

County of Milwaukee Interoffice Communication

DATE: 9/18/2018
TO: John Weishan, Jr., Chairperson, Transportation, Public Works and Transit Committee
FROM: Donna Brown-Martin, Director, Department of Transportation
SUBJECT: MCTS Status Update on Fiebrantz and Kinnickinnic Facilities

BACKGROUND

Since 1975 when Milwaukee County took over the operation of public transportation in Milwaukee, MCTS has operated three garage and station locations. MCTS no longer operates the same level of service that was seen decades ago.

- In 1975 MCTS operated 438 buses and employed 1,241 people.
- In the 1980's MCTS operated 531 buses and employed 1,579.
- Now MCTS operates 396 buses and employees 1,100.

Fiebrantz Garage and Station Status

Fiebrantz garage and station was built nearly 100 years ago and is MCTS' oldest and smallest facility. The 2018 budget addressed the closure of the Fiebrantz facility as follows:

MCTS will finalize research into consolidation of garage/station facilities from three to two and begin the consolidation process in 2018, if feasible. MCTS will seek to close its smallest location (Fiebrantz garage/station) and shift staff and equipment to the Fond du Lac and Kinnickinnic garage/station locations.

The consolidation process was approached carefully and thoroughly. A project manager was assigned responsibility for the consolidation, and a working group was formed with key personnel from nearly every MCTS department. Some highlights of the pre-consolidation efforts include:

- Critical upgrades to the Kinnickinnic (KK) and Fond du Lac (FDL) facilities to accommodate increases in personnel and vehicles, such as roof repairs and improvements to lighting, maintenance pits, lifts, parking, and HVAC systems.
- Other non-critical upgrades to gates, restroom facilities, and station/garage amenities were planned out with an established budget and timeline for the improvements.
- A training plan to address new routes being moved to FDL and KK stations was established.
- Represented staff self-selected, or were assigned, to new work locations consistent with the Collective Bargaining Agreement (CBA).
- Employee transaction notices were processed, and employee contact information was updated.
- Pull-out and pull-in routines for affected routes were changed and new relief point locations were determined.
- Mileage and service requirements were analyzed by garage to assign the correct number of vehicles to each facility.
- Wi-fi and communications equipment was tested and updated as necessary to ensure the capacity and coverage needed to accommodate more vehicles and personnel was in place.

- Databases were updated to reflect new assignments and to ensure continuing operation of all onboard operating and communications technology and equipment.
- Parts were inventoried, so that they could be tracked when relocated to FDL garage or back to the central warehouse.
- Vendors performing work at the Fiebrantz facility were notified of the pending closure and contracts were updated as necessary.
- A moving plan was created to ensure all critical items and vehicles were relocated with no disruption to service.
- A timeline for moving non-critical items (such as bus wash parts, air compressors, etc.) was also established; meanwhile all fuel and lubricants were also moved or used.
- Security of the Fiebrantz facility was assessed and a plan was developed to mitigate concerns

The transition of staff and equipment began in June 2018, during the summer schedule change, when a small number of operators, mechanics and vehicles were shifted to the second largest operating facility, KK garage/station. In August 2018, the last of the represented employees and revenue vehicles were transferred out of the facility to the FDL garage/station. The holding plan consists of installation of an intrusion detection system at a cost of less than \$8,000 and the provision of security staff and patrols, until the intrusion detection system is installed and operational. Other anticipated costs include a reduced amount for electric and gas utilities at about \$4,000 to \$10,000 per month, which is less than half of the cost of utilities when fully operational. Otherwise, the County and MCTS will be avoiding future operating and capital costs through the consolidation.

Milwaukee County's Economic Development Division of the Department of Administrative Services has been made aware of the status of this facility, so they may work with the County Board and County Executive on the parcel's future. There is currently no target date for selling the facility.

Kinnickinnic Garage and Station Status

There is currently no plan to close the Kinnickinnic garage/station. The Harbor District representatives have not requested that Milwaukee County move its southside operations to accommodate any plans.

RECOMMENDATION

This report is for informational purposes unless otherwise directed.

Prepared by:

Dan Boehm, President & Managing Director, MCTS

Approved by:



Donna Brown-Martin
Director, Department of Transportation

cc: Chris Abele, County Executive
Raisa Koltun, Chief of Staff, County Executive
Kelly Bablitch, Chief of Staff, County Board of Supervisors

Joe Lamers, Budget Director, DAS - PSB
Steve Cady, Research Director, Office of the Comptroller