

OFFICE OF THE COUNTY EXECUTIVE

*Milwaukee County*

CHRIS ABELE COUNTY EXECUTIVE



DATE: April 25, 2012

TO: The Honorable Marina Dimitrijevic, Milwaukee County Board of Supervisors

FROM: Chris Abele, Milwaukee 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 be re-appointing Mr. Frank Busalacchi to the position of Director of Department of Transportation for Milwaukee County.

In the last six months, Mr. Busalacchi has taken charge of this department and provided strong leadership. Mr. Busalacchi has proven invaluable as we negotiate with the State of Wisconsin on the Zoo Interchange to ensure the best results for the County taxpayers and County Departments. Additionally, he has opened doors locally as well as on the State and National level for funding opportunities.

Mr. Busalacchi brings considerable experience in transportation to the County. He served as Secretary of the Wisconsin Department of Transportation from 2003 to 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 has 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 resume to you. I encourage you to meet with Mr. Busalacchi in advance of his confirmation vote.

I am confident Mr. Busalacchi has proved his leadership and vision for the Department of Transportation over the last six months and I urge you to favorably consider his appointment.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Abele".

Chris Abele  
County Executive

Attachment

cc: Supervisor Michael Mayo, Sr., Transportation, Public Works and Transit Committee  
Kelly Bablitch, 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**

1300 N Prospect Avenue, #206, Milwaukee, WI 53202 • (262) 893-7139 • [frankbusalacchi@gmail.com](mailto: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

1 By Supervisors Jursik and Taylor  
2

3 **A RESOLUTION**

4 requesting an extension of the Lake Parkway (State Trunk Highway 794) from Edgerton  
5 Avenue to State Trunk Highway 100 be added to the regional transportation system  
6 plan by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and  
7 that the Wisconsin Department of Transportation (WisDOT) then conduct necessary  
8 preliminary engineering and environmental impact studies for the project  
9

10 WHEREAS, Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis,  
11 and South Milwaukee unanimously requested by resolution that SEWRPC create a  
12 study committee to investigate the feasibility and desirability of extending the Lake  
13 Parkway from Edgerton Avenue to State Trunk Highway 100 in Milwaukee County; and  
14

15 WHEREAS, SEWRPC created a Lake Parkway Extension Study Advisory  
16 Committee ("Study Advisory Committee") composed primarily of elected officials and  
17 chaired by Milwaukee County Board Supervisor Patricia Jursik, and a Technical  
18 Subcommittee consisting of the technical staff of the elected officials on the Study  
19 Advisory Committee; and  
20

21 WHEREAS, the Study Advisory Committee and Technical Subcommittee  
22 considered possible alternative designs for a Lake Parkway extension developed by  
23 SEWRPC staff, including alternative alignments, cross-sections, and roadway crossing  
24 treatments, and the Study Advisory Committee approved presenting a preferred design  
25 to the public for comment; and  
26

27 WHEREAS, more than twice as many persons expressed support for a Lake  
28 Parkway extension than expressed opposition, as documented in SEWRPC's Record of  
29 Public Comments, Preliminary Recommendations of Lake Parkway (STH 794)  
30 Extension Study, March 2012; and  
31

32 WHEREAS, following consideration of the public comment, the Study Advisory  
33 Committee made a final recommendation that the Lake Parkway be extended from  
34 Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, including the  
35 initially preferred design, as documented in SEWRPC Memorandum Report No. 201,  
36 Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in  
37 Milwaukee County, April 2012; and  
38

39 WHEREAS, the Study Advisory Committee recommended to SEWRPC that the  
40 Lake Parkway extension be added to the regional transportation system plan and, upon  
41 that addition, Milwaukee County and each of the concerned and affected local  
42 governments would request that the Wisconsin Department of Transportation (WisDOT)  
43 conduct the necessary preliminary engineering and environmental impact studies for the  
44 extension; now, therefore,  
45

46 BE IT RESOLVED, that Milwaukee County requests that SEWRPC add to the  
47 adopted regional transportation system plan, as recommended by the Study Advisory  
48 Committee, an extension of the Lake Parkway (State Trunk Highway 794) from  
49 Edgerton Avenue to State Trunk Highway 100; and  
50

51 BE IT FURTHER RESOLVED, that upon addition of the Lake Parkway extension  
52 to the regional transportation system plan, Milwaukee County requests that WisDOT  
53 conduct the necessary preliminary engineering and environmental impact studies for the  
54 extension; and  
55

56 BE IT FURTHER RESOLVED, that the Director, Department of Transportation, is  
57 authorized and directed to communicate the contents of this resolution to the  
58 appropriate officials at SEWRPC and WisDOT.

## MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: April 27, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT:** A resolution requesting an extension of the Lake Parkway (State Trunk Highway 794) from Edgerton Avenue to State Trunk Highway 100 be added to the regional transportation system plan by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and that the Wisconsin Department of Transportation (WisDOT) then conduct necessary preliminary engineering and environmental impact studies for the project

**FISCAL EFFECT:**

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

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

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

## DESCRIPTION OF FISCAL EFFECT

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

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

Approval of this resolution will indicate Milwaukee County's support of the extension of the Lake Parkway from Edgerton Avenue to State Trunk Highway 100 and request that it be added to the regional transportation system plan by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Once that occurs, the resolution requests the Wisconsin Department of Transportation (WisDOT) to conduct preliminary engineering and environmental impact studies for the project.

This resolution does not require an expenditure of funds nor does it commit Milwaukee County to participate in any cost sharing related to the requested actions. The fiscal impact of this resolution is \$0.

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

Authorized Signature

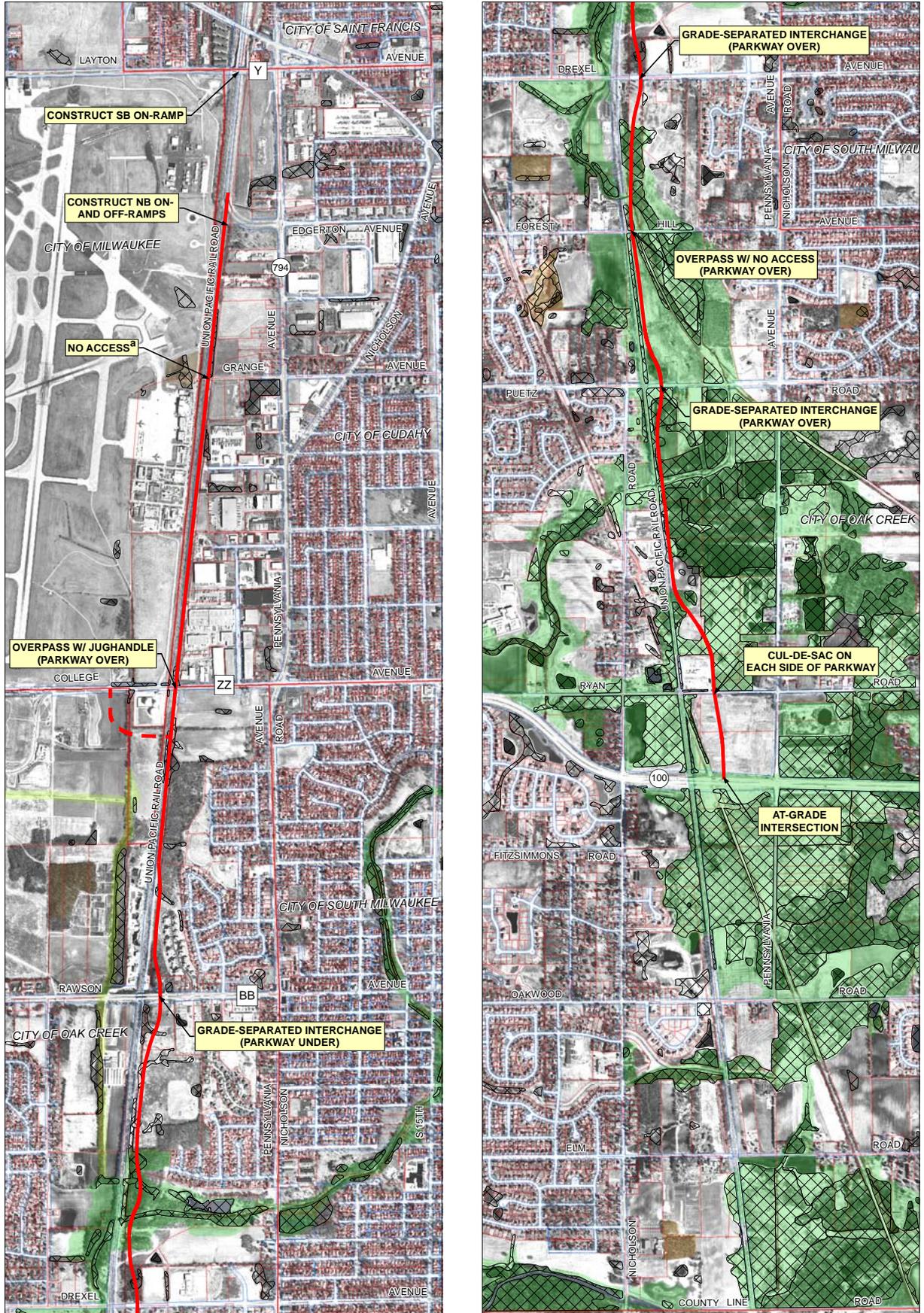


Did DAS-Fiscal Staff Review?  Yes  No

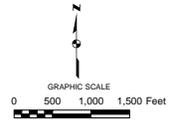
<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

# Exhibit A

## PREFERRED CENTERLINE ALIGNMENT AND ROADWAY CROSSING TREATMENTS FOR A POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY



- CENTERLINE ALIGNMENT OF LAKE PARKWAY EXTENSION
- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER
- - JUGHANDLE RAMP AT COLLEGE AVENUE
- SECONDARY ENVIRONMENTAL CORRIDOR
- WETLANDS
- ISOLATED NATURAL RESOURCE AREA



**Exhibit A (continued)**

#159363v2

**PREFERRED ROADWAY CROSSING TREATMENTS AND ACCESS AT EACH  
ROADWAY CROSSING ALONG THE POTENTIAL LAKE PARKWAY EXTENSION  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY**

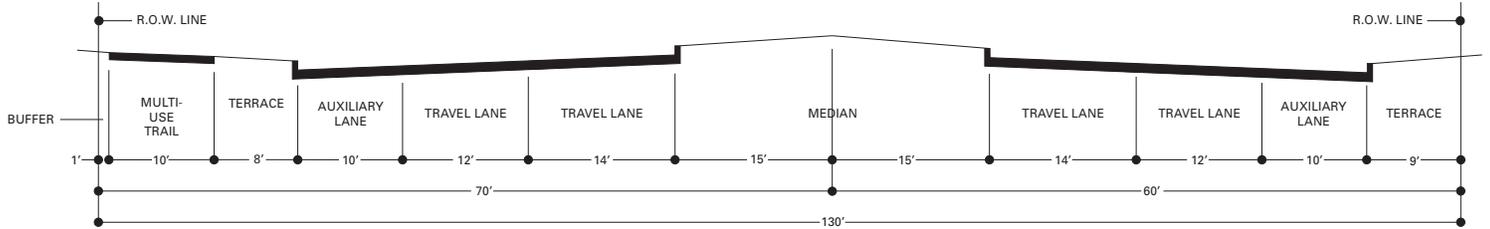
<b>Roadway Crossing</b>	<b>Potential Crossing Treatment</b>	<b>Access Provided</b>
Layton Avenue	Add southbound on-ramp to existing half interchange	Yes
Edgerton Avenue	Replace current connection with northbound on-and off-ramps	Yes
Grange Avenue	No access <sup>a</sup>	No
College Avenue (CTH ZZ)	Overpass with "jughandle" ramp access between Lake Parkway and College Avenue (Lake Parkway over)	Yes
Rawson Avenue (CTH BB)	Grade-separated interchange (Lake Parkway under)	Yes
Drexel Avenue	Grade-separated interchange (Lake Parkway over)	Yes
Forest Hill Avenue	Overpass with no access (Lake Parkway over)	No
Puetz Road	Grade-separated interchange (Lake Parkway over)	Yes
Ryan Road	Cul-de-sac on each side of Lake Parkway	No
STH 100	At-grade intersection west of Pennsylvania Avenue	Yes

<sup>a</sup> WisDOT should work with the 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

Exhibit A (continued)

TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**3**

**DATE:** April 16, 2012

**TO:** Chairperson, County Board of Supervisors  
Chairperson, Transportation, Public Works and Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT: PARKING RATE INCREASE AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

**POLICY**

Auto parking rate increases require County Board approval.

**BACKGROUND**

The auto parking lot serving the Milwaukee Airport Rail Station (MARS) was built and opened in 2004 and the 24-hour parking rate was set at \$5.00. At that time, the rate was the same as the adjacent airport remote parking lots (SuperSaver lots) and the same as public parking near the Amtrak station in downtown Milwaukee.

The remote parking rate was increased to \$6.00 in January 2012. The parking lots near the downtown Amtrak station have also raised their rates to \$6.00 per day.

The operating agreement between the County and the State governing operations of the station requires the County to consult with the State on parking lot rates; the State concurs with a rate increase.

**RECOMMENDATION**

Airport staff recommends that the County Board approve of raising the MARS parking lot rate from \$5.00 to \$6.00 per day.

**FISCAL NOTE**

Revenues are expected to increase by \$ **\$64,443**.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

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Frank Busalacchi, Director  
Department of Transportation

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C. Barry Bateman  
Airport Director

(Item ) From the Director, Department of Transportation, requesting authorization to increase parking rates at the Milwaukee Airport Rail Station (MARS) to \$6.00 per day, by adoption of the following:

**RESOLUTION**

WHEREAS, the auto parking lot serving the Milwaukee Airport Rail Station (MARS) was built and opened in 2004; and

WHEREAS, the 24-hour parking rate was set at \$5.00; and

WHEREAS, at that time, the rate was the same as the adjacent airport remote parking lots (SuperSaver lots) and the same as public parking near the Amtrak station in downtown Milwaukee; and

WHEREAS, the remote parking rate was increased to \$6.00 in January 2012; and

WHEREAS, the parking lots near the downtown Amtrak station have also raised their rates to \$6.00 per day; and

WHEREAS, The operating agreement between the County and the State governing operations of the station requires the County to consult with the State on parking lot rates; the State concurs with a rate increase; and

WHEREAS, Airport staff recommends that the County Board approve of raising the MARS parking lot rate from \$5.00 to \$6.00 per day; now, therefore,

BE IT RESOLVED, that the Director, Department of Transportation is hereby authorized to raise the parking rates at the Milwaukee Airport Rail Station (MARS) to \$6.00 per day.

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** April 16, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: PARKING RATE INCREASE 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<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of Contingent Funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

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

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

## DESCRIPTION OF FISCAL EFFECT

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

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

**Revenues are expected to increase by \$ \$64,443.**

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

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

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

H:\Private\Clerk Typist\Aa01\TPW&T 12\05- May 2012\FISCAL NOTE - Parking Rate Increase.doc

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

**COUNTY OF MILWAUKEE**  
Inter-Office Communication

**4**

**DATE:** April 16, 2012

**TO:** Chairperson, County Board of Supervisors  
Chairperson, Transportation, Public Works and Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT: SSP AMERICA, INC., PIZZERIA PICCOLA LIQUOR PERMIT REQUEST**

**POLICY**

The application to the State of Wisconsin for a retail Class B Intoxicating Liquor Permit for SSP America, Inc. at General Mitchell International Airport (GMIA) requires County Board approval.

**BACKGROUND**

Wisconsin Statutes Section 125.51(5)(b) authorizes the issuance of a Class B Intoxicating Liquor Permit to concessionaires conducting business in airports, if the county which owns the airport applies to the State for the permit by resolution of the airport governing body.

On March 19, 2009 (File No. 07-283(a)(e)) the County Board adopted a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of SSP America Inc. At that time SSP America was operating one facility on Concourse D in which intoxicating beverages were to be sold. The state issued a permit to SSP America, Inc. d/b/a Nonna Bartolotta Restaurant. In February 2012 SSP America opened Pizzeria Piccola on Concourse C. The State of Wisconsin is requiring that the Milwaukee County Board authorize the issuance of a class Class B Intoxicating Liquor Permit on behalf of SSP America, Inc. for the Concourse C Pizzeria Piccola Restaurant.

SSP America, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of SSP America, Inc. SSP America, Inc. for the Pizzeria Piccola Restaurant operating on Concourse C at GMIA.

**RECOMMENDATIONS**

Airport staff recommends that a resolution be adopted by the County Board authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of SSP America, Inc., for use in conjunction with its food and beverage Pizzeria Piccola Restaurant concession on C Concourse building at GMIA.

Permit fees will be paid by SSP America, Inc.

**FISCAL NOTE**

In accordance with the Concession Agreement between Milwaukee County and SSP America, Inc., the Airport will receive 16% of the gross receipts from the sale of alcoholic beverages at GMIA.

Prepared by: Kathy Nelson, Airport Properties Manager

Approved by:

---

C. Barry Bateman  
Airport Director

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Frank Busalacchi, Director,  
Department of Transportation

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(ITEM No. \_\_\_\_ ) From the Director of Transportation, requesting that Milwaukee County authorize the proper County officials to apply to the Wisconsin Department of Revenue for issuance of a retail Class B Intoxicating Liquor Permit for use in the terminal building at General Mitchell International Airport (GMIA), with said permit to be paid by SSP America, Inc., by recommending adoption of the following:

A RESOLUTION

WHEREAS, Wisconsin Statutes Section 125.51(5)(b) authorizes the issuance of a Class B Intoxicating Liquor Permit to concessionaires conducting business in airports, if the county which owns the airport applies to the State for the permit by resolution of the airport governing body; and

WHEREAS, SSP America, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Wisconsin Department of Revenue for a Class B Intoxicating Liquor Permit on behalf of SSP America, Inc. for its Pizzeria Piccola Restaurant on C Concourse; and

WHEREAS, Permit fees will be paid by SSP America, Inc., and,

WHEREAS, the Transportation, Public Works and Transportation Committee at its meeting on May \_\_\_\_, 2012, concurred with Airport staff's recommendation (Vote \_\_\_\_ ) that a resolution be adopted by the County Board authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of SSP America, Inc., for use in the Pizzeria Piccola Restaurant in the terminal building at General Mitchell International Airport; now, therefore,

BE IT RESOLVED, that the Chairperson of the County Board and the County Clerk are authorized to apply to the Secretary of Revenue, State of Wisconsin, for the issuance of a Liquor Permit for use in the Pizzeria Piccola Restaurant in the terminal building at General Mitchell International Airport, with all fees to be paid by SSP America, Inc.

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**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** April 16, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: SSP AMERICA, INC., PIZZERIA PICCOLA LIQUOR PERMIT REQUEST**

**FISCAL EFFECT:**

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

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

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	\$23,100 (E)	\$46,200 (E)
	Revenue	\$23,100 (E)	\$46,200 (E)
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

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

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

**In accordance with the Concession agreement between Milwaukee County and SSP America, Inc., the Airport will receive as rent for this location on Concourse D, the greater of the minimum annual guaranty (MAG) rent of \$140,000 or 16% of gross receipts on the sale of alcoholic beverages and 12% of gross receipts on the sale of food and non-alcoholic beverages. It is not known exactly how much the amount of alcoholic beverage sales will contribute toward the MAG or how much alcoholic beverage sales will increase the amount of rent paid under the percentage formula. The estimated figures are based on 33% of sales being attributed to alcoholic beverage sales. The estimates figures are for six monthw of 2012 and 12 months of 2013.**

Department/Prepared By    Kathy Nelson, Airport Properties Manager

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

Did DAS-Fiscal Staff Review?        Yes        No

Reviewed with:

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

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**5**

**DATE:** April 16, 2012

**TO:** Chairperson, County Board of Supervisors  
Chairperson, Transportation, Public Works and Transit committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND FLYER LOGISTICS SOLUTIONS**

**POLICY**

County Board approval is required for Milwaukee County to enter into a building lease agreement with Flyer Logistics Solutions for an office building at Milwaukee County's MKE Regional Business Park (the former 440<sup>th</sup> Air Reserve Station ARS) at General Mitchell International Airport (GMIA).

**BACKGROUND**

Flyer Logistics Solutions is a subsidiary of Tax AirFreight whose headquarters is on South Howell Avenue where over 200 people are employed. Tax AirFreight assists companies with the coordination of overseas air shipping. They began the Flyer Logistics Solutions division to diversify their business by coordinating business to business shipping throughout the United States.

The approximately 2,712 square foot area is expected to accommodate up to twelve (12) employees at first with plans to grow the division to twenty (20) employees in the next eighteen (18) months.. Of the personnel occupying the space a number of new positions are also expected to be created.

**RECOMMENDATION**

Airport staff recommends that Milwaukee County enter into a lease agreement with Flyer Logistics Solutions, effective June 1, 2012, for the lease of approximately 2,712 square feet of office space 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 June 1, 2012, and ending May 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 Flyer Logistics Solutions at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 2,712 square feet of space in the building will be established at: \$7.00/sq. ft. for an approximate total of \$18,984 for the first year of the lease. 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 Flyer Logistics Solutions will be responsible for the cost of insurance, utilities and common area maintenance charges.

**FISCAL NOTE**

Rental revenues will be approximately \$18,984 for the first year of the agreement.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

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Frank Busalacchi, Director  
Department of Transportation

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C. Barry Bateman  
Airport Director

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

**RESOLUTION**

WHEREAS, Flyer Logistics Solutions is a subsidiary of Tax AirFreight whose headquarters is on South Howell Avenue where over 200 people are employed. Tax AirFreight assists companies with the coordination of overseas air shipping. They began the Flyer Logistics Solutions division to diversify their business by coordinating business to business shipping throughout the United States; and

WHEREAS, The approximately 2,712 square foot area is expected to accommodate up to twelve (12) employees at first with plans to grow the division to twenty (20) employees in the next eighteen (18) months.. Of the personnel occupying the space a number of new positions are also expected to be created; now, therefore

BE IT RESOLVED, that the Director, of Department of Transportation and the Airport Director are hereby authorized to enter into a lease agreement with Flyer Logistics Solutions, effective June 1, 2012, for the lease of: approximately 2,712 square feet of office space (building 117) at Milwaukee County's MKE Regional Business Park (the former 440th Air Reserve Station ARS), under the following terms and conditions:

1. The term of the triple net lease agreement shall be for three (3) years, effective June 1, 2012, and ending May 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 Flyer Logistics Solutions at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 2,712 square feet of office space will be established at \$7.00/sq. ft. for a total of \$18,984 for the first year of the lease. 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 Flyer Logistics Solutions will be responsible for the cost of insurance, utilities and common area maintenance charges.

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## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** April 16, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND FLYER LOGISTICS SOLUTIONS**

**FISCAL EFFECT:**

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

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

	Expenditure or Revenue Category	Current Year	Subsequent Year
<b>Operating Budget</b>	Expenditure	\$18,984.00	\$18,984.00
	Revenue	\$18,984.00	\$18,984.00
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

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

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

**The airport will receive total rental revenues of \$18,984.00 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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<sup>1</sup> If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**6**

**DATE:** April 16, 2012

**TO:** Chairperson, County Board of Supervisors  
Chairperson, Transportation, Public Works and Transit committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** **BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE FRIENDS OF THE MITCHELL GALLERY OF FLIGHT, INC.**

**POLICY**

County Board approval is required for Milwaukee County to enter into a building lease agreement with the Friends of the Mitchell Gallery of Flight, Inc. for an office/storage building at Milwaukee County's MKE Regional Business Park (the former 440<sup>th</sup> Air Reserve Station ARS) at General Mitchell International Airport (GMIA).

**BACKGROUND**

The Friends of the Mitchell Gallery of Flight, Inc. organization develops the numerous exhibits and provides the curating, maintenance and operation of the Mitchell Gallery of Flight aviation museum located on the concession level at GMIA. The airport receives many accolades from passengers about the Gallery and the exhibits of Wisconsin aviation history it displays. The Friends of the Mitchell Gallery of Flight is a 501 (c) (3) non-profit corporation which also offers scholarships annually to one senior attending the four high schools surrounding the airport – Cudahy, South Milwaukee, Oak Creek and St. Francis. In addition, The Friends annually offer a scholarship to a child or grandchild of its members, and to one of the yearly Aviation Careers Education (ACE) Program participants.

In addition to the Gallery space itself, The Friends of the Mitchell Gallery of Flight, Inc. organization currently occupies storage space in an area adjacent to the Airport Maintenance office located in the administration building. However, the area that they currently occupy will soon no longer be available since the room is slated to be used as the onscreen resolution room for the TSA's baggage screening operations at GMIA. As a result, they have requested the use of a structure, identified as building 300 at Milwaukee County's MKE Regional Business Park.

**RECOMMENDATION**

Airport staff recommends that Milwaukee County enter into a no cost lease agreement with the Friends of the Mitchell Gallery of Flight, Inc., effective June 1, 2012, for the lease of 846 square feet of office/storage (building 300) space 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 lease agreement shall be for five (5) years, effective June 1, 2012, and ending May 31, 2017, 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 the Friends of the Mitchell Gallery of Flight, Inc. at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 846 square foot building will be at no cost.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this lease agreement the Friends of the Mitchell Gallery of Flight, Inc. will be responsible for the cost of insurance charges for the leased premises.
5. The building will be used by the Friends of the Mitchell Gallery of Flight, Inc. for the storage of archived museum items.

**FISCAL NOTE**

No rental revenue will be assessed for the duration of this agreement.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

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Frank Busalacchi, Director  
Department of Transportation

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C. Barry Bateman  
Airport Director

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(ITEM ) From the Director, Department of Transportation requesting that Milwaukee County enter into a building lease agreement with the Friends of the Mitchell Gallery of Flight, Inc. at Milwaukee County’s MKE Regional Business Park (the former 440<sup>th</sup> Air Reserve Station ARS) at General Mitchell International Airport (GMIA) by recommending adoption of the following.

**RESOLUTION**

WHEREAS, The Friends of the Mitchell Gallery of Flight, Inc. organization currently occupies storage space in the area located adjacent to the Airport Maintenance office located in the administration building; and

WHEREAS, The area that they currently occupy will soon no longer be available since the room is slated to be used as the onscreen resolution room for the TSA’s baggage screening operations at GMIA. As a result, they have requested the use of a structure, identified as building 300 at Milwaukee County’s MKE Regional Business Park; and

WHEREAS, Once vacated, the area that they currently occupy will be turned over to GMIA to utilize for airport related purposes now, therefore

BE IT RESOLVED, that the Director of Transportation and Public Works and the Airport Director are hereby authorized to enter into a no cost lease agreement with the Friends of the Mitchell Gallery of Flight, Inc., effective June 1, 2012, for the lease of 846 square feet of office/storage space (building 300) 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 lease agreement shall be for five (5) years, effective June 1, 2012, and ending May 31, 2017, 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 the Friends of the Mitchell Gallery of Flight, Inc. at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 846 square foot building will be at no cost.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this lease agreement the Friends of the Mitchell Gallery of Flight, Inc. will be responsible for the cost of insurance charges for the leased premises.

46 5. The building will be used by the Friends of the Mitchell Gallery of Flight, Inc. for the  
47 storage of archived museum items.

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**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** April 16, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE FRIENDS OF THE MITCHELL GALLERY OF FLIGHT, INC.**

**FISCAL EFFECT:**

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

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

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

## DESCRIPTION OF FISCAL EFFECT

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

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. <sup>1</sup> If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- 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 rental income received as building is used for Friends of Mitchell Gallery of Flight, Inc. for storage of archived museum items.**

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

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

Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

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



County of Milwaukee  
**Office of the Sheriff**

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David A. Clarke, Jr.  
*Sheriff*

**DATE:** April 20, 2012

**TO:** Michael Mayo, Sr.  
Chairman, Transportation, Public Works and Transit Committee  
Milwaukee County Board of Supervisors

**FROM:** Tobie Weberg, Deputy Inspector, Milwaukee County Sheriff's Office  
\*

**SUBJECT:** **File No. 12-53 & 12-61 – From the Acting Director, Department of Transportation, and the Airport Director, requesting authorization to enter into a lease agreement with the Milwaukee County Sheriff's Department for building and parking space at the Milwaukee County's MKE Regional Business Park (the former 440<sup>th</sup> Air Force Reserve Station). (02/02/12: Report referred back to Committee by the Board recommending adoption.)**

At its meeting on February 29, 2012, a request was made of the Office of the Sheriff by Supervisor Weishan that the Office of the Sheriff provide a report regarding where this equipment is currently located and what it costs to secure that equipment at that location. Additionally, a request was made of the Office of the Sheriff by Supervisor Dimitrijevic regarding where the money is coming from and specifically, where it was in the Sheriff's 2012 Budget.

The purpose of the Sheriff's Office seeking to lease this building space at the MKE Regional Business Park (former 440<sup>th</sup> Air Force Reserve Station) is effectiveness and efficiency as it relates to storage, maintenance and most importantly mobilization and response times for the citizens of Milwaukee County and customers outside of Milwaukee County.

This space will be used to consolidate Sheriff's Office equipment into one secure location that will be organized to facilitate faster mobilization. The Sheriff's Office will have the following services located at this property:

#### **Explosive Ordnance Disposal**

The Explosive Ordnance Disposal Unit has an extensive roster of equipment to include a large trailer, two response vehicles and an explosive disposal vessel. This equipment is stored at a hanger at Timmerman Field. This location is not an optimal one for response.

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414-278-4766 • <http://www.mksheriff.org>

### **SWAT Team**

The SWAT Team has an extensive roster of equipment including multiple vehicles, two armored rescue vehicles and equipment trailer. This equipment is spread out throughout CAMD that is not an optimal location. Additional equipment is kept in storage rooms in the Safety Building. This location is not optimal and slows down mobilization, particularly during a critical incident.

### **Mounted Unit**

There is currently no valid location for this equipment, which includes a tow vehicle and large horse trailer. This equipment is stored outdoors at CAMD and is susceptible to damage/theft.

### **Honor Guard**

The honor guard equipment, such as flags, ceremony rifles, etc is located in rooms currently in the Safety Building.

### **EOD K9 Unit**

The EOD K9 Unit is using office space in the Airport Division area at GMIA. This space is limited and providing them office space within the 440<sup>th</sup> building would allow them to remain on the airport grounds and free up Airport Division space that is needed without needing to expand.

### **Dive/Rescue Unit**

This equipment is stored inside a response vehicle, which is kept at CAMD.

### **Community Relations Vehicles**

The vehicles are in high demand within the community and are currently stored in the CJF sally port. This space could be freed up to provide additional parking for law enforcement bringing in arrests and/or DPW for storage of equipment such as plow trucks or other snow removal equipment, etc.

### **Boat Patrol**

The Boat Patrol consists of the Sheriff's boat and all equipment is kept onboard. During the boating season it is stored at a slip at the McKinley Marina. Off-season storage consists of a hanger at Timmerman Field.

### **Emergency Management Response Equipment**

Emergency management equipment is located at CAMD and a designated location in Wauwatosa. This is an outdoor site and supplies needed are sensitive to weather. Therefore, equipment must be ordered at the last minute and stored in other location and load before response so we don't risk having equipment stolen. This system is not optimal and having it stored in a secure building would allow EM to have equipment readily on hand and loaded for immediate response. Part of their equipment also includes a Mobile Command post for large-scale emergencies, which is located in CAMD. The key to emergency response preparedness is to have all of the equipment centrally located accessible to freeway system and in secured in environmentally controlled building. The 2010 flood and other nature disasters throughout the country demonstrate the need to have supplies on hand in advance and ready for immediate deployment to best serve the public.

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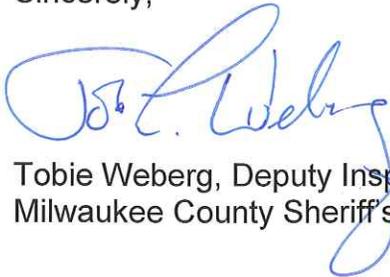
### **Costs**

The lease agreement has an annual cost of \$34,542. The cross charges associated with storage at CAMD currently for these units total \$7,278.00. Additionally, Emergency Management has the ability to obtain Federal monies totaling up to \$37,596 annually or \$3,133 per month in funding for storage for the COAD trailer and Mobile Command Post. This represents a savings of \$3,054.

### **Summary**

The building on at MKE Regional Business Park provides a centralized space for the consolidation of all of these Sheriff's Office Units/Services. This location provides a higher level of security that is manned by private security 24 hours per day as well as being within patrol area of the Airport Division of the Sheriff's Office, which will provide an additional layer of security for this equipment. The centralization of this equipment will provide the ability to mobilize these emergency services more quickly as well as being close to freeway infrastructure to provide a much higher level of service for the citizens of Milwaukee County and within our region due to these improved efficiencies. This move will also free up much needed space at CAMD, where equipment storage needs have outgrown CAMD. Relocating this equipment would free up a significant amount of space for other needs. As it relates to where the costs for this lease and where the monies will come from, there will be a potential savings of up to \$3,054 by moving the above units/equipment to the MKE Regional Business Park.

Sincerely,



Tobie Weberg, Deputy Inspector  
Milwaukee County Sheriff's Office

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414-278-4766 • <http://www.mkesheriff.org>

COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION

1253

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Referred

JAN - 9 2012

County Board  
Chairman

DATE: December 20, 2011

MEMO. 12-53

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 440<sup>th</sup> 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

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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(ITEM ) From the Acting Director, Department of Transportation, and the Airport Director, requesting authorization to enter into a lease agreement with the Milwaukee County Sheriff's Department, effective February 1, 2012, for the lease of approximately 1,670 square feet of truck inspection facility space (Building 204) at Milwaukee County's MKE Regional Business Park (the former 440th Air Force Reserve Station), by recommending adoption of the following:

**A RESOLUTION**

WHEREAS, the Milwaukee County Sheriff's Department is in need of a building to house their Explosive Ordinance Disposal equipment (EOD), which is stored in a semi-trailer/trailer and 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's Department's request; now, therefore,

BE IT RESOLVED, that the Director of the Department of Transportation and the Airport Director are hereby authorized to enter into a lease agreement with the Milwaukee County Sheriff's Department, effective February 1, 2012, for the lease of: approximately 1,670 square feet of truck inspection facility space (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's 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, and an option to extend the lease term for an additional two (2) 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, and under these terms of this triple net lease agreement with the Milwaukee County Sheriff's Department will be responsible for the cost of insurance, utilities, and common area maintenance charges.

*FEB 02 2012*  
*Dep. Jurack*  
*referred back*  
*to TPWT*  
*VV*

**APPROVED AS TO FORM**  
*Kimberly*  
**COMPOSITION COUNCIL**

**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"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required  | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of Contingent Funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

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

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	\$2,755.00	\$2,755.00
	Revenue	\$2,755.00	\$2,755.00
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

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

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

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



**Office of the Sheriff**

---

David A. Clarke, Jr.  
Sheriff

**DATE:** April 20, 2012

**TO:** Michael Mayo, Sr.  
Chairman, Transportation, Public Works and Transit Committee  
Milwaukee County Board of Supervisors

**FROM:** Tobie Weberg, Deputy Inspector, Milwaukee County Sheriff's Office

**SUBJECT:** File No. 12-53 & 12-61 – From the Acting Director, Department of Transportation, and the Airport Director, requesting authorization to enter into a lease agreement with the Milwaukee County Sheriff's Department for building and parking space at the Milwaukee County's MKE Regional Business Park (the former 440<sup>th</sup> Air Force Reserve Station). (02/02/12: Report referred back to Committee by the Board recommending adoption.)

At its meeting on February 29, 2012, a request was made of the Office of the Sheriff by Supervisor Weishan that the Office of the Sheriff provide a report regarding where this equipment is currently located and what it costs to secure that equipment at that location. Additionally, a request was made of the Office of the Sheriff by Supervisor Dimitrijevic regarding where the money is coming from and specifically, where it was in the Sheriff's 2012 Budget.

The purpose of the Sheriff's Office seeking to lease this building space at the MKE Regional Business Park (former 440<sup>th</sup> Air Force Reserve Station) is effectiveness and efficiency as it relates to storage, maintenance and most importantly mobilization and response times for the citizens of Milwaukee County and customers outside of Milwaukee County.

This space will be used to consolidate Sheriff's Office equipment into one secure location that will be organized to facilitate faster mobilization. The Sheriff's Office will have the following services located at this property:

**Explosive Ordnance Disposal**

The Explosive Ordnance Disposal Unit has an extensive roster of equipment to include a large trailer, two response vehicles and an explosive disposal vessel. This equipment is stored at a hanger at Timmerman Field. This location is not an optimal one for response.

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### **SWAT Team**

The SWAT Team has an extensive roster of equipment including multiple vehicles, two armored rescue vehicles and equipment trailer. This equipment is spread out throughout CAMD that is not an optimal location. Additional equipment is kept in storage rooms in the Safety Building. This location is not optimal and slows down mobilization, particularly during a critical incident.

### **Mounted Unit**

There is currently no valid location for this equipment, which includes a tow vehicle and large horse trailer. This equipment is stored outdoors at CAMD and is susceptible to damage/theft.

### **Honor Guard**

The honor guard equipment, such as flags, ceremony rifles, etc is located in rooms currently in the Safety Building.

### **EOD K9 Unit**

The EOD K9 Unit is using office space in the Airport Division area at GMIA. This space is limited and providing them office space within the 440<sup>th</sup> building would allow them to remain on the airport grounds and free up Airport Division space that is needed without needing to expand.

### **Dive/Rescue Unit**

This equipment is stored inside a response vehicle, which is kept at CAMD.

### **Community Relations Vehicles**

The vehicles are in high demand within the community and are currently stored in the CJF sally port. This space could be freed up to provide additional parking for law enforcement bringing in arrests and/or DPW for storage of equipment such as plow trucks or other snow removal equipment, etc.

### **Boat Patrol**

The Boat Patrol consists of the Sheriff's boat and all equipment is kept onboard. During the boating season it is stored at a slip at the McKinley Marina. Off-season storage consists of a hanger at Timmerman Field.

### **Emergency Management Response Equipment**

Emergency management equipment is located at CAMD and a designated location in Wauwatosa. This is an outdoor site and supplies needed are sensitive to weather. Therefore, equipment must be ordered at the last minute and stored in other location and load before response so we don't risk having equipment stolen. This system is not optimal and having it stored in a secure building would allow EM to have equipment readily on hand and loaded for immediate response. Part of their equipment also includes a Mobile Command post for large-scale emergencies, which is located in CAMD. The key to emergency response preparedness is to have all of the equipment centrally located accessible to freeway system and in secured in environmentally controlled building. The 2010 flood and other nature disasters throughout the country demonstrate the need to have supplies on hand in advance and ready for immediate deployment to best serve the public.

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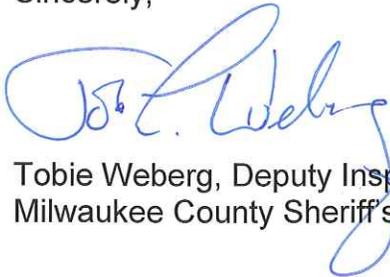
### **Costs**

The lease agreement has an annual cost of \$34,542. The cross charges associated with storage at CAMD currently for these units total \$7,278.00. Additionally, Emergency Management has the ability to obtain Federal monies totaling up to \$37,596 annually or \$3,133 per month in funding for storage for the COAD trailer and Mobile Command Post. This represents a savings of \$3,054.

### **Summary**

The building on at MKE Regional Business Park provides a centralized space for the consolidation of all of these Sheriff's Office Units/Services. This location provides a higher level of security that is manned by private security 24 hours per day as well as being within patrol area of the Airport Division of the Sheriff's Office, which will provide an additional layer of security for this equipment. The centralization of this equipment will provide the ability to mobilize these emergency services more quickly as well as being close to freeway infrastructure to provide a much higher level of service for the citizens of Milwaukee County and within our region due to these improved efficiencies. This move will also free up much needed space at CAMD, where equipment storage needs have outgrown CAMD. Relocating this equipment would free up a significant amount of space for other needs. As it relates to where the costs for this lease and where the monies will come from, there will be a potential savings of up to \$3,054 by moving the above units/equipment to the MKE Regional Business Park.

Sincerely,



Tobie Weberg, Deputy Inspector  
Milwaukee County Sheriff's Office

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414-278-4766 • <http://www.mkesheriff.org>

12-1-11 TPW

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**Referred**

**JAN - 9 2012**

County Board  
Chairman

**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 440<sup>th</sup> 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.

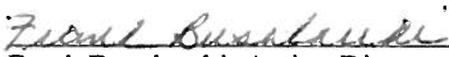
4. Approximately twenty (20) paved parking spaces will be provided at no charge for the duration of the lease.
5. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement the Milwaukee County Sheriff Department will be responsible for the cost of insurance, utilities and common area maintenance charges.

**FISCAL NOTE**

Rental revenues will be approximately \$34,542 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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(ITEM ) From the Acting Director, Department of Transportation, and the Airport Director, requesting authorization to enter into a lease agreement with the Milwaukee County Sheriff's Department, effective February 1, 2012, for the lease of approximately 7,676 square feet of vehicle maintenance shop space (Building 104) and approximately twenty (20) paved parking spaces at Milwaukee County's MKE Regional Business Park (the former 440th Air Force Reserve Station), by recommending adoption of the following:

*FEB 02 2012  
Sup Jurat  
referred back  
to TPWT  
Committee  
VV*

**A RESOLUTION**

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

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

BE IT RESOLVED, that the Director of the Department of Transportation and the Airport Director are hereby authorized to enter into a lease agreement with the Milwaukee County Sheriff's Department, effective February 1, 2012, for the lease of: approximately 7,676 square feet of vehicle maintenance shop space (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 the Milwaukee County Sheriff's 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, and an option to extend the lease term for an additional two (2) 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, and under these terms of this triple net lease

*K. Kriber*  
**APPROVED AS TO FORM**  
CORPORATION COUNSEL

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agreement, the Milwaukee County Sheriff's 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 AND PARKING 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"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required  | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures<br>(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues     |
| <input type="checkbox"/> Absorbed Within Agency's Budget   | <input type="checkbox"/> Decrease Capital Revenues     |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget   |  |
| <input type="checkbox"/> Decrease Operating Expenditures   | <input type="checkbox"/> Use of Contingent Funds       |
| <input type="checkbox"/> Increase Operating Revenues   |  |
| <input type="checkbox"/> Decrease Operating Revenues   |  |

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

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	\$34,542.00	\$34,542.00
	Revenue	\$34,542.00	\$34,542.00
	Net Cost	0	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

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

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

**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



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Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 12\01 - Jan 2012\FISCAL NOTE - Sheriff Building 104 Lease-440th doc

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

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**9**

**DATE:** April 16, 2012

**TO:** Chairperson, Transportation, Public Works & Transit Committee  
Chairperson, Finance and Audit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** SEMI-ANNUAL REPORT ON AIRPORT CAPITAL IMPROVEMENT PROJECTS

**POLICY**

Informational Report

**BACKGROUND**

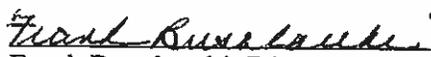
Per the adopted 2012 Capital Budget, the Airport Director shall continue to submit a semi-annual report to the Committees on Finance and Audit and Transportation and Public Works on the status of all currently authorized Capital Improvement Projects. In a form pre-approved by the DAS Capital Finance Manager, County Board staff and Director of Audits, the report shall provide the following information for each authorized Capital Improvement Project:

- Date of initial County Board approval
- Brief description of scope of project
- Estimated completion date
- Expenditures and revenues summary, including reconciliation of each revenue source (e.g. Passenger Facility Charges, Airport Reserve, Bonds and Miscellaneous Revenue) and amount of committed funds for each.
- Date, purpose and amount of any approved appropriation transfers

Attached is the first semi-annual report for 2012, which indicates the expenditure and revenue summaries of the Airport's active Capital Improvement projects through December, 2011. The capital projects shown are at various stages of development, several of which have reached completion and are being closed out as part of the 2011 year end activities. The next report will be submitted after the close of period 6, June 30, 2012.

Prepared by: Patricia M Walslager, Deputy Airport Director, Finance & Administration

Approved by:

  
\_\_\_\_\_  
Frank Busalacchi, Director  
Department of Transportation

  
\_\_\_\_\_  
C. Barry Bateman  
Airport Director

Cc: Deborah Bachun, Director of Fiscal Affairs, Dept of Transportation  
Patrick Farley, Director, Department of Administrative Services  
Pamela Bryant, Interim Fiscal and Budget Administrator  
Justin Rodriguez, Interim Capital Finance Manager  
James Martin, Budget Analyst  
Carol Mueller, Committee Clerk, Finance & Audit Committee  
Jodi Mapp, Committee Clerk, Transportation, Public Works & Transit Committee

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**GMIA Capital Projects  
Summary of Revenue Funding (Budget) by Source**

Project #	Project Name	Manager	Proj Approved	Proj Complete	GARB BONDS A/C 4907	INTEREST ON BONDS A/C 1841	STATE GRANT A/C 2299	FEDERAL GRANT A/C 2899	PFC REVENUE A/C 4901	CAPITAL RESERVE	Other	TOTAL FUNDING	Approved by way of Capital Budget	Fund Transfer Revisions	Number of Fund Transfers	
WA005	Master Plan Update	Kevin Demitros	7/19/2001	transfer	2011	-	-	-	1,787,160	-	-	1,787,160	-	-	1,787,160	4
WA006	C Concourse, Four Gate Expansion	Ed Baisch	1999	adopted budget	2010	58,876,043	3,050,265	-	2,425,729	-	-	64,352,037	32,025,587	-	32,326,450	15
WA022	Abrasive Storage Building - Design		9/15/2009	Transfer	2012	-	-	283,758	1,702,545	-	-	2,270,060	2,270,060	-	-	-
WA038	C Concourse Taxiway	Jim Zsebe	2002	Adopted Budget	2008	-	-	-	5,755,001	-	-	5,755,001	5,755,001	-	-	-
WA041	C Concourse Hydrant Fueling	Jim Zsebe	2002	Adopted Budget	2008	-	-	-	2,035,371	-	-	2,035,371	2,035,371	-	-	-
WA042	Baggage Claim Remodeling	Jim Zsebe	2006	Adopted Budget	On Hold	-	-	-	7,131,750	-	-	7,131,750	7,131,750	-	-	-
WA044	In-line Bag Screening, Phase 1 and 2	Tim Kipp	2002	Adopted Budget	2013	26,236,300	289,500	393,312	17,289,018	7,880,000	-	52,088,130	52,088,130	-	-	-
WA045	Part 150 Noise Study	Kim Berry	9/28/2002	Fund transfer	2008	-	-	-	1,465,920	-	-	1,465,920	1,465,920	-	-	-
WA048	D Concourse Improvements	Ed Baisch	2003	Adopted Budget	2011	10,791,950	318,000	-	7,165,164	375,000	-	18,650,114	10,084,950	-	8,565,164	6
WA061	E Concourse Stern Remodeling & Electrical	Ed Baisch	2004	Adopted Budget	2011	9,472,298	4,000	-	350,000	1,204,000	-	11,030,298	9,455,299	-	1,575,000	2
WA084	Phase II Mitigation Program	Kim Berry	9/15/2009	transfer	2014	-	-	2,775,260	22,202,080	-	-	27,752,600	27,752,600	-	-	-
WA072012	LJT Runway Crack Repair and Seacoating	Paul Montalto	2006	Adopted Budget	2012	-	-	59,525	2,135,220	35,750	25,775	2,256,270	1,979,418	-	276,852	3
WA090	Firehouse Roof Replacement	W. Wilson	11/11/2008	Adopted Budget	5/1/2010	-	-	-	-	351,000	-	351,000	351,000	-	-	-
WA091	Terminal Mall Public Restrooms- design	Jim Zsebe	11/7/2006	adopted budget	2010	-	-	-	1,822,550	-	-	1,822,550	1,822,550	-	-	-
WA094	Runway Safety Area Improvements - RSA-Runway 1L, 19R, 7R and 25L	Jim Zsebe	2005	Adopted Budget	2013	10,711,184	-	8,624,434	53,736,604	947,750	-	74,019,972	56,267,972	-	19,752,000	3
WA095	Terminal Cable Tray System	Wilfredo Rivera	9/15/2009	transfer	2011	-	-	-	-	347,000	-	347,000	-	-	347,000	1
WA096	Parking Structure Relighting	Tim Kipp	9/15/2009	transfer	2012	1,616,000	-	-	195,000	-	-	1,811,000	1,811,000	-	-	-
WA098	Equipment Storage Building - Design and Construction	Jim Zsebe	11/7/2006	adopted budget	2008	-	-	115,000	690,000	119,510	-	924,510	924,510	-	-	-
WA100	Security Sys Fiber Optic Cable Replacement	Walter Wilson	11/7/2006	adopted budget	2011	-	-	186,375	1,118,250	522,375	-	1,827,000	1,827,000	-	-	-
WA101	Compressed Natural Gas Facility	Jim Zsebe	3/13/2006	Fund transfer	2009	-	-	-	377,595	-	122,400	499,995	474,995	-	25,000	1
WA104	Southside Trifurcation Building- design	Phil Hung	11/7/2006	adopted budget	2011	-	-	-	-	507,980	-	507,980	507,980	-	-	-
WA106	Recarpet Terminal Mall and Ticketing	Phillip Hung	11/3/2007	Adopted Budget	2010	-	-	-	-	981,000	-	981,000	981,000	-	-	-
WA108	HVAC Equipment Replacement	V. Mehia	5/31/2008	Fund transfer	2011	8,412,700	46,700	-	-	400,000	-	8,859,400	8,459,400	-	400,000	1
WA122	Airfield Pavement Rehabilitation	Paul Montalto	11/7/2006	adopted budget	2012	-	-	552,625	3,315,750	816,725	490,000	5,175,100	5,175,100	-	-	-
WA123	Airfield Safety Improvements	Tim Kipp	11/7/2006	adopted budget	2012	-	-	264,500	1,587,000	140,250	128,250	2,120,000	1,094,000	-	1,026,000	1
WA124	Install Ground Power Units& Preconditioned Air	Ed Baisch	11/3/2007	Adopted Budget	2011	-	-	278,625	1,923,750	288,025	-	2,490,400	2,490,400	-	-	-
WA125	Security and Wildlife Perimeter Fence	Paul Montalto	11/3/2007	Adopted Budget	2012	-	-	147,750	886,500	147,200	-	1,181,450	1,181,450	-	-	-
WA126	Stormwater Box Tunnel Repairs	Mac Malas	11/3/2007	Adopted Budget	2009	-	-	72,500	435,000	75,730	-	583,230	583,230	-	-	-
WA127	GMIA Terminal Expansion Planning/ Study	Mac Malas	11/3/2007	Adopted Budget	-	-	-	-	-	500,000	-	500,000	500,000	-	-	-
WA128	Recarpet Concourse D	Phillip Hung	11/3/2007	Adopted Budget	2011	-	-	-	-	791,093	-	791,093	791,093	-	-	-
WA130	Noise Barrier Study	Kim Berry	11/3/2007	Adopted Budget	2011	-	-	-	35,510	284,000	36,410	356,000	180,900	-	175,100	1
WA131	Part 150: Ramp Electrification	Ed Baisch	11/3/2007	Adopted Budget	2012	-	-	50,562	357,375	50,063	-	458,000	458,000	-	-	-
WA133	D Hammerhead Restroom Remodel	J. Zsebe	11/11/2008	Adopted Budget	12/31/2009	2,190,000	-	-	221,000	-	-	2,411,000	2,411,000	-	-	-
WA134	Perimeter & ARFF Road Configuration	P. Montalto	11/11/2008	Adopted Budget	12/31/2009	-	-	212,500	1,275,000	213,500	-	1,701,000	1,701,000	-	-	-
WA135	Runway 1L/19R & 7R/25L Intersection	Ed Baisch	10/8/2008	Transfer	2013	-	-	866,785	5,180,684	845,980	-	6,903,459	6,903,459	-	-	-
WA136	LJT Terminal parking Lot Repaving and Lighting	Ed Baisch	10/8/2008	Transfer	2011	-	-	409,600	102,400	-	-	512,000	512,000	-	-	-
WA137	Operations Control Center Renovation		11/11/2008	Adopted Budget	on hold	-	-	-	806,000	-	-	806,000	806,000	-	-	-
WA139	Redundant Main Electrical Feed		11/11/2008	Adopted Budget	on hold	160,500	-	-	481,500	-	-	642,000	642,000	-	-	-
WA140	Parking Structure Membrane , FLOOR 6	J. Bastin	11/11/2008	Adopted Budget	12/31/2009	761,250	-	-	-	-	-	761,250	761,250	-	-	-
WA141	Admin BLDG Ground Level Build Out GMIA TRAINING FACILITY		11/11/2008	Adopted Budget	on hold	-	-	-	-	489,000	-	489,000	489,000	-	-	-
WA142	LJT Runway 15L - 33R Extension	Ed Baisch	11/11/2008	Adopted Budget	2011	-	-	11,500	437,000	-	11,500	460,000	460,000	-	-	-
WA143	Cargo Ramp 3D Access Security	S. Dragosz	11/11/2008	Adopted Budget	7/1/2010	-	-	33,750	202,500	37,750	-	270,000	270,000	-	-	-
WA144	South Escalator Reorientation	J. Zsebe	11/11/2008	Adopted Budget	12/31/2010	1,915,000	-	-	198,000	-	-	2,113,000	1,648,000	-	465,000	3
WA145	Runway Guard Lights	T. Kipp	11/11/2008	Adopted Budget	6/1/2010	-	-	168,000	1,008,000	168,000	-	1,344,000	1,344,000	-	-	-
WA146	West FBO Ramp Reconstruction	T. Kipp	11/11/2008	Adopted Budget	12/31/2009	-	-	305,718	917,155	-	-	1,222,873	1,222,873	-	-	-
WA147	Deicing pads at Cargo		9/1/2009	transfer	on hold	-	-	-	100,000	-	-	100,000	100,000	-	-	-
WA148	Expand Fleet Building	Paul Montalto	2010	adopted budget	12/31/2012	-	-	-	3,616,000	-	-	3,616,000	3,616,000	-	-	-
WA149	Snow Equipment Storage Building	Jim Zsebe	2010	adopted budget	2012	-	13,272,000	-	330,000	-	-	13,602,000	13,602,000	-	-	-
WA151	Part 150 Noise Monitoring	Kim Berry	2009	transfer	2012	-	-	214,000	1,712,000	214,000	-	2,140,000	1,850,000	-	290,000	-
WA152	Part 150 Vacant land Acquisition	Kim Berry	2009	transfer	2012	-	-	156,000	1,248,000	156,000	-	1,560,000	1,560,000	-	-	-
WA153012	Purch & replace Non-County owned jet bridges	Tom Heller	2009	transfer	2011	5,000,000	-	-	-	-	-	5,000,000	-	-	5,000,000	2
WA154	Timmerman Obstruction Removal (Trees)	Ed Baisch	1/1/2010	transfer	2011	-	5,000	190,000	5,000	-	-	200,000	-	-	200,000	1
WA180	GMIA Narrow Band Conversion	Terry Blue	2010	transfer	2013	2,000,000	-	-	-	-	-	2,000,000	2,000,000	-	-	-
WA161	GMIA Terminal Roadway Signage		2011	adopted budget	2013	-	-	-	250,000	-	-	250,000	250,000	-	-	-
WA162	GMIA CESSNA SERVICE APRON RECONSTRUCTION		2011	adopted budget	2013	-	-	11,875	71,250	11,875	-	95,000	95,000	-	-	-
WA163	GMIA PERIMETER ROAD BRIDGE OVER HOWELL AVENUE		2011	adopted budget	2013	-	-	37,500	225,000	37,500	-	300,000	300,000	-	-	-
WA165	Taxiway B Reconstruction	Tim K	2010	transfer	2013	-	-	2,373,600	-	-	593,400	2,967,000	827,000	-	2,140,000	-
WA171	GMIA Holding Room Seating Replacement Concourse C	Ed Baisch	2011	transfer	2011	-	-	-	-	800,000	-	800,000	800,000	-	800,000	-
WA175	GMIA Concourse C Checkpoint		8/1/2011	Transfer	2012	-	-	-	-	472,000	-	472,000	(472,000)	-	944,000	-
WA308	Noise Mitigation, Phase 1	Kim Berry	1996	Adopted Budget	2008	4,234,600	83,400	5,132,591	35,122,709	35,785,175	204,600	81,103,778	62,557,093	-	18,546,685	8
WA320	LJT Master Plan	Kevin Demitros	1996	Adopted Budget	2010	-	-	113,000	-	113,000	-	226,000	-	-	-	-
<b>TOTAL</b>						<b>140,377,626</b>	<b>17,063,865</b>	<b>23,655,655</b>	<b>155,391,495</b>	<b>88,188,801</b>	<b>8,768,008</b>	<b>434,248,753</b>	<b>338,163,342</b>	<b>96,085,411</b>	<b>63</b>	

**GMIA Capital Projects  
Summary of Expenditures**

Project #	Project Name	Manager	Proj Approved	Proj Complete	Amounts per Advantage				Expedition Remaining Commitments Note A	Currently Uncommitted Funds	Future Commitments Per A&E Note B	Net Available	
					Cumulative Budget	Cumulative Expended	Currently Encumbered	Available Funds					
WA005	Master Plan Update	Kevin Demitros	7/19/2001	transfer	2011	1,787,160	1,775,399	-	11,761	(0)	11,761	-	11,761
WA006	C Concourse, Four Gate Expansion	Ed Baisch	1999	adopted budget	2010	64,352,037	64,175,431	156,540	20,066	(0)	20,066	-	20,066
WA022	Abrasive Storage Building- Design	Paul Montalto	9/15/2009	Transfer	2012	2,270,060	260,796	318,500	1,690,764	-	1,690,764	1,690,764	-
WA038	C Concourse Taxiway	Jim Zsebe	2002	Adopted Budget	2008	5,755,001	5,707,294	-	47,707	-	-	-	-
WA041	C Concourse Hydrant Fueling	Jim Zsebe	2002	Adopted Budget	2008	2,035,371	1,968,218	-	67,152	67,152	-	1	(1)
WA042	Baggage Claim Remodeling	Jim Zsebe	2006	Adopted Budget	On Hold	7,131,750	2,936,394	2,553,414	1,641,942	-	1,641,942	463,717	1,178,225
WA044	In-line Bag Screening, Phase 1 and 2	Tim Kipp	2002	Adopted Budget	2013	52,088,130	16,023,799	3,701,020	19,724,819	-	32,363,311	-	32,363,311
WA045	Part 150 Noise Study	Kim Berry	9/26/2002	Fund transfer	2008	1,465,920	1,465,921	-	(1)	-	(1)	-	(1)
WA048	D Concourse Improvements	Ed Baisch	2003	Adopted Budget	2011	18,650,114	18,496,443	55,125	98,546	2,930	95,616	95,616	0
WA061	E Concourse Stem Remodeling & Electrical	Ed Baisch	2004	Adopted Budget	2011	11,030,299	10,642,528	55,925	331,846	2,830	329,016	329,016	(0)
WA064	Phase II Mitigation Program	Kim Berry	9/15/2009	transfer	2014	27,752,600	6,145,434	617,297	20,989,869	1	20,989,868	20,989,868	-
WA072012	LJT Runway Crack Repair and Sealcoating	Paul Montalto	2006	Adopted Budget	2012	2,258,270	1,029,788	6,500	1,219,982	15,534	232,729	232,729	-
WA089	Air Cargo Roof Replacement	Bernie Mielcarek	11/7/2006	adopted budget	2008	607,126	607,126	-	-	-	-	-	-
WA090	Firehouse Roof Replacement	Paul Montalto	11/3/2007	Adopted Budget	7/4/1905	351,000	218,081	-	132,919	(0)	132,919	-	132,919
WA091	Terminal Mall Public Restrooms- design	Jim Zsebe	11/7/2006	adopted budget	2010	1,822,550	1,273,485	-	549,055	0	549,055	-	549,055
WA094	Runway Safety Area Improvements - RSA-Runway 1L, 1R	Jim Zsebe	2005	Adopted Budget	2013	74,019,972	56,705,828	12,694,320	4,619,824	530,109	4,089,715	1,441,505	2,648,210
WA095	Terminal Cable Tray System	Wifredo Rivera	9/15/2009	transfer	2011	347,000	88,804	166,180	92,016	25,036	66,980	-	66,980
WA096	Parking Structure Relighting	Tim Kipp	9/15/2009	transfer	2012	1,811,000	314,130	80,832	1,416,037	9,870	1,406,167	1,406,167	-
WA098	Equipment Storage Building - Design and Construction	Jim Zsebe	11/7/2006	adopted budget	2009	924,510	853,866	-	(0)	-	(0)	-	(0)
WA100	Security Sys Fiber Optic Cable Replacement	Walter Wilson	11/7/2006	adopted budget	2011	1,827,000	1,721,080	781	105,139	(0)	105,139	-	105,139
WA101	Compressed Natural Gas Facility	Jim Zsebe	3/13/2006	Fund transfer	2009	499,995	499,994	-	1	(0)	1	-	1
WA104	Southside Trituration Building- design	Phai Hung	11/7/2006	adopted budget	2011	507,980	63,358	-	444,622	38,933	405,689	405,689	-
WA106	Recarpet Terminal Mall and Ticketing	Phillip Hung	11/3/2007	Adopted Budget	2010	981,000	759,568	-	221,432	9,287	212,145	-	212,145
WA108	HVAC Equipment Replacement	V. Mehla	5/31/2006	Fund transfer	2011	6,659,400	6,557,622	76,497	225,281	89,154	136,127	136,127	-
WA122	Airfield Pavement Rehabilitation	Paul Montalto	11/7/2006	adopted budget	2012	5,175,100	4,012,905	174,886	987,310	36,121	951,189	951,189	-
WA123	Airfield Safety Improvements	Tim Kipp	11/7/2006	adopted budget	2012	2,120,000	2,176,980	153,343	(210,323)	-	(210,323)	-	(210,323)
WA124	Install Ground Power Units & Preconditioned Air	Ed Baisch	11/3/2007	Adopted Budget	2011	2,490,400	13,688	1,395,927	1,080,785	4,093	1,076,692	1,076,692	-
WA125	Security and Wildlife Perimeter Fence	Paul Montalto	11/3/2007	Adopted Budget	2012	1,181,450	735,605	21,791	424,054	20,000	404,054	404,054	-
WA126	Stormwater Box Tunnel Repairs	Mac Malas	11/3/2007	Adopted Budget	2009	583,230	572,709	-	10,521	-	10,521	-	10,521
WA127	GMIA Terminal Expansion Design Study	Tim Kipp	2011	adopted budget	2011	500,000	-	-	500,000	-	500,000	-	500,000
WA128	Recarpet Concourse D	Phillip Hung	11/3/2007	Adopted Budget	2011	791,093	387,274	-	403,819	1,483	402,336	402,336	-
WA130	Noise Barrier Study	Kim Berry	11/3/2007	Adopted Budget	2011	358,000	1,000	-	355,000	-	355,000	179,900	175,100
WA131	Part 150: Ramp Electrification	Ed Baisch	11/3/2007	Adopted Budget	2012	458,000	-	-	458,000	-	458,000	269,500	188,500
WA133	D Hammerhead Restroom Remodel	Mac Malas	11/3/2007	Adopted Budget	7/1/1905	2,411,000	1,174,723	59,184	1,177,092	0	1,177,092	1,177,092	-
WA134	Perimeter & ARFF Road Configuration	P. Montalto	11/1/2008	Adopted Budget	12/31/2009	1,701,000	1,104,738	-	596,262	(0)	596,262	-	596,262
WA135	Runway 1L/19R & 7R/25L Intersection	Ed Baisch	10/8/2008	Transfer	2013	6,903,458	4,465,611	33,080	2,144,134	122,157	2,021,976	2,021,976	0
WA136	LJT Terminal parking Lot Repaving and Lighting	Jim Zsebe	10/8/2008	Transfer	2011	512,000	334,788	-	177,232	35,704	141,528	141,528	-
WA137	Operations Control Center Renovation	Mac Malas	11/11/2008	Adopted Budget	on hold	806,000	6,063	-	799,937	0	799,937	40,000	759,937
WA139	Redundant Main Electrical Feed	Phillip Hung	11/3/2007	Adopted Budget	7/3/1905	642,000	370,946	37,506	233,548	55,074	178,474	178,474	-
WA140	Parking Structure Membrane, FLOOR 6	Kim Berry	11/3/2007	Adopted Budget	7/3/1905	761,250	578,032	-	183,218	-	183,218	-	183,218
WA141	ADMIN BUILDING GROUND LEVEL BUILD OUT	Ed Baisch	11/3/2007	Adopted Budget	7/4/1905	489,000	70,992	31,564	386,443	17,692	368,751	368,751	-
WA142	LJT Runway 15L - 33R Extension	Tim Kipp	2010	Adopted Budget	2011	460,000	151,358	49,918	258,723	14,862	243,861	178,500	65,361
WA143	Cargo Ramp 3D Access Security	J. Zsebe	11/1/2008	Adopted Budget	12/31/2009	270,000	185,432	19,325	65,243	0	65,243	-	65,243
WA144	South Escalator Reorientation	P. Montalto	11/1/2008	Adopted Budget	12/31/2009	2,113,000	1,272,527	-	840,473	(0)	840,473	840,473	-
WA145	Runway Guard Lights	T. Kipp	11/1/2008	Adopted Budget	6/1/2010	1,344,000	1,105,620	-	238,380	(0)	238,380	-	238,380
WA146	West FBO Ramp Reconstruction	T. Kipp	11/1/2008	Adopted Budget	12/31/2009	1,222,873	1,222,873	-	-	(0)	0	-	0
WA147	Deicing pads at Cargo	Ed Baisch	9/1/2009	transfer	on hold	100,000	15,527	-	84,473	0	84,473	-	84,473
WA148	Expand Fleet Building	Ed Baisch	7/2/1905	Transfer	12/31/2012	3,616,000	245,886	540,449	2,829,665	7,905	2,821,760	2,821,760	-
WA149	Snow Equipment Storage Building	Jim Zsebe	2010	Adopted Budget	2012	13,602,000	404,747	665,118	12,532,136	482	12,531,654	12,531,654	-
WA151	Part 150 Noise Monitoring	Kim Berry	2010	Adopted Budget	2012	2,140,000	-	-	2,140,000	-	2,140,000	-	-
WA152	Part 150 Vacant Land Acquisition	Kim Berry	2010	Adopted Budget	2012	1,660,000	-	-	1,560,000	-	1,560,000	1,560,000	-
WA153012	Purch & replace Non-County owned jet bridges	Tom Heller	2009	transfer	2011	5,000,000	1,781,160	64,100	3,174,740	-	3,174,740	3,174,740	-
WA154	Timmerman Obstruction Removal (Trees)	Ed Baisch	11/1/2010	transfer	2011	200,000	202,845	-	(2,845)	(0)	(2,845)	-	(2,845)
WA160	GMIA Narrow Band Conversion	Terry Blue	2010	transfer	2013	2,000,000	1,616,927	50,006	333,067	333,067	-	-	-
WA161	GMIA Terminal Roadway Signage	Ed Baisch	2011	Adopted Budget	2013	250,000	13,994	180,755	55,251	5,039	50,212	50,212	-
WA162	GMIA Cessna Apron Reconstruction	Jim Zsebe	2011	Adopted Budget	2013	95,000	-	-	95,000	75,000	20,000	20,000	-
WA163	GMIA Perimeter Road Bridge over Howell Ave.	Ed Baisch	2011	Adopted Budget	2013	300,000	194,044	153,922	(47,967)	9,060	(57,027)	-	(57,027)
WA165	Taxiway B Reconstruction	Tim Kipp	2011	Transfer	2013	2,967,000	2,524,835	200,727	200,727	9,629	191,098	28,945	162,253
WA171	GMIA Holding Room Seating Replacement	Ed Baisch/Pat Wal	May-11	Transfer	2011	800,000	683,697	-	116,303	-	116,303	-	116,303
WA175	GMIA Concourse C Checkpoint	-	8/1/2011	Transfer	2012	472,000	12,635	-	459,365	375,398	83,967	-	83,967
WA308	Noise Mitigation, Phase 1	Kim Berry	1996	Adopted Budget	2008	81,103,778	81,103,778	-	0	-	0	-	0
WA320	LJT Master Plan	Kevin Demitros	1996	Adopted Budget	2010	226,000	180,445	-	65,555	18,697	46,858	-	46,858
<b>TOTAL</b>						<b>434,855,878</b>	<b>309,174,764</b>	<b>24,314,532</b>	<b>88,366,099</b>	<b>1,980,007</b>	<b>98,042,865</b>	<b>57,748,875</b>	<b>40,293,990</b>

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**10**

**DATE:** April 16, 2012

**TO:** Chairperson, County Board of Supervisors  
Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** **AUTHORIZATION FOR THE DIRECTOR OF TRANSPORTATION TO NEGOTIATE AND EXECUTE AN INTER-GOVERNMENTAL AGREEMENT WITH THE CITY OF MILWAUKEE FOR RELOCATION OF CITY UTILITIES IN HOWELL AVENUE**

**POLICY**

Authorization to negotiate and execute an Inter-governmental Agreement with the City of Milwaukee that authorizes payment for the relocation of City of Milwaukee utilities in Howell Avenue for the purpose of constructing a new perimeter road bridge over Howell Avenue requires County Board approval.

**BACKGROUND**

Increased airline traffic has prompted renewed nation-wide vigilance of aviation safety. Accordingly, in recent years there has been an increasing need to add more safety related features and aids on the nation's commercial airports. One such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets. The airport currently has a perimeter road extending from the north side of runway 7R and extending around the north end of the airport to the Northeast Hangar area. With the current Runway Safety Area project the perimeter road system is being extended southerly around the west end of runway 7R eastward to the west side of Howell Avenue. This project proposes to provide a bridge over Howell Avenue that will connect the perimeter road to the east side of Howell Avenue at Citation Way. With future projects this road will ultimately extend to the south end of the runway 1L for access to the southeast corner of the airfield.

The proposed perimeter road bridge over Howell Avenue has been sited and sized to minimize impacts to existing utilities within the Howell Avenue right of way. However, conflicts with existing utilities can't be avoided entirely. An Inter-governmental Agreement with the City of Milwaukee is proposed to address the cost and responsibility for design and construction to relocate City utilities as necessary to permit construction of the proposed bridge. The Inter-governmental Agreement proposes to compensate the City for the City's cost to design sanitary sewer, communication and street lighting relocations, as well as the cost for City staff to complete the construction of the street lighting relocation. The City's design costs and lighting construction costs are a not to exceed amount totaling \$56,550. The cost for

construction of the sanitary sewer and communication conduit relocations is estimated at \$151,000. The Project will pay for relocation of the sanitary sewer and communication facilities directly by including these relocation efforts in the bridge contract.

Howell Avenue is a Wisconsin Department of Transportation (WisDOT) State Trunk Highway. The City's utilities are in WisDOT's right of way by permit. The Airport's proposed perimeter road bridge will also be constructed in WisDOT's right of way by permit. Since the proposed bridge project is not a WisDOT project or a project in County right of way, the County Airport is obligated to pay for relocation of the City's utilities.

### **RECOMMENDATION**

Airport staff recommends that the Director of Transportation be given the authorization to negotiate and execute an Inter-governmental Agreement with the City of Milwaukee that authorizes payment for the relocation of City of Milwaukee utilities in Howell Avenue for the purpose of constructing a new perimeter road bridge over Howell Avenue.

### **FISCAL NOTE**

There are sufficient funds in the current budget to cover the fees due the City of Milwaukee per the Inter-governmental Agreement. A related fund transfer to increase the overall project budget to reflect the estimated current project cost has been submitted for Board consideration. The source of funding for this project is 75% Federal AIP with 12.5% State funding and a local 12.5% PFC funding match. There is no effect on the tax levy of Milwaukee County.

Prepared by: Karl Stave, P.E., Project Manager

Approved by:

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Frank Busalacchi, Director  
Department of Transportation

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C. Barry Bateman, Airport Director

(Item ) From the Director, Department of Transportation, seeking authorization to negotiate and execute an Inter-governmental Agreement with the City of Milwaukee that authorizes payment for the relocation of City of Milwaukee utilities in Howell Avenue for the purpose of constructing a new perimeter road bridge over Howell Avenue, by adoption of the following:

**RESOLUTION**

WHEREAS, increased airline traffic has prompted renewed nation-wide vigilance of aviation safety; and

WHEREAS, in recent years there has been an increasing need to add more safety related features and aids on the nation’s commercial airports; and

WHEREAS, one such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets; and

WHEREAS, a bridge over Howell Avenue is proposed that will connect the perimeter road west of Howell Avenue to the east side of Howell Avenue at Citation Way; and

WHEREAS, the proposed perimeter road bridge over Howell Avenue has been sited and sized to minimize impacts to existing utilities within the Howell Avenue right of way; and

WHEREAS, conflicts with existing utilities can’t be avoided entirely; and

WHEREAS, an Inter-governmental Agreement with the City of Milwaukee is proposed to address the cost and responsibility for design and construction to relocate City utilities as necessary to permit construction of the proposed bridge; and

WHEREAS, the Airport Project will compensate the City of Milwaukee for their cost to design the relocation plans for sanitary sewer, communication and street lighting facilities, and to construct the street lighting relocation, not to exceed an amount totaling \$56,550; and

WHEREAS, the Airport Project will pay a contractor directly for relocation of

45 the City's sanitary sewer and communication facilities for an estimated total of  
46 \$151,000; and

47  
48 WHEREAS, Howell Avenue is a Wisconsin Department of Transportation  
49 (WisDOT) State Trunk Highway; and

50  
51 WHEREAS, since the proposed perimeter road bridge project is not a  
52 WisDOT project or a project in County right of way, the Airport Project is  
53 obligated to pay for relocation of the City's utilities; now, therefore,

54  
55 BE IT RESOLVED, that the Milwaukee County Board of Supervisors  
56 authorizes the Director, Department of Transportation, to negotiate and execute  
57 an Inter-governmental Agreement with the City of Milwaukee that authorizes  
58 payment for the relocation of City of Milwaukee utilities in Howell Avenue for the  
59 purpose of constructing a new perimeter road bridge over Howell Avenue.

60  
61 H:\Private\Clerk Typist\Aa01\TPW&T 12\05- May 2012\RESOLUTION - Inter-gov Agrmt 11602 - City\_perimeter road.doc

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE: April 16, 2012**

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: Inter-governmental Agreement with the City of Milwaukee  
for Relocation of City Utilities in Howell Avenue**

**FISCAL EFFECT:**

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

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

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure		
	Revenue		
	Net Cost		
<b>Capital Improvement Budget</b>	Expenditure	56,550	151,000
	Revenue		
	Net Cost		

## DESCRIPTION OF FISCAL EFFECT

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

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

A. Authorization to negotiate and execute an Inter-governmental Agreement with the City of Milwaukee that authorizes payment for the relocation of City of Milwaukee utilities in Howell Avenue for the purpose of constructing a new perimeter road bridge over Howell Avenue.

B. The Inter-governmental Agreement proposes to compensate the City for the City's cost to design sanitary sewer, communication and street lighting relocations, as well as the cost for City staff to complete the construction of the street lighting relocation. The City's design costs and lighting construction costs are a not to exceed amount totaling \$56,550. The cost for construction of the sanitary sewer and communication conduit relocations is estimated at \$151,000. The County will pay for relocation of the sanitary sewer and communication facilities directly by including these relocation efforts in the bridge contract. These are one time costs.

C. There are sufficient funds in the current budget to cover the fees due the City of Milwaukee per the Inter-governmental Agreement. A related fund transfer to increase the

---

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

overall project budget to reflect the estimated current project cost, including the utility relocation costs the County will include in the bridge construction contract, has been submitted for Board consideration. The source of funding for this project is 75% Federal AIP with 12.5% State funding and a local 12.5% PFC funding match. There is no effect on the tax levy of Milwaukee County.

D. The utility relocation costs are based on information provided by the City and are assumed to be their final costs. The proposed Inter-governmental Agreement is still in draft form and is subject to minor changes.

Department/Prepared By Karl Stave, P.E., Project Manager

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

Did DAS-Fiscal Staff Review?       Yes       No

Reviewed With:

COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION

DATE: April 24, 2012

TO: Chairperson, Transportation, Public Works, and Transit

FROM: Patrick Farley, Director, Department of Administrative Services

SUBJECT: **Long-Term Plan for the Facilities Management Division of the Department of Administrative Services (Informational-Only)**

**Background**

The 2012 Adopted Budget included the creation of the new division of Department of Administrative Services- Facilities Management (DAS-Facilities Management).

In February 2012, the DAS prepared a report for the Committee on Transportation, Public Works, and Transit that included organizational information, objectives, roles and responsibilities for the DAS-Facilities Management.

During the February 2012 Committee on Transportation, Public Works, and Transit, DAS was asked to prepare a report for the May meeting cycle that reflected the long-term plan for the Facilities Management Division.

The individual components of the DAS-Facilities Management long-term plan were developed, in part, to address issues identified by the Milwaukee County Audit Department's October 2010 audit report, "Milwaukee County Needs to Commit to a Preventative Repair and Maintenance Program to Ensure Public Safety."

**Long-Term Plan DAS-Facilities Management**

The goal of DAS Facilities Management is to provide a coordinated approach towards strategic management, long-term planning, development, and maintenance of County-owned assets including buildings, land, pavements, and utility infrastructure.

### Inspections and Assessments of County Owned Facilities

In response to the October 2010 audit report's call for a "consistently applied, coordinated approach for periodic building safety inspections", DAS-Facilities Management is developing a mandated county-wide annual building inspection program for maintaining structural integrity of all capital improvements and routine major maintenance. This includes formalizing the Inspection Unit concept that requires visiting all County facilities on an annual basis using a recently developed "Inspection Manual for Building Components and Other Structures."

The 2013 Requested Budget for the DAS-Facilities Management will include the reallocation of five unfunded skilled trade positions from the Department of Transportation (DOT) to DAS-Facilities Management. These positions will serve as an Inspection Unit for County-Owned infrastructure and assets.

In addition, the DAS is in the process of hiring for the positions of the Director of Facilities Management Division and the Director of Sustainability.

The process of performing facility assessments and inspections is the first step in understanding the condition of County-owned infrastructure assets. From the inspection, a determination will be made regarding the structural condition, priority of the repair, cost of repair, and timeframe for the repair. The inspection and assessment process will include discussions with property managers that will resolve any differences that arise from the inspection and assessment process. Information resulting from inspections and assessments will be input into the County's VFA system.

### Consolidation of Property Management Functions

The October 2010 audit included a recommendation for the County to, "consolidate all property management functions" in order to "ensure focused, streamlined building management in a manner that ensures the safety of the public and County employees." As outlined in the 2012 Adopted Budget, the DAS-Facilities Management has been created to ensure building management is streamlined and that maintenance of County-owned property is prioritized in an unbiased manner with safety as the priority. The creation of the DAS- Facilities Management represents the first step to implement the audit recommendation of consolidating all property management functions County-wide within a single department.

Currently, DAS- Facilities Management is emphasizing to Property Management (PM) Units that they need to be proactive in confirming that the buildings that they are responsible for maintaining are in compliance. PM Units will be required to submit an inspection checklist to DAS- Facilities Management that addresses the appropriate building and/or structure for which they are responsible.

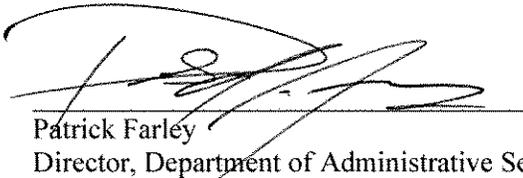
The 2013 Requested Budget will include further efforts to implement the audit recommendations by consolidating additional property management functions Countywide under DAS-Facilities Management.

## Long Term and Strategic Planning

As outlined in the 2012 Adopted Budget, DAS-Facilities Management is in the process of negotiating a contract with a property management consultant (CBRE) to develop a Comprehensive Facilities Plan for County Buildings and Properties. This plan will provide a strategy, timeline, and cost estimates to implement the Milwaukee County property management strategic plan.

The Comprehensive Facilities Management Plan will include the elements listed below:

- Consolidation of Milwaukee County's real estate holdings based on "highest and best use".
- Maximization of value of Milwaukee County's real estate portfolio through the sale of properties that do not meet the test of "highest and best use".
- Reduction of the County's overall facilities operational costs.
- Reduction of the number and degree of liabilities associated with the County's ownership of its facilities.
- Reduction of the geographic scope of real estate holdings, which are located throughout the County.



Patrick Farley  
Director, Department of Administrative Services

### Attachment

pc: Chris Abele, County Executive  
Marina Dimitrijevic, Chairwoman  
Transportation, Public Works, and Transit Committee  
Pamela Bryant, Capital Finance Manager, DAS  
Martin Weddle, Research Analyst, County Board  
Jodi Mapp, Committee Clerk, County Board  
Gary Waszak, DAS-Facilities Management  
Greg High, Architecture and Engineering Director, DAS  
Pamela Bryant, Capital Finance Manager, DAS  
Justin Rodriguez, Capital Finance and Planning Analyst, DAS

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

Date: April 25, 2012

To: Chairperson, Transportation, Public Works and Transit Committee  
Chairperson, Parks, Energy & Environment Committee

From: Patrick Farley, Director of Administrative Services

Subject: **Milwaukee County NR 216 Permit  
Informational Report – Annual Report**

**Background**

The Wisconsin Department of Natural Resources (WDNR) issued an NR 216 Stormwater Permit to Milwaukee County on December 15, 2006. The permit requires that Milwaukee County submit an annual report to the WDNR by March 31<sup>st</sup> each calendar year. The annual report provides status updates on each of the permit requirements. The permit further requires that the Milwaukee County Board of Supervisors review or be apprised of the content of the report.

Prepared by: Tim Detzer, P.E. Environmental Engineer

Approved by:

\_\_\_\_\_  
Patrick Farley, Director  
Administrative Services

\_\_\_\_\_  
Gregory High, P.E., Director  
Architecture, Engineering and  
Environmental Services Section.

Attachments: 2011 Annual Report, Milwaukee County NR 216 Permit

cc: Chris Abele, County Executive  
Marina Dimitrijevic, County Board Chairperson  
Amber Moreen, Chief of Staff

## MS4 Annual Report

(Due by March 31, 2012)

Please use this template to assist in compiling information for the annual report. Use of this template is optional. Please refer to the permit language for the information minimally required to be submitted in the reporting year. If you have any questions, please contact Bryan Hartsook at (262) 574-2129 or by email at [Bryan.Hartsook@wisconsin.gov](mailto:Bryan.Hartsook@wisconsin.gov). Please submit a signed copy of the annual report and any attachments to my attention at the Waukesha Service Center: 141 NW Barstow St., Rm 180, Waukesha, WI 53188

\*\* ELECTRONIC SUBMITTALS ARE ACCEPTABLE \*\*

Municipality: <b>Milwaukee County</b>		Reporting Year: <b>2011</b>	
Name of Permit Group (if applicable):	WPDES Permit No. <b>WI-S050113-1</b>	Facility ID No. (FIN):	
<b>Contact Information:</b>			
Name: <b>Tim Detzer</b>		Title: <b>Environmental Engineer</b>	
Mailing Address: <b>2711 West Wells Street #213</b>		City: <b>Milwaukee</b>	State: <b>WI</b> Postal Code: <b>53208</b>
E-mail Address: <a href="mailto:tim.detzer@milwcnty.com">tim.detzer@milwcnty.com</a>		Telephone No.: <b>414-278-2988</b>	
<p><b>Section 1.</b> Summarize program activities implemented during the reporting year to maintain compliance with the six minimum control measures identified in the permit. Please include the management practice, individual or department responsible, measurable goals, and activities planned for next year. Amendments to the planned activities and/or changes to measurable goals should also be identified. <i>Add rows or attach additional sheets as needed</i></p>			
<b>A. PUBLIC INVOLVEMENT, EDUCATION, AND OUTREACH</b>			
<u>BMP Description:</u>			
<ul style="list-style-type: none"> <li>· In 2011 Milwaukee County made a \$1,600.00 contribution to support a regional public education program spearheaded by the Menomonee River Group Public Education Committee. These funds were used to develop and implement a multi-media public education program.</li> <li>· In 2011 Milwaukee County developed a set of stormwater design guidelines for parking lots. The intent was to give County engineers and designers help in selecting BMPs and in the design process. Milwaukee County owns over 150 parking lots and service yards.</li> <li>· In 2011 a series of rain gardens and pervious pavers were installed at the Milwaukee County Zoo. The purpose of the gardens is to help educate the public and manage storm water runoff. Internal newsletters and the Zoological Society's website carried information on this subject. Last year 1.2 million visitors attended the zoo and were exposed to the message of storm water management.</li> <li>· In 2011 a Milwaukee County environmental engineer was an adjunct instructor at the University of Wisconsin-Milwaukee Center for Sustainability and group taught a course entitled Native Landscape Design for Storm Water. It was presented in the spring and fall cycle of continuing education classes. Representatives of both local governments and private sector firms were in attendance.</li> <li>· Milwaukee County co-hosted with MMSD and the City of Milwaukee a seminar entitled Sustainability in Local Government. The seminar included presentations and discussions on managing stormwater with green infrastructure.</li> </ul>			
<u>Responsible Dept./Person:</u>			
Department of Administration, Facilities Management Division, Architecture, Engineering & Environmental Services Section			
<u>Measurable Goal(s):</u>			

**A. PUBLIC INVOLVEMENT, EDUCATION, AND OUTREACH-CONTINUED**Progress Made Towards Achieving Goal(s):

Please see above section *BMP Description*.

Planned Activities for Next Reporting Year:

Milwaukee County will be contributing \$1,600 to Southeastern Wisconsin Watersheds Trust and has received an Urban Nonpoint Source and Storm Water Management Grant from the WDNR to help develop a regional storm water education program.

Program Modifications or Changes to Measurable Goal(s):

NA

**B. ILLICIT DISCHARGE DETECTION AND ELIMINATION**Screening Strategy (priority areas identified in plan?):

Milwaukee County's strategy for detecting illicit discharges and connections is described by the following activities:

1. maintenance and upgrades at County facilities
2. development and implementation of SWPPPs at applicable facilities
3. field screening of major outfalls
4. tracking and containing spills
5. regular maintenance of storm sewers
6. continued refinement of the County's stormwater map
7. education of County employees
8. Milwaukee County's CMOM Program

Number of Outfalls Screened, Parameters Used, Detection Limits:

See Attachment 1

Number of Illicit Discharges / Illegal Connections Detected (identify outfall ID numbers):

In 2011, one illicit discharge was discovered. Soapy bubbles were found during a detention pond inspection at outfall #16969 at the County Grounds on June 29, 2011. A sample was collected and analyzed using colorimetric analysis. The sample was nondetect for chlorine, copper and phenols. Detergent concentrations were 0.2 ppm. There was no trace of the detergents the next day. It was assumed that wash water was emptied into a storm drain somewhere within the large drainage area of the outfall.

Number of Complaints Received and Summarize Result(s) of Follow-Up (include description of sewershed investigation):

Milwaukee County received one complaint in 2011 of a potential illicit discharge into the Menomonee River. Upon investigation it turned out to be the City of Milwaukee dye-testing sewers.

Screening Strategy for Next Reporting Year (identify priority areas / basins and outfall ID's):

The screening strategy for 2012 will remain the same.

Storm Sewer Map Updated? (summarize changes identifying basins and outfall ID's):

There were no updates to Milwaukee County's storm sewer map in 2012.

**C. CONSTRUCTION SITE POLLUTANT CONTROL**Target Number of Inspections (measurable goal, can be represented as percentage of permits issued):

Milwaukee County does not issue construction site erosion control permits, but defers to municipalities within Milwaukee County to write and enforce ordinances. Milwaukee County conforms to local municipal erosion control ordinances on all applicable construction sites.

Number of Permit Applications Received / Number of Permits Issued:

Not applicable.

Individual(s) Responsible for Plan Review, Inspection, and Enforcement Procedures:

Not applicable.

Number of Inspections Completed:

Not applicable.

Number of Enforcement Actions and Description:

Not applicable.

Changes in Inspection and /or Enforcement Strategy and Protocol:

Not applicable.

**D. POST-CONSTRUCTION STORM WATER MANAGEMENT**Number of Storm Water Management Plans Reviewed:

Milwaukee County reviews stormwater management plans for development on and connections to County stormwater structures within County Trunk Highways. In 2011, six stormwater management plans were reviewed. These plans would also have been reviewed by the local municipality.

Approved or Scheduled Ordinance Updates:

None. Milwaukee County defers to local municipalities within the County to write and enforce post-construction storm water management ordinances.

Number of Redevelopment Sites Reviewed:

Six--see above.

Are you Documenting TSS Reductions Achieved on Redeveloped Sites? (for later inclusion in MS4 pollutant loading analysis):

Milwaukee County will not be taking TSS reduction credit for redevelopment along County Trunk Highways.

Inspection and/or Scheduled Maintenance of Facilities Where a Long-Term Maintenance Agreement was Recorded:

None.

**E. POLLUTION PREVENTION**

Estimate quantity of Street Sweepings and Catch Basin Cleanings Collected:

Milwaukee County has collected approximately 776 cubic yards of material through street sweeping and 44 cubic yards from catch basin cleaning. Please see Attachment 2.

Summarize Findings of Municipal Yard Inspection(s). SWPPP Implemented and Up to Date?:

In 2011, Milwaukee County created a SWPPP for the McKinley Marina. All Storm Water Pollution Prevention Plans are implemented and up to date. See Attachment 3.

Updates to Yard Waste Collection:

Milwaukee County does not collect yard waste.

Winter Road Maintenance Program (description and estimate quantity of anti-icing or deicing materials used):

Road Salt 10,379 tons  
 Liquid CaCl 38,150 gallons  
 Pellets 19 tons  
 Salt Brine 15,890 gallons  
 Sand/salt (mix) 173 tons

Planned Activities for Next Reporting Year:

Milwaukee County has hired Sigma Environmental to design a catch basin dewatering system to dewater material removed from catch basins prior to disposal at a licensed landfill. The intent is to lower the cost of landfilling the material to be able to clean more catch basins within existing budgets. The design has been on hold because the target site is within areas being considered for the Wisconsin Department of Transportation's Zoo Interchange reconstruction.

Milwaukee County will be continuing an investigation into sources of human fecal contamination in stormwater outfalls owned by Milwaukee County. The investigation will be conducted by Clark Dietz using storm sewer and sanitary sewer mapping and the analytical results of outfall sampling performed by the Great Lakes Water Institute.

Program Modifications or Changes:

NA

**F. STORM WATER QUALITY MANAGEMENT**

Pollutant Loading Analysis:

Date of last model run:	2010	"No Controls" Load (tons/yr):	1,218,826.20	"With Controls" Load (tons/yr):	782,880.40
Model Version Used:	SLAMM 9.4.0	Average Unit Area Load (lbs/acre/yr):		TSS Reduction %	35.8

Storm Water Management Plan:

If TSS percent reduction is less than 20%, has a strategy been developed under a municipal-wide storm water management planning effort to achieve compliance?

NA

Projected Timeframe to Achieve 20% TSS Reduction (if applicable):

NA

BMPs Implemented in Reporting Year:

- Pervious pavement and rain gardens were installed at the Milwaukee County Zoo.
- Pervious pavement was installed at the Milwaukee County Domes.
- A Green roof was installed at the Milwaukee Public Museum.
- Milwaukee County began construction on the first of two new rain gardens in Lake Park to help prevent erosion in the ravines.
- Milwaukee County designed a pervious parking lot for Milwaukee County Sports Complex. Construction will be completed in 2012.
- A Stormwater Pollution Prevention Plan was created for the McKinley Marina.

BMP Maintenance Activities in Reporting Year:

- Two stormwater ponds at the Milwaukee County Grounds (Pond 1 and Pond 10) had erosion repairs completed.
- Two catch basins at the Milwaukee County DTPW Highway Storage Yard were buried and contributing sediment to Milwaukee County Pond #1. These were excavated and cleaned.
- A rain garden in Lake Park was rebuilt by a contractor who damaged it during an unrelated job.
- An infiltration basin at Bradford Beach that washed out due to heavy overland flow was repaired.
- Street sweeping and catch basin cleaning were performed. See Attachment 2.
- BMP inspections are completed twice annually. See Attachment 4.

Agreements or Discussions with Other Municipalities to Employ a Regional Watershed Approach?

Milwaukee County has been attending meetings of the Menomonee River Joint Permit Group and is exploring the group permit option.

Planned Activities for Next Reporting Year:

- Milwaukee County will be constructing a parking lot using pervious pavers and grass lined swales at the Milwaukee County Sports Complex in Franklin.
- A sedimentation basin will be installed during the reconstruction of the Doctors Park parking lot.
- Two rain gardens are being installed in Lake Park to help prevent bluff erosion and prevent solids from entering Lake Michigan.
- General Mitchell International Airport has proposed and is designing a green roof for the new baggage claim area. The green roof will be visible from the skywalks that lead from the parking garage to the terminal presenting another educational opportunity.
- GMIA has proposed and is designing a system on a new maintenance facility building to collect rainwater to be reused for vehicle washing.

Program Modifications or Changes to Measurable Goal(s):

NA

**Section II: Identify any known or perceived water quality improvements or degradation in the receiving water to which the MS4 system discharges. Where degradation is identified, identify why and what actions are being taken to improve the water quality of the receiving water. Please describe the stream reach or lake effected and the basin / outfall ID contributing to the improvement or degradation.**

Milwaukee County anticipates that certain projects carried out in within the permit period will have positive water quality impacts. These projects include:

- Lake Michigan Outfalls as described in the NR 216 Permit (Bradford and McKinley Beaches)
- Pond & Lagoon Demonstration Projects (various locations)
- Boerner Botanical Gardens Rainwater Harvesting System
- Rain gardens and permeable pavers at the Milwaukee County Zoo

**Section III. Fiscal Analysis**

Program Element	Annual Expenditure	2012 Budget	Source of Funds
Public Involvement, Education and Outreach		\$ 31,900.00	Milwaukee County
IDDE		\$ 27,364.00	Milwaukee County
Construction Site Pollutant Control			
Post-Construction Storm Water Management			
Pollution Prevention		\$ 77,633.00	Milwaukee County
Storm Water Quality Management	\$ 99,094.29	\$ 118,600.00	Milwaukee County
Other	\$ 132,214.00		
Total	\$ 231,308.29	\$ 255,497.00	

This fiscal analysis reflects the permit obligation costs associated with the Environmental Services Unit of Milwaukee County's Architecture, Engineering and Environmental Services Division, the group tasked with compliance of the MS4 permit. Additional costs of permit compliance not included in this analysis are located within other departmental and/or project budgets. For example each construction project completed by Milwaukee County would have a construction site pollution control component as part of the specific project budget. Also, stormwater related projects completed by other departments such as the installation of pervious pavement at the zoo is not in this analyses.

The Annual Expenditure column reflects actual costs for 2010. It is not possible to break the various components of the analyses (e.g. Education, Public Involvement, IDDE, etc.) into exact dollar amounts as many of these tasks are grouped together in Milwaukee County's accounting system. The total sum of the categories other than "Storm Water Quality Management" category is collectively in the "Other" category.

**Section IV. Certification Statement**

*I hereby certify that I am an authorized representative of the municipality covered under the MS4 permit for which this annual report is being submitted and that the information contained in this document and all attachments were gathered and prepared under my direction or supervision. Based on my inquiry of the person or persons under my direction or supervision involved in the preparation of this document, to the best of my knowledge, the information is true, accurate, and complete. I further certify that the municipality's governing body or delegated representatives have reviewed and apprised of the contents of this annual report. I understand that Wisconsin law provides severe penalties for submitting false information.*

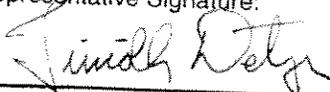
Authorized Representative Printed Name:

Timothy Detzer

Title:

Environmental Engineer

Authorized Representative Signature:



Date Signed:

3/28/2012

**Attachment 1**  
**Outfall Screening**

**Attachment 1  
Outfall Field Screening**

Prog. Year	Outfall	Date	Time	Last Rain Fall	Amount	Flow	pH	Chlorine	Copper	Turbidity	Phenols	Detergents	Ammonia	Notes
2011	County Grounds at 67th	12/1/2011	11:20 AM	11/27/2011	0.18	LIGHT	8.2	ND	0.03	LOW	0.008	7.49+	ND	
2011	Doctor's Park	12/1/2011	10:00 AM	11/27/2011	0.18	LIGHT	8.2	ND	ND	LOW	0.013	4.17+	ND	+sample was analyzed for Potassium not detergents
2011	Brown Deer - Teutonia at South Branch Creek	12/1/2011	10:00 AM	11/27/2011	0.18	LIGHT	8.2	ND	ND	LOW	0.007	6.11+	ND	+sample was analyzed for Potassium not detergents
2011	Zoo	12/1/2011	1:05 PM	11/27/2011	0.18	MODERATE	8.3	ND	ND	LOW	0.014	2.83+	0.22	+sample was analyzed for Potassium not detergents
2011	County Grounds Wisconsin & Windsor (B4th)	12/1/2011	12:20 PM	11/27/2011	0.18	MODERATE	8.2	ND	ND	LOW	0.009	6.89+	ND	+sample was analyzed for Potassium not detergents
2011	Highway 100 & Watertown Plank	12/1/2011	1:45 PM	11/27/2011	0.18	LIGHT	8	ND	ND	LOW	0.007	14.4+	ND	+sample was analyzed for Potassium not detergents
2011	Timmerman	12/1/2011	11:10 AM	11/27/2011	0.18	MODERATE	8.3	ND	ND	LOW	0.012	2.81+	ND	+sample was analyzed for Potassium not detergents
2011	Layton Ave at Honey Creek (west)	12/1/2011	11:47 AM	11/27/2011	0.18	NONE*	NA	NA	NA	NA	NA	NA	NA	* river water present/ no flow in upstream manholes
2011	Layton Ave at Honey Creek (east)	12/1/2011	11:55 AM	11/27/2011	0.18	NONE*	NA	NA	NA	NA	NA	NA	NA	* river water present/ no flow in upstream manholes
2011	76th Street at Root River	12/1/2011	10:30 AM	11/27/2011	0.18	NONE	NA	NA	NA	NA	NA	NA	NA	no flow

**Attachment 2**  
**Street Sweeping and Catch Basin Cleaning**

**Attachment 2  
Street Sweeping and Catch Basin Cleaning**

County Highway	Sweeping Frequency*	Collected (Cubic yards)	CBs Cleaned	Collected (Cubic yards)
Silver Spring Dr	2	6	-	-
Hampton Ave	1	6	2	1
Oklahoma Ave	2	6	-	-
Beloit Road	1	6	-	-
76th Street	3	33	3	1
92nd St	1	3	-	-
Layton Ave	4	24	4	2
Mill Rd	10	50	2	**
Good Hope Rd	10	50	2	**
Teutonia Ave	7	35	2	**
43rd St	7	35	2	**
Port Washington Rd	7	36	2	**
107th St	6	20	2	**
College Ave	7	36	3	1
Layton Ave	6	30	6	2
Rawson Ave	8	42	4	1
South 13th Street	2	4	-	-
Zoo	158	354	****	36
Parks	11**	***	-	-
<b>Total</b>		<b>776</b>		<b>44</b>

- \*One unit is equal a distinct sweeping event not necessarrily the entire roadway.
- \*\* Various parkway locations
- \*\*\* Amount collected not recorded.
- \*\*\*\* Material was collected from trench drains, settling basins, grates and basins.

**Attachment 3**  
**Storm Water Pollution Prevention Plan Inspections**

For the purposes of this informational report,  
Pages 12 through 84 (Storm Water Pollution Prevention Plan  
Inspection Reports) have been deleted to save paper. They  
will be made available upon request.

**Attachment 4**  
**Storm Water Management Facility Inspections**

Attachment 4  
Spring 2010 Storm Water Management Facility Inspections

	Inspection Type	Location Notes	Major Outfall?	Date Inspected	Serious Problems Reported to Owner?	Comments
South Shore Rain Garden	Rain Garden & Infiltration		No			
South Shore Storm Treat	Sedimentation Chamber	South of boat launch	No			Does little / Remove from inspecting
Bradford Beach Outfall 0	Rain Garden & Infiltration	Farthest South	No			clear out inlet (already told) Non Functioning / does little / remove from inspecting
Bradford Beach Outfall 2	Rain Garden & Infiltration		No	11/15/2011	yes	Pump Out Sed Chamber
Bradford Beach Outfall 3	Rain Garden & Infiltration		No	11/14/2011	yes	trees
Bradford Beach Outfall 4	Rain Garden & Infiltration		No	11/14/2011	yes	trees
Bradford Beach Outfall 5	Rain Garden & Infiltration		No	11/14/2011	yes	trees
Bradford Beach Outfall 6	Rain Garden & Infiltration		No	11/14/2011	yes	trees
Bradford Beach Outfall 7	Rain Garden & Infiltration		No	11/14/2011	yes	trees
Bradford Beach Outfall 7 (Lake Park R)	Rain Garden & Infiltration	Farthest North	No	11/14/2011	yes	trees
County Grounds Pond 1	Pond	Three Raingardens in Lake Park	No	11/14/2011	yes	Damage to RG near lions bridge repaired. In okay shape.
County Grounds Basin 2 - Pond 1	Pond	Near Daycare	yes	11/14/2011	yes	erosion / outlet
County Grounds Basin 2 - Pond 2	Pond	Wisconsin Ave ponds	yes	12/8/2011		
County Grounds Basin 2 - Pond 3	Pond	Wisconsin Ave ponds	yes	12/8/2011		
County Grounds Pond 3	Pond	Near Underwood Parkway	yes	12/8/2011		
County Grounds Pond 10	Pond	Behind Children's Court	yes	11/17/2011	yes	Highway yard contributing to sedimentation at it. Notified Highway and Facilities
Greenfield Park	Pond		No	11/17/2011	yes	Erosion repaired by reserch park. County has erosion to repair. Notified facilities.
Menomonee Parkway	Pond		No	12/13/2011		
Brown Deer Park	Pond		No	12/8/2011		
McGovern Park	Pond		No	11/15/2011	yes	some erosen in road inlet. Already told parks.
51st St And Rawson Ave.	Pond		No	11/15/2011	yes	
Port Washington Road	Pond		No			inspected by others
Washington Park	Pond		No			inspected by others
McKinley Raingarden	Rain Garden & Infiltration		No	11/15/2011		
McKinley Subsurface	Rain Garden & Infiltration		No	11/14/2011		
			No	11/15/2011	yes	Clean / pump out sed chamber

Attachment 4  
Fall 2011 Storm Water Management Facility Inspections

	Inspection Type	Location Notes	Major Outfall?	Date Inspected	Serious Problems Reported to Owner?	Comments
South Street Rain Garden	Rain Garden & Infiltration		No			
South Street Storm Drain	Storm Drain Catcher	South of boat launch	No			No clogs reported
Bradford Beach Outfalls	Rain Garden & Infiltration		No	11/15/2011		
Bradford Beach Parking lot Bio R	Rain Garden & Infiltration		No	11/14/2011		pump out fall 2010
Bradford Beach Parking lot sad Cham	Rain Garden & Infiltration		No	11/14/2011		
Bradford Beach Outfall 7 (Lake Park R)	Rain Garden & Infiltration	Three Raingardens in Lake Park	No	11/14/2011		
County Grounds Pond 1	Pond	Near Daycare	yes	11/14/2011		requested repairs complete. Pond looks great
County Grounds Basin 2 - Pond 1	Pond	Wisconsin Ave ponds	yes	12/8/2011		okay
County Grounds Basin 2 - Pond 2	Pond	Wisconsin Ave ponds	yes	12/8/2011		okay
County Grounds Basin 2 - Pond 3	Pond	Wisconsin Ave ponds	yes	12/8/2011		okay
County Grounds Pond 3	Pond	Near Underwood Parkway	yes	11/17/2011		erosion (already told)
County Grounds Pond 10	Pond	Behind Children's Court	No	11/17/2011		Many problems - work on getting a maintenance agreement
Greenfield Park	Pond		No	12/13/2011		okay
Menomonee Parkway	Pond		No	12/8/2011		
Brown Deer Park	Pond		No	11/15/2011		
McGovern Park	Pond		No	11/15/2011		some erosion in road inlet. Already told parks.
10th St. And Rawson Ave.	Pond		yes			
Port Washington Road	Pond		yes			inspected by owner
Washington Park	Pond		yes			inspected by owner
McKinley Raingarden	Rain Garden & Infiltration		No	11/15/2011		
McKinley Subsurface	Rain Garden & Infiltration		No	11/14/2011		
Zoo Pervious Pavement	Pervious Pavement	Various Locations	No	11/15/2011		Pump out fall 2010
Sports Complex Parking Lot	Pervious Pavement		no			Inspections Begin Spring 2012
College Ave	Pond	College ave south east of airport	no			Inspections Begin Spring 2012

**MILWAUKEE COUNTY  
INTEROFFICE MEMO**

**DATE:** April 23, 2012

**TO:** Chairperson, Transportation, Public Works and Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT: REQUEST TO APPROVE PROFESSIONAL SERVICE CONTRACT FOR STATE MANDATED BRIDGE ASSESSMENT PROGRAM**

**POLICY**

Milwaukee County requires that any consultant agreement for services to Milwaukee County over \$50,000 be brought to County Board for approval. The agreement is for \$90,000.00.

**BACKGROUND**

As mandated by state law, Bridge Engineering oversees the biennial bridge inspections of all County-owned bridges inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County.

The department has been in a state of transition and with the loss of key engineering positions the attached agreement was not brought to committee for approval and is being brought forward at this time for questions.

The request for bridge engineering consultant services supports for maintaining our Milwaukee County Local Bridge Program. The intent of the program is to provide safe roads and bridges for the public. In order to ensure compliance the Department of Transportation due to vacant engineering positions needed to hire an experienced bridge engineer to assess the Milwaukee County Local Bridge Program before the end of the 2012 year. This is a safety measure and would assist Transportation Services Sector division with preparation of 2012-2013 planning. The scope of this work would provide bridge engineering assistance in reviewing and prioritizing the local bridge programs. This would allow the Transportation Services Section to recruit an engineering position(s) to actually take the assessment and priority list and develop a schedule that would be included as part of the planning for the future capital projects.

**RECOMMENDATION**

Department of Transportation is requesting approval of the agreement not to exceed \$90,000.00 to contract for services with Collins Engineers, Inc., to ensure a full assessment of the conditions of all bridges within Milwaukee County and plan accordingly in our 2013-2014 capital projects to schedule the most critical as needed.

All information received from the assessments will result in staff time being utilized to enter the data to allow Federal and State agencies access to our priority list. DOT will have to review staffing needs to ensure data entry of this key information is accurate and within the deadline period identified.

Prepared by Fay L. Roberts

Approved by:

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Frank Busalacchi, Director  
Department of Transportation

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(ITEM ) From the Director, Department of Transportation requesting that Milwaukee County to enter into a professional service contract with Collins Engineers for state mandated bridge assessment program for an amount not to exceed \$90,000.

**RESOLUTION**

WHEREAS, Milwaukee County requires that any consultant agreement for services to Milwaukee County over \$50,000 be brought to County Board for approval; and

WHEREAS, As mandated by state law, Bridge Engineering oversees the biennial bridge inspections of all County-owned bridges inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County; and

WHEREAS, The request for bridge engineering consultant services supports maintaining our Milwaukee County Local Bridge Program, and to provide safe roads and bridges to the public; and

WHEREAS, In order to ensure compliance, DOT needed to hire experienced bridge engineers to assess the Milwaukee County Local Bridge Program before the end of 2012;

BE IT RESOLVED, that the Director of Transportation is hereby authorized to enter into an agreement not to exceed \$90,000 to contract for services to ensure a full assessment of the conditions of all bridge within Milwaukee County and plan accordingly in the 2013-2014 capital project schedule the most critical as needed.

**MILWAUKEE COUNTY FISCAL NOTE FORM**

**DATE:** April 23, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND THE FRIENDS OF THE MITCHELL GALLERY OF FLIGHT, INC.**

**FISCAL EFFECT:**

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

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

	<b>Expenditure or Revenue Category</b>	<b>Current Year</b>	<b>Subsequent Year</b>
<b>Operating Budget</b>	Expenditure	\$90,000	0
	Revenue	0	0
	Net Cost	\$90,000	0
<b>Capital Improvement Budget</b>	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

## DESCRIPTION OF FISCAL EFFECT

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

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

As mandated by state law, Bridge Engineering oversees the biennial bridge inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County.

Department/Prepared by: Deborah Bachun, Fiscal Director DOT

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

Did DAS-Fiscal Staff Review?  Yes  No

Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 12\05- May 2012\FISCAL NOTE - Friends of Gallery 300 Lease 440th.doc

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

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

**DATE:** February 6, 2012

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

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** Authorization to Sell County-Owned, Federally-Funded Downtown Transit Center

**POLICY**

Requesting County Board action to declare the Downtown Transit Center Surplus.

**BACKGROUND**

In 1988, Milwaukee County received a \$25.5 million dollar Federal grant for the "Northwest Corridor Express Bus Project." The grant provided 75% funding for the implementation of express bus service and amenities between downtown and the northwest side of Milwaukee. Project elements included the purchase of new buses, passenger shelters, and bus stops signs, a park-ride lot near Northridge and the construction of the Downtown Transit Center and the Mill Road Transit Center. The Mill Road Transit Center was declared surplus in 2007 and sold in 2010 for \$421,681. The park-ride lot at Beatrice Court remains up for sale.

The Downtown Transit Center has 26 vehicle stalls and is an origination point for nine bus routes. Since the building's construction, route modifications and restructuring has occurred resulting in fewer buses using the facility than what it was originally designed for. In addition to the bus terminal, the second floor of the building is used as a rental hall facility operated by Parks who has a contract with the Zilli Hospitality Group to perform catering services.

In August of 2011, The Long Range Lakefront Committee made a recommendation to redevelop the Downtown Transit Center site with a high value, multi-story development. The County Board adopted the Long Range Lakefront Committee recommendations on November 3, 2011. Since federal funds were used on this facility, the Department of Transportation must work with the Federal Transit Administration to determine what disposition methodology will be used for the site. The Department's intent is to make the recommendation that sale proceeds of the Downtown Transit Center be used for future transit needs in Milwaukee County. This was the methodology recommendation used on the Mill Road Transit Center and was approved by the FTA.

The Milwaukee County Transit System will still have a need for a layover location of the nine routes that currently serve the Downtown Transit Center. An adequate site will need to be identified prior to transit's removal from the facility. Depending on the development needs of the new site location, some of the funds from the sale of the Downtown Transit Center could be used for the modest development of the new site. Transit would use the Downtown Transit Center up to the point of property conveyance. This will allow time for identifying a modest alternative site location of a new transit layover point.

### **RECOMMENDATION**

The Director of the Department of Transportation recommends that the Downtown Transit Center property located at 909 E. Michigan Avenue be declared surplus property and be offered for sale.

Report Prepared by: Brian Dranzik, Director of Administration - DOT

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

Cc: Chris Abele, Milwaukee County Executive  
Supervisor, Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee  
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele  
Terrence Cooley, Chief of Staff, County Board of Supervisors  
Pat Farley, Director, Department of Administrative Services  
Brian Taffora, Director of Economic Development  
Lloyd Grant, Managing Director, Milwaukee County Transit System  
Pam Bryant, Interim Fiscal and Budget Administrator, Department of Administrative Services  
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

1 (ITEM ) From the Director, Department of Transportation, requesting authorization to  
2 declare surplus and offer for sale the Downtown Transit Center located at 909 E.  
3 Michigan Avenue:  
4  
5

6 **A RESOLUTION**  
7  
8

9 WHEREAS, in 1988, Milwaukee County received a \$25.5 million Federal grant  
10 for the "Northwest Corridor Express Bus Project" providing 75% funding for the total  
11 project that included the construction of the Downtown Transit Center; and  
12

13 WHEREAS, in August of 2011, the Long Range Lakefront Committee  
14 recommended the redevelopment of the Downtown Transit Center site with a high  
15 value, multi-story development; and  
16

17 WHEREAS, on November 3, 2011 the Milwaukee County Board of Supervisors  
18 adopted the recommendations of the Long Range Lakefront Committee; and  
19

20 WHEREAS, the next step in the redevelopment process of the Downtown Transit  
21 Center is to declare the property surplus; and  
22

23 WHEREAS, Chapter 6 of the Milwaukee County Administrative Code establishes  
24 the process for declaring surplus property; and  
25

26 WHEREAS, the Department of Transportation will work with Federal Transit  
27 Administration to determine a disposition methodology advantageous to Milwaukee  
28 County future transit needs; now therefore,  
29

30 BE IT RESOLVED, that the Director of the Department of Transportation  
31 recommendation that the Downtown Transit Center located at 909 E. Michigan in the  
32 City of Milwaukee be declared surplus and offered for sale in accordance with Chapter 6  
33 of Milwaukee County Administration Code and in conformance with all applicable  
34 Federal laws.  
35  
36

## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** February 6, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT:** Declaring the Downtown Transit Center Surplus Property

**FISCAL EFFECT:**

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

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

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

## DESCRIPTION OF FISCAL EFFECT

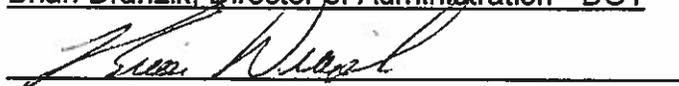
In the space below, you must provide the following information. Attach additional pages if necessary.

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

This resolution declares the Downtown Transit Center surplus property. Once the property is declared surplus work will begin on establishing a sale process for the transit center that conforms with all FTA guidelines of a competitive process. As specified in County Ordinances, a final sale recommendation will be brought back to the County Board for its approval.

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

Authorized Signature



Did DAS-Fiscal Staff Review?  Yes  No

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

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

**DATE:** April 16, 2012

**TO:** Chairman, Economic and Community Development Committee  
Chairman, Transportation Public Works & Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** Disposition of Downtown Transit Center Process

**POLICY**

This report is informational as requested at the March 5, 2012 Committee on Economic and Community Development.

**BACKGROUND**

At the March 5, 2012 Committee on Economic and Community Development a request was made to provide a report identifying the steps needed to declare the Downtown Transit Center surplus and receive the approval needed to relocate its use. Chapter 6 of the Milwaukee County Code of Ordinances covers the topic of real estate for Milwaukee County. The department makes a request to declare property surplus through its parent committee. Once the board approves the declaration of surplus property, the Real Estate Division can market the property for sale.

In the case of the Downtown Transit Center, Federal Transit Administration (FTA) funds were used to finance the building. Therefore, the FTA's process that governs land sales must be followed. There are five main criteria that must be adhered to they include:

- Notify the FTA that the property has been declared surplus and an explanation of why it is being declared surplus.
- Obtain an appraisal of the facility to determine value.
- Request disposition instructions from FTA.
- Use a sale process that provides for competition.
- Obtain agreement from the FTA on the sale price of the property.

It is the Department's intent to request that remaining federal interest in the property be used for future Milwaukee County transit capital projects. This would allow Milwaukee County to use the proceeds without having to return them to the FTA.

Since the property is still in use by the transit system, a replacement location will need to be found for the existing use. While the Downtown Transit Center may have a greater capacity for what is needed, there still is a need for a marshalling location for buses that are the eastern terminus of their route and layover. It is possible that sales proceeds from the Downtown Transit Center may be used to obtain and develop a replacement facility.

### **RECOMMENDATION**

This report is for information purposes.

Report Prepared by: Brian Dranzik, Director of Administration - DOT

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

Cc: Chris Abele, Milwaukee County Executive  
Supervisor, , Chairperson, County Board of Supervisors  
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele  
, Chief of Staff, County Board of Supervisors  
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Chris Abele  
Pat Farley, Director, Department of Administrative Services  
Craig Kammholz, Fiscal and Budget Administrator, Department of  
Administrative Services  
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATON**

**DATE:** April 15, 2012

**TO:** Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Frank Busalacchi Director, Milwaukee County Department of Transportation (MCDOT), Andrea Weddle-Henning, Resident Contract Manager, MCDOT-Transportation Services

**SUBJECT:** 2011 MCDOT Transportation Services Construction Season Overview

**POLICY**

Update the TPW & T Committee on the project status/overview of the 2011 construction projects in MCDOT Transportation Services as of April 2012.

**BACKGROUND**

MCDOT Transportation Services had 9 construction projects in 2011 of which 2 were road reconstruction with widening, 1 was an intersection reconstruction with traffic signalization, 2 were bridge rehabilitation and 4 were road recondition/rehabilitation. All 9 construction projects had Federal/State funding (50% - 90%) participation and required a MCDOT match (10% - 50%).

In 2011, the 9 construction project awards (contractor bid amount) totaled approximately \$21,100,000 having a Federal/State cost participation totaling approximately \$15,400,000 with a MCDOT match totaling approximately \$5,700,000 as of April 2011. It is important to note that the project award does not include construction management (Engineering & Contingences) costs that are typically an additional 15% of the award amount. For the purpose of the project status/overview, the cost for construction management was not included in the overall cost of construction. The final cost for the entire project will be shared when the project close out is complete.

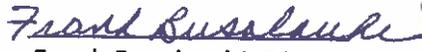
Included is more detailed information for each of the 9 construction projects such as the project construction funding information, project construction information, project construction completion information and remarks.

**RECOMMENDATION**

This Report is for informational purposes.

Report Prepared By: Andrea Weddle-Henning, Resident Contract Manager,  
MCDOT Transportation Services

Approved By:



Frank Busalacchi, Director  
Department of Transportation

**E. COLLEGE AVE. (CTH ZZ)  
 S. Howell Ave. - S. Pennsylvania Ave.**



PROJECT	
<b>No.:</b>	2355-05-75
<b>Description:</b>	E. College Ave. (CTH ZZ)-S. Howell Ave. to S. Pennsylvania Ave.
<b>Length:</b>	1.4 miles
<b>Improvement Type:</b>	Road Reconstruction and Widening (2-lane to 4-lane)

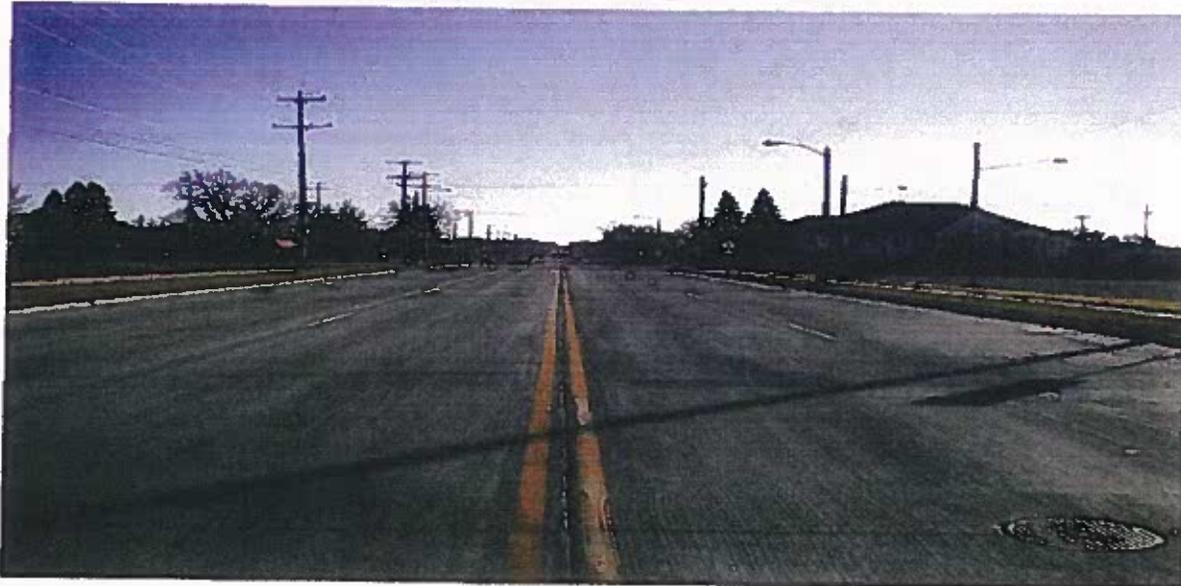
PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	Surface Transportation Program (STP)
<b>Funding Participation:</b>	80% Federal/State and 20% Milwaukee County
<b>Estimated 80% Funding Participating Amount:</b>	\$6,462,400
<b>Estimated 20% Funding Participating Amount:</b>	\$1,615,600
<b>Federal/State Funding Cap Amount:</b>	\$6,462,400
<b>Funding Deadline:</b>	2014

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$5,034,527
<b>Current Construction Cost (as of April 2012):</b>	\$5,220,159
<b>Construction Start Date:</b>	April 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	November 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List") and installation of street lighting in the new median.

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
Street lighting along E. College Ave. was added to the construction project as a safety measure for pedestrians, bicyclists and motorists at the request of Director Frank Busalacchi. It has an estimated/maximum cost of \$300,000 which will be included in the project funding participation.	

**S. 13TH ST. (CTH V)  
 W. Rawson Ave. - W. College Ave**



PROJECT	
No.:	2505-06-70
Description:	S.13 <sup>th</sup> St. (CTH V)-W. Rawson Ave. to W. College Ave.
Length:	1.0 miles
Improvement Type:	Road Reconstruction and Widening (2-lane to 4-lane)

PROJECT CONSTRUCTION FUNDING INFORMATION	
Funding Source:	Surface Transportation Program (STP)
Funding Participation:	80% Federal/State & 20% Milwaukee County/City
Estimated 80% Funding Participating Amount:	\$4,355,920 (County) + \$1,474,648 (Oak Creek)
Estimated 20% Funding Participating Amount:	\$1,088,980 (County) + \$368,662 (Oak Creek)
Federal/State Funding Cap Amount:	\$5,444,900 (\$4,355,920+\$1,088,900)
Funding Deadline:	2015

PROJECT CONSTRUCTION INFORMATION	
Construction Award Amount:	\$4,508,472
Current Construction Cost (as of April 2012):	\$5,467,724
Construction Start Date:	April 2011
Construction Substantially Complete/ Road Open to Traffic:	November 2011
Remaining Construction Work in 2012:	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
Project Close Out- Milwaukee County:	Summer 2012
Project Close Out- State (WISDOT):	1-3 years after Milwaukee County close out.

REMARKS	
None.	

**E. COLLEGE AVE. (CTH ZZ)  
 S. Pennsylvania Ave.- S. Packard Ave**



PROJECT	
<b>No.:</b>	2355-00-76
<b>Description:</b>	E. College Ave. (CTH ZZ)- S. Pennsylvania Ave. to S. Packard Ave.
<b>Length:</b>	1.0 mile
<b>Improvement Type:</b>	Road Rehabilitation/Recondition

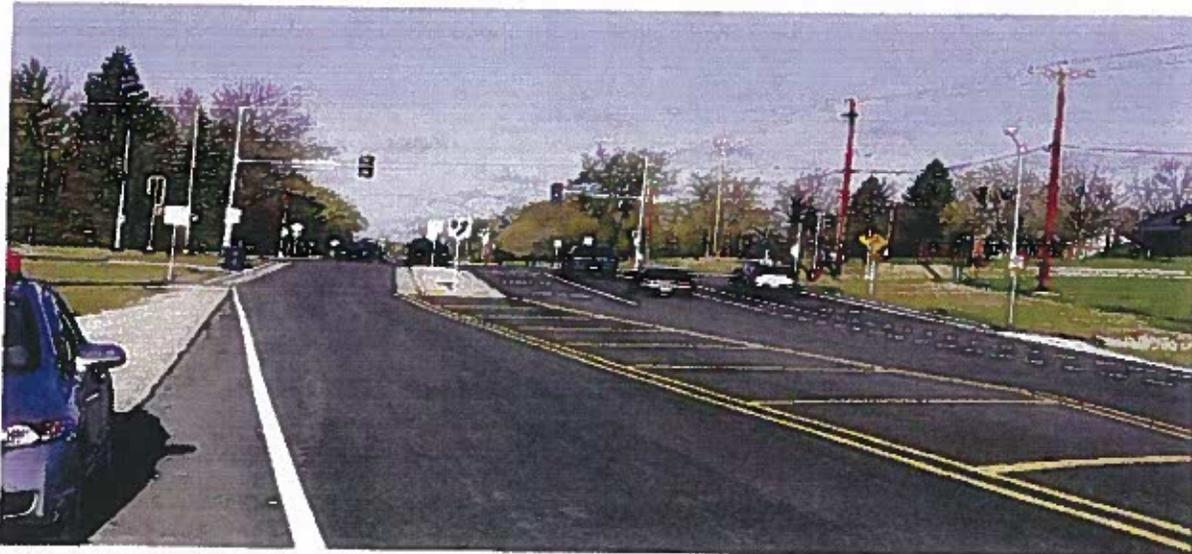
PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	American Recovery and Reinvestment Act (ARRA)
<b>Funding Participation:</b>	100% Federal/State and 0% Milwaukee County
<b>Estimated 100% Funding Participating Amount:</b>	\$2,190,925
<b>Estimated 0% Funding Participating Amount:</b>	N/A
<b>Federal/State Funding Cap Amount:</b>	\$2,190,925
<b>Funding Deadline:</b>	2012

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,617,888
<b>Current Construction Cost (as of April 2012):</b>	\$1,692,083
<b>Construction Start Date:</b>	March 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	August 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
None.	

**S. 13TH ST. (CTH V) & W. PUETZ RD.  
 INTERSECTION**



PROJECT	
<b>No.:</b>	2505-00-72
<b>Description:</b>	S. 13 <sup>th</sup> St. (CTH V) & W. Puetz Rd. Intersection
<b>Length:</b>	N/A
<b>Improvement Type:</b>	Intersection Reconstruction and Traffic Signalization

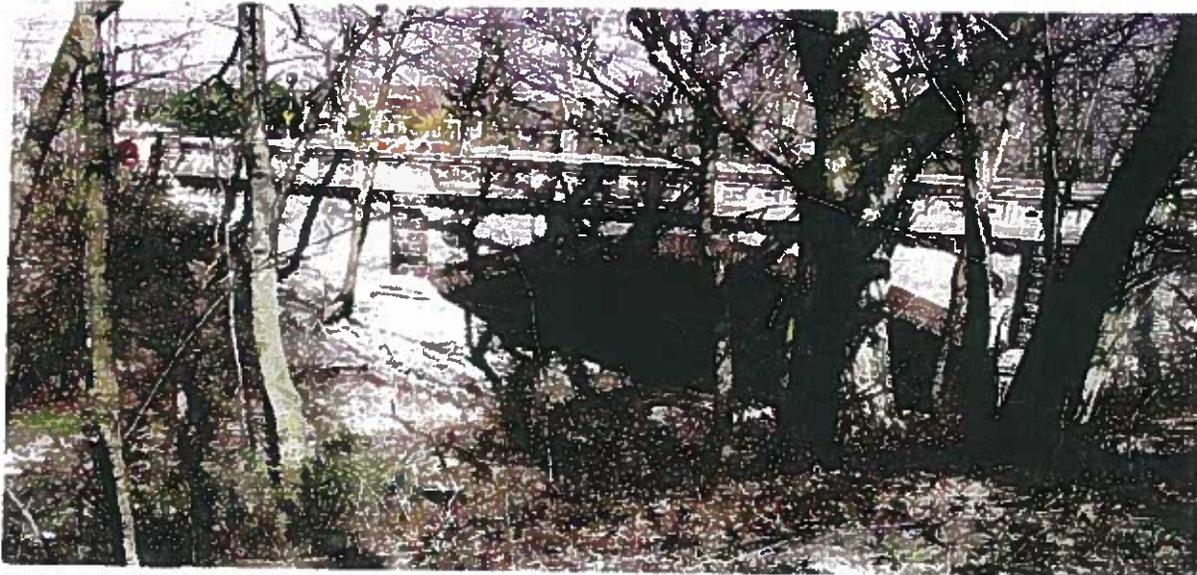
PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	City of Oak Creek's Federal/State Funding
<b>Funding Participation:</b>	90% Federal/State, 5% Oak Creek, 5% Milwaukee County
<b>Estimated 90% Funding Participating Amount:</b>	\$661,500
<b>Estimated 10% Funding Participating Amount:</b>	\$66,150 (\$36,750 is the 5% share)
<b>Federal/State Funding Cap Amount:</b>	\$661,500
<b>Funding Deadline:</b>	2013

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,009,946
<b>Current Construction Cost (as of April 2012):</b>	\$1,074,040
<b>Construction Start Date:</b>	September 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	December 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
Construction was over the Federal/State funding cap. The costs over the cap will be split 50/50 between City of Oak Creek and Milwaukee County. A \$300,000 fund transfer was executed for the shortfall.	

## LAKE PARK DRIVE BRIDGE OVER DRAINAGE RAVINE (P-40-0573)



PROJECT	
<b>No.:</b>	2984-39-71
<b>Description:</b>	Lake Park Drive Bridge over Drainage Ravine (P-40-0573)
<b>Length:</b>	N/A
<b>Improvement Type:</b>	Bridge Rehabilitation (SR=59.5)

PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	Surface Transportation Program (STP)
<b>Funding Participation:</b>	80% Federal/State and 20% Milwaukee County
<b>Estimated 80% Funding Participating Amount:</b>	\$1,520,000
<b>Estimated 20% Funding Participating Amount:</b>	\$380,000
<b>Federal/State Funding Cap Amount:</b>	\$1,520,000
<b>Funding Deadline:</b>	2013

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,601,540
<b>Current Construction Cost (as of April 2012):</b>	\$1,268,353
<b>Construction Start Date:</b>	October 2010
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	December 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
This bridge was a historical bridge and was very challenging to meet the requirements during construction due to it being historical.	

AJW-H 4/15/2012

**W. KINNICKINNIC RIVER PARKWAY BRIDGE  
 OVER KINNICKINNIC RIVER (P-40-0569)**



PROJECT	
<b>No.:</b>	2967-12-70
<b>Description:</b>	W. Kinnickinnic River Parkway Bridge over Kinnickinnic River (P-40-0569)
<b>Length:</b>	N/A
<b>Improvement Type:</b>	Bridge Rehabilitation (SR=31.6)

PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	Surface Transportation Program (STP)
<b>Funding Participation:</b>	80% Federal/State and 20% Milwaukee County
<b>Estimated 80% Funding Participating Amount:</b>	\$1,348,000
<b>Estimated 20% Funding Participating Amount:</b>	\$337,000
<b>Federal/State Funding Cap Amount:</b>	\$1,348,000
<b>Funding Deadline:</b>	2013

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,347,656
<b>Current Construction Cost (as of April 2012):</b>	\$1,264,037
<b>Construction Start Date:</b>	August 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	December 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

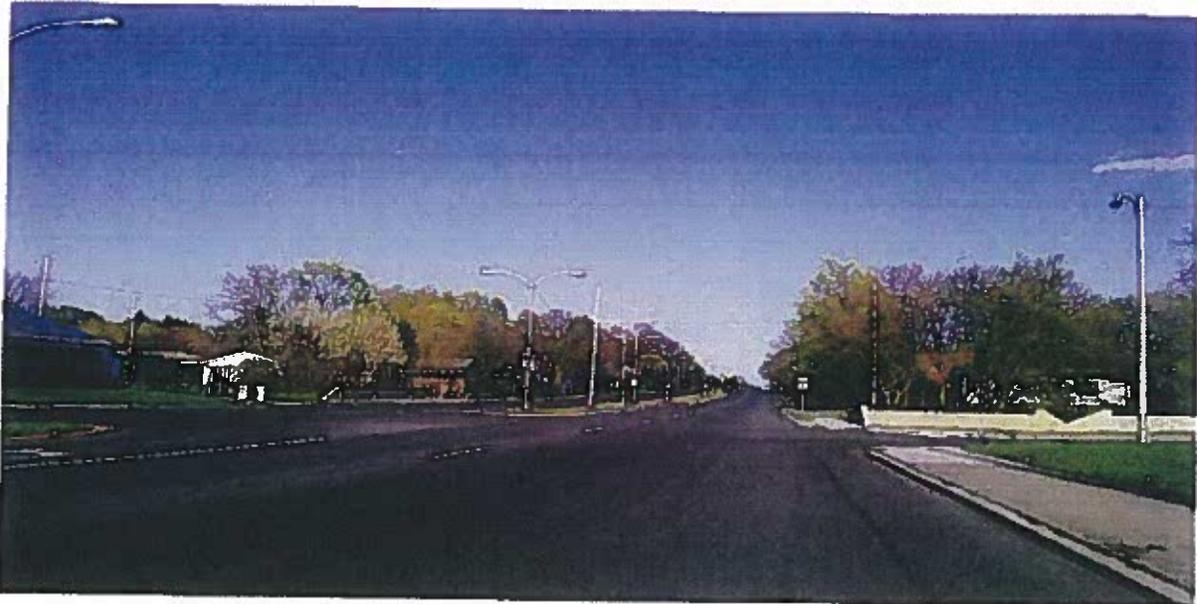
PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
None.	

MILWAUKEE COUNTY DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION SERVICES  
 2011 CONSTRUCTION SEASON OVERVIEW

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**W. MILL RD. (CTH S)  
 N. 91st St.-N. 84th St.; N. 56th St.-N. 43rd St**



PROJECT	
<b>No.:</b>	WH020041-2
<b>Description:</b>	W. Mill Rd. (CTH S)-N. 91 <sup>st</sup> St. to N. 84 <sup>th</sup> St. and N. 56 <sup>th</sup> St. to N. 43 <sup>rd</sup> St.
<b>Length:</b>	1.2 miles
<b>Improvement Type:</b>	Road Rehabilitation and Bridge/Culvert Rehabilitation

PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	County Highway Improvement Program (CHIP)
<b>Funding Participation:</b>	50% Federal/State, 50% Milwaukee County
<b>Estimated 50% Funding Participating Amount:</b>	\$1,087,180
<b>Estimated 50% Funding Participating Amount:</b>	N/A
<b>Federal/State Funding Cap Amount:</b>	\$1,087,180
<b>Funding Deadline:</b>	2011

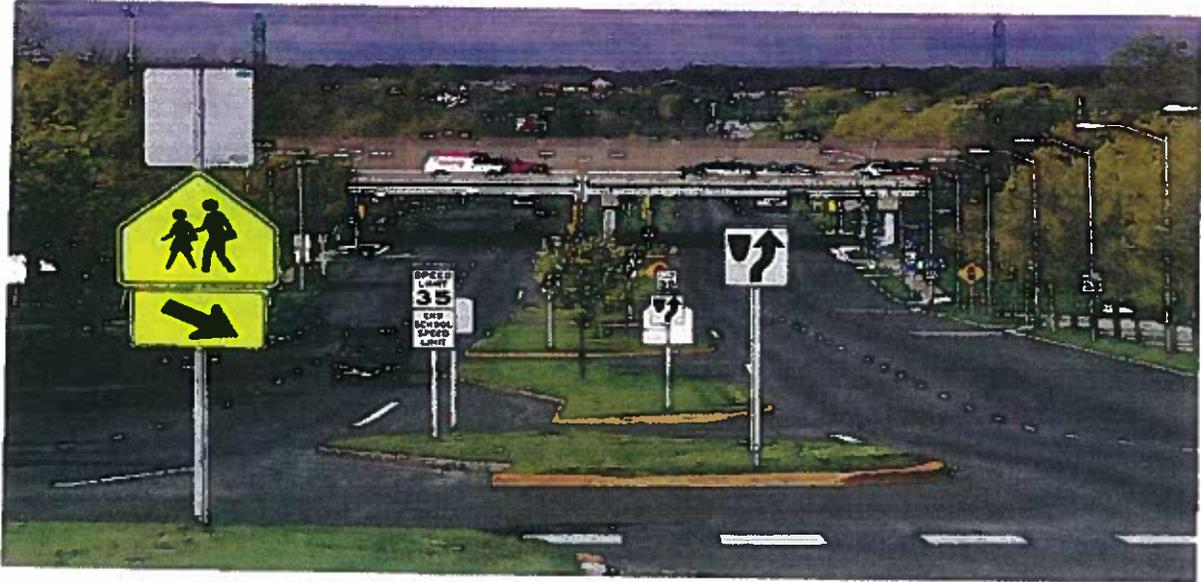
PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,783,248
<b>Current Construction Cost (as of April 2012):</b>	\$1,665,694
<b>Construction Start Date:</b>	May 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	August 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
None.	

AJW-H 4/15/2012

**W. OKLAHOMA AVE. (CTH NN)  
 S. 108th St. - S. 76th St.**



PROJECT	
<b>No.:</b>	H203NN01C/2C (Phase 1/Phase 2)
<b>Description:</b>	S. 108 <sup>th</sup> St. to W. Beloit Rd. (1C) and W. Beloit Rd. to S. 76 <sup>th</sup> St. (2C)
<b>Length:</b>	1.7 miles
<b>Improvement Type:</b>	Road Rehabilitation

PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	County Highway Improvement Program (CHIP)
<b>Funding Participation:</b>	50% Federal/State, 50% Milwaukee County
<b>Estimated 50% Funding Participating Amount:</b>	\$2,548,381
<b>Estimated 50% Funding Participating Amount:</b>	N/A
<b>Federal/State Funding Cap Amount:</b>	\$2,548,381
<b>Funding Deadline:</b>	2011 (Phase 1) and 2013 (Phase 2)

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$3,083,268
<b>Current Construction Cost (as of April 2012):</b>	\$3,077,924
<b>Construction Start Date:</b>	May 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	December 2011
<b>Remaining Construction Work in 2012:</b>	Complete defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
None.	

**W. COLLEGE AVE. (CTH ZZ)  
 S. 51st St. to S. 27th St.**



PROJECT	
<b>No.:</b>	WH010051
<b>Description:</b>	W. College Ave. (CTH ZZ)-S. 51 <sup>st</sup> St. to S. 27 <sup>th</sup> St.
<b>Length:</b>	1.2 miles
<b>Improvement Type:</b>	Road Rehabilitation/Reconditioning

PROJECT CONSTRUCTION FUNDING INFORMATION	
<b>Funding Source:</b>	County Highway Improvement Program (CHIP)
<b>Funding Participation:</b>	50% Federal/State, 50% Milwaukee County
<b>Estimated 50% Funding Participating Amount:</b>	\$840,759
<b>Estimated 50% Funding Participating Amount:</b>	N/A
<b>Federal/State Funding Cap Amount:</b>	\$840,759
<b>Funding Deadline:</b>	2013

PROJECT CONSTRUCTION INFORMATION	
<b>Construction Award Amount:</b>	\$1,044,710
<b>Current Construction Cost (as of April 2012):</b>	\$1,053,915
<b>Construction Start Date:</b>	October 2011
<b>Construction Substantially Complete/ Road Open to Traffic:</b>	November 2011
<b>Remaining Construction Work in 2012:</b>	Complete all landscaping and defective/unacceptable construction work from quality control review completed in 2011 (also known as "Punch List").

PROJECT CONSTRUCTION COMPLETION INFORMATION	
<b>Project Close Out- Milwaukee County:</b>	Summer 2012
<b>Project Close Out- State (WISDOT):</b>	1-3 years after Milwaukee County close out.

REMARKS	
Very fast track construction project.	

**MILWAUKEE COUNTY  
INTEROFFICE MEMO**

**DATE:** April 20, 2012  
**TO:** Chairperson, Transportation, Public Works & Transit Committee  
**FROM:** Frank Busalacchi, Director, Department of Transportation  
**SUBJECT:** **INFORMATIONAL UPDATE ON PROJECT STATUS 13th St.  
(CTH V)/PUETZ RD. INTERSECTION IMPROVEMENTS WisDOT PROJECT**

**POLICY**

County Board policy required any movement of capital project funds be brought back to this committee with appropriate back up documentation explaining the situation and if appropriate a fund transfer request.

**BACKGROUND**

At the February 29, 2012 Transportation, Public Works and Transit Committee meeting the new Director of Transportation indicated that the project funding would remain transparent and any issues would be brought to committee as referenced in adopted capital budget documentation.

**UPDATE**

WH089012 13th St. Puetz Went to the March 2012 Finance and Audit Committee FILE No. 12-1/12-269. Fund Transfer for \$300,000 to finance this project. (Item 14)

Milwaukee County and City of Oak Creek S. 13th Street (CTH V) & W. Puetz Rd. Intersection Improvement WisDOT Project No's. 2505-00-72:

Design has been completed and the total cost is \$110,663.98.

HSIP funding has been applied to its maximum design share of \$79,200 (90% of 88,000).

Oak Creek and Milwaukee County for half of the remaining total; Oak Creek has paid 31,463.98 (\$110,663.98-\$79,200=\$31,463.98), and has invoiced Milwaukee County for half \$15, 731.00, invoice #20110411, 10/05/11 as reimbursement for its 50% cost share.

Construction has been substantially completed and the cost so far is \$1,074,040.20 (with approximately \$110,000 more in billings expected).

Oak Creek has paid the \$412,540.20 ( $\$1,074,040.20 - \$661,500 = \$412,540.20$ ) and has pretty well exhausted its budgeted resources for this project, and will invoice Milwaukee County for half of that (\$206,270.10) as reimbursement for 50% cost share.

There should be approximately \$110,000 in billings yet to come from WisDOT, for which Milwaukee County will be responsible for 50%; this is approximate and will be adjusted upon an account of all construction item actual quantities.

Detailed documentation with the project information is attached.

This is an update requested by committee to track the expenditures requested in the fund transfer File No. 12-1/12-269 (Item 14).

Prepared by: Fay Roberts

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

**13<sup>th</sup> St. (CTH V)/Puetz Rd. Intersection Improvements  
WDOT Project Nos. 2505-00-02 and 2505-00-72**

1. Design has been completed and the total cost is \$110,663.98.
  - a. HSIP funding has been applied to its maximum design share of \$79,200. (90% of \$88,000)
  - b. Oak Creek and Milwaukee County are each responsible for half of the remaining \$8,800. (5% and 5% of \$88,000).
  - c. Oak Creek and Milwaukee County are each responsible for half of the remaining design costs. (50% and 50% of \$22,663.98).

Oak Creek has paid the \$31,463.98 ( $\$110,663.98 - \$79,200 = \$31,463.98$ ), and has invoiced Milwaukee County for half of that (\$15,731.99, Invoice #20110411, 10/05/2011) as reimbursement for its 50% cost share.

2. Construction has been substantially completed and the cost so far is \$1,074,040.20 (with approximately \$110,000 more in billings expected).
  - a. HSIP funding has been applied to its maximum construction share of \$661,500. (90% of \$735,000)
  - b. Oak Creek and Milwaukee County are each responsible for half of the remaining \$73,500. (5% and 5% of \$735,000).
  - c. Oak Creek and Milwaukee County are each responsible for half of the remaining construction costs. (50% and 50% of \$339,040.20).

Oak Creek has paid the \$412,540.20 ( $\$1,074,040.20 - \$661,500 = \$412,540.20$ ) and has pretty well exhausted its budgeted resources for this project, and will invoice Milwaukee County for half of that (\$206,270.10) as reimbursement for its 50% cost share.

Note that there should be approximately \$110,000 in billings yet to come from the State, for which Milwaukee County will be responsible for 50%. This is approximate and will be adjusted upon an accounting of all construction item as-built quantities.



# Project Status

Wisconsin Department of Transportation

3/28/2012 5:03 PM

FieldManager 4.7a

Contract: 20110809011, S 13TH ST (CTH V)

Project Number: 2505-00-72

Project Description: S 13TH ST (CTH V), INTERSECT W/WEST PUETZ RD

Awarded Project Amount: \$1,009,946.02  
 Current Project Amount: \$1,000,642.12  
 Project Amount Paid To Date (FM): \$1,066,844.36  
 Project Amount Paid To Date (CAS): \$1,054,220.06  
 % Project Complete (awrd): 105.63%  
 % Project Complete (curr): 106.62%

Net Change Amount (Auth): \$-9,303.90  
 Net Change Amount (Pend): \$0.00  
 Total Net Change Amount: \$-9,303.90  
 Net Change Pct (Auth): -0.92%  
 Net Change Pct (Pend): 0.00%  
 Total Net Change Pct: -0.92%

### Categories

Catg. No.	Category Description
0010	PARTICIPATING ITEMS
0020	NON-PARTICIPATING ITEMS

### Item Types

Type	Authorized Amt	% of Project (auth)	Pending Amt	% of Project (pend)	Total Auth/Pend Amount	% of Project (auth+pend)
Change Order	-9,303.90	-0.93%	0.00	0.00%	-9,303.90	-0.93%
Original Item	1,009,946.02	100.93%	0.00	0.00%	1,009,946.02	100.93%
Totals	\$1,000,642.12	100.00%	\$0.00	0.00%	\$1,000,642.12	100.00%



# Construction Pay Estimate Amount Balance Report

Estimate: 7

Wisconsin Department of Transportation

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FieldManager 4.7a

Contract: 20110809011, S 13TH ST (CTH V)

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0460	ADJUSTING MANHOLE COVERS	611.8110		3.000 EACH		2.000	2.000	67%	435.00000	\$870.00
0290	APR ENDWLS CULV PIPE REINF CONC 12-IN	522.1012		5.000 EACH		5.000	5.000	100%	728.70000	\$3,643.50
0270	APR ENDWLS FOR CULVERT PIPE STEEL 15-IN	521.1015		10.000 EACH		12.000	12.000	120%	289.24000	\$3,470.88
0280	APR ENDWLS FOR CULVERT PIPE STEEL 18-IN	521.1018		4.000 EACH		4.000	4.000	100%	306.38000	\$1,225.52
0210	ASPH SURFACE DRIVEWAYS & FIELD ENTRANCES	465.0120		145.000 TON		207.560	207.560	143%	84.00000	\$17,435.04
0230	ASPHALTIC FLUMES	465.0315		30.000 SY		35.930	35.930	120%	48.70000	\$1,749.79
0160	ASPHALTIC MATERIAL PG64-22	455.0115		105.000 TON		84.120	84.120	80%	100.00000	\$8,412.00
0170	ASPHALTIC MATERIAL PG64-28	455.0120		75.000 TON		67.810	67.810	90%	120.00000	\$8,137.20
0220	ASPHALTIC SURFACE TEMPORARY	465.0125		460.000 TON		714.950	714.950	155%	54.00000	\$38,607.30
1190	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	658.0215		10.000 EACH	3.000	10.000	10.000	100%	70.70000	\$707.00
1200	BACKPLATES SIGNAL FACE 5 SECTION 12-INCH	658.0225		2.000 EACH	1.000	2.000	2.000	100%	111.85000	\$223.70
0110	BASE AGGREGATE DENSE 1 1/4-INCH	305.0120		7,250.000 TON		10,069.030	10,069.030	139%	8.56000	\$86,190.90
0100	BASE AGGREGATE DENSE 3/4-INCH	305.0110		190.000 TON		430.600	430.600	227%	15.80000	\$6,803.48
0120	BREAKER RUN	311.0110		1,650.000 TON		4,188.570	4,188.570	254%	7.54000	\$31,581.82
1090	CABLE TRAFFIC SIGNAL 12-14 AWG	655.0260		1,690.000 LF		1,418.100	1,418.100	84%	1.94000	\$2,751.11
1070	CABLE TRAFFIC SIGNAL 5-14 AWG	655.0230		640.000 LF	445.000	445.000	445.000	70%	1.04000	\$462.80
1080	CABLE TRAFFIC SIGNAL 7-14 AWG	655.0240		160.000 LF	71.000	71.000	71.000	44%	1.28000	\$90.88
1100	CABLE TYPE UF 2-12 AWG GROUNDED	655.0305		675.000 LF	499.000	499.000	499.000	74%	0.86000	\$429.14
0010	CLEARING	201.0120		94.000 ID		239.000	239.000	254%	33.00000	\$7,887.00
1050	CONCRETE BASES TYPE 1	654.0101		6.000 EACH		6.000	6.000	100%	518.95000	\$3,113.70
1060	CONCRETE BASES TYPE 10	654.0110		4.000 EACH		4.000	4.000	100%	1,996.68000	\$7,986.72
0300	CONCRETE CURB & GUTTER 31-INCH	601.0331		1,885.000 LF		1,894.100	1,894.100	100%	11.00000	\$20,835.10
0140	CONCRETE DRIVEWAY 6-INCH	416.0160		125.000 SY		256.680	256.680	205%	30.00000	\$7,700.40
0510	CONCRETE MEDIAN SLOPED NOSE	620.0300		200.000 SF		140.590	140.590	70%	6.00000	\$843.54
0310	CONCRETE SIDEWALK 4-INCH	602.0405		1,440.000 SF		1,361.750	1,361.750	95%	3.30000	\$4,493.78

Contract: 20110809011

Estimate: 7

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# Construction Pay Estimate Amount Balance Report

Estimate: 7

Wisconsin Department of Transportation

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FieldManager 4.7a

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0320	CONCRETE SIDEWALK 5-INCH	602.0410	855.000	SF		1,028.730	1,028.730	120%	3.30000	\$3,394.81
1020	CONDUIT RIGID NONMETALLIC SCH 40 2-IN	652.0225	90.000	LF		81.500	81.500	91%	3.71000	\$302.37
1010	CONDUIT RIGID NONMETALLIC SCH 40 1-IN	652.0210	5.000	LF		5.000	5.000	100%	2.67000	\$13.35
1030	CONDUIT RIGID NONMETALLIC SCH 40 3-IN	652.0235	890.000	LF		867.200	867.200	97%	4.65000	\$4,032.48
0980	CONST STAKING ELEC INSTALL (PROJECT) 01. 2505-00-72	650.8500	1.000	LS		1.000	1.000	100%	400.00000	\$400.00
0990	CONST STAKING SUPPLEMENTAL CONTRL (PROJ) 01. 2505-00-72	650.9910	1.000	LS		1.000	1.000	100%	200.00000	\$200.00
0950	CONSTRUCTION STAKING BASE	650.5000	1,840.000	LF		1,838.000	1,838.000	99%	0.45000	\$827.10
0960	CONSTRUCTION STAKING CURB GUTTER & C&G	650.5500	1,885.000	LF		1,894.100	1,894.100	100%	0.55000	\$1,041.76
0970	CONSTRUCTION STAKING PIPE CULVERTS	650.6000	1.000	EACH		1.000	1.000	100%	80.00000	\$80.00
1000	CONSTRUCTION STAKING SLOPE STAKES	650.9920	1,840.000	LF		1,838.000	1,838.000	99%	0.32000	\$588.16
0930	CONSTRUCTION STAKING STORM SEWER	650.4000	20.000	EACH		20.000	20.000	100%	45.00000	\$900.00
0940	CONSTRUCTION STAKING SUBGRADE	650.4500	1,840.000	LF		1,838.000	1,838.000	99%	0.43000	\$790.34
0470	COVER PLATES TEMPORARY	611.8120.S	3.000	EACH		8.000	8.000	267%	325.00000	\$2,600.00
0240	CULVERT PIPE CONCRETE COLLAR	520.8000.S	3.000	EACH		3.000	3.000	100%	475.00000	\$1,425.00
0250	CULVERT PIPE CORRUGATED STEEL 15-INCH	521.0115	146.000	LF		231.000	231.000	158%	27.91000	\$6,447.21
0260	CULVERT PIPE CORRUGATED STEEL 18-INCH	521.0118	51.000	LF		51.000	51.000	100%	30.35000	\$1,547.85
0330	CURB RAMP DETECTABLE WARNNG FIELD YELLOW	602.0505	96.000	SF		96.000	96.000	100%	35.00000	\$3,360.00
1130	ELEC SERVICE METER BREAKER PEDESTAL 01. CTHV (S. 13TH STREET AND W. PUETZ ROAD)	656.0200	1.000	LS		1.000	1.000	100%	863.83000	\$863.83
1120	ELECTRICAL WIRE LIGHTING 12 AWG	655.0610	440.000	LF	528.000	528.000	528.000	120%	0.54000	\$285.12
1110	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	655.0515	1,040.000	LF		1,029.100	1,029.100	99%	0.69000	\$710.08

Contract: 20110809011

Estimate: 7

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# Construction Pay Estimate Amount Balance Report

Estimate: 7

Wisconsin Department of Transportation

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FieldManager 4.7a

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0540	EROSION BALES	628.1104	72.000	EACH		7.000	7.000	10%	13.00000	\$91.00
0590	EROSION MAT URBAN CLASS I TYPE A	628.2006	9,200.000	SY	1.000	9,078.760	9,078.760	99%	1.36000	\$12,347.11
0070	EXCAVATION COMMON	205.0100	10,205.000	CY	1,937.920	13,812.100	13,812.100	135%	10.00000	\$138,121.00
0630	FERTILIZER TYPE B	629.0210	6.000	CWT		6.400	6.400	107%	45.00000	\$288.00
0700	FIELD OFFICE TYPE B	642.5001	1.000	EACH		1.000	1.000	100%	6,000.00000	\$6,000.00
0090	FINISHING ROADWAY (PROJECT) 01. 2505-00-72	213.0100	1.000	EACH		1.000	1.000	100%	3,000.00000	\$3,000.00
0790	GEOTEXTILE FABRIC TYPE HR	645.0120	32.000	SY		70.340	70.340	220%	7.50000	\$527.55
0020	GRUBBING	201.0220	94.000	ID		239.000	239.000	254%	19.25000	\$4,600.75
0190	HMA PAVEMENT TYPE E-3	460.1103	3,000.000	TON		3,031.270	3,031.270	101%	55.80000	\$169,144.87
0200	INCENTIVE DENSITY HMA PAVEMENT	460.2000	1,920.000	DOL	1,402.000	1,402.000	1,402.000	73%	1.00000	\$1,402.00
0440	INLET COVERS TYPE C	611.0612	3.000	EACH		3.000	3.000	100%	410.00000	\$1,230.00
0450	INLET COVERS TYPE MS	611.0642	7.000	EACH		7.000	7.000	100%	410.00000	\$2,870.00
0610	INLET PROTECTION TYPE A	628.7005	9.000	EACH		1.000	1.000	11%	75.00000	\$75.00
0620	INLET PROTECTION TYPE B	628.7010	12.000	EACH		14.000	14.000	117%	60.00000	\$840.00
0420	INLETS TYPE 8	611.0305	7.000	EACH		7.000	7.000	100%	1,220.00000	\$8,540.00
0490	INSULATION BOARD POLYSTYRENE (INCH) 01. 2-INCH	612.0902.S	4.000	SY		3.330	3.330	83%	25.00000	\$83.25
0410	MANHOLES TYPE 1	611.0201	5.000	EACH		5.000	5.000	100%	1,000.00000	\$5,000.00
0660	MARKERS CULVERT END	633.5200	6.000	EACH		6.000	6.000	100%	50.00000	\$300.00
0130	MILL AND RELAY	330.0100	5,800.000	SY		0.000	0.000		0.83000	
0500	MOBILIZATION	619.1000	1.000	EACH		1.000	1.000	100%	98,549.86000	\$98,549.86
0580	MOBILIZATION EMERGENCY EROSION CONTROL	628.1910	3.000	EACH		0.000	0.000		111.00000	
0570	MOBILIZATIONS EROSION CONTROL	628.1905	3.000	EACH		2.000	2.000	67%	110.00000	\$220.00
0530	MULCHING	627.0200	500.000	SY		0.000	0.25000		0.25000	
1470	NONCONFORMING QMP ASPHALTIC MATERIAL PG 64-28	804.4306	-1,525.800	DOL	-1,525.800	-1,525.800	-1,525.800	100%	1.00000	-\$1,525.80
1475	NONCONFORMING QMP HMA MIXTURE E-3	804.4308	-13,643.100	DOL	-13,643.100	-13,643.100	-13,643.100	100%	1.00000	-\$13,643.10
1250	ON-THE-JOB TRAINING APPRENTICE \$5.00/HR	ASP.1T0A	500.000	HRS		0.000	0.000		5.00000	

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# Construction Pay Estimate Amount Balance Report

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Wisconsin Department of Transportation

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FieldManager 4.7a

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
1260	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	ASP.1T0G	550.000	HRS		0.000			5.00000	
0830	PAVEMENT MARKING ARROWS EPOXY TYPE 2	647.0166	10.000	EACH		10.000	10.000	100%	225.00000	\$2,250.00
0900	PAVEMENT MARKING CROSSWALK EPOXY 6-IN	647.0766	430.000	LF		423.000	423.000	98%	3.85000	\$1,628.55
0860	PAVEMENT MARKING CURB EPOXY	647.0456	40.000	LF		62.100	62.100	155%	4.75000	\$294.98
0890	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	647.0726	320.000	LF		288.100	288.100	90%	4.95000	\$1,426.10
0800	PAVEMENT MARKING EPOXY 4-INCH	646.0106	9,250.000	LF		8,029.300	8,029.300	87%	0.38000	\$3,051.13
0810	PAVEMENT MARKING EPOXY 8-INCH	646.0126	1,025.000	LF		999.900	999.900	98%	0.58000	\$579.94
0880	PAVEMENT MARKING ISLAND NOSE EPOXY	647.0606	4.000	EACH		4.000	4.000	100%	150.00000	\$600.00
0870	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	647.0566	120.000	LF		121.000	121.000	101%	5.50000	\$665.50
0840	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY	647.0306	2.000	EACH		2.000	2.000	100%	125.00000	\$250.00
0850	PAVEMENT MARKING WORDS	647.0356	5.000	EACH		5.000	5.000	100%	250.00000	\$1,250.00
1140	PEDESTAL BASES	657.0100	6.000	EACH		6.000	6.000	100%	173.97000	\$1,043.82
1210	PEDESTRIAN PUSH BUTTONS	658.0500	8.000	EACH	8.000	8.000	8.000	100%	193.95000	\$1,551.60
0480	PIPE UNDERDRAIN UNPERFORATED 6-INCH	612.0206	45.000	LF		132.700	132.700	295%	10.00000	\$1,327.00
0600	POLYETHYLENE SHEETING	628.5505	850.000	SY		0.000			6.00000	
0080	PREPARE FOUNDATION FOR ASPHALTIC PAVING 01. 2505-00-72	211.0100	1.000	LS		0.000			1,100.00000	
1040	PULL BOXES STEEL 24X48-INCH	653.0145	10.000	EACH		10.000	10.000	100%	632.27000	\$6,322.70
0050	REMOVING INLETS	204.0220	2.000	EACH		2.000	2.000	100%	332.07000	\$664.14
0040	REMOVING PAVEMENT	204.0100	3,050.000	SY		2,364.370	2,364.370	78%	10.46000	\$24,731.31
0820	REMOVING PAVEMENT MARKINGS	646.0600	8,100.000	LF		2,968.300	2,968.300	37%	0.50000	\$1,484.15
0680	REMOVING SIGNS TYPE II	638.2602	25.000	EACH		26.000	26.000	104%	9.00000	\$234.00
0030	REMOVING SMALL PIPE CULVERTS	203.0100	16.000	EACH		15.000	15.000	94%	198.94000	\$2,984.10
0690	REMOVING SMALL SIGN SUPPORTS	638.3000	15.000	EACH		16.000	16.000	107%	9.00000	\$144.00
1465	REMOVING STORM SEWER (SIZE) 15-18-INCH	204.0245	391.000	LF		358.000	358.000	92%	15.00000	\$5,370.00

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FieldManager 4.7a

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0340	RIPRAP MEDIUM	606.0200	16.000	CY		18.510	18.510	116%	75.00000	\$1,388.25
0520	SALVAGED TOPSOIL	625.0500	9,200.000	SY		8,629.160	8,629.160	94%	2.45000	\$21,141.44
1230	SAWING ASPHALT	690.0150	1,995.000	LF		654.400	654.400	33%	0.72000	\$471.17
1240	SAWING CONCRETE	690.0250	1,013.000	LF		1,015.400	1,015.400	100%	1.72000	\$1,746.49
0060	SEALING PIPES	204.0280	1.000	EACH		2.000	2.000	200%	300.00000	\$600.00
0640	SEEDING MIXTURE NO. 40	630.0140	180.000	LB		150.000	150.000	83%	4.19000	\$628.50
0650	SEEDING TEMPORARY	630.0200	250.000	LB		100.000	100.000	40%	2.90000	\$290.00
1220	SIGNAL MOUNTING HARDWARE (LOCATION) 01. CTH V (S. 13TH STREET AND W. PUETZ ROAD)	658.5069	1.000	LS	0.250	1.000	1.000	100%	2,382.85000	\$2,382.85
0670	SIGNS REFLECTIVE TYPE II	637.0202	281.730	SF		250.230	250.230	89%	15.09000	\$3,775.97
0550	SILT FENCE	628.1504	2,950.000	LF		2,139.100	2,139.100	73%	1.59000	\$3,401.17
0560	SILT FENCE MAINTENANCE	628.1520	2,950.000	LF		0.000			0.50000	
1440	SPECIAL 01. TRAFFIC SIGNAL CONT & CBNT ST LIGHT CAP BICY GR CAP FULLY ACT 16-PHASE	SPV.0105	1.000	LS	0.250	1.000	1.000	100%	6,013.08000	\$6,013.08
1270	SPECIAL 01. U-CHANNEL STEEL POST, 12-FOOT	SPV.0060	13.000	EACH		0.000			80.00000	
1280	SPECIAL 02. U-CHANNEL STEEL POST, 14-FOOT	SPV.0060	21.000	EACH		22.000	22.000	105%	90.00000	\$1,980.00
1450	SPECIAL 02. VEHICULAR VIDEO DETECTION SYSTEM (4 CAMERAS)	SPV.0105	1.000	LS	1.000	1.000	1.000	100%	34,991.02000	\$34,991.02
1460	SPECIAL 03. EMERGENCY VEHICLE PREEMPTION SYSTEM	SPV.0105	1.000	LS	1.000	1.000	1.000	100%	5,577.61000	\$5,577.61
1290	SPECIAL 03. U-CHANNEL STEEL POST, 16-FOOT	SPV.0060	4.000	EACH		18.000	18.000	450%	100.00000	\$1,800.00
1300	SPECIAL 04. 12-INCH PVC BOX OUT	SPV.0060	2.000	EACH		4.000	4.000	200%	250.00000	\$1,000.00
1330	SPECIAL 07. INLET COVERS SPECIAL	SPV.0060	10.000	EACH		11.000	11.000	110%	685.00000	\$7,535.00
1340	SPECIAL 08. MANHOLES TYPE 5 SPECIAL	SPV.0060	1.000	EACH		1.000	1.000	100%	2,150.00000	\$2,150.00
1350	SPECIAL 09. INLET TYPE 2 SPECIAL	SPV.0060	7.000	EACH		8.000	8.000	114%	725.00000	\$5,800.00
1360	SPECIAL 10. UTILITY LINE OPENING	SPV.0060	6.000	EACH		6.000	6.000	100%	300.00000	\$1,800.00
1370	SPECIAL 11. COMMUNICATIONS VAULT 24X36-INCH	SPV.0060	1.000	EACH		1.000	1.000	100%	2,214.39000	\$2,214.39

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**Project:** 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

**Category:** 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
1380	SPECIAL 12. POLES TYPE 10	SPV.0060	4.000	EACH	4.000	4.000	4.000	100%		
1390	SPECIAL 13. MONOTUBE ARMS 25-FT	SPV.0060	4.000	EACH	4.000	4.000	4.000	100%	4,107.25000	\$16,429.00
1400	SPECIAL 14. LUMINAIRE ARMS STEEL 8-FT	SPV.0060	4.000	EACH	4.000	4.000	4.000	100%	429.62000	\$1,718.48
1410	SPECIAL 15. PEDESTRIAN SIGNAL FACE 16-INCH COUNTDOWN SPECIAL	SPV.0060	8.000	EACH	2.000	8.000	8.000	100%	494.94000	\$3,959.52
1420	SPECIAL 16. MILWAUKEE COUNTY CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL	SPV.0060	1.000	EACH		0.500	0.500	50%	1,151.43000	\$575.72
1430	SPECIAL 17. LED LUMINAIRES 10K LUMEN	SPV.0060	4.000	EACH	4.000	4.000	4.000	100%	955.85000	\$3,823.40
0360	ST SEWER PIPE REINF CONC CLASS III 27-IN	608.0327	6.000	LF		3.000	3.000	50%	95.00000	\$285.00
0370	ST SEWER PIPE REINF CONC CLASS IV 12-IN	608.0412	990.000	LF		1,014.100	1,014.100	102%	55.00000	\$55,775.50
0380	ST SEWER PIPE REINF CONC CLASS IV 15-IN	608.0415	48.000	LF		48.500	48.500	101%	56.00000	\$2,716.00
0390	ST SEWER PIPE REINF CONC CLASS IV 18-IN	608.0418	489.000	LF		481.600	481.600	98%	57.00000	\$27,451.20
0400	ST SEWER PIPE REINF CONC CLASS IV 21-IN	608.0421	224.000	LF		226.000	226.000	101%	58.00000	\$13,108.00
0350	STORM SEWER PIPE (INCH) 01. 30-INCH	607.0600.S	25.000	LF		21.000	21.000	84%	90.00000	\$1,890.00
0180	TACK COAT	455.0605	250.000	GAL		243.900	243.900	98%	1.50000	\$365.85
0910	TEMP PVT MARKING REMOVABLE TAPE 4-IN	649.0400	23,500.000	LF		9,163.500	9,163.500	39%	0.75000	\$6,872.63
0920	TEMP PVT MKING REMOVABLE TAPE 8-INCH	649.0801	160.000	LF		0.000			1.88000	
0750	TRAFFIC CNTRL FLEX TUBULAR MARKER BASES	643.0600	315.000	EACH		63.000	63.000	20%	5.00000	\$315.00
0740	TRAFFIC CNTRL FLEX TUBULAR MARKER POSTS	643.0500	315.000	EACH		63.000	63.000	20%	20.00000	\$1,260.00
0710	TRAFFIC CONTROL (PROJECT) 01. 2505-00-72	643.0100	1.000	EACH		1.000	1.000	100%	2,000.00000	\$2,000.00
0730	TRAFFIC CONTROL BARRICADES TYPE III	643.0420	1,025.000	DAY		330.000	330.000	32%	0.35000	\$115.50
0720	TRAFFIC CONTROL DRUMS	643.0300	10,625.000	DAY		9,809.000	9,809.000	92%	0.20000	\$1,961.80

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# Construction Pay Estimate Amount Balance Report

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Wisconsin Department of Transportation

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FieldManager 4.7a

Project: 2505-00-72, S 13TH ST (CTH V)INTERSECT W/WEST PUETZ RD

### Category: 0010, PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0780	TRAFFIC CONTROL SIGNS	643.0900	2,505.000	DAY		2,052.000	2,052.000	82%	0.50000	\$1,026.00
0760	TRAFFIC CONTROL WARNING LIGHTS TYPE A	643.0705	2,050.000	DAY		554.000	554.000	27%	0.10000	\$55.40
0770	TRAFFIC CONTROL WARNING LIGHTS TYPE C	643.0715	4,725.000	DAY		5,897.000	5,897.000	125%	0.10000	\$589.70
1170	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	658.0110	10.000	EACH	3.000	10.000	10.000	100%	538.59000	\$5,385.90
1180	TRAFFIC SIGNAL FACE 5-12 INCH VERTICAL	658.0120	2.000	EACH	1.000	2.000	2.000	100%	853.08000	\$1,706.16
1160	TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT	657.0430	2.000	EACH		2.000	2.000	100%	411.59000	\$823.18
1150	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	657.0425	4.000	EACH		4.000	4.000	100%	546.37000	\$2,185.48

Subtotal for Category 0010: \$1,061,344.39

### Category: 0020, NON-PARTICIPATING ITEMS

Prop. Line	Item Description	Item Code	Authorized Qty.	Unit	Quantity This Estimate	Qty. Paid To Date	Total Qty. Placed	% Cpt	Unit Price	Dollar Amt. Paid To Date
0430	RECONSTRUCTING MANHOLES	611.0420	2.000	EACH		2.000	2.000	100%	1,500.00000	\$3,000.00
1310	SPECIAL 05. ADJUST WATER VALVE BOX	SPV.0060	7.000	EACH		8.000	8.000	114%	200.00000	\$1,600.00
1320	SPECIAL 06. MAILBOX REMOVAL AND TEMPORARY MAILBOXES	SPV.0060	7.000	EACH		10.000	10.000	143%	90.00000	\$900.00

Subtotal for Category 0020: \$5,500.00

Subtotal for Project 2505-00-72: \$1,066,844.39

Percentage of Contract Completed(curr): 107%  
(total earned to date / total of all authorized work)

Total Amount Earned This Estimate: \$87,741.13

Total Amount Earned To Date: \$1,066,844.39

**LOCAL/COUNTY AGREEMENT  
FOR A  
HIGHWAY IMPROVEMENT PROJECT**

DATE: April 19, 2011  
WDOT ID: 2505-00-02/72  
Location: S. 13<sup>th</sup> Street (CTH "V") & W. Puetz Road  
Oak Creek  
Milwaukee County

THIS AGREEMENT is made and entered into between, the City of Oak Creek (the "Municipality"), a municipal corporation, and Milwaukee County (the "County"), a body corporate.

A portion of S. 13<sup>th</sup> Street ("13<sup>th</sup> St.") has been designated County Trunk Highway "V" pursuant to Section 83.025 of the Wisconsin Statutes.

Section 83.05 of the Wisconsin Statutes authorizes cities, villages, and towns to determine the type and to undertake improvements on a County Trunk Highway.

The Municipality submitted the project identified above to be included into the Wisconsin Department of Transportation Highway Safety Improvement Program (HSIP) in 2009 with the written support of the County. In February 2010 the Municipality was notified that the project was selected for inclusion into the HSIP. Construction is anticipated for Fall 2011.

The Municipality, through its undersigned duly authorized officers or officials, hereby requests the County Department of Transportation and Public Works, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the County is provided by Section 86.25(1), (2) and (3) of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility- Describe and give reason for request:**

A 2007 Traffic Signal Warrant Study identified two approaches to the intersection of 13<sup>th</sup> St. and W. Puetz Road ("Puetz") operating at a Level of Service (LOS) of E or F and that the current configuration of the intersection is substandard. It is also the highest volume intersection with two roadways having a minor arterial functional classification within the Municipality that is not signalized.

**Proposed Improvement- Nature of work:**

Left-turn lanes and through/right-turn lanes with ditches or curb and gutter as needed will be installed on 13<sup>th</sup> St. Left-turn lanes and through/right-turn lanes with curb and gutter will be installed on Puetz. Traffic signals, sidewalks and street lights will be installed. Emergency Vehicle Preemption will be incorporated into the design of the traffic signals.

Signed for and on behalf of the City of Oak Creek:

Richard R. Bolender  
Signature

Mayor  
Title

4/21/11  
Date

Mayor Richard R. Bolender  
Name (Written Clearly)

Pamela S. Bauer  
Signature

City Clerk  
Title

4/21/11  
Date

Pamela S. Bauer  
Name (Written Clearly)

Signed for and on behalf of Milwaukee County:

Jack H. Takerian  
Signature

Director of Transportation  
& Public Works  
Title

5/3/11  
Date

Jack H. Takerian  
Name (Written Clearly)

-Terms and Conditions Begin on the Next Page-

6. **Additional Agreements:**

*Additional separate agreements detailing cost participation for maintenance, and ownership of facilities shall be prepared during the construction phase.*

7. The work will be administered by the Municipality and may include items not eligible for Federal/State participation.

8. The Municipality will at its own cost and expense:

- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
- b. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
- c. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
- d. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
- e. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 2 above.
- f. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
- g. Maintain all sidewalks.

(End of Document)

**MILWAUKEE COUNTY  
INTEROFFICE COMMUNICATION**

**DATE:** April 23, 2012

**TO:** Chairperson, Transportation, Public Works and Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT: STATUS OF MITCHELL PARK BLVD. PROJECT**

**POLICY**

Informational report.

**BACKGROUND**

The Committee at its February 29, 2012 meeting requested that the Department of Transportation (MCDOT) work with County Board staff to put together a follow up report indicating the funding sources and any other agreements, or lack thereof, that may be within the MCDOT. MCDOT is in process of reviewing all transportation project files and will update the Committee as they come forth. After meeting with County Board staff we made a decision that all of the documentation required for reports regarding projects will have a copy of the signed agreement(s).

**STATUS OF MITCHELL PARK BLVD. PROJECT**

**Reported on February 29, 2012**

MCDOT's W. Oklahoma Ave. from S. 108th St. to Beloit Rd. and WISDOT's IH-94 E-W Freeway Repaving project/Mitchell Park Blvd.; working between MCDOT and WISDOT for costs of completing work at USH 45/IH 894 bridges that was included in MCDOT's W. Oklahoma Ave. project. Likewise, working between MCDOT and WISDOT for costs of completing work on Mitchell Park Blvd. as part of WISDOT's IH-94 E-W Freeway repaving project.

**Update/Conclusion**

The construction on Mitchell Park Blvd. has been completed on time for the opening day for the Milwaukee Brewers. MCDOT worked with WISDOT through the IH-94 E-W Freeway repaving project to include additional work (i.e. curb and gutter removal and replacement, sidewalk removal and replacement and installation of American with Disability Act (ADA) compliant curb ramps). MCDOT and WISDOT have finalized a Memorandum of Understanding (MOU) regarding the terms and conditions of the work performed and each governmental agencies portion.

The work arrangement has been included to finalize the construction on W. Oklahoma Ave. and Mitchell Park Blvd. where the costs offset each other (see attached MOU).

Prepared by Andrea Weddle-Henning, P. E.

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

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

**DATE:** April 4, 2012

**TO:** Chairman, Economic and Community Development Committee  
Chairman, Transportation Public Works & Transit Committee

**FROM:** Frank Busalacchi, Director, Department of Transportation

**SUBJECT:** 2012 State of Good Repair Grant Request

**POLICY**

This report is informational.

**BACKGROUND**

The Federal Transit Administration's (FTA) Section 5309 State of Good Repair Grant program was initiated in 2010 to support transit systems' need for improving aging bus and bus related facilities. Milwaukee County has applied for, and received, grant funds in 2010 and 2011 for buses and facility repairs. For the past two years, this competitive grant program was made available in July with grant award notifications posting in October. This year, while originally scheduled to take place in July, notice was given in February that the grant application time deadline was moved up to March 22. Subsequent to this change, the Department of Transportation in cooperation with the transit system submitted an application for the 2012 State of Good Repair program that requests \$6,640,000 in federal funds for 20 buses and \$3,240,000 in federal funds for a variety of facility based repairs. The County match required for these two projects would be \$1,360,000 and \$810,000 respectively.

County Ordinance 56.06(1) requires approval of grant funds by the County Board if prior approved has not been granted in the budget. There has been several times when grant opportunities become available with a deadline that is outside of the County approval process. In these instances, the department has made application for grant funding and requested that the County Board approve the receipt of funds when the award notification is made. For this grant request, grant proceeds will offset 80% of facility-based projects and 83% of future vehicle purchases. In January of 2012, the Department presented a report to the Transportation, Public Works and Transit Committee identifying the fact that future bus replacement needs will extend to the year 2018. Without grant funding, Milwaukee County would be responsible for 100% of the infrastructure and vehicle replacement costs.

While we are hopeful for the grant proceeds, this is a competitive grant process and there has been some indication by the FTA that grant awards will be moving from bus based projects to rail and bus rapid transit projects in this round of funding. In addition, while we have made a request for a total of \$9,880,000 in federal funds, it is possible that we are not awarded the full amount. Once the final award is made, the department will return to the board with a resolution for approval to receive grant funding for whatever the grant award amount is. It is anticipated that the award notification will be made available during the summer of 2012.

### **RECOMMENDATION**

This report is for information purposes.

Report Prepared by: Brian Dranzik, Director of Administration - DOT

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

Cc: Chris Abele, Milwaukee County Executive  
Supervisor, , Chairperson, County Board of Supervisors  
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele  
, Chief of Staff, County Board of Supervisors  
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Chris Abele  
Pat Farley, Director, Department of Administrative Services  
Craig Kammholz, Fiscal and Budget Administrator, Department of  
Administrative Services  
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

INTER-OFFICE COMMUNICATION

DATE: April 25, 2012

TO: Marina Dimitrijivic, Chairwoman, County Board of Supervisors  
Chairperson, Committee on Transportation, Public Works & Transit

FROM: Frank Busalacchi, Director-Department of Transportation

SUBJECT: From the Director of Transportation recommending entering into a Memorandum of Understanding (MOU) with the Wisconsin Department of Transportation (WisDOT) for the land acquisition and the functional replacement of the Milwaukee County greenhouse facility located at 10340 West Watertown Plank Road in the City of Wauwatosa.

POLICY ISSUE:

WisDOT has been legislatively authorized to reconstruct the zoo interchange by the State of Wisconsin and by the Federal Highway Administration (FHWA) under various state and federal statutes and codes. Milwaukee County Board approval will be required for the conveyance price of Milwaukee County owned property to WisDOT, needed for the reconstruction project.

BACKGROUND:

WisDOT requires certain lands and improved property, including property located in and near the interchange of U.S. Highway 45, Swan Boulevard and Watertown Plank Road in order to advance the reconstruction project. Milwaukee County (County) owns and operates a greenhouse facility on a County-owned 8.156-acre parcel of land located at 10340 West Watertown Plank Road (exhibit attached). The current greenhouse facility is within the area in which WisDOT will be constructing a new segment of Swan Boulevard north of Watertown Plank Road (WisDOT Project ID: 1060-33-23). To construct the extended Swan Boulevard all buildings, including the greenhouse facility, will be demolished.

WisDOT has agreed to pay the County the fair market value of the current greenhouse land and will compensate the County for the actual cost incurred to construct a qualifying replacement greenhouse facility of equivalent function on a new site. The County Parks Department has proposed the construction of a replacement greenhouse adjacent to the Mitchell Park Domes on 2.9 acres of land presently owned by the County. WisDOT compensation of a replacement greenhouse will reflect the current use and allocation of space in the existing greenhouse and will not recognize idle space that has not been utilized, actively maintained or needed within a reasonable recent time period, including space fallen into disrepair for lack of use. Any cost for betterments or upgrades to a replacement greenhouse not required by legal/regulatory requirements or industry standards will not be compensable by WisDOT.

The attached Memorandum of Understanding (MOU) between WisDOT and the County addresses the WisDOT need to acquire the current greenhouse land and replace the greenhouse facility. The MOU outlines the procedures to be followed by both parties to pursue the functional replacement of the existing greenhouse. The proposed purchase by WisDOT of the current greenhouse land will be treated as a separate transaction and presented to this committee for approval at a future date. The outcome of the steps undertaken under this MOU will also be reported to this committee.

RECOMMENDATION:

Staff respectfully requests that the Committee on Transportation, Public Works, and Transit recommend to the County Board of Supervisors acceptance and execution of the above-described MOU between WisDOT and the County.

Approved by:

---

Frank Busalacchi, Director  
Department of Transportation

Meeting Date: May 9, 2012  
Attachments

cc: Chris Abele, County Executive  
Marina Dimitrijevic, County Board Chairwoman  
Supervisor Jim Luigi Schmitt, District 6  
Kimberly Walker, Corporation Counsel  
Sue Black, Director, Department of Parks, Recreation and Culture (DPRC)  
James Keegan, Chief of Planning and Development (DPRC)  
Greg High, Director, AE & ES (DAS)  
Patrick Farley, Director, Department of Administrative Services (DAS)  
James Martin, Fiscal Management Analyst

April 17, 2012

**MEMORANDUM OF UNDERSTANDING (“MOU”) BETWEEN THE WISCONSIN DEPARTMENT OF TRANSPORTATION (“WisDOT”) AND MILWAUKEE COUNTY (“COUNTY”) (BOTH PARTIES TO THIS AGREEMENT TOGETHER REFERRED TO AS THE “PARTIES” AND EACH AS A “PARTY”) CONCERNING THE ACQUISITION OF PARCEL 1, ZOO INTERCHANGE RECONSTRUCTION PROJECT NO. 1060-33-23, INCLUDING THE LAND ACQUISITION AND THE FUNCTIONAL REPLACEMENT OF THE COUNTY GREENHOUSE FACILITY LOCATED AT 10340 WATERTOWN PLANK ROAD, WAUWATOSA, WISCONSIN, ASSOCIATED WITH THE RECONSTRUCTION OF THE ZOO INTERCHANGE IN MILWAUKEE COUNTY.**

This MOU is made and entered into by and between WisDOT and County to address the WisDOT need to acquire land which currently houses the County greenhouse facility, due to the reconstruction of the zoo interchange.

WITNESSETH

- A. WHEREAS, WisDOT has been legislatively authorized to reconstruct the zoo interchange by the State of Wisconsin and by the Federal Highway Administration (“FHWA”) under various state and federal statutes and codes including part of Swan Boulevard and part of Watertown Plank Road under designated project 1060-33-23; and
- B. WHEREAS, County has powers and duties under various Wisconsin Statutes, as a municipal body corporate; and
- C. WHEREAS, WisDOT requires certain lands in order to reconstruct the zoo interchange, including certain lands located in and near the intersection of U.S. Highway 45, Swan Boulevard and Watertown Plank Road; and
- D. WHEREAS, County owns and operates a greenhouse facility on an 8.156 acre parcel of land within the area required by WISDOT to be acquired for reconstruction of the zoo interchange; and
- E. WHEREAS, WisDOT has given County the option of choosing Functional Replacement of the greenhouse facility pursuant to Wis. Stat. §84.01(15) and 23CFR Subpart B, Section 710.509 by letter dated January 4, 2012, a copy of which is attached hereto and incorporated herein as Exhibit A; and
- F. WHEREAS, County has exercised the aforesaid option and has chosen Functional Replacement of the greenhouse facility, by letter dated January 16, 2012, a copy of which is attached hereto and incorporated herein as Exhibit B; and
- G. WHEREAS, WisDOT has accepted County’s aforesaid choice, by letter dated February 20, 2012, a copy of which is attached hereto and incorporated herein as Exhibit C; and

- H. WHEREAS, federal funds will not participate in project 1060-33-23 and WisDOT will be utilizing only state funds for the Functional Replacement of the greenhouse facility.
- I. WHEREAS, the Parties agree that Functional Replacement, under state and federal law, provides an alternative method of acquisition and compensation for publicly owned properties which provide an essential public service, when WisDOT requires land for acquisition for highway purposes where the facility is currently located. Functional Replacement is not based on the actual cost of the Replacement Facility, but only those actual costs eligible as Functional Replacement costs, as more specifically described herein. Functional Replacement will reimburse County for costs to restore the status quo but not reimburse County for increases in Capacity or Betterment, in comparison to the current facility.

NOW, THEREFORE, in consideration of these premises and the mutual and dependent agreements hereinafter set forth, the Parties do hereby agree as follows:

1. The recitals in the foregoing lettered paragraphs A-I, inclusive, are true and correct and incorporated herein.
2. WisDOT will acquire from County such part of the land described in paragraph D, above (County Land) either as agreed by the Parties, or as determined by a court of competent jurisdiction, pursuant to chapter 32, Wis. Stats., in an action or proceeding, separated and independent from the Functional Replacement of the County greenhouse facility.
3. WisDOT will also acquire from County the greenhouse facility described in paragraph D, above, pursuant to Wis. Stats. Sec. 84.01(15), and in accordance with 23 CFR Sec. 710.509 and Chapter 32, Wis. Stats., in a subsequent action or proceeding, separated and independent from the aforesaid land acquisition.
4. The following definitions shall govern the Functional Replacement of the County greenhouse facility.
  - (a) Functional Replacement is the replacement of a qualifying facility being displaced by a highway project with another of equivalent function, where such facility is needed by the public, is actually replaced, and the costs to presently replace the facility are incurred by the County. Functional Replacement provides restoration of the status quo of the facility being displaced and does not include any increase in Capacity or Betterment.
  - (b) Betterment is any upgrading of the facility being replaced that is made solely for the benefit, and at the election, of the owner of the facility being replaced.
  - (c) Costs Actually Incurred are those amounts which the owner of the facility being replaced is legally obligated to pay, or has paid.

- (d) Costs Eligible for Reimbursement are Costs Actually Incurred, as agreed to be reimbursed by WisDOT under this MOU.
- (e) Capacity means current use and allocation of the space utilized in the facility being replaced and does not include idle space which has not been utilized, actively maintained, or needed within a reasonably recent time period, including space which has been allowed to fall into disrepair for lack of use.
- (f) Legal or Regulatory Requirements are those requirements lawfully imposed by any governmental body with jurisdiction over the Replacement Facility.
- (g) Industry Standards means those reasonable prevailing requirements generally accepted and utilized by members of the greenhouse industry.
- (h) Replacement Facility means the facility designed and constructed by the County.

## 5. Procedure

County will provide to WisDOT:

- (a) An appraisal for the County owned land and greenhouse facility has been provided.
- (b) On or before April 13, 2012, a detailed timeline for all County activities associated with the Functional Replacement through completion of the activity, including key turn on the Replacement Facility and final payment by WisDOT, a copy of which is attached hereto and incorporated herein as Exhibit D.
- (c) On or before April 20, 2012, a schematic design and engineering plan for the Replacement Facility identifying increases in Capacity or Betterment (if any) that County is including at its own cost.
- (d) On or before April 20, 2012, a list of required permits for the Replacement Facility.
- (e) On or before April 20, 2012, an itemization of any changes from the current facility needed to be made at the Replacement Facility required for compliance with Legal or Regulatory Requirements or Industry Standards and estimated costs for the same.
- (f) On or before June 11, 2012, a construction plan detail for the Replacement Facility including identification of work or costs associated

with Betterment or Capacity increases desired by County (if any) and to be funded solely by County.

- (g) On or before June 11, 2012, an itemization of all furniture, fixtures and equipment at the current facility to be moved to the Replacement Facility by WisDOT and items to be abandoned at the current facility (for which WisDOT will charge a disposal or sale fee).
- (h) On or before August 31, 2012, at least two bids for construction of the Replacement Facility including identification of work or costs associated with Betterment or Capacity increases desired by County (if any) and to be funded solely by County.

WisDOT will provide to the County:

- (i) Within ten (10) business days of receipt, a review and approval/rejection of the schematic design and engineering plan submitted by County.
  - (j) Within ten (10) business days of receipt, a review and approval/rejection of the construction plan detail for the Replacement Facility submitted by County.
  - (k) Within ten (10) business days of receipt, a review and approval/rejection of the itemization of any changes from the current facility required for compliance with Legal or Regulatory Requirements or Industry Standards and estimated costs for the same.
  - (l) Within ten (10) business days of receipt, a review and approval/rejection of a bid for construction of the Replacement Facility, including identification of work or costs associated with Betterment or Capacity increases.
6. Pursuant to paragraph 2, above, WisDOT shall provide to the County payment for the County Land, upon satisfaction of all closing requirements, at the close of the real estate transaction for the County Land.
7. Pursuant to section 5(g) above, WisDOT will pay the cost of moving of any furniture, fixtures, and equipment from the facility being replaced to the Replacement Facility.
8. WisDOT shall provide payment of Costs Eligible for Reimbursement to the County in four (4) installments. The initial payment shall be made at the time of the first County contractor construction draw. The second payment shall be made upon completion of 50% of construction. The third payment shall be made upon completion of 75% of construction. The fourth and final payment shall be made upon 100% completion of construction. All payments shall be based upon advance written construction completion notices submitted by County and

subsequent inspection and approval by WisDOT. Inspection and approval by WisDOT shall not be unreasonably delayed. All payments are subject to offset under WisDOT standard review and audit process for payments. Notices from the County regarding percent construction completion shall be in writing and made to:

Craig Andersen  
Wisconsin Department of Transportation  
DTSD SE Region  
141 N W Barstow Street  
P.O. Box 798  
Waukesha, WI 53187-0798  
[Craig.andersen@dot.wi.gov](mailto:Craig.andersen@dot.wi.gov)

This project will be located at FIIPS \_\_\_\_\_ and EAPS \_\_\_\_\_.

Cost changes are not anticipated. However, any amount that WisDOT or the County believes constitutes an unanticipated cost change (as not originally provided on the approved bid) shall be considered under the change order process as approved by the WisDOT Division of Real Estate Program Manager.

9. WisDOT will monitor construction of the Replacement Facility. WisDOT will designate a primary contact person to assist County during the construction process. The County shall contract for, manage, and be solely responsible for all aspects of the construction of the Replacement Facility including obtaining permits and inspections, complying with regulatory and insurance requirements, personnel, bids, agreements, contractor management and all other typical construction activities.
10. In the event a dispute arises in administering this MOU, the parties shall endeavor to resolve such dispute, by means of direct discussion between their respective designated representatives. Such representatives are:

**WisDOT:**

Claudia Peterson  
Tanace Matthiesen  
Rebecca Burkel  
Carrie Cox

**COUNTY:**

Frank Busalacchi  
Craig Dillman  
Gregory High  
Kimberly Walker

The Parties agree that, due to the construction schedule for project 1060-33-23, any disagreement not resolved by discussion by the Parties will be resolved by WisDOT. Notwithstanding anything expressed in this MOU, any WisDOT decision under this MOU will not prevent County from seeking and obtaining any legal redress to which it is entitled under any applicable law or code.

11. Each signatory to this MOU attests that he or she is authorized to execute this MOU on behalf of the party represented and that any approval required to effectuate this MOU has been made or will be made in the course of the Parties' actions under this MOU.

**WISCONSIN DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**MILWAUKEE COUNTY**

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**ATTACHMENTS:**

- Exhibit A – Correspondence dated January 4, 2012 to County from WisDOT regarding Functional Replacement Option
- Exhibit B – Correspondence dated January 16, 2012 to WisDOT from County regarding choice of Functional Replacement
- Exhibit C – Correspondence dated February 20, 2012 to County from WisDOT acknowledging County choice of Functional Replacement
- Exhibit D – County Timeline

EXHIBIT "A"



Division of Transportation  
System Development  
Southeast Regional Office  
141 NW Barstow Street  
PO Box 798  
Waukesha WI 53187-0798

Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 262-548-5903  
Facsimile (FAX): 262-548-6424  
E-mail: [ser.dtsd@dot.wi.gov](mailto:ser.dtsd@dot.wi.gov)

January 04, 2012

CERTIFIED MAIL  
7007 2680 0001 1152 3159

MILWAUKEE COUNTY  
MILWAUKEE COUNTY CLERK  
901 N. 9TH STREET, ROOM 105  
MILWAUKEE, WI 53233

*CERTIFIED MAIL*

MILWAUKEE COUNTY  
C/O FRANK BUSALACCHI  
DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS  
2711 WEST WELLS STREET SUITE 300  
MILWAUKEE, WI 53208

*VIA U.S. MAIL*

SUBJECT: Project ID: 1060-33-23  
Zoo Interchange Projects  
Local Roads/Various Highways  
Milwaukee County

RE: Parcel # 1 (Milwaukee County – Greenhouses)

In compliance with Wisconsin Statutes and Federal Regulations, this letter is provided, along with the enclosed appraisal report, to initiate negotiations for the acquisition of your property interests needed for this project. In addition to the appraisal report, we have enclosed (or sent previously) the following documents:

- The Rights of Landowners Under Wisconsin Eminent Domain Law
- Transportation Project Plat
- Names of neighboring landowners affected by the project
- Legal description of the land and/or interest(s) needed for the project
- Agreement for Purchase and Sale of Real Estate
- Appraisal Guidelines

The loss in fair market value is estimated at \$593,000 and is allocated as follows:

Allocation	Description	Size	Unit	Per Unit	Value (\$)
Land	Land in FEE	6.056	Acres	\$81,406.87	\$493,000.00
Temporary Limited Easement (TLE)		2.100	Acres	\$6,666.67	\$14,000.00
Severance					\$86,000.00
				<b>Total Damages</b>	<b>\$593,000.00</b>

The following structures, building equipment and fixtures have also been considered as part of the real estate and are part of the property being acquired: as identified in the Vitale Realty Advisors LLC appraisal report dated December 16, 2011 which includes greenhouses, connecting corridors, office & appurtenant structures, forestry building, boiler building, generator building, hoop houses, etc. In the event you wish to retain any of these items, please contact me for more information.

Please note that you have the option of EITHER payment for the loss in fair market value to the property as reflected in the above offer OR reimbursement for the greenhouse "functional replacement." You must tell WISDOT in writing which option you intend to choose.

EXHIBIT "A"

WisDOT's determination of compensation is based on the fair market value of the property, and it disregards any increase or decrease in market value caused by the project for which the property is being acquired.

If you agree with the values determined in the appraisal report and wish to enter into an agreement with WisDOT, sign the enclosed Agreement for Purchase and Sale of Real Estate and return it in a timely manner, in the enclosed postage paid envelope to WisDOT for final review and approval.

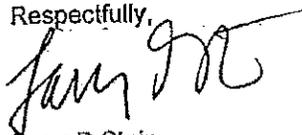
Once WisDOT is satisfied that the negotiations for we will provide you with a fully executed copy of the agreement and contact you to arrange for payment and closing. Please note that your execution of the Agreement For Purchase and Sale of Real Estate alone is not sufficient to result in an enforceable contract for the purchase of the needed property.

If you are not satisfied with the above-stated conclusions of value for the needed property, you are eligible to obtain an additional appraisal from a qualified appraiser of your choice. If you elect to have an appraisal report prepared, you must take certain steps. First, the appraisal report must conform to the Appraisal Guidelines. Second, to qualify for reimbursement of the reasonable cost of the appraisal, a copy must be submitted to the WisDOT Waukesha Region Office within 60 days of your receipt of this letter. The 60-day period for reimbursement eligibility will expire on March 5, 2012. Please note that there is no statutory provision to extend this deadline. We are unable to pay the cost of an appraisal received after that date. We can, however, consider the merits of the report findings.

WisDOT will be pleased to provide additional information you may need in your decision-making, if available, and further discuss any concerns you may have.

If you have any questions, please call me at (262) 548-8781.

Respectfully,



Larry D Stein  
Real Estate Specialist



DEPARTMENT OF TRANSPORTATION  
*Milwaukee County*

FRANK BUSALACCHI • Director  
• Highway Commissioner

January 16, 2012

Fay Roberts  
Assistant Director of  
Transportation

Brian Dranzik  
Director of Administration

C. Barry Bateman  
Director of General Mitchell  
International Airport

Daniel Goeden  
Director of Fleet  
Management

Jack Takerian  
Director of Highway  
Operations

Andrea Weddle-Henning  
Resident Contract  
Manager-Design,  
Transportation Services

Lloyd Grant  
Managing Director  
Milwaukee County  
Transit System

Mr. Larry Stein, SE Freeways Real Estate  
Wisconsin Department of Transportation  
DTSD SE Region  
141 N W Barstow Street  
PO Box 798  
Waukesha, Wisconsin 53187-0798

Subject: Parcel 1  
Milwaukee County greenhouse property  
Project I.D. 1060-33-23

Dear Mr. Stein:

You indicated, as alternative to WisDOT compensating Milwaukee County ("County") for the acquisition of the project property interests on the subject parcel using the conventional acquisition and cash compensation concept, the County is eligible for the Functional Replacement Program ("Functional Replacement"), since it is recognized the cash compensation offered in your letter, dated January 4, 2012, is insufficient to duplicate the function and utility of the public facility located on the subject parcel.

Since the subject property and facility thereon are publicly owned and provide an essential public service, the County is requesting WisDOT pursue the Functional Replacement compensation approach for the subject parcel/facility. Please advise the County in writing how WisDOT will fund the County obtaining design/construction estimates for the replacement facility. It is my understanding since the County is contemplating constructing a replacement facility on another County-owned property, the compensation package from WisDOT will include construction costs for an equivalent replacement facility, the fair market value of Parcel 1 and the moving costs to relocate the current operation to the replacement property/facility.

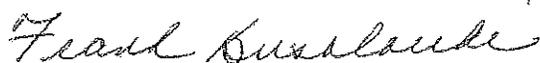
MILWAUKEE COUNTY – CITY CAMPUS 2711 WEST WELLS STREET SUITE 300 MILWAUKEE, WI 53208  
PHONE NUMBERS: Administration 414 -278-4941 Transportation Services 414-278-5096  
FAX NUMBERS: Administration 414 -223-1899 Transportation Services 414-223-1850

**EXHIBIT "B"**

I greatly appreciate your understanding of the service the subject property and facility provides the public and I look forward to working with WisDOT to reach a mutually acceptable acquisition.

Please direct future correspondence to my attention.

Sincerely,



Frank Busalacchi, Acting Director  
Milwaukee County Department of Transportation

cc. Chris Abele, County Executive  
Lee Holloway, County Board Chairman  
William Drew, Chairman, Zoo Interchange Task Force Committee  
Sue Black, Director, Milwaukee County Parks, Recreation & Culture (MCPRC)  
Jim Keegan, Chief of Planning and Development, MCPRC  
Patrick Farley, Director, County Department of Administrative Services  
Brian Taffora, Director, County Economic Development  
Craig Dillmann, Manager, County Real Estate Services

EXHIBIT "C"



Division of Transportation Systems Development  
Bureau of Technical Services  
3502 Kinsman Blvd  
Madison, WI 53704

Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 608-264-5399  
Facsimile (FAX): 608-267-0307

E-mail: [rebecca.burkel@dot.wi.gov](mailto:rebecca.burkel@dot.wi.gov)

February 20, 2012

Frank Busalacchi,  
Department of Transportation & Public Works  
Milwaukee County  
2711 West Wells Street, Suite 300  
Milwaukee, WI 53208

RE: Milwaukee County Functional Replacement Request

Dear Mr. Busalacchi:

Thank you for your letter of January 16, 2012, requesting approval of functional replacement for the Milwaukee County greenhouse, located at the intersection of USH 45 and Watertown Plank Road (on Parcel 1 of WISDOT Project I.D. 1060-33-23). This letter is to inform you that the Wisconsin Department of Transportation has approved your request of functional replacement for the Milwaukee County greenhouse.

As you know, the purpose of functional replacement is to provide an alternate method of acquiring and compensating for publicly owned properties that provide essential public services. Functional replacement is a mechanism to provide a replacement facility for a publicly-owned facility when the fair market value (FMV) compensation for the acquisition of the facility would not be sufficient to restore the status quo of the public facility.

This approval includes the following:

- WISDOT will compensate Milwaukee County for the FMV of the land being acquired for Project I.D. 1060-33-23 at the current greenhouse location. Milwaukee County will provide the land on which the new greenhouse will be located.
- WISDOT will provide funding to Milwaukee County for the cost of functionally replacing the existing greenhouse facility. This will not include funding for any capacity increases (capacity does not include idle space which has not been utilized, actively maintained, or needed within a reasonably recent time period including space which has been allowed to fall into disrepair for lack of use), betterments or enhancements. It will, however, include compensation for the cost of surveys, necessary permits, site preparation, engineering, and construction of the greenhouse at the new location.
- WISDOT will pay to move the personal property located at the current greenhouse.

It is WisDOT's intention to:

- Negotiate the FMV of the land upon which the green house is located, as soon as is practicable. As part of this negotiation, WISDOT will review an owner's appraisal submitted by Milwaukee County. Please note, to be reimbursed for the cost of the appraisal, it must be submitted by March 5, 2012.

EXHIBIT "C"

Name  
Date  
Page 2

- Complete the land acquisition and provide the compensation to Milwaukee County. These funds may be used as the County determines. No advance payments will be made for preliminary engineering or other early planning costs.

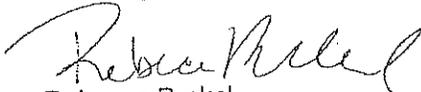
We would like to begin working with you as soon as possible on the development of a mutually acceptable, functional replacement agreement. The agreement will need to include, among other things:

- o A detailed timeline for the planning and construction of the new greenhouse, that will allow for the completion of the new greenhouse in approximately April, 2013, and construction of Swan Boulevard to begin in July of 2013.
- o Identification of the location of the new greenhouse.
- o Agreement from Milwaukee County that any existing greenhouse plans or designs will be provided to WISDOT at the earliest opportunity.
- o The process and timeframe by which Milwaukee County will obtain bids for the design and construction of the new greenhouse, and submit those bids to WisDOT for review.
- o The process and timeframe WisDOT will use to review the proposed design and determine the components of that design that are functionally equivalent to the existing greenhouse, and therefore compensable under functional replacement.

The process that will be used for making payments to Milwaukee County, and in what increments, for the design and construction of the new greenhouse.

Please contact Claudia Peterson, Technical Services Chief, Southeast Region, at 262-545-5905, at your earliest convenience to initiate the development of a functional replacement agreement.

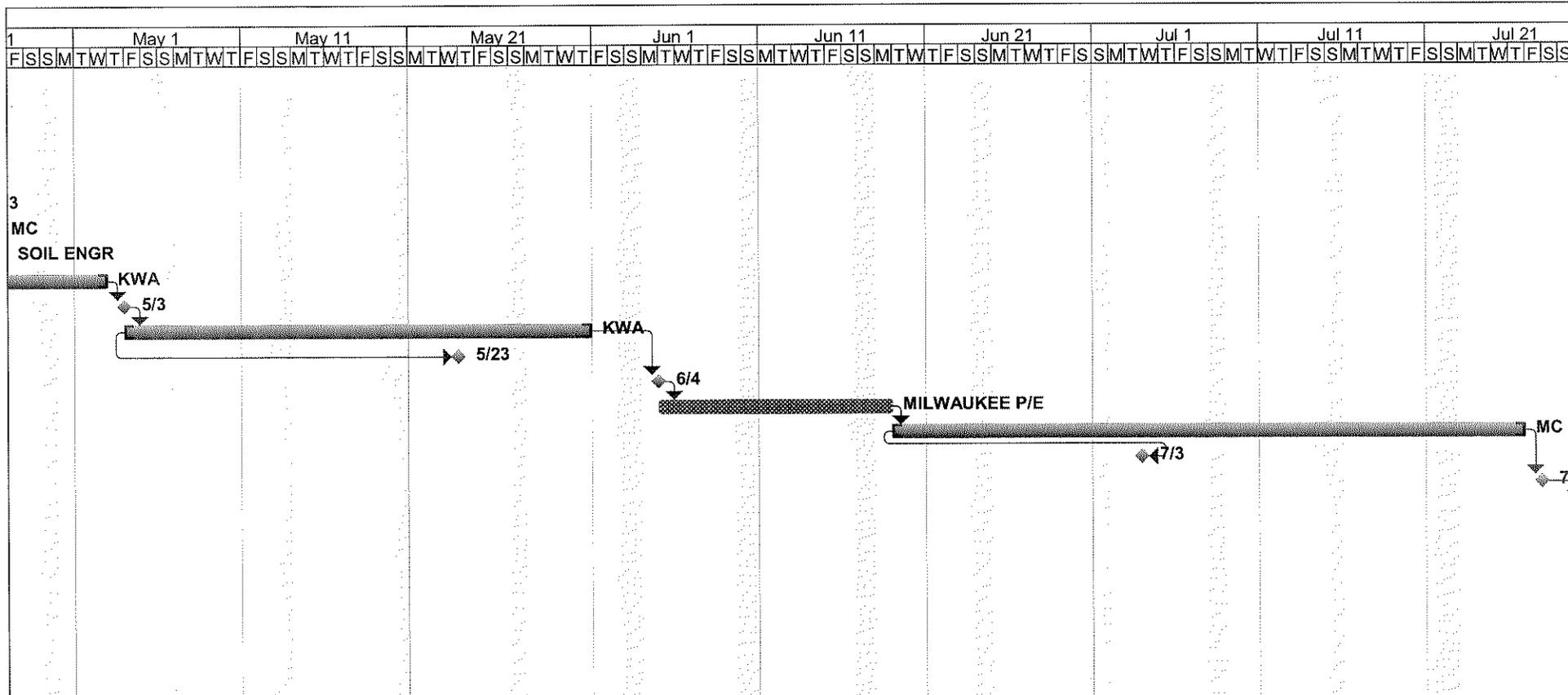
Sincerely,



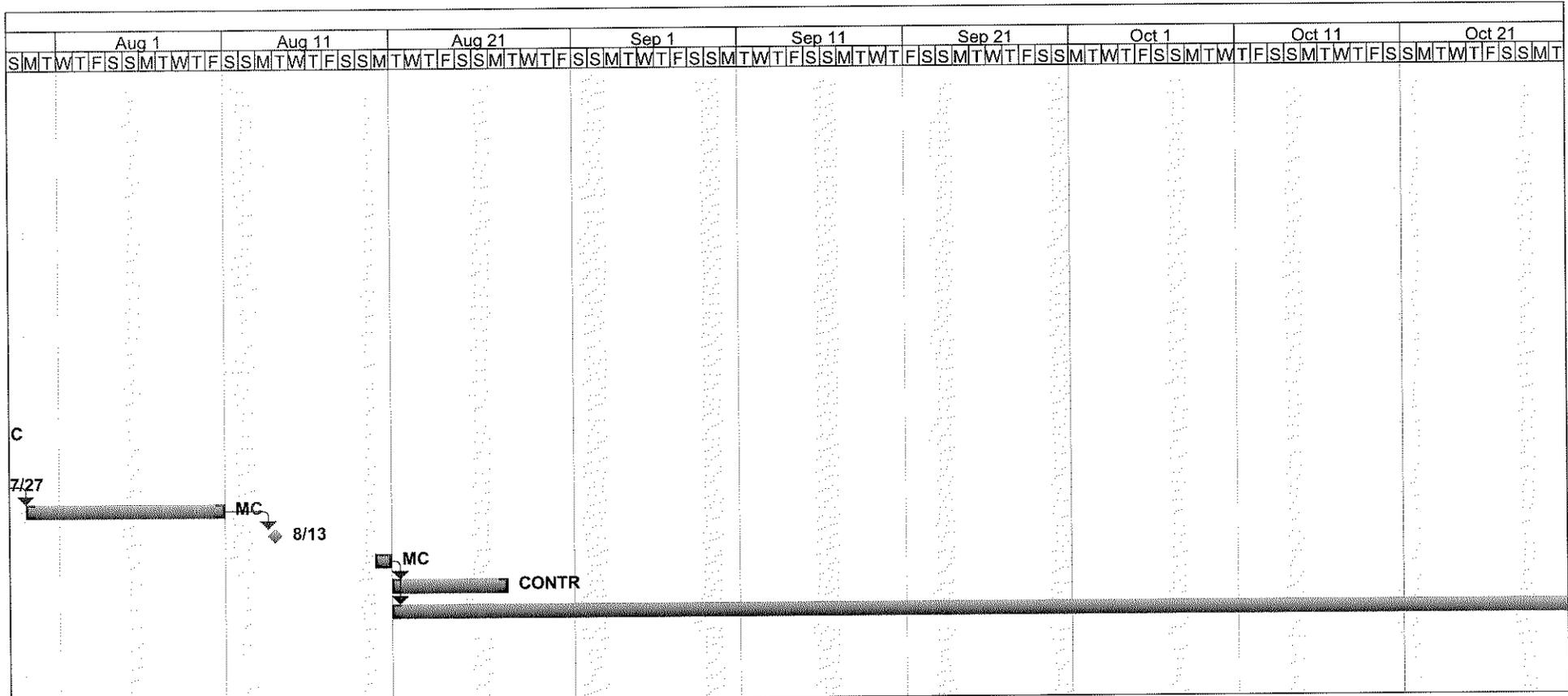
Rebecca Burkel  
Director  
Bureau of Technical Services

Cc: Craig Dillman Milwaukee County  
Claudia Peterson WISDOT  
Tanace Matthiesen WisDOT  
Carrie L Cox WISDOT





Project: GREENHOUSE SCHED-2.mp Date: Wed 3/21/12	Task		Inactive Task		Manual Summary	
	Split		Inactive Task		Start-only	
	Milestone		Inactive Milestone		Finish-only	
	Summary		Inactive Summary		Progress	
	Project Summary		Manual Task		Deadline	
	External Tasks		Duration-only			
External Milestone		Manual Summary Rollup				



Project: GREENHOUSE SCHED-2.mp Date: Wed 3/21/12	Task		Inactive Task		Manual Summary	
	Split		Inactive Task		Start-only	
	Milestone		Inactive Milestone		Finish-only	
	Summary		Inactive Summary		Progress	
	Project Summary		Manual Task		Deadline	
	External Tasks		Duration-only			
	External Milestone		Manual Summary Rollup			

Nov 1			Nov 11			Nov 21			Dec 1			Dec 11			Dec 21			Jan 1			Jan 11			Jan 21											
T	W	F	S	M	T	T	F	S	S	M	T	T	F	S	S	M	T	T	F	S	S	M	T	T	F	S	S	M	T	T	F	S	S	M	T
[Gantt chart area with task bars and markers]																																			

Project: GREENHOUSE SCHED-2.mp  
Date: Wed 3/21/12

Task		Inactive Task		Manual Summary	
Split		Inactive Task		Start-only	
Milestone		Inactive Milestone		Finish-only	
Summary		Inactive Summary		Progress	
Project Summary		Manual Task		Deadline	
External Tasks		Duration-only			
External Milestone		Manual Summary Rollup			



1  
2  
3  
4 (Item ) From the Director of Transportation recommending entering into a  
5 Memorandum of Understanding (MOU) with the Wisconsin Department of  
6 Transportation (WisDOT) for the land acquisition and the functional replacement of the  
7 Milwaukee County greenhouse facility located at 10340 West Watertown Plank Road in  
8 the City of Wauwatosa, by recommending adoption of the following:  
9

10  
11 **RESOLUTION**  
12

13 WHEREAS, WisDOT has been legislatively authorized to reconstruct the zoo  
14 interchange by the State of Wisconsin and by the Federal Highway Administration  
15 (FHWA) under various state and federal statutes and codes; and  
16

17 WHEREAS, Milwaukee County Board approval will be required for the  
18 conveyance price of Milwaukee County owned property to WisDOT, needed for the  
19 reconstruction project; and  
20

21 WHEREAS, WisDOT requires certain lands and improved property, including  
22 property located in and near the interchange of U.S. Highway 45, Swan Boulevard and  
23 Watertown Plank Road in order to advance the reconstruction project; and  
24

25 WHEREAS, Milwaukee County (County) owns and operates a greenhouse  
26 facility on a County-owned 8.156-acre parcel of land located at 10340 West Watertown  
27 Plank Road; and  
28

29 WHEREAS, the current greenhouse facility is within the area in which WisDOT  
30 will be constructing a new segment of Swan Boulevard north of Watertown Plank Road  
31 (WisDOT Project ID: 1060-33-23). To construct the extended Swan Boulevard all  
32 buildings, including the greenhouse facility, will be demolished; and  
33

34 WHEREAS, WisDOT has agreed to pay the County the fair market value of the  
35 current greenhouse land and will compensate the County for the actual cost incurred to  
36 construct a qualifying replacement greenhouse facility of equivalent function on a new  
37 site; and  
38

39 WHEREAS, the County Parks Department has proposed the construction of a  
40 replacement greenhouse adjacent to the Mitchell Park Domes on 2.9 acres of land  
41 presently owned by the County; and  
42  
43  
44

45 WHEREAS, WisDOT compensation of a replacement greenhouse will reflect the  
46 current use and allocation of space in the existing greenhouse and will not recognize  
47 idle space that has not been utilized, actively maintained or needed within a reasonable  
48 recent time period, including space fallen into disrepair for lack of use. Any cost for  
49 betterments or upgrades to a replacement greenhouse not required by legal/regulatory  
50 requirements or industry standards will not be compensable by WisDOT; and

51  
52 WHEREAS, a Memorandum of Understanding (MOU) between WisDOT and the  
53 County addresses the WisDOT need to acquire the current greenhouse land and  
54 replace the greenhouse facility. The MOU outlines the procedures to be followed by  
55 both parties to pursue the functional replacement of the existing greenhouse; and

56  
57 WHEREAS, the proposed purchase by WisDOT of the current greenhouse land  
58 will be treated as a separate transaction and presented to the County Board for  
59 approval at a future date. The outcome of the steps undertaken under the MOU will also  
60 be reported to the appropriate County Board Committee; and

61  
62 WHEREAS, the Committee on Transportation Public Works & Transit at their  
63 meeting on May 9, 2012 recommended approval of the above-described Memorandum  
64 of Understanding between WisDOT and Milwaukee County; now, therefore,

65  
66 BE IT RESOLVED, that the Director of Transportation is hereby authorized to  
67 sign the above-described MOU upon Corporation Counsel review and approval, and he  
68 or the appropriate County staff person may sign any contracts or agreements as  
69 provided by the MOU.

## MILWAUKEE COUNTY FISCAL NOTE FORM

**DATE:** April 25, 2012

Original Fiscal Note

Substitute Fiscal Note

**SUBJECT:** From the Director of Transportation recommending entering into a Memorandum of Understanding (MOU) with the Wisconsin Department of Transportation (WisDOT) for the land acquisition and the functional replacement of the Milwaukee County greenhouse facility located at 10340 West Watertown Plank Road in the City of Wauwatosa.

**FISCAL EFFECT:**

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

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

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

## DESCRIPTION OF FISCAL EFFECT

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

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

A fund transfer of \$ 350,000 will be requested to fund the initial cost of design and preparation of the replacement facility. WisDOT will reimburse these costs pursuant to the functional replacement provisions.

Department/Prepared By \_\_\_\_\_

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

Did DAS-Fiscal Staff Review?  Yes  No

---

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

**COUNTY OF MILWAUKEE  
INTEROFFICE COMMUNICATION**

**DATE:** April 25, 2012

**TO:** Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Frank Busalacchi, Director of Transportation

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

<u>Description</u>	<u>Amount</u>
1. DOT-Airport	\$2,500,000

Increased airline traffic has prompted renewed nation-wide vigilance of aviation safety. Accordingly, in recent years there has been an increasing need to add more safety related features and aids on the nation's commercial airports. One such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets. The airport currently has a perimeter road extending from the north side of runway 7R and extending around the north end of the airport to the northeast hangar area. With the current Runway Safety Area (RSA) project the perimeter road system is being extended southerly around the west end of runway 7R eastward to the west side of Howell Avenue. This project proposes to provide a bridge over Howell Avenue that will connect the perimeter road to the east side of Howell Avenue at Citation Way. With future projects this road will ultimately extend to the south end of the runway 1L for access to the southeast corner of the airfield.

This project is a specific Runway Safety Action Team initiative and is recommended by the FAA Airport Certification Safety office.

This bridge, to be located on the south side of Runway 7R-25L near Citation Way, was originally anticipated to be similar to the existing bridge that crosses Howell Avenue and provides access from the Terminal to the Cargo Ramp and hangars located north of Runway 7R-25L. The original adopted budget of \$3,500,000 was based on the bridges being similar. However, the proposed bridge site was found to be very restricted by existing site conditions, utilities and environmental restrictions. A number of significant enhancements to the bridge project will be necessary to address these requirements. Citation Way will need to be relocated to clear an area for the bridge. Major, lengthy retaining walls will be required to reduce the footprint of the bridge approaches. The reduced footprints are necessary to fit the bridge within the limited area and minimizing impacts to the adjacent drainage way (and associated wetlands and flood plain) and FAA facilities. The proposed bridge will also need to be longer to minimize costly utility relocations and provide adequate site distance at the new intersection of Citation Way and Howell Avenue. Geotechnical investigation has revealed compressible soil conditions that will need to be addressed. This site will also serve as an access point to the secured perimeter road, which will require automated security gate facilities.

With the enhancements required to construct the perimeter road bridge, the current project cost estimate has increased to \$6,000,000. This fund transfer requests an additional \$2,500,000 to supplement the original adopted budget. 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>
2. DOT-Highway	\$1,000

Transfer of Funds to Decrease Petty Cash Account as approved per attached file.

Resolution 07-139 was adopted by the Milwaukee County Board of Supervisors on April 5, 2007 and approved by the Milwaukee County Executive on May 8, 2007. Resolution 07-139 increased the Department of Transportation and Public Works – Highway Maintenance Division; now the Department of Transportation – Highway Division; imprest (petty cash) fund by \$1,000, from \$150 to \$1,150.

The purpose of the increase was to establish a bankable petty cash fund that would allow the Wisconsin Department of Transportation to direct debit an established Milwaukee County bank account for costs associated with the issuance of licensed driver records maintained by the Wisconsin Department of Transportation Motor Vehicle Division and prompt notification of recorded moving violations of Commercial Driver's License holders on Highway Division staff.

Prior to 2007, the Highway Division was billed quarterly for costs associated with the issuance of the records. In 2007 the Wisconsin Department of Transportation procedure for issuance of the records was revised. The revised procedure included immediate charging of each individual record through a direct debit to a bank account. The revised procedure also included electronic notification of recorded moving violations and electronic access to licensed driver records.

The Wisconsin Department of Transportation has not direct debited the Milwaukee County Highway Division for any costs associated with the issuance of licensed driver records or the notification of recorded moving violations since the bankable imprest fund account was increased in 2007.

Due to the non-usage of the bank account created for the purpose of paying for the issuance of licensed driver records, the Milwaukee County Highway Division is requesting, reduce the imprest fund balance by \$1,000 to \$150, and not designate the fund as bankable.

Approved by:

  
Frank Busalacchi, Director  
Department of Transportation

FJB:mmb

**APPROPRIATION TRANSFER REQUEST**

FISCAL YEAR

DEPT. NO.

**INSTRUCTIONS:**

1699 R4

MILWAUKEE COUNTY

2012

5100

REFER TO MILW. COUNTY ADMINISTRATIVE MANUAL SECTION 4.05 FOR INSTRUCTIONS ON PREPARING THIS FORM.

DEPARTMENT NAME

**DOT-Highway Division**

Were Appropriations Requested Below Denied For The Current Budget?								Yes	No	x	
Line No.	ACCOUNT DISTRIBUTION							OBJECT CODE DESCRIPTION	TRANSFER REQUEST	DOA Account Modification	
	Fund	Agency	Org. Unit	Revenue/Objct	Activity	Balance Sheet					
<b>TO</b> (Credit)	1	0001	510	5160	6620			R/M Grounds	1,000		
	2										
	3										
	4										
	5										
	6										
	7										
	8										
	9										
	10										
	11										
	12										
	13										
	14										
	15										
	16										
	17										
	18										
	19										
	20										
	21										
	22										

**TO TOTALS (Credit)**

**1,000 \$**

**-**

<b>FROM</b> (Debit)	1	0001					0755	Reserve for Imprest Funds	1,000	
	2									
	3									
	4									
	5									
	6									
	7									
	8									
	9									
	10									
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	16									
	17									
	18									
	19									
	20									
	21									
	22									

**FROM TOTALS (Debit)**

**1,000 \$**

**-**

**EXPLANATION**

Transfer of Funds to Decrease Petty Cash Account as approved per attached file.

Resolution 07-139 was adopted by the Milwaukee County Board of Supervisors on April 5, 2007 and approved by the Milwaukee County Executive on May 8, 2007. Resolution 07-139 increased the Department of Transportation and Public Works – Highway Maintenance Division; now the Department of Transportation – Highway Division; imprest (petty cash) fund by \$1,000, from \$150 to \$1,150.

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Due to the non-usage of the bank account created for the purpose of paying for the issuance of licensed driver records, the Milwaukee County Highway Division is requesting, reduce the imprest fund balance by \$1,000 to \$150, and not designate the fund as bankable.

TYPE OF TRANSFER		TRANSFER NO.
AP	EB	RB

IF ADDITIONAL SPACE IS REQUIRED, PLEASE ATTACH ADDITIONAL PAGES.

DATE OF REQUEST	SIGNATURE OF DEPARTMENT HEAD	TITLE
		Director, Dept of Transportation

A C T I O N		Dept. of Administration	County Executive	Finance Committee	County Board
	DATE				
	APPROVE				
	DISAPPROVE	APPROVED 9, 2012 - Page 143			
	MODIFY				

APPROPRIATION TRANSFER REQUEST										FISCAL YEAR	DEPT. NO.	INSTRUCTIONS: REFER TO MILW COUNTY ADMINISTRATIVE MANUAL SECTION 4.05 FOR INSTRUCTIONS ON PREPARING THIS FORM	
1699 R4E MILWAUKEE COUNTY										2012	1300		
DEPARTMENT NAME Department of Transportation - Airport Division													
Were Appropriations Requested Below Denied For The Current Budget?										No	X	No	
TO (Credit)	Line No.	ACCOUNT DISTRIBUTION					Project	OBJECT CODE DESCRIPTION	Transfer Request	DOA Account Modification			
		Fund	Agency	Org. Unit	Revenue/Obj	Activity							
		1300	120	1300	8502	WA163011	Perimeter Road bridge Over Howell Avenue	\$ 2,250,000.00					
		1300	120	1300	9706	WA163011	Perimeter Road bridge Over Howell Avenue	\$ 150,000.00					
		1300	120	1300	6146	WA163011	Perimeter Road bridge Over Howell Avenue	\$ 100,000.00					
<b>TO TOTALS (Credit)</b>								<b>\$ 2,500,000.00</b>	<b>\$ -</b>				
FROM (Debit)	Line No.	ACCOUNT DISTRIBUTION					Project	OBJECT CODE DESCRIPTION	Transfer Request	DOA Account Modification			
		Fund	Agency	Org. Unit	Revenue/Obj	Activity							
		1300	120	1300	2299	WA183011	Perimeter Road bridge Over Howell Avenue	\$ 312,500.00					
		1300	120	1300	2698	WA183011	Perimeter Road bridge Over Howell Avenue	\$ 1,875,000.00					
		1300	120	1300	4901	WA183011	Perimeter Road bridge Over Howell Avenue	\$ 312,500.00					
<b>FROM TOTALS (Debit)</b>								<b>\$ 2,500,000.00</b>	<b>\$ -</b>				

**EXPLANATION**

Increased airline traffic has prompted renewed nation-wide vigilance of aviation safety. Accordingly, in recent years there has been an increasing need to add more safety related features and aids on the nation's commercial airports. One such feature is to provide and maintain a secured perimeter roadway system whereby airport support vehicles can access all reaches of the airfield without the need to cross open taxiways and runways or travel on public streets. The airport currently has a perimeter road extending from the north side of runway 7R and extending around the north end of the airport to the northeast hangar area. With the current Runway Safety Area (RSA) project the perimeter road system is being extended southerly around the west end of runway 7R eastward to the west side of Howell Avenue. This project proposes to provide a bridge over Howell Avenue that will connect the perimeter road to the east side of Howell Avenue at Citation Way. With future projects this road will ultimately extend to the south end of the runway 1L for access to the southeast corner of the airfield.

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

  
 Frank Busalacchi, Director  
 Department of Transportation

  
 C. Barry Bateman  
 Airport Director

TYPE OF TRANSFER		TRANSFER NO.		
AP	EB	RB		
IF ADDITIONAL SPACE IS REQUIRED, PLEASE ATTACH ADDITIONAL PAGES.				
DATE OF REQUEST	SIGNATURE OF DEPARTMENT HEAD		TITLE	
A c t i o n	Dept. of Administration	County Executive	Finance Committee	County Board
	DATE			
	APPROVE			
	DISAPPROVE			
	MODIFY			

**COUNTY OF MILWAUKEE  
INTER-OFFICE COMMUNICATION**

**DATE:** April 25, 2012

**TO:** Supervisor Marina Dimitrijevic, Chairperson, County Board of Supervisors  
Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

**FROM:** Patrick Farley, Director, Department of Administrative Services

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

<u>Description</u>	<u>Amount</u>
1. DAS-AE & ES	\$ 15,000.00

The Architecture, Engineering and Environmental Services Director, Department of Administrative Services is requesting an Appropriation Transfer Request to provide funding for consulting services for capital cost estimating for DAS-Architecture, Engineering and Environmental Services (AE &ES).

2. DAS-AE & ES	\$350,000.00
----------------	--------------

The Architecture, Engineering and Environmental Services Director, Department of Administrative Service and the Director of Parks, Recreation and Culture is requesting an Appropriation Transfer Request to provide funding to recreate Capital Project Mitchell Park Greenhouse. This is required in order to meet the timeline of the MOU between Milwaukee County and the WISDOT for replacement of the Greenhouse Facility, it is critical to fund the basic design effort now.

Approved by:

---

Patrick Farley, Director  
Department of Administrative Services