

OFFICE OF THE COUNTY EXECUTIVE

Chris Abele

MILWAUKEE COUNTY EXECUTIVE

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DATE: October 25, 2011
TO: The Honorable Lee Holloway, Chairman, Milwaukee County Board of Supervisors
FROM: Chris Abele, County Executive
SUBJECT: **Appointment of Frank Busalacchi**

Pursuant to Sec. 59.17(2)(b) Wis. Stats, and subject to confirmation of your Honorable Body, I am pleased to appoint Mr. Frank Busalacchi to the position of Director of the Transportation and Public Works Department for Milwaukee County.

Mr. Busalacchi brings considerable experience in transportation to the County. He served as Secretary of the Wisconsin Department of Transportation (WisDOT) from 2003 through 2010. In this position, he led 3,300 employees in state programs involving multiple modes of transportation, including highways, local roads, railroads, public transit systems, airports, harbors, and bicycle and pedestrian facilities. He also served for six years as chairman of the States for Passenger Rail Coalition, an alliance of state transportation departments supporting intercity passenger rail. His accomplishments include oversight of the Marquette Interchange Project in downtown Milwaukee, the largest construction project in Wisconsin, and the enhancement of Wisconsin's rail program.

I am forwarding a copy of Mr. Busalacchi's résumé to you, and my office will be setting up meetings with each of you individually to meet with him prior to his confirmation.

I am confident that Mr. Busalacchi will bring the leadership and vision needed to the Transportation and Public Works Department and I urge you to give this appointment your favorable consideration.

Sincerely,

Chris Abele
Milwaukee County Executive

Attachment

Cc: Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee
County Board of Supervisors
Terry Cooley, Chief of Staff, Board of Supervisors
Martin Weddle, Research Analyst, Transportation, Public Works and Transit Committee
Jodi Mapp, Committee Clerk, Transportation, Public Works and Transit Committee
Frank Busalacchi

Frank J. Busalacchi

4765 Three Meadows Drive • Brookfield, WI 53005 • (262) 781-5781 • frankbusalacchi@gmail.com

Chairman and Co-Founder of ACT: American Crisis in Transportation Coalition

- The bi-partisan, nationwide coalition creates awareness of the country's crumbling infrastructure and inadequate funding through grass roots lobbying and social networking.

Secretary of the Wisconsin Department of Transportation

January 2003 to January 2011

- Appointed by Governor Doyle to lead one of the state's largest agencies of over 3,300 employees (including the State Patrol and the Division of Motor Vehicles), which served over 50,000 citizens per day. Managed an annual budget of nearly \$3 billion, which included support for all modes of transportation including state highways, local roads, railroads, public transit systems, airports, harbors and bicycle and pedestrian facilities.
- Lead the state's efforts to rebuild the Marquette Interchange Project in downtown Milwaukee, resulting in a project that was completed early and under-budget. The \$810 million public works project is the largest in state history and has become a national model for mega-projects. The department's commitment to minority participation resulted in 19% of the work contracted to Disadvantaged Business Enterprises (DBEs). Construction also began on other major state road projects, including the 35-mile I-94 corridor. This \$1.9 billion project involves the state's key economic gateway from the south.
- Enhanced Wisconsin's rail program through the acquisition of two train sets for the Chicago-Milwaukee Amtrak Hiawatha line and the remodeling of two stations, in addition to adding a new train station at the Milwaukee airport. Wisconsin successfully competed to receive an \$822 million grant from the \$8 billion American Recovery and Reinvestment Act high-speed rail program. The grant application was the only in the nation to be fully funded. The opposing political party, upon their subsequent election to the Governor's mansion, returned the monies to the federal government for redistribution.
- National and international speaker on transportation issues, including several presentations in Canada and throughout China.

Member of the National Surface Transportation Policy and Revenue Study Commission

- Appointed by House Speaker Pelosi to this bi-partisan commission, which studied the condition of the nation's surface transportation system, identified future needs and developed financing recommendations. Lead the Passenger Rail Working Group. The final report was presented to Congress in January 2008.

Chair of the States for Passenger Rail Coalition

2004 to 2010

- Served as chair of the States for Passenger Rail Coalition, an alliance of 31 state DOTs calling for expanded federal support of intercity passenger rail. Testified before Congress on the importance of passenger rail and of working to improve and expand existing Amtrak service.

Teamsters Local 200

1979 to 2003

- Elected as Secretary-Treasurer (principal officer, financial officer) of the largest Teamster local in the state (7,500 members) in 1994, running unopposed in two subsequent elections. Worked with government officials, company representatives, (national, state and local) union officials to help create a favorable business climate to keep and bring jobs to SE Wisconsin. Began as Business Agent in 1979. Elected President in 1991.
- Served as Freight Director for the Central Region of Teamsters; Trustee and Statewide Legislative Liaison for Teamsters Joint Council 39; as well as on numerous national negotiating committees.

Milwaukee World Festivals (Summerfest)

1998 to 2003

- President of the Board of Directors. Chairman of the Negotiating Committee for the lease between MWF and the City of Milwaukee (included negotiations with the state and Milwaukee County). Also, Chairman of the Building Committee responsible for the \$18 million Millennium Momentum Plan.

Southeast Wisconsin Professional Baseball Park District Board (Miller Park)

1994 to 2003

- Appointed by Governor Thompson after successfully lobbying to get stadium legislation passed. As Construction Committee Chair for the \$400 million Miller Park Baseball Stadium, was responsible for the day-to-day project oversight from beginning (design, bidding process, negotiation of agreements) to Opening Day 2001. Served as the Board's media liaison throughout the project and was a member of the Project Participation Committee.

Other Committee member of the SE Wisconsin Regional Planning Committee – SEWRPC (responsible for the planning of regional transportation needs); Member of the Greater Milwaukee Committee; Trustee for Wisconsin Health Fund.

Doctor of Laws, Honorary Degree from Marquette University

May 2009

COUNTY OF MILWAUKEE**INTER-OFFICE COMMUNICATION**

DATE: December 26, 2011

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

FROM: Frank Busalacchi, Acting Director, Department of Transportation
Lloyd Grant, Managing Director, MCTS

SUBJECT: MCTS Mechanic Training and Bus Warranty

POLICY

This report is in response to a request for information from the December 2011 cycle.

BACKGROUND

At the December 2011 Transportation, Public Works and Transit Meeting, a request was made to provide the committee with information regarding training for MCTS mechanics who repair buses and bus repair work performed under warranty.

Training

Budgetary constraints over the last decade have necessitated a gradual reduction in MCTS's workforce including three full-time technical trainers. Today, MCTS has only one full-time technical training instructor for training of more than 100 mechanical personnel. In order to maintain a reasonable level of skills and knowledge training for mechanics, MCTS partners with its bus manufacturer and equipment providers to provide classroom and practical training for its bus mechanics and maintenance personnel. Over the last three years, MCTS mechanics have been provided over 2200 hours of on-the-job mechanical training on buses including the brake system, door system, air conditioning system, air system, hydraulic system, and wheel chair system, for example. We expect that mechanic training will continue to be provided as needed. Given the current standardization of the bus fleet which is comprised of New Flyer buses only, we also attempt to avoid redundancy in training mechanics who have mastered the skills and knowledge required to effectively and efficiency service various bus components and systems.

Based on recent feedback from MCTS mechanics, and in order to achieve maximum advantage from training provided to mechanics, MCTS is looking into shifting its focus of training near the end of the warranty period rather than immediately after new buses are delivered.

Warranty Repair Work

Currently, MCTS bus warranty policy requires the bus manufacturer to guarantee the reliability of its product against defects in material and workmanship for a period of time. The bus manufacturer is required to provide a replacement or repair at no cost to the transit system if a defect occurs. MCTS does not subcontract or outsource warranty work. Rather, the costs of labor and materials provided by equipment manufacturers for repairs during the warranty period are covered 100% by the warranty.

The current warranty that MCTS specifies for new bus purchases requires the following:

1. The complete bus is warranted to be free from defects for a minimum of one (1) year or 50,000 miles, whichever comes first, beginning on the first day of revenue service.
2. Specific sub-systems and components are warranted to be free from defects for the minimum times, whichever comes first, specified below:

Engine Base	5 years, 300,000 miles
Engine Components	2 years, 100,000 miles
Transmission	2 years, 100,000 miles
Brake System	2 years, 50,000 miles
Drive Axle	2 years, 100,000 miles
Heat & Air Conditioning System	2 years, unlimited miles
Basic Body Structure	3 years, 150,000 miles
Structural Corrosion	12 years, 500,000 miles

Warranty repairs for major components such as the engine, transmission and air conditioning systems are done by a local representative of the bus or component manufacturer such as a sales and service outlet or distributor. It has been long standing experience of MCTS that using the bus manufacturer to perform warranty repairs is the most cost effective. Bus manufacturers and component suppliers also believe that the most cost effective means of warranty repair is through a local representative or distributor that specializes in such repairs and performs them on a frequent basis. Original equipment manufacturers (OEM's) provide estimates of Standard Repair Times (SRT) used in determining reimbursement for warranty repairs. If a MCTS mechanic takes 4 hours to do a repair for which the SRT is 1.2 hours, for example, MCTS is not reimbursed the additional 2.8 hours which results in a cost to MCTS. In addition, if the workmanship by MCTS does not correct the defect or creates another mechanical problem, the manufacturer will not cover the additional repair cost. The end result would be greater costs and a declining scale of cost efficiency for MCTS.

The Cummins Engine Company supplies the engine used in most MCTS buses today. According to Cummins, only establishments authorized to sell Cummins products may perform warranty service repair work. Also, it is extremely unusual for a user or customer in the heavy

duty engine industry to do warranty work. It is understood throughout the industry that generalists are capable of performing warranty work, but not able to diagnose and make repairs in the allotted SRT of a certified technician that performs the work on a frequent basis.

As such, whereas MTS seeks to operate the transit system in the most efficient manner possible, we are reasonably certain that the current manner in which warranty claims are being administered at the transit system accomplishes that goal.

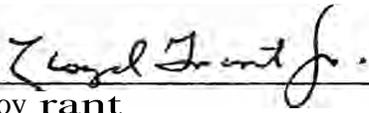
RECOMMENDATION

This report is for information purposes.

Report Prepared by: Lloyd Grant, MCTS Managing Director

Approved by:

Frank Busalacchi
Acting Director, Department of Transportation



Lloyd Grant
Managing Director, MCTS

Cc: Chris Abele, Milwaukee County Executive
Supervisor, Lee Holloway, Chairperson, County Board of Supervisors
Terrence Cooley, Chief of Staff, County Board of Supervisors
Jeff Bentoff, Deputy Chief of Staff, Milwaukee County Executive
Chris Abele
Pat Farley, Director, Department of Administrative Services
Pam Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services
Vince Materson, Fiscal and Budget Analyst, Department of Administrative Services

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: December 23, 2011

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

FROM: Frank Busalacchi, Acting Director, Department of Transportation

SUBJECT: Transit Vehicle Replacement Funding

POLICY

This report is in response to a request for information from the December 2011 cycle.

BACKGROUND

At the December 2011 Transportation, Public Works and Transit Meeting, a request was made to provide the committee with information regarding recent bus procurement activity and funding sources used. In addition, the committee requested information regarding future vehicle procurement needs. Milwaukee County has used a variety of federal funding sources to assist in the procurement of transit vehicles. The following table shows the number of vehicles replaced, or to be replaced, with federal grant funds received:

Year Purchased	Number of Buses	Federal Funding Source	Federal Share	Local Share
2010	45	ARRA	100%	0%
2010	31	5307 formula	83%	17%
2010	14	State of Good Repair	83%	17%
2011	35	STP	80%	20%
2012	55	ICE	85%	15%
2013	55	ICE	85%	15%
2014	26	State of Good Repair	83%	17%

261

Federal Funding Sources

Section 5307 funds are received annually based on a formula established for the Milwaukee Urbanized Area. These funds have largely been used to offset vehicle maintenance activities in recent years; however, these funds are available for vehicle purchasing. Surface Transportation Program (STP) funds were allocated to the

Connector project in 2002 for future capital needs of that transit program. In 2010, the department requested these funds be moved so that they could be used for transit vehicle purchasing.

State of Good Repair is a recent program that was initiated in 2010 to address aging capital needs. It is an annual competitive program so dollar amounts are unpredictable from year to year.

Vehicle Replacement Need

Federal law establishes that the useful life for 40-foot transit vehicles is 12 years or 500,000 miles. Currently, there are 416 active buses in the transit fleet. The following table illustrates the number of buses in the fleet, the year the buses were delivered, the age of the buses in year 2012, the current mileage, and when the buses will reach their 12-year life cycle.

<u>Bus Series</u>	<u>Active Bus Count</u>	<u>Year Delivered</u>	<u>Age in Year 2012</u>	<u>Average Mileage as of 12/20/11</u>
4300	69	2000	12	494,955
4400	69	2001	11	478,794
4500	8	2002	10	312,902
4600	39	2002	10	456,611
4700	51	2003	9	428,187
4800	30	2004	8	379,012
4900	15	2005	7	341,445
5000	9	2006	6	299,170
5100	90	2010	2	60,091
5200	35	2011	1	28,303
Total	416			
Average			7.6	327,947

The next table reflects the current bus replacement plan through year 2019. The table shows the fleet size assuming service levels remain constant, how many buses need to be replaced each year, how many buses are actually projected to be replaced each year, and what the future bus replacement needs are expected to be.

MCTS Bus Replacement Plan as of December 20, 2012

	2012	2013	2014	2015	2016	2017	2018	2019
Number of Buses in Fleet	416	416	416	416	416	416	416	416
Buses Reaching 12 Year Life Cycle	75	69	47	51	30	15	9	0
Number of Buses Replaced	55	55	26	35	35	35	35	23
Buses Aging Beyond 12 Years	20	34	56	72	67	47	23	0

RECOMMENDATION

This report is for information purposes.

Report Prepared by: Brian Dranzik, Director of Administration
and Lloyd Grant, Managing Director

Approved by:

Frank Busalacchi, Acting Director, Department of Transportation

Cc: Chris Abele, Milwaukee County Executive

Supervisor, Lee Holloway, Chairperson, County Board of Supervisors

Terrence Cooley, Chief of Staff, County Board of Supervisors

Jeff Bentoff, Deputy Chief of Staff, Milwaukee County Executive Chris Abele

Pat Farley, Director, Department of Administrative Services

Pam Bryant, Interim Fiscal and Budget Administrator, Department of
Administrative Services

Vince Materson, Fiscal and Budget Analyst, Department of Administrative
Services

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: December 22, 2011

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

FROM: Frank Busalacchi, Acting Director, Department of Transportation
Lloyd Grant, Managing Director, MCTS

SUBJECT: 2012 WETAP Award

POLICY

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

BACKGROUND

The Wisconsin Employment Transportation Assistance program (WETAP) combines the Federal Job Access Reverse Commute program (JARC), State Transportation Employment and Mobility program (TEAM), and local funding sources to assist transportation providers in connecting low-income workers with jobs through enhanced local transit services.

In August 2011, MCTS submitted applications for the continuation of WETAP-JARC service on bus Routes 12, 17, 27, 28 and 54. The applications for enhanced service included: an extension of service on Route 12 from Good Hope Road to Cherrywood Lane on weekends; continuation of service on Route 17 (Canal Street); an extension of service on Route 27 from Hampton Avenue and Green Bay Road to the Glendale Industrial Park; improvement in mid-day frequency of service on Route 28; and an extension of Route 54 from 1st & Mitchell to United Migrant Opportunity Services (UMOS) at 27th and S. Chase Avenue.

The 2012 adopted budget for Org. Unit 5600, Milwaukee County Transit-Paratransit System, provides for elimination of JARC routes if WETAP funding is not available. On November 29, 2011, the Wisconsin Department of Transportation announced WETAP grant awards to Milwaukee County for calendar year 2012 in the amount of \$784,500, of which \$523,000 is Federal JARC funding and \$261,500 is State TEAM funding. Accordingly, given that MCTS has been awarded funding to continue operating extended service to help workers access jobs, JARC service on Routes 12, 17, 27, 28 and 54 will be operated in calendar year 2012.

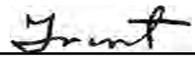
RECOMMENDATION

This report is informational only.

Prepared by: Lloyd Grant, Managing Director, MCTS

Approved by:


Frank Busalacchi
Acting Director, Department of Transportation


Lloyd Grant
Managing Director, MCTS

- cc: Chris Abele, Milwaukee County Executive
Supervisor Lee Holloway, Chairperson, 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
Pat Farley, Director, Department of Administrative Services
Pam Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services
Vince Masterson, Fiscal and Budget Analyst, Department of Administrative Services

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: December 22, 2011

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

FROM: Frank Busalacchi, Acting Director, Department of Transportation
Lloyd Grant, Managing Director, MCTS

SUBJECT: Bus Service at Southridge Mall — For Information Only

POLICY

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

BACKGROUND

MCTS has operated service to the Southridge shopping center since it opened in 1970. Today, Southridge Mall is serviced by four MCTS regular bus routes: Route 14 (Forest Home), Route 55 (Layton Avenue), Route 64 (S. 60th Street), and Route 76 (N. 60th — S. 70th). These routes provide easy access to the mall via bus stops located on the mall property. There are approximately 1,200 rides/day generated on these routes. A fifth route, Route 46 (Loomis - Southridge), provides freeway flyer service to residents from southwestern Milwaukee County to downtown and generates about 310 rides/day.

Southridge Mall is owned by the Simon Property Group — which is located in Indianapolis, Indiana. Discussion as to the operation of transit service on the mall property has taken place over the last year with representatives of Southridge Mall, MCTS and the Milwaukee County Department of Transportation and Public Works (DTPW). Concerns raised by the Simon Property Group have included removal of bus service on the mall property before and after mall hours; financial assistance for continued operation along ring roads during mall hours; signing a hold harmless agreement for continued operation; addressing noise concerns from nearby residents; and overall consolidation of bus service during mall hours.

In October 2011, DTPW and MCTS representatives met with the manager of Southridge Mall and representatives of the Village of Greendale regarding transit service operating on the mall property. The Southridge Mall representative informed us that transit buses would be required to operate off property starting around February 2012. Discussion also took place as to possible off-site locations for passenger drop-off and pick-up. Subsequent to that meeting, DTPW requested that Southridge provide a firm date as to when MCTS buses could no longer operate on the mall property, but there has been no response to date.

MCTS believes that the removal of bus stops on the mall property will very likely have an adverse impact on shoppers and employees who rely on public transportation services to access the mall. Bus patrons would be required to navigate through large parking lots to access the mall, which can be particularly challenging during periods of inclement weather such as winter months.

RECOMMENDATION

This report is informational only.

Prepared by: Lloyd Grant, Managing Director, MCTS

Approved by:

Frank Busalacchi
Frank Busalacchi
Acting Director, Department of Transportation

Lloyd Grant
Lloyd Grant
Managing Director, MCTS

cc: Chris Abele, Milwaukee County Executive
Supervisor Lee Holloway, Chairperson, 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
Pat Farley, Director, Department of Administrative Services
Pam Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services
Vince Masterson, Fiscal and Budget Analyst, Department of Administrative Services

OFFICE FOR PERSONS WITH DISABILITIES



Milwaukee County

DONALD G. NATZKE DIRECTOR

Ms. Mary Mokwa
Southridge Mall
5300 S 76th St.
Greendale, WI 53129

November 28, 2011

Dear Ms. Mokwa,

On Monday, November 14, the Milwaukee County Commission for Persons with Disabilities learned of Simon Malls' move to eliminate Milwaukee County Transit System bus stops, and therefore buses, from the Southridge Mall property. By both fervent and unanimous action, the Commission expresses its strong opposition to this impediment to the independence of Mall customers and employees with disabilities. In the best interests of all concerned, we respectfully request that you reconsider your unfortunate position, which will significantly and adversely impact the ability of citizens with disabilities to access the Mall and, therefore, the commerce between those customers and your business owners.

Your action eliminates a long established accessible path of travel into the Mall for many people with disabilities. Individuals using wheelchairs and scooters will be required to move among vehicles with low profile mobility aids. Those who are blind, or severely visually impaired, will need to negotiate traffic lanes with no easily discernable pathways. Customers with coronary- and pulmonary- related fatigue difficulties will have to travel extended distances on your property in often inclement weather, and face a significant risk to their health.

Furthermore, historically and to the present, Southridge Mall has benefited from public funding. We therefore take the position that Simon Malls is obligated to assure reasonable access to its Mall by the community, which includes individuals with disabilities.

Though we presume it was not your intent to harm the interests of people with disabilities, eliminating bus stops and prohibiting bus travel on Mall property would surely do so. We are confident that whatever has motivated this move by Simon Malls can be addressed in other ways which do not raise additional barriers to the independence of Mall customers and employees with disabilities. We urge your prompt reconsideration of this matter and a reversal of your decision.

Respectfully,

Deb Falk - Palec

Deb Falk-Palec, Chair
Milwaukee County Commission for Persons with Disabilities

Donald Natzke

Donald Natzke, Director
Milwaukee County Office for Persons with Disabilities

RECEIVED

NOV 30 2011

MILWAUKEE COUNTY
DEPT. OF PUBLIC WORKS

Cc: Frank Busalacchi, Director, Department of Transportation and Public Works
Brian Dranzik, Director of Operations, Department of Transportation and Public Works

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: January 9, 2012

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

FROM: Frank Busalacchi, Acting Director, Department of Transportation
Lloyd Grant, Jr., Managing Director, MCTS

SUBJECT: New Fare Collection System Update

POLICY

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

BACKGROUND

Efforts towards procurement of a new fare collection system for the Milwaukee County Transit System (MCTS) began in April 2009 after award of a \$7 million grant in Section 5307 transit formula funds under the American Recovery and Reinvestment Act (ARRA) to replace MCTS' 26 year old fare collection system.

The new fare collection system being procured for MCTS supports the use of contactless smartcards for passes and tickets, and the validation of cash fares. A smartcard is a pocket-sized plastic card that contains an embedded computer chip that stores and transacts data. This data is usually associated with either stored value, information or both. The technology accompanying the new fare collection system will significantly improve data collection of fares paid and passenger boarding. Also, transit bus operators and customers can benefit from smartcard technology because the card can be easily tapped against a reader built into the farebox allowing for faster boarding, particularly during peak times. Implementation of a new payment system will offer new methods for different fare products and improve customer convenience.

At the January 2011 and September 2011 Committee meetings, MCTS reported that introduction of the smartcard is expected to reduce the quantity of paper transfers issued by bus drivers by at least 25% because paper ticket fare media will be replaced by the smartcard. MCTS also reported to the Committee that paper transfers would continue to be available to cash paying customers, and the smartcard fare structure would be designed in a way to incentivize cash customers to adopt or switch over to the smartcard. MCTS will monitor the transaction payment data to determine a point in time when it will be less disruptive to change fare policy moving away from paper transfers.

Fare Collection System Update

At this juncture, MCTS is well into the procurement process which will culminate in an award to the successful bidder to produce and install the new fare collection system. As is customary with large dollar value procurements, multiple addendums to the original Request for Proposal (RFP) issued in June 2011 have taken place in response to bidder questions and providing clarification about the technical fare system specifications. Numerous responses were received and technical reviews were initiated by the five person technical review team. Subsequently, bidders were invited to demonstrate their products and make presentations during the weeks of December 5 and 12, 2011. On December 29, 2011, responsive bidders were directed to submit clarifications of their proposals and re-pricing by January 31, 2012.

Thereafter, the technical review team is expected to make a determination of the successful bidder. We anticipate issuing a letter of intent to award in the first quarter of 2012. Upon initiation of a purchase order, based upon information provided by bidders, it is anticipated that the new fare collection system and fareboxes can be installed and operational within 24 months. A timeline for implementation will be established upon selection of a vendor for the new fare collection system.

Paper Transfers

The contactless smartcard is a pre-payment system that includes the ability to automatically machine encode a limited period of time for free transfer to other bus routes. However, for customers who use cash, a transfer system would be necessary if no changes are made to the current fare policy. Today, about 30% of MCTS customers pay their bus fare in cash on a daily basis, and about 30,000 paper transfers are issued to transit customers each day.

In April 2010, MCTS reported to the Committee its intent to procure a fare collection system that would eliminate the use of paper transfers. After reviewing the capital, operating and maintenance costs associated with various fare collection systems, the smartcard system emerged as the recommended alternative. Subsequently, as noted above, MCTS reported to the Committee that it would not be pursuing procurement of a fare collection system with added equipment for the dispensing of card type transfers to customers. Instead, it was anticipated that paper transfers would continue to be used for a limited period of time to allow time for cash paying transit customers to transition to the smartcard. The labor union representing MCTS bus drivers has expressed dissatisfaction with plans to purchase a new fare collection system that does not include equipment to automatically dispense card type transfers so that bus drivers do not have to physically hand out or validate paper transfers. MCTS management concurs that disputes between bus drivers and passengers about the validity of paper transfers will be substantially reduced with the elimination of paper transfers. However, MCTS management also believes that two major changes in the fare system should not be attempted at the same time.

The introduction of contactless smartcards will replace the current weekly and monthly passes and tickets with a machine validated fare form. A value deduction card will be used to replace

paper tickets which results in at least a 25% to 33% reduction in the quantity of paper transfers issued or distributed by bus operators on a daily basis. This change alone is a significant step in the direction of moving away from paper transfers.

The most common method of issuing a machine issued and readable transfer is by adding a ticket reader and issuing machine (TRIM) unit to the farebox. A TRIM unit adds at least \$800,000 to the capital purchase cost of the fare collection system. A TRIM unit has moving parts and card (transfer) stock must be supplied daily. The additional material costs, daily servicing and maintenance of the TRIM units are projected to add \$500,000 to \$875,000 in annual operating costs. Also, any malfunction of the TRIM unit while in revenue service can result in service delays and customer inconvenience. The industry is moving away from TRIM unit swipe systems to contactless systems for ease of use, customer convenience and reduced operational costs. Changes in fare policy can be made to move away from paper transfers with cash and contactless payment systems.

Finally, paper transfers have been in use at MCTS for over 35 years. A hurried approach to the elimination of paper transfers is not recommended. Instead, MCTS recommends an approach that allows time for public education of smartcards and the eventual phase-out of paper transfers over a period of 12 to 18 months after the new fare system is fully functional. We would expect to undertake a more detailed analysis into an approach to gradually phase out the use of paper transfers. A policy could be adopted to eliminate paper transfers after cash revenues decrease below 15% of total farebox revenue, for example. MCTS will work to develop a fare payment policy that reduces and/or eliminates paper transfers over time at a point that is least disruptive to the ridership base.

RECOMMENDATION

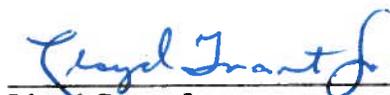
This report is informational only.

Prepared by: Daniel A. Boehm, Director of Administration, MCTS
and Lloyd Grant, Jr., Managing Director, MCTS

Approved by:



Frank Busalacchi, Acting Director
Department of Transportation



Lloyd Grant, Jr.
Managing Director, MCTS

January 9, 2012
Page 4

cc: Chris Abele, Milwaukee County Executive
Supervisor Lee Holloway, Chairperson, County Board of Supervisors
Terrence Cooley, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele
Jeff Bentoff, Deputy Chief of Staff, Milwaukee County Executive Chris Abele
Pat Farley, Director, Department of Administrative Services
Pam Bryant, Interim Fiscal and Budget Administrator, Department of Administrative
Services
Vince Masterson, Fiscal and Budget Analyst, Department of Administrative Services

COUNTY OF MILWAUKEE
 INTEROFFICE COMMUNICATION

DATE: January 4, 2012

TO: Supervisor Lee Holloway, Chair, Board of Supervisors
 Supervisor Michael Mayo, Sr., Chair, Transportation and Public Works
 Supervisor Lynne De Bruin, Chair, Economic □ Community Development
 Supervisor Johnny Thomas, Chair, Finance □ Audit

FROM: Freida Webb, Director
 Community Business Development Partners

SUBJECT: DBE Achievement Report □ 2010: Breakdown by Race and Gender

BACKGROUND

In the past, Milwaukee County measured small business participation by M/WBE standards; however, in January 2001, the County updated all of its business development activities into a Disadvantaged Business Enterprise (DBE) Program in an effort to comply with 49 CFR Parts 23 and 26. According to certification standards, the term DBE means a small business concern known as a Disadvantaged Business Enterprise firm owned at least 51% by socially and economically disadvantaged individuals. All women and certain minority males are presumed to be disadvantaged. Other individuals, including white males, may be certified upon demonstration by a preponderance of the evidence that they are indeed socially and economically disadvantaged.

OBJECTIVE

The Milwaukee County Department of Community Business Development Partners (CBDP) administers the County's DBE Program and implements County Policies and Procedures that ensure participation and contract compliance on all County procurements that afford business opportunities for "ready, willing and able" DBE firms.

This is accomplished by: establishing DBE participation goals on contracts that possess opportunities for DBEs to perform a commercially useful function; assisting department heads, administrators, and prime contractors in identifying qualified DBEs; monitoring of all contracts with an established DBE goal; ensuring all DBE firms participating on County contracts are certified through the Wisconsin Unified Certification Program (UCP); identifying and redressing instances of noncompliance; and providing DBE firms with technical assistance to enhance their ability to successfully participate on County contracts.

The goal of this report is to provide the resulting accomplishments of all professional service, contract (non-professional) service, time □ material, and public works contracts closed during the period from January 1 through December 31, 2010 by ethnicity and

gender of the primary DBE owner. Receipt of final payment from the County is utilized as the determination of a closed contract for purposes of consistency.

The summary of closed contracts and actual DBE participation is shown in attachment A. Please note that the summary is quite different from that seen in the past. At the request of Supervisor Marina Dimitrijevic, and under the direction of the Transportation, Public Works and Transit Committee, chaired by Supervisor Mayo, this report breaks DBE achievement out in more detail and includes multiple tables to provide quick and easy assessment of DBE participation on County contracts by ethnicity and gender.

Attachment A contains grand totals of DBE achievements as dollars committed, and paid, to DBEs and their resultant percentages based on total contract dollars encumbered by the County. These grand totals have been summarized to assess DBE participation by: (1) county-wide encumbrances with total number of contracts awarded and dollars expended by ethnicity and gender against all DBEs certified in the State as of 01/11/2011, page 1; and (2) county-wide encumbrances by type of contract, ethnicity and gender, pages 2 - 4.

ACHIEVEMENT REPORTING:

The calculation methodology for counting DBE outcomes is based upon **actual DBE achievement** on Milwaukee County contracts. In the past, DBE outcomes had been based solely upon notarized commitments to contract with DBE firms.

This report for calendar year 2010 details actual achievements as documented by the signed payment verification of, both, DBEs and Prime Contractors/Consultants. This same verification form is utilized on projects where the Prime is also a DBE for purposes of continuity and consistency. The signed confirmation, and subsequent verification by CBDP staff, clearly indicates the total dollar amount received by the DBE from the Prime for work on the contract.

The reporting of actual DBE achievement through the utilization of signed payment certifications continues to be an area of concern in the arenas of Professional, Contract, and Management Services. CBDP has determined that deficiencies in reporting are directly related to the reporting methodology. To redress the apparent issue in reporting, CBDP is implementing a three-prong approach.

RECOMMENDATION

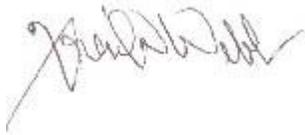
This is an informational report. It is recommended it be received and placed on file.

Prepared by:



Mark Phillips
Contract Compliance Manager, DBE

Approved by:

A handwritten signature in black ink, appearing to read 'Freida Webb', is written over a faint, light-colored rectangular stamp or watermark.

Freida Webb, Director
Community Business Development Partners

cc: Chris Abele, County Executive
County Board of Supervisors
Terrence Cooley, Chief of Staff
Jerome Heer, Director, Department of Audits
Department Heads

2010 DBE Achievements

County-Wide Expenditures to DBE by Race/Gender

Certified DBEs (01/10/2011)	# of Firms	# Female	# Male	% Female	% Male
AA - African American	271	65	206	23.99%	76.01%
AP - Asian/Pacific Islander American	71	20	51	28.17%	71.83%
CA - Caucasian American	336	329	7	97.92%	2.08%
HA - Hispanic American	100	16	84	16.00%	84.00%
NA - Native American	63	13	50	20.63%	79.37%
OA - Other American (Undesignated)	8	3	5	37.50%	62.50%
TOTALS	849	446	403	52.53%	47.47%

Ethnicity & Gender of Awardee	# of Contracts	# Female	# Male	% Female	% Male
AA - African American	29	4	25	13.79%	86.21%
AP - Asian/Pacific Islander American	17	5	12	29.41%	70.59%
CA - Caucasian American	36	34	2	94.44%	5.56%
HA - Hispanic American	13	2	11	15.38%	84.62%
NA - Native American	14	4	10	28.57%	71.43%
OA - Other American (Undesignated)	0	0	0	0.00%	0.00%
TOTALS	109	49	60	44.95%	55.05%

Awards vs. Certified DBEs (01/10/2011)	# of Firms	# of Contracts	% DBEs	Award %
AA - African American	271	29	31.92%	26.61%
AP - Asian/Pacific Islander American	71	17	8.36%	15.60%
CA - Caucasian American	336	36	39.58%	33.03%
HA - Hispanic American	100	13	11.78%	11.93%
NA - Native American	63	14	7.42%	12.84%
OA - Other American (Undesignated)	8	0	0.94%	0.00%
TOTALS	849	109	100.00%	100.00%

Ethnicity	\$ Expended	Average \$ per Contract
AA - African American	3,154,272.56	108,768.02
Female	796,052.90	199,013.23
Male	2,358,219.66	94,328.79
AP - Asian/Pacific Islander American	2,564,557.32	150,856.31
Female	87,526.23	17,505.25
Male	2,477,031.09	206,419.26
CA - Caucasian American	2,091,519.52	58,097.76
Female	1,823,370.82	53,628.55
Male	268,148.70	134,074.35
HA - Hispanic American	1,604,642.74	123,434.06
Female	666,185.87	333,092.94
Male	938,456.87	85,314.26
NA - Native American	3,230,497.22	230,749.80
Female	651,366.67	162,841.67
Male	2,579,130.55	257,913.06
TOTALS	12,645,489.36	116,013.66

2010 DBE Achievements

County-Wide Expenditures to DBE by Name/Race/Gender, within Work Areas

Construction	\$ Committed	\$ Expended	DBE %	Ethnicity	Gender
A & A Plumbing	37,400.00	41,768.64	111.68%	AA	M
Adaptive Electric	200,000.00	209,900.66	104.95%	HA	F
All County Electric Supply	27,861.98	27,862.00	100.00%	CA	F
Arrow Crete Construction	65,350.00	67,928.44	103.95%	NA	M
Arteaga Construction	128,500.00	128,500.00	100.00%	HA	M
B&D Contractors	170,962.04	170,962.04	100.00%	NA	M
Belonger Corporation	385,862.00	395,519.75	102.50%	NA	F
Beverly's Co	62,000.00	153,691.82	247.89%	AA	F
Blue Ribbon Industries	62,000.00	42,795.00	69.02%	AP	M
Brenner Corporation	17,751.00	19,369.00	109.11%	CA	F
BYCO	14,568.00	14,300.00	98.16%	HA	M
CableComm	80,130.00	73,546.17	91.78%	CA	F
Community Engineering Building Service	192,340.00	207,991.98	108.14%	AA	M
Cisco Distributing	167,772.00	168,418.46	100.39%	HA	M
Community Traffic Control	10,322.65	10,167.81	98.50%	AA	M
Con-Cor Company	126,366.75	127,921.75	101.23%	CA	F
Cornelius Contractors Corporation	360,716.80	377,291.95	104.60%	NA	M
Crowley Construction Corporation	57,727.50	108,012.12	187.11%	CA	F
CM Sobczyk Trucking	2,000.00	4,553.05	227.65%	CA	F
CW Enterprise Electric	247,830.00	267,148.70	107.80%	CA	M
Dairyland Electric	202,238.14	234,463.98	115.93%	HA	M
Dakota Intertek	116,257.60	128,310.42	110.37%	AP	M
Diva Plumbing	509,740.00	620,951.32	121.82%	AA	F
Dolson, Inc	245,428.00	244,432.00	99.59%	NA	F
Doug Rohde	88,164.03	118,253.20	134.13%	CA	F
Eaton's Asphalt	33,892.92	33,892.92	100.00%	AA	M
Emerald City Tile	7,947.00	13,233.00	166.52%	CA	F
George Harris Trucking	165,192.75	216,847.75	131.27%	AA	M
Gilltech Construction	16,094.00	16,094.00	100.00%	AA	M
Great Lakes Contracting	1,423,619.00	1,428,499.00	100.34%	NA	M
Habernehl Electric	196,651.45	256,704.68	130.54%	CA	F
Hard Rock Sawing	13,357.25	8,994.50	67.34%	NA	F
Heider & Bott	26,000.00	0.00	0.00%	CA	F
Hetzel-Sanfilipo	21,400.00	30,182.65	141.04%	CA	F
Hurt Electric	353,479.00	357,903.91	101.25%	AA	M
HVA Products	103,565.00	111,092.94	107.27%	AP	M
Interstate Sealant & Concrete	33,292.50	31,313.05	94.05%	CA	F
Jaramillo Contractors	97,300.00	95,216.75	97.86%	HA	M
JF Cook Company	80,308.00	100,518.00	125.17%	AA	M
Joe Nevels Landscape	168,500.00	144,406.14	85.70%	AA	M
K&B Trucking	2,000.00	2,250.13	112.51%	CA	F
Lacey's Trucking	16,464.76	16,464.76	100.00%	AA	F
LF Green Development	720.00	720.00	100.00%	CA	F
Major Systems	377,973.10	456,285.21	120.72%	HA	F
Marek Landscaping	24,469.90	24,469.90	100.00%	CA	F

2010 DBE Achievements

County-Wide Expenditures to DBE by Name/Race/Gender, within Work Areas

Construction (Continued)	\$ Committed	\$ Expended	DBE %	Ethnicity	Gender
McDowel Construction	275,493.60	322,751.62	117.15%	AA	M
Midwestern Roofing & Construction	44,500.00	42,357.50	95.19%	AA	M
Milwaukee Iron Works	26,000.00	36,172.03	139.12%	HA	M
Nuvo Construction	173,694.66	232,250.65	133.71%	HA	M
Ojibwa Ready Mix	15,000.00	23,150.78	154.34%	NA	M
Patriot Trucking	4,000.00	5,429.55	135.74%	CA	F
PL Freeman	170,221.74	201,661.78	118.47%	AA	M
Platt Construction	148,106.00	151,690.34	102.42%	AA	M
Pro Electric	3,937.79	3,938.00	100.01%	NA	M
Schwister Electric	16,435.96	16,435.96	100.00%	CA	F
South Star Trucking	252,000.00	199,521.48	79.18%	AA	M
Szada Trucking	105,751.25	105,751.25	100.00%	CA	F
The Pennebaker Enterprises	39,565.00	46,767.00	118.20%	AA	M
Thomas A Mason Company	372,065.03	461,766.84	124.11%	NA	M
Tremmel-Anderson Trucking	325,000.00	387,295.75	119.17%	CA	F
Underground Pipe Line	34,700.00	35,908.50	103.48%	NA	M
Vassah & Son Excavation	6,400.00	6,400.00	100.00%	NA	M
Vista Design & Construction	1,709,826.00	1,709,826.00	100.00%	AP	M
Waterford Truck Service	4,000.00	5,128.24	128.21%	CA	F
TOTALS	10,468,212.15	11,303,352.82	7.98%		

Professional Service - Construction	\$ Committed	\$ Expended	DBE %	Ethnicity	Gender
Boer Architects	1,000.00	1,000.00	100.00%	CA	M
Cedarburg Science	7,497.00	7,497.00	100.00%	CA	F
Cervantes Consulting Engineers	3,105.00	3,105.00	100.00%	AP	M
Continuum Architects	20,160.00	20,160.00	100.00%	CA	F
EMCS	7,800.00	4,324.00	55.44%	CA	F
Gestra Engineering	2,400.00	2,420.00	100.83%	AP	M
Himalayan Consultants	3,019.60	3,019.57	100.00%	AP	M
K Singh & Associates	27,323.53	23,901.98	87.48%	AP	F
LF Green Development	13,305.00	17,437.50	131.06%	CA	F
M Squared Engineering	9,170.00	4,387.75	47.85%	AP	F
Milwaukee Lead/Asbestos Info Center	8,825.00	8,825.00	100.00%	CA	F
PSJ Engineering	132,856.00	128,806.16	96.95%	AP	M
Quorum Architects	35,465.40	35,465.40	100.00%	CA	F
Soils & Engineering Services	13,757.60	7,585.00	55.13%	HA	M
Spann & Associates	5,448.00	5,448.00	100.00%	AA	M
Standing Stone Design	3,100.00	3,285.00	105.97%	NA	M
Toki & Associates	37,100.00	37,100.00	100.00%	AA	M
Vista Design & Construction	16,290.00	16,290.00	100.00%	AP	M
Waterborne Design	23,787.50	23,787.50	100.00%	CA	F
White Water Associates	390.50	390.50	100.00%	CA	F
Zoe Engineering	4,945.00	4,945.00	100.00%	AA	F
TOTALS	376,745.13	359,180.36	-4.66%		

2010 DBE Achievements

County-Wide Expenditures to DBE by Name/Race/Gender, within Work Areas

Professional Service	\$ Committed	\$ Expended	DBE %	Ethnicity	Gender
4N Consultants	25,000.00	25,000.00	100.00%	AP	F
Guy Brown	11,250.00	11,250.00	100.00%	AP	M
Jericho Resources, Inc.	49,640.00	49,640.00	100.00%	AA	M
Key & Associates	30,000.00	30,000.00	100.00%	AA	M
Midland Health	288,883.00	288,883.00	100.00%	CA	F
Midwestern Adjustment Company	10,000.00	10,000.00	100.00%	CA	F
Multicultural Entrepreneurial Institute Inc.	15,000.00	15,000.00	100.00%	HA	M
Noema LLC	637.50	637.50	100.00%	AP	F
Nursing Resource Network	54,473.98	16,249.56	29.83%	AA	M
Quick Financial Solutions, LLC	270,291.00	270,291.00	100.00%	AP	M
Susan G. Kelley	7,200.00	7,200.00	100.00%	CA	F
Syslogic, Inc.	33,599.00	33,599.00	100.00%	AP	F
The Joxel Group	49,825.00	49,825.00	100.00%	AP	M
TOTALS	845,799.48	807,575.06	-4.52%		

Time & Material Contractors	\$ Expended	\$ Expended	DBE %	Ethnicity	Gender
Arteaga Construction - HVAC ¹	6,550.00	6,550.00	100.00%	HA	M
Belonger Corporation - Plumbing ¹	2,420.42	2,420.42	100.00%	NA	F
Brenner Corporation - HVAC ²	31,124.66	31,124.66	100.00%	CA	F
Hurt Electric ¹	108,807.30	67,148.29	61.71%	AA	M
JF Cook Company - Glazing ¹	616.56	616.56	100.00%	AA	M
Milwaukee Iron Works ¹	0.00	0.00	0.00%	HA	M
The Penebaker Enterprises - Roofing ³	57,676.38	57,676.38	100.00%	AA	M
Schwister Electric ¹	9,844.81	9,844.81	100.00%	CA	F
TOTALS	217,040.13	175,381.12	-19.19%		

Superscript indicates number of T&M contracts closed during 2010

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

8

DATE: January 3, 2012

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

FROM: Frank Busalacchi, Acting Director of Transportation

**SUBJECT: AMEND AIRPORT AGREEMENT NO. CN-1412 WITH PARADIES-MARK II, LLC TO
EXTEND THE AGREEMENT FOR THREE YEARS AND REDUCE THE SPACE IN
THE MALL AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY

County Board approval is required for certain agreement amendments at General Mitchell International Airport (GMIA).

BACKGROUND

On July 24, 2003 (File No. 03-392) the Milwaukee County Board authorized Milwaukee County to enter into Airport No. CN- 1412 with Paradies-Mark II, LLC for the construction, operation, and maintenance of news and gift and specialty retail stores in the GMIA terminal building. The Agreement was for a term of seven (7) years commencing March 1, 2004 and ending February 28, 2012 with County having the option to extend the term for up to three additional periods of one year each at the County's sole discretion.

On November 4, 2010 (File No. 10-349) the County Board authorized the Airport to enter into an agreement with Unison Consulting, Inc. to survey passenger retail merchandise preferences, and advise Milwaukee County on the management structure and product offerings of the news/gift and specialty retail concessions that would best serve GMIA and the traveling public. Unison completed its survey work and analysis in summer 2011. The analysis determined that there was a need for additional retail offerings on all three concourses due to record passenger traffic, and a special need for retail technology offerings. Since then the Airline industry continues to change. Passenger traffic is declining slightly, Southwest purchased AirTran, United and Continental merged, and Frontier has reduced its flights at GMIA. These Airline industry changes will continue to affect overall passenger traffic growth or decline, and the distribution of passengers among the three Airport concourses.

In view of the current state of the Airline industry, Airport staff believes that it is prudent to exercise the options for the continuation of the current news/gift operation. There does appear, however, to be a need to add some specialty retail to the program at this time especially in the technology area. Paradies-Mark II, LLC has agreed to have approximately 344 square feet of space removed from its leasehold in the Concession Mall for a technology store. Airport staff would issue a Request for Proposal for the Concession Mall space and additional spaces on the concourses for specialty retail development. The approximately 344 square feet of Concession Mall space would not be removed from the Paradies-Mark II leasehold until the space is awarded to a successor concessionaire. Subsequent to the award of the space to a new concessionaire, Paradies-Mark II would invest approximately \$150,000 to remodel their store to segregate the 344 square feet from their leasehold.

RECOMMENDATION

Airport staff recommend that Airport Agreement No. CN-1412 between Milwaukee County and Paradies-Mark II, LLC be amended as follows:

1. The Agreement be extended for a three year period, beginning March 1, 2012 and ending February 28, 2015.
2. Approximately 344 square feet of space will be deleted from the concession mall space upon award of the space to a successor concessionaire.
3. Upon award of the approximately 344 square feet of space to a successor concessionaire, Paradies-Mark II will invest approximately \$150,000 to remodel the remaining space.
4. The \$150,000 investment shall be amortized over the remaining term of the Agreement.

FISCAL NOTE

No revenue increase or decrease will result from this amendment.

Prepared by: Kathy Nelson, Airport Properties Manager

Approved by:

C. Barry :fl,-man
Airport Director

Frank Busalacchi
Acting Director of Transportation

(ITEM) From the Acting Director of Transportation, Airport Agreement No. CN-1412 between Milwaukee County and Paradies-Mark II, LLC at General Mitchell International Airport (GMIA) be amended by recommending adoption of the following:

A RESOLUTION

WHEREAS, on July 24, 2003 (File No. 03-392) the Milwaukee County Board authorized Milwaukee County to enter into Airport No. CN- 1412 with Paradies-Mark II, LLC for the construction, operation, and maintenance of news and gift and specialty retail stores in the GMIA terminal building; and

WHEREAS, the Agreement was for a term of seven (7) years commencing March 1, 2004 and ending February 28, 2012 with County having the option to extend the term for up to three additional periods of one year each at the County's sole discretion; and

WHEREAS, on November 4, 2010 (File No. 10-349) the County Board authorized the Airport to enter into an agreement with Unison Consulting, Inc. to survey passenger retail merchandise preferences, and advise Milwaukee County on the management structure and product offerings of the news/gift and specialty retail concessions that would best serve GMIA and the traveling public; and

WHEREAS, Unison Consulting, Inc. completed its survey work and analysis in summer 2011, and determined that there was a need for additional retail offerings on all three concourses due to record passenger traffic, and a special need for retail technology offerings; and

WHEREAS, since the completion of the survey, the Airline industry changes continue to affect overall passenger traffic growth or decline, and the distribution of passengers among the three Airport concourses; and

WHEREAS, in view of the current state of the Airline industry, Airport staff believes that it is prudent to exercise the options for the continuation of the current news/gift operation and add some specialty retail to the program at this time especially in the technology area; and

WHEREAS, Paradies-Mark II, LLC has agreed to have approximately 344 square feet of space removed from its leasehold in the Concession Mall for a technology store that would be awarded through a Request for Proposal process for the Concession Mall space along with additional spaces on the concourses for specialty retail development; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on January 18, 2012, recommended approval (vote) to amend Airport Agreement No. CN-1412 between Milwaukee County and Paradies-Mark II, LLC, to extend the Agreement for a three year period, effective March 1, 2012 and reduce the leasehold by approximately 344 square feet, now, therefore,

52 BE IT RESOLVED that the Acting Director of Transportation and the
53 County Clerk are hereby authorized to amend Airport Agreement No. CN-1412 between
54 Milwaukee County and Paradies-Mark II, LLC amended as follows:
55

- 56 1. The Agreement be extended for a three year period, beginning March 1, 2012
57 and ending February 28, 2015.
58
- 59 2. Approximately 344 square feet of space will be deleted from the concession mall
60 space upon award of the space to a successor concessionaire.
61
- 62 3. Upon award of the approximately 344 square feet of space to a successor
63 concessionaire, Paradies-Mark II will invest approximately \$150,000 to remodel
64 the remaining space.
65
- 66 4. The \$150,000 investment shall be amortized over the remaining term of the
67 Agreement.
68
69
70

71 H:\Private\Clerk Typist\Aa01\TPW\T 12\01- Jan 2012\RESOLUTION - Paradies-Mark II CN-1412 Amendment.doc

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: January 3, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMEND AIRPORT AGREEMENT NO. CN-1412 WITH PARADIES-MARK II, LLC TO EXTEND THE AGREEMENT FOR THREE YEARS AND REDUCE THE SPACE IN THE MALL AT GENERAL MITCHELL INTERNATIONAL AIRPORT

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	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.

No revenue increase or decrease will result from this amendment.

Department/Prepared by: Kathy Nelson

Authorized Signature

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

H:\Private\Clerk Typist\Aa01\TPW\T 12\01- Jan 2012\FISCAL NOTE - Paradies-Mark II CN-1412 Amendment.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 December 20, 2011

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

FROM Frank Busalacchi, Acting Director of Transportation

**SUBJECT : CAMPBELL-HILL AVIATION GROUP, LLC - AIRPORT AIR SERVICE
DEVELOPMENT & MARKET RESEARCH CONTRACT AMENDMENT**

POLICY ISSUE

County Board approval is required to amend professional services contracts.

BACKGROUND

In December 2010, Milwaukee County's General Mitchell International Airport (GMIA) entered into a contract with Campbell-Hill Aviation Group, LLC. Campbell-Hill supports GMIA Marketing staff in their efforts to provide a robust level of reasonably-priced air service for travelers in the region. The Airport's intent in contracting for this work is to provide a high level of air service through the addition of seats, flights and/or new routes by new or current carriers. Campbell-Hill's staff is comprised of former airline route planning senior executives who use their knowledge of the industry, extensive industry contacts and proprietary data analysis systems to develop proposals which GMIA staff uses to interest airlines in serving GMIA. Campbell-Hill has partnered with local DBE firm Abrazo to provide market research and analysis.

GMIA has been meeting with new domestic and international airlines that are interested in exploring the possibility of serving GMIA. In order that GMIA may provide timely, in-depth proposals to these airlines, GMIA requests an amendment to Campbell-Hill's contract in the amount of \$50,000 annually for each of the remaining five years of the contract. (total amendment amount of \$250,000). The original value of the contract was \$480,000 over six years, with work beginning in January 2011.

RECOMMENDATION

Authorize the Department of Transportation — Airport Division to amend its January 2011 agreement with Campbell-Hill Aviation Group, LLC, adding \$50,000 annually (new annual amount \$130,000), for a total contract amendment of \$250,000 (new total contract

Supv. Lee Holloway
Supv. Michael Mayo, Sr.
December 6, 2011
Page 2

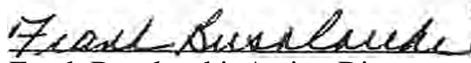
amount \$730,000), for air service development and market research for Milwaukee County's General Mitchell International Airport.

FISCAL NOTE

Funding for this work will come from the Airport Division's Professional Services budget. There is no tax levy impact.

Prepared By: Patricia A. Rowe, Marketing & Public Relations Manager

Approved By:


Frank Busalacchi, Acting Director
Department of Transportation


C. Barry Qteman
Airport Director

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(ITEM) From Director of the Department of Transportation, requesting authorization to amend an agreement with Campbell-Hill Aviation Group, LLC to include additional funds for air service development consulting and market research services, by recommending adoption of the following:

A RESOLUTION

WHEREAS, as part of the Airport's adopted 2012 budget, funding was included to conduct air service development consulting and market research services for General Mitchell International Airport; and,

WHEREAS, Campbell-Hill Aviation Group, LLC was contracted in December 2010 to conduct air service development consulting and market research services for the Airport, with a contract value of 80,000 annually for a three-year term with three one-year options for renewal; and,

WHEREAS, the Airport has been meeting with new domestic and international airlines that are interested in exploring the possibility of serving the Airport; and

WHEREAS, additional consultant time will be required to provide timely, in-depth proposals to these airlines; and,

WHEREAS, the Committee on Transportation Public Works, after due consideration, concurs with the staff recommendation to amend the contract of Campbell-Hill Aviation Group, LLC to include additional funds for air service development consulting and market research services for General Mitchell International Airport; now, therefore,

BE IT RESOLVED; that the Director of the Department of Transportation and the County Clerk are hereby authorized to amend, by 250,000, the December 2010 agreement with Campbell-Hill Aviation Group, LLC for air service development consulting and market research services General Mitchell International Airport to a total contract value of 730,000.

FISCAL NOTE: Funding for this work is included in the Airport Division's Professional Services Budget. There is no tax levy impact.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 22, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AIRPORT AIR SERVICE DEVELOPMENT & CONSULTING and MARKET RESEARCH CONTRACT AMENDMENT

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.

Funding for this service is budgeted in the Airport's professional services account. There is no fiscal effect on the tax levy of Milwaukee County.

Department/Prepared by: Patricia Rowe, Marketing Public Relations Manager

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: December 7, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation

**SUBJECT: CONTINUATION OF AIRPORT AGREEMENT NO. TB-2079 WITH PROSPECT
AIRPORT SERVICES, INC., AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY

County Board approval is required to continue month-to-month agreements exceeding one year at General Mitchell International Airport (GMIA).

BACKGROUND

Milwaukee County General Ordinance 4.31(a)(6) authorizes the Airport Director to enter into month-to-month agreements that are not to exceed one year. On February 21, 2011, the Airport Director entered into Airport Agreement No. TB-2079 with Prospect Airport Services, Inc., for the month-to-month rental of approximately 400 square feet of space in the Airport Terminal Building - Concourse C Lower Level. The Agreement commenced January 15, 2011 and terminates January 14, 2012. Prospect Airport Services is requesting to continue the Agreement beyond January 14, 2012. Prospect Airport Services provides contract services for several airlines.

RECOMMENDATIONS

Airport staff recommends that Airport Agreement No. TB-2079 between Milwaukee County and Prospect Airport Services be amended to continue on a month-to-month basis, effective January 15, 2012.

FISCAL NOTE

Current rental is \$722.67 per month. There is no effect on the Milwaukee County tax levy.

Prepared by: Steven Wright, A.A.E. - Airport Properties Manager

Approved by:

Frank Busalacchi, Acting Director of
Transportation

C. Barry Bat an
Airport Director

(Item) From the Acting Director of Transportation requesting Airport Agreement No. TB-2079 between Milwaukee County and Prospect Airport Services, Inc., be amended to continue on a month-to-month basis at General Mitchell International Airport (GMIA) by recommending adoption of the following:

RESOLUTION

WHEREAS, Milwaukee County General Ordinance 4.31(a)(6) authorizes the Airport Director to enter into month-to-month agreements not to exceed one year; and

WHEREAS, on February 21, 2011, the Airport Director entered into Airport Agreement No. TB-2079 with Prospect Airport Services, Inc., for the month-to-month rental of approximately 400 square feet of space in the Airport Terminal Building - Concourse C Lower Level; and

WHEREAS, the Agreement commenced January 15, 2011, and terminates January 14, 2012; and

WHEREAS, Prospect Airport Services is requesting to continue the Agreement beyond January 14, 2012; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on January 18, 2012, recommended approval (vote -) that the Airport Director amend Airport Agreement No. TB-2079 between Milwaukee County and Prospect Airport Services, Inc., to continue the agreement on a month-to-month basis at General Mitchell International Airport, effective January 15, 2012; now therefore,

BE IT RESOLVED that the Airport Director is hereby authorized to amend Airport Agreement No. TB-2079 between Milwaukee County and Prospect Airport Services, Inc., to continue the agreement on a month-to-month basis at General Mitchell International Airport, effective January 15, 2012.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 7, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: CONTINUATION OF AIRPORT AGREEMENT NO. TB-2079 WITH PROSPECT AIRPORT SERVICES, INC., AT GENERAL MITCHELL INTERNATIONAL AIRPORT

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	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 current rental is \$722.67 per month. There is no effect on the tax levy of Milwaukee County.

Department/Prepared by: Steve Wright, A.A.E., Airport Properties Manager

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**

11

DATE: December 23, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation

SUBJECT: **AMENDMENT TO PROFESSIONAL SERVICE CONTRACT BETWEEN
MILWAUKEE COUNTY AND SYNERGY CONSULTANTS, INC.**

POLICY

County Board approval is required to amend certain Professional Service Contracts.

BACKGROUND

Over the past several decades, as communities around airports grew and air travel expanded, aircraft noise surfaced as a community concern. Much has been accomplished by Milwaukee County over the last two decades to address the effect of aircraft noise on residents living near General Mitchell International Airport (GMIA). Preserving and improving the neighborhoods near the Airport continues to be an objective for Milwaukee County and GMIA.

To provide financial assistance for airports seeking to reduce airport ground emissions, the U.S. Congress established a voluntary program in 2003 to reduce such emissions at commercial service airports located in regions that do not meet or maintain EPA ambient air quality standards. To administer this program, in 2004 the Federal Aviation Administration (FAA) created the Voluntary Airport Low Emissions (VALE) Program.

Projects that are envisioned for VALE funding are included in GMIA's approved FAR Part 150 Noise Study Update. The projects include electrification of various terminal gates/aprons to reduce use of aircraft auxiliary power units (APUs), which reduce noise and emissions. Electrification of the International Arrivals Building gates, Concourses D and E gates of the Passenger Terminal, the Signature ramp and the West ramp is recommended to reduce the need for APU use. Pre-conditioned air would also need to be provided at terminal gates. The FAA has indicated that these projects may not be funded under the noise program grant program, but would be eligible for VALE funding.

GMIA entered into an agreement with Synergy Consultants, Inc. on February 22, 2010 to perform professional services related to the preparation of an application for VALE project funding. The VALE application process and related inventory requirement are new to the FAA Airport District Office (ADO) in Minneapolis, Minnesota. The GMIA VALE application is the first to be submitted by an airport in the FAA's Minneapolis District and, due to the specialized nature of the application, the FAA required additional time for the review process.

To allow for the completion of the VALE application process, an extension to the Professional Service Contract was needed. Therefore, at its May 26, 2011 meeting, the County Board approved Amendment No. 1 to the Professional Service Contract with Synergy Consultants

extending the original completion date from December 31, 2010 to March 31, 2012 and increasing the original contract amount by \$20,093, for a total contract of \$119,644 (File No. 09-233(a)/11-229). The original contract amount was \$99,551.00.

In October 2011, the County received confirmation that FAA funding became available to proceed with the installation of the project components. Completion of the project requires construction administration, interpretation of design documents and specifications, final acceptance of the VALE components, and project record drawings. Therefore, Amendment No. 2 is now necessary to extend the completion date of this project from March 31, 2012 to March 31, 2013 and to increase the contract amount by \$31,171, for a total contract amount of \$150,815 (\$119,644 + \$31,171).

The Milwaukee County Office of Community Development Business Partners has approved a disadvantaged business enterprise (DBE) goal of 10% for this contract.

RECOMMENDATION

Airport Staff recommends approval of a second amendment to the Professional Service Contract with Synergy Consultants, Inc., extending the project completion date by one year to March 31, 2013. Airport staff also recommends approval of increasing the contract amount by \$31,171, for a total contract amount of \$150,815.

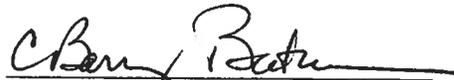
FISCAL NOTE

Approval of Amendment No. 2 to the Professional Services Contract with Synergy Consultants, Inc., will have no fiscal effect on the tax levy of Milwaukee County. Funding is available from the Airport's 5041-6149 A174 account. The contract amount would increase by \$31,171.

Prepared by: Kim M. Berry, Airport Noise Program Manager

Approved by:


Frank Busalacchi, Acting Director
Transportation Department


C Barry Bateman
Airport Director

(Item) From the Acting Director of Transportation, requesting authorization for the Airport Director to amend the Professional Service Contract with Synergy Consultants, Inc., by extending the term to March 31, 2013, and increasing the contract by \$31,171, for a total contract amount of \$150,815, by recommending adoption of the following:

RESOLUTION

WHEREAS, over the past several decades, as communities around airports grew and air travel expanded, aircraft noise surfaced as a community concern; and

WHEREAS, much has been accomplished by Milwaukee County over the last two decades to address the effect of aircraft noise on residents living near General Mitchell International Airport (GMIA); and

WHEREAS, preserving and improving neighborhoods near the Airport continues to be an objective for Milwaukee County and GMIA; and

WHEREAS, to provide financial assistance for airports seeking to reduce airport ground emissions, the U.S. Congress established a voluntary program in 2003 to reduce such emissions at commercial service airports located in regions that do not meet or maintain EPA ambient air quality standards; and

WHEREAS, to administer this program, in 2004 the Federal Aviation Administration (FAA) created the Voluntary Airport Low Emissions (VALE) Program; and

WHEREAS, projects that are envisioned for VALE funding are included in GMIA's approved FAR Part 150 Noise Study Update; and

WHEREAS, projects include electrification of various terminal gates/aprons to reduce use of aircraft auxiliary power units (APUs), which reduce noise and emissions; and

WHEREAS, GMIA entered into an agreement with Synergy Consultants, Inc. on February 22, 2010 to perform professional services related to the preparation of an application for VALE project funding; and

WHEREAS, in October 2011, the County received confirmation that FAA funding became available to proceed with installation of the project component; and

WHEREAS, completion of the project requires construction administration, interpretation of design documents and specifications, final acceptance of the VALE components, and project record drawings; and

WHEREAS, Amendment No. 2 is now necessary to extend the completion date

48 of this project from March 31, 2012 to March 31, 2013 and to increase the contract
49 amount by \$31,171, for a total contract amount of \$150,815 (\$119,644 + \$31,171); and
50

51 WHEREAS, the Airport Division seeks authorization for Amendment No. 2 to the
52 Professional Service Contract with Synergy Consultants, Inc., extending the completion
53 date from March 31, 2012 to March 31, 2013; and increasing the contract amount by
54 \$31,171; and
55

56 WHEREAS, the Transportation, Public Works and Transit Committee, at its
57 meeting of January 18, 2012 recommended approval (vote 4-0-0-0) of the Acting Director
58 of Transportation and the Airport Director's request for Amendment No. 2 to the
59 Professional Service Contract with Synergy Consultants, Inc., now, therefore,
60

61 BE IT RESOLVED, that the Airport Director is hereby authorized to amend the
62 Professional Service Contract with Synergy Consultants, Inc., extending the term of the
63 contract to March 31, 2013, and increasing the amount of the contract by \$31,171, for a
64 total amount of \$150,815.
65

66 H:\Private\Clerk Typist\Aa01\TPW\T 12\01- Jan 2012\RESOLUTION - Synergy Agreement Amendment 2.doc

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 22, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMENDMENT TO PROFESSIONAL SERVICES CONTRACT BETWEEN MILWAUKEE COUNTY AND SYNERGY CONSULTANTS, INC.

FISCAL EFFECT:

- | | |
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| <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	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.

Approval of the Agreement extension with Synergy Consultants, Inc. will have no fiscal effect on the tax levy of Milwaukee County. Funding is available from the Airport’s 5041-6149 A174 account. The contract amount will increase by \$31,171.

Department/Prepared by: Kim M. Berry, Airport Noise Program Manager

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: December 20, 2011

TO: Lee Holloway, Chairman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit committee

FROM: Frank Busalacchi, Acting Director of Transportation

SUBJECT: BUILDING AND PARKING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AIRPORT DIVISION AND MILWAUKEE COUNTY SHERIFF DEPARTMENT

POLICY

County Board approval is required for Milwaukee County Airport Division to enter into a building and parking lease agreement with Milwaukee County Sheriff Department for a garage and storage building at Milwaukee County's MKE Regional Business Park (the former 440th Air Reserve Station) at General Mitchell International Airport (GMIA).

BACKGROUND

The Milwaukee County Sheriff Department is in need of a building to house their Explosive Ordinance Disposal equipment (EOD) and SWAT equipment as well as their Command Post in a central location.

Their intent is to consolidate all of their storage of emergency operation vehicles **in** one location. The vehicle maintenance shop (building 104) at Milwaukee County's MKE Regional Business Park accommodates the Milwaukee County Sheriff Department's request.

RECOMMENDATION

Airport staff recommends that Milwaukee County Airport Division enter into a lease agreement with Milwaukee County Sheriff Department, effective February 1, 2012, for the lease of 7,676 square feet of vehicle maintenance facility (building 104) and approximately 20 paved parking spaces at Milwaukee County's MKE Regional Business Park, under standard terms and conditions for County-owned land and building space, inclusive of the following:

1. The term of the triple net lease agreement shall be for three (3) years, effective February 1, 2012, and ending January 31, 2015, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment, or any other material identified will be inventoried in the office building and made available to Milwaukee County Sheriff Department at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 7,676 square feet of space in the building will be established at: \$4.50/sq. ft. for an approximate total of \$34,542 per year. An option to extend the lease term for an additional two years shall be at the fair market value lease rate to be determined.

GMIA - Building 104
(former 440th USAFR)

HOWELL AVENUE

104

COLLEGE AVENUE

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(ITEM) From the Director of Transportation requesting that Milwaukee County Airport Division enter into a building and parking lease agreement with Milwaukee County Sheriff Department at Milwaukee County's MKE Regional Business Park (the former 440th Air Force Reserve Station) at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, the Milwaukee County Sheriff Department is in need of a building to house their Explosive Ordinance Disposal equipment (EOD) and SWAT equipment as well as their Command Post in a central location; and

WHEREAS, the Milwaukee County Sheriff Department's intent is to consolidate all of their storage of emergency operation vehicles in one location. The vehicle maintenance shop (building 104) at Milwaukee County's MKE Regional Business Park accommodates the Milwaukee County Sheriff Department's request; now, therefore

BE IT RESOLVED, that the Director of Transportation and the Airport Director are hereby authorized to enter into a lease agreement with Milwaukee County Sheriff Department, effective February 1, 2012, for the lease of: approximately 7,676 square feet of vehicle maintenance shop (building 104); and approximately twenty (20) paved parking spaces at Milwaukee County's MKE Regional Business Park, under the following terms and conditions:

1. The term of the triple net lease agreement shall be for three (3) years, effective February 1, 2011, and ending January 31, 2015, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment or any other material identified will be inventoried in the office building and made available to Milwaukee County Sheriff Department at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 7,676 square feet of space in the building will be established at: \$4.50/sq. ft. for an approximate total of \$34,542 per year. An option to extend the lease term for an additional two years shall be at the fair market value lease rate to be determined.
4. Approximately twenty (20) paved parking spaces will be provided at no charge for the duration of the lease.
5. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement Milwaukee County Sheriff Department will be responsible for the cost of insurance, utilities and common area maintenance charges.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 20, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: BUILDING AND PARKING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AIRPORT DIVISION AND MILWAUKEE COUNTY SHERIFF DEPARTMENT

FISCAL EFFECT:

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|---|--|
| <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	<input type="checkbox"/> 34,542.00	<input type="checkbox"/> 34,542.00
	Revenue	<input type="checkbox"/> 34,542.00	<input type="checkbox"/> 34,542.00
	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 receive total rental revenues of 34,542.00 for the first year of the agreement.

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

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**

13

DATE: December 20, 2011

TO: Lee Holloway, Chairman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit committee

FROM: Frank Busalacchi, Acting Director of Transportation

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AIRPORT
DIVISION AND MILWAUKEE COUNTY SHERIFF DEPARTMENT**

POLICY

County Board approval is required for Milwaukee County Airport Division to enter into a building lease agreement with Milwaukee County Sheriff Department for a truck inspection facility at Milwaukee County's MKE Regional Business Park (the former 440th Air Reserve Station) at General Mitchell International Airport (GMIA).

BACKGROUND

The Milwaukee County Sheriff Department is in need of a building to house their Explosive Ordinance Disposal equipment (EOD), which is stored in a semi-trailer / trailer. The equipment has to be stored in a tempered environment.

The truck inspection facility (building 204) at Milwaukee County's MKE Regional Business Park accommodates the Milwaukee County Sheriff Department's request.

RECOMMENDATION

Airport staff recommends that Milwaukee County Airport Division enter into a lease agreement with Milwaukee County Sheriff Department, effective February 1, 2012, for the lease of 1,670 square feet of truck inspection facility (building 204) at Milwaukee County's MKE Regional Business Park, under standard terms and conditions for County-owned land and building space, inclusive of the following:

1. The term of the triple net lease agreement shall be for three (3) years, effective February 1, 2012, and ending January 31, 2015, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment, or any other material identified will be inventoried in the office building and made available to Milwaukee County Sheriff Department at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 1,670 square feet of space in the building will be established at: \$1.65/sq. ft. for an approximate total of \$2,755 per year. An option to extend the lease term for an additional two years shall be at the fair market value lease rate to be determined.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement the Milwaukee

Chairman Lee Holloway
Supv. Michael Mayo, Sr.
December 20, 2012
Page 2

County Sheriff Department will be responsible for the cost of insurance, utilities and common area maintenance charges.

FISCAL NOTE

Rental revenues will be approximately \$2,755 for the first year of the agreement.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

Frank Busalacchi, Acting Director
of Transportation

C. Barry Bateman
Airport Director

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**GMIA - Building 204
(former 440th USAFR)**



HOWELL AVENUE

204

COLLEGE AVENUE

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(ITEM) From the Director of Transportation requesting that the Milwaukee County Airport Division enter into a building lease agreement with Milwaukee County Sheriff Department at Milwaukee County's MKE Regional Business Park (the former 440th Air Force Reserve Station) at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, the Milwaukee County Sheriff Department is in need of a building to house their Explosive Ordinance Disposal equipment (EOD), which is stored in a semi-trailer / trailer. The equipment has to be stored in a tempered environment; and

WHEREAS, the truck inspection facility (building 204) at Milwaukee County's MKE Regional Business Park accommodates the Milwaukee County Sheriff Department's request; now, therefore

BE IT RESOLVED, that the Director of Transportation and the Airport Director are hereby authorized to enter into a lease agreement with Milwaukee County Sheriff Department, effective February 1, 2012, for the lease of: approximately 1,670 square feet of truck inspection facility (building 204) at Milwaukee County's MKE Regional Business Park, under the following terms and conditions:

1. The term of the triple net lease agreement shall be for three (3) years, effective February 1, 2011, and ending January 31, 2015, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment or any other material identified will be inventoried in the office building and made available to Milwaukee County Sheriff Department at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 1,670 square feet of space in the building will be established at: \$1.65/sq. ft. for an approximate total of \$2,755 per year. An option to extend the lease term for an additional two years shall be at the fair market value lease rate to be determined.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement Milwaukee County Sheriff Department will be responsible for the cost of insurance, utilities and common area maintenance charges.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 20, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AIRPORT DIVISION AND MILWAUKEE COUNTY SHERIFF DEPARTMENT

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	<input type="checkbox"/> 2,755.00	<input type="checkbox"/> 2,755.00
	Revenue	<input type="checkbox"/> 2,755.00	<input type="checkbox"/> 2,755.00
	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 receive total rental revenues of \$2,755.00 for the first year of the agreement.

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

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**

14

DATE: December 23, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation

SUBJECT: **AMEND AIRPORT AGREEMENT NO. TF-1158 WITH GRAN-AIRE, INC. TO
EXTEND THE AGREEMENT ON A YEAR-TO-YEAR RENTAL BASIS AT
LAWRENCE J. TIMMERMAN AIRPORT**

POLICY

County Board approval is required to extend certain agreements beyond one year at Lawrence J. Timmerman Airport (LJTA).

BACKGROUND

Milwaukee County entered into a lease agreement on October 30, 1997, with Gran-Aire, Inc. for the lease of buildings and land for engaging in and conducting a fixed base operation at LJTA. The agreement had an initial term of five years ending on June 30, 2001, with an option to renew the Agreement for four additional five-year option terms. Gran-Aire, Inc. has exercised two of its four option terms. The second of four option terms expired on June 30, 2011, and Gran-Aire, Inc. has been operating on a month-to-month basis under the same terms and conditions of the base agreement as amended. Gran-Aire has requested to operate in the third rental option under redefined rents and expenses since transient and corporate aircraft activity levels have significantly decreased over the past several years. Local pilots continue to store aircraft at LJTA but are not significantly operating their aircraft during this economic downturn. As a result, Gran-Aire is no longer exposed to the revenue producing possibilities that existed when the lease commenced in 1997 and existed through 2008.

Lawrence J Timmerman Airport (LJTA) serves private and corporate aircraft given the term, "General Aviation" or "GA". General aviation, particularly that segment served by LJTA, has been in a holding pattern in the United States. Piston and turbine aircraft sales have been flat for the past ten (10) years. The Federal Aviation Administration (FAA) projects that, over the next 20 years, the GA fleet will grow modestly; however, the largest increase will be in the business aviation segment, with larger and longer range aircraft (twin-engine and corporate jet aircraft).

Operations (take-offs and landings) at LJTA have decreased over the past two decades reflecting the state of general aviation, cost of fuel and aircraft, and the general economy. There were 32,637 aircraft operations in 2010, a marked decreased from the 79,815 operations in 2000. There are 80 aircraft based at LJTA, including single and multi-engine aircraft, jets, and helicopters. Local media bases their helicopters at LJTA.

Because of limited runway length, LJTA is not as competitive to attract corporate aircraft activity and is at a disadvantage to Waukesha County – Crites Field Milwaukee County is in the process of extending Runway 33R-15L from 4, 100 feet to 4,700 feet, which will make LJTA more attractive to the larger corporate aircraft and to better serve as the airport of choice for

Northwest Milwaukee County, Menomonee Falls, Germantown, and Ozaukee County. Airport planners have also worked with the FAA in order to develop instrument approach procedures that are more precise than the previous procedures that were in place. Landing minimums have decreased by 300 feet through the implementation of satellite-based navigation systems.

Gran-Aire has requested a reduction in rent as well as a greater County share in the maintenance and utility responsibilities at LJTA. Staff reviewed the request of Gran-Aire and has concluded that it is necessary to reduce Gran-Aire's rent and increase the County's share of operational and maintenance related responsibilities. Airport staff will monitor the economic factors at LJTA and will make adjustments to the lease, upon County Board approval, at the end of each lease term.

RECOMMENDATION

Airport staff recommends that the Airport Director be authorized to amend Airport Agreement No. TF-1158 with Gran-Aire, Inc., for the operation of a fixed base operator facility at Lawrence J. Timmerman Airport under renegotiated terms and conditions, as follows:

1. The amendment shall extend the term of the agreement on a year-by-year basis not to exceed June 30, 2016.
2. Recommended changes to the rental of the premises and facilities are as follows:
 - a. County will assume the maintenance of operations of 50,000 square feet of exterior pavement causing a reduction to the overall land and pavement rent.
 - b. The rental of the two-story masonry and steel hangar, also known as the Main Hangar, containing approximately 17,835 square feet of ground floor space will remain unchanged.
 - c. Rental of the thirty-two (32) steel nested T-hangars, shown on Exhibit A as rows A, B, C, D, E, F, K1-K4, and L1-L4 will remain unchanged.
 - d. Ten (10) concrete block T-Hangar units (known as rows K5 – K10 and L5 – L10) of the overall Thirty (30) concrete block units will be removed from the lease. Twenty (20) concrete block units, known as rows I, J, K1 – K4, and L1 – L4 will remain.
 - e. Three (3) one-story wood frame round-top hangars, known as Q1, Q2, and Q3 will remain unchanged.
 - f. Forty (40) metal T-hangars, known as rows M, N, O, and P will remain unchanged.
 - g. The one-story, steel frame, metal clad hangar, containing approximately 4,000 square feet of ground floor space, shown on Exhibit A as H-152 will remain unchanged.
 - h. Three (3) one-story, metal frame hangars, identified on Exhibit A as G-1, G2, and G3 will remain unchanged.
 - i. 50,000 square feet of land and pavement designated as "Paved Land" surrounding the buildings will revert back to the county. Gran-Aire will continue to lease 69,435 square feet of land and pavement surrounding the Main Hangar
3. Fixed rentals will remain subject to annual adjustment each July 1 in accordance with the Consumer Price Index (All Urban Consumers) for the Milwaukee Area as published by the U.S. Department of Labor, Bureau of Labor Statistics, or the national replacement or

successor index as readjusted to the base month, and computed by comparison of the current January index with the index of the preceding January.

4. Heat and utilities associated with the Main Terminal will be furnished and paid for by Milwaukee County.
5. Aircraft hangar door maintenance associated with all leased buildings will be assumed by Milwaukee County.

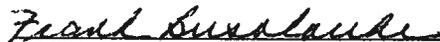
FISCAL NOTE

LJTA serves as a reliever airport of General Mitchell International Airport (GMIA) and currently operates at a budgeted deficit of \$221,442.00 for 2012 which is included in the Airport Division budget and paid by revenues of GMIA. This deficit will increase by approximately \$112,000 per year with the changes to lease area and utilities proposed in this amendment. There is no impact to the tax levy of Milwaukee County.

Prepared by: Steven A. Wright, A.A.E - Airport Properties Manager

Approved by:


C. Barry Bateman
Airport Director


Frank Busalacchi
Acting Director of Transportation

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(ITEM) From Director of the Department of Transportation, requesting authorization to amend an Airport Agreement No. TF-1158 with Gran-Aire, Inc. to extend the agreement on a year-to-year rental basis at Lawrence J. Timmerman Airport, by recommending adoption of the following:

A RESOLUTION

WHEREAS, Milwaukee County entered into a lease agreement on October 30, 1997, with Gran-Aire, Inc. for the lease of buildings and land for the fixed base operation at LJTA; and,

WHEREAS, The agreement had an initial term of five years ending on June 30, 2001, with an option to renew the Agreement for four additional five-year option terms; and

WHEREAS, Gran-Aire, Inc. has exercised the second of four option terms which expired on June 30, 2011; and,

WHEREAS, Gran-Aire has requested to exercise the third rental option under the following renegotiated terms and conditions since transient and corporate aircraft activity levels have significantly decreased over the past several years:

1. The amendment shall extend the term of the agreement on a year-by-year basis not-to-exceed June 30, 2016.
2. Recommended changes to the rental of the premises and facilities are as follows:
 - a. County will assume the maintenance of operations of 50,000 square feet of exterior pavement causing a reduction to the overall land and pavement rent.
 - b. The rental of the two-story masonry and steel hangar, also known as the Main Hangar, containing approximately 17,835 square feet of ground floor space will remain unchanged.
 - c. Rental of the thirty-two (32) steel nested T-hangars, shown on Exhibit A as rows A, B, C, D, E, F, KI-K4, and LI-L4 will remain unchanged.
 - d. Ten (10) concrete block T-Hangar units (known as rows K5 K10 and L5 L10) of the overall Thirty (30) concrete block units will be removed from the lease. Twenty (20) concrete block units, known as rows I, J, K1 K4, and L1 L4 will remain.

- 44 e. Three (3) one-story wood frame round-top hangars, known as Q1, Q2,
45 and Q3 will remain unchanged.
- 46 f. Forty (40) metal T-hangars, known as rows M, N, O, and P will remain
47 unchanged.
- 48 g. The one-story, steel frame, metal clad hangar, containing approximately
49 4,000 square feet of ground floor space, shown on Exhibit A as H-152 will
50 remain unchanged.
- 51 h. Three (3) one-story, metal frame hangars, identified on Exhibit A as G-1,
52 G2, and G3 will remain unchanged.
- 53 i. 50,000 square feet of land and pavement designated as "Paved Land"
54 surrounding the buildings will revert back to the county. Gran-Aire will
55 continue to lease 69,435 square feet of land and pavement surrounding
56 the Main Hangar
- 57
- 58 3. Fixed rentals will remain subject to annual adjustment each July 1 in
59 accordance with the Consumer Price Index (All Urban Consumers) for the
60 Milwaukee Area as published by the U.S. Department of Labor, Bureau of
61 Labor Statistics, or the national replacement or successor index as readjusted
62 to the base month, and computed by comparison of the current January index
63 with the index of the preceding January.
- 64
- 65 4. Heat and utilities associated with the Main Terminal will be furnished and paid
66 for by Milwaukee County.
- 67
- 68 5. Aircraft hangar door maintenance associated with all leased buildings will be
69 assumed by Milwaukee County.; and,
- 70

71 WHEREAS, airport staff reviewed the request of Gran-Aire and recommends that
72 the Director of the Department of Transportation and the County Clerk be authorized to
73 amend Airport Agreement No. TF-1158 with Gran-Aire, Inc., for the operation of a fixed
74 base operator facility at Lawrence J. Timmerman Airport under the renegotiated terms
75 and conditions; and,

76

77 WHEREAS, the Committee on Transportation & Public Works at its meeting on
78 January 18, 2012, concurred with Airport staff's recommendation (Vote 5-0-0-0-0) that a
79 resolution be adopted by the County Board authorizing the Director of the Department
80 of Transportation and the County Clerk to amend Airport Agreement No. TF-1158 with
81 Gran-Aire, Inc., for the operation of a fixed base operator facility at Lawrence J.
82 Timmerman Airport under the renegotiated terms and conditions; now, therefore,

83

84 BE IT RESOLVED; that the Director of the Department of Transportation and the
85 County Clerk are hereby authorized to amend Airport Agreement No. TF-1158 with
86 Gran-Aire, Inc., for the operation of a fixed base operator facility at Lawrence J.
87 Timmerman Airport under the renegotiated terms and conditions as follows:

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1. The amendment shall extend the term of the agreement on a year-by-year basis not to exceed June 30, 2016.
2. Recommended changes to the rental of the premises and facilities are as follows:
 - a. County will assume the maintenance of operations of 50,000 square feet of exterior pavement causing a reduction to the overall land and pavement rent.
 - b. The rental of the two-story masonry and steel hangar, also known as the Main Hangar, containing approximately 17,835 square feet of ground floor space will remain unchanged.
 - c. Rental of the thirty-two (32) steel nested T-hangars, shown on Exhibit A as rows A, B, C, D, E, F, KI-K4, and LI-L4 will remain unchanged.
 - d. Ten (10) concrete block T-Hangar units (known as rows K5 □ K10 and L5 □ L10) of the overall Thirty (30) concrete block units will be removed from the lease. Twenty (20) concrete block units, known as rows I, J, K1 □ K4, and L1 □ L4 will remain.
 - e. Three (3) one-story wood frame round-top hangars, known as Q1, Q2, and Q3 will remain unchanged.
 - f. Forty (40) metal T-hangars, known as rows M, N, O, and P will remain unchanged.
 - g. The one-story, steel frame, metal clad hangar, containing approximately 4,000 square feet of ground floor space, shown on Exhibit A as H-152 will remain unchanged.
 - h. Three (3) one-story, metal frame hangars, identified on Exhibit A as G-1, G2, and G3 will remain unchanged.
 - i. 50,000 square feet of land and pavement designated as □Paved Land□ surrounding the buildings will revert back to the county. Gran-Aire will continue to lease 69,435 square feet of land and pavement surrounding the Main Hangar
3. Fixed rentals will remain subject to annual adjustment each July 1 in accordance with the Consumer Price Index (All Urban Consumers) for the Milwaukee Area as published by the U.S. Department of Labor, Bureau of Labor Statistics, or the national replacement or successor index as readjusted to the base month, and computed by comparison of the current January index with the index of the preceding January.
4. Heat and utilities associated with the Main Terminal will be furnished and paid for by Milwaukee County.
5. Aircraft hangar door maintenance associated with all leased buildings will be assumed by Milwaukee County.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 23, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMEND AIRPORT AGREEMENT NO. TF-1158 WITH GRAN-AIRE, INC. TO EXTEND THE AGREEMENT ON A YEAR-TO-YEAR RENTAL BASIS AT LAWRENCE J. TIMMERMAN AIRPORT

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 checked="" 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	<input type="checkbox"/> 112,000	TBD
	Revenue	<input type="checkbox"/> 112,000	TBD
	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.

LJTA serves as a reliever airport of General Mitchell International Airport (GMIA) and currently operates at a budgeted deficit of \$221,442.00 for 2012 which is included in the Airport Division budget and paid by revenues of GMIA. This deficit will increase by approximately \$112,000 per year with the changes to lease area and utilities proposed in this amendment. There is no impact to the tax levy of Milwaukee County.

Department/Prepared by: Steven A. Wright, A.A.E. Airport Properties Manager

Authorized Signature

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

H:\Private\Clerk Typist\Aa01\TPW\T 12\01- Jan 2012\FISCAL NOTE - Campbell-Hill Contract Amendment.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

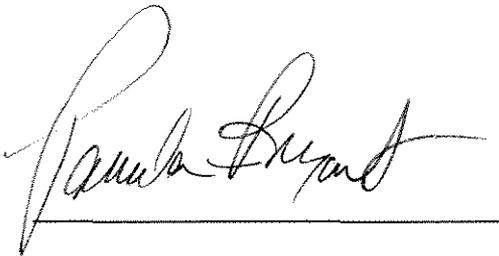
Date: January 4, 2012

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

From: Pamela Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services

Subject: Overview of the reorganization of DAS-Facilities Management Division and the Department of Transportation as authorized in the 2012 Adopted Budget

At the request of the County Board Transportation, Public Works, & Transit Committee, DAS-Fiscal has prepared and attached information on the reorganizations of the DAS-Facilities Management Division and the Department of Transportation as authorized in the 2012 Adopted Budget.

A handwritten signature in black ink, appearing to read "Pamela Bryant", is written over a horizontal line.

Pamela Bryant, Interim Fiscal and Budget Administrator

Scope and Responsibilities – DAS Facilities Management

The new division of the Department of Administrative Services (DAS)-Facilities Management is created in the 2012 Adopted Budget in an effort to provide a coordinated approach towards strategic management, long-term planning, development, and maintenance of County-owned property and infrastructure. To achieve this, the former Department of Transportation & Public Works (DTPW) Divisions of Facilities Management and Architectural, Engineering & Environmental Services Division (AE & ES) are transferred as new Sections under the DAS-Facilities Management Division.¹ In addition, a new Sustainability Section is created to provide guidance, management, and development of sustainability functions related to the County's building and infrastructure assets and to coordinate county-wide sustainability efforts.

The Facilities Management Director position (re-titled from the Chief of Operations position) maintains oversight and management duties of the DAS-Facilities Management Division. The AE & ES Director, Sustainability Director (new position), and the Facilities Maintenance Manager (re-titled from the Assistant Director of Facilities Management Operations) report directly to Facilities Management Director. The DAS Director provides general management oversight for this Division.

The former DTPW Divisions that comprise DAS-Facilities Management maintain their existing responsibilities, with the addition of a new Sustainability Section:

Facilities Maintenance

The Facilities Maintenance Section provides quality and cost effective property management, tenant services, and maintenance and skilled trades services to the various private entities and County departments occupying space within the Courthouse Complex, County Grounds buildings, the Children's Court Center, the Child and Adolescent Treatment Center and the City Campus facility at 27th and Wells Street. Facilities Maintenance also provides selected maintenance and skilled trades services to all other County departments responsible for their own buildings and grounds maintenance as well as security operations at the Courthouse, City Campus, and Children's Court. In addition, Facilities Maintenance is responsible for addressing major maintenance (non-capital) issues as they arise at various county-owned leased facilities per the specific lease requirements, including the War Memorial, Villa Terrace, Charles Allis, Marcus Center for the Performing Arts, Historical Society and the Milwaukee Public Museum.

Architectural, Engineering, & Environmental Services

The Architectural, Engineering & Environmental Services Section provides a core competency for professional and technical services administered county-wide. It is comprised of the following units: Architectural, Airport Engineering, Site Development and Civil Engineering, Environmental Services and Support Services. Through Section staff efforts and extended staff provided by consultants, these units research, design, administer and implement a diverse combination of programs and projects.

Sustainability

This Section provides guidance, management, and development of sustainability functions related to the County's building and infrastructure assets and coordinates county-wide sustainability efforts. This Section is responsible for the implementation of the County's Green Print Initiative.

DEPARTMENT OF ADMINISTRATIVE SERVICES - WATER UTILITY

The Water Utility consists of the water distribution, sanitary sewer and the storm water systems located on the County Grounds. These systems provide water, sewer and storm services to County and non-County entities located on the grounds, that include but are not limited to, Fleet Management, Vel R. Phillips Juvenile Justice Center, Department of Parks, Recreation, and Culture, Office for Persons with Disabilities, Froedtert Lutheran Memorial Hospital, Children's Hospital, Ronald

¹ The MCAMLIS Section of AE & ES is transferred to the DAS-Economic Development Division as a Section.

McDonald House, Blood Center, Medical College, Behavioral Health Division, Wisconsin Athletic Club and WE Energies. The expenses of the Water Utility are fully funded by revenue from users, which are assessed based on each entity's share of total consumption. Consumption is metered for water usage and sewer and storm are functions of that water consumption. The Water Utility is managed by the Facilities Management Division with operation, maintenance and skilled trades services provided by Facilities Maintenance Section and technical support from AE & ES Section.

Scope and Responsibilities – Department of Transportation

The 2012 Adopted Budget creates a new Department of Transportation (DOT). The DOT includes the following former Department of Transportation and Public Works (DTPW) Divisions:

Transit/Paratransit	Airport	Highway Maintenance
Transportation Services	Fleet Management	Director's Office

The DOT is created in order to consolidate the County's transportation-related functions wherein those specific resources can be focused on the development and maintenance of the County's public transportation infrastructure. A new Highway Division is created which transfers the former divisions of Transportation Services and Highway Maintenance as sections under this new Division. The other existing divisions (Transit/Paratransit, Airport, Fleet Management, and the Director's Office) comprising the DOT maintain their current responsibilities.

The DOT-Director's Office (formerly the DTPW-Director's Office) no longer provides general management oversight to the Facilities Management Division (which now includes AE & ES as a Section). Additionally, the Real Estate Services Section and the Economic Development Section are transferred to the newly created DAS-Economic Development Division.

The former DTPW Divisions that comprise the new Department of Transportation maintain their existing responsibilities (with the exception of the modified oversight responsibilities in the aforementioned Director's Office):

AIRPORT

Milwaukee County operates and maintains General Mitchell International and Lawrence J. Timmerman Field Airports by authority granted under Chapters 59 and 114 of the Wisconsin Statutes. General Mitchell International Airport provides commercial, military and general aviation services. Timmerman Field Airport is primarily for general aviation. Under the terms of the negotiated agreement between Milwaukee County and the signatory airlines, all operating expenses and debt service costs are recovered through rates and charges assessed to users (terminal and land rentals, concession fees and landing fees).

HIGHWAY

As part of the DOT, the Highway Division is created and organized to include Transportation Services and Highway Maintenance due to their operating/capital highway functions and anticipated staff management and oversight efficiencies (via consolidation under a shared Division).

Transportation Services

Provide cost-effective plan, design and implementation of projects necessary to maintain and enhance the safety and efficiency of the County's highways, bridges, traffic control facilities and transit systems.

Highway Maintenance

The Highway Maintenance Section maintains all Milwaukee County trunk highways, state trunk highways and expressways. It is also responsible for maintaining vacant freeway lands and the North Shore right-of-way.

FLEET MANAGEMENT

The Fleet Management Division provides a broad array of services to the County and its customers, including developing vehicle replacement programs, developing and designing vehicle specifications, managing the County's fuel system, assigning vehicles and equipment to users, managing vehicle and equipment disposal through periodic auctions, maintaining all automotive equipment owned by the County, as well as authorizing and acquiring vehicles and equipment in the Fleet Capital Budget. Under the direction of the director of fleet operations, the Fleet Management Division controls, manages and maintains all automotive equipment owned by the County. It also centrally maintains materials and parts for all County Departments with the exception of the Airport (division), which maintains its own materials and parts.

MILWAUKEE COUNTY TRANSIT/PARATRANSIT SYSTEM

Milwaukee Transport Services, Inc. is a private, non-profit corporation which manages and operates the Transit/Paratransit System, under contract, for Milwaukee County. The corporation uses facilities and equipment owned and provided by Milwaukee County. The DOT-Directors Office provides County oversight, conducts various transit-related studies, and prepares and administers federal and state transit grants. The DOT-Directors Office also facilitates the acquisition of capital equipment and provides design and construction services for capital facilities.

DIRECTOR'S OFFICE

The Director's Office is responsible for the management of the DOT's administrative functions, including establishment and implementation of policy and procedures, personnel administration, accounting and general public information services. The 2012 Adopted Budget transfers the Real Estate Services and Economic Development Sections from the DOT-Director's Office to the Department of Administrative Services-Economic Development Division.

How will the relationship within the current department change once divided?

The primary change involves the reporting structure of management staff within the reorganized divisions:

The former DTPW divisions of AE & ES and Facilities Management are consolidated under the newly created DAS-Facilities Management Division as Sections and report to DAS-Facilities Management Division Director. The DAS-Facilities Management Division Director reports to the DAS-Director.

Other than AE & ES and Facilities Management, all former DTPW divisions maintain their current structure/relationship except that the divisions of Transportation Services and Highway Maintenance become Sections under new the Highway Division. The former DTPW is re-titled the Department of Transportation in order to reflect the consolidation of the County's transportation-related functions.

Crosscharges

Crosscharges represent an internal allocation of costs to County Departments receiving services from another County Department. There is no change in the crosscharge process used by the former DTPW Division(s) as a result of the DAS / DTPW reorganization. Former DTPW Divisions' crosscharge process remains unchanged from the 2011 Adopted Budget and is as follows:

Facilities Maintenance: Charges user-departments space rental charges based on square footage utilized.

AE & ES: Charges to capital projects for planning, design and construction management, charges to user-departments for state-mandated storm and sanitary sewer operation and maintenance activities, and for management of infrastructure records archiving.

Central Fleet: Charges user-departments for vehicle/equipment maintenance and replacement.

Transp Services: Charges to capital projects for planning, design and construction management.

Directors Office: Charges to internal divisions for general management oversight.

Does DAS have plans to change vendors or contractors in place of County employees in an effort to privatize?

At this time, DAS does not anticipate any privatization efforts.

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

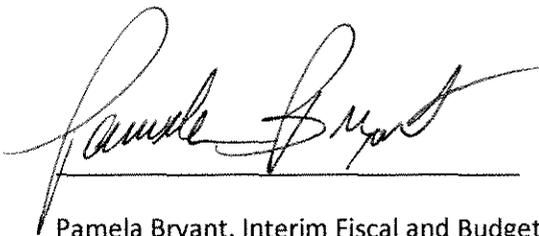
Date: January 4, 2012

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

From: Pamela Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services

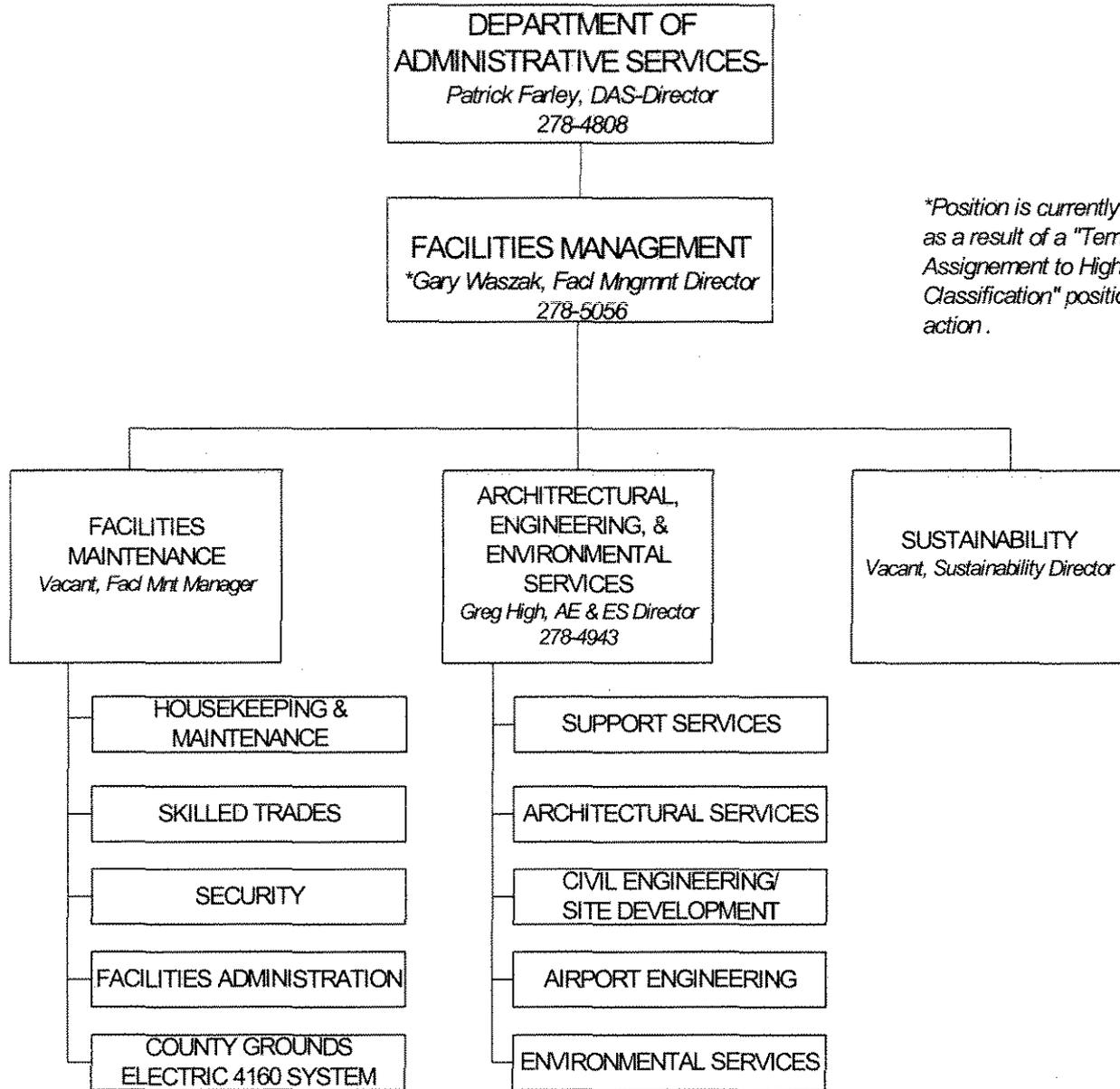
Subject: Organizational Chart for DAS-Facilities Management Division and the DAS-Economic Development Division as authorized in the 2012 Adopted Budget

At the request of the County Board Transportation, Public Works, & Transit Committee, DAS-Fiscal has prepared and attached organizational charts relating to the reorganizations of the DAS-Facilities Management Division and the DAS-Economic Development Division as authorized in the 2012 Adopted Budget. The organizational chart for the Department of Transportation (DOT) is attached in a separate report prepared by DOT staff.

A handwritten signature in cursive script, appearing to read "Pamela Bryant", is written over a horizontal line.

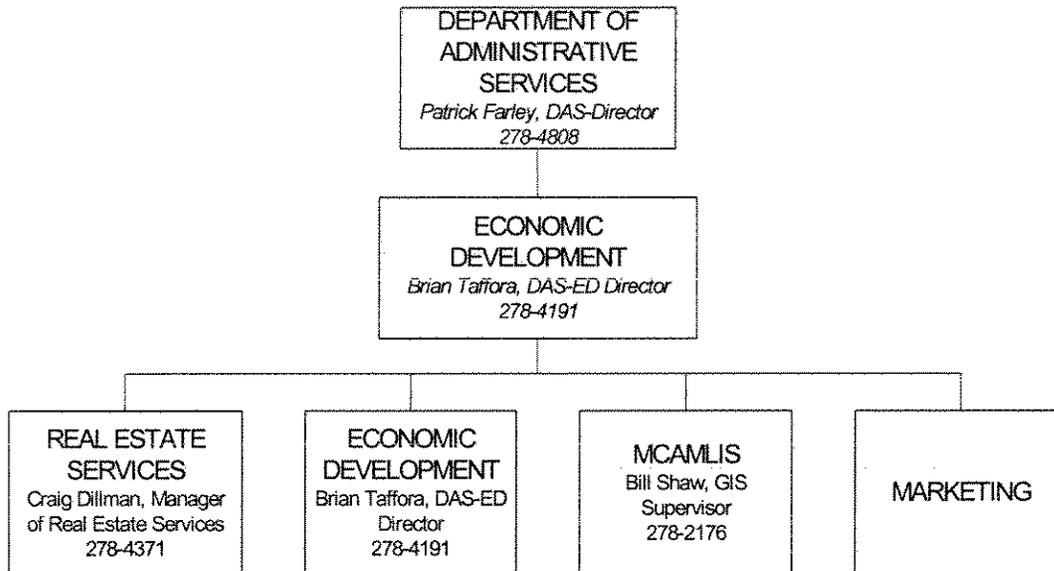
Pamela Bryant, Interim Fiscal and Budget Administrator

DAS Facilities Management



*Position is currently filled as a result of a "Temporary Assignment to Higher Classification" position action.

DAS – Economic Development



COUNTY OF MILWAUKEE COUNTY
INTEROFFICE COMMUNICATION

DATE: December 28, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation

SUBJECT: Organizational Chart for Newly Created Milwaukee County Department of Transportation-
Informational Report

POLICY

County Board approved a newly created “Department of Transportation” in the 2012 budget; this will replace the existing Department of Transportation and Public Works.

BACKGROUND

In December 2011, it was requested by the Transportation, Public Works and Transit Standing Committee that the newly formed Department of Transportation, provide an organizational chart, detailing the structure of divisions and staff, moving forward as of January 2012. Not included in this organizational chart is the Facilities Management and Architecture and Engineering and Environmental Services (AE & ES) divisions, of which will report directly to the Department of Administrative Services. The Department of Administrative Services (DAS) will be providing a report identifying the newly acquired divisions and their roles within DAS.

The information attached, identifies the divisions remaining within the “Department of Transportation” and identifies “SCOPE” and “ROLES & RESPONSIBILITIES” of each area.

Report Prepared by: Fay Roberts, Assistant Director

Approved by:



Frank Busalacchi, Acting Director
Department of Transportation

Attachments

DIRECTOR'S OFFICE

SCOPE

Responsible for management and support services to the newly created Department of Transportation divisions through oversight, coordination and technical assistance at the Director's level within the Divisions.

ROLES AND RESPONSIBILITIES

The Director's Office is responsible for the overall management of all of the divisions and sections within Department of Transportation. The specific roles deal with administrative functions and transportation planning. The administrative functions include establishment and implementation of department wide policies and procedures, monitoring compliance of regulatory and mandated state and federal requirements of other governmental agencies, personnel administration, accounting, liability, safety policies, annual training and coordination of consistency of policy within the department.

The Department of Administrative Services – Fiscal Affairs provides budgeting functions and prepares and verifies year-end totals for the next fiscal cycle. One of the new initiatives will be to focus one position within the transportation area to seek “Grant Funds” for all Department of Transportation areas and to centralize fiscal roles within the newly created Highway Division.

The newly created Highway Division combines two divisions (transportation engineering and highway maintenance). A review of current fiscal roles will begin January 2012. This initiative will allow for a reorganization of this area to ensure that we reduce duplication where applicable, and create a more effective and efficient fiscal operation with the merged divisions. The first step will be that, effective January 1, 2012, the fiscal manager located out at Highway will be brought to work in the Director's Office to assist in the review of the fiscal roles of the two divisions.

Fiscal focus will be on development of written procedures, which will assist in applying for application of state and federal funds, and create an audit trail to ensure that proper application has occurred for CHIP (known now as CHID), STP, and other funds for Milwaukee County roadway. The new processes will be tracked utilizing the new On-Base software, which has been introduced to Milwaukee County. Implementation of On-Base application and Contract manager will create an ability to track project deadlines, expenditures and workflow. The new initiative will begin with all 2012 projects for the newly created Highway Division.

Transportation Planning provides technical and professional expertise for multimodal and transit planning and coordination, with Milwaukee County Transit System. This Section identifies, applies for and manages state and federal grant funds that reduce tax level support for County transportation project. The current model is in review and will serve as an initiative, to determine a more efficient and effective way of doing business that benefits Milwaukee County.

The review of the process will be a joint effort on the part of MTS Inc. and Milwaukee County Transportation Planning Section.

Newly created Department of Transportation (DOT) includes

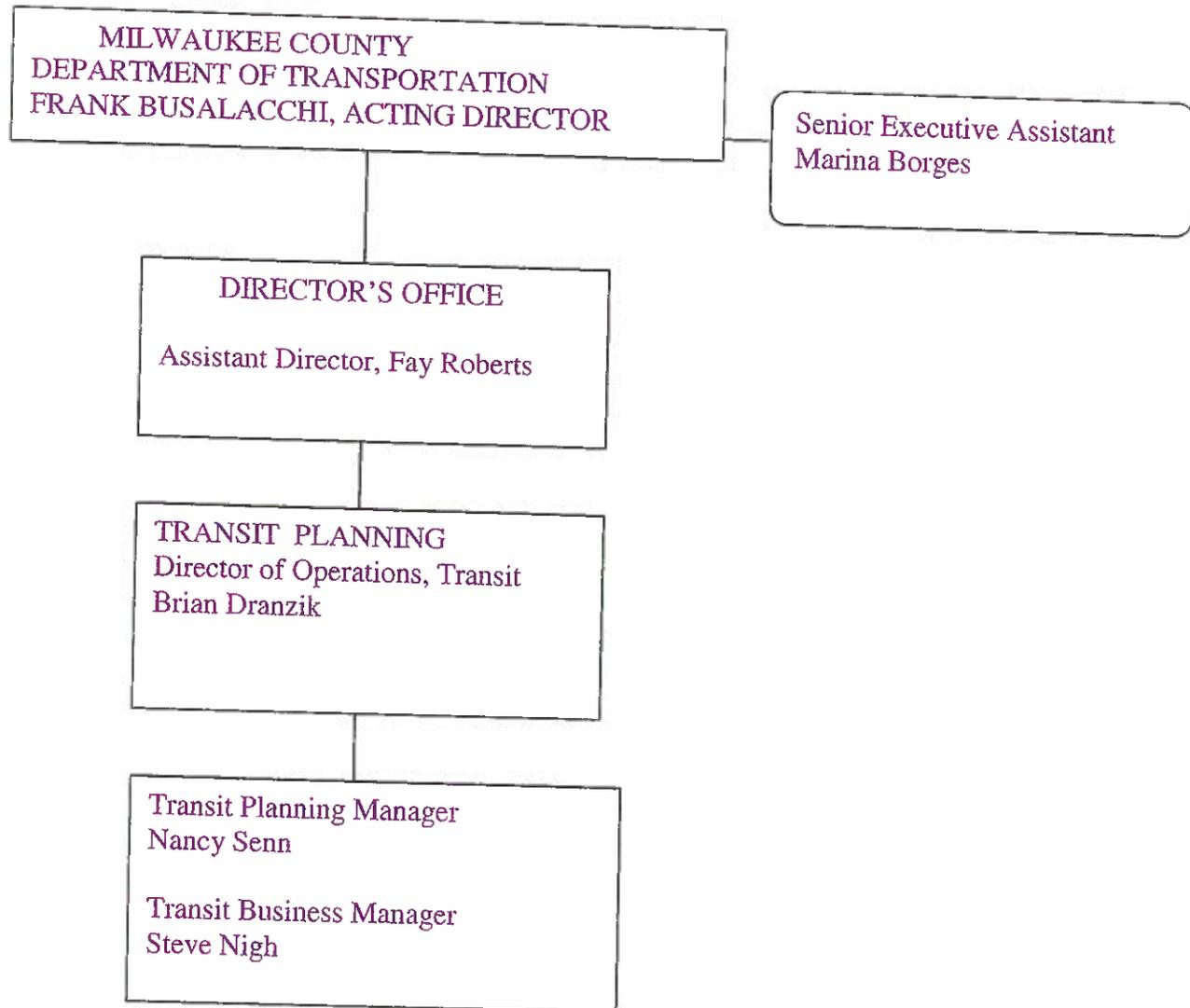
- Director's Office
- Airport Division
- Fleet Division
- Highway Division – Transportation Section and Highway Section
- Milwaukee County Transit System/Paratransit

OBJECTIVE

The newly created “Department of Transportation” will require a transitional period to allow the department to review all the responsibilities and roles to ensure efficiency and reduction of duplication where possible. These changes will require some personnel actions in the 2012 budget year to ensure that we have the proper classification to allow the department to deliver expertise and efficiency to Milwaukee County. The first step has been initiated by relocating the DAS fiscal staff person into the Director's Office to assist with the reorganization of the fiscal section in the transportation section and highway section to create one fiscal component for the newly created Highway Division. With the two divisions merging we will need to restructure the fiscal components since their funding sources vary.

This will be the first order of business to ensure that the department moves forward into the project season with the ability to track expenditures and to develop the 5-year plan for projects within Milwaukee County for the 2013 budget year through 2018.

5801-DIRECTOR'S OFFICE



NEWLY CREATED HIGHWAY DIVISION

SCOPE

Coordinates with outside agencies such as Wisconsin Department of Transportation (WISDOT), Southeastern Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Natural Resources (WDNR) and other local units of government as it relates to the newly created Highway Division, which will include the Transportation Engineering Section and the Highway Maintenance Section.

ROLES & RESPONSIBILITIES

Highway Division is under the jurisdiction of the newly created Department of Transportation. The division manages all activities necessary for the efficient, day-to-day operation of Milwaukee County state trunk highways and roadways. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities:

Transportation/Highway Section will be joined in the fiscal overview and where applicable utilizing the expertise of both the engineering, and maintenance disciplines to combine the service of both sections to become a more productive efficient and effective running division.

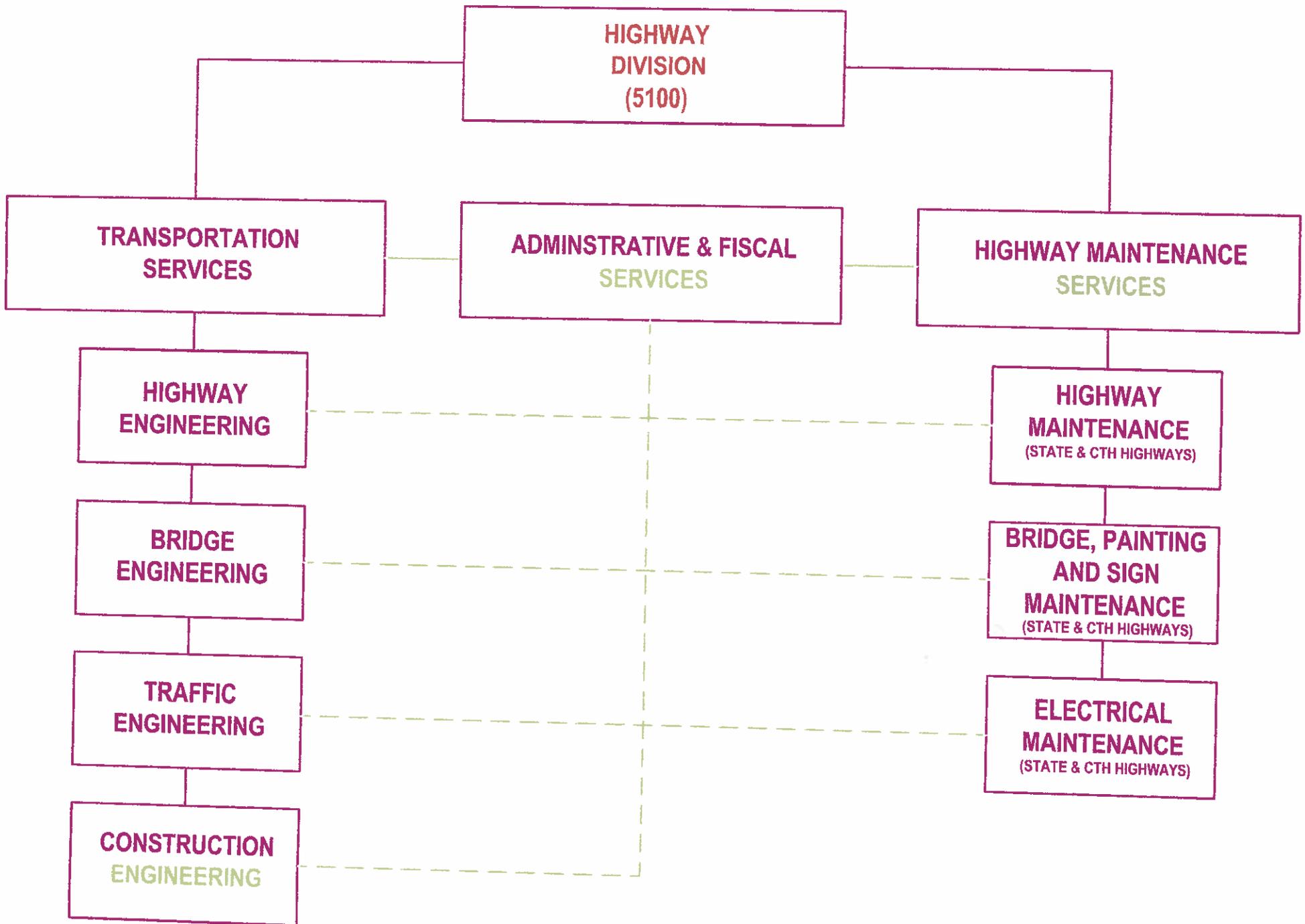
Both positions will report directly to the Director of Transportation Office during the development of this new Highway Division. There will be some personnel changes to allow the department to create positions to fit within the newly created Highway Division for 2012. Every effort will be made to maintain the personnel costs with those that are budgeted.

Fiscal – the Transportation Engineering Section and the Highway Maintenance Section are both similar in that they deal with the maintenance of the Milwaukee County, roadway system in Milwaukee County. This would include new engineering aspects of construction, reconstructs, design; traffic signals construction schedules and structural issues (bridges) within Milwaukee County.

The goal for 2012 includes assessment of the current conditions of the roadways and establishment of a 5-year plan to ensure the integrity of the roadway in Milwaukee County. This will include a point of view from engineering as well as highway maintenance as a joint initiative.

To include both perspectives, the fiscal manager from the existing highway division has been relocated into the Director's Office to assist with the development of a more efficient process to monitor funds in the newly created "Highway Division". The relocation will be effective

January 1, 2012, during the development of this initiative, the fiscal person will report to the Director's Office until a review is completed and the reorganization is completed.



Prepared by Andrea Weddle-Henning, P.E. 11/22/2011

HIGHWAY DIVISION

Highway Maintenance Section

SCOPE

The Highway Maintenance Division maintains the safety and integrity of the County Trunk Highway System and Interstate system throughout Milwaukee County. The services performed by this division include rehabilitation projects, maintenance of safety barriers, shoulder repairs, and snow and ice control. The division performs 85% of its work for the State of Wisconsin Department of Transportation. Highway Maintenance contracts over 120 vendors totaling \$1.5 million dollars. The Highway Maintenance Division purchases a large number of commodities such as road salt, asphalt, and materials for road maintenance.

ROLE & RESPONSIBILITIES

Highway Section is under the jurisdiction of the newly created Department of Transportation and is part of the "Highway Division". The division manages all activities necessary for the efficient, day-to-day operation of Milwaukee County state trunk highways and roadways. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities.

State Highway Maintenance provides general and winter maintenance on the expressways and state trunk highways within Milwaukee County. The state reimbursement for this program is based on actual labor, including incidental labor costs, machinery allowances as specified in the current Wisconsin Highway Maintenance Manual's actual cost provision, and material purchases authorized by the Wisconsin Department of Transportation. All costs related to state highway maintenance are 100% offset by state reimbursement revenue.

County Highway Maintenance provides general and winter maintenance on the Milwaukee County highway system. This includes pavement repair and resurfacing, shoulder maintenance, vegetation control, safety appurtenances, road drainage, litter pickup, bridge maintenance, snow and ice control, traffic signal maintenance, highway signing and pavement marking.

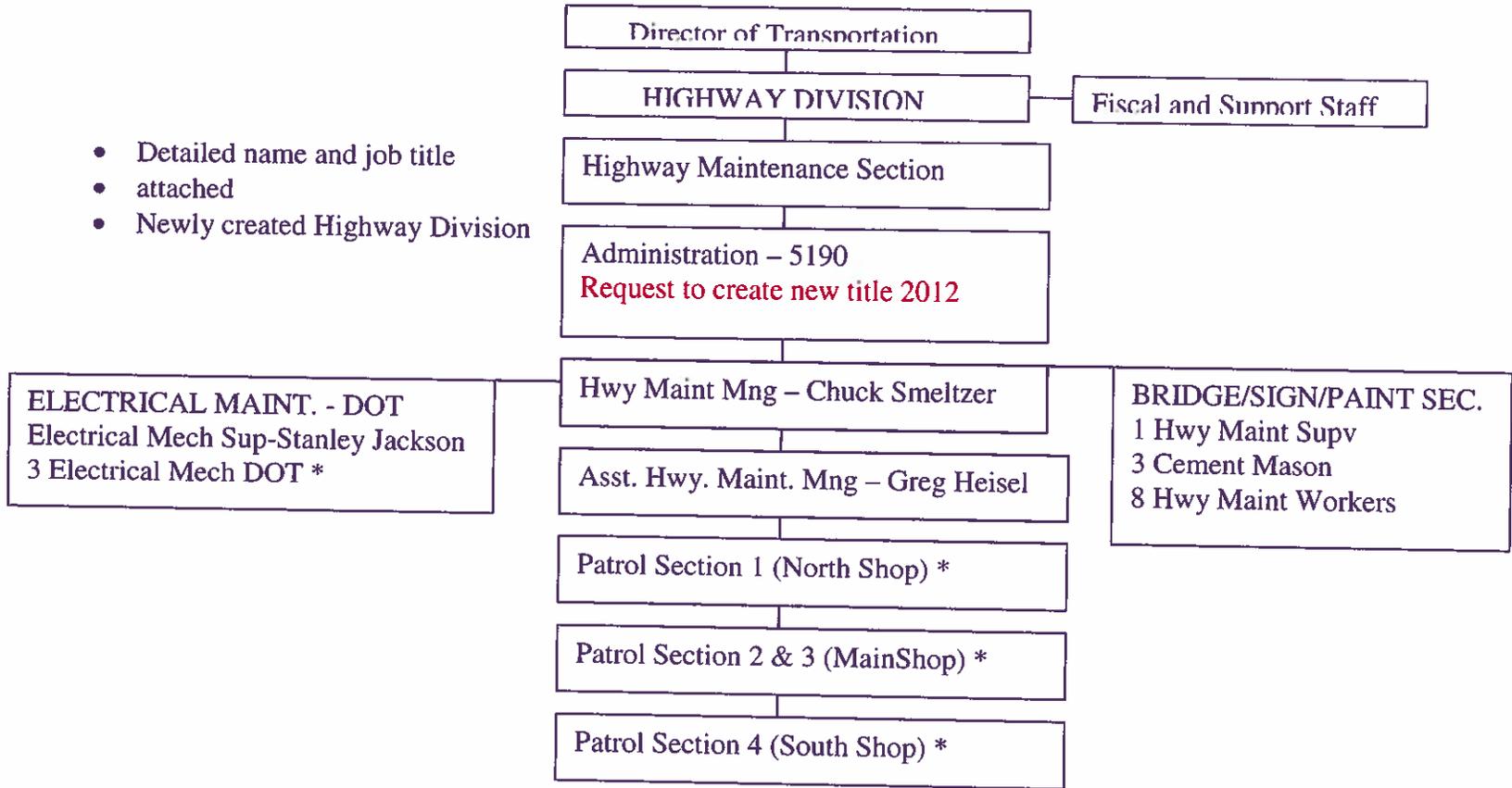
Highway Administration provides overall management to the Division. This includes insuring compliance with safety requirements, county, state and federal regulations and coordination of all phases of state and expressway maintenance operations with the Wisconsin Department of Transportation.

Fiscal is being reviewed to determine which staff will remain physically at the Highway Section location and which of the fiscal staff would better be served in the main office. Effective January 1, 2012 the fiscal manager will be located in the Director's Office to be a part of the review of the consolidation of the two divisions into one. The initiative will be to develop a more effective and efficient fiscal model for the division. At the conclusion of this review a recommendation will be made regarding location of fiscal staff.

Staff and Budget

The Highway Maintenance Division has 117.6 FTE with revenues of \$17,278,509 expenditures of \$17,914,526 and tax levy of \$ 636,017. Tax levy supports the various stretches of roadway that make up the County Trunk Highway system. While the division lists 117.6 FTE, 15 of these FTE positions are classified as temporary assignments and 15 are classified as the hybrid positions of Parks/Highway Maintenance Workers. These positions are hired from November to late March to assist in snow plowing operations on an as needed basis. The majority of staff in the division are maintenance workers who work on rehabilitation projects or snow removal. Over the past ten years, the number of full-time positions has decreased as hiring of temporary assignment classified positions has increased.

- Detailed name and job title
- attached
- Newly created Highway Division



HWY

Hi Org	5100
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Count of Name				
Low Org	Title	Name	Total	
5110	Asst Hiway Mtce Supv	Dawonn Averhart	1	
	Highway Mtce Supv	Derwin Pottinger	1	
	Highway Mtce Wkr 3	Anthony Elam	Anthony Elam	1
		Anthony Minter	Anthony Minter	1
		Bobby Blain	Bobby Blain	1
		Brandon Johnson	Brandon Johnson	1
		Brandon Wolf	Brandon Wolf	1
		Donald Raasch	Donald Raasch	1
		Gerald Exford	Gerald Exford	1
		Ian Badzinski	Ian Badzinski	1
		Kelly Herald	Kelly Herald	1
		Kelly Mattox	Kelly Mattox	1
		Lamonte Allen	Lamonte Allen	1
		Michael Hunter	Michael Hunter	1
		Nicholas Marchewka	Nicholas Marchewka	1
		Oscar Berrios	Oscar Berrios	1
		Oscar Rush	Oscar Rush	1
		Peter Olsen	Peter Olsen	1
		Thomas Panizza	Thomas Panizza	1
		William Luzinski	William Luzinski	1
		Billy Flanagan - TA	Billy Flanagan - TA	1
		Cary Matzen - TA	Cary Matzen - TA	1
	Dennis Johnson - TA	Dennis Johnson - TA	1	
	Dwayne Mc Kay - TA	Dwayne Mc Kay - TA	1	
	Frederick Woolridge - TA	Frederick Woolridge - TA	1	
	Tyrone Simmons - TA	Tyrone Simmons - TA	1	
	Parks/Highway Maint Worker	Danny Owings	Danny Owings	1
		Dante Holt	Dante Holt	1
		John Nickel	John Nickel	1
5110 Total			29	
5120	Asst Hiway Mtce Supv	Scott Schweitzer	1	
	Highway Mtce Supv	Richard Jurewicz	1	
	Highway Mtce Wkr 3	Charles Mitchell	Charles Mitchell	1
		Christopher Urbaniak	Christopher Urbaniak	1
		Debra Kliner	Debra Kliner	1
		Edward Owczarek	Edward Owczarek	1
		Gregory Kowalski	Gregory Kowalski	1
		Jake Reinke	Jake Reinke	1
		John Martin	John Martin	1
		John Toth	John Toth	1
		Jordan Wenzel	Jordan Wenzel	1
		Kerry Walker	Kerry Walker	1
		Michael Grochowski	Michael Grochowski	1
		Scott Gendreau	Scott Gendreau	1
		Timothy Antoniewicz	Timothy Antoniewicz	1
		Douglas Tersen - TA	Douglas Tersen - TA	1
		Michael Luedtke - TA	Michael Luedtke - TA	1
Michael Reed - TA	Michael Reed - TA	1		

	5120	Parks/Highway Maint Worker	Dena Kaap	1
			Laurence Hope	1
5120 Total				20
	5140	Asst Hiway Mtce Supv	Thomas Pritzlaff	1
		Highway Mtce Supv	Brian Gundrum	1
		Highway Mtce Wkr 3	Ante Pelicarić	1
			Blaine Bukowski	1
			Brian Navarro	1
			Christ Wenzel	1
			David Heller	1
			David Sweeney	1
			Duwayne Jurkiewicz	1
			James Jensen	1
			Jeffrey Corstvet	1
			Jeffrey Jankowski	1
			John Millane	1
			Joshua Bargar	1
			Juan Balderas	1
			Kenneth Wilk	1
			Kurt Steininger	1
			Lawrence Tobolski	1
			Lester Bentson	1
			Mark Kolodzinski	1
			Michael Lenz	1
			Scott Grobschmidt	1
			Todd Peterson	1
			George Medrek - TA	1
			Jerome Laack - TA	1
			Joel McCann - TA	1
			John Shaffer - TA	1
			Jose Rodriguez - TA	1
			Quentin Averhart - TA	1
			Richard Brandt - TA	1
			Robert Durski - TA	1
			Robert Zieman - TA	1
			Terrance Peterson - TA	1
		Parks/Highway Maint Worker	Daryl Janicek	1
			James Podlesnik	1
			Keith Vrchota	1
			Terry Hass	1
			Thomas Sudol	1
5140 Total				38
	5150	Cement Mason	Donald Reichartz	1
			Edward Colwell	1
			William Spence	1
		Highway Mtce Supv	Beth Liban	1
		Highway Mtce Wkr 3	Antonio Rivera	1
			Mario Munoz	1
			Victor Bautista	1
5150 Total				7
	5155	Highway Mtce Wkr 3	Clyde Taylor	1
			Jose Ponce	1

5155 Total			2
5160	Asst Hiway Mtce Supv	Kevin Kent	1
	Highway Mtce Supv	Douglas Davis	1
	Highway Mtce Wkr 3	Aaron Higgs	1
		Bobby Dufault	1
		Brian Koukol	1
		Derwin Pottinger	1
		Frank Alioto	1
		Frank Ptasienski	1
		Gary Piontek	1
		John Vozar	1
		Jon Misko	1
		Mark Roeglin	1
		Mark Zdarstek	1
		Matthew Schoenherr	1
		Ronald Rouse	1
		Ryan McDonnell	1
		Alvin Rodriguez - TA	1
		Donald Stueck - TA	1
		Isidro Montes - TA	1
		John Manka - TA	1
Perry Olive - TA	1		
Robert Zinda - TA	1		
Tyler Koehn - TA	1		
Parks/Highway Maint Worker	David Lewis	1	
	Peter Segatti	1	
5160 Total			25
5171	Electrical Mech	Jeffrey Gary	1
		John Stoker	1
	Electrical Mech Suphiwa	Stanley Jackson	1
5171 Total			3
5190	Asst Hiway Maint Mgr	Gregory Heisel	1
	Clerical Asst 2 Nr	Jennifer Anderson	1
	Dispatch Clerk Seas	Donald Wittmann	1
	Fiscal Analyst	Patricia Carravetta	1
	Fiscal Asst 2	Janet Holytz	1
	Highway Mtce Mgr	Charles Smeltzer	1
5190 Total			6
Grand Total			130

HIGHWAY DIVISION

TRANSPORTATION SECTION

SCOPE

Coordinates with outside agencies such as Wisconsin Department of Transportation (WISDOT), Southeastern Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Natural Resources (WDNR) and other local units of government. Participates in regional meetings and reviews related to current and future transportation projects.

ROLES & RESPONSIBILITIES

Transportation Section is under the jurisdiction of the newly created Department of Transportation within the "Highway Division". The division manages all activities necessary for the efficient, day-to-day operation of Milwaukee County state trunk highways and roadways. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities.

Transportation Section provides engineering services for Milwaukee County: Highway Engineering, Bridge Engineering, Traffic Engineering, and Construction Engineering.

Highway Engineering provides planning, design, and pavement management activities for highway capital improvement projects Surface Transportation Program (STP) projects, Transportation Enhancements (TE), and Local Roads Improvement projects (LRIP) as required by law. Obtains funding and cost sharing initiatives for Highway Engineering projects for both design and construction, typically with 80% or 50% Federal cost participation. Provides support to Bridge Engineering, Traffic Engineering and Construction Engineering.

Bridge Engineering provides planning, design, bridge management and construction oversight of bridge/structure rehabilitation and replacement of existing County-owned bridges. As mandated by state law, Bridge Engineering conducts and oversees biennial bridge inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County. Obtains funding for Bridge Engineering projects for both design and construction, typically with 80% Federal cost participation. Provides support for other departments associated to bridges and structures.

Traffic Engineering provides planning, design, and implementation of projects needed to maintain and improve the safety, operational efficiency and functional integrity of our CTH system, including projects in Congestion Mitigation and Air Quality Program (CMAQ) and Highway Safety Improvement Program (CHIP). Obtains funding and cost sharing initiatives for Traffic Engineering projects for both design and construction, typically between 80% or 90% Federal cost participating. Maintains traffic signs and traffic signal inventories and maps.

Administers and inspects utility permits and oversize load permits on our CTH system for work performed within Milwaukee County right of way.

Construction Engineering provides field inspection, quality control, construction management, construction recordkeeping, contract administration and final acceptances of construction projects developed in Highway Engineering, Bridge Engineering and Traffic Engineering. Funding for Construction Engineering is obtained from Highway Engineering, Bridge Engineering and Traffic Engineering, typically with 50% to 90% Federal cost participation.

Fiscal is being reviewed to determine which staff will be relocated physically from the Highway Section location and which of the fiscal staff would better be served in the main office which is in the Director's Office. Effective January 1, 2012 the fiscal manager will be located in the Director's Office to be a part of the review of the consolidation of the two divisions into one. The initiative will be to develop a more effective and efficient fiscal model for the division. At the conclusion of this review a recommendation will be made regarding location of fiscal staff. A work group has been formulated which consists of the two DAS fiscal staff, engineer and a representative from the Director's Office.

Staff

The Section is actively seeking to fill several engineering positions to assist with the county's role in the Zoo Interchange Road Project and the inspection of the critical infrastructure within Milwaukee County that has a State and Federal mandate to assess the infrastructure in our area.

TRANSPORTATION SERVICES

*Transportation Manager Design & Construction
Andrea Weddle-Henning, P.E. (TACH)

HIGHWAY ENGINEERING

*Resident Contract Manager-Highway Design
Andrea Weddle-Henning, P.E.

Engineer
Joe Wleczorek, P.E.

*Engineer
**Vacant

Engineering Technician
**Vacant

BRIDGE ENGINEERING

Resident Contract Manager-Bridges/Structures
**Vacant

TRAFFIC ENGINEERING

Managing Engineer-Traffic Engineering & Construction
**Vacant

Engineer
Dan Murphy, E.I.T.

Transportation and Highway Supervisor
Keith Kent

CONSTRUCTION MANAGEMENT ENGINEERING

Managing Engineer-Construction
David Shkhan, P.E.

ABBREVIATIONS

P.E. - Professional Engineer (licensed)

E.I.T.- Engineer-In-Training (pre-P.E.)

TACH- Temporary Assignment to a Higher Classification

NOTE: All Job titles above in 'RED' are vacant positions and suggested changes in 'GREEN'.

*Andrea Weddle-Henning is temporarily (TACH) in the Transportation Manager Design & Construction position.
Andrea Weddle-Henning, P.E. permanent position is Resident Contract Manager-Highway Design.
Andrea Weddle-Henning once held the Engineer position in Highway Design that is currently vacant.

**The Engineer position has been vacant for about 8 months.
The Engineer Technician position has been vacant for over a year.
The Resident Contract Manager-Bridges & Structures position has been vacant for over a year.
The Resident Contract Manager-Traffic Engineering & Construction position has been vacant for about a month.

Prepared by Andrea Weddle-Henning, P.E. 11/22/2011

AIRPORT DIVISION

SCOPE

Airport Division ensures compliance with all regulatory and governmental agencies regarding the day-to-day operation of General Mitchell International Airport and Lawrence Timmerman Airport under the direction of Milwaukee County, Department of Transportation and for the citizens of Milwaukee County.

ROLES & RESPONSIBILITIES

GMIA and Lawrence J. Timmerman Field are under the jurisdiction of the newly created Department of Transportation. The division manages all activities necessary for the efficient, day-to-day operation of General Mitchell International Airport and Lawrence J. Timmerman Field. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities.

Administration is responsible for general administration, planning, accounting, payroll, budget, procurement of airside and landside business development and operations. Administration of the noise mitigation program and ongoing noise monitoring and abatement activities is also handled in this section.

Parking Operations records the various expenses of operating the parking structure, debt service and associated interested expense on the parking structure addition. This group also oversees all GMIA ground transportation activities including taxi, shuttle, limousine and off-airport operators providing services to and from GMIA. Parking event fees are collected and accounted for by this section.

Maintenance is responsible for keeping the airfield and ramp areas open for business at all times as well as the Airport's structures and grounds. This includes custodial, skilled trade services as well as snow plowing and grass cutting

Environmental and Safety is responsible for activities related to work place safety, compliance with governmental safety requirements, glycol recovery programs and wastewater treatment programs.

Airside Operation This area oversees the day-to-day activities of the airport and ensures compliance with Federal Aviation Administration (FA), and state and local regulations. This section coordinates emergency responses, construction activities, special events and snow removal.

Landside Operations oversees day-to-day terminal operations. This section addresses passenger safety issues and coordinates terminal construction activities, special events, snow removal (on the roadway) and signage issues This section ensures that ground transportation operators are

properly licensed and are in compliance with the standards set forth in Milwaukee County General Ordinances.

Fire Protection maintains round the clock firefighters to deal with emergency situations on the airfield and within the terminal, parking structure and parking lots. This section responds to emergency needs involving patrons, tenants and airport staff.

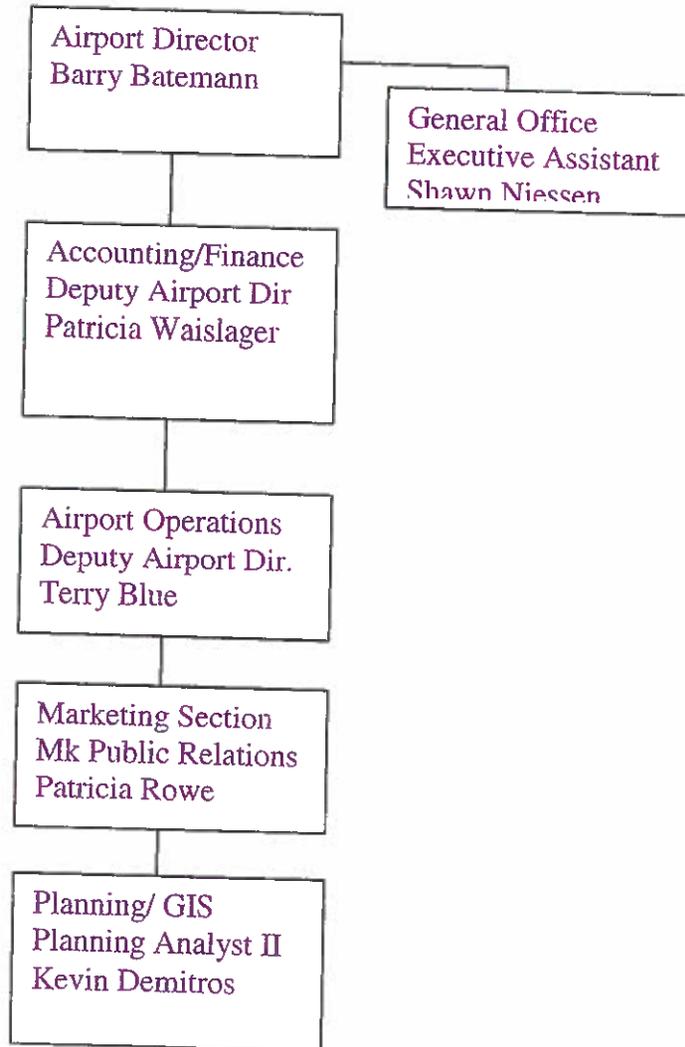
Safety & Security is responsible for the safety and security functions within the airfield perimeters, working closely with other agencies and taking necessary actions to keep the Airport in compliance with FAA and TSA standards and regulations.

440th Air Force Base. The cost center is charged with the rental of existing buildings for aviation and business purposes and maintains the buildings and property with the intent to rent out the area

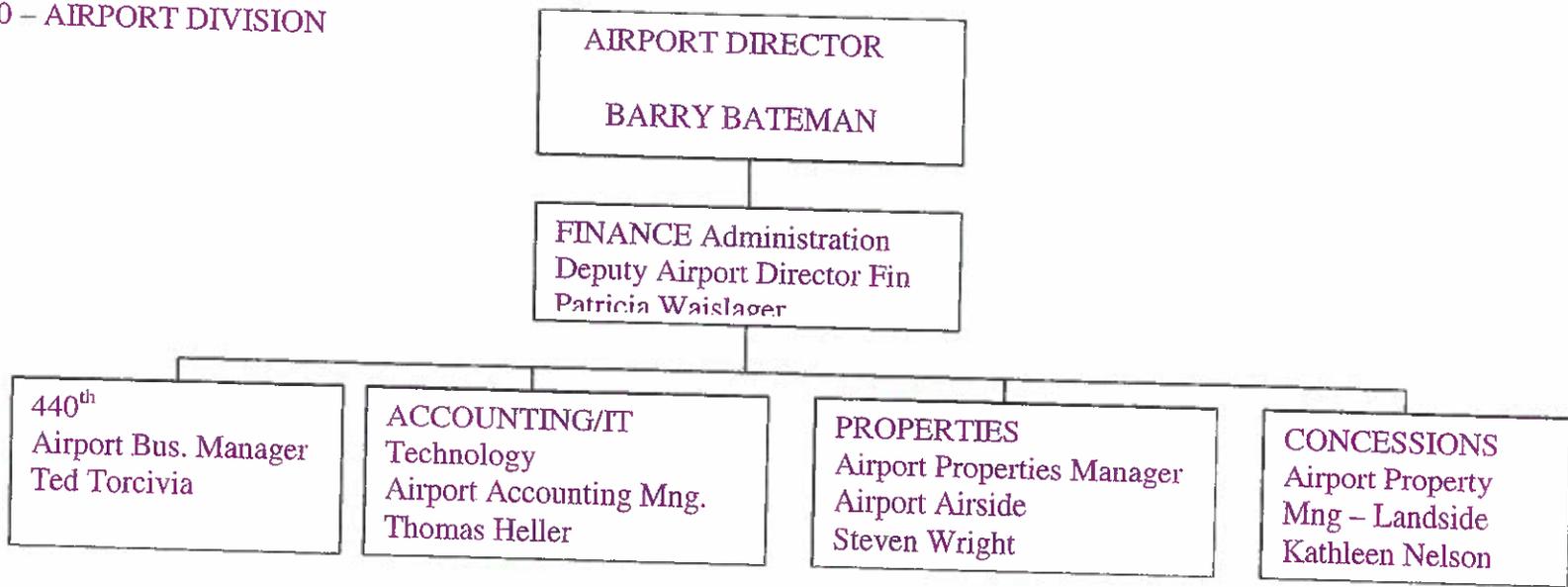
Timmerman (Lawrence J Timmerman Airport) located on the northwest side of Milwaukee, is the generation aviation reliever airport in the County's airport system. Revenues and expenditures associated with the operation of LJT are covered by the terms of the signatory airline long-term lease.

Staff employed as Milwaukee County employees is 251 in various classifications (see attached)

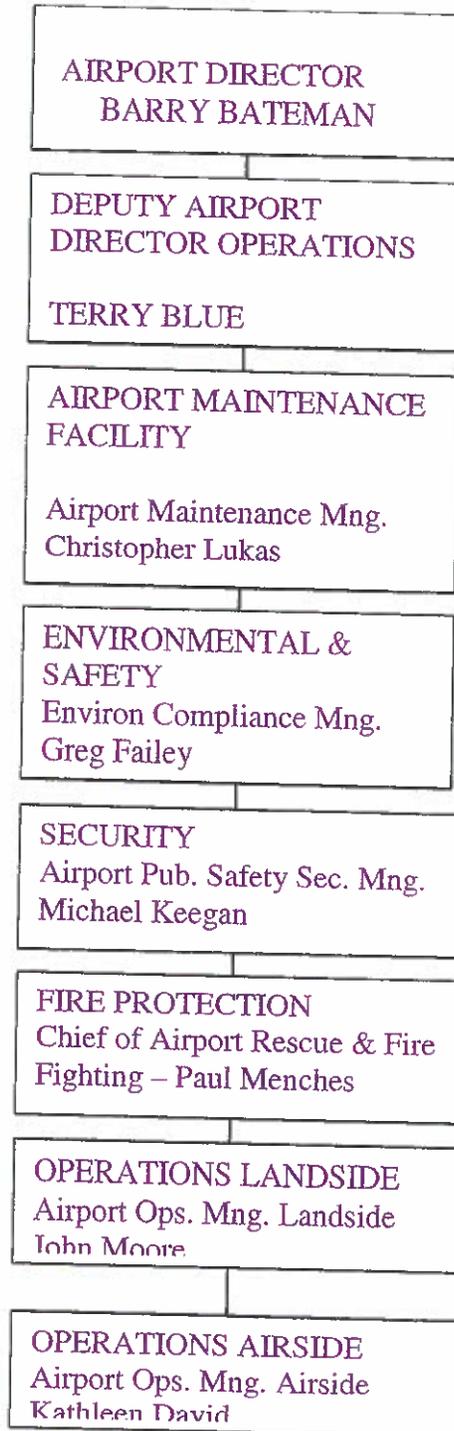
5040 – AIRPORT DIVISION



5040 – AIRPORT DIVISION



5040 – AIRPORT DIVISION



Airport

Hi Org	5040
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Count of Name		
Title	Name	Total
Accountant 2	Lynda Shearn	1
	Nancy Kufahl	1
Accountant 3	Collette Anderson	1
	David Lehmann	1
	Steven Bernstein	1
Accountant 4-NR	Stanley Dyett	1
	William Lethlean	1
Accting Manager Airport	Thomas Heller	1
Airport Business Mgr	Ted Torcivia	1
Airport Cont Ctr Op	Jeffrey Ulrich	1
	Jennifer Kaiser	1
	Jennifer Tremmel	1
	Scott Schuh	1
	Shaun Nadolny	1
	Stephen Adams	1
	Gregory Failey	1
Airport Enviro Compl Mg	Gregory Failey	1
Airport Intern	Monet Mayo	1
	Timothy Debord	1
Airport Mtce Mgr	Christopher Lukas	1
Airport Mtce Wkr	Brandon Urbaniak	1
	Brian Garratt	1
	Bryan Groshek	1
	Christopher Benjamin	1
	Clayborn Beamon	1
	Damien Van Dusen	1
	David Biedenbender	1
	David Dolkiewicz	1
	David Sweeney	1
	Dennis Wimpie	1
	Douglas Felde	1
	Dushon Wilson	1
	Fred Jackson	1
	Howard Campbell	1
	James Abrams	1
	James Best	1
	Jan Lautzenhiser	1
	Janet Rasmussen	1
	Jason Koehlert	1
	Jason Skowronski	1
	Jerry Blalock	1
	Jesus Rivera Alejandro	1
	John Sprague	1
	Lula Borden	1
	Mark Anastasi	1
	Mark Grochowski	1
	Mary Powell	1
	Matthew Lietha	1
	Matthew Wines	1

Airport Mtce Wkr	Michael Karolewicz	1
	Nicholas Gnas	1
	Peter Kafura	1
	Rahsaan Gibson	1
	Randolph Mifko	1
	Raphael Ramos	1
	Richard Brys	1
	Ruben Angeles	1
	Sandra Carney	1
	Scott Buckner	1
	Scott Toro	1
	Scott Wargolet	1
	Sean Tourtillott	1
	Steven Drummond	1
	Steven Patrick	1
	Todd Pare	1
	Tyrone Ellis	1
	Weldon Calvin	1
	William Otero	1
	Xica Robinson	1
	Colin Stahovic - TA	1
	David DeBiasse - TA	1
	James Meidam - TA	1
	John Angeli - TA	1
Jose Borges - TA	1	
Lawrence Bongard - TA	1	
Mark Bublitz - TA	1	
Robert Lewandowski - TA	1	
Sandra Springer - TA	1	
Stephen Rauth - TA	1	
Airport Mtce Wkr Asst	Aide CANO	1
	Amicar Zapata	1
	Barbara Volm	1
	Carolyn Baldwin	1
	Charles Johnson	1
	Cory Champion	1
	Debbie Strickland	1
	Deborah Foti	1
	Debra Henley	1
	Donnell Wilson	1
	Harold Woosypiti	1
	Helen Riley	1
	Irene Brenton	1
	James Bronk	1
	Jerry Lor	1
	John Brooks	1
	John Fisher	1
	Joyce Cole	1
	Juanita Lopez	1
	Judson Derzay	1
	Karen Echols	1
Kevin Wasemiller	1	

Airport Mtce Wkr Asst	Luetta Czysz	1
	Mark Jensen	1
	Melvin Talbert	1
	Michael Vlach	1
	Patrick Harrington	1
	Regina Kimble	1
	Richard Kapustanczek	1
	Robert Koplring	1
	Stephen Dzedzic	1
	Tony Hudson	1
	Tyrome Wills	1
	Vernon Burris	1
	Warren Crawford	1
	William StGermaine	1
Airport Mtce Wkr Asst IC	Errol McFarlane	1
	Ray Davis	1
	Robin Butler	1
Airport Mtce Wkr IC	Bobby Brame	1
	Charles Pingel	1
	Dennis Pruszka	1
	Scott Janke	1
	Steven May	1
Airport Oper Coord	Edward Cyprian	1
	Jacquelyn Boyd	1
	Kenneth Hanney	1
	Kerry Washington	1
	Michael Hames	1
Airport Oper Coord 2	Barry Jeter	1
	David Lackey	1
	Donald Spitzer	1
	Eric Kaiser	1
	Grant Phillips	1
	Jeremy Fox	1
	Mark Slocum	1
	Matthew Aubry	1
	Michael Casper	1
	Thomas Slawnik	1
	Airport Oper Mgr	Kathleen David
Airport Opers Mgr Landside	John Moore	1
Airport Planner	Kevin Demitros	1
Airport Properties Mgr	Steven Wright	1
Airport Properties Mgr NR	Kathleen Nelson	1
Airport Pub Saf & Sec Coord 2	Daniel Eberhardt	1
	Kevin Jones	1
Airport Pub Saf & Secur Manage	Michael Keegan	1
Airport Security Operator	Mark Jung	1
	Robert Leaf	1
Airport Worker - Seasonal	Allan Rembert	1
	Beau Wilhelm	1
	Elijah Edwards	1
	Eric Janke	1
	Gordon Wright	1

Airport Worker - Seasonal	Hakeem Thornton	1
	Jerome Campbell	1
	Kelvin Turner	1
	Mark Tiedke	1
	Patrice Peppers	1
	Scott Miller	1
	Thomas Ahmad	1
Asst Airport Oper Mgr Landside	Holly Ricks	1
Asst Airport Pub Safe/Sec Mgr	Rodney Harris	1
Asst Airpt Maint Supv	Edgar Daleccio	1
	Kenneth Skowronski	1
	Marcus Brown	1
	Timothy Battocletti	1
Asst Airpt Oper Mgr	George Hodgson	1
	James Grava	1
Asst Chief of Air Res & Firefg	Terrance Czajkowski	1
Asst Facilities Supv	Jacqueline Cobb	1
	John Kenny	1
	John Pfeifer	1
Auto And Eq Parts Tech	Jeffrey Dawson	1
Auto And Eq Serv Supv	Bo Beyer	1
Auto And Eq Serv Tech	Brian Kulwicki	1
	Gregory Bickerstaff	1
	Jamie Vetter	1
	Kevin Clint	1
	Lyle May	1
	Max Veytsman	1
	Michael Marchese	1
	Steven Brasch	1
Auto And Eq Serv Tech I-C	Dale Urbaniak	1
Chief of Airpt Res & Fire Figh	Paul Menches	1
Clerical Asst 1	Kristy Fremut	1
Clerical Asst 1 Nr	Shannon Whitney	1
Clerical Spec Airport	Judith Pingel	1
Contract Payment Spec	Daniel Huebner	1
Contract Spec Airport	Nada Uzelac	1
Electrical Mech	Andrew Thimm	1
	Charles McDonald	1
	Jeffrey Roblee	1
	Jeffrey Wozniak	1
	John Romanski	1
	Kathie Clasen	1
	Neal Snyder	1
	Robert Gorecki	1
	Robert Whitlow	1
Electrical Mech Supv	Roger Chwala	1
Electronic Mechanic	Greg Reske	1
Exdir2-Dep Airport Dir	Frank Busalacchi	1
Exdir2-Deparptdir-Finad	Patricia Walslager	1
Exdir2-Deparptdir-Oprmn	Terry Blue	1
Exdir3-Airport Director	Charles Bateman	1
Executive Assistant Airport	Shawn Niessen	1

Facilities Supv	Dorothy Cain-Brown	1
Fire Captain	Daniel Hareng	1
Firefighter Equip Oper	Alan Calhoun	1
	Ann Brottlund	1
	Daniel Bujanovich	1
	David Plumb	1
	Dillon Briesemeister	1
	Jacob Lipski	1
	Jayson Paoletti	1
	Jeffrey Birmingham	1
	Kelly McFarlane	1
	Kevin Doyne	1
	Kevin Erdmann	1
	Molly Gehrt	1
	Robert Kaslick	1
	Robert Wojczulis	1
Scott Wisniewski	1	
Torres Henderson-Thomas	1	
Fiscal Asst 2	Mary Braasch	1
GIS Specialist	Timothy Pearson	1
Heating And Vent Mech 1	Boyce Michalak	1
	Corey Tucker	1
	Donald Kube	1
	Marko Bosnjak	1
	Robert Baker	1
	Su Hsieh	1
Heating And Vent Mech 2	Jean-Pierre Trzebiatowski	1
	Jerome Peterson	1
Maintenance Supv Airport	Robert Badzinski	1
Market Pubrelcoord Airport	Patricia Goetzinger	1
Network Tech Spec Airpt	Gezae Gebre	1
	Wilfredo Rivera	1
Network Tech Spec IV Airport	George Knops	1
Noise Program Coord	Kim Berry	1
Operatting And Mtce Supv	David Poker	1
Payroll Asst	Gayle Doukas	1
Plumber	Andrew McDonald	1
	James Glyzewski	1
Public Relats Coord	Ryan McAdams	1
Safety Train Spec Airport	James Weishan	1
Secretarial Asst	Pamela Cavadias	1
Secretarial Asst Nr	Nancy Kelly	1
	Sarah Puchalski	1
Secretary Nr	Debra De Decker	1
Steamfitter Temp Contrl	Claude Hill	1
	Weldon Calvin	1
Stores Clerk 1	Keith Neitzke	1
Grand Total		251

FLEET DIVISION

SCOPE

The Fleet Management Division maintains a fleet of approximately 2500 pieces of equipment for the Highway Division, Parks, Sheriff's Office, District Attorney, and Medical Examiners. Department of Health Human Services & Behavioral Health, Facilities Management and the Zoo. Fleet maintains, repairs and disposes of all County owned equipment and works with user departments to ensure the proper equipment is purchased.

ROLES AND RESPONSIBILITIES

Fleet Division is under the jurisdiction of the newly created Department of Transportation. The division manages all activities necessary for the efficient, day-to-day operation of Milwaukee County fleet inventory. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities:

Fleet Administration – There are three positions in the office, Accountant III, Administrative Specialist, and a Clerical Assistant, which provide day to day services which include accounts payables, purchasing new equipment, human resources, cross charges and budgets, fleet motor pool, accidents, and fuel purchases.

Maintenance Staff – There are 30 employees, which maintain the day-to-day operations of the Fleet Management Division. Two service supervisors direct the staff on daily repairs. We have 21 technician I/C, technicians, and technician helpers that perform the daily maintenance. Two welder/fabricators that perform daily structural repairs. Four parts technicians that order repair parts needed for the daily repairs and also monitor the inventory stock. One maintenance worker that maintains the Fleet building, Highway/Sheriff building, and the grounds.

FLEET DIRECTOR

DANIEL GOEDEN

CENTRAL NIGHTS

Auto & Equip Tech In-Charge
Mike Fourness

Auto & Equip Tech
Don Heise
Jameson McNaughton
Michael Gilbert
Bruce Blunt

Service Supervisor – Mark Cesar
Service Supervisor – Melvin Jackson

Auto & Equip Tech In-Charge
Greg Linden
Tom Lovinus

Auto & Equip Tech
John Vergata
Steve Deschaine
Dave Jurzynski
Wayne Blubach
Greg Himmelstein
Rudy Neihous
Greg Parks
Juan Lopez
Thomas Trappler
Daniel Young
Jeff Strickel

Auto & Equip Tech Assistant
Vacant
Ralph Engl

Fleet Maintenance Worker
Mike Skrobiszewski

CENTRAL DAYS

Parts Tech In Charge – Jim Wiskerchen
Peter Micech – Parts Tech
Dan Weak – Parts Tech
IRONWORKERS: Ernie Schiel/Jim

CENTRAL OFFICE

Accountant III- Darryl Marcoux
Admin Specialist-Carol Steffes
Clerical Asst I – Barbara Scott

NORTH SHOP

Auto & Equip Tech In-Charge Paul Koceja
Auto & Equip Tech – Jake Smith

MILWAUKEE COUNTY TRANSIT SYSTEM

SCOPE

Milwaukee County Transit System (MCTS) was created from the privately owned fixed-route system operated by the Milwaukee and Suburban Transport Company, Inc. All assets of the private company, including operating rights to all routes and the operating equipment and facilities, were acquired by Milwaukee County. The newly created Milwaukee County Transit System formally began operation of the bus system on July 1, 1975.

The President of the contracted company known as MTS reports directly to the Director of Transportation and has oversight of all purchases, contractual obligations, grants, and works to continue to develop our transportation system to benefit the traveling public for Milwaukee County.

ROLES AND RESPONSIBILITIES

Milwaukee County Transit System is under the jurisdiction of the newly created Department of Transportation. The division manages all activities necessary for the efficient, day-to-day operation of Milwaukee County Transit System and Paratransit Program. In order to provide and monitor the various roles, the sections are divided into the following areas of responsibilities.

Milwaukee County Transit Inc., as operator of Milwaukee County Transit System, furnishes all management services as required and necessary for the efficient day-to-day operation of MCTS including, but not limited to, fixed route bus transportation service and planning, bus schedule preparation, bus route planning, vehicle maintenance, specification development and procurement, facilities maintenance, labor relations, accounting, fare media design, development and printing, processing and handling of fares collected, employee selection and training, transit system marketing and branding, public relations and communications, personal injury and property damage claims, procurement, Para-transit transportation services and administration, and all other services ordinarily required in daily operation of a transit system. MTS is responsible for the orderly safekeeping, maintenance and operation of equipment and facilities purchased for the operation of the Milwaukee County Transit System.

Administrative Structure

MCTS is operated by the private nonprofit corporation Milwaukee Transport Services, Inc. (MTS). MTS has operated MCTS for Milwaukee County since July 1, 1975. Oversight of Milwaukee Transport Services, Inc. is provided by the Director of the Milwaukee County Department of Transportation and the Milwaukee County Transportation, Public Works and Transit Committee, a standing committee of the Milwaukee County Board of Supervisors. Under this arrangement, the County is responsible for providing the capital equipment and facilities and the public funds needed for operating the transit system. Under a management contractual arrangement with Milwaukee County, Milwaukee Transport Services, Inc. provides a Managing

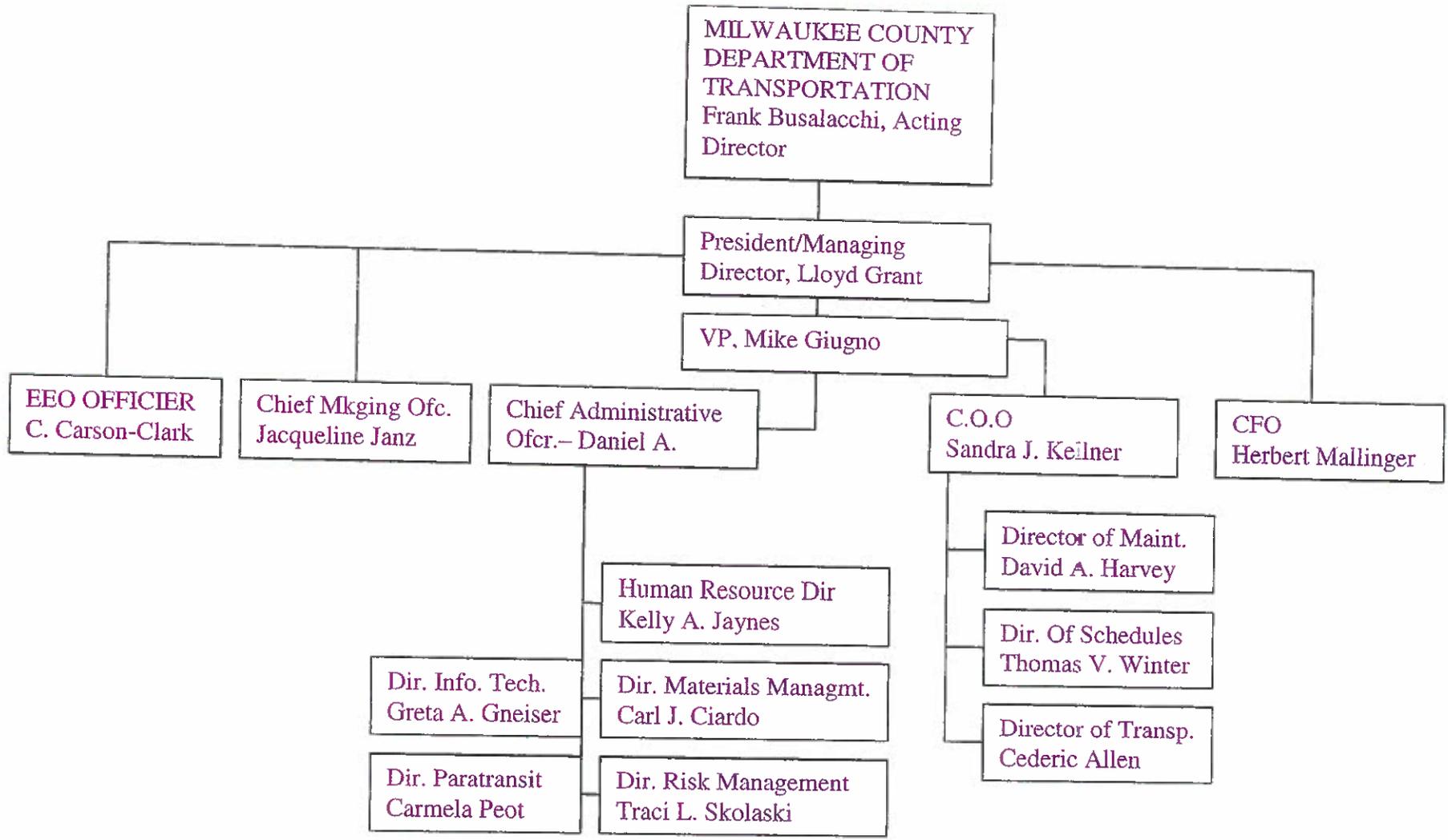
Director and Deputy Director. County administration of the management contract is provided by the Director of the Milwaukee County Department of Transportation. Milwaukee Transport Services, Inc. assumes full responsibility for day-to-day operating and management decisions and operates the transit system with private sector employees, while the County assumes the principal role in determining the transit system annual budget and transit policy issues including establishment of fares and other charges, grant administration, standards of services, route locations, services operated, service improvements, capital improvements, and operating equipment and facilities.

Paratransit operations administered by MTS include the provision of demand responsive transportation, and orientation to transportation services. These services provide a complement to the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible.

MTS also carries out and complies with all Federal, State of Wisconsin, and local regulations for the transit system including National Transit Database reporting, reporting to the Wisconsin Department of Transportation and Federal required drug and alcohol testing of safety sensitive employees. MTS works with the Milwaukee County Intergovernmental Relations Office as needed on legislative issues affecting the transit system at the State and Federal level. MTS also participates on numerous committees and Boards in an effort to stay abreast of administrative and legislative changes affecting public transit while providing active and effective representation of the Milwaukee County Transit System.

Staff and budget. MTS employes classifications and names are attached for review. (see attached)

MILWAUKEE COUNTY TRANSIT SYSTEM



Milwaukee Transport Services, Inc./MCTS
Salary Roll Employees - December 21, 2011

<u>Position</u>	<u>Count</u>
President & Managing Director	1
Vice President & Deputy Director	1
Chief Operating Officer	1
Chief Administrative / DBE Officer	1
Chief Labor & EEO Officer	1
Chief Financial Officer / Treasurer	1
Chief Marketing & Communications Officer	1
Director of Human Resources	1
Director of Information Technology	1
Director of Maintenance	1
Director of Materials Management	1
Director of Paratransit Services	1
Director of Risk Management	1
Director of Schedule & Planning	1
Director of Transportation	1
	<u>15</u>

Milwaukee Transport Services, Inc./MCTS
 Non-Represented Employees - December 21, 2011

<u>Position</u>	<u>Count</u>
Transportation Administration	
Manager of Administration	1
Coordinator of Station Operations	1
Division Managers	3
Station Supervisors	5
Training Supervisor	2
Office Manager	1
Transportation Street Operations	
Manager of Security & Street Operations	1
Route Supervisors	12
Route Supervisor/Relief Dispatcher	3
Coordinator of Street Supervision	1
Coordinator of Dispatch Operations	1
Dispatcher	5
Schedule	
Manager of Schedules	1
Maintenance	
Garage Managers	3
Garage Supervisors	7
Equipment Engineer	1
Engineering Technician	1
Administrative Assistant	1
Manager of Administrative Services	1
Training Instructor	1
Office Manager	1
Manager of Shop Operations	1
Estimator	1
Project Coordinator	1
Shop Supervisors	3
Manager of Building and Grounds	1
Treasury	
Manager of Treasury Services	1
Treasury Specialist	1
Cashier	
Cashier	1
Assistant Cashier	1
Supply Crew Supervisor	1
Payroll	
Supervisor of Payroll	1
Marketing	
Communications Manager	1
Marketing Associate	1
Manager of Business & Institutional Sales	1
Risk Management	
Worker's Compensation Administrator	1
Worker's Compensation Coordinator	1
Senior Claim Investigator/Adjuster	2
Secretary	1

Milwaukee Transport Services, Inc./MCTS
 Non-Represented Employees - December 21, 2011

<u>Position</u>	<u>Count</u>
Human Resources	
Human Resources Specialist	1
Manager of Employment	1
Secretary	1
Employee Benefits	
Coordinator of Employee Benefits	1
Manager of Employee Benefits	1
Information Technology	
Systems Analyst	1
Manager of Voice & Data Systems	1
Network Administrator	1
IT Specialist	2
Accounting	
Manager of Accounting & Payroll	1
Supervisor of Accounting	1
Assistant Director of Finance	1
Materials Management	
Manager of Procurement	1
Purchasing Agent	3
Manager of Stores	1
Print Shop	
Manager of Printing	1
Executive	
Executive Assistant	1
Executive Office Manager	1
Planning	
Manager of Planning	1
Assistant Transit Planner	1
	<hr/>
Fixed Route Totals	97
Transit Plus	
Contract Manager	1
Compliance Auditor / Assessor	1
Assessor / Mobility Trainer	1
Eligibility Assessor	1
Part-Time Community Relations Liaison	1
	<hr/>
Transit Plus Totals	5
	<hr/>
Grand Totals	102

Milwaukee Transport Services, Inc./MCTS
 Employees Represented by OPEIU Local 35 - December 21, 2011

<u>Position</u>	<u>Count</u>
Transportation	
Clerk II	1
Schedule	
Schedule Maker	3
Maintenance	
Clerk I - Part Time	1
Cashier	
Clerk II	5
Clerk II - Part Time	2
Payroll	
Payroll Clerk II	2
Clerk IV	1
Marketing	
Clerk II	1
Employee Benefits	
Clerk II	1
Information Technology	
Programmer / Analyst	4
Programmer	1
Accounting	
Accountant II	2
Accountant I	1
Senior Accounting Clerk	1
Clerk II	1
Materials Management	
Clerk III	1
Office Management & Services	
Receptionist / Console Operator	1
Planning	
Clerk II - Part Time	1
	<u>30</u>
	Fixed Route Totals
Transit Plus	
Clerk III	1
Clerk II	3
	<u>4</u>
	Transit Plus Totals
	<u>34</u>
	Grand Totals

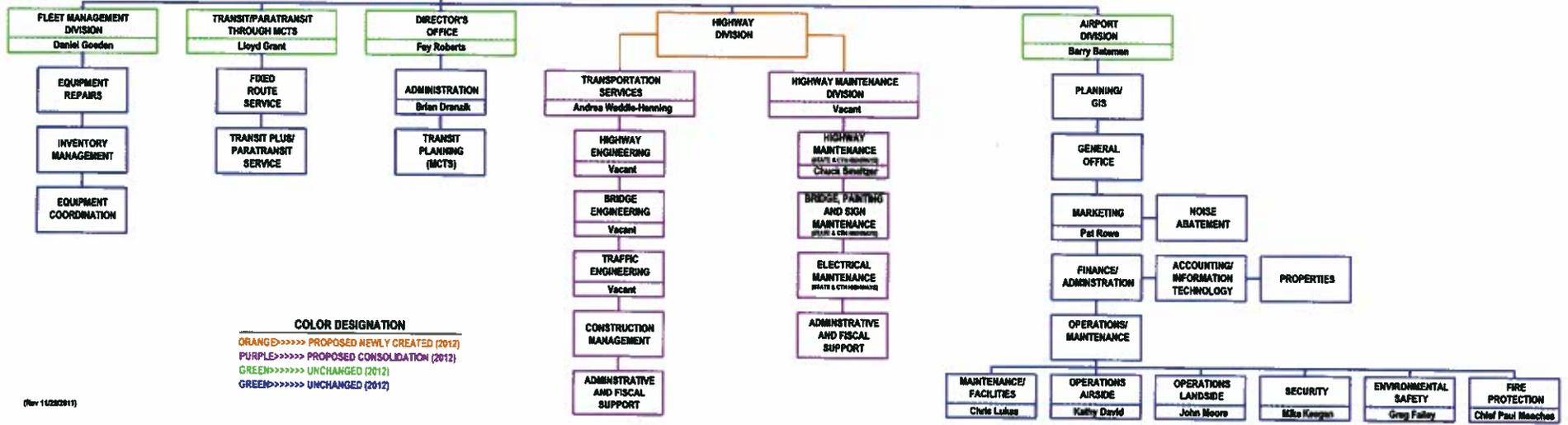
Milwaukee Transport Services, Inc./MCTS
 Employees Represented by ATU Local 998 - December 21, 2011

<u>Position</u>	<u>Count</u>
Transportation	
Bus Operators	720
Station Administrative Assistants	3
Station Clerks	9
Customer Service Agents	2
Maintenance	
Garages	
Bus Mechanics	68
Garage Clerks	8
Cleaner / Tankers	26
Shops	
Body & Paint Mechanics	14
Bus Mechanics	12
Unit Repairers	4
Equipment Fabricator	1
Electrician	3
Upholsterer	1
Electronic Technician	3
Mechanic Helper - Part Time	1
Building & Grounds	
Electrician	1
Maintenance Repairer	8
Maintenance Helper	3
Cashier	
Supply Truck Operator	1
Materials Management	
Disbursers	5
Shipper & Receiver	1
Truck Driver	1
Print Shop	
2 Color Offset Press Oper	2
Small Press Operator	1
Pre / Press Operator	1
	<hr/>
Fixed Route Totals	899
Transit Plus	
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	-
Transit Plus Totals	-
	<hr/>
Grand Totals	899

**PROPOSED
2012**

**COUNTY
EXECUTIVE
CHRIS ABELE**

**DEPARTMENT OF
TRANSPORTATION (DOT)
FRANK BUSALACCHI**



COLOR DESIGNATION

- ORANGE>>>>> PROPOSED NEWLY CREATED (2012)
- PURPLE>>>>> PROPOSED CONSOLIDATION (2012)
- GREEN>>>>> UNCHANGED (2012)
- BLUE>>>>> UNCHANGED (2012)

(Rev 1/25/2011)

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: December 30, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation

SUBJECT: Summary of Fund Transfers for Consideration at the Finance and Audit Committee
January 2012- **Informational Report**

<u>Description</u>	<u>Amount</u>
1. DAS - Facilities Management	\$2,020,966

The Acting Director of Transportation and the Interim Director of Facilities Management-DAS, respectfully request the approval of this Appropriation Transfer which reallocates 2011 Adopted Square Footage amounts to the correct departments. During the construction of the 2011 budget assumptions were made as to where departments would be housed and square footage assigned. Late in 2010 and throughout 2011, moves occurred and square footage allocations revised, which are different than those adopted for 2011. This Appropriation Transfer recognizes those adjustments and reallocates the adopted budget to the correct areas. This action will ensure departments are charged for the square footage they occupy. This Appropriation Transfer has a \$-0- (zero) tax levy impact to Facilities Management.

<u>Description</u>	<u>Amount</u>
2. DTPW – Airport Division	\$3,988,000

Similar to the many other asphalt paved surfaces on the airfield, annual inspections of the 1L-19R and 7R-25L intersection reveals some cracking and open joints in areas of the pavement surface. Since the operational need of the airport requires that one of these two runways remain open at all times for scheduled flights, the opportunity to repair discovered deficiencies is limited to weekend nights, typically from 11:30pm on Saturday evening through 6:00am the following Sunday morning. Historically a weekend or two is scheduled each summer to complete typical repairs involving crack and joint sealing in some areas and milling and repaving of the surface over other larger areas.

A budget appropriation in 2009 provided for the Runways 1L-19R and 7R-25L Intersection Repaving Study which has resulted in a thorough study and evaluation of the Runway intersection involving pavement condition testing, review of the existing surface grades, planning for friction improvement and determination of best long-term pavement condition management. Several design alternatives and means of pavement repair and reconstruction have been evaluated with consideration given to construction phasing and coordination with the airport, airlines, and the FAA to prevent disruption to the operational need of the intersection.

The appropriation approved for 2010 provided the completion of the design of the recommended and approved alternative as well as for the initial phase of construction of the project (completed in 2011). The appropriation request for 2012 was to provide for the construction of the second of three construction phases required to complete the project while a request in 2013 would provide for the 3rd and final phase.

However, since the time of the submittal of the 2012 budget request, the airlines have asked that we do both phase 2 and phase 3 of this project in 2012 (rather than phase 2 in 2012 and phase 3 in 2013). Furthermore, Airport Maintenance has asked to include in the work a relocation of electrical manholes and ducts out of the intersection safety area. To accomplish this request an addition of \$3,988,000 to the 2012 budget is necessary. It is anticipated that a construction contract award in March of 2012 will be necessary to capture FAA Discretionary AIP funding and to ensure that the project can be completed in the 2012 summer construction season.

The source of funding for this transfer is 75% Federal AIP with 12.5% State funding and a local 12.5% PFC funding match.

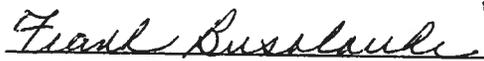
Approval of this requested appropriation transfer will have no fiscal impact on the tax levy of Milwaukee County.

<u>Description</u>	<u>Amount</u>
3. DTPW – Airport Division	\$66,326,004

An appropriation transfer of \$66,326,004 is requested by the Acting Director of Transportation and the Airport Director to provide expenditure authority and revenue for 19 Airport Capital Improvement Projects to allow work to move forward during the carryover process. General Mitchell is required to meet FAA requirements and as a result is required to maintain the airfield and airfield related structures. The airside projects must be kept on schedule to stay in compliance with FAA grant requirements. The major projects currently in process are the Runway Safety Area and Runway Intersection Repaving projects, which for 2012, will impact runway 1L-19R and the Inline Baggage Screening project for which design work is complete and now will be bid for construction contracts awarded for a first quarter 2012 start.

This fund transfer will provide the airport with expenditure authority in the first half of the year prior to the approval of the carryovers. This is being done so that work can continue on existing projects without having to wait until May. Subsequent, to the final approval of the carryovers, this fund transfer will be reversed through an administrative appropriation transfer.

Approved by:



Frank Busalacchi, Acting Director
Department of Transportation

FJB:mmb

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

18

DATE: December 27, 2011

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

FROM: Frank Busalacchi, Acting Director of Transportation and Public Works

SUBJECT: **Response to Request by Referral from TPW/T Committee on File No. 11-1(a)/INF 11-512 – A Summary of Fund Transfers Being Presented to the Finance and Audit Committee – Informational Report**

BACKGROUND

The Committee on Transportation, Public Works and Transit, at its' meeting on December 2, 2011, considered the subject informational report. Thereafter, Chairman Mayo requested a detailed report be submitted for the January 2012 County Board committee meeting cycle regarding Item No. 5 within the subject informational report (5. DTPW – AE&ES Division/Parks - \$500,000).

ADDITIONAL INFORMATION

After consultation with the Department of Administrative Services, Fiscal Affairs Division, we are providing the following additional information.

Item No. 5 within the subject informational report (5. DTPW – AE&ES Division/Parks - \$500,000) involves a proposed new greenhouse at Mitchell Park Conservatory. The fund transfer was requested by the Department of Parks Recreation and Culture staff in anticipation of the functional replacement of the existing Parks greenhouses located on the County Grounds as a part of the State of Wisconsin Department of Transportation (WisDOT) Zoo Interchange Reconstruction project. However, WisDOT has not yet performed the necessary appraisal of the existing greenhouse property on the County Grounds in order to determine the purchase price. The appraisal process is anticipated to be complete in early 2012.

As the appraisal process hasn't been completed, the exact purchase price is not yet known. In light of this, the County Executive's Office recommended withdrawal of the fund transfer until the appraisal is completed with a subsequent purchase price submitted to the County by WisDOT. Once the purchase price is known and adequate funding for the project is verified by DAS-Fiscal and Architecture & Engineering Services staff, a fund transfer for the greenhouse capital project will be submitted to the Finance & Audit Committee and the Transportation, Public Works, and Transit Committee.

Prepared by: Gregory G. High

Approved by:

Supervisor Michael Mayo, Sr.

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Date: December 27, 2011

Frank J. Busalacchi, Director
Transportation & Public Works

 12/20/11
Gregory G. High
Director, AE&ES Division, DTPW

FJB:GGH:

Attachments (1): **File No. 11-1(a)/INF 11-512 – A Summary of Fund Transfers
Being Presented to the Finance and Audit Committee –
Informational Report**

**MILWAUKEE COUNTY
INTER-OFFICE MEMORANDUM**

DATE: December 15, 2011

TO: Frank Busalacchi, Acting Director, Department of Transportation and Public Works (DTPW)
Greg High, Director, Division of Architecture, Engineering and Environmental Services, DTPW
Gary Waszak, Facilities Maintenance Coordinator, DTPW
Vince Masterson, Fiscal Management Analyst, Fiscal Affairs, Department of Administrative Services

FROM: Jodi Mapp, Committee Clerk

SUBJECT: File No. 11-1(a)/INF 11-512 - A summary of fund transfers being presented to the Finance and Audit Committee. **(INFORMATIONAL ONLY UNLESS OTHERWISE DIRECTED BY THE COMMITTEE)**

The Committee on Transportation, Public Works, and Transit, at its meeting on December 2, 2011, considered the subject informational report.

Thereafter, Chairman Mayo requested a detailed report regarding Item No. 5, DTPW/AE & ES Division/Parks project (as listed in the report), with a reflected amount of \$500,000, for the January 2012 meeting cycle.

This memorandum is to serve as a referral to all parties concerned.

Jodi Mapp

Committee Clerk
Committee on Transportation, Public Works, and Transit

cc: Supervisor Michael Mayo
Martin Weddle, Research Analyst, County Board

During the first several months of 2011, Milwaukee County experienced a number of significant snow events, and the winter in total was far more eventful than 2010. To deal with these snow events, the Airport needed to utilize a significant amount of commodity appropriation for the use of potassium acetate, a key commodity used as a deicer to help keep the airfield open during certain snow events. In the first months of 2011, the Airport spent \$1,734,322 for this runway deicer as compared to \$912,345 for the same five month period of 2010. This is an increase of \$821,977 on essentially flat pricing per unit. This sort of use was not foreseen in establishing the 2011 budget, and as a consequence of this unprecedented use, the Airport is significantly low on commodity funding for the balance of the year. Typically at this point in the year (November) the Airport would have approximately 30% of the commodity annual budget available to top off supplies as the Airport enters the winter season. At this writing, the airport has only 15% of an annual \$5.5 million budget available. Other budgeted airfield purchases may need to be made also.

This fund transfer is not eligible for carryover to the New Year. If the funds are not needed and not used, they simply lapse. If some or all of the funds are used, they will be included in the annual accounting of expenditures to the Airlines and billed accordingly. In either event, there is no impact on the tax levy of Milwaukee County.

<u>Description</u>	<u>Amount</u>
4. DTPW – Highway Maintenance	\$418,360

The Director of Transportation and Public Works is requesting an increase in state reimbursement revenue of \$418,360 and related increase in expenditure authority for winter maintenance overtime costs, fuel costs, waste removal and safety related structures. The requested increase in expenditure authority is for state reimbursable work and will have no impact on the tax levy.

A \$240,000 increase in expenditure authority is requested for overtime with related social security taxes of \$18,360, due to more than anticipated snow events. A fuel expenditure increase of \$120,000 is requested due to more than anticipated gallons of fuel usage and the current price of fuel of \$3.40 per gallon being greater than the budgeted \$2.95 per gallon price. Both the overtime and fuel expenditures will be reimbursed by the state for Winter Maintenance costs. A \$20,000 expenditure increase is requested for waste disposal costs due to the increase in removal costs and increased roadway debris removal. A \$20,000 expenditure increase is requested for building and roadway materials due to the increase in state work for safety related structures. Both the waste disposal and the building and roadway materials expenditures will be reimbursed by the state for Expressway Maintenance costs.

<u>Description</u>	<u>Amount</u>
5. DTPW – AE & ES Division/Parks	\$500,000

An appropriation transfer of \$500,000 is requested by the Directors of the Department of Parks, Recreation and Culture and Transportation and Public Works, to re-create capital project WP143xxx, Mitchell Park Greenhouse.

WisDOT is currently preparing the design for the Zoo interchange Reconstruction. The property that Parks' greenhouse at the County Grounds occupies will be acquired by WisDOT for the interchange improvements. WisDOT anticipates taking ownership of the greenhouse parcel by fall of 2012. The

Supervisor Michael Mayo, Sr.

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existing greenhouse will be demolished creating the need for a new greenhouse to support the specialized plant needs of Mitchell Park Conservatory. The cost for relocation of the greenhouse will be paid by WisDOT as part of the Zoo interchange project. The appraisal process has begun.

The replacement greenhouse is proposed for Mitchell Park. The design and construction of the greenhouse will be fast-tracked so the new greenhouse can be completed in time to relocate plants from the existing greenhouse when WisDOT takes ownership. Previously, a capital project, WP143-Mitchell Park Greenhouse, was included in the 2008 capital budget to create a 35,000 square foot greenhouse in Mitchell Park that would have replaced the existing greenhouse at the County Grounds. Kubala Washatko Architects, a consultant, was hired in 2008 via competitive RFP process to complete the planning and design for the greenhouse and site improvements at Mitchell Park. Their design effort was completed through the programming and schematic design phase. The design effort was halted at that time due to the projected large cost of the project and until further funding could be identified.

The planning efforts completed by Kubala Washatko in 2008 are still appropriate. Given their previous planning effort for a new greenhouse at Mitchell Park, Kubala Washatko will be retained again to produce the design and construction documents. Moving forward with Kubala Washatko will save time and money. All pertinent County requirements, such as DBE participation goals will be included.

It is requested that this fund transfer be approved. This transfer has no tax levy impact.

Approved by:

Frank Busalacchi, Acting Director
Transportation and Public Works

FJB:mmb