

1 By Supervisors Dimitrijevic and Mayo

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A RESOLUTION

Reconstituting the Transit Services Advisory Committee (TSAC) to make recommendations on transit service changes and transit policy issues to the Committee on Transportation, Public Works, and Transit and the Milwaukee County Transit system

WHEREAS, the Milwaukee County Transit System is administered by a management and operations contract whereby the contract provider makes recommendations for service changes regarding route modifications, fare increases, and service frequency; and

WHEREAS, the County Board Transportation, Public Works, and Transit (TPWT) Committee recommends transit policy to the County Board either through acting on recommendations made by the transit provider or policy directives of Supervisor resolutions; and

WHEREAS, Adopted Resolution File No. 05-293 established the Transit Services Advisory Committee (TSAC), which was appointed by the Chairperson of the Milwaukee County Board of Supervisors in 2007 and was given the charge of obtaining comments and identifying strengths and weaknesses of the Milwaukee County Transit System (MCTS); and

WHEREAS, TSAC met on a regular basis from mid 2007 through June 2012 where transit related issues and concerns were shared, discussed and provided a broad and valuable range of perspectives and insight; and

WHEREAS, TSAC sunset in June 2012; and

WHEREAS, the role of a reestablished Transit Services Advisory Committee would be advisory to the transit service provider and the County Board Committee on Transportation, Public Works, and Transit by making recommendations to various aspects of transit services and would not change the relationship of the transit service provider and the County established in the current contract; now, therefore,

BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby reconstitutes the Transit Services Advisory Committee (TSAC) to meet quarterly to make recommendations in writing regarding various aspects of transit services, and transit policy issues, to the Committee on Transportation, Public Works, and Transit and to the Milwaukee County Transit System, and

46 BE IT FURTHER RESOLVED, the Milwaukee County Board Chairperson
47 shall appoint nine members of the TSAC Advisory Committee, who shall then
48 select a Chairperson and a Vice-Chairperson from among their members; and
49

50 BE IT FURTHER RESOLVED, that the County Board Chairperson shall
51 also appoint a County Supervisor to serve as an ex-officio member of the
52 Advisory Committee and liaison to the Committee on Transportation, Public
53 Works, and Transit, as well as a County Board staff person to attend meetings,
54 provide information as needed, and serve as liaison in the absence of the
55 Supervisor; and
56

57 BE IT FURTHER RESOLVED, that the Transit Services Advisory
58 Committee is authorized to make recommendations to the transit operator
59 regarding route changes, service modifications, long range plan updates, major
60 and new project development, shelter location and improvements, headway
61 changes greater than 5 minutes, public relations campaigns and events,
62 proposed bus stop changes, fare changes, hear public comments, and review
63 correspondence submitted by the public; and
64

65 BE IT FURTHER RESOLVED, that the transit operator will review
66 recommendations of the Advisory Committee and report back on its findings; and
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68 BE IT FURTHER RESOLVED, that the TSAC Advisory Committee shall
69 also make recommendations to the Committee on Transportation, Public Works,
70 and Transit on various transit policy issues as deemed timely and appropriate;
71 and
72

73 BE IT FURTHER RESOLVED, that the operator of the Milwaukee County
74 Transit System will provide necessary staff to serve as Secretary to the Transit
75 Services Advisory Committee for the purposes of, but not limited to calling
76 meetings, setting agendas, conducting research, providing staff reports, and
77 taking minutes; and
78

79 BE IT FURTHER RESOLVED, that the terms of appointed members will
80 be for a term of three years and the Committee shall sunset in June 2015.
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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 6-25-12

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Reconstituting the Transit Services Advisory Committee (TSAC) to make recommendations on transit service changes and transit policy issues to the Committee on Transportation, Public Works, and Transit and the Milwaukee County Transit system

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

A. This resolution reestablishes a Transit Services Advisory Committee (TSAC) to make recommendations to transit service changes to the Committee on Transportation, Public Works, and Transit.

B. N/A

C. N/A

No assumptions made.

Department/Prepared By County Board/Weddle

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

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

1 By Supervisors Romo West and Haas

File No. 12-

2
3
4 (ITEM) A resolution authorizing and directing the posting of signage depicting the
5 National Human Trafficking Resource Center hotline number in county facilities.

6
7 **A RESOLUTION**

8
9 WHEREAS, human trafficking is defined as a crime that involves obtaining or
10 maintaining the labor or services of another through the use of force, fraud or coercion;
11 and

12
13 WHEREAS, the County Board adopted a resolution (File No. 11-622)
14 establishing the Milwaukee County Task Force on Human Trafficking (MCTFHT) to
15 study and make recommendations on policies, practices, prevention and service models
16 that will protect Milwaukee County’s youth from being victimized and sexually exploited;
17 and

18
19 WHEREAS, the aforementioned resolution directed the MCTFHT to submit a
20 report detailing their recommendations on the subject by September 30, 2012, to the
21 Committee on Judiciary, Safety, and General Services; and

22
23 WHEREAS, trafficked victims are compelled to work in the commercial sex
24 industry and service and labor sectors by traffickers who gain financially from the
25 victims’ labor; and

26
27 WHEREAS, although both Federal and State law prohibit human trafficking,
28 according to the Wisconsin Office of the Attorney General’s Human Trafficking guide,
29 part of the reason it is not easy to detect human trafficking is because it can involve
30 mainstream businesses and victims are afraid to identify themselves or seek help; and

31
32 WHEREAS, it is not uncommon for victims of human trafficking to be completely
33 dependent on their traffickers for basic human survival needs, to grow isolated, and to
34 fear cooperation with the criminal justice system; and

35
36 WHEREAS, human trafficking victims often do not have access to the internet or
37 to other forms of community-based outreach and awareness programs, and may
38 therefore not be aware of the resources that exist to help victims, including the National
39 Human Trafficking Resource Center (NHTRC); and

40
41 WHEREAS, the NHTRC is a non-profit, non-governmental organization working
42 exclusively on human trafficking issues; and

43
44 WHEREAS, the NHTRC has a national, 24-hour toll-free hotline, where callers
45 can get information on the following matters: reporting a tip, connecting with anti-

46 trafficking resources in the caller's area, and requesting training, technical assistance,
47 or special information; and

48

49 WHEREAS, posting signage containing the number for the NHTRC in Milwaukee
50 County buildings frequented by the public, such as the courthouse complex, General
51 Mitchell International Airport, the Marcia P. Coggs Center, senior centers, community
52 recreational facilities, and county buses may help to provide human trafficking outreach
53 and awareness; now, therefore,

54

55 BE IT RESOLVED, that the Department of Administrative Services is authorized
56 and directed to coordinate the posting of the attached flier containing the National
57 Human Trafficking Resource Center hotline in both English and Spanish in high traffic
58 areas of Milwaukee County's heavily frequented public buildings, including but not
59 limited to the buildings listed in the above clause.

60

61 .

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: August 28, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: A resolution authorizing and directing the posting of signage depicting the National Human Trafficking Resource Center hotline number in county facilities.

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

This resolution directs the printing and posting of signs containing the National Human Trafficking Resource Center hotline number in County facilities and buses. The National Human Trafficking Resource Center website contains printable versions of the signs in multiple languages. No additional funds will be needed outside of diminutive printing costs (absorbed within existing printing budgets) and staff time print, distribute, and post signage. Distribution may be done electronically to reduce costs.

Clear Channel manages the posting of advertising on Milwaukee County Transit System (MCTS) buses, including the production of durable interior cards. There is a cost associated with the printing of the interior cards, estimated at approximately \$200 per 25 cards. This resolution does not allocate funding to purchase the aforementioned cards, and since funding was not included in the 2012 Adopted Budget for this purpose, policymakers would need to approve a subsequent fund transfer prior to the release of any funding for this purpose, or appropriate funding in the 2013 Budget. MCTS has offered to include the flier in their upcoming newsletter (35,000 are printed and placed in buses) without charge.

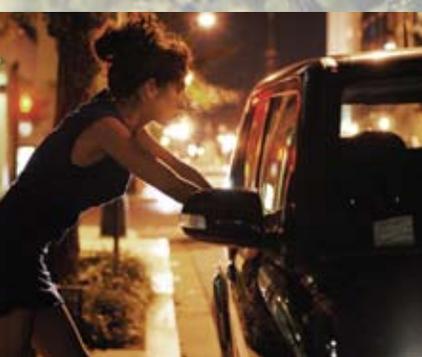
Department/Prepared By Jennifer Collins

Authorized Signature



Did DAS-Fiscal Staff Review? Yes No

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



Human trafficking is modern-day slavery,
and it's happening right here in the United States.

National Human Trafficking Resource Center (NHTRC)

1-888-3737-888

email: NHTRC@PolarisProject.org

TOLL-FREE | 24 Hours/day, 7 Days/week

Confidential | Interpreters available

WHO ARE THE VICTIMS?

Victims are forced to provide labor or commercial sex, and can be:

- U.S. citizens or foreign nationals
- Men, women, or children

WHERE DOES HUMAN TRAFFICKING HAPPEN?

Human trafficking can happen in many situations, including in:

- Commercial sex industry (street prostitution, strip clubs, massage parlors, escort services, brothels, internet)
- Factories (industrial, garment, meat-packing)
- Farms, landscaping, or construction
- Peddling rings, begging rings, or magazine crews
- Private homes (housekeepers, nannies, or servile marriages)
- Restaurants, bars, and other service industries (nail or hair salons)

Call to report a potential case, get information or resources,
request training or technical assistance, or receive referrals.

**La trata de personas es la esclavitud moderna,
y está sucediendo aquí en los Estados Unidos.**

Centro Nacional de Recursos Para la Trata de Personas

National Human Trafficking Resource Center

1-888-3737-888

email: NHTRC@PolarisProject.org

Número gratuito | 24 Horas al día, 7 Días a la semana

Información confidencial | Disponibilidad de intérpretes

¿QUIÉNES SON LAS VÍCTIMAS?

Las víctimas son forzadas a trabajar o prostituírse, y estas pueden ser:

- Ciudadanos estadounidenses u extranjeros
- Hombres, mujeres, o niños

¿DÓNDE ENCONTRAMOS LA TRATA DE PERSONAS?

La trata de personas puede ocurrir en distintos ámbitos como:

- La industria del sexo (prostitución callejera, locales de *striptease*, salones de masaje, servicios de acompañamiento, burdeles, internet)
- Fábricas (sector industrial, textil, envasado de carne)
- Agricultura, jardinería, construcción
- Venta ambulante, mendicidad, grupos de venta de revistas
- Domicilios privados (limpieza del hogar, cuidado de niños, matrimonio servil)
- Restaurantes, bares, y otros ámbitos del sector servicios (peluquerías o salones de belleza)

Llame para denunciar un posible caso, informarse, solicitar información u asistencia técnica, o para que le remitamos a otras organizaciones.

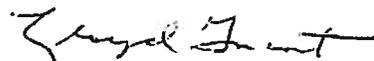
COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

DATE: July 26, 2012
TO: Frank Busalacchi, Director, Department of Transportation
FROM: Lloyd Grant, Jr., MCTS Managing Director
SUBJECT: Narrative on Route 51 (Oklahoma Avenue) Routing Change

Narrative

This report is to inform the Committee of a slight routing modification for the east end turnaround of Route 51 (Oklahoma Avenue) buses which addresses concerns of noise by some area residents while enhancing service for customers who typically walk long distances to access bus service.

This routing change will have no fiscal impact.



**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 26, 2012

TO: Marina Dimitrijevic, Chairwoman, County Board of Supervisors

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: Route 51 (Oklahoma Avenue) Routing Change

POLICY

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

BACKGROUND

Service at the east end of Route 51 (Oklahoma Avenue) turns around via Illinois Avenue and Superior Street to layover prior to returning westbound on Oklahoma Avenue. In November 2011, residents along Superior and Illinois requested that MCTS change the turnaround route due to bus noise and vibration to their homes. However, residents south of Oklahoma who depend on transit service expressed concern about the potential loss of service and the difficulty associated with walking long distances if bus service were turned around west of Illinois Avenue.

MCTS consulted with County Board Supervisors Patricia Jursik, representing District 8, and Jason Haas, representing District 14, the Marian Center for Non-Profits, Sisters of St. Francis of Assissi, Canticle Court and Juniper Court in an effort to devise a solution. A favorable outcome was reached. MCTS will temporarily discontinue using Illinois Avenue and Superior Street as a turnaround and instead extend service south on Lake Drive and turn around via the south parking lot of the Marian Center for Non-Profits. A map showing the current and new routing is attached. The routing change is scheduled to go in effect on August 26, 2012.

MCTS is extremely grateful to the Marian Center for Non-Profits for modifications being made to their parking lot that will accommodate the turnaround of transit buses. The bus stop at the Marian Center on Lake Drive will be ADA compliant and will serve 48 apartments at Canticle Court, 52 low-income retirement apartments at Juniper Court and non-profit tenants on the Marian Center grounds including People First Wisconsin, Down Syndrome Association of WI, Community Projects for Seniors, Center for Deaf-Blind Persons, Inc. and VAS Wisconsin.

RECOMMENDATION

On the basis of the analysis presented above, it is recommended that Route 51 be restructured to extend service south on Lake Drive and turn around via the south parking lot of the Marian Center for Non-Profits effective August 26, 2012.

FISCAL NOTE

This service change will not result in an increase in transit operating costs.

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

Approved by:

Frank Busalacchi
Director, Department of Transportation

Attachment (1)

cc: Chris Abele, Milwaukee County Executive
Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Office
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Office
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
Brian Dranzik, Director of Administration, Department of Transportation

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4 (Item) From the Director of the Department of Transportation,
5 recommending that Route 51 be restructured to extend service south on
6 Lake Drive and turn around via the south parking lot of the Marian Center
7 for Non-Profits effective August 26, 2012.

8
9 **RESOLUTION**

10
11 WHEREAS, service at the east end of Route 51 (Oklahoma
12 Avenue) turns around via Illinois Avenue and Superior Street to layover
13 prior to returning westbound on Oklahoma Avenue; and

14
15 WHEREAS, residents along Superior and Illinois requested that
16 MCTS change the turnaround route due to bus noise and vibration to their
17 homes; and

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19 WHEREAS, residents south of Oklahoma who depend on transit
20 service expressed concern about the potential loss of service and the
21 difficulty associated with walking long distances if bus service were turned
22 around west of Illinois Avenue; and

23
24 WHEREAS, the Marian Center for Non-Profits, located south of
25 Oklahoma Avenue on Lake Drive, has agreed to modifications to their
26 parking lot that will accommodate the turnaround of transit buses; and

27
28 WHEREAS, the bus stop at the Marian Center on Lake Drive will be
29 ADA compliant and will serve 48 apartments at Canticle Court, 52 low-
30 income retirement apartments at Juniper Court and non-profit tenants on
31 the Marian Center grounds including People First Wisconsin, Down
32 Syndrome Association of WI, Community Projects for Seniors, Center for
33 Deaf-Blind Persons, Inc. and VAS Wisconsin; now, therefore

34
35 BE IT RESOLVED, that Route 51 temporarily discontinue using
36 Illinois Avenue and Superior Street as a turnaround and instead extend
37 service south on Lake Drive and turn around via the south parking lot of
38 the Marian Center for Non-Profits effective August 26, 2012.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 7/26/2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Proposed Routing Change - Route 51 (Oklahoma Avenue)

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

A. MCTS will temporarily discontinue using Illinois Avenue and Superior Street as the eastern turnaround for Route 51 and instead extend service south on Lake Drive and turn around via the south parking lot of the Marian Center for Non-Profits. The routing change is scheduled to go in effect on August 26, 2012.

This routing change was requested by residents along Superior and Illinois due to bus noise and vibration to their homes. However, residents south of Oklahoma who depend on transit service expressed concern about the potential loss of service and the difficulty associated with walking long distances if bus service were turned around west of Illinois Avenue. The bus stop at the Marian Center on Lake Drive will be ADA compliant and will serve 48 apartments at Canticle Court, 52 low-income retirement apartments at Juniper Court and non-profit tenants on the Marian Center grounds including People First Wisconsin, Down Syndrome Association of WI, Community Projects for Seniors, Center for Deaf-Blind Persons, Inc. and VAS Wisconsin.

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

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

C. There are no fiscal impacts of this change.

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

Department/Prepared By Lloyd Grant, Jr., Managing Director, MCTS

Authorized Signature _____

Did DAS-Fiscal Staff Review?

Yes

No

Reviewed With:



**Oklahoma Avenue
Rt. 51 eastern turn-around routing**

-  Routing: Before 8/26/12
-  Layover: Before 8/26/12
-  Routing: After 8/26/12
-  Layover: After 8/26/12

Map created: 7/25/12

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: July 26, 2012

TO: Marina Dimitrijevic, Chairwoman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation Public Works
& Transit Committee

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: Authorization to Accept a Federal State of Good Repair Grant

POLICY

Chapter 56 of the Milwaukee County Administrative Code requires authorization from the County Board to accept state or federal discretionary grant awards.

BACKGROUND

In February of 2012, the Federal Transit Administration (FTA) announced the availability of discretionary Section 5309 Bus and Bus Facility grant funds in support of its “State of Good Repair” (SGR) initiative. Milwaukee County has been successful in the past receiving SGR grant funding. Based on that experience a grant request was made for \$6,640,000 to replace 20 vehicles and \$3,240,000 for facility-based repairs to various transit related equipment. A listing of the equipment is as follows:

Replacement of bus vacuum system at Kinnickinnic garage, Fed share \$600,000
 Replacement of bus wash system at Fiebrantz garage, Fed share \$300,000
 Replacement of fire alarm system at Fond du Lac Station, Fed share \$188,000
 Replacement of bus vacuum system at Fiebrantz garage, Fed share 200,000
 Replacement of bus wash system at KK garage, Fed share \$544,000
 Facade and foundation repairs at Fond du Lac Station, Fed share \$208,000
 Replacement of HVAC system at KK garage, Fed share \$400,000
 Replacement of bus wash system at Fond du Lac garage, Fed share \$800,000

Because of their age and condition, these pieces of equipment are in need of constant repair and in some cases replacement parts are not available.

The FTA considered the age and condition of buses and bus facilities, as well as geographic diversity and project implementation timeframe when awarding SGR funds. Applications were due in March of 2012. Based on the short notice of the grant announcement and its accelerated turn around time, the department could not inform the

board prior to the grant submittal but instead is providing the notice of the awarded amount and is requesting approval to accept the grant award. In May of this year, an informational report was submitted to the Committee on Transportation, Public Works and Transit providing notification that the Department submitted an application and would provide a resolution once the award notification was received.

With the announcement of State of Good Repair award made in July of this year, the Department is now requesting approval to accept the award of \$3,240,000 for FTA State of Good Repair funding to aid the replacement of aging or updated equipment.

RECOMMENDATION

The Director, Department of Transportation, is recommending that authority be granted to execute a \$3,240,000 million State of Good Repair contract with the FTA to support transit facility repairs.

Report Prepared by: Brian Dranzik, Director of Administration

Approved by:

Frank Busalacchi, Director
Department of Transportation

Cc: Chris Abele, Milwaukee County Executive
Amber Moreen, Chief of Staff, Milwaukee County Executive
Chris Abele
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Pat Farley, Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, DAS
Lloyd Grant, Managing Director, MCTS
Pam Bryant, Capital Finance Manager, Office of the Comptroller
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

1 (ITEM) From the Director of the Department of Transportation, requesting
2 authorization to execute a Federal State of Good Repair contract by recommending
3 adoption of the following resolution:
4

5
6 **A RESOLUTION**
7

8
9 WHEREAS, Chapter 56 of the Milwaukee County Administrative Code requires
10 authorization from the County Board to accept state or federal discretionary grant
11 awards; and
12

13 WHEREAS, in February of 2012, the Federal Transit Administration (FTA)
14 announced the availability of discretionary Section 5309 Bus and Bus Facility grant
15 funds in support of its "State of Good Repair" (SGR) initiative; and
16

17 WHEREAS, the State of Good Repair program allows for public transit providers
18 to finance bus and bus-related facility projects; and
19

20 WHEREAS, the FTA considered the age and condition of buses and bus
21 facilities, as well as geographic diversity and project implementation timeframe when
22 awarding SGR funds; and
23

24 WHEREAS, based on the short notice of the grant announcement and its
25 accelerated turnaround time, the department could not inform the board prior to the
26 grant submittal but instead is providing the notice of the awarded amount; and
27

28 WHEREAS, the Department of Transportation and Public Works applied for
29 \$6,640,000 in SGR funds for vehicles and \$3,240,000 for various facility repairs; and
30

31 WHEREAS, the application was supported by Senator Kohl and Congresswomen
32 Moore; and
33

34 WHEREAS, the FTA recently announced that Milwaukee County is eligible to
35 receive \$3,240,000 for facility based repairs through the 2012 State of Good Repair
36 program; and
37

38 WHEREAS, if accepted, the SGR funds would allow Milwaukee County to fund
39 eight capital projects using \$3,240,000 in federal funds and \$810,000 in local funds;
40 now therefore;
41

42 BE IT RESOLVED, that the Director of the Department of Transportation is
43 recommending that authority be granted to execute a \$3,240,000 million State of Good
44 Repair contract with the FTA to support facility repairs at various transit locations.
45
46

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: July 26, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Acceptance of State of Good Repair Grant

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
(If checked, check one of two boxes below) | <input checked="" type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

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

	Expenditure or Revenue Category	Current Year	Subsequent Years
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	\$4,050,000
	Revenue	0	\$3,240,000
	Net Cost	0	\$810,000

DESCRIPTION OF FISCAL EFFECT

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

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

This resolution authorizes the acceptance of a State of Good repair grant that will provide federal funding of \$3,240,000 for transit bus replacement. The State of Good repair program will require a County match of 80% or \$810,000 for a project balance of \$4,050,000. There will be no fiscal effect for the 2012 budget; however, county funding will be required in the future capital budgets to match grant proceeds.

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

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

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

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

DATE: July 25, 2012
TO: Frank Busalacchi, Director, Department of Transportation
FROM: Lloyd Grant, Jr., MCTS Managing Director
SUBJECT: Narrative on 2013 WETAP Grant Application

Narrative

This report is to inform the Committee of steps taken to apply for WETAP/JARC funds for continued operation of extended service on 5 bus routes in CY 2013.

This service is included in the requested 2013 transit budget; therefore the budget assumes the grant application will be approved.

Lloyd Grant

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 25, 2012

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

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: 2013 WETAP Grant Application

BACKGROUND

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

MCTS currently operates five (5) bus routes utilizing WETAP and local funds to help low-income workers get to jobs. This enhanced bus service operates at times of the day and week that MCTS does not normally operate bus service due to low ridership. The grant allows the transit system to continue operating bus service to those areas so that workers can have mobility and stay connected to jobs. Enhanced service includes: An extension of service on Route 12 (Teutonia-Hampton) from Good Hope Road to Cherrywood Lane on weekends; continuation of service on Route 17 (Canal Street); an extension of service on Route 27 (27th Street) from Hampton Avenue and Green Bay Road to the Glendale Industrial Park; improvement in mid-day frequency of service on Route 28 (108th Street); and an extension of Route 54 (Mitchell-Burnham) from 1st and Mitchell to United Migrant Opportunity Services (UMOS) at 27th and S. Chase Avenue.

In order to meet the July 13, 2012 application deadline for calendar year 2013 funding, MCTS has submitted an application to the Wisconsin Department of Transportation to continue funding for this job based enhanced transit service in CY 2013. The requested WETAP funding is \$807,000. Announcement of WETAP grant awards by the State of Wisconsin generally takes place in October or November; however, this typically occurs before the Milwaukee County budget process is concluded. Once the award notification is provided, the department will request approval to accept the grant.

July 25, 2012

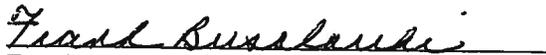
Page 2

RECOMMENDATION

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

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

Approved by:



Frank Busalacchi

Director, Department of Transportation

cc: Chris Abele, Milwaukee County Executive
Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Office
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Office
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
Brian Dranzik, Director of Administration, Department of Transportation

12-660
6

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

DATE: July 27, 2012
TO: Frank Busalacchi, Director, Department of Transportation
FROM: Lloyd Grant, Jr., MCTS Managing Director
SUBJECT: Narrative on Review of the Use of Paper Transfers on MCTS Buses

Narrative

This report advises the Committee of MCTS' recommendation to continue the use of paper slips until the introduction of contactless smart cards with the new automated fare collection system. The high potential for lost revenue, increased operating cost and adverse impact on seniors, minorities and low income riders cannot be justified. Furthermore, it is not advised to make a major change of this nature on the eve of launching an entire new fare payment system and fare structure because that will be very confusing for the public.

Lloyd Grant

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 27, 2012

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

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: Review of the Use of Paper Transfers on MCTS Buses

POLICY

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

BACKGROUND

Transfers are used throughout the transit industry to allow passengers to move between bus routes in the system. This gives riders flexibility to reach locations that are not provided by a direct connection. Paper slips (paper transfers) have been used as a form of fare media in Milwaukee County for nearly 100 years. These paper slips are issued by bus drivers to transit customers who pay their fare with cash or a prepaid ticket and need to transfer to other bus routes to reach their destinations. The paper slip allows customers free transfer between buses for up to 79 minutes from the time of issuance.

MCTS is presently in the post-award design phase of procuring a new automated fare collection system which will support the use of contactless smart cards. The advanced smart card technology will allow MCTS to phase out paper transfer slips. For those customers using a transit smart card, the farebox will automatically deduct the prepaid fare and simultaneously add transfer time to the smart card. Upon boarding another bus during the transfer time period, the new farebox will automatically recognize the boarding as a valid transfer.

MCTS undertook a review to ascertain whether it is feasible to discontinue the use of paper slips before the automated fare collection system is operational. Alternatives reviewed included a paper day pass and a reduced fare structure. This informational report summarizes the outcome of that review.

One Day Pass Alternative

One day passes have been implemented by some transit systems as a replacement for paper transfers. A one day pass is a prepaid fare form that is valid for unlimited rides on buses until the end of the service day. Consideration was given to selling the existing paper transfer slips at established sales outlets which would effectively discontinue distribution of the paper slips onboard buses by bus drivers. This was determined to be a non-viable alternative largely due to

heightened exposure to potential fraud and lost revenue. Another alternative considered for a day pass was to print a one day pass similar to the existing weekly pass. Printing costs were estimated to triple in order to add adequate security features that are not necessary with the existing time limited paper transfer slips. Added cost of handling the date specific (all day) pass including increased administrative expenses for audit and reconciliation of sales accounts and changes in accounting procedures was another drawback particularly given the investment that would be made for the relatively short period of time that the paper day pass would actually be in use.

Reduced Fare Structure

While some transit systems have implemented a one day pass as a replacement for the paper transfer slips, other transit systems have considered eliminating paper transfers in favor of a significantly lower fare structure. We recognize that eliminating paper transfers removes some administrative and operational issues and reduces fare disputes and fare evasion, but it can also result in substantial loss of revenue and ridership. Furthermore, depending on pricing strategies and the extent of passenger transfer activity, eliminating paper transfers can result in a major fare increase for those riders making more than one transfer to reach their destination. For these reasons, as described in Transit Cooperative Research Program (TCRP) Report 94 titled "Fare Policies, Structures and Technologies: Update," dated 2003, page 17, very few, if any, transit agencies have opted to such an approach.

Our analysis revealed that a reduced fare structure, which applies to cash, ticket and other fare forms, yields an increase in ridership and a substantial decrease in revenue needed to operate the transit system:

<u>Cash</u>	<u>Ticket</u>	<u>Ridership Gain (Loss)</u>	<u>Revenue Gain (Loss)</u>
\$2.25	\$1.75	n/a	n/a
\$2.00	\$1.55	(1,179,000)	\$ 1,936,000
\$1.75	\$1.40	1,181,000	(\$ 1,315,000)
\$1.50	\$1.25	2,552,000	(\$ 5,311,000)
\$1.25	\$1.00	4,686,000	(\$ 9,774,000)
\$1.00	\$0.75	5,399,000	(\$11,634,000)

Revenue losses shown above account for a decrease in fares paid by paratransit customers which by federal rule cannot exceed twice the fixed route fare. While some revenue loss would be expected to be offset by reduced fare evasion, other operating expenses will increase to accommodate the increase in ridership (a need for more buses) or MCTS will not be able to meet service demand (crowded buses, passing up of customers due to overcrowding and lack of service).

Further analysis required by recipients of federal funding was also conducted. The Federal Transit Administration requires that proposed changes in fares be analyzed to determine if the

changes will have a discriminatory impact on low income or minority groups. We determined that a reduced fare structure would have a disproportionately high and adverse effect on those riders. For example, low income riders at MCTS pay their fare with cash at a higher rate (46%) than other riders (40%). For these riders, the cost of a two-bus trip using cash and a reduced fare of \$1.75 per trip would increase their cost from \$2.25 per trip to \$3.50 per trip, or a 56% increase. Similarly, the half fare for a senior is \$1.10 today with a free paper transfer slip for 79 minutes. Even if the cash fare were to be reduced to \$1.75 and the half fare to \$0.85, a two-bus trip using cash would increase the cost of the trip from \$1.10 to \$1.70, or a 55% increase. We estimate that about 19,000 rides per day would be impacted by elimination of paper transfer slips, even with a reduced fare. In addition, intergovernmental agreements with other counties and transit providers would be impacted. Unfortunately, MCTS will not have the ability to mitigate or avoid these adverse effects until the changeover to the automated fare collection system occurs.

Findings and Summary

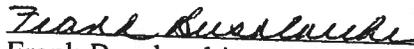
At this particular moment in time, a one day pass or reduced fare would solve some problems associated with fare disputes, but also create other challenges. In view of the potential harm to customers who heavily rely on the transit system, and very high potential for increased operating costs and lost revenue, elimination of paper slips for free transfer between buses is not recommended until a viable alternative by way of smart card technology is available.

RECOMMENDATION

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

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

Approved by:



Frank Busalacchi
Director, Department of Transportation

cc: Chris Abele, Milwaukee County Executive
Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Office
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Office
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
Brian Dranzik, Director of Administration, Department of Transportation

SUMMARY

A contract amendment to HSS Inc., security guard services to increase the contract expenditure authority to cover increased expenses of \$800,000. Increase caused by services for the Business Park, Capital Projects, and the Shell pipeline leak

H:\Private\Clerk Typist\Aa01\TPW&T 12\09- Sep 2012\SUMMARY - HSS Amendment.doc

COUNTY OF MILWAUKEE
Inter-Office Communication

7

DATE : July 16, 2012

TO: Marina Dimitrijevic, Chairwoman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: **AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN HSS, INC., AND MILWAUKEE COUNTY**

POLICY

County Board approval is required for Milwaukee County to amend certain professional services agreements.

BACKGROUND

Milwaukee County entered into an agreement with HSS, Inc., to provide uniformed unarmed Security Officer Services (meeting of November 5, 2009, File No. 09-277). This service consists of required security guards at vehicle access control points on the inside of the perimeter fence, and supervisory personnel to oversee the security officers on a 24/7 basis. Due to numerous capital projects, the expansion of services to the MKE Regional Business Park, and the unforeseen pipeline repair project, an increase to the original contract amount is needed to pay HSS through the end of the contract period (November 30, 2012). To date, in addition to the normal needs for security services at GMIA, \$569,000 has been spent on services at the MKE Regional Business Park, \$125,000 has been charged to various capital projects and \$16,000 will be invoiced to Shell for the pipeline repair.

The original contract term is three years from November 23, 2009 to November 30, 2012. Due to the increased security needs of the airport, the contract will be short by approximately \$800,000.00 by the end of the contract on November 30, 2012, therefore, the airport requests an increase in the total 3 year, not to exceed, contract in the amount of \$800,000, an increase from the original contract amount of \$1,500,000 to \$2,300,000. The necessary funds are available within the Airport's operational and capital budgets to meet this shortfall. The expenses for the guard services required for the fuel pipeline leak will be recovered from Shell. The expenses for the guard services for capital projects will be assessed to those respective projects.

RECOMMENDATION

Airport staff recommends that Milwaukee County amend the agreement between HSS, Inc., and Milwaukee County to increase the contract by \$800,000 from \$1,500,000 to \$2,300,000.

FISCAL NOTE

The expenses noted above are included within the Airport's operational and capital project budgets. This is a no tax levy impact.

Supv. Dimitrijevic
Supv. Mayo, Sr.
July 16, 2012
Page 2

Prepared by: Michael W. Keegan, Airport Public Safety & Security Manager

Approved by:

Frank Busalacchi, Director
Department of Transportation

C. Barry Bateman
Airport Director

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(Item) From the Director, Department of Transportation, requesting that Milwaukee County approves the amendment to the agreement between HSS, Inc. and Milwaukee County to increase the contract amount from \$1,500,000.00 to \$2,300,000.00 by recommending adoption of the following:

RESOLUTION

WHEREAS, County Board approval is required for Milwaukee County to amend certain professional services agreements; and

WHEREAS, Milwaukee County entered into an agreement with HSS, Inc., to provide uniformed unarmed Security Officer Services (meeting of November 5, 2009, File No. 09-277); and

WHEREAS, this service consists of required security guards at vehicle access control points on the inside of the perimeter fence, and supervisory personnel to oversee the security officers on a 24/7 basis; and

WHEREAS, due to numerous capital projects, the expansion of services to the MKE Regional Business Park, and the unforeseen pipeline repair project, an increase to the original contract amount is needed to pay HSS through the end of the contract period; and

WHEREAS, Airport staff recommends that Milwaukee County amend the agreement between HSS, Inc., and Milwaukee County to increase the contract amount from \$1,500,000.00 to \$2,300,000.00; now, therefore,

BE IT RESOLVED the Director, Department of Transportation and the County Clerk are hereby authorized to amend the agreement between HSS, Inc. and Milwaukee County to increase the contract amount from \$1,500,000.00 to \$2,300,000.00.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: July 16, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN HSS, INC. AND MILWAUKEE COUNTY

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

This amendment to the agreement between HSS, Inc. and Milwaukee County increases the contract by \$800,000, from \$1,500,000 to \$2,300,000. These additional expenses are included within the Airport's operational budget. There is no impact on the tax levy of Milwaukee County.

Department/Prepared by: Michael W. Keegan, Airport Public Safety & Security Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

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

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 24, 2012

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairperson, TPW&T Committee

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: **AMENDMENT TO AIRPORT AGREEMENT NO. HP-1325 BETWEEN MILWAUKEE COUNTY AND SIGNATURE FLIGHT SUPPORT CORPORATION FOR THE ADJUSTMENT OF LEASED PREMISES AND RECONSTRUCTION OF IMPROVED LAND**

POLICY

County Board approval is required to amend certain agreements at General Mitchell International Airport (GMIA).

BACKGROUND

On January 10, 2002, Milwaukee County entered into Airport Agreement No. HP-1325 with Signature Flight Support Corporation (SFS) for the lease of approximately 132,454 square feet of land at GMIA on which a SFS aircraft hangar is located. The agreement was for a period of nineteen (19) years beginning on November 1, 2001.

Pavement conditions have deteriorated and it is now time to repair the ramp area associated with the aircraft hangar. The agreement places on the Lessee the responsibility to provide, at its own cost and expense, for the repairs and maintenance of the leased premises. SFS has requested that Milwaukee County include the repair as part of the Airport's larger-scale annual pavement contracts, and SFS will repay its proportionate share over the remaining term of the agreement with interest. In addition to the repairs, SFS has requested that the leased area be revised to relinquish lands that are used as a common use airport perimeter road, and include an additional area for parking SFS aircraft deicing equipment and refueling equipment.

RECOMMENDATION

Airport staff recommends that Milwaukee County amend Airport Agreement No. HP-1325 with Signature Flight Support Corporation with the following terms and conditions:

1. The leased premises shall be revised to a new total of 125,889 square feet of unimproved land.
2. GMIA will reconstruct the ramp area and charge SFS an appropriate rent increase to recover the costs of reconstruction.

FISCAL NOTE

Current airport land rent for this hangar plot is \$20,477.24 annually. Land rent will be adjusted to \$19,701.63 annually. Pavement repair and replacement costs will be recovered from SFS. There is no impact on the tax levy of Milwaukee County.

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

Approved by:

Frank Busalacchi, Director
Department of Transportation

C. Barry Bateman
Airport Director

(Item) From the Director, Department of Transportation, requesting authorization to amend Airport Agreement No. HP-1325 between Milwaukee County and Signature Flight Support Corporation by recommending adoption of the following:

RESOLUTION

WHEREAS, on January 10, 2002, Milwaukee County entered into Airport Agreement No. HP-1325 with Signature Flight Support Corporation (SFS) for the lease of approximately 132,454 square feet of land at General Mitchell International Airport (GMIA) on which a SFS aircraft hangar is located; and

WHEREAS, the agreement was for a period of nineteen (19) years beginning on November 1, 2001; and

WHEREAS, pavement conditions have deteriorated and it is now time to repair the ramp area associated with the aircraft hangar; and

WHEREAS, the agreement places on the Lessee the responsibility to provide at its own cost and expense for the repairs and maintenance of the leased premises; and

WHEREAS, SFS has requested that Milwaukee County include the repair as part of the Airport’s larger-scale annual pavement contracts, and SFS will repay its proportionate share over the remaining term of the agreement with interest; and

WHEREAS, in addition to the repairs, SFS has requested that the leased area be revised to relinquish lands that are used as a common use airport perimeter road, and include an additional area for parking SFS aircraft deicing equipment and refueling equipment; and

WHEREAS, Airport staff recommends that Milwaukee County amend Airport Agreement No. HP-1325 with Signature Flight Support Corporation to include revising the leased premises to a new total of 125,889 square feet of unimproved land and charging an appropriate rent to recover the costs of ramp reconstruction; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on July 11, 2012 , recommended approval (vote___-___) to amend Airport Agreement No. HP-1325 between Milwaukee County and Signature Flight Support Corporation to include revising the leased premises to a new total

46 of 125,889 square feet of unimproved land and charging an appropriate rent to
47 recover the costs of ramp reconstruction; now, therefore,

48
49 BE IT RESOLVED, that the Director of Transportation and the County Clerk
50 are hereby authorized to amend Airport Agreement No. HP-1325 between
51 Milwaukee County and Signature Flight Support Corporation to include revising
52 the leased premises to a new total of 125,889 square feet of unimproved land
53 and charging an appropriate rent to recover the costs of ramp reconstruction.

54
55

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: July 24, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMENDMENT TO AIRPORT AGREEMENT NO. HP-1325 BETWEEN MILWAUKEE COUNTY AND SIGNATURE FLIGHT SUPPORT CORPORATION FOR THE ADJUSTMENT OF LEASED PREMISES AND RECONSTRUCTION OF IMPROVED LAND

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

**Current airport land rent for this hangar plot is \$20,477.24 annually.
Land rent will be adjusted to \$19,701.63 annually. Pavement repair and
replacement costs will be recovered from SFS. There is no impact on the
tax levy of Milwaukee County.**

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

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

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

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: July 25, 2012

TO: Supervisor Marina Dimitrijevic, Chairperson, County Board
Supervisor Michael Mayo, Sr., Chairperson, TPW&T Committee

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: AUTHORIZATION FOR THE AIRPORT DIRECTOR TO ENTER INTO AN AGREEMENT WITH MMSD TO RECEIVE THE GREEN ROOF INITIATIVE GRANT FOR THE BAGGAGE CLAIM BUILDING REMODELING PROJECT AT GMIA.

POLICY

Authorization to enter into an agreement with the Milwaukee Metropolitan Sewerage District (MMSD) for the purpose of receiving grant proceeds to partially offset the construction cost of the vegetated roof portion of the Baggage Claim Building Remodeling project at General Mitchell International Airport requires County Board approval.

BACKGROUND

The GMIA Baggage Claim Building Remodeling project involves the complete reconstruction of the building interior and roof system. A portion of the new building roof is designed to be a vegetated, or “green” roof. The proposed vegetated roof is one of several sustainable design elements included in the project. Once complete, the intent is for the remodeled Baggage Claim Building to attain LEED certification from the U.S. Green Building Council. MMSD’s Regional Green Roof Initiative program provides incentive funding to increase green roof coverage within its service area. The program provides up to \$5 per square foot for an approved green roof project. During design, MMSD announced that it was accepting applications for green roof projects as part of its Green Roof Initiative. The grants are awarded based on applications submitted and reviewed by MMSD staff. There is no local match required of grant recipients. The Baggage Claim Remodeling project has been selected by MMSD to receive a grant in the amount of up to \$24,945.00. The project sponsor receives the grant proceeds after construction of the green roof is completed, and proof of actual construction costs are reported to MMSD. The total green roof area of the Baggage Claim Building is 4,989 square feet and is estimated to cost \$67,000.

In order to receive the grant, the sponsor must enter into a funding agreement with MMSD. The purpose of this resolution is to authorize the Airport Director to enter into the required funding agreement with MMSD.

Supv. Dimitrijevic
Supv. Mayo, Sr.
July 25, 2012
Page 2

RECOMMENDATION

Airport staff recommends that the Airport Director be authorized to enter into a funding agreement with MMSD for the purpose of obtaining grant proceeds to partially offset the cost of construction of the green roof portion of the GMIA Baggage Claim Building Remodeling project.

FISCAL NOTE

Funding for the application of the Green Roof Initiative was incidental to the design of the project. There are no matching funds required for this grant. Costs associated with staff time required for the reporting and documentation is incidental to other construction management tasks that are otherwise necessary for the project. No additional appropriation is required at this time for the Green Roof Initiative grant.

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

Approved by:

Frank Busalacchi, Director
Department of Transportation

C. Barry Bateman, Airport Director

1 File No.
2 Journal
3

4 (Item) From the Director, Department of Transportation, requesting
5 authorization for the Airport Director to enter into an agreement with MMSD to
6 receive the Green Roof Initiative Grant for the Baggage Claim Building
7 Remodeling project at GMIA by recommending adoption of the following:
8
9

10 **RESOLUTION**
11

12 WHEREAS, County Board approval is required for the Airport Director to
13 enter into a funding agreement with MMSD; and
14

15 WHEREAS, the purpose of this funding agreement is to obtain grant
16 proceeds to partially offset the cost of construction of the Green Roof portion of
17 the GMIA Baggage Claim Building Remodeling.
18

19 BE IT RESOLVED the County hereby authorizes the Airport Director to enter
20 into a funding agreement with MMSD.
21
22

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: July 25, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AUTHORIZATION FOR THE AIRPORT DIRECTOR TO ENTER INTO AN AGREEMENT WITH MMSD TO RECEIVE THE GREEN ROOF INITIATIVE GRANT FOR THE BAGGAGE CLAIM BUILDING REMODELING PROJECT AT GMIA

FISCAL EFFECT:

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

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

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

DESCRIPTION OF FISCAL EFFECT

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

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

Funding for the application of the Green Roof Initiative was incidental to the design of the project. There are no matching funds required for this grant. Costs associated with staff time required for the reporting and documentation is incidental to other construction management tasks that are otherwise necessary for the project. No additional appropriation is required at this time for the Green Roof Initiative grant.

There is no impact on the tax levy of Milwaukee County.

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

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 12\09- Sep 2012\FISCAL NOTE - MMSD Green Roof Grant.doc

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

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: July 13, 2012

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

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: INFORMATIONAL REPORT REGARDING FISCAL NOTES

POLICY

Informational Report

REFERRAL

Referral from May 9, 2012 meeting of the Transportation, Public Works & Transit committee. The chairman requested that the Airport provide a report for the June meeting cycle that explains how increased revenues to the airport do not result in increased net revenues. Also explain how revenues come in and expenses are paid out. This referred to an explanation of why fiscal notes show no fiscal impact.

BACKGROUND

The current Airport Airline Use and Lease Agreement (January 2011 - December 2015) is a residual lease agreement. In a residual lease, airline rates and charges are set to provide that the airport system will break-even each year. This negotiated lease continues to make the Airport system's operation (General Mitchell International Airport and Timmerman Airport) as a self-supporting enterprise fund of Milwaukee County. All expenses of the Airport system are covered through the revenue generated at the airports from all users.

The two basic tenets of the current Master lease are:

- All operating expenses are paid by the users of GMIA and LJT. There is no tax levy support required for the operations of the Airports; and
- All capital improvements are funded through revenue sources generated at or by GMIA. Capital improvements funding includes Federal, State, PFC and Airport Capital Improvement Reserve Funds. There is no tax levy support for Airport capital improvements.

With regard to "fiscal notes" and the "Milwaukee County Fiscal Note Form," under the terms of the Agreement, any budgeted increase (by appropriation transfer or adopted budget) in Airport expenses is, and must

be, offset by a corresponding Airport revenue increase. Often revenues from outside sources are budgeted to offset expenditure increases. But, if there is no outside revenue source, airline revenues - through rates and charges, must "cover" the increased expense(s) and will do so in the year incurred. The incurred expenses will be recovered.

If budgeted revenues are increased, as with new concession agreements, and expenses do not increase, another revenue will be reduced or lessened at year end. That is, if all other actual remaining expenditures exactly matched budget and revenue from concessions increased \$100, the Airport would have "over recovered" expenses by \$100 at year end, that \$100 would be "owed" to the airlines.

Trying to illustrate this concept on the "Milwaukee County Fiscal Note Form" poses a challenge to Airport staff. For example, if an Airport activity results in an expense increase, the net cost must remain at \$0. Therefore, either revenues must increase or another expense must be reduced. Typically, revenues would be increased to allow the form to show the Agreement required, \$0 net cost, resulting in no effect on County tax levy.

If an Airport activity results in a revenue increase, typically, expenses are not increased, and therefore, another revenue - airline revenues (landing fees or terminal rents) will need to be decreased so that the net cost remains at \$0 - no effect on the County tax levy. The form does not have 2 revenue lines to allow this. But, the net fiscal effect of these actions, (for all actions) is a \$0 net cost which translates to no effect on the Milwaukee County tax levy.

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

Approved by:

Frank Busalacchi, Director
Department of Transportation

C. Barry Bateman
Airport Director

Cc: Marina Dimitrijevic, Chairwoman, County Board of Supervisors

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: August 21, 2012

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

FROM: Frank Busalacchi, Director, Department of Transportation

SUBJECT: **Creation of a Capital Improvement Project to Implement Independent Heating Systems at the Milwaukee County Fleet Management Facility and the Vel Phillips Juvenile Justice Center Replacing Steam Currently Purchased from WE Energies**

POLICY:

The Wisconsin Department of Transportation (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 statues 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. In addition, the Milwaukee County 2012 Budget establishes as Milwaukee County policy that the WE Energies steam lines serving Milwaukee County facilities west of Highway 45 are to be abandoned, removed or not replaced by the Zoo Interchange 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 the Fleet Maintenance Facility on a County-owned parcel of land located at 10190 West Watertown Plank Road and the Vel Phillips Juvenile Justice Center on a County-owned parcel of land located at 10201 West Watertown Plank Road (Exhibit 1 attached). These County facilities are within the area that will be impacted by the Zoo Interchange reconstruction. To construct the new US Highway 45, the existing WE Energies underground steam lines serving Milwaukee County facilities west of Highway 45 will require either relocation or abandonment. Since the County by budget action in the 2012 Adopted Budget, Org Unit 1192 Economic and community Development, has authorized that the WE Energies steam lines serving County facilities west of Highway 45 be abandoned, WisDOT, in conjunction with WE Energies, has chosen to abandon the existing steam lines located under the new Highway 45 project and reimburse the County for all planning, design and construction costs to install independent heating systems (natural gas fired boilers and hot water heaters) at the Fleet Management Facility and the Vel Phillips Juvenile Justice Center. (Exhibit 2 attached)

WisDOT has agreed to pay the County the fair market value of the current land parcels required for the Highway 45 reconstruction project and will also include in that transaction compensation for the actual cost incurred to install the independent heating systems. The County will need to begin the project immediately in order to meet the completion deadline of September 2013 established by WisDOT. It is anticipated that the County will accept

WisDOT's offer to pay the County the fair market value of the current land parcels required for the Highway 45 reconstruction project and will also include compensation for the actual cost incurred to install the independent heating systems. The estimated cost to install independent heating systems (natural gas fired boilers and hot water heaters) at the Fleet Management Facility and the Vel Phillips Juvenile Justice Center is \$1,600,000.

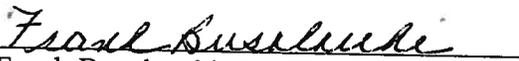
WisDOT has already conducted and paid for two separate studies of the proposed independent heating system installation for the County facilities mentioned above and also the County Technology Innovation Center (Muirdale building), the Wauwatosa Fire Station and the WE energies M-10 building (Exhibit 3 attached). WisDOT has agreed to reimburse the costs to install independent heating systems in those latter 3 facilities as well under separate agreements. Also, both studies did review the proposal to install separate cooling system in the Vel Phillips Juvenile Justice Center to allow for abandoning of the existing WE Energies chilled water piping. However, WisDOT determined that due to higher cost of this proposal it would be more cost effective for them to replace the chilled water lines under the Highway 45 reconstruction project rather than pay for the new cooling system that would allow them to abandon the lines under their highway project.

RECOMMENDATION:

Staff respectfully requests that the Committee on Transportation, Public Works, and Transit recommend to the County Board of Supervisors that authorization be given to the Department of Administrative Services (DAS) to process a \$1,600,000 administrative fund transfer to create a capital project for the independent heating systems at Fleet Management and the Vel Phillips Juvenile Justice Center which will result in the County incurring costs upfront with reimbursement to be provided from the State upon payment of the compensation for the property interests as required as part of the Zoo Interchange Project.

Prepared by: Greg High, Director, AE&ES Section, DAS-FM

Approved by:


Frank Busalacchi, Director
Department of Transportation

Attachments: Exhibits 1-3

cc: Chris Abele, County Executive
Marina Dimitrijevic, County Board Chairwoman
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, County Executive Office
Supervisor Jim Luigi Schmitt, District 6
Kimberly Walker, Corporation Counsel
Patrick Farley, Director, Department of Administrative Services (DAS)
James Burton, Director, Facilities Management Division, DAS
James Martin, Fiscal Management Analyst, DAS
Pam Bryant, Office of the Comptroller
Greg High, Director, AE&ES, DAS-FM
Gary Waszak, DAS-FM

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4 (Item) From the Director of Transportation recommending the implementation of
5 independent heating systems at the Milwaukee County Fleet Management Facility and
6 the Vel Phillips Juvenile Justice Center replacing steam currently purchased from WE
7 Energies
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9
10 **RESOLUTION**

11 WHEREAS, WisDOT has been legislatively authorized to reconstruct the Zoo
12 Interchange by the State of Wisconsin and by the Federal Highway Administration
13 (FHWA) under various state and federal statues and codes; and
14

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

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

23 WHEREAS, Milwaukee County (County) owns and operates the Milwaukee
24 County Fleet Management Facility located at 10190 Watertown Plank Road and the Vel
25 Phillips Juvenile Justice Center located at 10201 Watertown Plank Road on County-
26 owned parcels of land; and
27

28 WHEREAS, to construct the new US Highway 45, the existing WE Energies
29 underground steam lines serving Milwaukee County facilities west of Highway 45 will
30 require either relocation or abandonment and since the County by budget action in the
31 2012 Adopted Budget, Org. Unit 1192 Economic and Community Development, has
32 authorized that the WE Energies steam lines serving County facilities west of Highway
33 45 be abandoned; and
34

35 WHEREAS, WisDOT, in conjunction with WE Energies, has chosen to abandon
36 the existing steam lines located under the new Highway 45 project and reimburse the
37 County for all planning, design and construction costs to install independent heating
38 systems (natural gas fired boilers and hot water heaters) at the Fleet Management
39 Facility and the Vel Phillips Juvenile Justice Center; and
40

41 WHEREAS, WisDOT has agreed to pay the County the fair market value of the
42 current land parcels required for the Highway 45 reconstruction project and will also
43 include in those transactions compensation for the actual cost incurred to install the
44 independent heating systems; and

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WHEREAS, the County will need to begin the project immediately in order to meet the completion deadline of September 2013 established by WisDOT; and

WHEREAS, it is anticipated that the County will accept WisDOT's offer to pay the County the fair market value of the current land parcels required for the Highway 45 reconstruction project and will also include compensation for the actual cost incurred to install the independent heating systems; and

WHEREAS, the costs for the installation of the independent heating systems at the Fleet Management Facility and the Vel Phillips Juvenile Justice Center are estimated to be \$1,600,000; and

BE IT RESOLVED, the Department of Administrative Services (DAS) is authorized to process a \$1,600,000 administrative fund transfer to create a capital project for the independent heating systems at Fleet Management and the Vel Phillips Juvenile Justice Center which will result in the County incurring costs upfront with reimbursement to be provided from the State upon payment of the compensation for the property interests as required as part of the Zoo Interchange Project.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: August 20, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: From the Director of Transportation recommending creation of a capital improvement project to implement independent heating systems at the Milwaukee County Fleet Management Facility and the Vel Phillips Juvenile Justice Center replacing steam currently purchased from WE Energies

FISCAL EFFECT:

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

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

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure	\$1,600,000.00	
	Revenue	\$1,600,000.00	
	Net Cost	0	

DESCRIPTION OF FISCAL EFFECT

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

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

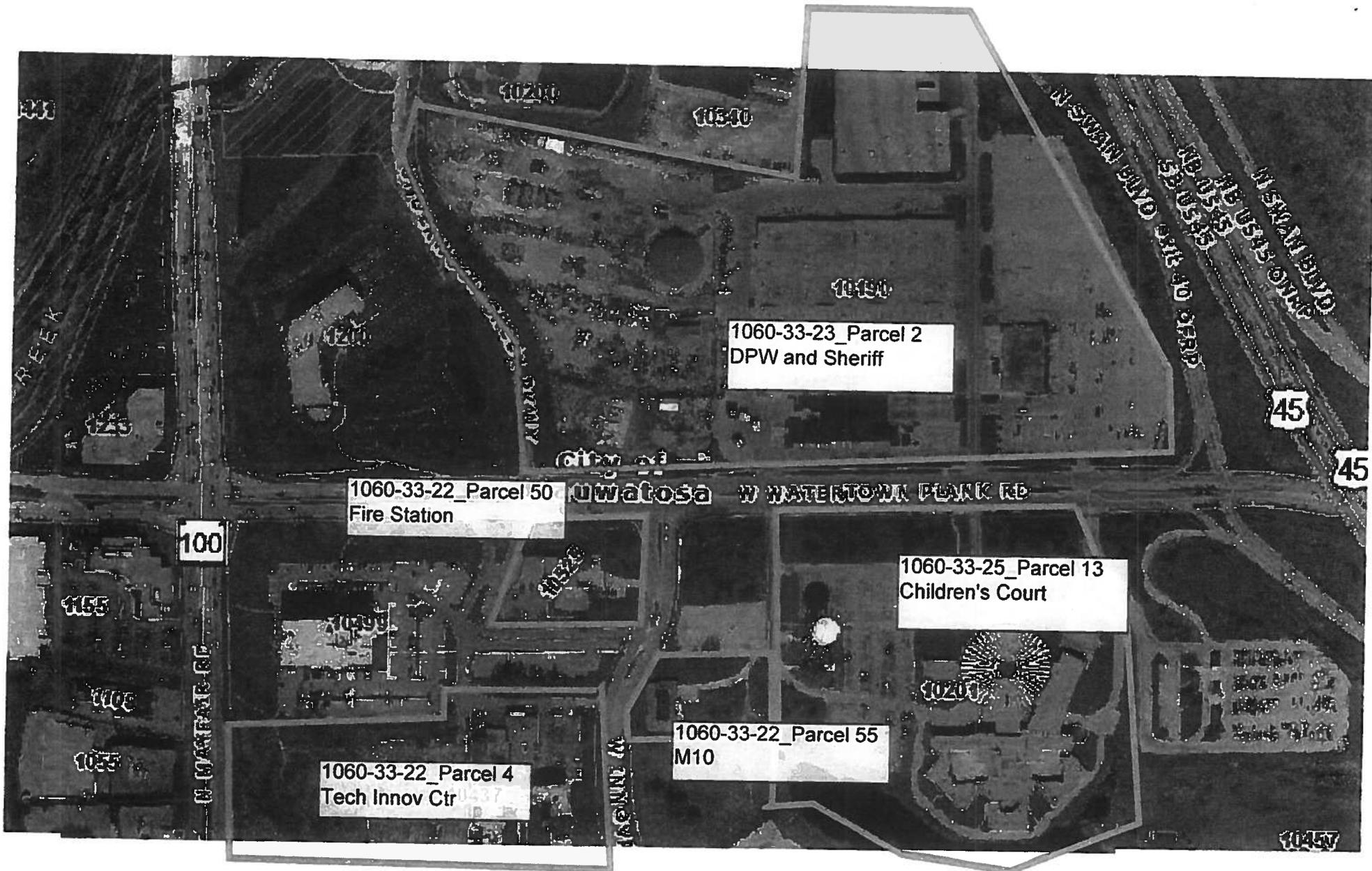
- A. Creation of a capital improvement project to implement independent heating systems at the Milwaukee County Fleet Management Facility and the Vel Phillips Juvenile Justice Center replacing steam currently purchased from WE Energies
- B. A fund transfer of \$ 1,600,000 will be requested to fund the planning, design and construction cost the independent heating facilities. WisDOT will reimburse these costs pursuant to the land parcel transaction provisions.
- C. This action will have no direct budgetary impact.
- D. None

Department/Prepared By Gregory G. High

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

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



1060-33-22_Parcel 50
Fire Station

1060-33-23_Parcel 2
DPW and Sheriff

1060-33-25_Parcel 13
Children's Court

1060-33-22_Parcel 55
M10

1060-33-22_Parcel 4
Tech Innov Ctr

Milwaukee County Steam

Kittson, Terry D - DOT to: Greg.High@milwcnty.com

08/17/2012 09:28 AM

Cc: "Peterson, Claudia - DOT", "Andersen, Craig - DOT"

Gregg: I assume you have the two studies that were done on the steam lines serving the Milwaukee County facilities east of Hwy 100 and west of US 45. If not please let me know and I can give you copies. Per Claudia Peterson and the meeting yesterday we need to have you start on the engineer solicitation, design and construction of the boiler replacements as soon as possible. We need this work completed by September of 2013. WisDOT agrees to pay Milwaukee County for the design and construction of this work as a cost to cure real estate transaction.

Terry Kittson, PE

DTSD SE

SE Region Utility Supervisor

414-750-4791 Cell

terry.kittson@dot.wi.gov

Steam and Chilled Water Utility Services --- Project Review and Cost Summary

May 16, 2013

This report presents a detailed review of those buildings west of Hwy 41/45 currently being serviced by the We Energies utility plant for both steam and chilled water to determine the cost of implementing independent heating and cooling systems to support their ongoing operations.

Prepared for Wisconsin Department of Transportation
WisDOT Project ID: 1060-33-07

by Rick Schuster, MRS Enterprises (Wauwatosa, WI)

Executive Summary

A complete review of five existing buildings currently being serviced by the We Energies central utility plant has been completed to determine the technical requirements and costs to implement independent heating and cooling systems at each building. The central utility plant provides steam for all heating needs and chilled water for cooling at the Children's Court building only. The following table describes the systems designed for installation and the related implementation price.

<u>Building and System</u>	<u>Price</u>
Children's Court Cooling	\$1,294,098
Children's Court Heating (including domestic hot water)	\$ 398,983
Fleet Garage/Sheriff's Bldg Heating	\$ 460,223
Technology Innovation Center Heating (including domestic hot water)	\$ 355,678
Fire Station Heating	\$ 183,166
M-10 Building Heating	<u>\$ 52,723</u>
TOTAL	\$2,744,871

The development team that reviewed each building to determine system design included representatives from Johnson Controls, Ring & DuChateau Engineering and MRS Enterprises. Detailed descriptions of the new independent systems proposed for each building are described in the balance of this report. In addition, the team determined an estimated annual energy cost savings to be over \$410,000 using current steam, chilled water, electrical and natural gas rates associated with these five buildings.



collaborate / formalize / innovate

Feasibility Analysis Report

**USH 45 - UNDERGROUND STEAM/CHILLED WATER
TRENCHBOX
MILWAUKEE COUNTY FACILITIES WEST OF USH 45
MILWAUKEE COUNTY
PROJECT ID: 1060-33-07**

Prepared For:

**SE Region – Wisconsin Department of Transportation
141 N.W. Barstow Street
Waukesha, WI 53187-0798
ATTN: CRAIG ANDERSEN (262) 521-5341**

June 11, 2012

Part I. Executive Summary

Project Objectives

The purpose of this analysis is to provide an outline of requirements necessary to remove the Milwaukee County buildings, located West of USH 45 off of Watertown Plank Road, from the grounds Central Energy Plant, located East of USH 45 off of Watertown Plank Road, and to provide an opinion of cost necessary to accomplish the work. This action will allow the existing concrete Trenchbox and piping running below USH 45 to be abandoned in place or demolished to assist in the re-construction of the USH 45/Watertown Plank Road interchange.

Mechanical Summary

As part of our site investigation we located an existing space within each building that we believe is a viable space to use as a boiler/equipment room. Final locations of all equipment spaces must be confirmed with building operation staff.

Part IV. Opinions of Cost

The following opinions of cost are based on estimates of preliminary sizing of equipment, piping and accessories required for a complete and operating individual heating and cooling systems, including mechanical, electrical, control, plumbing, and minor architectural, where applicable, work.

Boiler and equipment sizing estimates are based on a combination of factors including historical energy usage for the past four years obtained from WEnergies, using square foot energy usage factors typically seen for the type of buildings present and summing of existing equipment (heat exchangers, pumps, pipe sizes and original equipment schedules) obtained from original plans or at the site. We then compared the totals of these results and used our best judgment to determine the initial size of equipment required for each building.

Our estimates do not include abatement of or demolition of underground piping and trenchbox's, project design fees, AHJ submittal fees, permit fees or construction administration fees.

Fleet Maintenance (1)	\$ 533,000.00
Sherriff's Office (2)	\$ 128,000.00
Children's Court – Boiler (3)	\$ 432,000.00
Children's Court – Water Chiller (3)	\$ 580,000.00
Pump House (WE) (4)	\$ 67,000.00
Fire Station (Wauwatoso) (5)	\$ 95,000.00
Muirdale (Research Park) (6)	<u>\$ 388,000.00</u>
Total	\$2,223,000.00

**COUNTY OF MILWAUKEE
INTER-OFFICE COMMUNICATION**

DATE: August 21, 2012

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

FROM: Gregory G. High, Director, AE&ES Section, DAS – Facilities Management

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

<u>Description</u>	<u>Amount</u>
1. DAS-AE & ES	\$1,600,000.00

The Architecture, Engineering and Environmental Services Director, Department of Administrative Service – Facilities Management is requesting an Appropriation Transfer Request to provide funding to create Capital Project Conversion from Steam Heat at Fleet Management and Vel Phillips Juvenile Justice Center. This is required in order to meet the timeline land parcel transaction between Milwaukee County and the WISDOT for the Highway 45 Reconstruction project. It is critical to fund the planning, design and construction effort now.

<u>Description</u>	<u>Amount</u>
2. DAS-AE & ES	\$220,000.00

The Interim Director of the Department of Parks, Recreation and Culture is requesting an appropriation Transfer Request to provide expenditure authority and revenue for the Menomonee River Parkway Wetland's Restoration. The Fund for Lake Michigan awarded Milwaukee County a grant for the restoration of a wetland on the Menomonee River Parkway. The project will improve storm water quality and habitat for birds and other wildlife.

<u>Description</u>	<u>Amount</u>
3. DAS-AE & ES	\$100,000.00

The Interim Director of the Department of Parks, Recreation and Culture is requesting an appropriation Transfer Request to provide expenditure authority and revenue for the McKinley Marina Best Management Practices (BMP). The Fund for Lake Michigan awarded Milwaukee County a grant to support the McKinley Marina BMP's and Lake Michigan Water Quality Improvement Project. The project will conduct a study to improve storm water runoff quality at McKinley Marina.

<u>Description</u>	<u>Amount</u>
4. DAS-AE & ES	\$42,000.00

The Architecture, Engineering and Environmental Services Director, Department of Administrative Service – Facilities Management is requesting an Appropriation Transfer Request to change the scope of the War Memorial Window Replacement and Repair project. The 2011 appropriation was to address the existing window curtain wall at the east elevation of the Kahler addition to the War Memorial by replacing and resealing the windows. This repair would improve the ability at the windows to resist moisture and prevent water infiltration preventing interior damage.

Currently the Art Museum is planning on adding an atrium to the East side of the Kahler Addition of the War Memorial. With that in mind it would not be prudent to repair those windows on the east side of the building considering the changes that are proposed to take place. Rather, the War Memorial which has experienced the same conditions on at the North and South Art Museum office windows would like to request a change in scope and apply the funding to the North and South windows. Repair of the North and South windows has been included in their 5-year plan.

<u>Description</u>	<u>Amount</u>
5. DAS-AE & ES	\$132,000.00

The Interim Director of the Department of Parks, Recreation and Culture and the Director of the Milwaukee County Zoo is requesting an appropriation Transfer Request to provide expenditure authority for the Grant Park Pedestrian Bridges and the Zoo Well Improvements projects.

In July of 2012, the Zoo's deep well pump and piping failed and was repaired as an emergency purchase following the rules of Section 1.04 of the Milwaukee County Administrative Manual and Chapter 32 of the Ordinances of Milwaukee County. The Zoo has two water systems. One system supplies all the buildings with City of Milwaukee drinking water and the other system supplies well water to animal exhibits. A failure occurred with the pump that lifts the well water from deep underground. The well pump was repaired and six hundred and thirty feet of corroded piping was replaced. When the well system is out of service, it costs the Zoo approximately \$15,000 more per month to purchase additional City water. This appropriation transfer will provide \$72,230 for the Zoo Well Improvements Project so that these expenses can be financed from general obligation bonds within the County's capital program.

In the 4th quarter of 2011, appropriation transfers provided \$300,000 of expenditure authority for the replacement of two pedestrian bridges at Grant Park. The two bridges had experienced significant structural issues and were removed. These bridges were rustic wooden structures and are reminiscent of National Park Service bridge and boardwalk structures of the early to mid 1900's. The design of the project has been completed and the project has been bid out. Bids for the project came in higher than anticipated due to very difficult construction access to the bridges that are located in heavily wooded, steep ravines. This appropriation transfer will provide \$60,000 for the

Grant Park Pedestrian Bridges Project so that there are sufficient funds to complete the project. Assuming approval of the appropriation transfer, construction of the bridges will be completed by the first quarter of 2013.

Approved by:



Greg High, Director
AE&ES Section, DAS – Facilities Management