

COUNTY OF MILWAUKEE COUNTY

Interoffice Memorandum

DATE: June 13, 2011

TO: Supervisor Lee E. Holloway, County Board Chairman

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

SUBJECT: Public Hearing- Proposed 2011 Program of Transit Projects
Opening Statement by the Transportation, Public Works & Transit Chairman

As required by the Federal Transit Administration, the Transportation, Public Works and Transit Committee will now conduct a public hearing on the subject of Milwaukee County's Proposed 2011 program of Federally Assisted Transit Projects. This program consists of seven (7) projects:

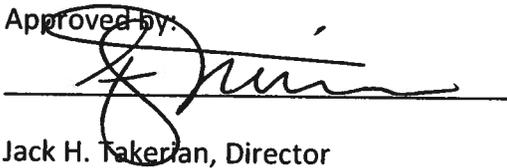
- 1.) Purchase of Support, Service and Maintenance Equipment
- 2.) Parking lot repaving at Fleet Maintenance Facility
- 3.) HVAC Controls and Hardware at MCTS Facilities
- 4.) Tire Leasing Services
- 5.) Capitalized Vehicle Maintenance Activities
- 6.) Capital Cost of Contracting for Paratransit Services
- 7.) Transit Planning Activities by SEWRPC

Financial assistance for the 7 projects will be requested under Section 5307 of the Federal Transit Act, as amended.

Persons wishing to speak here today on these particular projects should fill out a witness identification card and return it to the clerk.

Prepared by Steve N. Nigh, Transportation Business Manager

Approved by:



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

Enclosures

JHT: mmb

NOTICE OF PUBLIC HEARING
FOR A PROPOSED 2011 PROGRAM OF
FEDERALLY-ASSISTED TRANSIT PROJECTS
BY MILWAUKEE COUNTY, WISCONSIN

Notice is hereby given that a public hearing will be held by the Transportation, Public Works and Transit Committee of the Milwaukee County Board of Supervisors on July 13, 2011 at 9:00 a.m. in the Sijan Conference Room at General Mitchell International Airport, 5300 South Howell Avenue, Milwaukee, Wisconsin; for the purpose of considering a proposed program of transit projects for which federal funding assistance, pursuant to Section 5307 of the Federal Transit Act, as amended, is being sought, generally described as follows:

FEDERAL FUNDING ASSISTANCE AVAILABLE

2011 Apportionment to the Milwaukee Urbanized Area	\$20,901,940
2011 Capital Assistance Available to Washington County	(603,545)
2011 Capital Assistance Available to Ozaukee County	(447,301)
2011 Capital Assistance Available to Waukesha County	(487,277)
2011 Capital Assistance Available to Waukesha Metro	<u>(487,276)</u>
2011 Allocation of Apportionment Available to Milwaukee County	\$18,876,541
Unobligated Balance of Milwaukee County Carryover Funds	<u>0</u>
Total Federal Section 5307 Funds Available to Milwaukee County	\$18,876,541

PROPOSED 2011 PROGRAM OF TRANSIT PROJECTS FOR MILWAUKEE COUNTY

<u>Project Description</u>	<u>Local Share</u>	<u>Federal Share</u>	<u>Total</u>
(1) Purchase of Support, Service and Maintenance Equipment	\$200,000	\$800,000	\$1,000,000
(2) Parking Lot Repaving at Fleet Maintenance Facility	\$167,000	\$93,000	\$260,000
(3) HVAC Controls and Hardware at MCTS Facilities	\$507,000	\$293,000	\$800,000
(4) Tire Leasing Services	\$84,000	\$336,000	\$420,000
(5) Capitalized Vehicle Maintenance Activities	\$3,820,000	\$15,280,000	\$19,100,000
(6) Capital Cost of Contracting for Paratransit Services	\$462,500	\$1,850,000	\$2,312,500
(7) Transit Planning Activities by SEWRPC (local share by SEWRPC)	<u>\$37,500</u>	<u>\$150,000</u>	<u>\$187,500</u>
TOTALS	\$5,278,000	\$18,802,000	\$24,080,000

At the public hearing, Milwaukee County will afford an opportunity for interested persons or agencies to be heard with respect to the social, environmental, and economic aspects of the projects being proposed. Interested persons may submit oral or written evidence or recommendations with respect to said projects. Written materials may also be submitted to the Milwaukee County Department of Transportation and Public Works - Administration Division, Suite 300, Milwaukee County-City Campus, 2711 West Wells Street, Milwaukee, Wisconsin 53208 before the date of the hearing.

Detailed information on the projects being proposed is currently available for public inspection in the Milwaukee County Department of Transportation and Public Works - Administration Division, Suite 300, Milwaukee County-City Campus, 2711 West Wells Street.

If there are no changes to the Proposed Program of Transit Projects, notice is hereby given that the preceding Proposed Program will serve as Milwaukee County's 2011 Program of Federally-Assisted Transit Projects.

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**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 6, 2011

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

FROM: Jack Takerian, Director, Transportation & Public Works
Lloyd Grant, Jr., Managing Director, MCTS

SUBJECT: Discontinuation of Transit Van Pool Program – For Information Only

POLICY

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

BACKGROUND

In 1994, MCTS created a van pool program in the Milwaukee County/Southeastern Wisconsin region by utilizing a combination of State Transportation Demand Management Program funds and Federal funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The van pool program was established in an effort to improve air quality by reducing the number of single occupant vehicles; improve mobility by serving areas that do not require a 40 foot passenger vehicle; increase market share of commuter travel; and provide a cost-effective means of serving non-traditional transit markets.

Today, MCTS has 14 passenger vans in the van pool program, all of which are utilized by area commuters. Van pool participants include: 128th Air Refueling Wing (8 vans with 41 daily passengers); Transportation Security Administration (4 vans with 17 daily passengers); Badger Meter (1 van with 6 daily passengers); and Northwestern Mutual (1 van with 4 daily passengers).

The Federal Transit Administration defined service life for a van is 4 years or 100,000 miles. The age of these vehicles ranges from 5 years to 9 years with the oldest vehicles averaging over 117,000 miles each. As these vehicles have aged, expenses largely attributed to vehicle operating and maintenance costs have exceeded revenue generated from user fees. A reserve built up from user fees during the initial vehicle warranty period is slowly being depleted to cover rising maintenance expenses. MCTS projects the reserve will have a zero balance by year-end 2011 requiring tax levy support to continue the van pool program.

In light of recent State action to reduce transit operating aid, anticipated service cuts in fixed route service and the fact that the van pool program is no longer self-sustaining, MCTS intends to discontinue the van pool program by year-end 2011. Vehicles will be sold through auction.

RECOMMENDATION

This report is for informational purposes unless otherwise directed.

Prepared by: Lloyd Grant, Jr., Managing Director, MCTS

Approved by:

Jack Takerian, Director
Transportation & Public Works

Lloyd Grant, Jr.
Managing Director, MCTS

cc: Chairman Lee Holloway, County Board of Supervisors
Terrence Cooley, Chief of Staff, County Board of Supervisors
George Aldrich, Chief of Staff, Milwaukee County Executive Chris Abele
Josh Fudge, Fiscal and Budget Analyst, Department of Administrative Services

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 6, 2011

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

FROM: Jack Takerian, Director, Transportation & Public Works
Lloyd Grant, Jr., Managing Director, MCTS

SUBJECT: Informational Report on Effects of the State of Wisconsin
Transportation Brokerage Program on the
Milwaukee County Transit System

POLICY

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

BACKGROUND

The State of Wisconsin 2009-2011 biennial budget included a provision allowing the Wisconsin Department of Health Services (DHS) to implement a transportation management initiative for non-emergency medical transportation (NEMT). DHS has contracted with an Atlanta-based transportation broker to manage the non-emergency medical transportation needs of some Medicaid members in the State of Wisconsin. Effective July 1, 2011, the broker, LogistiCare, will coordinate NEMT services that are funded by Medicaid.

Currently, about 100,000 NEMT rides are taken annually on Transit Plus paratransit van services by Wisconsin Medicaid members. Historically, Milwaukee County Transit Plus has been reimbursed by DHS for the full cost of paratransit trips to medical appointments by eligible Medicaid recipients, about \$2.1 million annually. However, effective July 1, 2011, Transit Plus will no longer have the option of seeking reimbursement from the Wisconsin Medicaid program for NEMT trips for Medicaid clients.

Milwaukee County Transit System has learned that DHS has split responsibility for providing NEMT rides between the broker (LogistiCare) and Medicaid funded programs that already receive Medicaid reimbursement for member services that include transportation. DHS has indicated that these Medicaid funded programs will be responsible for any NEMT trips for eligible recipients. Under the transportation manager initiative, Title XIX (Medicaid) eligible recipients will have to use the broker. However, some exceptions include:

- Wisconsin Medicaid or BadgerCare Plus members who are enrolled in an HMO and live in six Southeastern Wisconsin counties (Milwaukee, Waukesha, Ozaukee, Kenosha, Racine and Washington);
- Members who reside in a nursing home;
- Members enrolled in Family Care.

Because the transportation management broker system replaces the reimbursement program, the Milwaukee County Transit Plus program will not be reimbursed for any NEMT expenditures incurred after July 1, 2011. Elimination of the reimbursement program mid-year 2011 is expected to have as much as an \$812,000 fiscal impact on the 2011 Transit Plus budget. MCTS projects that this revenue loss will be offset by expense reduction from decreased van rides.

Since DHS has made clear that nursing homes and Family Care CMOs are responsible for NEMT services, Transit Plus will attempt to mitigate the fiscal impact of the new broker system in a proactive manner.

Nearly all residents of nursing homes are Medicaid eligible, therefore, MCTS will take steps to inform all nursing homes in Milwaukee County that because of the State's new broker system and newly defined nursing home rules and reimbursement schedules, Transit Plus will no longer provide medical trips to nursing home Medicaid recipients without full reimbursement. If a nursing home decides to schedule a NEMT trip with Transit Plus, that nursing home will be charged the fully allocated cost of the Transit Plus ride. Each nursing home will be invoiced on a monthly basis for any NEMT trips provided in the previous month.

In addition to taking this action, MCTS will continue to track the fiscal impact of the State of Wisconsin managed transportation broker system on the 2011 Transit Plus budget, and further review how MCTS should mitigate loss of State funding for Medicaid based paratransit trips.

RECOMMENDATION

This report is for informational purposes unless otherwise directed.

Prepared by: Lloyd Grant, Jr., Managing Director, MCTS

Approved by:

Jack Takerian, Director
Transportation & Public Works

Lloyd Grant, Jr.
Managing Director, MCTS

cc: Chairman Lee Holloway, County Board of Supervisors
Terrence Cooley, Chief of Staff, County Board of Supervisors
George Aldrich, Chief of Staff, Milwaukee County Executive Chris Abele
Jeff Bentoff, Deputy Chief of Staff, Milwaukee County Executive Chris Abele
Josh Fudge, Fiscal and Budget Analyst, Department of Administrative Services

1 By Supervisors Jursik & Haas
2
3

4 **A RESOLUTION**
5 Supporting the "Aerotropolis Act of 2011"
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7

8 WHEREAS, as the world shifts towards a globalized economy, market
9 opportunities are expanding and the demand for businesses to ship and receive
10 goods more frequently and rapidly over long distances is increasing; and
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12 WHEREAS, in order to serve today's economic demands of connectivity,
13 speed and flexibility, a new system comprising multimodal transportation
14 networks and aviation-intensive businesses dubbed "aerotropolises" are
15 developing around the world; and
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17 WHEREAS, development of aerotropolis transportation systems is crucial
18 to U.S. economic competitiveness to attract corporate headquarters,
19 warehouses, and logistics centers; and
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21 WHEREAS, currently there is a bill before the United States Congress
22 titled the Aerotropolis Act of 2011 with Representative Gwen Moore as a co-
23 sponsor; and

24 WHEREAS, this act directs the U.S. Secretary of Transportation to
25 establish a grant program that would provide funding assistance to local entities
26 for planning, design, environmental review, and land acquisition activities for
27 aerotropolis transportation projects and development of intelligent transportation
28 systems as well as highways, bridges, and public transportation systems that
29 could benefit Milwaukee's port, terminals, and multimodal terminal facilities and
30 increase access to ports and airports; and

31 WHEREAS, this act also would amend the Safe, Accountable, Flexible,
32 Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) to ensure that
33 projects that assist in the establishment of aerotropolis transportation systems
34 are eligible to receive funds under the Projects of National and Regional
35 Significance Program; and
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37 WHEREAS, many aerotropolis transportation systems throughout the
38 country are developing slowly because local entities lack the requisite funding for
39 preconstruction activities; and
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41 WHEREAS, without federal support and investment, aerotropolis
42 development will not fully materialize in the United States; and
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44 WHEREAS, Milwaukee County is a member of the Milwaukee Gateway
45 Aerotropolis Corporation, a corporation formed to maximize General Mitchell
46 International Airport (GMIA) area development, including strategies to draw
47 national and international businesses to the area, as well as advocating for and
48 maximizing intermodal connections in Milwaukee County; now, therefore
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50 BE IT RESOLVED, the Milwaukee County Board of Supervisors hereby
51 expresses support of the federal "Aerotropolis Act of 2011"; and
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53 BE IT FURTHER RESOLVED, upon passage of this resolution, the
54 Milwaukee County Clerk is authorized and directed to send copies of this
55 resolution to members of the United States Congress and the United States
56 Secretary of Transportation.
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COUNTY OF MILWAUKEE
INTER-OFFICE COMMUNICATION

DATE : June 28, 2011

TO : Lee Holloway, County Board Chairperson

FROM : Craig C. Dillmann, Manager, Real Estate Services

SUBJECT: Renewal of a freeway land lease for surface parking located on the Northwest corner of South 6th Street and West Washington Street in the City of Milwaukee with the United Community Center (UCC) and renewal of a freeway land lease for surface parking located at 414 North Broadway Street in the City of Milwaukee with Affiliated Acquisitions, LLC (Affiliated).

POLICY ISSUE:

The Real Estate Division of the Department of Transportation and Public Works is responsible for leasing and managing freeway lands, subject to the approval of the Milwaukee County Board of Supervisors, Wisconsin Department of Transportation (WDOT), and the Federal Highway Administration (FHWA).

BACKGROUND:

UCC has an existing lease on a portion of freeway land for a surface parking lot located on the Northwest corner of South 6th Street and West Washington Street comprising approximately 85 spaces (Washington lot). The Washington lot is located across the street from one of their campus buildings in the Walkers Point area, and has served their parking needs for ten years.

For five years Affiliated, on behalf of the condominium unit owners of the Commission House Condominium Development (Commission House), has leased a 36-space lot for surface parking on a bisected irregular shaped portion of freeway land located in the downtown area at 414 North Broadway Street (Broadway lot). The Commission House Condominium is located adjacent to the Broadway lot at 400 North Broadway Street in the City of Milwaukee.

Attached are exhibits depicting the location and configuration of both leased freeway lands. The existing UCC lease expires September 30, 2011 and the Affiliated lease expires August 31, 2011. Both UCC and Affiliated are interested in renewing their leases for the standard five-year term.

Pursuant to WDOT and FHWA procedures, staff obtained appraisals to determine the fair market rental of the leased lands for the standard five (5) year renewal period. The appraiser concluded a fair market monthly rental of \$1,275 for the Washington lot (currently \$1,280 per month) and \$2,880 for the Broadway lot (currently \$3,680 per month). Due to the economic downturn the appraiser has observed that parking lots in the vicinity of the Washington lot averaged slightly less than the current lease rate while superior sized and shaped parking lots in the downtown area in proximity to the Broadway lot are being leased for significantly less per stall than the current lease rate of the Broadway lot. This has resulted in a reduction of the rental amounts on both lots.

RECOMMENDATION:

Staff requests that the Transportation, Public Works, and Transit Committee recommend to the Milwaukee County Board of Supervisors approval of:

1. A standard five (5) year lease renewal commencing October 1, 2011 with United Community Center and/or assigns at a monthly rental of \$1,275.
2. A standard five (5) year lease renewal commencing September 1, 2011 with Affiliated Acquisitions, LLC and/or assigns at a monthly rental of \$2,880.

This recommendation is subject to the approval of the WDOT and FHWA.

FISCAL NOTE:

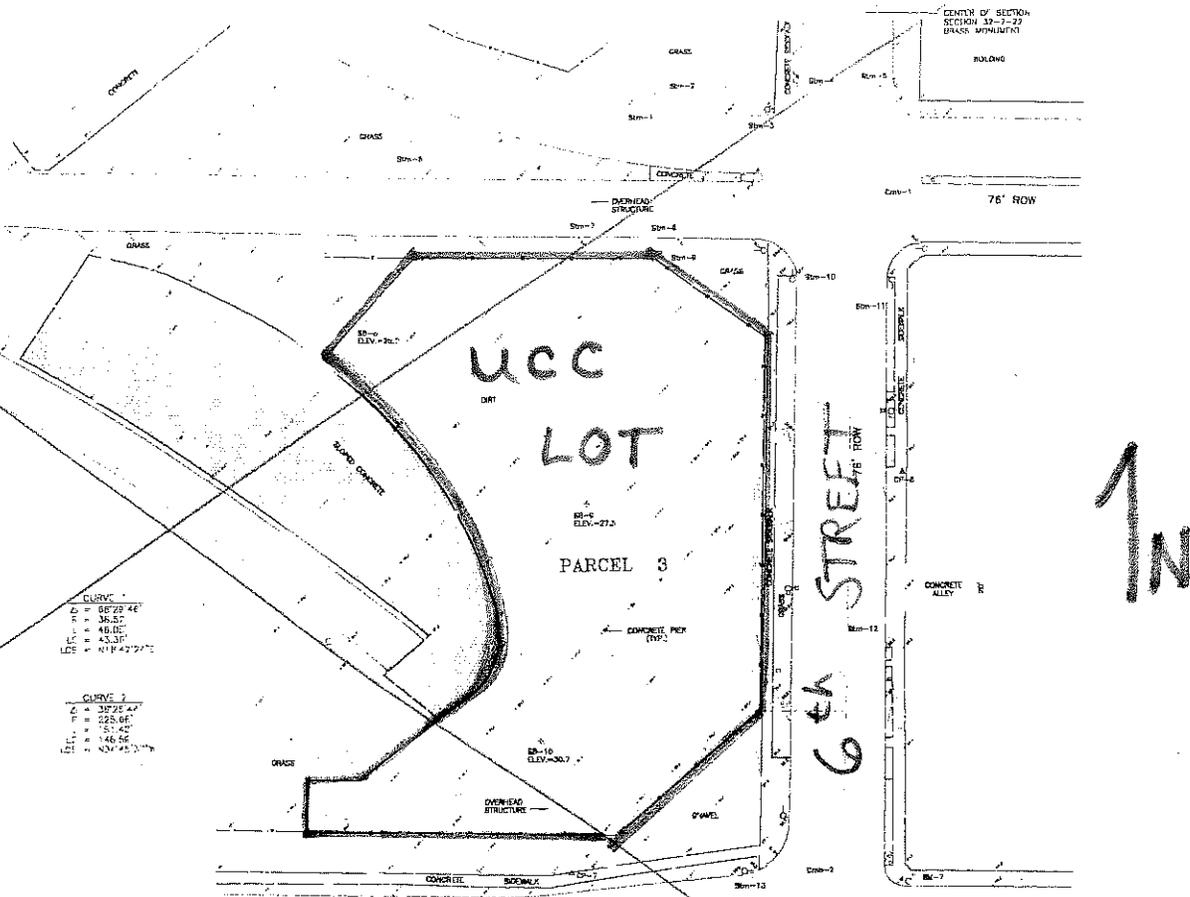
Adoption of this resolution will result in monthly rental revenue of \$1,275 and \$2,880, less expenses, being shared between Milwaukee County and the WDOT for the five (5) year lease term.

Craig C. Dillmann, Manager
Real Estate Services

Attachment

Meeting Date: July 13, 2011

cc: Chris Abele, County Executive
Supervisor Gerry Broderick, District 3
Supervisor Peggy Romo West, District 12
Jack Takerian, Director, Transportation and Public Works
Josh Fudge, Fiscal Management Analyst



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CURVE 1

Z = 86°29'46"
 R = 36.52'
 L = 48.00'
 PC = 43.37'
 LDC = 131°42'22.72"

CURVE 2

Z = 32°25'47"
 R = 225.61'
 L = 146.56'
 PC = 131°42'22.72"

MH NO.	RIM ELEV.	INV. ELEV.
Cmb-1	22.0	8.1
Cmb-2	22.0	11.0

INLET NO.	RIM ELEV.	INV. ELEV.
Stn-1	22.0	17.4
Stn-2	21.5	17.2
Stn-3	21.8	16.8
Stn-4	22.0	14.3
Stn-5	22.0	14.3
Stn-6	22.0	15.3
Stn-7	22.0	15.4
Stn-8	21.7	18.4
Stn-9	21.7	16.5
Stn-10	22.4	14.5
Stn-11	22.6	13.5
Stn-12	24.7	17.3
Stn-13	27.0	19.3
Stn-14	27.2	18.6
Stn-15	28.8	19.4

WASHINGTON ST. 76' ROW

UCC BUILDING

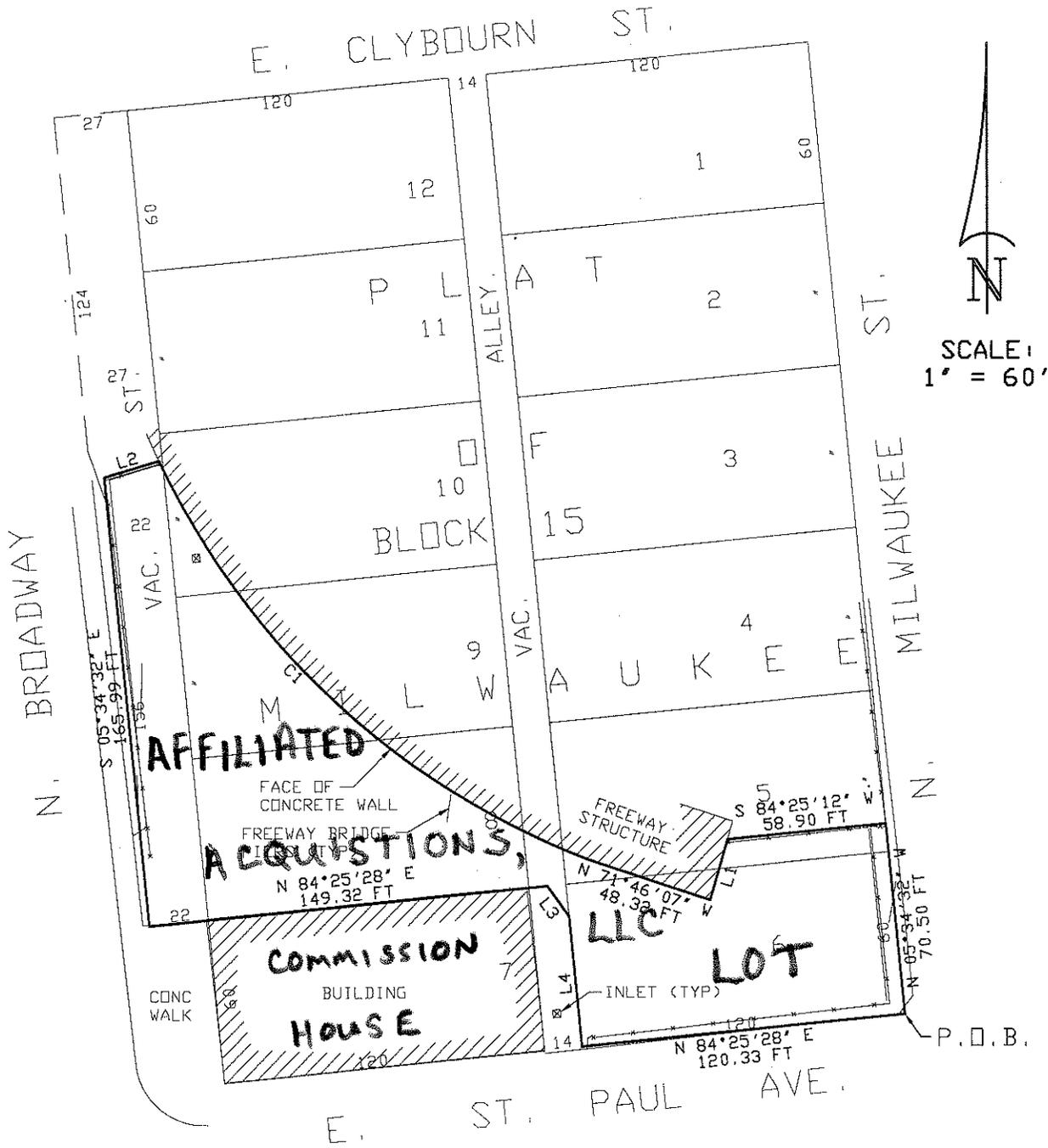
CP NO.	X	Y	ELEV.	DESCRIPTION
CP-7	4872.11	5828.2E	28.43	CHISELED 'X' IN CONCRETE SIDEWALK
CP-8	4853.82	5827.8	24.46	CHISELED 'X' IN CONCRETE SIDEWALK
CP-9	4806.00	5820.2C	23.47	NY NAIL IN SIDEWALK
BV-6			28.96	NORTHWEST FLANGE BOLT OF FIRE HYDRANT
BV-7			28.45	WEST FLANGE BOLT OF FIRE HYDRANT

UCC SITE TOPOGRAPHIC SURVEY - PARCEL 3



J&V Affiliated, LLC
 A Subsidiary of J&V Associates, Inc.
 A Professional Corporation
 Surveyors & Engineers





LINE	BEARING	DISTANCE	CURVE	DELTA	RADIUS	ARC	CHORD	TANGENT	CHORD BRG
L1	S 16°06'42" W	23.24	C1	43°11'33"	294.18	221.75	216.55	116.45	N 47°19'50" W
L2	S 73°37'09" W	21.12							
L3	S 35°49'55" E	13.89							
L4	S 05°34'32" E	48.00							

LEGAL DESCRIPTION OF PARKING LOT LEASE

TPWT - July 13, 2011 - Page 13
 A parcel of land in the Southwest 1/4 of Section 28, Township 7 North, Range 22 East, in the City of Milwaukee, County of Milwaukee, State of Wisconsin, as described below:

(Item) Renewal of a freeway land lease for surface parking located on the Northwest corner of South 6th Street and West Washington Street in the City of Milwaukee with the United Community Center (UCC) and renewal of a freeway land lease for surface parking located at 414 North Broadway Street in the City of Milwaukee with Affiliated Acquisitions, LLC (Affiliated).

RESOLUTION

WHEREAS, the Real Estate Division of the Department of Transportation and Public Works is responsible for leasing and managing freeway lands, subject to the approval of the Milwaukee County Board of Supervisors, Wisconsin Department of Transportation (WDOT), and the Federal Highway Administration (FHWA); and

WHEREAS, UCC has an existing lease on a portion of freeway land for a surface parking lot located on the Northwest corner of South 6th Street and West Washington Street comprising approximately 85 spaces (Washington lot). The Washington lot is located across the street from one of their campus buildings in the Walkers Point area, and has served their parking needs for ten years; and

WHEREAS, for five years Affiliated, on behalf of the condominium unit owners of the Commission House Condominium Development (Commission House), has leased a 36-space lot for surface parking on a bisected irregular shaped portion of freeway land located in the downtown area at 414 North Broadway Street (Broadway lot). The Commission House Condominium is located adjacent to the Broadway lot at 400 North Broadway Street in the City of Milwaukee; and

WHEREAS, the existing UCC lease expires September 30, 2011 and the Affiliated lease expires August 31, 2011. Both UCC and Affiliated are interested in renewing their leases for the standard five-year term; and

WHEREAS, pursuant to WDOT and FHWA procedures, staff obtained appraisals to determine the fair market rental of the leased lands for the standard five (5) year renewal period. The appraiser concluded a fair market monthly rental of \$1,275 for the Washington lot (currently \$1,280 per month) and \$2,880 for the Broadway lot (currently \$3,680 per month); and

52 WHEREAS, due to the economic downturn the appraiser has
53 observed that parking lots in the vicinity of the Washington lot
54 averaged slightly less than the current lease rate while superior
55 sized and shaped parking lots in the downtown area in proximity
56 to the Broadway lot are being leased for significantly less per
57 stall than the current lease rate of the Broadway lot. This has
58 resulted in a reduction of the rental amounts on both lots; and
59

60 WHEREAS, the Committee on Transportation, Public Works and
61 Transit at their meeting on July 13, 2011, recommended approval
62 of the above described leases; now, therefore,
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64 BE IT RESOLVED, that the County Executive and the County
65 Clerk are hereby authorized to sign the standard five (5) year
66 lease renewal commencing October 1, 2011 with United Community
67 Center and/or assigns at a monthly rental of \$1,275; and
68

69 BE IT FURTHER RESOLVED, that the County Executive and the
70 County Clerk are hereby authorized to sign the standard five (5)
71 year lease renewal commencing September 1, 2011 with Affiliated
72 Acquisitions, LLC and/or assigns at a monthly rental of \$2,880.
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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 27, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Renewal of a freeway land lease for surface parking located on the Northwest corner of South 6th Street and West Washington Street in the City of Milwaukee with the United Community Center (UCC) and renewal of a freeway land lease for surface parking located at 414 North Broadway Street in the City of Milwaukee with Affiliated Acquisitions, LLC (Affiliated).

FISCAL EFFECT:

- | | |
|--|--|
| <input 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 checked="" 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	-1,608	- 4,830
	Revenue	-3,215	-9,660
	Net Cost	1,607	4,830
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.

Renewal of both leases will result in a reduction of revenue and expenditures. Expenditures represent the revenue share paid to the State of Wisconsin Department of Transportation.

FOR 2011:

Reduction of revenue – UCC lease:		
October, November, & December		\$ 15 (\$ 5 per month X 3 months)
Reduction of revenue – Affiliated lease:		
September, October, November, December	<u>\$3,200</u>	(\$800 per month X 4 months)
Total	\$3,215	
State of Wisconsin share	<u>- 1,608</u>	
Net Cost to County	\$ 1,607	

FOR 2012:

UCC lease will have the following reduction	\$ 60	(\$ 5 per month X 12 months)
Affiliated lease will have the following reduction	<u>9,600</u>	(\$800 per month X 12 months)
Total	\$ 9,660	
State of Wisconsin share	<u>- 4,830</u>	
Net cost to County	\$ 4,830	

Department/Prepared By Gerald A. Baker

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 15, 2011

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

FROM: Jack Takerian, Director of Transportation and Public Works

SUBJECT: **AMENDMENT OF RAIL STATION AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION**

POLICY

County Board approval is required to amend an agreement between Milwaukee County and the State of Wisconsin Department of Transportation.

BACKGROUND

On October 2, 2006, Milwaukee County entered into Airport Agreement No. GA-1599 with the State of Wisconsin Department of Transportation (WISDOT) to provide operational services at the Milwaukee Airport Rail Station. The station is owned by the State. General Mitchell International Airport provides shuttle service between the station and the airport terminal, custodial services, security, and minor maintenance. WISDOT provides all other maintenance, insurance and utilities for the station. Paragraph No. 2 of Airport Agreement No. GA-1599 entitled Agreement Term, "allows either or both parties of the agreement to re-open the agreement during the term of the agreement to modify the existing clauses or the entire agreement." Both parties have requested that the current agreement be amended to provide for an additional term of five (5) years commencing October 1, 2011 and ending September 30, 2016, and an additional term of five (5) years (ending 2021), upon mutual consent of both parties.

RECOMMENDATION

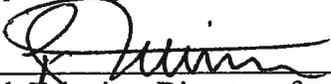
Airport staff recommends County Board approval of Amendment No. 1 to Airport Agreement No. GA-1599 between Milwaukee County and WISDOT, to provide for a five year extension, with an additional five year option. All other terms and conditions of the agreement remain the same.

FISCAL NOTE

\$1,022,763 is an estimated projection of rail station parking revenue for the five (5) year period covering 2011 thru 2016. These revenues are included in the annual Airport budget and will have no fiscal effect on the tax levy of Milwaukee County.

Prepared by: John V. Moore, Manager, Airport Operations - Landside

Approved by:



Jack Takerian, Director of
Transportation & Public Works



C. Barry Bateman
Airport Director

1 (ITEM) From the Director of Transportation and Public Works, requesting
2 that General Mitchell International Airport (GMIA) be allowed to amend Airport
3 Agreement No. GA-1599 with the Wisconsin Department of Transportation (WisDOT),
4 by recommending adoption of the following:
5

6 **RESOLUTION**
7

8 WHEREAS, on October 2, 2006, Milwaukee County's General Mitchell
9 International Airport entered into Airport Agreement No. GA-1599 with the State of
10 Wisconsin Department of Transportation to provide services at the Milwaukee Airport
11 Rail Station; and
12

13 WHEREAS, the station is owned by the State; and
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15 WHEREAS, GMIA provides shuttle service between the station and the airport
16 terminal, custodial services, security and minor maintenance; and
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18 WHEREAS, WisDOT provides all other maintenance, insurance, and utilities for
19 the station; and
20

21 WHEREAS, Paragraph No. 2 of Airport Agreement No. GA-1599 entitled
22 Agreement Term "allows either or both parties of the agreement to re-open the
23 agreement during the term of the agreement to modify the existing clauses or the entire
24 agreement"; and
25

26 WHEREAS, both parties have requested that the current agreement be amended
27 to provide for an additional term of five (5) years commencing October 1, 2011 and
28 ending September 30, 2016, and an additional term of five (5) years (ending 2021) upon
29 mutual consent of both parties; and
30

31 WHEREAS, \$1,022,763 is an estimated projection of rail station parking revenue
32 for the five (5) year period covering 2011 thru 2016. These revenues are included in the
33 annual Airport budget and will have no fiscal effect on the tax levy of Milwaukee County;
34 and
35

36 WHEREAS, the Transportation, Public Works and Transit Committee, at its
37 meeting on July 13, 2011 recommended approval (vote _____) that Milwaukee County
38 authorize the Director of Transportation and Public Works and the County Clerk to
39 amend Airport Agreement No. GA-1599 with the State of Wisconsin Department of
40 Transportation to provide for a five year extension, with an additional five year option.
41 All other terms and conditions of the lease remain the same, now, therefore,
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43 BE IT RESOVLED, that the Director of Transportation and Public Works and the
44 County Clerk are hereby authorized to amend Airport Agreement No. GA-1599 to
45 include the following:
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1. Paragraph 2 shall be deleted in its entirety and the following Paragraph 2 shall be added to read as follows:
2. Agreement Term
“The term of this agreement will be for five (5) years, commencing October 1, 2011 through September 30, 2016. Either party may request the re-opening of this Agreement during the five (5) year period and may seek to negotiate modifications to the existing clauses or the entire agreement. Any changes to this agreement, however, must be by consent of both parties and must be memorialized by a signed amendment to this Agreement. By mutual consent memorialized by a writing signed by the parties this Agreement may be extended for one (1) additional period of five (5) years upon the written agreement of the parties. If agreed to by the parties, the five (5) year period shall commence on October 1 and end September 30 of the extended period.”
2. Except as specifically provided herein, the terms and conditions of the agreement heretofore entered into between the parties dated October 2, 2006, as amended, shall remain in full force and effect.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: June 15, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMENDMENT OF RAIL STATION AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)

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 checked="" type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of Contingent Funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

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

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$204,553	\$204,553
	Revenue	\$204,553	\$204,553
	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.

\$1,022,763 is an estimated projection of rail station parking revenue for the five (5) year period covering 2011 thru 2016. These revenues are included in the annual Airport budget and will have no fiscal effect on the tax levy of Milwaukee County.

Department/Prepared by: John Moore, Airport Operations Mgr., Landside

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**

DATE: June 28, 2011

TO: Supervisor Michael Mayo, Sr., Chairperson, 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 2011- **Informational Report**

<u>Description</u>	<u>Amount</u>
1. DTPW - Airport	\$472,000

The Director of Transportation and Public Works and the Airport Director are requesting a \$472,000 appropriation transfer to provide funding for GMIA airport staff to add a 5th security lane at the Transportation Security Administration (TSA) Checkpoint on Concourse C at General Mitchell International Airport.

General Mitchell Airport has experienced a significant increase in passenger traffic over the last two years. With the recent acquisition by Southwest of AirTran Airlines, Southwest Airlines intends to move from their current preferential gates on Concourse D to the Concourse C. This additional passenger traffic on Concourse C will require an additional checkpoint lane to reduce anticipated congestion and waiting times at the security checkpoint. TSA has concurred.

Subsequently Airport staff is requesting County Board approval to allow GMIA to award a construction contract to remodel the TSA checkpoint area on Concourse C to allow for a 5th checkpoint lane.

Funding for this \$472,000 transfer request will be provided from the Airport Development Fund – Depreciation Account (ADF-D).

The purpose of the Appropriation Transfer Request is to add a 5th passenger security lane to the TSA checkpoint on Concourse C at General Mitchell International Airport. Approval of this transfer request will have no fiscal impact on the tax levy of Milwaukee County.

<u>Description</u>	<u>Amount</u>
2. DTPW – Transportation Services	\$2,512,562

An appropriation transfer of \$2,512,562 is requested by the Director of Transportation and Public Works to reallocate expenditure authority from Project WH0010092 West Hampton Avenue (124th St. to 92nd St.) and Project WH020052 West Oklahoma (108th St. to 76th St.) to project WH010552 West College Avenue (51st St. to 27th St.) and to increase County Highway Improvement Program (CHIP) funding for Project WH010052 West College Avenue (51st St. to 27th St.) by \$798,831. No tax levy impact results from this fund transfer.

<u>Description</u>	<u>Amount</u>
3. DTPW – Transportation Services	\$1,624,588

An appropriation transfer of \$1,624,588 is requested by the Director of Transportation and Public Works to reallocate expenditure authority and Surface Transportation Program (STP) revenue from Project WH010072 S. 13th Street (Rawson Ave. to College Ave.) to Project WH080032 Lake Park over Drainage Ravine.

The transfer of funds from a current project is requested to accommodate and expedite the final completion of the entire Lake Park over Drainage Ravine Project. No tax levy impact results from this fund transfer.

<u>Description</u>	<u>Amount</u>
4. DTPW – Transportation Services	\$1,274,319

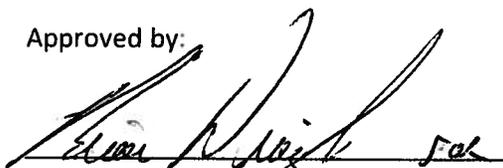
An appropriation transfer of \$1,274,319 is requested by the Director of Transportation and Public Works to reallocate expenditure authority and Surface Transportation Program revenue from Project WH010072 South 13th Street (Rawson Ave. to College Avenue.) to Project WH086022 Kinnickinnic (KK) River Parkway Bridge.

The transfer of funds from a current project is requested to accommodate and expedite the final completion of the entire KK River Parkway Bridge Parkway project. No tax levy impact results from this fund transfer.

<u>Description</u>	<u>Amount</u>
5. DTPW – Facilities Management	\$79,442

The Director of the Department of Transportation and Public Works and the Acting Director of DTPW Facilities Management, request approval of this Appropriation Fund Transfer. This fund transfer relates to receipt of a Federal Stimulus Grant from the Department of Energy by DTPW Facilities Management in the amount of \$732,400 in 2010. These funds are for various energy conservation projects for the Courthouse, Milwaukee County Museum, Mitchell International Airport, the Behavioral health Division, Washington Senior Center, Wilson Senior Center, Milwaukee County Research Park and a Courthouse Recycling project. As of the end of 2010, there were till \$79,442 of expenditure that had not been expended or encumbered. This fund transfer requests authority for Facilities to expend the balance of the grant. There is no tax levy impact for this item as all expended funds are offset with stimulus revenues.

Approved by:



Jack Takerian, Director
Transportation and Public Works

JHT:mmb