

11-2-17 FINANCE AND AUDIT COMMITTEE APPROPRIATION TRANSFERS  
 D CAPITAL IMPROVEMENT- RECEIPT OF REVENUE

Action Required

Finance and Audit Committee  
 County Board (2/3 Vote)

WHEREAS, department requests for transfers within their own accounts have been received by the Department of Administrative Services, Fiscal Affairs, and the Director finds that the best interests of Milwaukee County will be served by allowance of such transfers;

THEREFORE, BE IT RESOLVED, that the Director, Department of Administrative Services, is hereby authorized to make the following transfers in the 2017 appropriations of the respective listed departments:

1)	<u>From</u>	<u>To</u>
<u>WA205 GMIA Firehouse Addition #</u>		
8501 – Bldg/Structure New – (CAP)		\$2,815,965
4707 – Contribution from Rsrvs		\$909,787
2699 – Other Fed Grants & Reimb	\$2,640,039	
2299 – Other St Grants & Reimb	\$1,085,713	

**# Existing Project, + Included in 5-Year Plan, \* New Project**

An appropriation transfer of \$3,725,752 is requested by the (acting) Director of the Department of Transportation (DOT) increase the expenditure and revenue authority for project WA205 - GMIA Firehouse Addition. The total addition to expenditure authority is estimated at \$2,815,965 increasing the total project budget to \$4,811,465 of which \$2,640,039 is planned to be Federal Aviation Administrations (FAA) Airport Improvement Program (AIP) funding, \$1,085,713 State match funding, and the balance of \$909,787 funded through the use of Airport Reserves using the Airport Development Fund (ADF). Passenger Facility Charge (PFC) revenue is planned to refund at least a portion of the ADF reserve.

Construction of the existing GMIA Firehouse (Crash and Fire Rescue Station) was completed in 1980. Except for the addition of one vehicle bay since 1980 there has been very little improvements made to the station and remains substantially as originally constructed. Currently, for lack of space at the firehouse, the Fire Chief and five Deputy Chiefs maintain their offices remote from the firehouse (in the former Air Force Reserve fire station). Among other deficiencies the sleeping quarters, locker facilities, training room and exercise room do not meet current FAA design standards as outlined in FAA Advisory Circular 150/5210-15A - Aircraft Rescue and Firefighting Station Building Design. To identify all deficiencies needing correction the consulting firm, Burns & McDonnell, was retained to perform a needs analysis and a project cost estimate. The analysis was completed with a Facility Needs Analysis report published in May 2015.

The 2016 Adopted Capital Improvement Budget included an appropriation of \$1,995,500 for an addition to and remodel of the existing firehouse to comply with current Federal Aviation Administration (FAA) standards as identified in the Facility Needs Analysis. This includes 3,578 square feet of additional building space, renovation of 3,670 square feet of the existing firehouse, additional parking and utility and site work.

The original scope of the capital project was for \$1,995,500 (2016 Adopted Budget appropriation) and was budgeted to be fully funded by GMIA’s Capital Improvement Reserve Account (CIRA). Detailed cost

estimates based of the FAA Advisory Circular 150/5210-15A which contains guidelines for construction standards of Aircraft Rescue and Fire Fighting (ARFF) station building design came in at more than twice the 2016 appropriation.

Additionally, the availability of grant funding (either Federal or State) was not known at the time of the original 2016 capital budget request. Subsequent discussions with the FAA determined AIP eligibility at 75% to 80% of the project. The State determined that it will match the local (airports) contribution up to a total \$1,200,000 for the entire projects cost.

Although the project costs increase by \$2.8 million, the additional State and Federal funding (noted previously) will cover the costs. Additionally, the overall net effect of this transfer reduces the airport’s share from the original 2016 budgeted \$1,995,500 to \$1,085,713 (again, due to the revised State/Federal funding of the project).

This fund transfer has no tax levy impact.

TRANSFERS SIGNED BY THE COUNTY EXECUTIVE September 28, 2017.

2)		<u>From</u>	<u>To</u>
	<u>WA213 Replacement Jet Bridges #</u>		
	8509 – Other Building Improvements –(CAP)		\$199,500
	9706 – Prof. Services Div Services		\$26,623
	6146 – Prof. Services Cap/Major Maint		\$30,000
	4707 – Contribution from Reserves	\$256,123	
	<b># Existing Project, + Included in 5-Year Plan, * New Project</b>		

An appropriation transfer of \$256,123 is requested by the (acting) Director of the Department of Transportation (DOT) to increase budget authority for capital project WA213 – Replacement Jet Bridges at the General Mitchell International Airport (GMIA).

The 2017 Adopted Capital Improvement Budget included an appropriation of \$1,500,000 for the removal of the three existing passenger loading bridges (PLB), purchase of three new PLBs, installation, testing and commissioning. The operation and maintenance of jet bridges is the responsibility of GMIA. GMIA currently has 42 passenger PLBs. Some passenger loading bridges will be decommissioned in the future and existing aging bridges that are approaching their end of life span will need replacement if uneconomical to refurbish. Apron drive PLBs allow passengers to access the aircraft from the terminal building for convenience and safety, and are able to accommodate a wide range of aircraft sizes.

DOT is requesting additional budget authority in order to provide the infrastructure for one new jet bridge located on concourse D at gate D36, which requires a new foundation and a new door into the concourse holding area. The existing foundation for the old D36 jet bridge was for a different style bridge. The existing foundation and door also require relocation by 11’ to accommodate different size planes that are scheduled to use the new bridge on D36.

This fund transfer has no tax levy impact.

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