned and maintained by the City of Milwaukee that are located in South 6th Street that needed to be relocated along with the right-of-way to the new alignment; and

WHEREAS, as part of this process, Milwaukee County realigned South 6th Street from West Grange Avenue south to a point in the 13th Aldermanic District identified in Exhibit A, attached hereto; and

WHEREAS, the 6th Street work has now been completed and it is necessary for the County to convey to the City of Milwaukee the completed 6th Street realignment for dedication and use for public street purposes; and

WHEREAS, once the new right-of-way has been dedicated, the City of Milwaukee, through separate action, will convey the existing 6th Street right-of-way to Milwaukee County; and

WHEREAS, The Transportation, Public Works and Transit Committee has concurred with Airport staff's recommendation to deed the South 6th Street realignment to the City of Milwaukee for dedication for public street purposes; now, therefore,

BE IT RESOLVED, that the Director of Transportation and Public Works is hereby authorized to deed the South 6th Street realignment to the City of Milwaukee for dedication

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for public street purposes.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 18, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AUTHORIZATION FOR THE DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS TO DEED THE SOUTH 6TH STREET REALIGNMENT TO THE CITY OF MILWAUKEE FOR DEDICATION FOR PUBLIC STREET PURPOSES

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

Deeding the South 6th Street realignment to the City of Milwaukee for dedication for public street purposes will have no effect on the tax levy of Milwaukee County.

Department/Prepared by: James R. Zsebe, P.E., Project Manager

Authorized Signature _____

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

H:\Private\Clerk Typist\Aa01\TPW&T 10\FISCAL NOTE - Inter-gov Agreements for RSA.doc

¹ 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**

15

DATE: July 7, 2010

TO: Supervisor Lee Holloway, Chairperson, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

FROM: Jack Takerian, Director of Transportation and Public Works

SUBJECT: **AMEND SECTION 4.11 OF THE MILWAUKEE COUNTY CODE OF GENERAL ORDINANCES TO REFLECT CHANGES TO THE NON-SIGNATORY AIRLINE RATE STRUCTURE AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY

Amendments to County ordinances require County Board approval.

BACKGROUND

Milwaukee County Ordinance 4.11 governs rates and charges assessed commercial service airlines that operate at General Mitchell International Airport (GMIA), which are not signatory to the airport/airline lease agreement. Non-signatory airlines are airlines that are at GMIA for a short term, or do not wish to enter into an agreement; consequently, non-signatory airlines pay a 20% higher rate than airlines who have made a long-term commitment to the financial backing of the airport.

The new lease agreement, which will take effect October 1, 2010, subject to County Board and County Executive approval, has set a non-signatory rate of 125%. A 25% surcharge to the non-signatory carrier is very typical for airports. Airlines that sign the agreement are committing to a long-term tenancy at the airport, guaranteeing the airport to “break even” with revenues derived from airline rates and charges. Signatory airlines, thus, receive the base rate. Subsequently, it is necessary to revise the ordinance to reflect the new non-signatory rate structure.

RECOMMENDATION

Airport staff recommends adoption of the revisions to County Ordinance 4.11 establishing non-signatory airline rates and charges, to take effect October 1, 2010.

FISCAL NOTE

Revenue received for non-signatory airline operators is indeterminate. Revenue received in 2009 was \$1,190,599.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

Jack Takerian, Director
Transportation and Public Works

C. Barry Bateman
Airport Director

(Item) From the Interim Director of Transportation & Public Works requesting the amendment of Section 4.11 of the Milwaukee County Code of General Ordinances, to reflect the new non-signatory airline rate structure at General Mitchell International Airport, by recommending adoption of the following:

A RESOLUTION/ORDINANCE

WHEREAS, County Board approval is required to amend the General Ordinances of Milwaukee County; and

WHEREAS, Section 4.11 of the County Code of General Ordinances governs rates and charges assessed commercial service airlines that operate at General Mitchell International Airport (GMIA), which are not signatory to the airport/airline lease agreement; and

WHEREAS, non-signatory airlines are airlines that are at GMIA for a short term, or do not wish to enter into an agreement; consequently, non-signatory airlines pay a 20% higher rate than the airlines who have made a long-term commitment to the financial backing of the airport; and

WHEREAS, the new lease agreement, which will take effect October 1, 2010, subject to County Board and County Executive approval, has set a non-signatory rate of 125%; and

WHEREAS, a 25% surcharge is very typical for airports; and

WHEREAS, airlines that sign the agreement are committing to a long-term tenancy at the airport, guaranteeing the airport to "break even" with revenues derived from airline rates and charges; and

WHEREAS, signatory airlines, thus, receive the base rate; and

WHEREAS, subsequently, it is necessary to revise the ordinance to reflect the new non-signatory rate structure; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting of July 14, 2010, recommended approval (vote ___) of the request to amend Section 4.11 of the Milwaukee County Code of General Ordinances, to reflect the new non-signatory airline rate structure at General Mitchell International Airport, now, therefore,

BE IT RESOLVED, that the Interim Director of Transportation and Public Works and the Airport Director are hereby authorized to amend Section 4.11 of the Milwaukee County Code of General Ordinances, to reflect the new non-signatory airline rate structure at

47 General Mitchell International Airport, with such amendments to become effective on
48 October 1, 2010:

49
50 **AN ORDINANCE**

51
52 to amend Section 4.11 of the General Ordinances of Milwaukee County, relating to
53 County Airports Schedule of fees, rates and charges.

54
55 **SECTION 1.** Section 4.11 of the General Ordinances of Milwaukee County, is
56 hereby amended to read:
57

58 **4.11. Schedule of fees, rates and charges.**

59
60 Air carriers and air transportation companies who operate under a long-term
61 lease agreement at General Mitchell International Airport (GMIA) guaranteeing the
62 county's costs for operating the airport system ("Signatory Carriers") shall pay the rates,
63 fees, and charges specified in their lease agreement or, if there is no such specified
64 rate, fee or charge, then those rates, fees, and charges required by this chapter or any
65 schedule developed under this chapter shall apply. Air carriers and air transportation
66 companies not under a lease agreement or operating agreement with the county who
67 occupy or use General Mitchell International Airport (GMIA) (Non-Signatory Carriers)
68 shall be liable for and pay the county rates, fees, and charges for rental of space in the
69 passenger terminal and adjacent apron areas of GMIA. Said rates, fees and charges
70 are payable in monthly installments and county's airport director shall transmit to the air
71 carrier or air transportation company a statement of the fees and charges incurred by
72 the air carrier or air transportation company during the month and the same shall be
73 paid by the air carrier or air transportation company within fifteen (15) days after receipt
74 of such statement. In the event that any such statement shall remain unpaid for a period
75 of forty-five (45) days after the date of such statement, interest and penalty charges
76 shall accrue as described in subsections 4.11(g) and 4.11(h).
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78 Rates, fees, and charges required under this section shall be computed at a
79 minimum, annually, or, when required, semi-annually. Rates, fees and charges of Non-
80 Signatory Carriers under this section ~~are to~~ shall be computed ~~at a minimum, annually,~~
81 ~~or when required, semi-annually,~~ at one hundred twenty-five (125~~0~~) percent of the then-
82 current rates, fees and charges assessed to air Signatory Carriers ~~who have signed a~~
83 ~~long term lease agreement with the county guaranteeing the county's costs for~~
84 ~~operating the airport system.~~ The actual amounts of the then-current rates, fees, and
85 charges ~~are~~ developed under this chapter shall be available for review and inspection,
86 at reasonable times upon written request, at the GMIA administration office. Said rates,
87 fees and charges under this section will be assessed for the following rental space
88 categories:
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90 (a) *Terminal space.*

91 (1) For gate hold room space.
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- (2) For concourse upper level office finished space.
- (3) For concourse upper level office unfinished space.
- (4) For ticket counter space.
- (5) For ticket counter office space.
- (6) For baggage makeup area space.
- (7) For baggage service office space.
- (8) For concourse lower level office unfinished space (heated).
- (9) For concourse lower level office finished space (heated and air conditioned).
- (10) For basement space.
- (11) For hold room stairwell space.
- (12) For concourse lower level office space (unheated).
- (13) For ramp control tower.
- (14) For mezzanine office space.
- (15) For each gate, an apron fee or charge.
- (16) For use of the international arrivals building at two hundred dollars (\$200.00) per day.

(b) Each air carrier and air transportation company shall pay in monthly installments its pro rata share of the following common annual fees or charges for the space or facilities it uses in the passenger terminal building. Said annual fees and charges, under this section, are to be computed at a minimum, annually, or when required, semi-annually, at one hundred twenty-five (125) percent of the then-current pro rata fees or charges paid by air carriers who occupy or use GMIA, who have signed a long-term lease agreement with the county guaranteeing the county's costs for operating the airport system. The actual amounts of the then current rates, fees, and charges are available for review and inspection at reasonable times upon written request, at GMIA administration office. Said fees or charges under this section will be assessed for the following:

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(1) Baggage claim area comprising approximately eighteen thousand, one hundred forty-three (18,143) square feet.

(2) Porter locker room comprising approximately eight hundred ninety-seven (897) square feet.

(3) Tug Tunnel Drive comprising approximately thirty-one thousand, nine hundred twenty-five (31,925) square feet.

(c) Each air carrier and air transportation company shall pay, in monthly installments, its pro rata share of the costs of maintaining and operating the following common facilities it utilizes in the passenger terminal building.

Said pro rata share of the costs for maintaining and operating the common facilities under this section are to be computed, at a minimum, annually, or when required semi-annually at one hundred twenty-five (125) percent of the then-current pro rata share of the costs which would have been assessed to air carriers who occupy or use GMIA, who have signed a long-term lease agreement with the county guaranteeing the county's costs for operating the airport system. The actual amounts of then current rates, fees, and charges for maintaining and operating the following common facilities are available for review and inspection at reasonable times upon written request, at GMIA administration office. Said pro rata share of the costs will be assessed for the following:

(1) Baggage conveyor units owned and installed by the county in the common bag claim area.

(2) Voice paging.

(3) Television monitors in the common bag claim area.

(d) Each air carrier and air transportation company shall also pay in monthly installments its pro rata share of the annual security charges at GMIA that relate to the federal air regulation (FAR) part 107 program. This includes the law enforcement services at the applicable checkpoints on concourses C, D and E, and the main airfield checkpoint and the remaining airfield security. The amount due by each carrier shall be based on a formula computed as follows: one hundred (100) percent of said total charges shall be shared by said air carriers and air transportation companies in the proportion that the total number of boarding passengers at GMIA for each carrier bears to the total number of passengers for each airport for all said air carriers and air transportation companies. The pro rata formula for computing the amount due by the air carriers and air transportation companies under section 4.11(b) and (c) shall be computed as follows: twenty (20) percent of the said total fee or charge shall be

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shared equally by Signatory and Non-Signatory air carriers and air transportation companies using space, facilities or services, and eighty (80) percent thereof of said total fees or charges shall be shared between said Signatory and Non-Signatory air carriers and air transportation companies using said space facilities or services in the proportion that the total number of boarding passengers at GMIA for each air carrier and air transportation company using such space or facilities bears to the total number of passengers for said airport for all said air carriers and air transportation companies. Said pro rata share of the annual security charge under this section is to be computed, at a minimum, annually, or when required, semi-annually, at one hundred twenty-five (125~~0~~) percent of the then-current charges for security paid by air carriers who occupy or use GMIA, who have signed a long-term lease agreement with the county guaranteeing the county's costs for operating the airport system. The actual amounts of the then current rates, fees, and charges are available for review and inspection at reasonable times upon written request, at GMIA administration office and will be assessed for the following: The local manager of each air carrier and air transportation company shall furnish GMIA's airport director complete information monthly on the total number of boarding passengers whereupon the airport director will compute the charges due and bill the air carrier or air transportation company monthly for its share of said charges. The aforesaid information shall be on such forms as provided by the airport director.

(e) Each ~~All non-signatory~~ air carriers and air transportation companies shall also pay a fee or charge for the use of the landing area and facilities (revenue landing) necessary therefor, except those for which fees and charges are specifically provided for elsewhere herein. Said fee or charges for this use shall mean an aircraft landing at GMIA in conjunction with a flight for which air carriers and air transportation companies make a charge or from which revenue is derived for the transportation by air of persons or property, but a "revenue landing" shall not include any landing of an aircraft which, after having taken off from GMIA, and without making a landing at any other airport, returns to land at GMIA because of meteorological conditions, mechanical or operating causes, or any other reason of emergency or precaution. The monthly gross landing fee or charge under this section shall be calculated by multiplying the monthly grand total approved maximum gross landing weight of all such aircraft landings at GMIA during the month by one hundred twenty-five (125~~0~~) percent of the then-current landing fee rate as computed at a minimum annually, or, when required, semi-annually, assessed to air carriers who occupy or use GMIA, who have signed a long-term lease agreement with county guaranteeing the county's costs for operating the airport system. The actual amounts of the then-current rates, fees, and charges are available for review and inspection at reasonable times upon written request, at GMIA administration office. The product of the foregoing

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calculations shall be the gross landing fee for the particular month for a particular air carrier or air transportation company.

(1) The term "approved maximum gross certificated landing weight" for a type of aircraft, as used herein, means the maximum weight, in one-thousand pound units, at which each aircraft operated by air carriers and air transportation companies is authorized by the Federal Aviation Administration to land, as recited in air carriers and air transportation companies flight manual governing that aircraft.

(2) Each air carrier and air transportation company shall file with GMIA's director not later than the fifth day of each month, on forms provided by the airport director, a certified record of the actual landings at the airport of the air carrier or air transportation company's aircraft by type during the previous month. Such certified record shall include the daily number of such landings by each type of aircraft, except that landings by those aircraft forced to return to GMIA, as before provided, shall be excluded. The daily landings for each type of aircraft shown on the certified record shall be added together to determine the total number of landings of each such type of aircraft for the month. Each such monthly total thus determined shall then be multiplied by the applicable approved maximum gross landing weight of each such type of aircraft for the subject month. Thereafter, the monthly aggregate gross landing weight, determined as aforesaid, for each type of aircraft shall be combined to determine the grand total maximum gross landing weight of all aircraft landings by the air carrier and air transportation company at said GMIA for the month.

(f) All air carriers and air transportation companies shall pay the appropriate aircraft parking fee or charge based on aircraft size, as measured by length times width, for the use of aprons, ramps and other pavement areas under the control of county at GMIA. The aircraft size shall be multiplied by the following rate, based on the actual amount of time the aircraft is parked determined according to the following schedule:

International Arrivals Apron

TABLE INSET:

0--0.5 Hours	0.5--24 Hours	each 24-hour period thereafter or fraction
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		thereof
No Charge	\$0.005/sq. ft.	\$0.005/sq. ft.

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Air Cargo Apron

TABLE INSET:

0--0.5 Hours	0.5--24 Hours	each 24- hour period thereafter or fraction thereof
No Charge	\$0.005/sq. ft.	\$0.005/sq. ft.

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Aircraft Movement Areas

TABLE INSET:

0--0.5 Hours	0.5--24 Hours	each 24-hour period thereafter or fraction thereof
No Charge	\$0.012/sq. ft.	\$0.012/sq. ft.

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(g) *Interest.* Unless waived by the county board, air carriers and air transportation companies shall be responsible for payment of interest on amounts not remitted in accordance with the requirements of this section. The rate of interest shall be the statutory rate in effect for delinquent county property taxes (presently one (1) percent per month or fraction of a month) as described in s. 74.80(1), Wis. Stats. The obligation for payment and calculation thereof shall commence upon the day following the due dates established herein.

(h) *Penalty.* In addition to the interest described above, air carriers and air transportation companies shall be responsible for payment of penalty on amounts not remitted in accordance with the terms of this section. Said penalty shall be the statutory rate in effect for delinquent county property taxes (presently five-tenths (0.5) percent per month or fraction of a month) as described in section 6.06(1) of the Code and s. 74.80(2), Wis. Stats. The obligation for payment and calculation thereof shall commence upon the day following the due dates established herein.

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(i) As security for payment of the fees, rates and charges described herein, each new entrant carrier or air transportation company shall provide a deposit in the form of a check to be negotiated or an irrevocable letter of credit prior to said carrier or air transportation company commencing service at General Mitchell International Airport. Said security deposit is to be in an amount equal to six (6) months of the new entrant's projected activity covering applicable fees, rates and charges due for items (a), (b), (c), (d), (e) and (f) above. Said security deposit shall be deposited in the account of General Mitchell International Airport and returned to air carrier or air transportation company without interest after submission of evidence satisfactory to the airport director that all fees, rates and charges have been paid in full upon termination of the above referenced service or upon timely payment of county invoices for two (2) years.

SECTION 2. This ordinance shall become effective on October 1, 2010.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: July 7, 2010

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMEND SECTION 4.11 OF THE MILWAUKEE COUNTY CODE OF GENERAL ORDINANCES TO REFLECT CHANGES TO THE NON-SIGNATORY AIRLINE RATE STRUCTURE AT GENERAL MITCHELL INTERNATIONAL AIRPORT

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<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
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	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. ¹ 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.

Revenue received for non-signatory airline operators is indeterminate. Revenue received in 2009 was \$1,190,599.

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

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

¹ 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: June 30, 2010

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

FROM: Jack Takerian, Director of Transportation and Public Works

SUBJECT: Summary of Fund Transfers for Consideration at the Finance and Audit Committee
July 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 July 22, 2010 meeting of the Finance and Audit Committee.

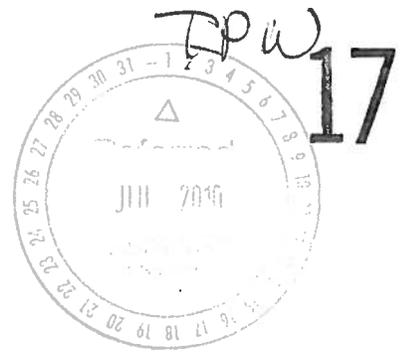
Description	Amount
<u>A & E</u>	
1. Fund transfer to increase expenditure authority and receive grant revenue for Bender Park Dredge project.	\$200,000
<u>Fleet Management</u>	
1. Fund transfer to replace Toro Groundsmaster that was stolen from Lincoln park in August 2009.	\$45,099.62
<u>Airport</u>	
1. Fund transfer to modify one of the buildings at the former 440 th Air Force Reserve Station to accommodate the relocation of the Airport Engineering section.	\$500,000

Jack Takerian, Director
Department of Transportation and Public Works

JT:dal

cc: Supervisor Lee Holloway, County Board Chairperson

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION



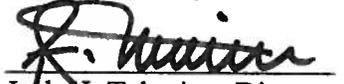
Date: June 24, 2010
To: Lee Holloway, Chairman, Milwaukee County Board or Supervisors
From: Jack Takerian, Director, Department of Transportation and Public Works
Subject: Contract Negotiation Referral

The Department of Transportation and Public Works received a letter from the City of Wauwatosa dated Tuesday, May 18, 2010 requesting Milwaukee County and the City of Wauwatosa to begin discussion of transferring the Milwaukee County operated water system on the Milwaukee County Grounds with the water system of Wauwatosa.

This type of request is traditionally sent to your office so that it can be referred to a committee that would in turn authorize the department to negotiate terms and conditions of an agreement.

Since the department cannot act on its own on issues such as this, I am respectfully requesting that this item be referred to the Transportation and Public Works Committee so that our department may begin discussions with the City of Wauwatosa.

Thank you for your consideration.


Jack N. Takerian, Director
Transportation and Public Works

Cc: Scott Walker, County Executive
Tom Nardelli, Chief of Staff, County Executive
Terry Cooley, Chief of Staff, County Board of Supervisors
Gary Waszak, Interim Director, Facilities Management



CITY OF WAUWATOSA

7725 WEST NORTH AVENUE
WAUWATOSA, WISCONSIN 53213
PHONE: (414) 479-8915
FAX: (414) 479-8985
E-MAIL: jarchambo@wauwatosa.net
www.wauwatosa.net

JAMES M. ARCHAMBO
City Administrator

Tuesday, May 18, 2010

Jack H. Takerian
Transportation & Public Works Director, Milwaukee County
2711 W. Wells St., 3rd Floor
Milwaukee, WI 53208

Director Takerian:

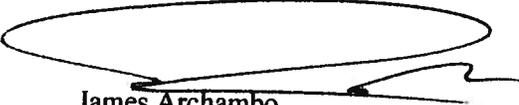
The City of South Milwaukee had to declare a state of emergency on February 5, 2010. As I understand the situation they experienced a fracture in the 20-inch water main. Because of this development, the City didn't have enough water supply to meet the demand of their customers. However, a prolonged disruption was averted due to the inter-connection between South Milwaukee and Oak Creek. In this case, the inter-connectivity of water systems between two autonomous governing units created a preventive measure to a potentially costly and hazardous crisis.

The Milwaukee County Grounds and City of Wauwatosa do not have a comparable emergency connection. If a fire emergency, or any water-related emergency, were to occur there could be serious ramifications. At this time, it would seem prudent to open discussions to address inter-connectivity for emergency purposes. This measure would keep positive pressure in the water system for both parties in the event of an emergency. A location in the Milwaukee County Research Park, where the mains are in close proximity to each other may offer a logical location for these purposes.

While contingency planning is of necessity to discuss; on a broader scale there continues to be substantial development on the County Grounds not the least of which is the UW-Milwaukee Innovation Park. I invite discussion of the full range of system improvement from greater intergovernmental cooperation to wholesale consolidation of the two systems.

Please consider this an invitation to discuss the full range of cooperation to the mutual objective of providing efficient and cost effective service to our citizens. In closing, I hope this will be the opening to discussion of long term service provision.

Thank you in advance for your consideration,



James Archambo
Administrator
City of Wauwatosa
/awb

**MILWAUKEE COUNTY
INTER-OFFICE COMMUNICATION**

18

Date: June 22, 2010

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

From: Jack Takerian, Interim Director, Department of Transportation & Public Works

**Subject: WisDOT's 2010 Budget Reduction for Highway Maintenance –
(Informational Report)**

Issue

The Department of Transportation and Public Works is submitting this informational report as it relates to a 2010 Budget reduction by to the State of Wisconsin Department of Transportation (WisDOT).

Background

Currently, Milwaukee County works as a contractor to WisDOT to handle roadway maintenance of State owned roadways within Milwaukee County. Funding for this contract is formulated by a per lane, per mile basis. Milwaukee County currently maintains approximately 1700 lane miles for WisDOT. Under our agreement Milwaukee County is required to have 24-hour service during Winter Operations to WisDOT owned roadways during a snow event. As a general practice Milwaukee County chose to split its highway maintenance staff between 1st and 3rd shift with 2nd shift coverage split between the two shifts for overtime. All other counties within Southeastern Wisconsin have the majority of their staff assigned to 1st shift with a small amount; less than 10% assigned to 3rd shift. By the other counties doing this, the overtime paid by WisDOT is substantially higher for both 2nd and 3rd shift.

On October 5, 2009, WisDOT notified Milwaukee County that they had planned to reduce funding to all counties within the Southeastern District as well as the entire State of Wisconsin. In November 2009, Milwaukee County received its contract (Routine Maintenance Agreement or RMA), which included a funding reduction of \$1.2 million dollars.

Myself along with the other Southeastern Wisconsin Highway Commissioners highlighted to WisDOT that the funding cut would be a significant reduction in the level of service from 2009. WisDOT should also be prepared to notifying the public of their decision; a similar snow event that Milwaukee County has seen in years past would have huge impacts on travel times due to snow accumulation or road disrepair. This proposed reduction to Milwaukee County would impact businesses located within the highest populated county within the State of Wisconsin. The Highway Commissioners also asked that School districts be informed so they might plan for more late starts or more closures. In addition to increased daily commute times Milwaukee County will not have enough staff to respond as we have in the past; as it relates to road hazards that occur due to weather conditions such as the emergency pavement blowouts that have occurred on several occasions this past year.

The Southeastern Commissioner's felt it was necessary to inform the Secretary of WisDOT that this type of reduction will undoubtedly put our citizens at risk and have a detrimental impact on the businesses and schools within the highest populated county in the State.

Due to the fund reduction, Milwaukee County has sent a letter to WisDOT informed them staffing will be reduced similar to other counties within the State. This means that Milwaukee County will have a full compliment of staff on 1st shift and a small number of individuals on 3rd shift. Should a snow event occur within Milwaukee County staff will be called in on an overtime basis as needed to handle this type of event per the guidelines given to us by WisDOT.

Recommendation

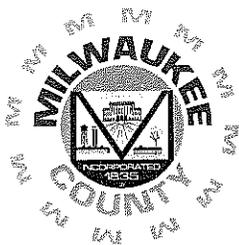
This report is for informational only unless otherwise directed by the committee.

Jack Takerian, Interim Director, Transportation &
Public Works, Milwaukee County Highway Commissioner

cc: County Executive Scott Walker
Lee Holloway, Chairman, Milwaukee County Board of Supervisors
Wisconsin State Representatives (Milwaukee County)
Wisconsin State Senators (Milwaukee County)
Local Mayor, Village Presidents – Milwaukee County
Sheriff David Clarke Jr., Milwaukee County Sheriff
Tom Nardelli, Chief of Staff, Milwaukee County Executive Office
Terry Cooley, County Board Chief of Staff
Cynthia Archer, Director, Department of Administrative Services
Steven Kreklow, Fiscal & Budget Administrator, DAS
Roy De La Rosa, Director, Intergovernmental Relations
Rollin Bertran, Director, Highway & Transportation Services, DTPW
Brian Dranzik, Director, Administration, DTPW
Kelly Bablich, Assistant Director, Intergovernmental Relations
Chuck Smeltzer, Operations Manager, Highway Operations
Greg Heisel, Assistant Operations Manager, Highway Operations

Wisconsin State Representatives (Milwaukee County)
Wisconsin State Senators (Milwaukee County)

Attachment: WisDOT Letter



DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

Milwaukee County

June 28, 2010

Dewayne J. Johnson
Director Southeast Region
141 N W Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Dear Mr. Johnson:

As you are aware Milwaukee County Department of Transportation and Public Works and the State of Wisconsin Department of Transportation (WisDOT) does not have a current Routine Maintenance Agreement (RMA) in place. WisDOT presented Milwaukee County with a RMA in November of 2009 that is below the current necessary funding levels. Milwaukee County has expressed its concerns with regard to the level of service changes that is necessary in order to meet the 2010 County budget.

It is our understanding that WisDOT's main focus is on safety related activities and the desire that these safety activities be done consistently throughout the State. Milwaukee County understands that we are all facing economically challenging times. Milwaukee County would like to take this opportunity to call attention to the impacts this reduction in funding will have to the motoring public during this upcoming winter season:

- **Level of Service** - The current (29) twenty-nine temporary employees that are a critical component to our staffing levels during winter operations, including 3rd shift, cannot be funded any longer. This staff reduction will increase the cycle time for each plow route to more than 2.5 hours, which is above WisDOT recommended time in your State Highway Maintenance Manual.
- **Safety** - The shortfall of snowplow operators will increase the cycle time, which may result in hazardous pavement conditions during winter storm events and an increased number of accidents, the severity of accidents, the amount of disabled vehicles and stranded motorist.
- **Economic Impacts** - According to the article; "When snow falls, retail, employment and tax revenues fall with it" April 2010 American City & County, the financial impact of a one-day shutdown to the State of Wisconsin is estimated to be \$149 million dollars. Milwaukee County has the busiest interchanges within the state, the largest number of commercial districts and the highest amount of freight traffic. A reduction in snow removal operations in Milwaukee County would have a significant impact to the entire State's economy.

To our knowledge, all 72 counties within the State are funded based on the nearly 1700 lane miles regardless of roadway system functional classification, traffic volumes or level of complexity. As stated in the State Highway Maintenance Manual, functional classification should play an important role in the funding allocation per County. Therefore, we believe Milwaukee County needs to have additional consideration when our RMA is developed.

Milwaukee County is the only county within the State of Wisconsin that has a fully staffed 3rd shift due to the complexity of its infrastructure. This has benefited the State in terms of lower overtime cost. Current or past RMA's have not required Milwaukee County to provide a 3rd shift. In order to keep

MILWAUKEE COUNTY - CITY CAMPUS • 2711 WEST WELLS STREET • MILWAUKEE, WI 53208

PHONE NUMBERS: Administration 278-4835 - Transportation 278-5096 - Architecture & Engineering 278-4861
FAX NUMBERS: Administration 223-1899 - Transportation 223-1850 - Architecture & Engineering 223-1366

"winter harmless" and re-establish the level of service expected in Milwaukee County, an additional \$750,000 is required to fund a 3rd shift operations as you have in years past.

Please call me at my office 414-278-4952 should you desire to set up a meeting to discuss this matter. We look forward to meeting with you on this.

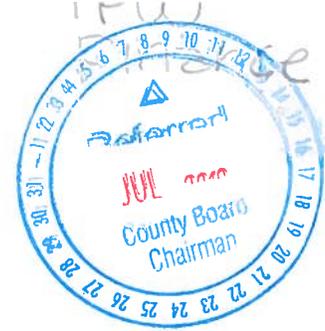
Respectfully submitted,



Jack H. Takerian, Interim Director
Department of Transportation and Public Works

cc: Scott Walker, County Executive
Lee Holloway, Chairman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman of Transportation and Public Works Committee
Tom Nardelli, Chief of Staff, County Executives Office
Terry Cooley, Chief of Staff, County Board of Supervisors
Brian Dranzik, Director, Transportation and Public Works Administration
Rollin Bertran, Director, Highway Operations

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**



Date: July 1, 2010

To: Scott Walker, County Executive
Chairman Lee Holloway, County Board of Supervisors

From: Jack Takerian, Director of Transportation and Public Works

Subject: **NOTIFICATION OF EMERGENCY REPAIR PURSUANT TO
MILWAUKEE COUNTY ORDINANCE SECTION 44.14(6) – Examination
of the Exterior of Selected County Buildings**

Policy Issue

Section 44.14 (6) of the Milwaukee County Code of Ordinances allows, in the event of any emergency where immediate action is necessary to preserve property, that the Director of DTPW is authorized to take action to construct or repair, provided that a report is submitted thereon to the County Executive and County Board within seventy-two (72) hours. Pursuant to the above, the Department of Transportation and Public Works (DTPW) is proceeding with Emergency Work to remediate a potential safety issue regarding the façades of selected Milwaukee County buildings.

Background

On Thursday June 24, 2010 at approximately 4:00 pm, a precast concrete panel over the east vehicle exit of the O'Donnell Park parking structure fell approximately 10 to 12 feet from the 2nd level of the structure. One person was killed and two people were injured by the falling panel.

Jack Takerian, Director of DTPW, in conjunction with the County Executive's Office and the Office of the County Board Chairman have determined that it is in the best interest of the citizens of Milwaukee County to conduct emergency inspections on selected Milwaukee County buildings to search for any safety hazards and repair them immediately. This proactive step is being taken to reassure the public in the aftermath the accident at O'Donnell Park parking garage.

The building reviews will include facades, overhangs and other exterior areas that might pose safety risks. Buildings included are located within the Parks and Zoo, at the airports, transit and county grounds properties, at the Coggs human services building, the county jail, the county correctional facility in Franklin and others. Buildings owned by the County but operated by other organizations, such as the Milwaukee Public Museum, the Marcus Center for the Performing Arts and the War Memorial Center will also be inspected.

Milwaukee County will perform a general building exterior site inspection on selected County-owned buildings to determine potential issues impacting public safety. This inspection will include all buildings over one story in height with masonry exterior that have not received a façade inspection or a building assessment within the last 5 years. The older buildings will be inspected first.

Scott Walker, County Executive
Chairman Lee Holloway, County Board of Supervisors
July 1, 2010
Page 2 of 3

Written notification will be sent immediately to all organizations currently leasing county owned buildings including the War Memorial, Marcus Center for the Performing Arts and the Milwaukee Public Museum requiring confirmation of the same type of general building exterior site inspection.

The scope of work for the general exterior building site inspection will include:

- Initial visual examination covering all applicable building elevations including exterior façade components, cornices, soffits and other overhangs and features.
- Remote visual examinations will be performed on the entire façade from ground and/or roof levels.
- Assuming that certain conditions of distress and/or deterioration cannot be detected solely by remote visual examination, close up "arms-length" visual examinations will be performed on selected buildings in selected areas as determined by the inspector in the field.
- Additional examinations will be performed where deemed necessary by the inspector for wall areas with external visible distress, as evidenced by suspicious bowing, bulging, leaning, displacement or discoloration.
- If warranted, a visual examination of concealed façade components will be performed by either using an inspection probe or by removing exterior and/or interior façade components.
- Should the examination find any distressed areas in danger of imminent failure, actions will be taken immediately to remediate any safety hazard.

The time frame for completing this work will be 6 to 8 weeks. A general schedule of activities is being developed and will be shared as soon as possible with the County operating departments affected.

In order to perform this work within this expedited schedule, Milwaukee County DTPW is contracting on a sole source basis with the qualified engineering and architectural consulting firm of Graef USA. Based on the firm's extensive experience with the buildings at most County facilities and past good performance on work for the County, DTPW is confident Graef can provide overall project direction, coordination and hiring of sufficient qualified technical staff from local sub-consultants across the Milwaukee metropolitan area to complete this work within the time allocated. A DBE participation goal of 25% has been established.

DTPW is proceeding with Emergency Work necessary to remediate any safety issues.

Fiscal Note

The estimated cost for conducting this façade examination work is approximately \$300,000.

Prepared by: Gregory G. High

Scott Walker, County Executive
Chairman Lee Holloway, County Board of Supervisors
July 1, 2010
Page 3 of 3
Approved by:



Jack Takerian, Director
Transportation & Public Works

cc: Supervisor Michael Mayo, Sr
Supervisor Elizabeth Coggs-Jones
Tom Nardelli, Chief of Staff, County Executive's Office
Terry Cooley, Chief of Staff, County Board of Supervisors
Cynthia Archer, Director, DAS
Timothy Schoewe, Interim Corporation Counsel
Steve Kreklow, Fiscal & Budget Administrator, Admin. & Fiscal Affairs Division/DAS
Greg High, Director, AE&ES
Mahmoud Malas, Resident Contract Manager (Bridges and Structures), DTPW
Jodi Mapp, TPW Committee Clerk
Martin Weddle, TPW Analyst
Pam Bryant, Administration & Fiscal Affairs Division/DAS

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

19B

To: Scott Walker, County Executive
Chairman Lee Holloway, County Board of Supervisors

From: Jack Takerian, Director of Transportation and Public Works

Subject: **NOTIFICATION OF EMERGENCY REPAIR PURSUANT TO
MILWAUKEE COUNTY ORDINANCE SECTION 44.14(6) – O’Donnell
Park Parking Structure**

Policy Issue

Section 44.14 (6) of the Milwaukee County Code of Ordinances allows, in the event of any emergency where immediate action is necessary to preserve property, that the Director of DTPW is authorized to take action to construct or repair, provided that a report is submitted thereon to the County Executive and County Board within seventy-two (72) hours. Pursuant to the above, the Department of Transportation and Public Works (DTPW) is proceeding with Emergency Work to remediate a safety issue regarding the precast façade panels at the Milwaukee County O’Donnell Park Parking Structure.

Background

On Thursday June 24, 2010 at approximately 4:00 pm, a precast concrete panel over the east vehicle exit of the parking structure fell approximately 10 to 12 feet from the 2nd level of the structure. One person was killed and two people were injured by the falling panel.

Milwaukee County DTPW staff along with staff from Graef USA reported to the site to assess whether there were additional safety concerns. Graef is the “engineer of record” for this structure and their staff is very familiar with it. The parking structure was heavily occupied by vehicles due to Summerfest and other public activities in the area. Priority one was to confirm the short-term safety of the south entrance/exit roadways. Priority two was to confirm the short-term safety of the access points for the entire structure. These two priority activities were accomplished

By the 7:00 pm that same evening the site was declared a crime scene by the Milwaukee District Attorney’s Office, the site was secured by the County Sheriff’s Office and the parking garage closed until further notice.

Concurrently I decided that since Graef USA was the engineer of record for the O’Donnell parking structure it would be best to hire a independent third party that had expertise in structural engineering of similar concrete structures and forensic analysis of such structural failures.

DTPW staff selected INSPEC on a sole source basis. INSPEC is an engineering consultant with experience in both structural and forensic engineering analysis. INSPEC has also recently worked with the County Risk Management Division in inspecting the Courthouse after a piece of masonry broke off of the east façade. Since

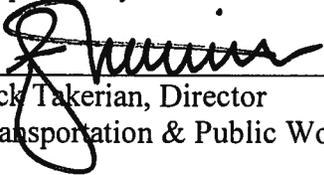
that time, DTPW staff has worked with INSPEC to develop a plan to properly determine the nature and cause of the precast panel support failure. To identify a repair strategy for the damaged section and a preventative strategy to insure no additional failures of this type occur. DTPW is proceeding with emergency work necessary to remediate any safety issues.

Fiscal Note

The estimated cost for the repair is being developed at this time.

Prepared by: Gregory G. High

Approved by:



Jack Takerian, Director
Transportation & Public Works

cc: Supervisor Michael Mayo, Sr
Supervisor Elizabeth Coggs-Jones
Supervisor Willie Johnson, Jr.
Supervisor Gerry Broderick
Tom Nardelli, Chief of Staff, County Executive's Office
Terry Cooley, Chief of Staff, County Board of Supervisors
Cynthia Archer, Director, DAS
Sue Black, Director, Parks Department
Timothy Schoewe, Interim Corporation Counsel
John Schapekahn, Principal Assistant Corporation Counsel
Jason Gates, Director, Risk Management
Steve Kreklow, Fiscal & Budget Administrator, Admin. & Fiscal Affairs Division/DAS
Greg High, Director, AE&ES
Mahmoud Malas, Resident Contract Manager (Bridges and Structures), DTPW
Joe Roszak, Chief of Recreation, Park Department
Jim Keegan, Chief of Finance, Parks Department
Dennis Dietscher, County Safety Coord., Risk Management
Julie Esch, Research Analyst, County Board
Carol Mueller, PEEC Committee Clerk
Jodi Mapp, TPW Committee Clerk
Martin Weddle, TPW Analyst
Pam Bryant, Administration & Fiscal Affairs Division/DAS