

**COUNTY OF MILWAUKEE**  
INTEROFFICE COMMUNICATION

DATE: November 1, 2022

TO: Liz Sumner, Chair, Finance Committee

FROM: Joseph Lamers, Director, Office of Strategy, Budget, & Performance

SUBJECT: Technical Corrections to the 2023 County Executive's Recommended Budget Narratives

Each year following introduction of the County Executive's Recommended Budget, the Office of Strategy, Budget, and Performance continues review of the document. Since the 2023 Recommended Budget was issued, we have identified typographical and other technical errors. Below is a list of items we have identified to date.

Consistent with prior County practice, we are requesting approval to make these changes. While we make every effort to avoid these minor errors, the timing and complexity of the process make them unavoidable.

If there is conflicting language in supervisor-sponsored amendments and technical correction amendments, the language in the supervisor-sponsored amendment will supersede the technical correction.

The changes below relate to narrative (typos) or technical corrections and have no impact to expenditures, revenues or the property tax levy. Replacement pages for the 2023 Budget are attached.

The corrections are as follows:

**Operating Budget Narrative**

1. **Page 53, 2023 Milwaukee County Recommended Budget Position Report, 2023 Budgeted Positions by Department and Salary**  
Line 250 - 116 DAS – IMSD – Business Intelligence Analyst II – FT – Steps – “~~24D~~ 35M” – NR – Funded, 2, 2, \$163,666, \$12,522, \$176,188
2. **Page 53, 2023 Milwaukee County Recommended Budget Position Report, 2023 Budgeted Positions by Department and Salary**  
Line 251 - 116 DAS – IMSD – Business Intelligence Analyst II – FT – Steps – “~~24D~~ 35M” – NR – Unfunded, 1, 1, \$0, \$0, \$0
3. **Page 55, 2023 Milwaukee County Recommended Budget Position Report, 2023 Budgeted Positions by Department and Salary**  
Line 364 – 200 – Combined Court Related Oper – Register Probate – FT – Steps – “~~5440~~ 916A” – NR – Unfunded, 1, 1, \$0, \$0, \$0

**4. Page 200, Agency 115, How We Do It: Program Budget Summary**

The REVENUES area inadvertently copied the EXPENDITURES area and is revised to reflect the correct revenue:

How We Do It: Program Budget Summary					
Category	2020 Actual	2021 Actual	2022 Budget	2023 Budget	2023/2022 Variance
Expenditures	\$164,418	\$143,408	\$190,784	\$197,055	\$6,271
Revenues	<del>\$164,418</del> \$0	<del>\$143,408</del> \$0	<del>\$190,784</del> \$0	<del>\$197,055</del> \$0	<del>\$6,271</del> \$0
Tax Levy	\$164,418	\$143,408	\$190,784	\$197,055	\$6,271
FTE Positions	2	2	2	2	0

**5. Page 321, Agency 540 Airport, Budget Section Budget Summary Table****2023 Budget Column**

Overtime: "~~\$829,150~~ \$858,093"

**2023/2022 Variance column**

Total Expenditures: "~~(\$5,879,007)~~ \$5,879,007"

Indirect Revenue: "~~\$19,330~~ \$24,980"

Overtime: "~~(\$208,779)~~ (\$179,836)"

**6. Page 322, Agency 540 Airport, Major Changes in FY 2023**

Third paragraph: "...annualized bases to occur ~~between 2023 and 2025.~~" "...annualized bases to occur approximately 2025."

Fifth paragraph: "...typical Airport Improvement Program (AIP) Block Grant entitlement funding of \$0.1m."

**7. Page 323, Agency 540 Airport, Major Changes in FY 2023**

Middle of page: "...at a budgeted total salary cost of ~~\$69,826.~~" "...at a budgeted total salary cost of \$76,671."

**8. Page 324, Agency 540 Airport, Strategic Program Area 1 second chart "What we do with it: Activity Data"**

2023 Target column: "~~\$32.83~~" "\$32.93"

**9. Page 325, Agency 540 Airport, Revenue Changes last bullet point**

"~~\$623,350~~" "623,250"

**10. Page 326, Agency 540 Airport, Expenditure Changes first two bullet points**

"Personnel Services decrease ~~\$485,190~~ from \$27,564,881 to ~~\$27,079,691.~~"

"Personnel Services decrease \$67,972 from \$27,564,881 to \$27,486,909."

"Operation Costs increase ~~\$6,017,771~~ from \$27,322,752 to ~~\$33,340,552.~~"

"Operation Costs increase \$6,021,686 from \$27,322,752 to \$33,344,438."

**11. Page 327, Agency 540 Airport, Expenditure Changes continued first 2 bullet points**

- “Debt and Depreciation decreases ~~\$583,011~~ from \$22,613,327 to ~~\$22,030,316~~ based...”
- “Debt and Depreciation decreases \$1,033,011 from \$22,613,327 to \$31,580,316 based...”
- “...services provided to the Airport decrease ~~\$436,692~~ from \$15,309,481 to ~~\$14,872,589~~.”
- “...services provided to the Airport decrease \$99,889 from \$15,309,481 to \$15,209,592.”

**12. Page 328, Agency 540 Airport, MKE Business Park Strategic Implementation**

- “...for this service area decrease ~~\$29,241~~ from \$723,654 to ~~\$694,413~~.”
- “...for this service area decrease \$28,563 from \$723,654 to \$695,091.”

**13. Page 329, Agency 540 Airport, LJ Timmerman General Aviation Strategic Implementation**

- “...subsidy to LJT of ~~\$483,189~~ from...”
- “...subsidy to LJT of \$489,220 from...”

**14. Page 425, Agency 950, Strategic Program Area 5: Operations (Added end of Strategic Implementation)**

- No replacement, adding text
- “In 2023, the Milwaukee County Zoo will create an additional 1.0 FTE Zookeeper position and the expense of this position will be offset with a reduction in overtime for a zero net impact.”

**15. Page 429, Agency 991, Budget Summary**

The Personnel Costs, Operations Costs, Total Exp and therefore the tax Levy numbers were inaccurate.

**BUDGET SUMMARY**

	2020 Actual	2021 Actual	2022 Budget	2023 Budget	2023/2022 Variance
<b>Expenditures</b>					
Personnel Costs	\$49,345	\$49,524	\$50,264	<del>\$52,565</del> \$83,281	<u>\$2,052</u> <del>\$33,017</del>
Operation Costs	\$281,098	\$346,057	\$394,180	<del>\$377,132</del> \$362,432	<u>(\$17,048)</u> <del>(\$32,048)</del>
Debt & Depreciation	\$0	\$1,644	\$0	\$0	\$ 0
Capital Outlay	\$0	\$0	\$0	\$0	\$ 0
Interdepartmental Charges	\$647	\$0	\$0	\$0	\$ 0
<b>Total Expenditures</b>	<b>\$331,090</b>	<b>\$397,224</b>	<b>\$444,444</b>	<del><b>\$429,697</b></del> <b>\$445,413</b>	<u><b>(\$14,996)</b></u> <del><b>\$969</b></del>
<b>Revenues</b>					
Direct Revenue	\$32,878	\$42,147	\$100,000	\$100,000	\$ 0
Intergovernmental Revenue	\$0	\$0	\$0	\$0	\$ 0
Indirect Revenue	\$0	\$0	\$0	\$0	\$ 0
<b>Total Revenues</b>	<b>\$32,878</b>	<b>\$42,147</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$ 0</b>
<b>Tax Levy</b>	<b>\$298,212</b>	<b>\$355,077</b>	<b>\$344,444</b>	<del><b>\$329,697</b></del> <b>\$345,413</b>	<u><b>(\$14,996)</b></u> <del><b>\$969</b></del>

**Capital Budget Narrative**

**1. Page 48, Agency 120-Capital, 2023 Sub-Project Addresses the following item/issue**

“This project is for the design ~~and construction~~ of the replacement of two exhaust / make up air units at the MWC Maintenance Garage. This equipment has reached the end of their useful life.”

**2. Page 57, Agency 120-Capital, 2023 Sub-Project Addresses the following item/issue****2023 Sub-Project Addresses the following item/issue**

“This project addresses removal of Runway 1R/19L, associated infrastructure, and any related ~~improves~~ **improvements** necessary as a result of the runway removal including but not limited to, drainage, signage, and markings. MKE is completing an environmental assessment in 2022, prior to this design phase.”

*JOSEPH LAMERS*

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Joseph Lamers  
Director, Office of Strategy, Budget, & Performance

2023 Milwaukee County Budget Position Detail

Agency	Agency	Title	Position Type	Grade	BU	Status	Count	FTE	Salary	Social	Total Cost
246	116 - DAS - MSD	App Tech Architec Supervisor	FT - Steps	37M	NR	FUNDED	4	4	\$392,152	\$30,001	\$422,153
250	116 - DAS - MSD	Business Intelligence Analyst II	FT - Steps	35M	NR	FUNDED	2	2	\$163,666	\$12,522	\$176,188
251	116 - DAS - MSD	Business Intelligence Analyst II	FT - Steps	35M	NR	UNFUNDED	1	1	\$0	\$0	\$0
253	116 - DAS - MSD	Chief Info Officer	FT - Range	904E	NR	FUNDED	1	1	\$151,671	\$11,313	\$162,984
254	116 - DAS - MSD	Chief Technology Offic	FT - Steps	919E	NR	FUNDED	1	1	\$148,711	\$11,270	\$159,981
255	116 - DAS - MSD	Coordinator Administrative-	FT - Steps	22M	NR	FUNDED	1	1	\$55,643	\$4,257	\$59,900
258	116 - DAS - MSD	Data Architect	FT - Steps	38M	NR	FUNDED	1	1	\$116,774	\$8,933	\$125,707
260	116 - DAS - MSD	Desktop Support II	FT - Steps	25M	NR	FUNDED	1	1	\$59,359	\$4,541	\$63,900
261	116 - DAS - MSD	Dir Applications It	FT - Steps	919E	NR	FUNDED	1	1	\$141,560	\$10,830	\$152,390
262	116 - DAS - MSD	Dir Project Mgmt Office	FT - Steps	919E	NR	FUNDED	1	1	\$145,860	\$11,158	\$157,018
263	116 - DAS - MSD	Intern Information Technology	Hourly	01IM	NR	FUNDED			\$85,034	\$6,505	\$91,539
264	116 - DAS - MSD	IT Business Relationship Manager	FT - Range	917E	NR	FUNDED	1	1	\$116,641	\$8,923	\$125,564
265	116 - DAS - MSD	It Client Support Specialist 2	FT - Steps	21D	NR	FUNDED	1	1	\$61,715	\$4,721	\$66,436
266	116 - DAS - MSD	It Client Support Specialist 3	FT - Steps	24D	NR	FUNDED	1	1	\$64,697	\$4,949	\$69,646
267	116 - DAS - MSD	IT Director of Governance and Business Solutions	FT - Steps	919E	NR	FUNDED	1	1	\$145,860	\$11,158	\$157,018
268	116 - DAS - MSD	IT Financial Analyst	FT - Steps	32M	NR	FUNDED	1	1	\$81,422	\$6,229	\$87,651
271	116 - DAS - MSD	It Lead Identity Access Mgmt	FT - Steps	24D	NR	FUNDED	1	1	\$73,514	\$5,624	\$79,138
272	116 - DAS - MSD	IT Manager - Service Desk	FT - Steps	917E	NR	FUNDED	1	1	\$109,786	\$8,399	\$118,185
274	116 - DAS - MSD	It Security Engineer	FT - Steps	37M	NR	FUNDED	1	1	\$96,980	\$7,419	\$104,399
275	116 - DAS - MSD	IT Senior Manager, Applications	FT - Steps	917A	NR	FUNDED	2	2	\$259,202	\$19,828	\$279,030
276	116 - DAS - MSD	Lead Analyst It End User	FT - Steps	24D	NR	FUNDED	1	1	\$64,697	\$4,949	\$69,646
277	116 - DAS - MSD	Lead It Asset Management	FT - Steps	31M	NR	FUNDED	1	1	\$74,638	\$5,710	\$80,348
279	116 - DAS - MSD	Manager It Apps	FT - Steps	917E	NR	FUNDED	2	2	\$201,308	\$15,400	\$216,708
281	116 - DAS - MSD	Manager It Contracts	FT - Steps	34M	NR	FUNDED	1	1	\$88,870	\$6,799	\$95,669
284	116 - DAS - MSD	Manager Secur Continuity It	FT - Steps	917A	NR	FUNDED	1	1	\$143,861	\$11,005	\$154,866
285	116 - DAS - MSD	Mgr Data Center It	FT - Range	902E	NR	FUNDED	1	1	\$112,460	\$8,604	\$121,064
286	116 - DAS - MSD	Mgr Network It	FT - Range	902E	NR	FUNDED	1	1	\$108,086	\$8,268	\$116,354
287	116 - DAS - MSD	Network Security Engineer	FT - Steps	28D	NR	FUNDED	1	1	\$78,980	\$6,042	\$85,022
288	116 - DAS - MSD	Network Tech Specialist 4	FT - Steps	28D	NR	FUNDED	1	1	\$81,335	\$6,222	\$87,557
289	116 - DAS - MSD	Project Manager It-	FT - Steps	36M	NR	FUNDED	5	5	\$501,360	\$38,356	\$539,716
290	116 - DAS - MSD	Specialist Pos Parks	FT - Steps	20	NR	FUNDED	1	1	\$52,791	\$4,038	\$56,829
291	116 - DAS - MSD	Specialist Pos - Zoo	FT - Steps	20	NR	FUNDED	1	1	\$52,791	\$4,038	\$56,829
292	116 - DAS - MSD	Sr. Network Engineer	FT - Steps	28D	NR	FUNDED	3	3	\$262,830	\$20,106	\$282,936
293	116 - DAS - MSD	System Security Engineer	FT - Steps	34M	NR	FUNDED	1	1	\$88,870	\$6,799	\$95,669
294	116 - DAS - MSD	Systems Engineer	FT - Steps	28D	NR	FUNDED	3	3	\$286,837	\$21,942	\$308,779
295	116 - DAS - MSD	Vacancy and Turnover Reduction	Non-Position		NP	FUNDED			(\$587,418)	(\$44,938)	(\$632,356)
296	116 - DAS - MSD	Voip Administrator	FT - Steps	36M	NR	FUNDED	2	2	\$185,850	\$14,218	\$200,068
297	117 - DAS - RISK MANAGEMENT	Director Risk Mngmt	FT - Range	902E	NR	FUNDED	1	1	\$116,564	\$8,917	\$125,481

**2023 Milwaukee County Budget Position Detail**

Agency	Agency	Title	Position Type	Grade	BU	Status	Count	FTE	Salary	Social	Total Cost
336	200 - COMBINED COURT RELATED OPER	Asst Chief Deputy Clerk Sr Adm	FT - Steps	916E	NR	FUNDED	2	2	\$210,298	\$16,088	\$226,386
337	200 - COMBINED COURT RELATED OPER	Asst Chief Deputy Clrk Civadm	FT - Steps	33M	NR	FUNDED	1	1	\$92,962	\$7,112	\$100,074
338	200 - COMBINED COURT RELATED OPER	Asst Chief Deputy Clrk Div	FT - Steps	33M	NR	FUNDED	2	2	\$159,430	\$12,197	\$171,627
339	200 - COMBINED COURT RELATED OPER	Asst Chief Deputy Clrk Probat	FT - Steps	33M	NR	FUNDED	1	1	\$78,008	\$5,968	\$83,976
340	200 - COMBINED COURT RELATED OPER	Asst Commissioner Fam Ct	FT - Steps	34Z	NR	FUNDED	8	8	\$843,984	\$64,562	\$908,546
341	200 - COMBINED COURT RELATED OPER	Chief Deputy Circuit Court Clr	FT - Range	902E	NR	FUNDED	1	1	\$116,874	\$8,941	\$125,815
342	200 - COMBINED COURT RELATED OPER	Clerk Cash-	FT - Steps	03P	NR	FUNDED	3	3	\$105,223	\$8,050	\$113,273
343	200 - COMBINED COURT RELATED OPER	Clerk Circuit Crt	Elected	5509	EL	FUNDED	1	1	\$125,000	\$9,562	\$134,562
344	200 - COMBINED COURT RELATED OPER	Clerk Court Services-	FT - Steps	12	NR	FUNDED	8	8	\$318,517	\$24,365	\$342,882
345	200 - COMBINED COURT RELATED OPER	Commissioner Cir Ct-	FT - Steps	34Z	NR	FUNDED	12	11.5	\$1,279,330	\$97,864	\$1,377,194
346	200 - COMBINED COURT RELATED OPER	Commissioner Cir Ct Probate	FT - Steps	34Z	NR	FUNDED	1	1	\$132,228	\$10,115	\$142,343
347	200 - COMBINED COURT RELATED OPER	Commissioner Fam Ct	FT - Steps	917A	NR	FUNDED	1	1	\$146,485	\$11,206	\$157,691
348	200 - COMBINED COURT RELATED OPER	Commissioner Presiding Cir Ct	FT - Steps	37AM	NR	FUNDED	1	1	\$142,782	\$10,922	\$153,704
349	200 - COMBINED COURT RELATED OPER	Coordinator Court	FT - Steps	29M	NR	FUNDED	6	6	\$441,621	\$33,786	\$475,407
350	200 - COMBINED COURT RELATED OPER	Coordinator Interpreter	FT - Steps	27M	NR	FUNDED	1	1	\$65,107	\$4,981	\$70,088
351	200 - COMBINED COURT RELATED OPER	Coordinator Researcher Ct-	FT - Steps	28Z	NR	FUNDED	1	1	\$74,080	\$5,667	\$79,747
352	200 - COMBINED COURT RELATED OPER	Counsel Legal	FT - Steps	34Z	NR	FUNDED	5	5	\$501,020	\$38,327	\$539,347
353	200 - COMBINED COURT RELATED OPER	Deputy Administrator Division	FT - Steps	28M	NR	FUNDED	6	6	\$421,217	\$32,226	\$453,443
354	200 - COMBINED COURT RELATED OPER	Deputy Commissioner Fam Ct	FT - Steps	916A	NR	FUNDED	1	1	\$137,044	\$10,484	\$147,528
355	200 - COMBINED COURT RELATED OPER	Deputy Court Clerk	FT - Steps	25K	NR	FUNDED	99	99	\$5,468,387	\$418,311	\$5,886,698
356	200 - COMBINED COURT RELATED OPER	Deputy Court Clerk	FT - Steps	25K	NR	UNFUNDED	7	7	\$0	\$0	\$0
357	200 - COMBINED COURT RELATED OPER	Deputy Register Probate	FT - Steps	34Z	NR	FUNDED	2	2	\$242,425	\$18,545	\$260,970
358	200 - COMBINED COURT RELATED OPER	Interpreter-	FT - Steps	22	NR	FUNDED	1	1	\$60,829	\$4,653	\$65,482
359	200 - COMBINED COURT RELATED OPER	Law Clerk	FT - Steps	06Z1	NR	FUNDED	8	8	\$423,184	\$32,376	\$455,560
360	200 - COMBINED COURT RELATED OPER	Manager Jury Services-	FT - Steps	28M	NR	FUNDED	1	1	\$71,222	\$5,449	\$76,671
361	200 - COMBINED COURT RELATED OPER	Manager Operations Judicial-	FT - Steps	33M	NR	FUNDED	1	1	\$92,962	\$7,112	\$100,074
362	200 - COMBINED COURT RELATED OPER	Manag It U	FT - Steps	38M	NR	FUNDED	1	1	\$100,589	\$7,696	\$108,285
363	200 - COMBINED COURT RELATED OPER	Paralegal Courts	FT - Steps	23	NR	FUNDED	1	1	\$60,829	\$4,653	\$65,482
364	200 - COMBINED COURT RELATED OPER	Register Probate	FT - Steps	916A	NR	UNFUNDED	1	1	\$0	\$0	\$0
365	200 - COMBINED COURT RELATED OPER	Specialist Clerical Cts-	FT - Steps	05P	NR	FUNDED	79	79	\$3,186,390	\$243,768	\$3,430,158
366	200 - COMBINED COURT RELATED OPER	Specialist Clerical Cts-	FT - Steps	05P	NR	UNFUNDED	5	5	\$0	\$0	\$0
367	200 - COMBINED COURT RELATED OPER	Specialist Court Services-	FT - Steps	16	NR	FUNDED	2	2	\$88,473	\$6,768	\$95,241
368	200 - COMBINED COURT RELATED OPER	Sr Assistant Clerical	FT - Steps	04P	NR	FUNDED	17	17	\$682,874	\$52,237	\$735,111
369	200 - COMBINED COURT RELATED OPER	Sr Mngr Financial	FT - Steps	38M	NR	FUNDED	1	1	\$104,629	\$8,004	\$112,633
370	200 - COMBINED COURT RELATED OPER	Supervisor Accounting-	FT - Steps	31M	NR	FUNDED	1	1	\$74,638	\$5,710	\$80,348
371	200 - COMBINED COURT RELATED OPER	Supervisor Operations Ct-	FT - Steps	24M	NR	FUNDED	5	5	\$287,033	\$21,956	\$308,989
372	200 - COMBINED COURT RELATED OPER	Technician Audiovisual-	FT - Steps	15	NR	FUNDED	1	1	\$47,518	\$3,635	\$51,153
373	200 - COMBINED COURT RELATED OPER	Vacancy and Turnover Reduction	Non-Position		NP	FUNDED			(\$1,179,192)	(\$90,208)	(\$1,269,400)
374	243 - CHILD SUPPORT SERVICES	Assistant Accounting	FT - Steps	14	NR	FUNDED	1	1	\$43,664	\$3,340	\$47,004

**Strategic Program Area 19: Office of Sustainability**

Service Provision: Administration

<b>How We Do It: Program Budget Summary</b>					
<b>Category</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2023/2022 Variance</b>
Expenditures	\$164,418	\$143,408	\$190,784	\$197,055	\$6,271
Revenues	\$0	\$0	\$0	\$0	\$ 0
Tax Levy	\$164,418	\$143,408	\$190,784	\$197,055	\$6,271
FTE Positions	2.0	2.0	2.0	2.0	0.0

<b>What We Do With It: Activity Data</b>				
<b>Activity</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Countywide energy use, normalized for weather (million Btu)	949,055	983,304	905,665	893,748
Countywide greenhouse gas emissions (metric tons of CO2e)	TBD	TBD	TBD	TBD

<b>How Well We Do It: Performance Measures</b>				
<b>Performance Measure</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Countywide energy use reduction vs. 2014 baseline	20%	17%	24%	25%
Countywide greenhouse gas emissions reduction (metric tons of CO2e)	TBD	TBD	TBD	TBD

**Strategic Overview:**

The Office of Sustainability (OS) supports and leads initiatives to improve Milwaukee County government's operational efficiency and effectiveness, protect and restore natural resources, and enhance racial and health equity. OS works to integrate environmental stewardship and climate resiliency into County operations, infrastructure, and services, and is responsible for coordinating the County-wide environmental sustainability program.

OS focus areas and core services include:

## B U D G E T S U M M A R Y

Category	2020 Actual	2021 Actual	2022 Budget	2023 Budget	2023/2022 Variance
<b>Expenditures</b>					
<b>Personnel Costs</b>	\$23,392,214	\$23,497,550	\$27,564,881	\$27,496,909	(\$67,972)
<b>Operation Costs</b>	\$22,137,671	\$23,645,406	\$27,322,752	\$33,344,438	\$6,021,686
<b>Debt &amp; Depreciation</b>	\$23,075,208	\$21,416,103	\$22,613,327	\$21,580,316	(\$1,033,011)
<b>Capital Outlay</b>	\$195,580	\$161,498	\$551,307	\$1,609,500	\$1,058,193
<b>Interdepartmental. Charges</b>	\$13,726,823	\$14,355,155	\$15,309,481	\$15,209,592	(\$99,889)
<b>Total Expenditures</b>	<b>\$82,527,495</b>	<b>\$83,075,712</b>	<b>\$93,361,748</b>	<b>\$99,240,755</b>	<b>\$5,879,007</b>
<b>Revenues</b>					
<b>Direct Revenue</b>	\$59,544,147	\$81,767,703	\$82,062,132	\$83,341,151	\$1,279,019
<b>Intergovernmental Revenue</b>	\$22,739,407	\$1,016,279	\$10,988,556	\$15,563,564	\$4,575,008
<b>Indirect Revenue</b>	\$243,940	\$291,730	\$311,060	\$336,040	\$24,980
<b>Total Revenues</b>	<b>\$82,527,495</b>	<b>\$83,075,712</b>	<b>\$93,361,748</b>	<b>\$99,240,755</b>	<b>\$5,879,007</b>
<b>Tax Levy</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Personnel</b>					
<b>Full-Time Pos. (FTE)*</b>	242.0	241.0	246.0	234	(12.0)
<b>Seasonal/Hourly/Pool \$</b>	\$0	\$0	\$297,880	\$302,233	\$4,353
<b>Overtime \$</b>	\$612,159	\$1,037,592	\$1,037,929	\$858,093	(\$179,836)

NOTE: Actual revenues have been restated to remove the year-end entries made by the Comptroller's Office for the annual CAFR.

\* FTEs for 2020, 2021, and 2022 are adjusted due to the changes in the FTE calculation where one position, regardless of the number of hours worked beyond the standard employee schedule, now equals one FTE within the Fire Protection area.

### Department Mission

The Airport Division will plan, enhance, operate, and maintain efficient, cost-effective air transportation facilities that meet the current and future needs of the region, airlines and tenants while remaining responsive to the concerns of the Airport's neighboring residents.

### Department Description:

The Airport Division provides administration and manages all activities necessary for the efficient day-to-day operation of Milwaukee Mitchell International Airport (MKE or the Airport) and Lawrence J. Timmerman Field (LJT or Timmerman). Airport operations are divided into the following strategic program areas: MKE, MKE Regional Business Park, and LJT.



**Major Changes in FY 2023**

The Airport continues its recovery from the novel coronavirus known as COVID-19.

Prior to COVID-19 passenger traffic totaled 6,894,894 in 2019. COVID-19 significantly impacted the aviation and tourism industry driving airport passenger traffic to record lows globally during 2020. The Airport continues to experience year over year recovery from the lows experienced in 2020. During 2020 passenger traffic for the Airport totaled 2,627,215 or 38 percent of pre-pandemic levels. For 2021 passenger traffic totaled 4,524,345 or 66 percent of pre-pandemic levels.

Significant passenger demand has returned for air travel most notably in the leisure travel market with business travel lagging as some in-person travel has not resumed for business meetings. For the first six months of 2022 however air travel recovery has not simply continued to be solely a question of passenger demand but has shifted also to airline supply. Not unlike other industries the airlines are currently experiencing issues with being able to staff flights on a national basis. Particularly during the summer months of 2022, the industry is experiencing a reduction in the number of scheduled flights and also reactive airline cancellation of flights due to flight crew staffing issues. Therefore, while the forecasting of travel has significantly improved since the extreme lows experienced during the pandemic, some forecasting volatility remains. The passenger traffic forecast for 2022 and the 2023 Budget was updated in May 2022 utilizing actual activity levels for January through April and then using limited duration airline schedule information incorporated into a demand model from the Airport's financial consultant, Unison Consulting. Annualized passenger levels for 2022 are estimated at 5,502,358 or 80 percent of pre-pandemic levels. Annualized passenger levels for the 2023 Budget are estimated at 5,912,542 or 86 percent of pre-pandemic levels.

While passenger traffic levels have recovered substantially to date, the latest traffic forecast update from May 2022 (subject to change) estimates full recovery to pre-pandemic levels on an annualized basis to occur in approximately 2025. Airport revenues are directly linked to passenger traffic and have improved substantially since the height of the pandemic but overall remain below pre-pandemic levels. With many of the Airport's costs being fixed in nature and as a facility that must remain open continuously, federal COVID-19 stimulus revenue continues to be used in 2023 to supplement nonaeronautical revenues and to maintain attractive aeronautical rates charged to airlines serving the Airport's passengers. The 2023 Budget relies on and includes approximately \$14.9 million of federal stimulus funds geared toward mitigation/lowering of airline rates and charges.

The federal policy framework around stimulus funds has been heavily oriented toward utilizing the funds to supplement airport operating budgets while recovery continues. However, reduced passenger traffic levels also have a direct impact upon the Airport's ability to undertake needed capital infrastructure improvements, many of which rely upon Passenger Facility Charge (PFC) revenues and the Airport Development Fund (ADF) reserve revenues to fund projects. These revenues have continued to show improvement as recovery continues but like other revenues are still not yet at pre-pandemic levels. During 2020, PFC revenues totaled \$5.2 million. For 2021 PFC revenues totaled \$8.2 million. Based on the May 2022 traffic forecast, PFC revenues are estimated for 2022 at \$10.9 million and for the 2023 Budget at \$11.7 million. These revenue figures are compared to PFC revenues of \$13.5 million pre-pandemic. The ADF reserve revenue, which is a percentage of revenue derived from parking, rental car, restaurant, retail, and other sources, generated \$2.3 million in 2020. For 2021 ADF revenues totaled \$3.2 million. Based on the May 2022 traffic forecast, ADF revenues are estimated for 2022 at \$4.3 million and for the 2023 Budget at \$4.6 million. These revenue figures are compared to ADF revenues of approximately \$4.9 million pre-pandemic. Since the start of the pandemic foregone PFC and ADF revenues due to lower passenger volume result generally in deferral of needed capital improvement projects. While the need for more funding to invest in aging capital infrastructure is generally a well-known national issue across all sectors of transportation, COVID-19 has highlighted and further exacerbated that issue.

In an effort to assist airports nationally with capital infrastructure needs, the Bipartisan Infrastructure Law (BIL) was enacted in November 2021. BIL allocated funding in each of the federal fiscal years 2022 through 2026. For federal fiscal year 2022 MKE was awarded \$8.9 million in addition to the typical Airport Improvement Program (AIP) entitlement funding of \$2.1 million and \$0.3 million for LJT in addition to the typical Airport Improvement Program (AIP) Block Grant entitlement funding of \$0.1 million. Given the regulatory framework for BIL, these funds will be used toward federally eligible airfield projects. The Airport expects to begin issuing debt in 2023 and future years to finance the local share of BIL related capital improvement projects.

## **DOT — AIRPORT (504) BUDGET**

Department: **Department of Transportation — Airport**

AGENCY NO. **504**

FUND: **Enterprise — 30076**

In consultation with the airlines serving MKE, the master Airline Use and Lease Agreement (AULA) that was set to expire on December 31, 2020 was extended to cover 2021, extended to cover 2022, and is expected to be extended for 2023 upon airline agreement of requested capital projects.

2023 staffing changes are as follows:

- Unfunding 14.0 Airport Mtce Wrk Asst Nm positions
- Create 1.0 Aviation Analyst position at a budgeted total salary cost of \$76,671.
- (Sept 2022) File 22-942 created 1.0 Manager Financial

**Strategic Program Area 1: MKE – Milwaukee Mitchell International Airport**

Service Provision: Discretionary

How We Do It: Program Budget Summary					
Category	2020 Actual	2021 Actual	2022 Budget	2023 Budget	2023/2022 Variance
Expenditures	\$80,911,669	\$80,505,793	\$91,343,798	\$97,363,825	\$6,020,027
Revenues	\$81,482,330	\$82,092,390	\$92,504,365	\$98,548,136	\$6,043,771
Tax Levy*	(\$570,661)	(\$1,586,597)	(\$1,160,567)	(\$1,184,311)	(\$23,744)
FTE Positions	239.0	238.0	242.0	230.0	(12.0)

\* Although tax levy is shown in this service area, no tax levy was received. This amount reflects the subsidy paid by airport users to operate the Lawrence J. Timmerman Airport and the MKE Business Park. Any surplus or deficit is settled annually with the airlines per the terms of the airline lease agreements resulting in an overall \$0 property tax levy for the County's Airport System.

What We Do With It: Activity Data				
Activity	2020 Actual	2021 Actual	2022 Target	2023 Target
Airport Cost Per Enplanement	\$61.77	\$35.63	\$30.69	\$32.93
Enplanements <sup>1</sup>	1,309,967	2,259,674	2,976,176	2,956,271
Total Passengers	2,627,215	4,524,345	5,952,352	5,912,542
Landed Weight (total) 000 lb. unit	2,880,033	3,456,394	4,171,835	3,922,320

<sup>1</sup> Enplanement means "a person boarding in the United States in scheduled or nonscheduled commercial service on aircraft in intrastate, interstate, or foreign air transportation."

How Well We Do It: Performance Measures				
Performance Measure	2020 Actual	2021 Actual	2022 Target	2023 Target
Customer Satisfaction Survey	4.50	4.50	4.50	4.50
Non-Airline Revenue as a % of Airport Revenue	65.1%	55.7%	63.0%	72.6%

\* Airport Customer Satisfaction is measured by a third-party vendor. The Airport changed vendors, which resulted in a new measurement scale.

**Strategic Overview:**

MKE is broken down into the following operating sections to fulfill its mission.

**Administration** is responsible for general administration, accounting, budget, and purchasing.

**Airport Information Technology** is responsible for maintaining the complex airport network, voice communications, fire protection system, stand-alone security system, and the security surveillance network on a 24/7 basis.

**Air Service Development** is responsible for both maintaining existing and attracting additional commercial air carrier service to the Airport.

**Marketing and Public Relations** is responsible for the branding and marketing of the airport, including maintaining existing and attracting additional passengers to the Airport. This area is also responsible for community, media, and social media relations.

**Airport Planning** is responsible for developing the airport's long-term planning efforts and reviewing/forecasting passenger demand over the long term. This area also oversees noise compliance as well as certain required statistical reporting.

**Parking Operations** records the various expenses of operating the parking structure, debt service and associated interest expense on the parking structure. This group also oversees all MKE ground transportation activities including taxi, shuttle, limousine, transportation network companies (TNCs) and off-airport operators providing services to and from MKE. This includes ensuring transportation operators are properly licensed and compliant with the standards set forth in Milwaukee County General Ordinances. This section collects and accounts for parking revenue fees.

**Properties** is responsible for oversight of tenants occupying airport leased space for both commercial and general aviation leaseholders, as well as food and beverage and retail concessionaires.

**Operations** is responsible for keeping the airfield and ramp areas open at all times. This area coordinates and oversees aircraft operating at the airport and ensures compliance with Federal Aviation Administration (FAA), and state and local regulations as well as coordinating emergency responses, construction activities, special events and snow removal. In addition, this section oversees day-to-day operations of the terminal that includes addressing passenger safety issues, terminal construction activities, special events, and signage.

**Maintenance** is responsible for the Airport's structures and grounds. This includes custodial, HVAC, electrical services, snow plowing and grass cutting.

**Fire Protection** maintains 24/7 staffing and handles emergencies on the airfield, within the terminal, parking structure and parking lots. This section responds to emergency needs involving airlines, patrons, tenants, and airport staff.

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

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

#### **Strategic Implementation:**

The major changes in 2023 above addresses the continued recovery from COVID-19 on the Airport budget.

#### **Revenue changes:**

Significant Changes in Non-Airline/Non-Aeronautical Revenue are as follows.

For 2023 most revenues continue to show substantial year over year improvement since their lowest point in 2020 during the pandemic.

- Parking revenue increases \$3,711,500 from \$24,638,500 to \$28,350,000.
- Car Rental revenue increases \$363,661 from \$9,144,116 to \$9,507,777.
- Food and Beverage Concession revenue increases \$1,384,508 from \$3,263,000 to \$4,647,508.
- Terminal Retail (Non-Food and Beverage) revenue increases \$247,840 from \$1,618,200 to \$1,866,040.
- Transportation Network Company (TNC) revenue decreases \$127,750 from \$751,000 to \$623,250.

Federal revenue to support the operating budget increases \$4,575,008 from \$10,988,556 to \$15,563,564. The main increase is comprised of the following. COVID-19 American Rescue Plan (ARPA) Stimulus Funds for Airline Rates and Charges increases \$4,134,665 from \$10,748,556 to \$14,883,221. The use of these funds serves to mitigate/lower airline rates and charges while passenger traffic continues to rebuild from the COVID-19 pandemic.

### Expenditures changes:

The Airport has a large infrastructure footprint to be maintained and the facility must be open and available to the traveling public on a continuous basis which means much of the Airport's costs to operate are fixed in nature.

Significant Major Expenditure changes are as follows:

- Personnel Services decrease \$67,972 from \$27,564,881 to \$27,486,909. This is due to a combination of things: increasing vacancy and turnover rate to 7 percent, expected decreases in fringe benefit costs, and unfunding of vacant custodial positions that have experienced substantial turnover and have been very difficult to fill over a prolonged period of time.
- Operation Costs increase \$6,021,686 from \$27,322,752 to \$33,344,438. Some of the major increase include the following:
  - Approximately a \$1,600,000 million increase for contractual services related to providing custodial services throughout the Airport that was part of a county-wide custodial RFP in 2022. This increase is partially offset by unfunding of vacant custodial positions that have experienced substantial turnover and have been very difficult to fill over a prolonged period.
  - A \$1,000,000 increase for providing contracted snow removal personnel and equipment on the ramp/apron areas of the airfield. Utilizing a contract for this purpose began in 2022 due to an inability to hire and retain sufficient County seasonal staff for the work to be reliably performed.
  - Approximately \$1,200,000 for a variety of consulting studies related to infrastructure analysis to inform future renewal of capital infrastructure as well as for regulatory purposes such as noise monitoring, potential expansion of electric vehicle charging in the public parking structure, gate/apron fit analysis, and terminal apron condition assessment, etc.
  - Approximately \$300,000 increase for software and software licensing/maintenance costs.
  - Approximately \$290,000 increase in the parking operator management contract. This cost increases as passenger traffic continues to rebound and the parking operator needs to staff accordingly.
  - Approximately \$265,000 increase in the cost for utilities.
  - Approximately \$250,000 for the parking structure. Parking is the largest single revenue stream for the Airport. The programmatic allocation of funding is for expected for ongoing repairs and maintenance to the parking structure, lots, and shelters.
  - Approximately \$240,000 increase for advertising to return to pre-pandemic level of spend. This includes items such as Airport media campaigns and for market research services related to measuring MKE brand recognition.
  - The remainder of the increases are spread throughout the accounts that comprise Operation Costs and include general costs increases for services and commodities as well as expected inflationary cost increases due to the current economic climate.
  - Airport continues to purchase supplemental engineering support in addition to the services offered through the Department of Administrative Services – Architecture and Engineering and Environmental Services (DAS AE&ES). The contract with Crawford, Murphy, Tilly continues in 2023 at an estimated cost of \$250,000.
- Capital Outlay costs increase \$1,058,193 from \$551,307 to \$1,609,500. This increase is primarily the result of the Airport increasing its capitalization threshold to match the Airline Use and Lease Agreement (AULA) which is substantially higher than the County threshold. For 2023 and future years, the Airport will expense operating budget assets that are less than \$50,000 and no longer follow the County standard of \$5,000.

## **DOT — AIRPORT (504) BUDGET**

Department: **Department of Transportation — Airport**

AGENCY NO. **504**

FUND: **Enterprise — 30076**

- Debt and Depreciation decreases \$1,033,011 from \$22,613,327 to \$21,580,316 based on a combination of expected depreciation expense and debt service principal and interest for the repayment of long-term Airport revenue bond debt.
- Cross charges from other Milwaukee County departments for services provided to the Airport decrease \$99,889 from \$15,309,481 to \$15,209,592. The decreases are based on expected costs for Fleet Management, Sheriff Services, and DAS Architecture and Engineering services.

The Airport continues to procure vehicles and/or equipment through the Milwaukee County Department of Transportation Fleet Management Division. The Airport continues to coordinate with the Milwaukee County Highways Division for street and curb repairs. These partnerships have proven effective in managing costs.

**Strategic Program Area 2: MKE Regional Business Park**

**Service Provision: Committed**

<b>How We Do It: Program Budget Summary</b>					
<b>Category</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2023/2022 Variance</b>
<b>Expenditures</b>	\$1,084,328	\$2,210,655	\$1,325,904	\$1,124,732	(\$201,172)
<b>Revenues</b>	\$799,874	\$665,265	\$602,250	\$429,641	(\$172,609)
<b>Tax Levy</b>	\$284,454	\$1,545,390	\$723,654	\$695,091	(\$28,563)
<b>FTE Positions</b>	1.0	1.0	1.0	1.0	0.0

*" Although tax levy is shown in this service area, no tax levy was received. This amount reflects the subsidy paid by airport users to operate the Lawrence J. Timmerman Airport and the MKE Business Park. Any surplus or deficit is settled annually with the airlines per the terms of the airline lease agreements resulting in an overall \$0 property tax levy for the County's Airport System.*

<b>What We Do With It: Activity Data</b>				
<b>Activity</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Leased Buildings	28	27	27	15
Occupied Buildings	43	45	39	30
Vacant Buildings	9	3	7	16
Vacancy Percentage	17.3%	6.3%	15.2%	34.8%

<b>How Well We Do It: Performance Measures</b>				
<b>Performance Measure</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Occupancy Rate	82.7%	93.8%	84.8%	65.2%

**Strategic Overview:**

The MKE Regional Business Park is the former 440th Air Reserve Base. By the end of 2022, the MKE Business Park will consist of 46 buildings on 102 acres. The property is located in the City of Milwaukee adjacent to MKE Airport, at the intersection of South Howell Avenue and East College Avenue. The MKE Regional Business Park Service Area is responsible for the rental and maintenance of existing facilities for aviation, Airport use, and related business services.

**Strategic Implementation:**

For 2023, the estimated airline subsidy for this service area decreases \$28,563 from \$723,654 to \$695,091. Expected revenues from building rental are decreasing.

For future years, there will be a continued focus on removing aged buildings and structures within the MKE Regional Business Park. Many of the facilities are at the end of or beyond their useful life and require substantial investment. Rebuilding these facilities is expected to be far more costly than any income that would be generated from renting them and is not considered a high priority use of the Airport's limited financial resources.

**Strategic Program Area 3: LJ Timmerman General Aviation**

Service Provision: **Committed**

<b>How We Do It: Program Budget Summary</b>					
<b>Category</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2023/2022 Variance</b>
<b>Expenditures</b>	\$531,497	\$359,264	\$692,046	\$752,198	\$60,152
<b>Revenues</b>	\$245,290	\$318,056	\$255,133	\$262,978	\$7,845
<b>Tax Levy</b>	\$286,207	\$41,208	\$436,913	\$489,220	\$52,307
<b>FTE Positions</b>	2.0	3.0	3.0	3.0	0.0

*" Although tax levy is shown in this service area, no tax levy is actually received. This amount reflects the subsidy paid by airport users to operate the Lawrence J. Timmerman Airport and the MKE Business Park. Any surplus or deficit is settled annually with the airlines per the terms of the airline lease agreements resulting in an overall \$0 property tax levy for the County's Airport System.*

<b>What We Do With It: Activity Data</b>				
<b>Activity</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Number of Based Aircraft	105	105	105	105

<b>How Well We Do It: Performance Measures</b>				
<b>Performance Measure</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Target</b>	<b>2023 Target</b>
Aircraft Takeoffs/Landings	36,788	36,695	36,695	36,695

**Strategic Overview:**

Timmerman is located on the northwest side of Milwaukee and is the General Aviation (GA) reliever airport in Milwaukee County's airport system. Airline lease agreements govern revenues and expenditures associated with the operation of LJT.

**Strategic Implementation:**

A long-term master plan process for LJT began and is expected to conclude in 2024. At the conclusion of the Timmerman Master Plan, future qualifying Timmerman based projects will be eligible for federal and state funding. The 2023 Budget results in a subsidy to LJT of \$489,220 from airlines serving MKE.



## 2023 CAPITAL IMPROVEMENTS BUDGET MILWAUKEE COUNTY

Project No. <b>WA0383</b>	Sub-Project No. <b>WA038301</b>	Sub-Project Title <b>MWC MAKE-UP AIR UNITS</b>
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**2023 Sub-Project Addresses the following item/issue:**

This project is for the design of the replacement of two exhaust / make up air units at the MWC Maintenance Garage. This equipment has reached the end of their useful life.

**2023 Scope of Work:**

The scope of work includes planning and design for exhaust/make-up air replacements.

**2024 - 2027 Scope of Work:**

The scope of work includes construction for exhaust/make-up air replacements.

*Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive. Adjustments to reduce the project scope shall be made, as necessary, in order to not exceed authorized budget appropriation(s).*

**Capital Sub-Project Cost and Reimbursement Revenue By Year (2023 - 2027)**

BUDGET YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
2023	\$90,790	\$0	\$0	\$0	\$90,790
2024	\$783,310	\$0	\$0	\$0	\$783,310
2025	\$0	\$0	\$0	\$0	\$0
2026	\$0	\$0	\$0	\$0	\$0
2027	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$874,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$874,100</b>

**2023 Budget Year Financing**

Federal, State & Local Aid	\$0	Investment Earnings	\$0
Sales & Use Tax	\$0	PFC Revenue	\$0
Property Tax	\$0	Revenue Bonds	\$0
G.O. Bonds & Notes	\$0	Gifts & Cash Contr	\$0
Airport Reserve	\$90,790	Other Revenue	\$0
<b>Total Budget Year Financing</b>	<b>\$90,790</b>		

**Capital Sub-Project Breakdown**

SUB-PROJECT BY PHASE	Prior Yr(s)	2023	2024 - 2027	Total
	Approp.	Approp.	Approp.	Approp.
Basic Planning & Design	\$0	\$90,790	\$0	\$90,790
Construction & Implementation	\$0	\$0	\$783,310	\$783,310
Right-of-Way Acquisition	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$90,790</b>	<b>\$783,310</b>	<b>\$874,100</b>

**Initial Sub-Project Schedule**

	Year	Qtr
Complete Site Acquisition (if applicable)	NA	0
Complete Preliminary Plan (if applicable)	NA	0
Complete Final Plans & Specs	2023	4
Begin Implementation/Purchase Asset	NA	0
Substantially Completed	2024	2
Scheduled Sub-Project Closeout	2024	4

**Requesting Department or Agency:**

Dept of Transportation - Airport

**Managing Department or Agency:**

Dept of Admn Services - Facilities Management

**Specialized Consultant(s) Retained:**

No

**Functional Group:**

Transportation and Public Works

**Capital Category:**

Other Capital

**Useful Life (Yrs)**

10

## 2023 CAPITAL IMPROVEMENTS BUDGET MILWAUKEE COUNTY

Project No. <b>WA0421</b>	Sub-Project No. <b>WA042101</b>	Sub-Project Title <b>MKE REMOVE RUNWAY 1R/19L (NORTH OF TAXIWAY W)</b>
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**2023 Sub-Project Addresses the following item/issue:**

This project addresses removal of Runway 1R/19L, associated infrastructure, and any related improvements necessary as a result of the runway removal including but not limited to, drainage, signage, and markings. MKE is completing an environmental assessment in 2022, prior to this design phase. This project addresses needs identified in the MKE's master plan and airport layout plan future state.

**2023 Scope of Work:**

The project scope includes design for removal of Runway 1R/19L and associated infrastructure at Milwaukee Mitchell International Airport (MKE). The work includes any related improvements necessary as a result of the runway removal; including but not limited to, drainage, signage, and markings.

**2024 - 2027 Scope of Work:**

Construction phase of project in 2025. This project is for the construction phase of the removal of Runway 1R/19L and associated infrastructure at Milwaukee Mitchell International Airport (MKE). The specific rehabilitation approach is to be finalized in design.

*Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive. Adjustments to reduce the project shall be made, as necessary, in order to not exceed authorized budget appropriation(s).*

**Capital Sub-Project Cost and Reimbursement Revenue By Year (2023 - 2027)**

BUDGET YEAR	CAPITAL APPROPRIATION	CAPITAL REIMBURSEMENT REVENUE			NET COUNTY COMMITMENT
		FEDERAL	STATE	LOCAL/OTHER	
2023	\$729,600	\$547,200	\$91,200	\$0	\$91,200
2024	\$0	\$0	\$0	\$0	\$0
2025	\$4,473,230	\$3,354,923	\$559,154	\$0	\$559,154
2026	\$0	\$0	\$0	\$0	\$0
2027	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$5,202,830</b>	<b>\$3,902,123</b>	<b>\$650,354</b>	<b>\$0</b>	<b>\$650,354</b>

2023 Budget Year Financing			
Federal, State & Local Aid	\$638,400	Investment Earnings	\$0
Sales & Use Tax	\$0	PFC Revenue	\$91,200
Property Tax	\$0	Revenue Bonds	\$0
G.O. Bonds & Notes	\$0	Gifts & Cash Contr	\$0
Airport Reserve	\$0	Other Revenue	\$0
<b>Total Budget Year Financing</b>	<b>\$729,600</b>		

Capital Sub-Project Breakdown				
SUB-PROJECT BY PHASE	Prior Yr(s)	2023	2024 - 2027	Total
	Approp.	Approp.	Approp.	Approp.
Basic Planning & Design	\$0	\$729,600	\$0	\$729,600
Construction & Implementation	\$0	\$0	\$4,473,230	\$4,473,230
Right-of-Way Acquisition	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$729,600</b>	<b>\$4,473,230</b>	<b>\$5,202,830</b>

Initial Sub-Project Schedule	Year	Qtr
Complete Site Acquisition (if applicable)	NA	0
Complete Preliminary Plan (if applicable)	2023	2
Complete Final Plans & Specs	2023	4
Begin Implementation/Purchase Asset	NA	0
Substantially Completed	2025	4
Scheduled Sub-Project Closeout	2025	4

**Requesting Department or Agency:**

**Managing Department or Agency:**

**Specialized Consultant(s) Retained:**

**Functional Group:**

**Capital Category:**

**Useful Life (Yrs)**

**Strategic Implementation:**

In 2022, due to all the new revenue programs and level of responsibility, the Operations strategic program area was created as a separate strategic program area. The 2023 budget reflects this change. In addition, the Safety and Special Exhibit sections were also moved to the Operations strategic program area.

The 2022 Budget included funds for a 4D theater experience. After further research, it was determined a virtual reality experience would better maximize revenue while also providing an immersive animal educational experience. The impact to the 2023 budget for the change to the new Gorilla Trek Virtual Reality (VR) experience increases expenditures by \$444,984 and revenues by \$798,418 for a net profit increase over the 2022 budget of \$353,434. The operational costs for the VR theater \$723,197 with \$1,158,258 in revenues are projected for a net projected profit of \$435,061.

In 2023, the Milwaukee County Zoo is introducing a new shuttle service to transport guests throughout the Zoo. Three vehicles will be purchased out of the Zoo's Railroad Trust fund budget.

The guest giraffe feeding program was changed in 2022 to an all-day feeding. The 2023 budget reflects the additional expenses related to this new feature including an additional Zoo Worker 3 seasonal hours. New revenues from the all-day feeding program support the Zoo's conservation efforts and covers the cost of the new Assistant Curator Large Mammal position in the Animal Management and Health Division.

The direct service cross charge from the Office of Emergency Management (OEM) for guest medical services increased due to OEM's standards change requiring two EMTs instead of one.

In 2023, an Ice Age special exhibit will be featured. Admission to the exhibit is \$4 per person and runs from Memorial Day weekend through Labor Day. Results are projected to be profitable.

The SkyGlide ride was purchased by the Zoo in 2022 and is operated by Zoo staff. For 2023, expenditures increase and includes the creation a Zoo Worker 3 hours to operate the ride.

The 2023 budget changes Security staff from Zoo Worker Seasonal positions to Zoo Security Worker hourly to provide year-round coverage. The change to hourly provides flexibility in staffing and allows for year-round coverage.

In 2023, the Milwaukee County Zoo will create an additional 1.0 FTE Zookeeper position and the expense of this position will be offset with a reduction in overtime for a zero net impact.

## B U D G E T   S U M M A R Y

Category	2020 Actual	2021 Actual	2022 Budget	2023 Budget	2023/2022 Variance
<b>Expenditures</b>					
<b>Personnel Costs</b>	\$49,345	\$49,524	\$50,513	\$52,565	\$2,052
<b>Operation Costs</b>	\$281,098	\$346,057	\$394,180	\$377,132	(\$17,048)
<b>Debt &amp; Depreciation</b>	\$0	\$1,644	\$0	\$0	\$ 0
<b>Capital Outlay</b>	\$0	\$0	\$0	\$0	\$ 0
<b>Interdepartmental. Charges</b>	\$647	\$0	\$0	\$0	\$ 0
<b>Total Expenditures</b>	<b>\$331,090</b>	<b>\$397,224</b>	<b>\$444,693</b>	<b>\$429,697</b>	<b>(\$14,996)</b>
<b>Revenues</b>					
<b>Direct Revenue</b>	\$32,878	\$42,147	\$100,000	\$100,000	\$ 0
<b>Intergovernmental Revenue</b>	\$0	\$0	\$0	\$0	\$ 0
<b>Indirect Revenue</b>	\$0	\$0	\$0	\$0	\$ 0
<b>Total Revenues</b>	<b>\$32,878</b>	<b>\$42,147</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$ 0</b>
<b>Tax Levy</b>	<b>\$298,212</b>	<b>\$355,077</b>	<b>\$344,693</b>	<b>\$329,697</b>	<b>(\$14,996)</b>
<b>Personnel</b>					
<b>Full-Time Pos. (FTE)</b>	0.8	0.8	0.75	.75	0
<b>Seasonal/Hourly/Pool \$</b>	\$0	\$0	\$0	\$0	\$0
<b>Overtime \$</b>	\$	\$0	\$0	\$0	\$0

**Department Mission:**

The mission of UW Madison, Division of Extension Milwaukee County (hereafter Extension Milwaukee County) is: “We teach, lead, and serve connecting the people with the University of Wisconsin Madison and engaging them in transforming lives and communities. This aligns with Milwaukee County’s mission: “We enhance the quality of life in Milwaukee County through great public service.”

The vision of Extension Milwaukee County is to become a thriving, well-known and sought-out educational resource that reflects the rich diversity of the communities in our County. This aligns with the Milwaukee County vision: “By achieving racial equity, Milwaukee will be the healthiest county in Wisconsin.

**Department Description:**

Extension Milwaukee County is a partnership between each county in Wisconsin and the state government. Wisconsin State Statute 59.56(3) defines this partnership. Extension Milwaukee County is the community outreach Division of UW-Madison. Our educational programs apply the research and resources of UW Madison to strengthen county citizens, youth, families, non-profits, businesses, and communities. Programs are planned and implemented by developing partnerships with community organizations, building collaborations, and incorporating teamwork. Our department designs and implements educational programs, conducts local research, trains leaders and volunteers, and builds partnerships for the benefit of citizens in Milwaukee County. Extension Milwaukee County is made up of five program