

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 7, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Route 51 (Oklahoma Avenue) Routing Change Update

POLICY

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

BACKGROUND

At the September 12, 2012 meeting cycle, the Transportation, Public Works and Transit Committee approved a recommendation by MCTS to extend Route 51 (Oklahoma Avenue) about one-half mile from its layover on Oklahoma Avenue and Superior Street to the Marian Center for Non-Profits (see attached map). There was no increase in operating costs associated with the routing change. At that time, the Committee was advised that the routing change would be made permanent after a three to six month review to ensure that the service was operating smoothly.

The service extension was made in response to requests from residents on Superior Street and Illinois Avenue as well as from residents at Canticle Court, Juniper Court and several non-profit tenants at the Marian Center. The extension was expected to result in increased access to bus service in this area for several housing units for older adults as well as many non-profit organizations that provide health and human services.

Ridership

MCTS has collected daily ridership data since the extension was implemented on August 26, 2012. An average of 20 passengers per weekday board and alight at the Marian Center. Ridership on weekends is approximately one half of the weekday total. These totals have varied only slightly since the route was extended in August. Service operates approximately every 25 minutes on weekdays between 5 am and 1 am.

Public Response/Outreach

After the route was extended, some residents along Superior Street south of Oklahoma Avenue expressed strong opposition to the routing change. MCTS management met with several of the

residents to hear their concerns. They expressed concern about the frequency of buses operating past their homes along Superior Street, noise and vibration created by the service and the safety of walkers and joggers in an adjacent park. They also indicated they believe that the bus service is inefficient and that the presence of buses negatively impacts their quality of life regardless of how many may people actually use the bus. As a solution, these residents seek for Route 51 bus service to terminate prior to traveling along their street. Alternatively, residents from Juniper and Canticle Courts (senior apartments), as well as employees at the Marian Center, are satisfied with the easier access to public transit and desire for the service to be continued.

Passenger Surveys

A survey was conducted of passengers who use the Marian Center bus stop. Sixty percent of respondents said that they use the bus at least 4 days per week. Most passengers are using the bus on weekdays between 6:30 am and 11:30 pm. Fifty-two percent of respondents cited “work” as their primary purpose when they arrive at the Marian Center stop. Others cited residence, social/religious or business appointments as their primary purpose. While several respondents requested continuation of the service, others requested that the sidewalk adjacent to the bus stop be improved. Ninety-seven percent of the respondents expressed support for the route extension.

Summary

This review period has revealed that residents living on Superior Street between Oklahoma Avenue and the Marian Center would prefer not to have public transit buses operating on that street. However, the improved access to public transportation, in particular for elderly residents and Marian Center employees, has proven to have a positive impact for transit users. Future development at this site, including housing for people with disabilities, adds further value to this route extension. MCTS is grateful for the cooperation of the leadership team at the Sisters of St. Francis of Assisi as well as at the Marian Center for the use of their property to turn the bus around and for allowing bus operators to use their facility as a convenient restroom stop. On the basis of the analysis presented above, the extension of Route 51 to the Marian Center will be continued.

RECOMMENDATION

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

Prepared by: Lloyd Grant, Jr., Managing Director, MCTS
Sandra Kellner, Chief Operating Officer, MCTS

Approved by:

Brian Dranzik
Interim Director, Department of Transportation

February 7, 2013
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Attachment (1)

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
Don Taylor, Interim Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, Department of Administrative Services
Vince Masterson, Fiscal and Budget Analyst, Department of Administrative Services

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



Oklahoma Ave.

Illinois Ave.

Superior St.

Vermont Ave.

Superior St.

Marian
Center

Private Drive

Private Parking
Lot

Lake Dr.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 7, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Report on Feasibility Study to Increase Non-Captive Ridership, Lower Fares,
Maintain Passenger Revenues and Eliminate Paper Transfers

POLICY

In November 2012, the County Board of Supervisors adopted its 2013 budget which directed the Milwaukee County Transit System (MCTS) to conduct a feasibility study on how to increase non-captive ridership, lower fares while maintaining revenues, and eliminate paper transfers, and to report findings and recommendations to the Transportation, Public Works and Transit (TPW&T) Committee. This report responds to that directive.

BACKGROUND

Throughout 2012, MCTS spent considerable time and effort evaluating strategies for eliminating paper transfers, which included a reduced fare structure and the introduction of a new day pass. At the September 2012 meeting of the TPW&T Committee, MCTS reported that “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.”

In October 2012, the possibility of eliminating paper transfers prior to introduction of a new fare collection system was also discussed during the budget process with the Finance, Personnel and Audit Committee. At that time, a nearly revenue neutral alternative was modeled by MCTS and presented to the Committee. Key components of that alternative included a reduction in the adult cash fare from \$2.25 to \$1.75, requiring cash and ticket users to pay a fare each time they board a bus since the paper transfer would be discontinued, and introduction of a \$4.00 one day pass.

Feasibility Study

We believe the parameters of the feasibility study would produce the same result presented in October 2012 to the Finance, Personnel and Audit Committee. That analysis reflected a fare

structure with reduced fares, introduction of a one day pass, and discontinuing the use of paper transfers. Furthermore, the analysis projected an increase in non-captive riders who may take advantage of a lower fare.

In this report, we take a further look at the viability of this alternative which includes reducing the adult cash fare from \$2.25 to \$1.75, eliminating paper transfers in advance of a new fare collection system, and introducing a day pass. We examine the basis or justification for an immediate change (situation analysis); the impacts of these changes on riders (ridership analysis); the impacts of the change at the organizational level including regulatory impacts (organizational change); and the financial impact.

Situation Analysis

The desire for the immediate elimination of the paper transfer has been advocated largely by the labor Union representing bus drivers at MCTS. They contend that most problems occurring on MCTS buses, including assaults on bus drivers, are attributed to paper transfers. In January 2013, MCTS presented a security incident report to the TPW&T Committee showing that there have been very few cases of driver assaults related to paper transfers on MCTS buses. During the first eleven months of 2012, there were five assaults related to paper transfers, one of which involved a driver being physically struck. This compares to nearly 45 million annual passenger trips taken on MCTS buses.

Another critical consideration is transit customers. How will they benefit or be impacted by a structural change in fares? Some captive and non-captive riders will benefit from a lower fare if they are able to take only one bus to reach their destination. Ridership would be expected to increase in this situation. However, a lower fare also results in decreased revenue for the transit system. About 40% of MCTS riders pay their fare with cash or a ticket. It is estimated that half of these passengers need to ride a second bus (e.g. transfer between buses) to reach their destination. Elimination of the paper transfer before the fare collection system is enhanced with smart card technology means that customers who pay their fare by cash or ticket will need to pay a fare each time they board a bus. As a consequence, many transit customers who are not in a financial position to pay higher fares can experience a 55 percent increase in the cost of a bus ride even if the adult cash fare is reduced to \$1.75.

Transit riders overwhelmingly reject the idea of eliminating paper transfers prior to the introduction of viable and affordable alternatives. Preliminary results from a customer survey underway at the time of preparing this report indicate that 85% of customers do not want MCTS to get rid of paper transfers. Transit customers say that they cannot afford to pay more. Consideration must therefore be given to whether fare evasion could escalate on MCTS buses as a consequence of ending free transfers for cash and ticket users.

Ridership Analysis

As previously mentioned, lowering fares from \$2.25 to \$1.75 is projected to generate some new riders, but substantially more existing riders will leave transit as a result of increasing their trip

cost from \$2.25 to \$3.50 or more because they need to transfer between buses to reach their destination. MCTS estimates that 19,000 passengers per day (over 5 million of 45 million annual trips) will be impacted by the elimination of paper transfers. Again, these passengers pay with cash or tickets and need to transfer to reach their destination.

Elimination of the paper transfer also affects cash paying passengers who board a freeway flyer at a park-ride lot and need to transfer downtown to a local route. Similar to local riders who transfer between buses, these riders would also be subject to paying at least one additional fare to reach their downtown destination by bus.

In addition to a higher cost burden on passengers, the no paper transfer-lower fare model results in a fare structure that can disproportionately affect low income or minority riders who tend to pay their fare with cash at a higher rate (46%) than other riders (40%). It is for this reason that consideration must be given to introducing a day pass to mitigate any adverse impact; however, transit customers will need to purchase the day pass in advance, which is considerably less convenient than paying by cash upon boarding the bus.

Some transit systems have introduced one day passes in conjunction with the elimination of paper transfers only to find one day passes to be abused in ways similar to how paper transfers are abused since both fare forms can be easily handed from one passenger to another. The best solution to this new problem is to migrate away from disposable fare media to permanent transit cards that passengers can register as their own. These machine validated fare forms also come with pass back protections that detect if there are attempts to use the same pass or transfer more than once at each stopped bus.

MCTS is working through the design details needed to program, produce and install a fare collection system based around a permanent reusable smart card that will also provide opportunities to replace paper transfers with machine encoded electronic transfers. This is the approach to modernizing fare policies undertaken by thirteen (13) public transit systems that no longer issue a transfer, but instead encode one on a passenger's reusable transit card. Another eleven (11) transit systems offer machine-issued transfers from a farebox using equipment that is known in the industry to be expensive to operate and difficult to maintain. Yet, another eleven (11) transit systems, including MCTS, continue to use paper transfers alone or in combination with some of the technologies described above. But none of the 34 peer transit systems have taken the approach of eliminating paper transfers prior to implementing an advanced fare collection system.

Organizational Change

Implementation of a paper day pass will require changes at MCTS in the areas of printing, recordkeeping, revenue counting and accounts receivable. There will be added cost to produce the day pass in order to incorporate security features needed to prevent reproduction and counterfeiting. Accounting, auditing and reconciliation activity of 250 ready fare accounts will increase with the introduction of the day pass, so additional staffing will be needed.

Furthermore, while most transit systems are migrating away from cash fares and the extra expenses associated with sorting, counting and depositing cash revenues, a lower one ride cash fare will result in increases in these activities and costs for MCTS.

The new day pass fare product could be implemented within three months; however, this would be around the same time that MCTS will likely begin transitioning away from paper tickets and beginning the process of educating the public for the transition to the new smart card system. Simultaneous or back-to-back changes in the fare structure can lead to confusion among riders who generally seek a fare structure that is simplistic and easy to use. The timeframe for implementation includes consideration for the time needed to train MCTS staff and retail outlet attendants in new procedures, communicating the fare policy changes to existing and new customers through a concerted marketing campaign effort, and assessment of changes that would be needed with existing intergovernmental agreements that permit riders to use their paper transfers as a means of transfer between transit systems.

Lastly, 2013 is a pivotal year for MCTS involving many major projects including the procurement and installation of an automated bus stop announcement system; the purchase, inspection and delivery of 55 new buses; procurement of a real time information system to provide customers with next bus arrival times; the procurement and installation of protective driver shields; labor contract negotiations; and comprehensive oversight and planning needed to prepare the organization and the public for the transition to a new fare collection system. Each of these projects has already been established as a priority for the organization. Despite the dedication of transit staff, we must be mindful that attempts to take on too many tasks at the same time can impact outcomes.

Fiscal Impacts

Key components in our analysis of the feasibility to increase non-captive ridership, lower fares while maintaining revenues, and eliminate paper transfers include reducing the adult cash fare to \$1.75 with comparable adjustments in the half fare cost while introducing a \$4.00 day pass.

As mentioned above, introduction of a day pass provides a reasonable means of mitigating potential adverse impact on low income, elderly and minority persons that currently pay their fares with cash or tickets. By offering the day pass as a fare product, customers are given a choice of using cash or purchasing a day pass. Introduction of a reduced fare helps keep fares affordable for those who may need or prefer to pay their fare in cash. We estimate a \$130,000 savings can be achieved from eliminating the printing of paper transfers which will help offset the cost of printing a day pass (\$270,000) for a total net change in printing costs of \$140,000. Additional positions would be needed in the Cashiers division (\$150,000), primarily to account for one day pass sales, but also to assist with increases in sorting and handling of farebox cash.

The projected timeframe needed to introduce a paper one day pass with adequate security features is about three months. This would be preceded by a comprehensive communications

and marketing campaign to educate and prepare the public for a new and simpler fare structure. The expense for marketing and communicating the fare change is estimated at about \$115,000.

This fare policy model also has an impact on the paratransit passenger fare, currently \$4.00. Since federal rules do not allow the paratransit fare to exceed twice the fixed route adult fare, the paratransit fare would be reduced from \$4.00 to \$3.50. This reduces annual paratransit revenue by \$320,000.

Under this fare policy model, expenses (including net printing costs, new cashiers, and fare change marketing) are projected to increase \$405,000. Revenue from passenger fares increases (\$889,000) offset these costs as well as offset the reduction in revenues from a lower paratransit fare (\$320,000) resulting in nearly revenue neutral alternative (e.g. an estimated \$164,000 in tax levy savings) as summarized below:

Annual Expense Change	Annual Revenue Change	Annual Tax Levy Change
\$405,000	\$569,000	\$164,000

Risks associated with implementation of the alternative include underestimating or overestimating revenue and ridership because it is difficult to project future ridership or future behavior in the choice of fare payment by transit riders.

Summary

This analysis seeks to answer whether the proposed question to increase non-captive ridership, lower fares, maintain passenger revenues and eliminate paper transfers is a viable business idea. We are reasonably persuaded that a paper day pass would solve some problems associated with fare disputes, but will also result in new challenges for bus drivers and the transit system. Also, while a lower fare adds value for some transit customers and is expected to increase ridership, discontinuation of free transfers for patrons who heavily rely on the transit system can lead to economic hardship for these riders, decreased ridership and elevate problems with fare evasion. Furthermore, there is no reasonable basis to support a conclusion that the immediate elimination of paper transfers will significantly enhance safety of MCTS buses.

We find that it is not feasible to attain all four desired outcomes without creating other significant outcomes that can make public transit in Milwaukee County less affordable and more difficult to use by transit patrons. In our opinion, it cannot be shown that these combined outcomes will result in a benefit that will make them worthwhile. Finally, elimination of paper slips for free transfer between buses is not recommended until a viable alternative by way of smart card technology has been fully implemented.

RECOMMENDATION

This report is informational only.

February 7, 2013
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Prepared by: Lloyd Grant, Jr., Managing Director, MCTS
Daniel A. Boehm, Chief Administrative Officer, MCTS

Approved by:

Brian Dranzik,
Interim 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 Chris Abele
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Chris Abele
Don Taylor, Interim Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, Department of Administrative Services
Vince Masterson, Fiscal and Budget Analyst, Department of Administrative Services

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: January 4, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: DELTA SKY CLUB, INC. LIQUOR PERMIT REQUEST

POLICY

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

BACKGROUND

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

On December 16, 2010 (File No. 10-402) the County Board adopted a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. At that time Delta Sky Club, Inc., was operating one facility on Concourse E in which intoxicating beverages were to be sold. Delta Sky Club, Inc. is now relocating its Sky Club to Concourse D.

Delta Sky Club, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for an airline club to be operated on Concourse D at GMIA.

RECOMMENDATIONS

Airport staff recommends that a resolution be adopted by the County Board authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for an airline club to be operated on Concourse D at GMIA.

FISCAL NOTE

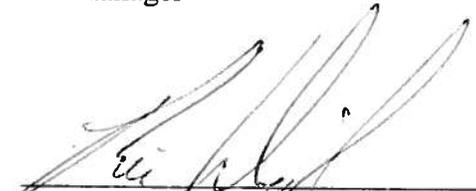
Permit fees will be paid by Delta Sky Club, Inc. There is no fiscal impact resulting from this action.

Supv. Marina Dimitrijevic
Supv. Michael Mayo, Sr.
January 4, 2013
Page 2

Prepared by: Kathy Nelson, Airport Properties Manager

Approved by:


C. Barry Bateman
Airport Director


Brian Dranzik, Interim Director,
Department of Transportation

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

A RESOLUTION

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

WHEREAS, Delta Sky Club, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Wisconsin Department of Revenue for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc., for an airline club on D Concourse; and

WHEREAS, Permit fees will be paid by Delta sky Club, Inc., and,

WHEREAS, the Transportation, Public Works and Transportation Committee at its meeting on March 6, 2013, concurred with Airport staff's recommendation (Vote _____) that a resolution be adopted by the County Board authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc., for use in an airline club on D Concourse in the terminal building at General Mitchell International Airport; now, therefore,

BE IT RESOLVED, that the Chairperson of the County Board and the County Clerk are authorized to apply to the Secretary of Revenue, State of Wisconsin, for the issuance of a Liquor Permit for use in the an airline club on D Concourse in the terminal building at General Mitchell International Airport, with all fees to be paid by Delta Sky Club, Inc.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: January 4, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: DELTA AIRLINES, INC. LIQUOR PERMIT REQUEST

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(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.

In accordance with the airline lease agreement between Milwaukee County and the airlines, there are no expenditures or revenues to Milwaukee County associated with this action.

Department/Prepared By Kathy Nelson, Airport Properties Manager

Authorized Signature _____

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

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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.

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**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: December 3, 2012

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **AMENDMENT TO AIRPORT LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND RITE-HITE HOLDING CORPORATION FOR THE EXTENSION OF LEASE FOR AN ADDITIONAL FIVE (5) YEAR TERM**

POLICY

County Board approval is required for the extension of lease agreements beyond one year at General Mitchell International Airport (GMIA).

BACKGROUND

On February 29, 2012, the Milwaukee County Board of Supervisors approved the sale of a hangar from Marshall & Ilsley Corporation to Rite-Hite Holding Corporation and agreed to enter into a new lease agreement between the County and Rite-Hite Holding Corporation for the lease of approximately 21,500 square feet of land at GMIA on which to operate and maintain an aircraft hangar. The agreement was for an initial term commencing upon the date of sale and ending November 31, 2013, provided, however, that the Lessee had the right to renew the Agreement for one (1) additional option term of five (5) years upon the same terms and conditions. Rite-Hite Holding Corporation is now requesting that the County agree to amend the new lease agreement between the County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

RECOMMENDATION

Airport staff recommends that the County approve an amendment to the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

FISCAL NOTE

There will be no fiscal impact with the approval of an additional term of five (5) years. Rite-Hite Holding Corp. will continue to submit appropriate rents in accordance with the lease agreement.

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

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

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(ITEM) From the Interim Director, Department of Transportation, recommending that Milwaukee County approve the amendment of the airport lease agreement between Milwaukee County and Rite-Hite Holding Corporation for the extension of the lease for an additional five (5) year option term by recommending adoption of the following:

A RESOLUTION

WHEREAS, on February 29, 2012, the Milwaukee County Board of Supervisors approved the sale of a hangar from Marshall & Ilsley Corporation to Rite-Hite Holding Corporation and agreed to enter into a new lease agreement between Milwaukee County and Rite-Hite Holding Corporation for the lease of approximately 21,500 square feet of land at General Mitchell International Airport (GMIA) on which to operate and maintain an aircraft hangar; and

WHEREAS, the agreement was for an initial term commencing upon the date of sale and ending November 31, 2013, provided, however, that Lessee had the right to renew the Agreement for one (1) additional option term of five (5) years upon the same terms and conditions; and

WHEREAS, Rite-Hite Holding Corporation is now requesting that Milwaukee County agree to amend the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on January 23, 2013, recommended approval (vote _____) that Milwaukee County amend the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018, now, therefore,

BE IT RESOLVED, that the Interim Director, Department of Transportation and the County Clerk are hereby authorized and directed to execute an amendment to the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 3, 2012

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: AMENDMENT TO AIRPORT LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND RITE-HITE HOLDING CORPORATION FOR THE EXTENSION OF LEASE FOR AN ADDITIONAL FIVE (5) YEAR TERM

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	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.

There will be no fiscal impact with the approval of an additional option term of five (5) years. Rite-Hite Holding Corporation will continue to submit the appropriate rents in accordance with the lease agreement.

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

Authorized Signature _____

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

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

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: February 8, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **LAND RELEASE TO THE CITY OF ST. FRANCIS**

POLICY

The release of land from Milwaukee County Airport ownership requires County Board approval.

BACKGROUND

The two subject parcels of land are located in the City of St. Francis at 4654 South Brust Avenue (Tax Key #592-9926 / .31 acres) and 1616 East Layton Avenue (Tax Key #592-9924 / .17 acres). These parcels were acquired by Milwaukee County in 1995 as part of the Federal Aviation Administration's Residential Acquisition Program under AIP 3-55-0045-24. An aerial depicting these parcels is attached.

The City of St. Francis is interested in purchasing these two parcels as they are located at an entry point to the City and there is great interest in developing this "Gate Way" into St. Francis along east Layton Avenue. The City has also invested significant resources in the last few years to improve this area with new roads, landscaping and property acquisition. In addition, these parcels are located in the City's newly established TIF District #4 and the acquisition of these parcels fit well within their future commercial development plans.

Appraisals were prepared by MJM Enterprises on the subject parcels for the Airport. The City of St. Francis has reviewed and accepted these appraisals.

It has been determined that these parcels are not needed for present or foreseeable Airport purposes and that the release and sale of said property will not materially or adversely affect the use, operation or maintenance of the Airport. Also, the Federal Aviation Administration (FAA) and the Wisconsin Bureau of Aeronautics approve of this transaction as it meets the requirements of the FAA's Noise Land Reuse Plan. In addition, as required by the FAA, all proceeds from the sale of these parcels will be placed in the Airport's account to be used for future AIP eligible projects.

RECOMMENDATIONS

Airport Staff recommends that this land be declared surplus property in excess of Airport needs. Staff also recommends that the Airport be given the authority to begin disposition of said property and that, due to the City of St. Francis' interest in developing a "Gate Way" into their

Supv. Marina Dimitrijevic
Supv. Michael Mayo, Sr.
February 8, 2013
Page 2

City along Layton Avenue in addition to establishing a new TIF District to support and encourage future commercial development, the sale of this property be restricted solely to the City of St. Francis.

FISCAL NOTE

As required by FAA rules, all proceeds from the sale of these parcels will be placed in the Airport's account to be used for future FAA Airport Improvement Program eligible projects.

Prepared by: Kevin J. Demitros, Airport Planning Analyst II

Approved by:

C. Barry Bateman
Airport Director

Brian Dranzik, Interim Director,
Department of Transportation

KJD:kd

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(ITEM No. ____) From the Director of Transportation, requesting that Milwaukee County declare Airport owned property at 4654 South Brust Avenue and 1616 East Layton Avenue to be in excess of Airport’s needs and that these parcels are offered for sale to the City of St. Francis, by recommending adoption of the following:

A RESOLUTION

WHEREAS, the release of land from Milwaukee County Airport ownership requires County Board approval; and,

WHEREAS, Milwaukee County, in 1995, acquired these parcels located at 4654 South Brust Avenue and 1616 East Layton Avenue under the Federal Aviation Administration’s Residential Acquisition program; and,

WHEREAS, these parcels are no longer needed for present or foreseeable Airport purposes; and,

WHEREAS, the release and sale of these parcels will not materially or adversely affect the use, operation or maintenance of the Airport; and,

WHEREAS, the City of St. Francis is interested in purchasing these parcels, which would assist in their effort to develop a “Gate Way” to the City along east Layton Avenue; and,

WHEREAS, the appraisals on the parcels were obtained by the Airport; and,

WHEREAS, these appraisals have been reviewed and accepted by the City of St. Francis; now, therefore,

BE IT RESOLVED, that this land be declared surplus property in excess of Airport needs; and,

BE IT FURTHER RESOLVED, that the Airport Director be given the authority to begin disposition of this property; and,

BE IT FURTHER RESOLVED, that the sale of this property be restricted solely to the City of St. Francis; and,

BE IT FURTHER RESOLVED, that, in accordance with FAA regulations, the proceeds from the sale of these parcels be placed in the Airport’s account to be used for future Airport Improvement Program eligible projects.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 8, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: LAND RELEASE TO THE CITY OF ST. FRANCIS

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.

There will be no direct County fiscal impact. Land sale proceeds will be deposited into the Airport Account to be used for future FAA approved Airport Improvement Program projects.

Department/Prepared by: Kevin J. Demitros, Airport Planning Analyst II

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

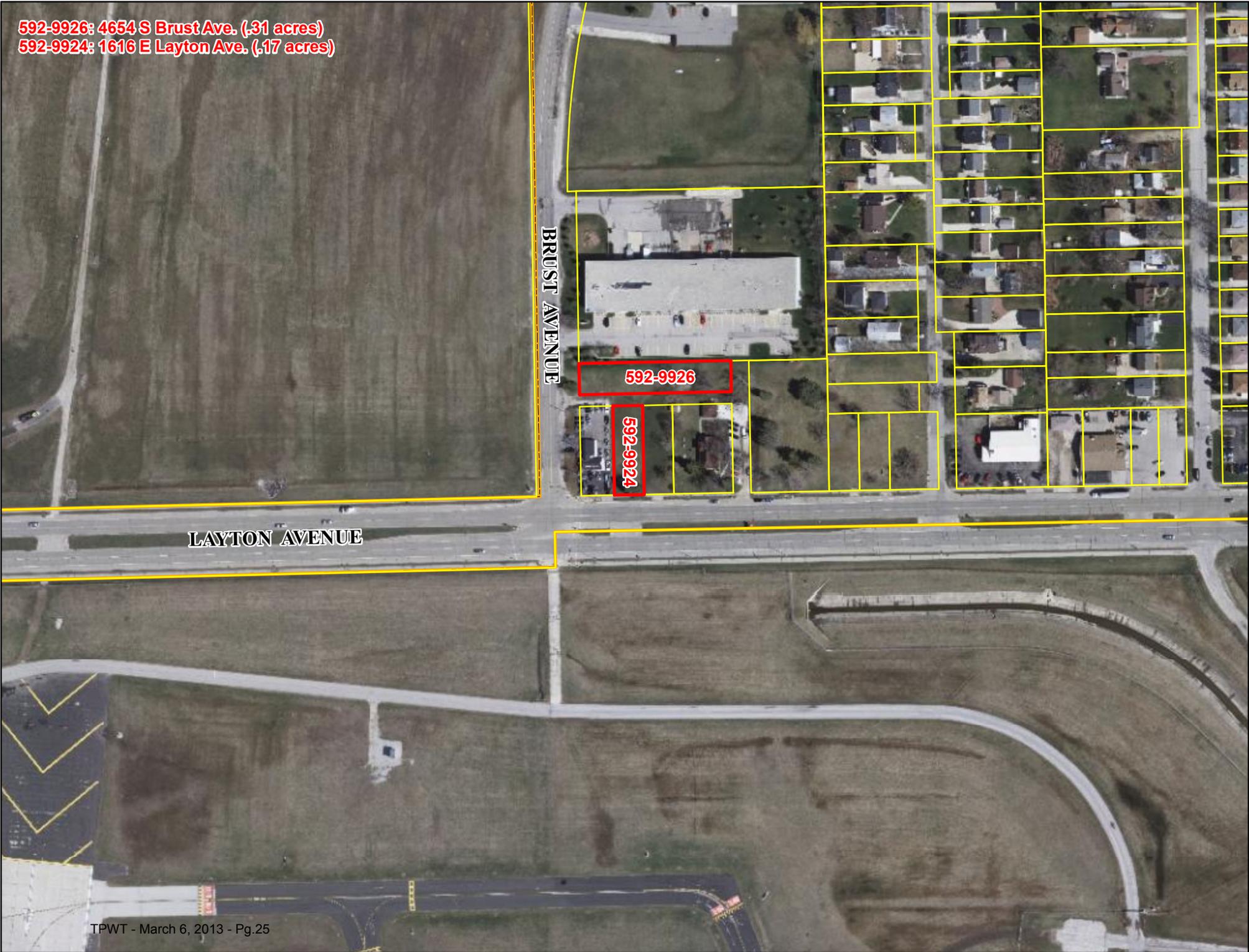
Did CBDP Review?² Yes No Not Required

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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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

592-9926: 4654 S Brust Ave. (.31 acres)
592-9924: 1616 E Layton Ave. (.17 acres)



**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **NEW LAND LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
DIAMOND AVIATION, LLC.**

POLICY

County Board approval is required for Milwaukee County to enter into new long-term lease agreements with tenants at General Mitchell International Airport (GMIA).

BACKGROUND

On July 24, 1990, Milwaukee County entered into Airport Agreement No. HP-1030 with Arthur Dietrich III for the lease of land on which to construct an aircraft hangar at GMIA. The initial term of the agreement was for five (5) years beginning July 1, 1990, and ending June 30, 1995, with the option to renew the agreement for three (3) additional five (5) year terms.

HP-1030 was then assigned to Diamond Aviation, LLC (Diamond Aviation) effective May 12, 1999. Diamond Aviation subsequently exercised the remaining five-year renewal options of the agreement, and the agreement lapsed on June 30, 2010, but continued on a year-to-year basis (including annual land rental rate increases) until such time as Risk Management issued a new policy regarding required insurance coverage for hangar land leases.

Risk Management has provided airport staff with its updated insurance requirements for hangar land leases and a new hangar land lease template has been prepared.

Therefore, Diamond Aviation is now requesting that the 3,900 square feet of land leased under HP-1030 be included in a new lease commencing April 1, 2013, and ending March 31, 2018, with the option to renew the agreement for one (1) additional five (5) year term.

RECOMMENDATIONS

1. Airport staff recommends that Milwaukee County enter into a new lease with Diamond Aviation, LLC, for the 3,900 square feet of land previously leased under Airport Agreement No. HP-1030, under the standard terms and conditions as other hangar plot agreements at General Mitchell International Airport, inclusive of the following:
 - a. The term of the agreement shall be for five (5) years, effective April 1, 2013, with the option to renew the agreement for one (1) additional five (5) year term.
 - b. Rental for the 3,900 square feet of land on which the hangar is located shall be at \$0.3243 per square foot per annum, subject to adjustment each July 1 based upon the Consumer Price Index (All Urban Consumers) for the Milwaukee area, which is

computed by comparing the then-current January index with the index of the preceding January.

- c. The agreement shall contain the current standard insurance and environmental language for similar hangar land lease agreements.

FISCAL NOTE

Airport land lease revenue will be \$1,264.77 per year.

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

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

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File No.
Journal

(ITEM) From the Director, Department of Transportation requesting that Milwaukee County enter into a new agreement with Diamond Aviation, LLC for the lease of land on which to maintain a hangar facility at General Mitchell International Airport by recommending adoption of the following.

RESOLUTION

WHEREAS, on July 24, 1990, Milwaukee County entered into Airport Agreement No. HP-1030 with Arthur Dietrich III (later assigned to Diamond Aviation) for the lease of land on which to construct an aircraft hangar at GMIA; and

WHEREAS, the initial term of the agreement was for five (5) years beginning July 1, 1990, and ending June 30, 1995, with the option to renew the agreement for three (3) additional five (5) year terms; and

WHEREAS, the agreement lapsed on June 30, 2010, but continued on a year-to-year basis until such time as Risk Management issued a new policy regarding required insurance coverage for such a lease; and

WHEREAS, Diamond Aviation is now requesting that the 3,900 square feet of land leased under HP-1030 be included in a new lease commencing April 1, 2013, and ending March 31, 2018, with the option to renew the agreement for one (1) additional five (5) year term; and

WHEREAS, Airport staff recommended that Milwaukee County enter into a new lease agreement with Diamond Aviation for the lease of approximately 3,900 square feet of land at GMIA, under the standard terms and conditions for a private hangar of similar class and size; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on March 3, 2013, recommended approval (vote ___ - ___) that the Director of Transportation and the County Clerk to enter into a new agreement between Milwaukee County and Diamond Aviation, LLC for the lease of approximately 3,900 square feet of land on which to maintain a hangar facility at General Mitchell International Airport; now therefore,

BE IT RESOLVED that the Director, Department of Transportation and the County Clerk are hereby authorized to enter into a new agreement between Milwaukee County and Diamond Aviation, LLC for the lease of land on which to maintain their hangar facility at General Mitchell International Airport.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 2/11/13

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: NEW LAND LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
DIAMOND AVIATION, LLC

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 checked="" 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 checked="" 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	1,264	0
	Revenue	1,264	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

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

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

Airport land lease revenue will be \$1,264.77 per year

Department/Prepared By _____

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 5, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

**SUBJECT: PROFESSIONAL SERVICE CONTRACT BETWEEN MILWAUKEE COUNTY
AND UNISON CONSULTING, INC.**

POLICY

Entering into a professional services contract requires County Board approval.

BACKGROUND

In December 2007 the County Board of Supervisors approved a new five (5) year Financial Consultant Agreement with Unison-Maximus for GMIA, for the period January 1, 2008 - December 31, 2012. Unison-Maximus has since changed their name to Unison Consulting, Inc. Unison Consulting, Inc. is a 100% DBE firm.

Unison Consulting, Inc. has been the airport's financial consultant for over 15 years. Over the years they have provided the financial expertise for the Capital Improvement Plan (CIP) Passenger Facility Charge (PFC) applications, Feasibility studies and Continuing Disclosures for Revenue bond issuance and bond rating agencies, airline lease negotiations, etc.

The current need for continuing airport financial consulting services is significant. General Mitchell International Airport is currently in the process of submitting a new PFC Application #17 and an amendment to PFC 15.01. GMIA further intends to amend PFC applications 10 -17. The County will be issuing General Purpose Airport Revenue Bonds in early 2013 to provide the funding for currently approved capital projects. This requires a bond feasibility study and report revisions for the bond companies and DAS.

Due to an administrative oversight, a new RFP was not issued in 2012 to award a new five year contract. To achieve consistency and continuity in the services provided, the airport staff respectively requests that the Board approve a two (2) year extension under the same terms and conditions, of the current contract. Unison has agreed to the same hourly rates for their principals as in their current contract. An RFP will be issued in 2013/2014 for Airport financial consulting services.

RECOMMENDATION

Airport staff recommends that a two (2) year extension of this contract under the same terms and conditions as the current contract be approved, and further recommends that the Airport Director be authorized to execute a two (2) year professional services agreement extension between Milwaukee County and Unison Consulting, Inc. to provide the Airport and DAS with financial consulting services. The contract extension will be for the two (2) year period January 1, 2013 – December 31, 2014.

FISCAL NOTE

Funding for financial consulting services is budgeted in the Airport's professional services account. Services are based on authorized tasks with fees to be determined for each task. The 2013 adopted budget includes funding of \$200,000 for financial consulting services.

Prepared by: Patricia Walslager, Deputy Airport Director, Finance and Administration

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

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(ITEM) From the Interim Director, Department of Transportation, requesting that Milwaukee County approve a two (2) year extension of the Professional Services Contract with Unison Consulting, Inc. by recommending adoption of the following:

RESOLUTION

WHEREAS, Unison Consulting, Inc. has been the airport’s financial consultant for over 15 years. Over the years they have provided the financial expertise for the Capital Improvement Plan (CIP) Passenger Facility Charge (PFC) applications, Feasibility studies and Continuing Disclosures for Revenue bond issuance and bond rating agencies, airline lease negotiations, etc.; and

WHEREAS, General Mitchell International Airport is currently in the process of submitting a new PFC Application #17 and an amendment to PFC 15.01. GMIA further intends to amend PFC applications 10 -17 from the current approved collection rate of \$3.00 to \$4.50, to secure sufficient funds for future capital projects. The County will be issuing General Purpose Airport Revenue Bonds in early 2013 to provide the funding for currently approved capital projects. This requires a bond feasibility study and report revisions for the bond companies and DAS.; and

WHEREAS, due to an administrative oversight, a new RFP was not issued in 2012 to award a new five year contract. To achieve consistency and continuity in the services provided, the airport staff respectively requests that the Board approve a two (2) year extension under the same terms and conditions, of the current contract. An RFP will be issued in 2013/2014 for Airport financial consulting services; now, therefore

BE IT RESOLVED, that the Airport Director be authorized to execute a two (2) year professional services agreement extension between Milwaukee County and Unison Consulting, Inc. to provide the Airport and DAS with financial consulting services. The contract extension will be for the two (2) year period January 1, 2013 – December 31, 2014.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 5, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: PROFESSIONAL SERVICE CONTRACT BETWEEN MILWAUKEE COUNTY AND UNISON CONSULTING, INC.

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(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 financial consulting services is budgeted in the Airport's professional services account. Services are based on authorized tasks with fees to be determined for each task. The 2013 adopted budget includes funding of \$200,000 for financial consulting services.

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

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **AIRLINE GATE ASSIGNMENTS**

POLICY

Informational Report

BACKGROUND

At the January 23rd TPW meeting, the Committee Chair requested a report on current and future anticipated airline gate assignments.

Prepared by: C. Barry Bateman, Airport Director

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

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**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: James Burton, Director, Facilities Management Division, Department of Administrative Services

SUBJECT: DAS –FM STAFFING PLAN/CONSULTANT USE FOR 2013 CAPITAL IMPROVEMENTS

POLICY

Milwaukee County Professional Services Ordinance 56.30 (4)(a)(1) requires that the Department of Administrative Services, Facilities Management Division (DAS-FM) shall provide in February each year to the Committee on Finance and Audit, and the Committee on Transportation, Public Works and Transit an updated report on public works capital projects requiring the use of any professional services contract.

BACKGROUND

The Department of Administrative Services, Facilities Management Division has reviewed the approved 2013 adopted capital projects and has established the attached updated staffing and consultant use plan proposals for each. There are no significant changes to this staffing plan from that proposed in the adopted capital budget.

We have also indicated on the attached spreadsheets our recommendations to the Director of DAS for signature authority delegation to other County Departments for certain capital projects that will not be managed by DAS-FM. In 2013, several Owner Departments will manage specific projects directly and therefore have signature authority for any expenditures as indicated on the attached spreadsheet. County Board approval of the indicated signature authority recommendation will provide the appropriate signature authority for each project.

RECOMMENDATION

The Director of DAS recommends approval of the DAS-FM staff and consultant use plan for approved 2013 adopted capital projects.

Prepared by: Gregory G. High

Approved by:

James Burton, Director
Facilities Management Division
Department of Administrative Services

Gregory G. High, P.E., Director
AE&ES Section, DAS-FM Division

JB:GGH:

Attachments (3): 2013 Capital Project Staffing Plan
 Chapter 56, Section 56.20
 Chapter 56, Section 56.30 (4)(a)(1)

cc: Chris Abele, Milwaukee County Executive
 Amber Moreen, Chief of Staff, County Executive's Office
 Michael Mayo Sr., Chair, Transportation, Public Works and Transit Committee
 Willie Johnson, Jr., Co-Chair, Finance, Personnel, and Audit Committee
 David Culler, Co-Chair, Finance, Personnel, and Audit Committee
 Kelly Bablitch, Chief of Staff, County Board of Supervisors
 Scott Manske, Comptroller
 Pam Bryant, Capital Finance Manager, Office of the Comptroller
 Craig Kammholz, Fiscal and Budget Administrator, DAS
 Vince Masterson, Strategic Asset Coordinator, DAS
 Brian Dranzik, Interim Director, DOT
 Clark Wantoch, Director, Highway Operations, DOT
 James Martin, Interim Fiscal Administrator, DOT
 Barry Bateman, Director, Airport Division, DOT
 James Burton, Director, Facilities Management Division, DAS
 Chris Lindbergh, CIO, IMSD Division
 Laurie Panella, Deputy CIO, IMSD Division
 James Keegan, Interim Director, Parks

DAS Facilities Management Division AE&ES Staffing Plan															
2013 Adopted Capital Improvements															
Milwaukee County															
Proj	Sub- Proj	2013 Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	COUNTY STAFF	DESIGN			CONSTRUCTION MANAGEMENT			
			OWNER	DAS-FM					CNTY & CONSUL	CONSUL	RFP	COUNTY STAFF	CNTY & CONSUL	CONSUL	RFP
TRANSPORTATION															
Highway and Bridges/Structures															
WH00115	S. 76th St. Intersection of Edgerton and Layton Ave.	112,000	MCDOT		Jul-14	Jul-15	Murphy	X				X			
WH00116	Pedestrian Countdown Signal Heads (49 Locations)	435,000	MCDOT		Sep-14	Sep-15	Murphy	X				X			
WH00117	CTH Y-Layton Ave. Intersection and S. 60th St.	98,000	MCDOT		Jul-15	Jul-16	Murphy	X				X			
WH01002	W. Mill Rd. (N 43rd St. to N. Teutonia Avenue)	377,275	MCDOT		Apr-16	Apr-17	Wieczorek	X					X		
WH01017	S. 76th St. (W. Puetz Rd. to W. Imperial Dr.)	629,200	MCDOT		Mar-14	Aug-15	Wieczorek	X					X		
WH02012	S. 68th St. (W. Ryan Rd. to House of Corrections)	30,000	MCDOT		Apr-14	Nov-14	Weddle-Henning		X		X	X		X	
WH02015	South N. Cape Rd Hi View Dr. to S. Carroll Cir.	90,000	MCDOT		Apr-14	Nov-14	Weddle-Henning		X		X	X		X	
WH02201	N. 107th St. Brown Deer to NCL	2,359,300	MCDOT		Mar-13	Nov-13	Weddle-Henning		X		X	X		X	
WH08701	Ryan Rd Culvert East of S 112th	40,000	MCDOT		Apr-14	Nov-14	Aleiow		X			X		X	
WH	Highway and Bridges/Structures	\$4,170,775													
Transit															
WT04901	Replace Bus Vacuum System- Kinnickinnic Garage	750,000		X	Apr-13	Sep-13	Stave		X		Annual	X			
WT05201	Replace Fire Alarm System- Fond du Lac Garage	250,000		X	Mar-13	May-13	Tran			X	Annual	X			
WT05301	Replace Bus Vacuum System- Fiebrantz Garage	250,000		X	May-13	Nov-13	Stave		X		Annual	X			
WT05401	Replace Bus Wash System- Kinnickinnic Garage	750,000		X	Apr-13	Aug-13	Stave		X		Annual	X			
WT05601	Replace HVAC System- Kinnickinnic Garage	530,000		X	Jun-13	Oct-13	Wilson			X	X		X		
WT06601	Replace Bus Wash System- Fiebrantz Garage	415,000		X	May-13	Oct-13	Stave		X		Annual	X			
WT06701	Replace Roof Flashings at MCTS Fleet Maintenance	120,000		X	May-13	Sep-13	Wilson		X		Annual		X		X
WT06901	Replace Underground Storage Tanks at MCTS Fleet Maint.	275,000		X	Jun-13	Aug-13	Detzer		X		X	X			
WT07001	Bus Protector Shields	745,000	MCDOT		May-13	Dec-13	Nigh	MTS				MTS			
WT	Total Transit	\$4,085,000													
Airports															
WA04201	GMIA Bag Claim Renovation and Expansion	46,022,250		X	Aug-13	Apr-15	Zsebe			Engberg Anderson	X			Mortenson	X
WA06401	GMIA - Part 150 Noise Study - Phase II Residential Sound	14,110,000	MCDOT												
WA11201	GMIA Taxiway R & R3 Reconstruction	400,000		X	Design only in 2013		Baisch		X		X				
WA12201	GMIA Airfield Pavement Rehabilitation	1,000,000		X	May-13	November-13	Kipp	X			X				
WA12301	GMIA Airfield Safety Improvements	400,000		X	September-13	December-13	Kipp	X			X				
WA12501	GMIA Security & Wildlife Deterrent Perimeter Fencing	271,000		X	September-13	December-13	Baisch	X			X				
WA15801	GMIA - Runway 7R Deicing Pad	12,900,000		X	3D pending FAA fundin	TBD	Kipp/Zsebe				X				
WA16701	GMIA - Terminal Escalator Replacement	650,000		X	June-13	February-14	Gulgowski	X			X				
WA16901	LJT Taxiway and Runway Lighting Replacement	250,000		X	July-13	December-13	Kipp				X				
WA17201	GMIA Terminal Sanitary Sewer Utility Upgrade	300,000		X	October-13	December-13	Gulgowski		X		X		X		
WA17301	GMIA Fuel Farm Electrical Service Upgrade	950,000		X	May-13	November-13	Turner				X				
WA17601	Airport Master Plan - AGIS/eALP	500,000	MCDOT		NA	NA	Baisch		X	X	X				
WA17701	GMIA Parking Structure Repairs	959,000		X	August-13	October-13	Bastin		X		X		X		
WA	Total Airport	\$78,712,250													
Environmental															
WV00901	Countywide Sanitary Sewers Repairs	150,000		X	Feb-13	Aug-13	Stave	X				X			
WV02001	Root River Asbestos Dump Removal	76,560		X	May-13	Aug-13	Keith	X				X			
WV02201	Franklin Landfill Infrastructure	70,140		X	Oct-13	Jan-14	Keith		X		X		X		X
WV	Total Environmental	\$296,700													
Total Transportation and Public Works															
\$87,264,725															
PARKS, RECREATION AND CULTURE															
Milwaukee Public Museum															
WM01801	MPM Rectify Steam/Condensate Piping to AHU 5&6	39,600		X	Jun-13	Aug-13	Wilson		X		Annual	X			
WM	Total Milwaukee Public Museum	\$39,600													
Department of Parks, Recreation & Culture															
WP07025	Lindbergh Park Rehabilitations	800,000		X	Jan-13	Jul-13	Wilson	X				X			
WP12904	Basketball Court Replacement (Zablocki Park)	80,000		X	May-13	Jun-13	Stave	X				X			
WP16705	Veterans Park Pavilion and Restroom Replacement	400,000		X	Feb-13	Aug-13	Wilson	X				X			
WP20201	MLK Community Center HVAC Replacement	1,654,920		X	Oct-13	Mar-14	Wilson			X	X				
WP24701	Greenfield Park Shelter #3 RR Replacement	50,000		X	Aug-13	Dec-13	Wilson	X				X			
WP24702	Greenfield Park Shelter RR #5 Replacement	50,000		X	Jul-13	Nov-13	Wilson	X				X			
WP24801	Sports Complex Security and Fire Sys Replacement	50,000		X	May-13	May-13	Tran		X		Annual	X			
WP25401	Whitnall Park Golf Course Pedestrian Bridges	173,400		X	Oct-13	Nov-13	Stave		X		Annual		X		
WP25702	KK Sports Complex #1 Fencing	10,440	PARKS												
WP26001	Holler Park- Mech Room Rehab	120,000		X	Jul-13	Dec-13	Wilson			X	X	X			
WP26401	Estabrook Dam Impoundment Sediment Remediation (Phase	4,200,000	PARKS												
WP26701	Multi Use Trail-Oak Creek Prkwy (Howell to 13th)	273,700		X	Sep-13	Nov-13	Stave	X				X			
WP26901	Wehr Nature Center Improvements	103,893	PARKS												

DAS Facilities Management Division AE&ES Staffing Plan															
2013 Adopted Capital Improvements															
Milwaukee County															
Proj	Sub- Proj	Project Description	2013 Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	DESIGN			CONSTRUCTION MANAGEMENT			
				OWNER	DAS-FM				COUNTY STAFF	CNTY & CONSUL	CONSUL	RFP	COUNTY STAFF	CNTY & CONSUL	CONSUL
	WP27001	Oak Creek Parkway Lighting System	397,500		X	Sep-13	Nov-13	Gulgowski		X		X			
	WP27101	Johnsons Park Pavilion	380,000		X	Mar-13	Aug-13	Wilson		X	Annual	X	X		
	WP27201	Noyes Pool Partial Roof Replacement	129,900		X	May-13	Aug-13	Wilson	X			X			
	WP27301	Grobschmidt Park Pool Rehabilitation	162,000		X	Sep-13	May-13	Stave		X	Annual	X			
	WP27401	Hales Corners Pool Main Drain Replacement	20,000	PARKS											
	WP27901	Hulmbodt Park Walkways	125,000		X	May-13	Jun-13	Stave	X			X			
	WP28001	Menomonee River Parkway Reconstruction	100,000		X	Planning only		Stave		X	Annual				
WP		Total Department of Parks, Recreation & Culture	\$9,280,753												
WP		Total McKinley Marina													
		Zoo													
	WZ05701	Zoo Aviary Roof Replacement	77,300		X	Apr-13	Jul-13	Hung		X	Annual	X			
	WZ07801	Zoo Elephant Yard Shading Structure	156,000		X	Apr-13	Jul-13	Hung		X	Annual	X			
	WZ08901	Zoo South End Hay Barn Roof Replacement	177,480	ZOO											
	WZ10001	Zoo Elephant Service Area Utility Protection	105,200		X	Apr-13	Jul-13	Hung		X	Annual	X			
	WZ10301	Zoo Train Garage Overhead Crane	82,800	ZOO											
	WZ10401	Zoo Girafe Building Upper Roof Replacement	85,000	ZOO											
	WZ10701	Zoo Bear Service Area Improvements	185,000	ZOO											
	WZ10803	Peck Boardwalk	43,000	ZOO											
	WZ60001	Zoo Master Plan	200,000	ZOO											
WZ		Total Zoo	\$1,111,780												
		Total Parks Recreation and Culture	\$10,432,133												

DAS Facilities Management Division AE&ES Staffing Plan															
2013 Adopted Capital Improvements															
Milwaukee County															
Proj	Sub- Proj	Project Description	2013 Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	DESIGN			CONSTRUCTION MANAGEMENT			RFP
				OWNER	DAS-FM				COUNTY STAFF	CNTY & CONSUL	CONSUL	COUNTY STAFF	CNTY & CONSUL	CONSUL	
		HEALTH AND HUMAN SERVICES													
		DHS-Behavioral Health Division													
	WE04801	EMS- Zoll Cardiac Monitor/Defibrillator Z Series	1,125,000	DHS											
WE		Total DHS-Behavioral Health Division	\$1,125,000												
		DPW County Grounds													
	WG01401	Grounds South Reservoir Rehabilitation	1,219,200		X	Nov-13	Apr-14	Stave		X		X			
WG		Total DPW County Grounds	\$1,219,200												
		Department of Human Services													
	WS03801	Coggs Canopy Renovation	96,000		X	Apr-13	Aug-13	Wilson		X	Annual		X		
	WS04005	McGovern Main Kitchen Replacement	36,232		X	May-13	Jul-13	Wilson	X			X			
WS		Total Department of Human Services	\$132,232												
		Total Health and Human Services	\$2,476,432												

DAS Facilities Management Division AE&ES Staffing Plan

2013 Adopted Capital Improvements

Milwaukee County

Proj	Sub- Proj	Project Description	2013 Adopted	SIGNATURE AUTHORITY		Construction Start	Construction Finish	COUNTY PROJECT MANAGER	COUNTY STAFF	DESIGN			CONSTRUCTION MANAGEMENT		
				OWNER	DAS-FM					CNTY & CONSUL	CONSUL	RFP	COUNTY STAFF	CNTY & CONSUL	CONSUL
GENERAL GOVERNMENT															
Courthouse Complex															
	WC01301	Criminal Justice Facility Deputy Workstations	384,775		X	Ongoing	May-13	Wilson			Geiger Engr. Inc.	X	X		
	WC05001	Courthouse - Courtroom Public Address System Replacement	387,233		X	Mar-13	Apr-13	Tran	X				X		
	WC07001	Domestic Violence Area Reconstruction	230,000		X	Ongoing	Jun-13	Wilson			Boer Arch. Inc.	X	X		
	WC08601	City Campus Cooling Towers	151,800		X	Sep-13	Mar-14	Wilson			X	X	X		
	WC07801	Milwaukee Justice Center Area Build Out	423,000		X	Jul-13	Oct-13	Hung		X		Annual	X		
	WC08101	Safety Building Cooling Tower Replacement	151,200		X	Sep-13	Mar-14	Wilson			X	X	X		
	WC08701	New Huber Facility	154,800		X	Planning Only		Wilson			X	X	N/A		
WC	Total Courthouse Complex		\$1,882,808												
House of Correction															
WJ	Total House of Correction														
Other County Agencies															
	WO03801	Marcus Center HVAC Upgrade	2,613,600		X	Mar-13	Sep-13	Wilson			A&O Inc	X	X		
	WO04801	Wil-O-Way Grant Boiler Replacement	88,400		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO06011	KK Parkway - S. 57th Street to S. 60th Street	196,320		X	Apr-13	Jun-13	Stave	X				X		
	WO07101	Wil-O-Way Grant Recreation Center 2nd ADA Exit	18,700		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO07301	Underwood Creek Parkway- Oak Leaf Trail Program	77,400		X	Jul-13	Aug-13	Stave	X				X		
	WO11201	Fleet General Equipment	3,000,000	MCDOT											
	WO11202	Fleet Airport Equipment	700,000	MCDOT											
	WO11205	Fleet Parks Equipment	1,500,000	MCDOT											
	WO11411	Courthouse Complex Improvements	274,000		X	Jun-13	Oct-13	Wilson			ZJI Inc.	X	X		
	WO11501	County Grounds Energy Conversion From Steam to Natural Gas	1,000,000		X	Apr-13	Dec-13	Wilson			GB, Inc.	X	X		
	WO12801	Wil-O-Way Grant Partial Lighting, Electrical Upgrade, and	62,400		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO13001	Wil-O-Way Underwood Partial Lighting, Electrical Upgrade, and	32,800		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO13101	Wil-O-Way Underwood Single Stall Restroom	81,000		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO13201	Wil-O-Way Underwood HVAC Replacement	47,000		X	Ongoing	Dec-13	Hung		X		Annual	X		
	WO13301	Medical Examiner Cryostat Machine	51,000	ME											
	WO13601	Trimborn Farm Stone Barn Roof Replacement	57,888	PARKS											
	WO20502	Automation Program	350,000	IMSD											
	WO20504	Courts Scanning	610,726	IMSD											
	WO21501	Storage Expansion	400,000	IMSD											
	WO21801	Infrastructure Replacement	500,000	IMSD											
	WO22102	Clean Agent Fire Suppression System in MER	178,200		X	Jul-13	Jan-14	Wilson			X	X	X		
	WO22103	Phase 2 Upgrade of MER Server Room @ CJF	897,600		X	Jul-13	Jan-14	Wilson			X	X	X		
	WO43301	Glass Barrier at Criminal Justice Facility	143,000		X	Jun-13	Sep-13	Wilson	X				X		
	WO51701	War Memorial Renovations	2,000,200		X	Mar-13	Jun-13	Stave	X				X		
	WO60201	Mainframe Applications Migration	250,000	IMSD											
	WO61401	Build Out Ten Sites to Digital	1,842,168	IMSD											
	WO62101	Windows Migration	3,440,160	IMSD											
	WO87001	County Special Assessments	250,000	MCDOT											
	WO88803	Marcus Center Elevator Modernization (Uihlein #2)	564,800		X	Jul-13	Sep-13	Tran			X	X	X		
WO	Total Other County Agencies		\$21,227,362												
	Total General Government		\$23,110,170												
	Total Capital Improvements		\$123,283,460												
	WO223	Research Park Entrance Signage/Landscaping	\$795,000		X	Apr-13	Jul-13	Stave		X		Annual		X	

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(ITEM) From Director of Administrative Services recommending approval of the Department of Administrative Services, Facilities Management Division (DAS-FM) staff and consultant use plan for the 2013 adopted capital projects, by recommending adoption of the following:

A RESOLUTION

WHEREAS, Milwaukee County General Ordinances Chapter 56.30(4) (a) (1) requires that the Department of Administrative Services provides a final list of staff and consultant assignments for capital projects in February each year to the Committees on Finance and Audit and Transportation, Public Works and Transit; and

WHEREAS, the Department of Administrative Services, Facilities Management Division has reviewed the 2013 Adopted Capital Improvements Budget and established a staffing and consultant use plan for the projects; and

WHEREAS, the Committee on Transportation, Public Works and Transit at its meeting on March 6, 2013, recommended approval of the staffing plan by a vote of _____; and

WHEREAS, the Finance and Audit Committee at its meeting on March 14, 2013, recommended approval of the staffing plan by a vote of _____; now, therefore

BE IT RESOLVED, that the Milwaukee County Board of Supervisors does hereby approve the staffing and consultant use plan for the 2013 adopted capital projects under the signature authority of the Department of Administrative Services as recommended by the Department of Administrative Services - Facilities Management Division.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 11, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: STAFFING PLAN/CONSULTANT USE FOR 2013 CAPITAL IMPROVEMENTS PROJECTS

FISCAL EFFECT:

- | | |
|---|-------------------------------|
| No Direct County Fiscal Impact | Increase Capital Expenditures |
| Existing Staff Time Required | Decrease Capital Expenditures |
| Increase Operating Expenditures
(If checked, check one of two boxes below) | Increase Capital Revenues |
| Absorbed Within Agency's Budget | Decrease Capital Revenues |
| Not Absorbed Within Agency's Budget | |
| Decrease Operating Expenditures | Use of contingent funds |
| Increase Operating Revenues | |
| 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	\$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.

A. Milwaukee County Professional Services Ordinance 56.30 (4)(a)(1) requires that the Department of Administrative Services shall provide in February each year to the Committee on Finance and Audit, and the Committee on Transportation, Public Works and Transit, an updated report on public works capital projects requiring the use of any professional services contract. The Director of DAS recommends approval of the DAS-FM staff and consultant use plan for 2013 adopted capital projects. Adoption of this resolution will not require an expenditure of funds in excess of the adopted 2013 Adopted Capital Budget amounts.

B. Adoption of this resolution will have no direct fiscal impact to the 2013 County Adopted Budget. The 2013 Capital Budget project appropriations are fixed and cannot be exceeded without County Board approval. Resolution deals with details on how planning, design and construction funding is spent, particularly as to whether the work is performed by in-house staff or consultants and if consultants are used, what process will be used to hire them.

C. None

D. None

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.

Department/Prepared By Department of Administrative Services – FM, ____

Recommended By: _____
Gregory G. High Director, AE& ES

Authorized Signature _____
James Burton, Director, Facilities Management, DAS

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

County of Milwaukee
INTEROFFICE MEMO

DATE: February 11, 2013
TO: Supervisor Dimitrijevic, County Board Chairwoman
FROM: James Burton, Director, Facilities Management Division, DAS
SUBJECT: **Capital Improvement Committee Process**

Issue

Milwaukee County Ordinance 36.04 requires all Departments to submit five-year capital improvement program (Program) requests to their respective standing committees. Standing committees shall then submit Programs along with recommendations to the newly created Capital Improvements Committee (CIC).

Background

The purpose of the CIC is to develop a Program for the entire County and establish criteria on how each capital project will be evaluated. The ordinance also requires Departments to submit Programs to their respective standing committees, which will then forward their recommendations to the CIC.

Request

The Facilities Management Division, Department of Administrative Services has evaluated its anticipated maintenance and facility needs. The attached includes the Department's outstanding capital needs, listed in priority order.

The capital needs for Facilities Management Division are divided into 2 categories:

1. County Courthouse Complex Buildings and Infrastructure (WC capital coding) and County Grounds Buildings and Infrastructure (WG & WO capital coding)
2. County-wide Environmental Infrastructure (WV capital coding)


James Burton, Director,
Facilities Management Division, DAS

Cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Kelly Bablitch, Chief of Staff, County Board
Michael Mayo, Sr., Chair, Transportation, Public Works, and Transit Committee
Willie Johnson, Jr., Co-Chair, Finance Personnel, and Audit Committee
David Cullen, Co-Chair, Finance Personnel, and Audit Committee
TBD, Chair, Capital Improvements Committee
TBD, CEX Appointee #1, Capital Improvements Committee
TBD, CEX Appointee #2, Capital Improvements Committee
Craig Kammholz, Fiscal & Budget Director, DAS
Brian Dranzik, Interim Director, Department of Transportation
Scott Manske, Comptroller
Vince Masterson, Strategic Asset Coordinator, DAS
Chris Lindberg, CIO, IMSD
Laurie Panella, Deputy CIO, IMSD
Pamela Bryant, Capital Finance Manager, Comptroller's Office
Justin Rodriguez, Capital Finance Analyst, Comptroller's Office
Gregory High, Director, AE&ES-FM-DAS

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4 (ITEM *) A resolution to authorize the attached Five Year Capital Improvements Program for
5 the Facilities Management Division, Department of Administrative Services to be recommended
6 to the Capital Improvement Committee (CIC):
7

8 **A RESOLUTION**
9

10 WHEREAS, the 2013 Adopted Capital Improvements Budget includes the creation of a
11 Capital Improvements Committee (CIC); and
12

13 WHEREAS, ordinance 36.04 was also approved in 2013, which codified the creation,
14 composition, duties, reports, and staffing of the CIC; and
15

16 WHEREAS, the purpose of the CIC is to develop a Five Year Program for the entire
17 County and establish criteria on how each capital project will be evaluated; and
18

19 WHEREAS, the ordinance also requires Departments to submit Five Year Programs to
20 their respective standing committees, which will then forward their recommendations to the CIC;
21 and
22

23 WHEREAS, the Facilities Management Division, Department of Administrative Services
24 has evaluated its anticipated maintenance and facility needs; and
25

26 WHEREAS, the attached Five Year Program includes the department's outstanding
27 capital needs, listed in priority order; now, therefore,
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29 BE IT RESOLVED, the attached Five Year Program (Exhibit A) is recommended to the
30 CIC.
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Department Name
2014

Facilities Management Division, DAS
Courthouse Complex & County Grounds

Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	NEW	Courthouse Security X-Ray Inspect. Sys.	\$70,000			
2	NEW	Courthouse Elevator Renovation Ph. 1	\$180,000		\$70,000	Critical Equipmt. Replacement
3	WC06201	CJF Roof Replacement	\$1,882,000		\$180,000	Critical repairs
4	WC07401	CJF Cooling Tower	\$438,000		\$1,882,000	
5	NEW	Safety Building Roof Add'l Repairs	\$400,000		\$438,000	
6	NEW	Courthouse Penthouse Masonry	\$600,000		\$400,000	Additional/continued repairs
7	NEW	Vel Phillips Fire Protection	\$300,000		\$600,000	Safety
8	NEW	Research Park Fire Protection	\$300,000		\$300,000	Life Safety Syst. Needs replacement
9	NEW	CATC Fire Protection	\$114,000		\$300,000	Life Safety Syst. Needs replacement
10	NEW	Grounds Pump House Generator	\$275,000		\$114,000	
11	WC02701	Courthouse Light Court Windows	\$336,000		\$275,000	Back up power to Water System
12	WG01003	CATC A Building Roof Replace	\$1,559,000		\$336,000	
13	WC06601	Safety Building Chiller Replace	\$14,400		\$1,559,000	
14	WC02501	Courthouse Restroom Renovation	\$311,400		\$14,400	
15	WC02601	Safety Building Restrooms	\$648,000		\$311,400	
16	WC05901	CH Complex Electrical Upgrade	\$415,800		\$648,000	
17	WC08201	Vel Phillips Generator Replace	\$158,400		\$415,800	
18	NEW	Vel Phillips Nat. Gas Generator	\$200,000		\$158,400	
19	NEW	CATC Walk Way Replacement	\$200,000		\$200,000	Conv. to gas, current temporary fix
20	NEW	Courthouse exterior Duct Repairs	\$100,000		\$200,000	Safety, excessively cracked
21	NEW	Courthouse City Campus Masonry	\$210,000		\$100,000	HVAC duct damaged in place
22	WC 0662	City Campus Chiller Replace	\$144,000		\$210,000	Safety
23	WC04701	City Campus HVAC	\$250,000		\$144,000	
24	WC07801	Milw. Justice Center Build out	\$825,000		\$250,000	
25	NEW	Research Park Card Access	\$69,000		\$825,000	
26	NEW	Research Park Ext. Door Replace	\$15,000		\$69,000	Failing obsolete system
27	WC03001	Bullpen Cameras & Courtroom	\$469,000		\$15,000	
28	WC01801	SB Clerk of Court, 419 Remodel	\$255,000		\$469,000	
29	WC05101	Courts Exhibit/Case Records	\$50,400		\$255,000	
30	WC07601	City Campus Roof Replacement	\$198,000		\$50,400	
31	WC05201	Jury Management PA & AV	\$113,400		\$198,000	
32	WC05601	SB Room 223 Storage Room Sh	\$97,400		\$113,400	
33	NEW	Courthouse Tuckpointing	\$140,000		\$97,400	
34	NEW	Courthouse Complex Carpeting	\$300,000		\$140,000	
					\$300,000	
Total			\$11,638,200	\$0	\$11,638,200	

Department Name
2015

Facilities Management Division, DAS
Courthouse Complex & County Grounds

Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	NEW	Courthouse Elevator Renovation Ph. 2	\$180,000		\$180,000	Critical repairs
2	NEW	Gr. N. Ave Pr. Reducing Valve	\$100,000		\$100,000	City of Milw higher Pressures
3	NEW	Gr. Water Syst. PLC Replacement	\$1,500,000		\$1,500,000	Water System critical update
4	NEW	CATC Domestic Hot Water Conv.	\$100,000		\$100,000	Steam used all summer
5	WC01401	Courthouse HVAC Control System Repl.	\$200,000		\$200,000	
6	WG00901	CATC Building Radiant Heat	\$100,300		\$100,300	
7	WC02701	Courthouse Light Court Windows	\$336,000		\$336,000	
8	WC02501	Courthouse Restroom Renovation	\$311,400		\$311,400	
9	WC05701	Courtroom Bullet Resist. Wall	\$343,200		\$343,200	
10	NEW	Vel Phillips Courts Sound Syst.	\$125,000		\$125,000	Failing obsolete systems
11	WC04701	City Campus HVAC	\$250,000		\$250,000	
12	WC08301	Clerk of Court Storage floor	\$42,000		\$42,000	
13	WC08401	Clerk of Court Record Room ight	\$90,200		\$90,200	
14	WC07701	City Campus Parking Lot Resurf	\$236,000		\$236,000	
15	NEW	Safety Bldg. HVAC Ph. 1	\$250,000		\$250,000	
16	NEW	Safety Bldg. Window Repl. Ph.1	\$350,000		\$350,000	Single pane original windows
17	NEW	Safety Bldg. Fire Pump	\$100,000		\$100,000	
18	NEW	Courthouse Complex fire Protection	\$250,000		\$250,000	Planning/Feasibility
19	NEW	Courthouse Exterior Door Replacement	\$300,000		\$300,000	
Total			\$5,164,100	\$0	\$5,164,100	

Department Name Facilities Management Division, DAS
 2014 Environmental

Prepared by: SMK (updated) 2/11/13

Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WV00901	County-wide Sanitary Sewers Repairs	\$150,000	\$0	\$150,000	Compliance with admin order
2	WV01801	Underground Storage Tank Upgrades	\$315,099	\$0	\$315,099	Code compliance. Partlyfunded in 2013
3	WV02201	Franklin Landfill Infrastructure	\$937,343	\$0	\$937,343	Landfill gas system reconstruction. Phase 2 of 2. Phase 1 funded in '13
4	WV02301	McKinley Marina N. Parking Lots	\$420,927	\$0	\$420,927	Parking lot reconstruction with storm water BMPs. Phase 1 of 2
5		College Ave Storm Water Pond Upgrade	\$96,538	\$0	\$96,538	Reconstruct clay liner and eroded banks
6		Rawson Ave Pump Station	\$349,327	\$0	\$349,327	Replace failing pumps and controls
7	WV02101	Oak Creek Streambank Stabilization	\$324,000	\$0	\$324,000	Repair eroding streambank
					\$0	
Total			\$2,593,234	\$0	\$2,593,234	

Department Name Facilities Management Division, DAS
 2015 Environmental

Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WV00901	County-wide Sanitary Sewers Repairs	\$150,000	\$0	\$150,000	Compliance with admin order
2	WV02301	McKinley Marina N. Parking Lots	\$3,788,342	\$0	\$3,788,342	Phase 2 of 2 (see 2014)
3	WV01201	Pond and Lagoon Demonstration Project - Holler park	\$488,244	\$0	\$488,244	Holler Park lagoon dredge and restore
4	WV02201	Doyne Landfill Infrastructure	\$58,770	\$0	\$58,770	Landfill gas system reconstruction. Phase 1 of 2
5	WV01502	Lake Michigan Outfall - Doctors	\$100,000	\$0	\$100,000	Storm water controls to reduce pollution on beach. Phase 1 of 2
6	NEW	Plug-In Electric Vehicle Charging Stations	\$250,560		\$250,560	Charging stations for public use
7	WV01901	Domestic Water Distribution	\$866,013	\$0	\$866,013	County Facilities
8	NEW	CCC Demolition	\$3,257,280	\$0	\$3,257,280	Demolish CCC and Med Examiner
					\$0	
					\$0	
					\$0	
					\$0	
					\$0	
Total			\$8,959,209	\$0	\$8,959,209	

Department Name Facilities Management Division, DAS
 2016 Environmental

Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WV00901	County-wide Sanitary Sewers Repairs	\$150,000	\$0	\$150,000	Compliance with admin order
2	WV02201	Doyne Landfill Infrastructure	\$948,713	\$0	\$948,713	Phase 2 of 2 (see 2015)
3	WV01502	Lake Michigan Outfall - Doctors	\$380,000	\$0	\$380,000	Phase 2 of 2 (see 2015)
					\$0	
					\$0	
					\$0	
					\$0	
					\$0	
					\$0	
Total			\$1,478,713	\$0	\$1,478,713	

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 2/11/13

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Submission of the Milwaukee County Facilities Management Division, Department of Administrative Services 5 Year (2014 – 2018) Capital Improvement Program

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		
	Revenue		
	Net Cost		
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.

- A. Milwaukee County Ordinance 36.04 requires all Departments to submit 5 Year Capital Improvement Program requests to their respective standing committee. The standing committee shall then submit the Program along with its recommendations to the Capital Improvements Committee (CIC).

This fiscal note is for initial submission of the Milwaukee County Facilities Management Division, Department of Administrative Services's 5 Year (2014 – 2018) Capital Improvement Program.

- B. There are no direct costs or savings associated with the 5 Yr. Capital Improvement Program at this time as this item is only proposed for initial policymaker consideration. Any formal appropriation related to this 5 Year Program would occur in the future as part of the 2014 Capital Budget process.
- C. There are no budgetary costs or savings associated with the 5 Yr. Capital Improvement Program at this time as this item is only proposed for initial policymaker consideration. Any formal appropriation related to this 5 Year Program would occur in the future as part of the 2014 Capital Budget process.
- D. The projects included in the 5 Year Program are estimated based upon information that is currently available. The projects proposed and the final projects adopted as part of the 2014 Capital Budget process may vary. Refer to Items B and C for additional assumptions regarding formal appropriation of the projects proposed.

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.
TPWT - March 6, 2013 - Pg.61

Department/Prepared By Gregory G. High, Director, AE&ES. Facilities Management Division, DAS

Authorized Signature James R. Burton 2-11-13
James Burton, Director, Facilities Management Division, DAS

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required



Community Business Development Partners

MILWAUKEE COUNTY

MARINA DIMITRIJEVIC • Chairwoman, Milwaukee County Board of Supervisors
 NELSON SOLER • Interim Director, Community Business Development Partners

INTER-OFFICE COMMUNICATION

DATE: January 7, 2013

TO: Supervisor Marina Dimitrijevic, Chair, County Board of Supervisors
 Supervisor Patricia Jursik, Chair, Economic & Community Development Committee
 Supervisor Michael Mayo, Sr., Chair, Transportation, Public Works & Transit Committee

FROM: Nelson Soler, Interim Director, Community Business Development Partners

SUBJECT: **DBE WAIVER REPORT FOR NOVEMBER & DECEMBER 2012**

DIRECTIVE

At the request of the Committee on Economic and Community Development, the Community Business Development Partners Department (CBDP) provides a monthly update on the Disadvantaged Business Enterprise (DBE) utilization waivers requested by, and granted to, Milwaukee County departments/divisions.

BACKGROUND

CBDP is responsible for designing, implementing, monitoring and enforcing Milwaukee County's DBE Program in order to maintain compliance with Federal Regulations and Milwaukee County Ordinances. Implementation of the Program includes establishing participation goals on, both, Federal and County funded contracts, as well as monitoring and enforcing compliance of these contracts. Participation goals may only be established on contracts where opportunities exist for ready, willing and able certified firms to perform commercially useful functions related to the satisfaction of those contracts.

In 1999, the United States Department of Transportation (USDOT) implemented DBE Program rules with seven (7) objectives directed at creating a level playing field on which certified firms could compete fairly for USDOT-assisted contracts. This legislation, 49 CFR Part 26, requires all recipients of USDOT funds to establish and maintain a DBE program that, not only, complies with the intent and language of the legislation, but that has also been reviewed and approved by USDOT. As a result of public and private stakeholder input, Milwaukee County determined and approved, by action of the County Board, to establish and maintain a program based upon the Federal DBE Program rules and standards for all of its contracts. This action of the County Board and County Executive established, and adopted, rules and regulations of USDOT Office of the Secretary, per the Federal Register (49 CFR Parts 23 and 26), over Milwaukee County's Federally, and County, funded projects.

Milwaukee County, as a Federal funding recipient, is required to provide and establish contract opportunities for certified firms on its projects based upon the number of ready, willing and able firms certified to perform within the scope(s) of each of these projects. Only firms certified through Wisconsin's Unified Certification Program (UCP), a consortium of 24 municipalities and agencies throughout the State, count as ready, willing and able firms for this purpose. Four of the UCP members serve as certifying partners for the consortium, Milwaukee County, WisDOT, Dane County, and the City of Madison. These certifying partners share the responsibility of verifying and maintaining the status of the 883 currently certified firms throughout the State, while processing all new applications.

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 TELEPHONE (414) 278-5248 • FAX (414) 223-1958

DBE GOALS

The Milwaukee County Board of Supervisors has established the County's overall desired levels of DBE participation as follows:

Public Works, Construction & Design	25%
Time & Material Contracts	25%
Professional Service Contracts	17%
Procurement of Service Contracts	17%
Procurement of Goods & Commodities	10%

WAIVER REQUESTS

When CBDP receives a waiver request from a department/division, staff thoroughly reviews it and available supporting documentation before forwarding the request on to the Director for determination. The Director may require staff to gather more comprehensive information or to provide more detailed clarification regarding any identified issues prior to issuing a determination.

WAIVER REPORT SUMMARY

The figures below include Professional Service and Capital Improvement/Maintenance contracts awarded during November and December. This report does not include contracts awarded by Procurement Division processes under Chapter 32, as CBDP is not authorized access to this information. Please see the attachment for waivers requested as broken out by owner department, contractor/consultant awarded, scope of services rendered, total contract amounts, and reason for approval, or lack thereof.

Total Contracted Dollars for Period	\$	9,125,960.74
Total Contracted Dollars w/ Waiver Approval	\$	175,451.41
Total Contracted Dollars w/o Waiver Approval	\$	15,985.00
Percentage of Contracts Waived for Period		2.10%

RECOMMENDATION

CBDP prepared this informational report, and humbly proposes that it be received and filed, as such.

Approved by:



Nelson Soler
Interim Director

CC: Chris Abele, Milwaukee County Executive

Milwaukee County Community Business Development Partners Department (CBDP) DBE Waiver Report November & December 2012

DEPARTMENT	CONSULTANT/CONTRACTOR	SCOPE OF SERVICES	CONTRACT AMOUNT	APPROVAL REASON
<u>CBDP Approved Waivers ¹</u>				
State Court Services	Midwest Medical Records	On-site copying of court records	19,500.00	No DBE vendor bid on the contract
Human Resources	Mary J. Mountin	Provide legal service for the Civil Service Commission	1,310.00	Under \$2,000.00
DAS - Risk Management	Arthur J. Gallagher Risk Management Svcs	Provide an audit for self insured workers compensation claims program	19,220.00	Per Chapter 56.30(a)
DOT - Airport Division	Institute for Human Factors	Conduct 4 session class on "Overcoming Your Fear of Flying"	1,000.00	Under \$2,000.00
Personnel Review Board	Gonzalez, Saggio & Harlan	Outside counsel for the PRB for September-December 2012	23,166.00	Per Chapter 56.30(a)
Medical Examiner	Jim Caruso, MD	Keynote - 24th Annual John R. Teggatz Forensic Science Seminar	577.20	Under \$2,000
Grounds - by DAS - FM	Clark Dietz	Illicit Connection Field Study	9,900.00	Annual Consultant Utilization ²
GMIA - by DAS - FM	Graef USA	Parking Structure Pre-Cast Investigation	4,800.00	Annual Consultant Utilization; Emergency investigation
Parks by DAS-FM	Harwood Engineering	MLK Community Center Roof Replacement - Skylight Replacement	2,700.00	Annual Consultant Utilization; Prior facility knowledge
Facilities - by DAS - FM	Jackson MacCudden	Light Court #3 Asbestos Inspection Services	4,510.00	Annual Consultant Utilization; Prior facility knowledge
Facilities - by DAS - FM	Sigma Group	Environmental Site Assessment 1400 N 113th St	2,294.14	Annual Consultant Utilization; Participation on subsequent phase
Parks - by DAS - FM	Jackson MacCudden	Wil-O-Way Grant RC Floor Abatement Testing	1,500.00	Annual Consultant Utilization
Facilities - by DAS - FM	Sigma Group	Renovation of War Memorial Windows	889.62	Annual Consultant Utilization
Grounds - by DAS - FM	Gregg Martin	Service Agreement - Telemetry & Instrumentation Service	1,270.00	No DBE firms within this work category
Grounds - by DAS - FM	Visu-Sewer	Clean & CCTV Sewer Lines	24,205.45	Only one DBE firm with capacity to perform project scope
Facilities - by DAS - FM	Jackson MacCudden	Safety Bldg Domestic Violence Unit Remodeling - Asbestos Consulting	2,100.00	Annual Consultant Utilization
NMP by GMIA	Craig's Remodeling	Sound Mitigation Improvements at 3630 E Martin Ave	56,509.00	NMP Program guidelines

Contracts Issued Without CBDP Review ³

Human Resources	M.R.A. The Management Association	Strategic HR Partner Meeting August 2012	1,500.00	No CBDP Review
DHHS - Housing	Benavides Enterprises	Provide one day training	1,595.00	No CBDP Review
DHHS	Human Services Leadership Institute	Provide one day training	1,125.00	No CBDP Review
MCTS by DOT	Foley & Lardner	MCTS Project Ride Consultant Services	11,765.00	No CBDP Review

Total Contract \$ Amount for Month ⁴	\$9,125,960.74
Total Approved Waiver \$ Amount	\$175,451.41
Total Unapproved Waiver \$ Amount	\$15,985.00
Percentage Waived	2.10%

¹ Waivers approved by CBDP; within guidelines of Code of General Ordinances

² Award of this project is to an Consultant operating under a blanket contract with the County to provide Architectural & Engineering Design Services outside of current staffing capacity

³ Contracts issued by Departments in violation of the Code of General Ordinances; CBDP is made aware of these projects when Accounts Payable forwards new contract information

⁴ Total does not include Procurement Division Figures



Community Business Development Partners

MILWAUKEE COUNTY

MARINA DIMITRIJEVIC • Chairwoman, Milwaukee County Board of Supervisors
NELSON SOLER • Interim Director, Community Business Development Partners

INTER-OFFICE COMMUNICATION

DATE: February 15, 2013

TO: Supervisor Marina Dimitrijevic, Chair, County Board of Supervisors
Supervisor Patricia Jursik, Chair, Economic & Community Development Committee
Supervisor Michael Mayo, Sr., Chair, Transportation, Public Works & Transit Committee

FROM: Nelson Soler, Interim Director, Community Business Development Partners

SUBJECT: **DBE WAIVER REPORT FOR JANUARY 2013**

DIRECTIVE

At the request of the Committee on Economic and Community Development, the Community Business Development Partners Department (CBDP) provides a monthly update on the Disadvantaged Business Enterprise (DBE) utilization waivers requested by, and granted to, Milwaukee County departments/divisions.

BACKGROUND

CBDP is responsible for designing, implementing, monitoring and enforcing Milwaukee County's DBE Program in order to maintain compliance with Federal Regulations and Milwaukee County Ordinances. Implementation of the Program includes establishing participation goals on, both, Federal and County funded contracts, as well as monitoring and enforcing compliance of these contracts. Participation goals may only be established on contracts where opportunities exist for ready, willing and able certified firms to perform commercially useful functions related to the satisfaction of those contracts.

In 1999, the United States Department of Transportation (USDOT) implemented DBE Program rules with seven (7) objectives directed at creating a level playing field on which certified firms could compete fairly for USDOT-assisted contracts. This legislation, 49 CFR Part 26, requires all recipients of USDOT funds to establish and maintain a DBE program that, not only, complies with the intent and language of the legislation, but that has also been reviewed and approved by USDOT. As a result of public and private stakeholder input, Milwaukee County determined and approved, by action of the County Board, to establish and maintain a program based upon the Federal DBE Program rules and standards for all of its contracts. This action of the County Board and County Executive established, and adopted, rules and regulations of USDOT Office of the Secretary, per the Federal Register (49 CFR Parts 23 and 26), over Milwaukee County's Federally, and County, funded projects.

Milwaukee County, as a Federal funding recipient, is required to provide and establish contract opportunities for certified firms on its projects based upon the number of ready, willing and able firms certified to perform within the scope(s) of each of these projects. Only firms certified through Wisconsin's Unified Certification Program (UCP), a consortium of 24 municipalities and agencies throughout the State, count as ready, willing and able firms for this purpose. Four of the UCP members serve as certifying partners for the consortium, Milwaukee County, WisDOT, Dane County, and the City of Madison. These certifying partners share the responsibility of verifying and maintaining the status of the 883 currently certified firms throughout the State, while processing all new applications.

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WAIVER REQUESTS

When CDBP receives a waiver request from a department/division, staff thoroughly reviews it and available supporting documentation before forwarding the request on to the Interim Director for determination. The Interim Director may require staff to gather more comprehensive information or to provide more detailed clarification regarding any identified issues prior to issuing a determination.

WAIVER REPORT SUMMARY

The figures below include Professional & Management Service and Capital Improvement/Maintenance contracts awarded during January. This report does not include contracts awarded by Procurement Division processes under Chapter 32, as CDBP is not authorized access to this information. Please see the attachment for waivers requested as broken out by owner department, contractor/consultant awarded, scope of services rendered, total contract amounts, and reason for approval, or lack thereof.

Total Contracted Dollars for Period	\$ 12,528,313.55
Total Contracted Dollars w/ Waiver Approval	\$ 1,142,905.52
Total Contracted Dollars w/o Waiver Approval	\$ 38,000.00
Percentage of Contracts Waived for Period	9.43%

RECOMMENDATION

CBDP prepared this informational report, and humbly proposes that it be received and filed, as such.

Approved by:



Nelson Soler
Interim Director

CC: Chris Abele, Milwaukee County Executive

Milwaukee County Community Business Development Partners Department (CBDP) DBE Waiver Report January 2013

DEPARTMENT	CONSULTANT/CONTRACTOR	SCOPE OF SERVICES	CONTRACT AMOUNT	APPROVAL REASON
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CBDP Approved Waivers ¹

Parks	United Summer Camp	To provide summer camp for children	27,500.00	No DBE's provide this service
Human Resources	Affion Public, LLC	Search for Parks Director	25,000.00	Specialized recruitment
Dept. on Aging	Jennifer Lefeber	Consulting management services	17,500.00	Project cannot be subcontracted
Dept. on Aging	Board of Regents of University of WI System	Research for the Wellness Works Adult Fitness Program	30,585.00	Project cannot be subcontracted
Combined Court Related	Midwest Medical Records Association, Inc.	In-house copy services	24,000.00	Good Faith Efforts Were Pursued
Combined Court Related	State of Wisconsin	To continue operation of the Legal Resource Center	139,829.00	Adopted budget
Combined Court Related	State of Wisconsin	To set up each Judge and the Central Resource Library to comply with the standard law book collection	35,000.00	Adopted budget
Combined Court Related	Metro Milwaukee Mediation Services, Inc.	Legal services to perform mediation between lending institutions & homeowners	636,068.34	Per Chapter 56.30
District Attorney	Sojourner Family Peace Center, Inc.	Investigation & prosecution of domestic violence in Milwaukee	63,000.00	Grant
IMSD	Broadcast Services	Space on top of US Bank Center for antenna site	67,537.80	County Board Action File No. 05-264
Comptroller	Chapman & Cutler	Professional services relating to the 2012 AGO refunding & other bond related issues	55,108.20	Per Chapter 56.30
CH - Facilities Management	Jackson MacCudden	Safety Building - Domestic Violence Unit Remodeling - Asbestos Consulting Services	2,100.00	Annual Consultant Utilization ²
IMSD	Technical Design Services, Inc.	Replacement of existing fiber optic link	13,800.00	Specific knowledge of County facilities; Succession Planning
Parks	ACL Laboratories	Drug and alcohol testing for CDL holders	5,877.18	No CBDP Review

Contracts Issued Without CBDP Review ²

Office of Persons w/Disabilities	Various Interpreters	To provide sign language interpreter services for MC citizens whose deaf and/or hearing impaired	38,000.00	No CBDP Review
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Total Contract \$ Amount for Month ³	\$12,528,313.55
Total Approved Waiver \$ Amount	\$1,142,905.52
Total Unapproved Waiver \$ Amount	\$38,000.00
Percentage Waived	9.43%

¹ Waivers approved by CBDP; within guidelines of Code of General Ordinances

² Contracts issued by Departments in violation of the Code of General Ordinances; CBDP is made aware of these projects when Accounts Payable forwards new contract information

³ Total does not include Procurement Division Figures

COUNTY OF MILWAUKEE**INTER-OFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Enter into a Funding Agreement with the Milwaukee Metropolitan
Sewerage District to install green infrastructure at three locations.

POLICY

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

BACKGROUND

The Milwaukee Metropolitan Sewerage District (MMSD) is providing partnership funding to increase green infrastructure (GI) implementation and innovation within its service area through the Green Infrastructure Partnership Program. Selected green infrastructure projects will provide the District with information related to GI effectiveness, costs, and maintenance.

MCDOT-Transportation Services identified project locations on N. 107th St., Rawson Ave. and Layton Ave. that would be candidates for the planning, design and implementation of green infrastructure practices through the MMSD Green Infrastructure Partnership Program. In general, the work involved will help with shoulder washouts/erosion and sediment deposition into the existing storm sewer system on the three (3) roadways. It will also improve the water quality and help reduce maintenance costs related to repairing gravel shoulders. This is MCDOT-Transportation Services first Green Infrastructure grant/project that MCDOT will pilot in hopes to continue using to benefit Milwaukee County and it's environment.

The Milwaukee Metropolitan Sewerage Commission (MMSD) has offered a funding agreement to install green infrastructure improvements at the three locations on a 50/50 split of funding up to an MMSD amount of \$227,600. The green installations are to include permeable pavement within the shoulders of:

- North 107th St. from W. Brown Deer Rd. to County Line Rd.
- West Rawson Avenue from S. 92nd St. to Highway 100.
- West Layton Ave. from S. 28th St. to S. 35th St.

RECOMMENDATION

The Interim Director of the Department of Transportation is recommending that authority be granted to execute this Funding Agreement with funding to be proposed in the 2014 capital budget.

Report Prepared by: Clark Wantoch, Director of Highway Operations

Approved by:

Brian Dranzik, Interim 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
Don Taylor, Interim Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, DAS
Clark Wantoch, Director of Highway Operations
Pam Bryant, Capital Finance Manager, Office of the Comptroller
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

1 (ITEM) From the Interim Director of the Department of Transportation, requesting
2 authorization to enter into a Funding Agreement with the Milwaukee Metropolitan
3 Sewerage District to install green infrastructure at three locations by recommending
4 adoption of the following resolution:
5
6

7 **A RESOLUTION**
8
9

10 WHEREAS, Chapter 56 of the Milwaukee County Administrative Code requires
11 authorization from the County Board to accept state or federal discretionary grant
12 awards; and
13

14 WHEREAS, The Milwaukee Metropolitan Sewerage District (MMSD) is providing
15 partnership funding to increase green infrastructure (GI) implementation and innovation
16 within its service area through the Green Infrastructure Partnership Program; and
17

18 WHEREAS, MCDOT-Transportation Services identified project locations on N.
19 107th St., Rawson Ave. and Layton Ave. that would be candidates for the planning,
20 design and implementation of green infrastructure practices through the MMSD Green
21 Infrastructure Partnership Program; and
22

23 WHEREAS, the Milwaukee Metropolitan Sewerage District (MMSD) has offered
24 a funding agreement to install green infrastructure improvements at three locations on a
25 50/50 split of funding up to an MMSD amount of \$227,600; and
26

27 WHEREAS, the improvements would be to install permeable shoulders along
28 three County Trunk Highways; and
29

30 WHEREAS, the work involved will help with shoulder washouts/erosion and
31 sediment deposition into the existing storm sewer system on the three (3) roadways and
32 will also improve the water quality and help reduce maintenance costs related to
33 repairing these gravel shoulders; and
34

35 WHEREAS, the three highways are North 107th St. from W. Brown Deer Rd. to
36 County Line Rd., West Rawson Avenue from S. 92nd St. to Highway 100 and West
37 Layton Ave. from S. 28th St. to S. 35th St.; and
38

39 WHEREAS, the Funding Agreement total is \$454,600 and requires a fifty percent
40 Milwaukee County match; now therefore
41

42 BE IT RESOLVED, that the Interim Director of the Department of Transportation
43 is hereby authorized to execute a Funding Agreement with the MMSD to install green
44 infrastructure improvements at three locations on a 50/50 match up to an MMSD
45 amount of \$227,600 to install permeable shoulders along three County Trunk Highways
46 with funding to be proposed in the 2014 capital budget.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 11, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Enter into a Funding Agreement with the Milwaukee Metropolitan Sewerage District for installing green infrastructure at three locations within Milwaukee County.

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 Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		\$454,600
	Revenue		\$227,600
	Net Cost		\$227,600

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 an agreement with the Milwaukee Metropolitan Sewerage (MMSD) district that will provide funding of \$227,600 for installing green infrastructure at three locations within Milwaukee County. The MMSD grant will require a County match of 50% or \$227,600 for the three project balance of \$454,600. There will be no fiscal impact for the 2013 budget; however, county funding will be required in the future capital budgets to match grant proceeds. This project is expected to be done in 2014.

Department/Prepared By MCDOT Clark Wantoch, Director of Highway Operations

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes X No

Did CBDP Review?² Yes X No Not Required

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

COUNTY OF MILWAUKEE**INTER-OFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Award of three Highway Safety Improvement Grants with the Wisconsin
Department of Transportation.

POLICY

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

BACKGROUND

The Highway Safety Improvement Program (HSIP) through the State Department of Transportation (WIDOT) funds highway safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly. The overall objective of HSIP is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (state and local). The federal funding ratio for HSIP funds is usually 90%, requiring a 10% match of state and/or local funds.

MCDOT has been awarded three HSIP grant agreements through the Highway Safety Improvement program by authority under Section 86.25(1), (2) and (3) of the Wisconsin State Statutes for the following intersections:

- Traffic roadway modifications and signal improvements are proposed in the intersection of CTH G and CTH S to improve the visibility of the signals and provide better geometrics for improved driver safety through the intersection. This agreement is for a total cost of \$579,633 of which the County's portion is 10% or \$57,963.
- Traffic roadway modifications and signal improvements are proposed in the intersection of CTH U and CTH BB to improve the visibility of the signals and provide better geometrics for improved driver safety through the intersection.

This agreement is for a total cost of \$608,135 of which the County's portion is 10% or \$60,814.

- There are three intersections within a short distance of each other creating driver confusion along CTH Y at South Pennsylvania Avenue, South Whitnall Avenue. (west intersection) and South Whitnall Avenue (east intersection). Improvements are proposed to these three intersections to improve the visibility of the signals and provide better geometrics for improved driver safety through the intersections. This agreement is for a total cost of \$966,248 of which the County's portion is 10% or \$96,625. There will be fiscal effect for the 2013 budget; however, county funding will be required in the future capital budgets to match grant proceeds.

RECOMMENDATION

The Interim Director of the Department of Transportation is recommending that authority be granted to execute these three HSIP project grant agreements. .

Report Prepared by: Clark Wantoch, Director of Highway Operations

Approved by:

Brian Dranzik, Interim 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
Don Taylor, Interim Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, DAS
Clark Wantoch, Director of Highway Operations
Pam Bryant, Capital Finance Manager, Office of the Comptroller
James Martin, Fiscal and Budget Analyst, Department of Administrative Services

1 (ITEM) From the Interim Director of the Department of Transportation (MCDOT),
2 requesting authorization to execute three State/Municipal Agreements for Highway
3 Safety Improvements by recommending 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, The Highway Safety Improvement Program (HSIP) through the
14 State Department of Transportation (WIDOT) funds highway safety projects at sites that
15 have experienced a high crash history; and
16

17 WHEREAS, The overall objective of HSIP is to develop and implement, on a
18 continuing basis, stand-alone safety projects designed to reduce the number and
19 severity of crashes on all streets and highways (state and local); and
20

21 WHEREAS, MCDOT has been awarded three HSIP grant agreements through
22 the Highway Safety Improvement program by authority under Section 86.25(1), (2) and
23 (3) of the Wisconsin State Statutes; and
24

25 WHEREAS, one HSIP grant is for the traffic improvements to the intersection of
26 County Trunk Highway G and County Trunk Highway S; and
27

28 WHEREAS, one HSIP grant is for the traffic improvements to the intersection of
29 County Trunk Highway U and County Trunk Highway BB; and
30

31 WHEREAS, one HSIP grant is for the traffic improvements at three intersections
32 of County Trunk Highway Y at South Pennsylvania Avenue, South Whitnall Avenue
33 (west intersection) and South Whitnall Avenue (east intersection); and
34

35 WHEREAS, the three HSIP grants total \$2,154,016 and require a ten percent
36 Milwaukee County match; and
37

38 WHEREAS, if accepted, the HSIP grants would allow Milwaukee County to fund
39 three capital projects using \$1,938,614 in state funds and \$215,402 in local funds to
40 improve the safety of several signalized intersections; now therefore;
41

42 BE IT RESOLVED, that the Interim Director of MCDOT is hereby authorized to
43 receive and execute three Highway Safety Improvement Agreements for grants with the
44 WIDOT worth \$1,938,614 to make safety improvements at various signalized
45 intersections.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 11, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Award of three Highway Safety Improvement Grants with the Wisconsin Department of Transportation.

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 Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		\$2,154,016
	Revenue		\$1,938,614
	Net Cost		\$ 215,402

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 three State grants that will provide federal funding of \$1,938,614 for Highway Safety Improvement Projects (HSIP). The State HSIP will require a County match of 10% or \$215,402 for the three project total of \$2,154,016. There will be no fiscal impact for the 2013 budget; however, county funding will be required in the future capital budgets to match grant proceeds. These projects are expected to be done in 2014.

Department/Prepared By MCDOT Clark Wantoch, Director of Highway Operations

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes X No

Did CBDP Review?² Yes X No Not Required

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: February 12, 2013

TO: Marina Dimitrijevic, Milwaukee County Board Chairwoman

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Approval of compensation amounts offered by the Wisconsin Department of Transportation (WisDOT) for property interests needed on Milwaukee County owned land as part of the reconstruction of the Zoo Interchange.

POLICY ISSUE:

WisDOT has been legislatively authorized to reconstruct the Zoo Freeway Interchange by the State of Wisconsin and by the Federal Highway Administration (FHWA) under various state and federal statutes and codes. Milwaukee County Board approval is required for compensation amounts for the acquisitions of the reconstruction project. Chapter 32.05 of the Wisconsin Statutes defines the eminent domain process for acquiring land/property interests for transportation use.

BACKGROUND:

Various property interests needed by WisDOT for the Zoo Freeway Interchange reconstruction are located on County-owned land.

The County's Department of Economic Development, Real Estate Division received final offers from WisDOT in late 2012 to acquire the needed property interests on 3 parcels (Parcels; 49 of Project ID# 374-9999-013, 4 of Project ID# 374-9999-011 and 11 of Project ID# 407-9991-100) located on County-owned land. Copies of the offering letters and the exhibits depicting the properties and the needed property interests are attached. The offer amounts were derived from appraisals, input from consultants and negotiations with WisDOT.

The WisDOT offers are as follows:

Parcel	Initial WisDOT Offer	Final WisDOT Offer	County Proceeds	Cost to cure payments
49	\$136,200	\$223,900	\$223,900	\$49,600
4	\$220	\$2,200	\$2,200	\$0
11	\$220	\$2,200	\$2,200	\$0

The cost to cure amount of \$49,600 is for anticipated future costs to replace fencing, signage, asphalt, and lighting for the Parks Department and the Department of Transportation, Fleet Division. Because these revenue amounts were received in 2012, the balance of \$178,700 shall be placed in the 2012 contingency fund.

RECOMMENDATION:

Staff respectfully requests that the Transportation, Public Works and Transit Committee recommend to the County Board of Supervisors acceptance of the offer amounts from the WisDOT of \$228,300, as full and final payment with the authorization to appeal for a higher amount. The Department further recommends that an amount of \$49,600 is placed in Capital Project WO141, Zoo Interchange for the purposes of addressing cost to cure items for the Parks Department and the Department of Transportation, Fleet Division.

Brian Dranzik, Interim Director,
Department of Transportation

Attachments

cc: Chris Abele, County Executive
Supervisor Jim Luigi Schmitt, District 6
Kimberly Walker, Corporation Counsel
Don Tyler, Interim Director, Department of Administrative Services (DAS)
Julie Esch, Director of Operations, Department of Administrative Services (DAS)
James Keegan, Interim Director, Department of Parks, Recreation and Culture (DPRC)
Greg High, Director, AE & ES (DAS)
Vince Masterson, Fiscal Management Analyst, DAS

1 (Item)From the Interim Director, Department of Transportation requesting acceptance
2 of proceeds from Zoo Interchange Parcels 49, 4, and 11 from the Wisconsin
3 Department of Transportation(WisDOT).
4

5
6
7 **A RESOLUTION**
8
9

10
11 WHEREAS, WisDOT has been legislatively authorized to reconstruct the Zoo
12 Freeway Interchange by the State of Wisconsin and by the Federal Highway
13 Administration (FHWA) under various state and federal statutes and codes; and
14

15 WHEREAS, Chapter 32.05 of the Wisconsin Statutes defines the eminent
16 domain process for acquiring land/property interests for transportation use; and
17

18 WHEREAS, the approval of the Milwaukee County Board is required of
19 compensation amounts to be paid for the acquisitions of the reconstruction project; and
20

21 WHEREAS, various property interests needed by WisDOT for the Zoo Freeway
22 Interchange reconstruction are located on County-owned land; and
23

24 WHEREAS, the County has received final offers from WisDOT to acquire the
25 needed property interests on three (3) parcels (Parcels 49, 4, 11) located on County-
26 owned land; and
27

28 WHEREAS, the offer amounts were derived from appraisals, consultants and
29 negotiations with WisDOT; now, therefore,
30

31 BE IT RESOLVED, that Milwaukee County accepts land sale proceeds in the
32 amount of \$223,900 from Zoo Interchange Parcels 49, 4 and 11; and
33

34 BE IT FUTRTHET RESOVLED, that of the \$228,300, the Department of
35 Administrative Services is authorized to process a 2013 administrative fund transfer to
36 increase expenditure authority and recognize revenue of \$49,600 to Capital Project #
37 WO141 Zoo Interchange for cost to cure Zoo Interchange items associated with the
38 Parks Department and Department of Transportation, Fleet Division; and
39

40 BE IT FURTHER RESOVLED, the Department of Administrative Service is
41 authorized to process a 2012 administrative fund transfer to recognize land sale
42 proceeds from Zoo Interchange parcels and increase expenditure authority in the
43 appropriation for contingency in an of \$178,700.
44
45

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 12, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Approval of compensation amounts offered by the Wisconsin Department of Transportation (WisDOT) for property interests needed on Milwaukee County owned lands part of the reconstruction of the Zoo Interchange.

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 Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure	\$49,600	
	Revenue	\$49,600	
	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.

This resolution acknowledges the receipt of land sales from the State of Wisconsin Department of Transportation Zoo Interchange construction project in the amount of \$228,300. Since the sale proceeds were provided from the State in 2012, by an administrative fund transfer prepared by the Department of Administrative Services, an amount of \$178,700 shall be recognized in the 2012 contingency fund. An amount of \$49,600 shall be recognized in 2013 in Capital Project WO141 for cost to cure items associated with the Parks Department and the Department of Transportation, Fleet Division.

Department/Prepared By Brian Dranzik, Interim Director of Transportation

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.



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

RECEIVED
MILWAUKEE COUNTY CLERK

2012 NOV 19 P 12:44

JOSEPH J. CZARNEZKI
MILWAUKEE COUNTY CLERK

Scott Walker, Governor

Mark Gottlieb, P.E., Secretary

Internet: www.dot.wisconsin.gov

Telephone: 262-548-5903

Facsimile (FAX): 262-548-6424

E-mail: ser.dtsd@dot.wi.gov

November 16, 2012

CERTIFIED MAIL
7010 1670 0002 0827 3493

Milwaukee County
Milwaukee County Clerk
901 North Ninth Street
Milwaukee, WI 53233

Subject: Project ID 1060-33-22
Zoo Interchange
STH 100_IH 94 - Watertown Plank Road
Milwaukee County
RE: Parcel # 49 (Milwaukee County_STH 100 impacts to DPW)

We regret that we have been unable to reach a mutually satisfactory settlement of this matter through negotiation. It is now necessary that the purchase be completed through condemnation as provided for in Wisconsin Law, Section 32.05(7).

Because you have chosen not to accept the Jurisdictional Offer which was mailed to you on 10/31/2012, we will record the Award of Damages, naming all parties having an interest in the property. Title to the needed property will pass to the Wisconsin Department of Transportation at the time of recording. We will take possession on 11/21/2012.

A copy of the Award of Damages, along with check number A8797528 in the amount of \$223,900.00 is enclosed.

Any party having an interest may appeal from this Award of Damages for greater compensation within two years from date of recording of document. This right of appeal was summarized in the Jurisdictional Offer which you received previously.

A Request for Taxpayer Identification Number and Certification (IRS Form W-9) is forwarded to you. Please complete, sign, date, and return the form to us in the enclosed postage-paid envelope. If you are "EXEMPT", please furnish a copy of your Exempt Status. If the property was owned by more than one owner (other than husband and wife), please provide the same information on a separate sheet for each owner. Furnishing your taxpayer identification number is a requirement of the IRS. Failure to provide your number could lead to civil and criminal penalties.

If you have any questions regarding this Award of Damages, please call (262) 548-8781

Sincerely,

Larry D Stein
Real Estate Specialist

Enclosure

Award of Damages



MILWAUKEE COUNTY INTERACTIVE MAP SERVICE



Legend

- County Boundary
- Highways, to 8k
- Street Centerlines, 0k to 8k
- Railroad 8k
- Water 8k
- Rivers 8k
- Landmarks 8k
- County Parks 8k
- Municipal Subdivisions 25k
- Tax Parcels
- 2010(High Res) NAT CLR
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3

491

1: 998



DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

Notes

Enter Map Description



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

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

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

November 27, 2012

Craig C Dillman
2711 West Wells Street, Suite300
Milwaukee, WI 53208

Subject: Project ID 1060-33-23
Zoo Interchange-Local Roads
Local Roads
Glenview Avenue/Watertown Plank Road/Swan Boulevard
Milwaukee County
RE: Parcel # 4

The Department of Transportation has approved a revised offering price in the amount of \$2,200.00 for the purchase of your property for this highway project. This letter gives you written notice of the revised offering price and it replaces any previous offers presented to you.

Sincerely,

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

Derek J Zwart
Real Estate Specialist



MILWAUKEE COUNTY INTERACTIVE MAP SERVICE



Notes

Enter Map Description

THIS MAP IS NOT TO BE USED FOR NAVIGATION © MCAMLIS

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.



Legend 1: 4,118

- County Boundary
- Highways, to 8k
- Street Centerlines, 0k to 8k
- Railroad 8k
- Water 8k
- Rivers 8k
- Airport 8k
- Landmarks 8k
- Municipal Subdivisions 25k
- Tax Parcels



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

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

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

November 26, 2012

Craig C Dillman
2711 West Wells Street, Suite300
Milwaukee, WI 53208

Subject: Project ID 1060-33-23
Zoo Interchange-Local Roads
Local Roads
Glenview Avenue/Watertown Plank Road/Swan Boulevard
Milwaukee County
RE: Parcel # 11

The Department of Transportation has approved a revised offering price in the amount of \$2,200.00 for the purchase of your property for this highway project. This letter gives you written notice of the revised offering price and it replaces any previous offers presented to you.

Because we have been unsuccessful to date in concluding this transaction, we have no other alternative but to begin the process to acquire the needed right of way by Eminent Domain. You were given the pamphlet "The Rights of Land Owners under Wisconsin Eminent Domain Law" at the time of the Initiation of Negotiations. The first step in this process is issuance of a Jurisdictional Offer that will occur in the next several days. You will then have twenty (20) days to either accept or reject the Jurisdictional Offer.

It is still our desire to reach a negotiated settlement. However, if we do not hear from you, we will proceed to acquire this parcel by an Award of Damages.

Sincerely,

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

Derek J Zwart
Real Estate Specialist



MILWAUKEE COUNTY INTERACTIVE MAP SERVICE



- Legend**
- County Boundary
 - Highways, to 8k
 - Street Centerlines, 0k to 8k
 - Railroad 8k
 - Water 8k
 - Rivers 8k
 - Airport 8k
 - Landmarks 8k
 - County Parks 8k
 - Municipal Subdivisions 25k
 - Tax Parcels
 - 2010(High Res) NAT CLR
 - Red Band_1
 - Green Band_2
 - Blue Band_3

1:809



135 0 67 135 Feet

DISCLAIMER: This map is a user generated static output from the Milwaukee County Lead Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data presented herein either expressed or implied by Milwaukee County or its employees.

© MCAMLIS

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes
Enter Map Description

AERIAL PHOTO (CLOSEUP)

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **Approval to amend a Professional Services contract that exceeds \$50,000 for the 2011/2012 Milwaukee County Bridge Inspection and Management Services program in an amount not to exceed \$5,000 to add inspection of Traffic Signal Mast Arms.**

POLICY

In accordance with County Ordinance 56.30 regarding Professional Services, the procedure of the Department of Transportation (MCDOT) requires County Board approval for the award of professional service agreements exceeding \$50,000 funded with operating budget accounts. The MCDOT was authorized to execute a professional service agreement with Collins Engineers, Inc. to provide Bridge Inspection and Management Services for an amount not to exceed \$90,000.

BACKGROUND

Congress created the National Bridge Inspection Standards (NBIS) in 1971 under the 1968 Federal Aid Highway Act. This Act requires that all bridges on public roads be inspected at regular intervals, not to exceed 24 months. The Wisconsin Department of Transportation Bridge (WisDOT) Inspection Program is federally mandated and has been in effect since 1971. The policies of the bridge inspection program are based upon the National Bridge Inspection Standards (NBIS).

After award of the contract to Collins Engineering for 2011/2012, the state recommended reviewing traffic signal mast arms to insure they are properly installed using the bridge inspection program. Milwaukee County has recently installed traffic signal mast arms and this amendment will allow Collins Engineering to conduct the inspections. Collins Engineering has expertise in this area and has been performing these mast arm reviews for the state. The amendment to the existing contract is for an amount not to exceed \$5,000.

RECOMMENDATION

The Interim Director of the MCDOT is requesting authorization to execute an amendment to an existing professional service agreement with Collins Engineers, Inc. to provide Traffic Signal Mast Arm Inspections in an amount not to exceed \$5,000.

Prepared by: Clark Wantoch, Director of Highway Operations

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

BD:AA:

cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Michael Mayo Sr., Chair, Transportation, Public Works and Transit Committee
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Scott Manske, Comptroller
Clark Wantoch, Director of Highway Operations, DOT
James Martin, Interim Fiscal Administrator, DOT

1 (ITEM) From the Interim Director of Transportation requesting authority to execute
2 an amendment to a professional service agreement with Collins Engineers, Inc. under
3 the 2011/12 Bridge Inspection and Management Services contract by adding Traffic
4 Signal Mast Arm Inspections for an amount not to exceed \$5,000 by recommending
5 adoption of the following:
6
7

8 **A RESOLUTION**
9

10 WHEREAS, Milwaukee County requires that any consultant agreement for
11 services to Milwaukee county over \$50,000 be brought to the County Board for
12 approval; and
13

14 WHEREAS, the National Bridge Inspection Standards (NBIS) in 1971 under the
15 1968 Federal Aid Highway Act requires that all bridges on public roads be inspected at
16 regular intervals, not to exceed 24 months; and
17

18 WHEREAS, the Wisconsin Bridge Inspection Program is federally mandated and
19 is based upon the National Bridge Inspection Standards (NBIS); and
20

21 WHEREAS The Milwaukee County Department of Transportation (MCDOT) was
22 authorized to execute a professional service agreement with Collins Engineers, Inc. to
23 provide Bridge Inspection and Management Services for an amount not to exceed
24 \$90,000; and
25

26 WHEREAS, After award of the contract to Collins Engineering for 2011/2012, the
27 state recommended reviewing traffic signal mast arm inspections under the bridge
28 review program; and
29

30 WHEREAS, Milwaukee County has recently installed traffic signal mast arms and
31 this amendment will allow Collins Engineering, who has expertise in this area and has
32 been performing these mast arm reviews for the state; and
33

34 WHEREAS, an amendment to Collins Engineering existing contract for Bridge
35 Inspections contract would allow for the traffic signal mast arm inspections for an
36 amount not to exceed \$5,000; now, therefore
37

38 BE IT RESOLVED, that the County Board of Supervisors does hereby authorize
39 the MCDOT Interim Director to execute an amendment to a professional service
40 contract with Collins Engineers, Inc. to provide Traffic Signal Mast Arm Inspections for
41 an amount not to exceed \$5,000 with sufficient funds available in the Departments 2013
42 Operating Budget within the Professional Services Recurring Account.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 11, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Approval to amend a Professional Services contract that exceeds \$50,000 for the 2011/12 Milwaukee County Bridge Inspection and Management Services program.

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	\$5,000.	
	Revenue		
	Net Cost	\$5,000	
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.

As mandated by state law, Bridge Engineering oversees the biennial bridge inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County. The state recommends the inspection of bridges contract include the traffic signal mast arm inspections which are needed to insure a safe installation. Sufficient funding is available in the Department’s budget to cover these costs under the professional services recurring account.

Department/Prepared By Clark Wantoch, Director of Highway Operations

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes X No

Did CBDP Review?² X Yes No Not Required

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.

² Community Business Development Partners’ review is required on all professional service and public work construction contracts.

**--COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

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

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **Award of a Professional Services Agreement Exceeding \$50,000 for the 2013/14 Milwaukee County Bridge Inspection, Traffic Signal Mast Arm Inspection and Management Services contract in an amount not to exceed \$140,000**

POLICY

In accordance with County Ordinance 56.30 regarding Professional Services, the procedure of the Department of Transportation (DOT) requires County Board approval for the award of professional service agreements exceeding \$50,000 funded with operating budget accounts. The Interim Director of the DOT is requesting authorization to execute a professional service agreement with Collins Engineers, Inc. to provide Bridge Inspection, Traffic Signal Mast Arm Inspection and Management Services for an amount not to exceed \$140,000.

BACKGROUND

Congress created the National Bridge Inspection Standards (NBIS) in 1971 under the 1968 Federal Aid Highway Act. This Act requires that all bridges on public roads be inspected at regular intervals, not to exceed 24 months. The Wisconsin Department of Transportation Bridge (WisDOT) Inspection Program is federally mandated and has been in effect since 1971. The policies of the bridge inspection program are based upon the National Bridge Inspection Standards (NBIS).

In accordance with the WisDOT Bridge Inspection Program, the County Highway Commissioner has the delegated responsibility for the organizational management of the structure inspections and reporting for all bridges on the County Highway System as well as the bridges on the various Town, Village and City Road & Street systems within the County. The necessary qualifications to act as the County Inspection Manager include: registration as a licensed P.E. in the state of Wisconsin; and completion of the NHI 80 hour In-Service Bridge course.

Whereas, the Milwaukee County Highway Commissioner deems it advisable to engage the services of Collins Engineers, Inc. to provide bridge inspection program management services. Collins Engineers, Inc. has served as the County's Program Manager since 2010 and is familiar with the bridge inspection program requirements. Although other firms could qualify to act as the County's Program Manager, the

Supervisor Marina Dimitrijevic
Supervisor Michael Mayo, Sr.
February 22, 2013
Page 2

continuity of the existing program and the time and expense involved in soliciting other firms could compromise the effectiveness of the existing program.

In addition, Milwaukee County has recently installed traffic signal mast arms at several intersections under the highway safety improvement program. The state is recommending these mast arms be inspected to ensure proper installation now and on a four year cycle. Collins Engineering has been performing these reviews for the state and we have added this component to the professional services contract.

RECOMMENDATION

The Interim Director of the DOT is requesting authorization to execute a professional service agreement with Collins Engineers, Inc. to provide Bridge Inspection, Traffic Signal Mast Arm Inspection and Program Management Services in an amount not to exceed \$140,000.

Prepared by: Aziz Aleiow, Managing Engineer

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

BD:AA:

cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Michael Mayo Sr., Chair, Transportation, Public Works and Transit Committee
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Scott Manske, Comptroller
Clark Wantoch, Director of Highway Operations, DOT
James Martin, Interim Fiscal Administrator, DOT

1 (ITEM) From the Interim Director of Transportation requesting authority to execute
2 a professional service agreement with Collins Engineers, Inc. for 2013/14 Bridge
3 Inspection, Traffic Signal Mast Arm Inspections and Management Services for an
4 amount not to exceed \$140,000 by recommending adoption of the following:
5

6
7 **A RESOLUTION**
8

9 WHEREAS, Milwaukee County requires that any consultant agreement for
10 services to Milwaukee county over \$50,000 be brought to the County Board for
11 approval; and
12

13 WHEREAS, the National Bridge Inspection Standards (NBIS) in 1971 under the
14 1968 Federal Aid Highway Act requires that all bridges on public roads be inspected at
15 regular intervals, not to exceed 24 months; and
16

17 WHEREAS, the Wisconsin Bridge Inspection Program is federally mandated and
18 is based upon the National Bridge Inspection Standards (NBIS); and
19

20 WHEREAS, in accordance with the Wisconsin Bridge Inspection Program, the
21 County Highway Commissioner has the delegated responsibility for the organizational
22 management of the structure inspections and reporting for all bridges on the County
23 Highway System as well as the bridges on the various Town, Village and City Road &
24 Street systems within the County; and
25

26 WHEREAS, the necessary qualifications to act as the County Inspection
27 Program Manager include registration as a licensed P.E. in the state of Wisconsin and
28 completion of the NHI 80 hour In-Service Bridge course; and
29

30 WHEREAS, Collins Engineers, Inc. has served as the County's Inspection
31 Program Manager since 2010 and is familiar with the bridge inspection program
32 requirements; and
33

34 WHEREAS, Collins Engineers, Inc. also has expertise in the review of mast arms
35 at signalized intersections to insure safety of these fixtures in the public right of way of
36 which Milwaukee county has recently installed several, and
37

38 WHEREAS, the state recommends these mast arms be inspected on a regular
39 basis; now, therefore
40

41 BE IT RESOLVED, that the County Board of Supervisors does hereby authorize
42 the DOT Interim Director to execute a professional service agreement with Collins
43 Engineers, Inc. for 2013/14 Bridge Inspection, Traffic signal Mast Arm Inspections and
44 Management Services for an amount not to exceed \$140,000 with sufficient funds
45 available in the Departments 2013 Operating Budget within the Professional Services
46 Recurring Account.
47 .

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 11, 2013

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Award of a Professional Services Agreement Exceeding \$50,000 for 2013/14 Milwaukee County Bridge Inspection, Traffic Signal Mast Arm Inspection and Management Services.

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	\$140,000.	
	Revenue		
	Net Cost	\$140,000	
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.

As mandated by state law, Bridge Engineering oversees the biennial bridge inspections of all County-owned bridges and administers the Local Bridge Program for all municipality-owned bridges in Milwaukee County. Sufficient funds are available in the Department’s budget to cover these costs under the professional services recurring account.

Department/Prepared By Clark Wantoch, Director of Highway Operations

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

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.

² Community Business Development Partners’ review is required on all professional service and public work construction contracts.

DATE : February 18, 2013

TO : Supervisor Marina Dimitrijevic, Chairwoman, Board of Supervisors

FROM : James Burton, Director, Facilities Management Division, DAS

SUBJECT : New Capital Project WO224 Zoo Interchange Utilities Relocation and Reimbursement from the State Department of Transportation (WisDOT)

REQUEST

Approval is requested to enter into a Memorandum of Understanding (MOU) with WisDOT to allow Milwaukee County (County) to be reimbursed for expenses associated with the relocation, adjustment, and the performing of other improvements related to water, sanitary sewer, electrical, lighting, and communication utilities as part of the Zoo Interchange Project. Approval is also requested to create capital Project WO224 Zoo Interchange Utilities Relocation in order to facilitate these improvements.

BACKGROUND/ANALYSIS

WisDOT is currently in the process of designing the reconstruction of Watertown Plank Road, which is a phase of the Zoo Interchange Improvements project. The Watertown Plank Road reconstruction includes reconstruction of the areas along the interchange with State Trunk Highway 45 (STH 45), from Innovation Drive to 87th Street. The reconstruction will involve widening Watertown Plank Road and lowering the road in the vicinity of the STH 45. Construction is scheduled to begin in January 2014.

The improvements to Watertown Plank Road conflict with the existing locations of the following County owned utilities: sanitary sewer, street lighting, communications, electrical, and water. The impacted water facilities are part of the County's water utility that serve the entire grounds. The impacts to sanitary are mainly adjustments to the manhole rims to match the proposed new grades. The electrical conflicts impact the County primary 4160 electrical distribution system at two locations where it crosses under Watertown Plank Road. The street lighting impacts are mainly limited to lighting at Behavioral Health Division (BHD) parking lots, along 92nd Street and along 87th Street. The communications requiring relocation involve the Parks Administration Building, Sheriff's Headquarters and Fleet Maintenance.

In order for WisDOT to reconstruct Watertown Plank Road reconstruction, the County's utilities will be relocated, lowered, abandoned, or otherwise improved in order to eliminate the conflicts between the County's utilities and the work necessary to complete the proposed Watertown Plank Road improvements. The total estimated expenses for the relocation of the various utilities are \$2,215,600.

The County and WisDOT are in the process of negotiating the amount of expenses that will be reimbursed by WisDOT as part of the relocations. The share of expenses that will be reimbursed by WisDOT are governed by Wisconsin State Statutes and WisDOT policies. The reimbursement for the County is estimated to be between \$1,050,000 and \$1,400,000. This would mean that an estimated \$815,600-\$1,165,600 would need to be

financed locally. Of the portion that would need to be financed locally, approximately 80% of the expenses are related to the County's water utility.

Any expenses that are determined not reimbursable by the WisDOT will need to be financed by other sources. For any non-reimbursable expenses related to the County's utilities, the expenses will be charged out to the users of utilities to the extent possible. The County maintains utility reserves funded by the utility customers. The reserves will be examined to offset non-reimbursable expenses. The proceeds of any of the County-owned parcels that are sold to the State will be used to offset any County related non-reimbursable expenses from the Zoo Interchange Utilities Relocation project. A different financing source will need to be identified should any expenses remain subsequent to the WisDOT reimbursement and the receipt of all land sale proceeds.

The construction time line for the Zoo Interchange project requires that work on the utility relocation begin immediately. Significant coordination between utility companies, municipalities, private property owners and the WisDOT has taken place during the planning and design. It has taken until now to fully understand the impacts to County utilities and the appropriate modifications needed to mitigate the conflicts. With Watertown Plank Road improvements scheduled to begin in January 2014, the time remaining to design, bid and construct modifications to the County's utilities is limited. In order to expedite the process, the Department of Administrative Services (DAS) is requesting an exemption from the formal request for proposal (RFP) requirement of Section (5) of §56.30 of the County Ordinances that will allow selection of GRAEF-USA Inc. (Graef) as the contractor for planning and design on the project. Graef has been under contract to assist the County with evaluating the utilities conflicts, estimating the cost of the impacts and preparing responses to the WisDOT. Continuing design service with Graef for the utilities relocations will minimize the time needed to get the project bid and a contractor performing the relocations. The County's utilities will need to be relocated in a phased approach to ensure services are maintained, which will require a longer construction schedule.

The relocations should be finished before WisDOT begins work on Watertown Plank Road in January 2014. Assuming County Board approval of the attached resolution, it is anticipated that construction on the utilities relocation will begin in July 2013 and will be completed by the end of 2013.

RECOMMENDATION

The Department of Administrative Services recommends approval of the attached resolution that authorizes DAS, Corporation Counsel, and Risk Management to negotiate, prepare, review, approve, execute and record all documents and perform all actions required to enter into an MOU with the WisDOT to have the County perform work relating to relocation, adjustment, other improvements relating to the Zoo Interchange Utilities Relocation project and be reimbursed for eligible expenses by the WisDOT.

DAS also recommends the creation of capital project WO224 Zoo Interchange Utilities

Relocation. Financing for the project will be provided from the WisDOT, the Milwaukee County Water Utility users, and land sale proceeds. The creation of the capital project will be done by an administrative fund transfer by the DAS-Fiscal Affairs.

The DAS also recommends that an exemption from the formal RFP requirement of Section (5) of §56.30 of the County Ordinances that will allow for the sole source selection of GRAEF-USA Inc. as the design consultant that will perform planning, design, and other work on the project. The contract with GRAEF will be in the range of \$200,000 to \$250,000. All other applicable County professional services contracting requirements will apply, including a DBE participation goal of 25%.

James Burton, Director
Facilities Management Division, DAS

cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Michael Mayo, Sr., Chair, Transportation, Public Works, and Transit Committee
Willie Johnson, Jr., Co-Chair, Finance, Personnel, and Audit Committee
David Culler, Co-Chair, Finance, Personnel, and Audit Committee
Scott Manske, Comptroller
Craig Kammholz, Fiscal and Budget Administrator, DAS
Julie Esch, Director of Operations, DAS
Brian Dranzik, Interim Director, DOT
Steve Cady, County Board Fiscal and Budget Analyst
Jessica Janz-McKnight, County Board, Policy Analyst
Jim Burton, Director, DAS Facilities Management
Greg High, Director, DAS Facilities Management-
Vincent Masterson, Strategic Asset Coordinator, DAS
Justin Rodriguez, Capital Finance Analyst, Comptroller's Office
Pamela Bryant, Capital Finance Manager, Comptroller's Office

1
2
3
4 (ITEM *) A resolution to authorize the Department of Administrative Services (DAS) to enter
5 into a Memorandum of Understanding (MOU) with the Wisconsin Department of Transportation
6 (WisDOT) to reimburse Milwaukee County (County) for expenses associated with the newly
7 created capital project WO224 Zoo Interchange Utilities Relocation:
8

9
10 **A RESOLUTION**

11 WHEREAS, the WisDOT is currently in the process of designing the reconstruction of
12 Watertown Plank Road, which is a phase of the Zoo Interchange Improvements project; and
13

14 WHEREAS, the Watertown Plank Road reconstruction includes reconstruction of the
15 areas along the interchange with State Trunk Highway 45 (STH 45), from Innovation Drive to
16 87th Street; and
17

18 WHEREAS, the reconstruction will involve widening Watertown Plank Road and
19 lowering the road in the vicinity of the STH 45; and
20

21 WHEREAS, the improvements to Watertown Plank Road conflict with the existing
22 locations of the following County owned utilities: sanitary sewer, street lighting,
23 communications, electrical, and water; and
24

25 WHEREAS, in order for the WisDOT to reconstruct Watertown Plank Road
26 reconstruction, the County's utilities will be relocated, lowered, abandoned, or otherwise
27 improved in order to eliminate the conflicts between the County's utilities and the work
28 necessary to complete the proposed Watertown Plank Road improvements; and
29

30 WHEREAS, the total estimated expenses for the relocation of the various utilities are
31 \$2,215,600; and
32

33 WHEREAS, the County and WisDOT are in the process of negotiating the amount of
34 expenses that will be reimbursed by WisDOT as part of the relocations; and
35

36 WHEREAS, the reimbursement for the County is estimated to be between \$1,050,000
37 and \$1,400,000; and
38

39 WHEREAS, an estimated \$815,600-\$1,165,600 would need to be financed locally, and
40

41 WHEREAS, of the portion that would need to be financed locally, approximately 80% of
42 the expenses are related to the County's water utility; and
43

44 WHEREAS, any non-reimbursable expenses related to the County's utilities will be
45 charged out to the users of the utilities to the extent possible; and
46

47 WHEREAS, the County maintains utility reserves that are funded by utility customers;
48 and

49
50 WHEREAS, the reserves will be examined to offset non-reimbursable expenses; and

51
52 WHEREAS, the proceeds of any of the County-owned parcels that are sold to the State
53 will be used to offset any remaining expenses from the Zoo Interchange Utilities Relocation
54 project; and

55
56 WHEREAS, a different financing source will need to be identified should any expenses
57 remain subsequent to WisDOT reimbursement and the receipt of all land sale proceeds; and

58
59 WHEREAS, the construction time line for the Zoo Interchange project requires that work
60 on the utility relocation begin immediately; and

61
62 WHEREAS, significant coordination between utility companies, municipalities, private
63 properties and WisDOT has taken place during the planning and design; and

64
65 WHEREAS, with Watertown Plank Road improvements scheduled to begin in January
66 2014, the time remaining to design, bid and construct modifications to the County's utilities is
67 limited; and

68
69 WHEREAS, in order to expedite the process, DAS is requesting an exemption from the
70 formal request for proposals (RFP) requirement of Section(5) of §56.30 of the County
71 Ordinances that will allow the sole source selection of GRAEF-USA Inc. (Graef) as the
72 contractor for planning and design on the project; and

73
74 WHEREAS, continuing design service with Graef for the utilities relocations will
75 minimize the time needed to get the project bid and a contractor performing the relocations; and

76
77 WHEREAS, the relocations should be finished before WisDOT begins work on
78 Watertown Plank Road in January 2014; and

79
80 WHEREAS, assuming County Board approval of this resolution, it is anticipated that
81 construction on the utilities relocation will begin in July 2013 and will be completed by the end
82 of 2013; now, therefore,

83
84 BE IT RESOLVED, the Milwaukee County Board of Supervisors hereby authorizes the
85 Director of the Department of Administrative Services (DAS), Corporation Counsel, and Risk
86 Management staff to negotiate, prepare, review, approve, execute and record all documents and
87 perform all actions required to enter into an MOU with WisDOT to have the County perform
88 work relating to relocation, adjustment, other improvements relating to the Zoo Interchange
89 Utilities Relocation project and be reimbursed for eligible expenses by WisDOT; and

90

91 BE IT FURTHER RESOLVED, that the DAS Director is authorized to enter into a
92 contract with Graef and this contract procurement shall be exempt from the formal Request for
93 Proposal (RFP) requirement of Section (5) of §56.30 of the County Ordinances; and

94

95 BE IT FURTHER RESOLVED, any WisDOT non-reimbursable expenses related to the
96 County's utilities will be charged out to the users of the utilities to the extent possible; and

97

98 BE IT FURTHER RESOLVED, proceeds of any County-owned parcels within the
99 Utility Relocation Project area that are sold will first be used to offset any non-reimbursable
100 expenses from the Zoo Interchange Utilities Relocation Project that are also not able to be
101 recovered from the non-County users of the utilities or utility reserves; and

102

103 BE IT FURTHER RESOLVED, that a future financing source will need to be identified
104 for the project should the reimbursement from WisDOT, allocations to water utility users, and
105 proceeds from the sale of County-owned parcels within the Utility Relocation Project area not be
106 sufficient to cover the cost of the project; and

107

108 BE IT FURTHER RESOLVED, that the DAS Director is directed to process an
109 administrative fund transfer to create project WO224 Research Zoo Interchange Utilities
110 Relocation and will provide expenditure authority and financing for the project as described by
111 this resolution.

112

113

114

115

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 02/18/13

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Authorization to enter into a Memorandum of Understanding with the Wisconsin Department of Transportation (WisDOT) to reimburse Milwaukee County (County) for expenses associated with the newly created capital project WO224 Zoo Interchange Utilities Relocation

FISCAL EFFECT:

- | | |
|--|--|
| <input 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 checked="" type="checkbox"/> Increase Capital Expenditures

<input type="checkbox"/> Decrease Capital Expenditures
<input checked="" 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	See Below	
	Revenue	See Below	
	Net Cost	See Below	
Capital Improvement Budget	Expenditure	See Below	\$0
	Revenue	See Below	\$0
	Net Cost	See Below	\$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. Approval of the resolution will allow Milwaukee County to enter into an MOU with WisDOT to have the County perform work relating to relocation, adjustment, other improvements relating to the Zoo Interchange Utilities Relocation project and be reimbursed for eligible expenses by the WisDOT. The resolution would also allow the County to enter into a contract with GRAEF-USA Inc. (Graef) to perform planning and design work on the project.
 - B. This request increases expenditure authority by \$2,215,600 for Project WO224 Zoo Interchange Utilities Relocation. An estimated \$1,050,000 to \$1,400,000 will be reimbursed by WisDOT. The remaining \$815,600 to \$1,165,600 will need to be financed locally. To the extent possible, these expenses will be financed by the users of County utilities. The reserves of the utilities will be examined to offset any non-reimbursable expenses. Any proceeds from land sales in the Zoo Utility relocation area will be used to financing any expenses that are not reimbursed by WisDOT nor financed by users of the County utilities. A future financing source will need to be identified to in order to finance any expenses that are not financed by WisDOT, utility users, or land sale proceeds.
 - C. The budgetary impact of this project varies from \$815,600 to \$1,165,600. The budgetary impact will vary by the final amount that WisDOT will reimburse, the amount that is available to finance the projects in the various utility reserves, and the amount that is able to be allocated to non-County utility users. A portion of the budgetary impact may also be offset by land sale revenue that is able to be applied to the project.
 - D. It is assumed that the non-reimbursable expenses related to non-County users will be able to be allocated or covered by existing reserves to the fullest extent possible. It is also

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.
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assumed that any non-reimbursable expenses that are not covered by existing reserves or non-County users will be covered by land sale proceeds within the Zoo Utilities Relocation area.

Department/Prepared By Justin Rodriguez

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

County of Milwaukee
INTEROFFICE MEMO

DATE: February 11, 2013

TO: Supervisor Dimitrijevic, County Board Chairwoman

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **Capital Improvement Committee Process – 5 Yr Program Submission (2014 – 2018) for the Milwaukee County Dept. of Transportation**

Issue

Milwaukee County Ordinance 36.04 requires all Departments to submit five-year capital improvement program (Program) requests to their respective standing committees. Standing committees shall then submit Programs along with recommendations to the newly created Capital Improvements Committee (CIC).

Background

The purpose of the CIC is to develop a Program for the entire County and establish criteria on how each capital project will be evaluated. The ordinance also requires Departments to submit Programs to their respective standing committees, which will then forward their recommendations to the CIC.

Request

The Department of Transportation has evaluated its anticipated capital needs. The attached includes the Department's outstanding capital needs prioritized within each program area. Requested capital projects assume current operations.

Major projects include:

Roadways and Bridge Structures – Design and construction for replacement and/or rehabilitation of multiple county-owned highways and bridge structures.

Fleet – Replacement of County Fleet Equipment such as passenger cars and heavy highway equipment.

Transit – Bus Fleet Replacement.

Airport – Design and construction for multiple airport system improvement projects including Airfield Safety Improvements, Phase II of the Noise Mitigation/Residential Sound Insulation Program, Deicing Pads, and GMIA Central Terminal Redesign.

Brian Dranzik
Interim Director, Department of Transportation

Cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Kelly Bablitch, Chief of Staff, County Board
Michael Mayo, Sr., Chair, Transportation, Public Works, and Transit Committee
Willie Johnson, Jr., Co-Chair, Finance Personnel, and Audit Committee
David Cullen, Co-Chair, Finance Personnel, and Audit Committee
TBD, Chair, Capital Improvements Committee
TBD, CEX Appointee #1, Capital Improvements Committee
TBD, CEX Appointee #2, Capital Improvements Committee
Craig Kammholz, Fiscal & Budget Director, DAS
Brian Dranzik, Interim Director, Department of Transportation
Scott Manske, Comptroller
Vince Masterson, Strategic Asset Coordinator, DAS
Chris Lindberg, CIO, IMSD
Laurie Panella, Deputy CIO, IMSD
Pamela Bryant, Capital Finance Manager, Comptroller's Office
Justin Rodriguez, Capital Finance Analyst, Comptroller's Office
Gregory High, Director, AE&ES-FM-DAS

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4 (ITEM *) A resolution to authorize the attached Five Year Capital Improvements
5 Program for the Milwaukee County Department of Transportation (MCDOT) to be
6 recommended to the Capital Improvement Committee (CIC):
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8 **A RESOLUTION**
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10 WHEREAS, the 2013 Adopted Capital Improvements Budget includes the
11 creation of a Capital Improvements Committee (CIC); and
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13 WHEREAS, ordinance 36.04 was also approved in 2013, which codified the
14 creation, composition, duties, reports, and staffing of the CIC; and
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16 WHEREAS, the purpose of the CIC is to develop a Five Year Program for the
17 entire County and establish criteria on how each capital project will be evaluated; and
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19 WHEREAS, the ordinance also requires Departments to submit Five Year
20 Programs to their respective standing committees, which will then forward their
21 recommendations to the CIC; and
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23 WHEREAS, the Milwaukee County Department of Transportation (MCDOT) has
24 evaluated its anticipated capital needs; and
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26 WHEREAS, the attached Five Year Program includes the department's
27 outstanding capital needs; now, therefore,
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29 BE IT RESOLVED, the attached Five Year Program (Exhibit A) is recommended
30 to the CIC.
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Exhibit A

Milwaukee Department of Transportation (MCDOT)-Transportation Services WH001-TRAFFIC HAZARD ELIMINATION PROGRAM (HSIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WH001152	S. 76th St. Intersect. w/Edgerton & Layton Ave.-2160-15-70	\$693,000	\$623,700	\$69,300	
2	WH001171	CTH Y-Layton Ave. Intersection w/s. 60th St.-2070-09-00	\$98,000	\$88,200	\$9,800	
3	WH001AA1	CTH G & CTH S Intersection-2216-02-00	\$128,750	\$115,875	\$12,875	
4	WH001CC1	Intersections of CTH Y with Pennsylvania and Whitnall (W & E)-2070-08-00	\$113,009	\$101,708	\$11,301	
5	WH001BB1	Intersection of CTH U and CTH BB-2160-01-02	\$105,481	\$94,933	\$10,548	
Total			\$1,138,240	\$1,024,416	\$113,824	
Milwaukee Department of Transportation (MCDOT)-Transportation Services WH001-TRAFFIC HAZARD ELIMINATION PROGRAM (HSIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH001172	CTH Y-Layton Ave. Intersection w/s. 60th St.-2070-09-70	\$668,000	\$601,200	\$66,800	
2	WH001AA2	CTH G & CTH S Intersection-2216-02-70	\$450,883	\$405,795	\$45,088	
3	WH001CC2	Intersections of CTH Y with Pennsylvania and Whitnall (W & E)-2070-08-70	\$853,239	\$767,915	\$85,324	
4	WH001BB2	Intersection of CTH U and CTH BB-2160-01-72	\$502,654	\$452,389	\$50,265	
Total			\$2,474,776	\$2,227,298	\$247,478	
Milwaukee Department of Transportation (MCDOT)-Transportation Services WH001-TRAFFIC HAZARD ELIMINATION PROGRAM (HSIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1			\$0	\$0	\$0	
Total			\$0	\$0	\$0	
Milwaukee Department of Transportation (MCDOT)-Transportation Services WH001-TRAFFIC HAZARD ELIMINATION PROGRAM (HSIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1			\$0	\$0	\$0	
Total			\$0	\$0	\$0	
Milwaukee Department of Transportation (MCDOT)-Transportation Services WH001-TRAFFIC HAZARD ELIMINATION PROGRAM (HSIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1			\$0	\$0	\$0	
Total			\$0	\$0	\$0	

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Milwaukee Department of Transportation (MCDOT)-Transportation Services PROGRAM 2014 WH002-CONGESTION MITIGATION & AIR QUALITY (CMAQ)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WH002012	Inter-jurisdictional Traffic System CMAQ-1693-06-76	\$500,000	\$360,936	\$139,064	
2	WH002031	Traffic Signal Optimization-1693-36-01	\$316,216	\$252,973	\$63,243	
3	WH002AA1	W. Rawson Ave. (CTH BB) and W. Forest Home Ave. (CTH OO) Intersection	\$86,000	\$68,800	\$17,200	
4	WH002BB1	W. Beloit Rd. (CTH T) and S. 112th St. Intersection	\$70,000	\$56,000	\$14,000	
5	WH002CC1	W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System	\$490,000	\$392,000	\$98,000	
Total			\$1,462,216	\$1,130,709	\$331,507	
Milwaukee Department of Transportation (MCDOT)-Transportation Services PROGRAM 2015 WH002-CONGESTION MITIGATION & AIR QUALITY (CMAQ)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH002AA2	W. Rawson Ave. (CTH BB) and W. Forest Home Ave. (CTH OO) Intersection	\$379,000	\$303,200	\$75,800	
2	WH002BB2	W. Beloit Rd. (CTH T) and S. 112th St. Intersection	\$305,000	\$244,000	\$61,000	
Total			\$684,000	\$547,200	\$136,800	
Milwaukee Department of Transportation (MCDOT)-Transportation Services PROGRAM 2016 WH002-CONGESTION MITIGATION & AIR QUALITY (CMAQ)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Milwaukee Department of Transportation (MCDOT)-Transportation Services PROGRAM 2017 WH002-CONGESTION MITIGATION & AIR QUALITY (CMAQ)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Milwaukee Department of Transportation (MCDOT)-Transportation Services PROGRAM 2018 WH002-CONGESTION MITIGATION & AIR QUALITY (CMAQ)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	

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Milwaukee Department of Transportation (MCDOT)-Transportation Services 2014 WH010-COUNTY HIGHWAY ACTION PROGRAM (STP & CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WH010171	S.76th St. - Puetz to Imperial-2160-10-00	\$128,900	\$99,800	\$29,100	
2	WH010172	S.76th St. - Puetz to Imperial-2160-10-70	\$3,609,316	\$3,608,533	\$783	
3	WH010021	Reconst. Mill Rd. 43rd St. to Teutonia Ave.-2216-01-00	\$197,275	\$157,820	\$39,455	
4	WH010023	Reconst. Mill Rd. 43rd St. to Teutonia Ave.-2216-01-20	\$187,500	\$150,000	\$37,500	
5	WH010211	W. St. Martins Rd.- S. North Cape Rd. to S. Lovers Lane Rd.-WH010211	\$80,000	\$24,000	\$56,000	
6	WH010191	Old Loomis Rd- Warwick to Rawson & 76th to Hollow Ln.-WH010191	\$50,000	\$21,000	\$29,000	
7	WH010161	Reconst. 13th: Drexel to Rawson	\$400,000	\$320,000	\$80,000	
8	WH010221	Reconst. 13th: Puetz to Drexel	\$300,000	\$240,000	\$60,000	
Total			\$4,952,991	\$4,621,153	\$331,838	
Milwaukee Department of Transportation (MCDOT)-Transportation Services 2015 WH010-COUNTY HIGHWAY ACTION PROGRAM (STP & CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH010021	Reconst. Mill Rd. 43rd St. to Teutonia Ave.-2216-01-00	\$180,000	\$144,000	\$36,000	
2	WH010023	Reconst. Mill Rd. 43rd St. to Teutonia Ave.-2216-01-20	\$187,500	\$150,000	\$37,500	
3	WH010212	W. St. Martins Rd. - S. North Cape Rd. to S. Lovers Lane Rd.-WH010212	\$1,100,000	\$348,294	\$751,706	
4	WH010192	Old Loomis Rd- Warwick to Rawson & 76th to Hollow Ln.-WH010192	\$725,000	\$375,000	\$350,000	
5	WH010161	Reconst. 13th: Drexel to Rawson	\$400,000	\$320,000	\$80,000	
6	WH010163	Reconst. 13th: Drexel to Rawson	\$500,000	\$400,000	\$100,000	
7	WH010221	Reconst. 13th: Puetz to Drexel	\$300,000	\$240,000	\$60,000	
Total			\$3,392,500	\$1,977,294	\$1,415,206	
Milwaukee Department of Transportation (MCDOT)-Transportation Services 2016 WH010-COUNTY HIGHWAY ACTION PROGRAM (STP & CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH010022	Reconst. Mill Rd. 43rd St. to Teutonia Ave.-2216-01-70	\$5,500,000	\$4,400,000	\$1,100,000	
2	WH010161	Reconst. 13th: Drexel to Rawson	\$100,000	\$80,000	\$20,000	
3	WH010162	Reconst. 13th: Drexel to Rawson	\$4,700,000	\$3,760,000	\$940,000	
4	WH010221	Reconst. 13th: Puetz to Drexel	\$300,000	\$240,000	\$60,000	
5	WH010223	Reconst. 13th: Puetz to Drexel	\$500,000	\$400,000	\$100,000	
6	WH010061	Reconstruct CTH Y Layton Ave. 27th to 43rd	\$250,000	\$200,000	\$50,000	
7	WH010081	Reconstruct CTH N South 92nd St. Forest Home to Howard	\$300,000	\$240,000	\$60,000	
Total			\$11,650,000	\$9,320,000	\$2,330,000	
Milwaukee Department of Transportation (MCDOT)-Transportation Services 2017 WH010-COUNTY HIGHWAY ACTION PROGRAM (STP & CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH010222	Reconst. 13th: Puetz to Drexel	\$4,700,000	\$3,760,000	\$940,000	
2	WH010061	Reconstruct CTH Y Layton Ave. 27th to 43rd	\$250,000	\$200,000	\$50,000	
3	WH010081	Reconstruct CTH N South 92nd St. Forest Home to Howard	\$300,000	\$240,000	\$60,000	
4	WH010011	Reconstruct S. 76th St. County Line to Puetz	\$600,000	\$480,000	\$120,000	
Total			\$5,850,000	\$4,680,000	\$1,170,000	
Milwaukee Department of Transportation (MCDOT)-Transportation Services 2018 WH010-COUNTY HIGHWAY ACTION PROGRAM (STP & CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH010061	Reconstruct CTH Y Layton Ave. 27th to 43rd	\$250,000	\$200,000	\$50,000	
2	WH010063	Reconstruct CTH Y Layton Ave. 27th to 43rd	\$700,000	\$560,000	\$140,000	
3	WH010081	Reconstruct CTH N South 92nd St. Forest Home to Howard	\$300,000	\$240,000	\$60,000	
4	WH010083	Reconstruct CTH N South 92nd St. Forest Home to Howard	\$700,000	\$560,000	\$140,000	
5	WH010011	Reconstruct S. 76th St. County Line to Puetz	\$600,000	\$480,000	\$120,000	
Total			\$2,550,000	\$2,040,000	\$510,000	

Milwaukee Department of Transportation (MCDOT)-Transportation Services Department Name 2014 WH020-MAJOR REHABILITATION PROGRAM (CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WH020152	S. North Cape Rd.- Hi-View Dr. to W. Forest Home Ave.-WH020152	\$1,500,000	\$569,126	\$930,874	
2	WH020122	S. 68th St. - W. Ryan Rd. to House of Corrections-WH020122	\$580,000	\$180,000	\$400,000	
3	WH020161	E. Layton Ave. - S. Howell Ave. to S. Pennsylvania Ave.-WH020161	\$112,500	\$42,500	\$70,000	
4	WH020171	W. Layton Ave. - S. 76th St. to S. 60th St.-WH020171	\$100,000	\$40,000	\$60,000	
Total			\$2,292,500	\$831,626	\$1,460,874	
Milwaukee Department of Transportation (MCDOT)-Transportation Services Department Name 2015 WH020-MAJOR REHABILITATION PROGRAM (CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH020161	E. Layton Ave. - S. Howell Ave. to S. Pennsylvania Ave.-WH020161	\$112,500	\$42,500	\$70,000	
2	WH020162	E. Layton Ave. - S. Howell Ave. to S. Pennsylvania Ave.-WH020162	\$2,250,000	\$1,250,000	\$1,000,000	
3	WH020171	W. Layton Ave. - S. 76th St. to S. 60th St.-WH020171	\$100,000	\$40,000	\$60,000	
4	WH020172	W. Layton Ave. - S. 76th St. to S. 60th St.-WH020172	\$2,000,000	\$1,200,000	\$800,000	
Total			\$4,462,500	\$2,532,500	\$1,930,000	
Milwaukee Department of Transportation (MCDOT)-Transportation Services Department Name 2016 WH020-MAJOR REHABILITATION PROGRAM (CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH020181	W. Layton Ave. - S. 60th St. to W. Loomis Rd.-WH020181	\$160,000	\$40,000	\$120,000	
2	WH020XX1	N. Teutonia Ave. (CTH D)- W. Good Hope Rd. to W. Bradley Rd.	\$300,000	\$75,000	\$225,000	
Total			\$460,000	\$115,000	\$345,000	
Milwaukee Department of Transportation (MCDOT)-Transportation Services Department Name 2017 WH020-MAJOR REHABILITATION PROGRAM (CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH020182	W. Layton Ave. - S. 60th St. to W. Loomis Rd.-WH020182	\$1,600,000	\$800,000	\$800,000	
2	WH020XX1	N. Teutonia Ave. (CTH D)- W. Good Hope Rd. to W. Bradley Rd.	\$2,000,000	\$1,000,000	\$1,000,000	
3	WH020141	N. Pt. Washington Rd.: Daphne to Good Hope	\$405,000	\$101,250	\$303,750	
Total			\$4,005,000	\$1,901,250	\$2,103,750	
Milwaukee Department of Transportation (MCDOT)-Transportation Services Department Name 2018 WH020-MAJOR REHABILITATION PROGRAM (CHIP)						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH020142	N. Pt. Washington Rd.: Daphne to Good Hope	\$2,750,000	\$1,200,000	\$1,550,000	
Total			\$2,750,000	\$1,200,000	\$1,550,000	

Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2014		WH030 - BRIDGE REPLACEMENT PROGRAM				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2015		WH030 - BRIDGE REPLACEMENT PROGRAM				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH030132	Whitnall Park Bridge #713	\$870,000	\$696,000	\$174,000	\$0
2	WH030062	Whitnall Park Bridge #721	\$250,000	\$200,000	\$50,000	\$0
Total			\$1,120,000	\$896,000	\$224,000	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2016		WH030 - BRIDGE REPLACEMENT PROGRAM				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH030141	W. Vienna-Men. River Bridge #771	\$150,000	\$120,000	\$30,000	\$0
Total			\$150,000	\$120,000	\$30,000	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2017		WH030 - BRIDGE REPLACEMENT PROGRAM				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2018		WH030 - BRIDGE REPLACEMENT PROGRAM				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH030142	W. Vienna-Men. River Bridge #771	\$870,000	\$690,000	\$180,000	\$0
2	WH030171	Oak Creek Parkway Bridge #740	\$150,000	\$120,000	\$30,000	\$0
Total			\$1,020,000	\$810,000	\$210,000	

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Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services					
2014		WH080-BRIDGE REHABILITATION PROGRAM					
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact	
1	WH080XX1	Whitnall Park Bridge #564	\$100,000	\$80,000	\$20,000		
2	WH080XX1	Whitnall Park Bridge #565	\$100,000	\$80,000	\$20,000		
Total			\$200,000	\$160,000	\$40,000		
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services					
2015		WH080-BRIDGE REHABILITATION PROGRAM					
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description	
1	WH080XX1	Lake Park pedestrian Ravine Rd Bridge #576	\$180,000	\$144,000	\$36,000		
2	WH080XX1	Lake Park pedestrian Dr over Drainage Ravine	\$140,000	\$112,000	\$28,000		
Total			\$320,000	\$256,000	\$64,000		
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services					
2016		WH080-BRIDGE REHABILITATION PROGRAM					
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description	
1	WH080XX2	Whitnall Park Bridge #564	\$670,000	\$536,000	\$134,000		
2	WH080XX2	Whitnall Park Bridge #565	\$660,000	\$528,000	\$132,000		
3	WH080131	E. Mason St. Bridge #524	\$360,000	\$288,000	\$72,000		
Total			\$1,690,000	\$1,352,000	\$338,000		
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services					
2017		WH080-BRIDGE REHABILITATION PROGRAM					
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description	
1	WH080221	Mill Road Bridge #936	\$150,000	\$120,000	\$30,000		
2	WH080171	W. Rawson Ave.-Bridge #645	\$120,000	\$96,000	\$24,000		
3	WH080181	W. Rawson Ave.-Bridge #661	\$120,000	\$96,000	\$24,000		
4	WH080201	W. Hampton Ave.-Bridge #750	\$130,000	\$104,000	\$26,000		
5	WH080061	N. Teutonia Ave. Bridge # 156	\$160,000	\$128,000	\$32,000		
6	WH080XX2	Lake Park pedestrian Dr over Drainage Ravine	\$1,000,000	\$800,000	\$200,000		
Total			\$1,680,000	\$1,344,000	\$336,000		
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services					
2018		WH080-BRIDGE REHABILITATION PROGRAM					
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description	
1	WH080091	W. College Ave. Bridge #517	\$180,000	\$144,000	\$36,000		
2	WH080101	W. College Ave. Bridge #518	\$180,000	\$144,000	\$36,000		
3	WH080211	Swan Blvd Bridge #511	\$150,000	\$120,000	\$30,000		
4	WH080161	W. Layton Ave. Bridge 0013	\$150,000	\$120,000	\$30,000		
5	WH080XX2	Lake Park pedestrian Ravine Rd Bridge #576	\$1,300,000	\$1,040,000	\$260,000		
Total			\$1,960,000	\$1,568,000	\$392,000		

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Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2014		WH087-COUNTY HIGHWAY Bridges & Structures Program (Culverts)				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WH087012	Ryan Road Culvert East of 112th St.	\$280,000	\$0	\$280,000	\$0
2	WH087XX1	Two Culvert Pipes Rawson Ave	\$60,000	\$0	\$60,000	\$0
3	WH087XX2	Two Culvert Pipes Rawson Ave	\$110,000	\$0	\$110,000	\$0
Total			\$170,000	\$0	\$170,000	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2015		WH087-COUNTY HIGHWAY Bridges & Structures Program (Culverts)				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2016		WH087-COUNTY HIGHWAY Bridges & Structures Program (Culverts)				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2017		WH087-COUNTY HIGHWAY Bridges & Structures Program (Culverts)				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	
Department Name		Milwaukee Department of Transportation (MCDOT)-Transportation Services				
2018		WH087-COUNTY HIGHWAY Bridges & Structures Program (Culverts)				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1				\$0	\$0	\$0
Total			\$0	\$0	\$0	

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Department Name 2014		Milwaukee Department of Transportation (MCDOT)-Transportation Services WHXXX GREEN INFRASTRUCTURE				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WHXXXXX1	Green Infrastructure Layton Ave. Rawson Ave. and N. 107th St.	\$30,000	\$15,000	\$15,000	
2	WHXXXXX2	Green Infrastructure Layton Ave, Rawson Ave. and N. 107th St.	\$424,600	\$212,300	\$212,300	
Total			\$454,600	\$227,300	\$227,300	
Department Name 2015		Milwaukee Department of Transportation (MCDOT)-Transportation Services WHXXX GREEN INFRASTRUCTURE				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name 2016		Milwaukee Department of Transportation (MCDOT)-Transportation Services WHXXX GREEN INFRASTRUCTURE				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name 2017		Milwaukee Department of Transportation (MCDOT)-Transportation Services WHXXX GREEN INFRASTRUCTURE				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name 2018		Milwaukee Department of Transportation (MCDOT)-Transportation Services WHXXX GREEN INFRASTRUCTURE				
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	

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Department Name MCDOT-Highway						
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WHXXX	Highway Billing & Job Costing	\$688,675		\$688,675	Replace and upgrade 30+ year old mainframe billing software program with either a customized off the shelf product or an IMSD in-house developed solution
2	WHXXX	Construction Management Software	\$495,475		\$495,475	Purchase Construction Management Software for the Transportation Services Section of MCDOT-Highway
3	WH228	Highway Maintenance & Fleet Management Garage Building Expansion - N Hopkins Location	\$2,440,798		\$2,440,798	Expand and upgrade Highway and Fleet "North Shop" to current standards. Building was constructed in the 1920s .
Total			\$3,624,948	\$0	\$3,624,948	
Department Name MCDOT-Highway						
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH228	Highway Maintenance & Fleet Management Garage Building Expansion - N Hopkins Location	\$4,941,486	\$0	\$4,941,486	Expand and upgrade Highway and Fleet "North Shop" to current standards. Building was constructed in the 1920s
Total			\$4,941,486	\$0	\$4,941,486	
Department Name MCDOT-Highway						
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WH228	Highway Maintenance & Fleet Management Garage Building Expansion - N Hopkins Location	\$4,185,004	\$0	\$4,185,004	Expand and upgrade Highway and Fleet "North Shop" to current standards. Building was constructed in the 1920s
Total			\$4,185,004	\$0	\$4,185,004	
Department Name MCDOT-Highway						
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name MCDOT-Highway						
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	

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Department Name		DOT - Special Assessments				
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WO870	Special Assessments	\$250,000	\$0	\$250,000	
Total			\$250,000	\$0	\$250,000	
Department Name		DOT - Special Assessments				
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO870	Special Assessments	\$250,000	\$0	\$250,000	
Total			\$250,000	\$0	\$250,000	
Department Name		DOT - Special Assessments				
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO870	Special Assessments	\$250,000	\$0	\$250,000	
Total			\$250,000	\$0	\$250,000	
Department Name		DOT - Special Assessments				
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO870	Special Assessments	\$250,000	\$0	\$250,000	
Total			\$250,000	\$0	\$250,000	
Department Name		DOT - Special Assessments				
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO870	Special Assessments	\$250,000	\$0	\$250,000	
Total			\$250,000	\$0	\$250,000	

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Department Name		DOT - Director's Office				
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WO141	Zoo Interchange Reconstruction	\$150,000	\$0	\$150,000	
Total			\$150,000	\$0	\$150,000	
Department Name		DOT - Director's Office				
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name		DOT - Director's Office				
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name		DOT - Director's Office				
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	
Department Name		DOT - Director's Office				
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1					\$0	
Total			\$0	\$0	\$0	

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Department Name-Dept of Transportation-Fleet Management						
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WO112014	Fleet Equipment Acquisition	\$3,000,000	\$0	\$3,000,000	General Fleet Equipment
2	WO112054	Parks Equipment Acquisition	\$2,000,000		\$2,000,000	Parks Fleet Equipment
3	WO112024	PFC Airport Equipment	\$2,000,000	\$2,000,000	\$0	Airport Fleet Equipment
4	WO113	Stormwater Reconfiguration	\$1,232,000		\$1,232,000	Stormwater Reconfig
5	WO103	Repairs to Roof - Fleet Central Garage	\$153,600		\$153,600	Roof leaking in repair aisle
Total			\$8,385,600	\$2,000,000	\$6,385,600	

Department Name-Dept of Transportation-Fleet Management						
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO112014	Fleet Equipment Acquisition	\$3,000,000	\$0	\$3,000,000	General Fleet Equipment
2	WO112054	Parks Equipment Acquisition	\$2,000,000		\$2,000,000	Parks Fleet Equipment
3	WO112024	PFC Airport Equipment	\$2,000,000	\$2,000,000	\$0	Airport Fleet Equipment
4	WO859	Fleet Building Exterior Painting	\$61,800		\$61,800	Improve Bldg Appearance
5	WO11101	Truck Wash	\$95,000		\$95,000	Planning for Truck Wash
Total			\$7,156,800	\$2,000,000	\$5,156,800	

Department Name-Dept of Transportation-Fleet Management						
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO112014	Fleet Equipment Acquisition	\$3,000,000	\$0	\$3,000,000	General Fleet Equipment
2	WO112054	Parks Equipment Acquisition	\$2,000,000		\$2,000,000	Parks Fleet Equipment
3	WO112024	PFC Airport Equipment	\$2,000,000	\$2,000,000	\$0	Airport Fleet Equipment
4	WO111011	Truck Wash	\$115,000		\$115,000	Design of Truck Wash
5	WO111012	Truck Wash	\$1,050,000		\$1,050,000	Construction
Total			\$8,165,000	\$2,000,000	\$6,165,000	

Department Name-Dept of Transportation-Fleet Management						
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO112014	Fleet Equipment Acquisition	\$3,000,000	\$0	\$3,000,000	General Fleet Equipment
2	WO112054	Parks Equipment Acquisition	\$2,000,000		\$2,000,000	Parks Fleet Equipment
3	WO112024	PFC Airport Equipment	\$2,000,000	\$2,000,000	\$0	Airport Fleet Equipment
Total			\$7,000,000	\$2,000,000	\$5,000,000	

Department Name-Dept of Transportation-Fleet Management						
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WO112014	Fleet Equipment Acquisition	\$3,000,000	\$0	\$3,000,000	Debt Service and Interest on Bonds
2	WO112054	Parks Equipment Acquisition	\$2,000,000		\$2,000,000	Debt Service and Interest on Bonds
3	WO112024	PFC Airport Equipment	\$2,000,000	\$2,000,000	\$0	Paid with Passenger Facility Fees
Total			\$7,000,000	\$2,000,000	\$5,000,000	

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Department Name		DOT - Transit				
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WT026	Replacement Buses for MCTS	\$14,000,000	\$11,500,000	\$2,500,000	33 buses at \$410,000/bus + spares
2	WT057	Bus Wash System at FDL Garage	\$1,130,000	\$904,000	\$226,000	replacement system
3	WT055	Foundation Repairs at FDL Garage	\$275,000	\$220,000	\$55,000	VFA pages 18, 54 and 61
4	WTXXX	Column Repairs at FDL Garage	\$120,000	\$96,000	\$24,000	VFA pages 40 and 42
5	WT068	Replace Fiebrantz Parking Lot	\$100,000	\$80,000	\$20,000	replace lot and fencing
Total			\$15,625,000	\$12,800,000	\$2,825,000	

Department Name		DOT - Transit				
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WTXXX	Replace fire system at Admin Bldg	\$140,000	\$112,000	\$28,000	VFA page 111
2	WTXXX	Replace fire wall doors at FDL	\$120,000	\$96,000	\$24,000	VFA page 27
3	WTXXX	Replace fire system at KK garage	\$110,000	\$88,000	\$22,000	VFA pages 9 and 48
4	WT026	Replacement buses (30)	\$12,000,000	\$0	\$12,000,000	on-going fleet replacement plan
Total			\$12,370,000	\$296,000	\$12,074,000	

Department Name		DOT - Transit				
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WTXXX	Lighting upgrades at Admin Bldg	\$140,000	\$112,000	\$28,000	VFA pages 94 and 95
2	WTXXX	Interior painting at FDL Complex	\$275,000	\$220,000	\$55,000	VFA pages 43 and 64
3	WT026	Replacement buses (30)	\$12,000,000	\$0	\$12,000,000	on-going fleet replacement plan
Total			\$12,415,000	\$332,000	\$12,083,000	

Department Name		DOT - Transit				
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WTXXX	Lighting upgrades at FBZ Complex	\$100,000	\$80,000	\$20,000	VFA page 75
2	WTXXX	Steel column repairs at Fiebrantz	\$250,000	\$200,000	\$50,000	VFA pages 50 and 115
3	WT026	Replacement buses (30)	\$12,000,000	\$0	\$12,000,000	on-going fleet replacement plan
Total			\$12,350,000	\$280,000	\$12,070,000	

Department Name		DOT - Transit				
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WTXXX	Interior painting at FBZ garage	\$125,000	\$100,000	\$25,000	VFA page 28
2	WTXXX	Replace or seal windows at FBZ	\$400,000	\$320,000	\$80,000	VFA page 36
3	WT026	Replacement buses (30)	\$12,000,000	\$0	\$12,000,000	on-going fleet replacement plan
Total			\$12,525,000	\$420,000	\$12,105,000	

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Department Name		DOT - Airport				
2014						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description/Annual Operating Impact
1	WA123	GMIA-AIRFIELD SAFETY IMPROVEMENT	\$400,000	\$400,000	\$0	Airfield Safety Improvements
2	WA122	AIRFIELD PAVEMENT REHABILITATION	\$750,000	\$750,000	\$0	Airfield Pavement Rehabilitation
3	NEW	7L-25R Pavement Resurface	\$2,100,000	\$2,100,000	\$0	7L-25R Pavement Resurface
4	WA072	LJT R/W & TW REHABILITATION	\$225,000	\$225,000	\$0	LJT Runway and Taxiway Crack Rehabilitation
5	WA122	AIRFIELD PAVEMENT REHABILITATION	\$370,000	\$370,000	\$0	Runway and Taxiway Shoulder
6	WA064	PHASE II MITIGATION PROGRAM	\$33,451,000	\$33,451,000	\$0	NCP - Phase II Residential Sound Insulation Program (RSIP)
7	WA112	GMIA TAXIWAY R & R3 RECONSTRUCT	\$4,818,000	\$4,818,000	\$0	Rebuild Taxiways R & R3 - Design & Construction
8	WA125	SECURITY & WILDLIFE DETER PERI	\$291,000	\$291,000	\$0	Perimeter Fencing
9	WA167	GMIA TERMINAL ESCALATOR REPLACE	\$650,000	\$650,000	\$0	Terminal Escalators Replacement
10	WA172	GMIA SANITARY SEWER UPGRADE	\$300,000	\$300,000	\$0	Terminal Sanitary Sewer Upgrade
11	WA127	GMIA TERMINAL EXPANSION DESIGN	\$200,000	\$200,000	\$0	Single Security Checkpoint Design Analysis
12	WA130	PART 150 NOISE BARRIER STUDY	\$200,000	\$200,000	\$0	Part 150 / Noise Barrier Design
13	WA130	PART 150 NOISE BARRIER STUDY	\$495,000	\$495,000	\$0	Part 150 / Noise Barrier Construction
14	WA151	PART 150 STUDY- NOISE MONITOR	\$1,851,000	\$1,851,000	\$0	Part 150 Noise / Noise Monitor System
15	NEW	LJT New FBO Terminal	\$200,000	\$200,000	\$0	LJT New FBO Terminal - Design
16	WA131	PART 150 RAMP ELECTRIFICATION	\$4,160,000	\$4,160,000	\$0	Part 150 Noise / Ramp Electrification Construction
Total			\$50,461,000	\$50,461,000	\$0	
Department Name		DOT - Airport				
2015						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WA123	GMIA-AIRFIELD SAFETY IMPROVEMENT	\$500,000	\$500,000	\$0	Airfield Safety Improvements
2	NEW	Airfield Pavement Rehabilitation - Phase 2	\$1,120,000	\$1,120,000	\$0	Airfield Pavement Rehabilitation - Phase 2
3	NEW	13-31 Pavement Resurface	\$2,600,000	\$2,600,000	\$0	13-31 Pavement Resurface
4	NEW	Perimeter Road Extension (South Maintenance)	\$3,000,000	\$3,000,000	\$0	Perimeter Road Extension (South Maintenance)
5	WA112	GMIA TAXIWAY R & R3 RECONSTRUCT	\$5,000,000	\$5,000,000	\$0	Rebuild Taxiways R & R3 - Design & Construction
6	WA064	PHASE II MITIGATION PROGRAM	\$1,000,000	\$1,000,000	\$0	NCP - Phase II Residential Sound Insulation Program (RSIP)
7	NEW	Boiler Replacement	\$400,000	\$400,000	\$0	Boiler Replacement
7	WA022	Runway Abrasive Materials Storage Building - Design and Construction	\$2,800,000	\$2,800,000	\$0	Runway Abrasive Materials Storage Building - Design and Construction
8	WA167	GMIA TERMINAL ESCALATOR REPLACE	\$650,000	\$650,000	\$0	Terminal Escalators Replacement
9	WA125	SECURITY & WILDLIFE DETER PERI	\$303,000	\$303,000	\$0	Perimeter Fencing
10	WA121	Development of Parking at Sixth Street - Phase II	\$160,000	\$160,000	\$0	Development of Parking at Sixth Street - Phase II
11	WA174	Admin Building Addition	\$260,000	\$260,000	\$0	Admin Building Addition
12	WA130	PART 150 NOISE BARRIER STUDY	\$495,000	\$495,000	\$0	Part 150 / Noise Barrier Construction
13	WA154	Part 150 Noise / Aircraft Operational Study	\$152,000	\$152,000	\$0	Part 140 Noise / Aircraft Operational Study
14	WA062	Firehouse Garage Addition - Design	\$185,000	\$185,000	\$0	Firehouse Garage Addition - Design
15	NEW	LJT New FBO Terminal	\$1,800,000	\$1,800,000	\$0	LJT New FBO Terminal
Total			\$20,425,000	\$20,425,000	\$0	

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Department Name		DOT - Airport				
2016						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WA123	GMIA-AIRFIELD SAFETY IMPROVEMENT	\$500,000	\$500,000	\$0	Airfield Safety Improvements
2	NEW	Airfield Pavement Rehabilitation - Phase 2	\$1,120,000	\$1,120,000	\$0	Airfield Pavement Rehabilitation - Phase 2
3	NEW	13-31 and Taxiway S&Y Re-Cable and Relighting	\$1,300,000	\$1,300,000	\$0	13-31 and Taxiway S&Y Re-Cable and Relighting
4	WA112	GMIA TAXIWAY R & R3 RECONSTRUCT	\$2,000,000	\$2,000,000	\$0	Rebuild Taxiways R & R3 - Design & Construction
5	WA125	SECURITY & WILDLIFE DETER PERI	\$309,000	\$309,000	\$0	Perimeter Fencing
6	WA150	Part 150 Noise / Mini Ground Run-up Enclosure (GRE) - Design & Construction	\$100,000	\$100,000	\$0	Part 150 Noise / Mini Ground Run-up Enclosure (GRE) - Design & Construction
7	NEW	Taxiway F Reconstruction (concrete)	\$2,200,000	\$2,200,000	\$0	Taxiway F Reconstruction (concrete)
8	NEW	Replace Skywalk Glass	\$3,600,000	\$3,600,000	\$0	Replace Skywalk Glass
9	WA177	Parking Structure Preventative Maintenance Capital Repairs	\$758,000	\$758,000	\$0	Parking Structure Preventative Maintenance Capital Repairs
10	WA158	Deicer Pads - Design and Construction	\$14,075,000	\$14,075,000	\$0	Deicer Pads - Design and Construction
11	WA149	Equipment Storage Building for Snow Plows - Construction	\$20,668,000	\$20,668,000	\$0	Equipment Storage Building for Snow Plows - Construction
12	WA121	Development of Parking at Sixth Street - Phase II	\$1,311,000	\$1,311,000	\$0	Development of Parking at Sixth Street - Phase II
13	WA096	PARKING STRUCTURE RELIGHTING	\$1,600,000	\$1,600,000	\$0	Parking Structure Relighting - Design and Construction
14	NEW	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)	\$5,000,000	\$5,000,000	\$0	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)
15	WA154	Part 150 Noise / Aircraft Operational Study	\$260,000	\$260,000	\$0	Part 150 Noise / Aircraft Operational Study
16	WA152	Part 150 Noise / Vacant Land Acquisition	\$520,000	\$520,000	\$0	Part 150 Noise / Vacant Land Acquisition
17	WA062	Firehouse Garage Addition - Construction	\$1,372,000	\$1,372,000	\$0	Firehouse Garage Addition - Construction
18	WA174	Admin Building Addition	\$2,840,000	\$2,840,000	\$0	Admin Building Addition
Total			\$59,533,000	\$59,533,000	\$0	
Department Name		DOT - Airport				
2017						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WA123	GMIA-AIRFIELD SAFETY IMPROVEMENT	\$500,000	\$500,000	\$0	Airfield Safety Improvements
2	NEW	Airfield Pavement Rehabilitation - Phase 2	\$1,120,000	\$1,120,000	\$0	Airfield Pavement Rehabilitation - Phase 2
3	WA125	SECURITY & WILDLIFE DETER PERI	\$315,000	\$315,000	\$0	Perimeter Fencing
4	WA112	GMIA TAXIWAY R & R3 RECONSTRUCT	\$2,500,000	\$2,500,000	\$0	Rebuild Taxiways R & R3 - Design & Construction
5	NEW	Airport Maintenance (MP I)	\$5,689,000	\$5,689,000	\$0	Rebuild Maintenance/operations building
6	NEW	Operations Control Center	\$967,000	\$967,000	\$0	Operations Control Center
7	WA096	PARKING STRUCTURE RELIGHTING	\$1,406,000	\$1,406,000	\$0	Parking Structure Relighting - Design and Construction
8	WA150	Part 150 Noise / Mini Ground Run-up Enclosure (GRE) - Design & Construction	\$500,000	\$500,000	\$0	Part 150 Noise / Mini Ground Run-up Enclosure (GRE) - Design & Construction
9	WA152	Part 150 Noise / Vacant Land Acquisition	\$1,040,000	\$1,040,000	\$0	Part 150 Noise / Vacant Land Acquisition
10	NEW	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)	\$25,000,000	\$25,000,000	\$0	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)
Total			\$39,037,000	\$39,037,000	\$0	

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Department Name		DOT - Airport				
2018						
Rank	Project Number	Project Name	Total Cost	Reimbursement Revenue	County Financing	Project Description
1	WA123	GMIA-AIRFIELD SAFETY IMPROVEMENT	\$500,000	\$500,000	\$0	Airfield Safety Improvements
2	NEW	Airfield Pavement Rehabilitation - Phase 2	\$1,120,000	\$1,120,000	\$0	Airfield Pavement Rehabilitation - Phase 2
3	WA125	SECURITY & WILDLIFE DETER PERI	\$322,000	\$322,000	\$0	Perimeter Fencing
4	WA112	GMIA TAXIWAY R & R3 RECONSTRUCT	\$3,000,000	\$3,000,000	\$0	Rebuild Taxiways R & R3 - Design & Construction
5	NEW	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)	\$25,000,000	\$25,000,000	\$0	Phase 1 (Master Plan B-1) Central Terminal Modification (includes mall, ticketing, baggage & checkpoints)
Total			\$29,942,000	\$29,942,000	\$0	

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 2/8/13

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Submission of the Milwaukee County Department of Transportation 5 Year (2014 – 2018) Capital Improvement Program

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	\$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.

- A. Milwaukee County Ordinance 36.04 requires all Departments to submit 5 Year Capital Improvement Program requests to their respective standing committee. The standing committee shall then submit the Program along with its recommendations to the Capital Improvements Committee (CIC).

This fiscal note is for initial submission of the Milwaukee County Department of Transportation's 5 Year (2014 – 2018) Capital Improvement Program.

- B. There are no direct costs or savings associated with the 5 Yr. Capital Improvement Program at this time as this item is only proposed for initial policymaker consideration. Any formal appropriation related to this 5 Year Program would occur in the future as part of the 2014 Capital Budget process.
- C. There are no budgetary costs or savings associated with the 5 Yr. Capital Improvement Program at this time as this item is only proposed for initial policymaker consideration. Any formal appropriation related to this 5 Year Program would occur in the future as part of the 2014 Capital Budget process.
- D. The projects included in the 5 Year Program are estimated based upon information that is currently available. The projects proposed and the final projects adopted as part of the 2014 Capital Budget process may vary. Refer to Items B and C for additional assumptions regarding formal appropriation of the projects proposed.

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.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

Department/Prepared By James H. Martin, Interim Fiscal Administrator

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

Did CDBP Review?² Yes No Not Required



Milwaukee County

CHRIS ABELE • COUNTY EXECUTIVE

DATE: February 18, 2013

TO: Marina Dimitrijevic, Chairwoman, Milwaukee County Board of Supervisors

FROM: Chris Abele, County Executive

SUBJECT: Appointment of Brian Dranzik as Director of the Milwaukee County Department of Transportation

Pursuant to Sec. 59.17(2) Wis. Stats, and subject to confirmation by the Milwaukee County Board of Supervisors, I am pleased to appoint Mr. Brian Dranzik to the position of Director of the Milwaukee County Department of Transportation.

Mr. Dranzik has worked for Milwaukee County since 2004, first as a Legislative Research Analyst and then as the Director of Operations at the Department of Transportation. Most recently, as the Interim Director of the Department of Transportation, he has demonstrated strong leadership abilities in guiding the Department to a collaborative and respectful environment. His extensive experience in and knowledge about the Department makes him an ideal choice to lead the Department of Transportation.

I have every confidence that Mr. Dranzik will bring to the Department of Transportation the leadership and vision needed for Milwaukee County. I urge you to give this appointment your favorable consideration.

Sincerely,

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

Chris Abele
Milwaukee County Executive

Attachment

Cc: Supervisor Michael Mayo, Sr., Transportation, Public Works and Transit Committee
Kelly Bablitch, Chief of Staff, Board of Supervisors
Martin Weddle, Research Analyst, Transportation, Public Works and Transit Committee
Jodi Mapp, Committee Clerk, Transportation, Public Works and Transit Committee
Brian Dranzik, Interim Director, Milwaukee County Department of Transportation

Brian R. Dranzik

8551 N. Manor Lane· Fox Point, WI 53217

Email: bdranzik@wi.rr.com

414-540-6697

Work 414-278-4888

Professional Experience

Milwaukee County

Director of Operations, Department of Transportation— June 2008 to Present

- Assist in the development of administrative, policy and fiscal direction for the divisions of Airport, Transit, Transportation Services, Fleet Management and the Director's Office of the current Department of Transportation.
- Develop long and short-range strategic planning initiatives for the areas within the department.
- Work with elected officials and regulatory agents to develop, interpret and implement policy directives.
- Maintain compliance with Federal, State, County and Department policies, administrative code and fiscal guidelines.
- Advocate with local, state and national elected officials for policies and programs affecting the department.
- Develop annual operating and capital budgets with various functional areas and monitor throughout the year.
- Contract Administrator overseeing the management contract with the Milwaukee County Transit System.
- Communicate with State and Federal agencies regarding administrative and technical program requirements.
- Administer various State and Federal grant funding programs.
- Interpret and communicate new federal and state compliance mandates.
- Develop and present reports to various boards and committees regarding policy initiatives for the department.
- Perform interviews and provide information to local media outlets that provide a better understanding of issues and initiatives facing the department.

Legislative Research Analyst, Milwaukee County Board of Supervisors – October 2004 to June 2008

- Provided transportation policy analysis and advised the members of the Milwaukee County Board of Supervisors of key initiatives.
- Staffed the Transportation, Public Works and Transit Standing Committee of the County Board.
- Wrote legislation and identified funding sources for Supervisors proposals to be presented for committee and board action.
- Member of the Park East review panel charged with recommending development proposals for development of the Park East land bank owned by Milwaukee County.
- Vice-Chair of the 440th Local Redevelopment Authority charged with establishing land use goals and objectives for the redevelopment of the former 440th Air Force Reserve wing at General Mitchell International Airport..
- Represented Milwaukee County at local and state functions such as the State Committee on Airport Authorities, Regional Transportation Authority meetings, Milwaukee Connector meetings and various other collaborative transportation related committees.
- Provided policy analysis and made recommendations on areas such as the transit system, airport, highway system, and Public Works divisions.
- Provided analysis of the transportation budget and recommended changes for Supervisors review.
- Performed due diligence on contracts entered into by Milwaukee County for projects concerning transportation and public works initiatives.
- Prepare constituent letters, media alerts and speeches for elected officials.

Milwaukee County Transit System

Senior Transit Planner - January 2000 to October 2004

- Developed transit service levels based on statistical analysis of ridership data.
- Adjusted service levels based on budget projections and consumer demand.
- Provided information and advised elected officials of transit routing changes.
- Prepared reports for the legislative committee overseeing transit operations.
- Representative of the company at various community functions and committee meetings.
- Transit Chair of Eastside Transportation Management Association.
- Project Lead on the Milwaukee Downtown Connector Project.
- Developed and lead annual corporate business planning session.
- Reviewed departmental policies and procedures, develop action plans to improve departmental performance.

State of Wisconsin - Department of Natural Resources

Budget and Policy Analyst - September 1998 to January 2000

- Coordinated departmental policy initiatives with key administrators and Agency Secretary.
- Performed research and provided analysis on department legislative and budget initiatives.
- Advised State Executive and Legislative staff regarding key agency budget and policy requirements.
- Advised Agency Secretary on significant policy and budget matters.
- Prepared letters, talking points and background materials for the Governor, Legislators, and Agency Secretary.
- Assisted division leaders within the agency of budgetary requirements in accordance with State Statutes.
- Worked with bureau staff to find alternative solutions to problems such as budgetary shortfalls, programmatic implementation, and policy changes that affect program operations.

G.M. Selby, Inc.

Site Acquisition Specialist - January 1998 to August 1998

- Located telecommunications facilities throughout Southeastern Wisconsin for local telecommunications provider.
- Negotiated lease contracts with private, corporate, and municipal landowners.
- Worked with municipal and county planning agencies on site location and the application of local permits and restrictions.
- Presented site analysis information to municipal and county planning commissions and board committees for approval.

Professional Board and Commission Appointments

Milwaukee County Representative to Southeast Wisconsin Regional Planning Commission (SEWRPC) (2009-2010)

Chairman of SEWRPC's Milwaukee Urbanized Area Transportation Planning Committee (2009 to present)

Milwaukee County Representative on the former Regional Transit Authority Board (Board Dissolved in 2009)

Milwaukee County representative on the Kenosha-Racine-Milwaukee rail project Steering Committee (2008-2010)

Member of Milwaukee Public Policy Forum's Transportation Committee (2009 to present)

Adjunct Professor – University of Wisconsin – Milwaukee, Masters of Urban Planning Program (2008)

Education

Masters of Urban Planning, University of Wisconsin – Milwaukee, 1998

Bachelor of Arts, History and Bachelor of Arts, Political Science, University of Wisconsin – Milwaukee, 1993