



Milwaukee County

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Date	Ver.	Action By	Action	Result
6/8/2011	1	Transportation, Public Works and Transit Committee	DISCUSSED WITH NO ACTION TAKEN	
5/25/2011	1	Board Chairman	ASSIGNED	

A summary of fund transfers being presented to the Finance and Audit Committee.
(INFORMATIONAL ONLY UNLESS OTHERWISE DIRECTED BY THE COMMITTEE)

Summary of Fund Transfers for Consideration at the Finance and Audit Committee
 June 2011- Informational Report

<u>Description</u>	<u>Amount</u>
DTPW - AE & ES	\$3,124,000

1. An appropriation transfer of \$3,124,000 is requested by the Directors of Parks, Recreation and Culture and Transportation and Public Works to create capital project WP131xxx-Oak Leaf trail Downtown Connector Phase 4 Acquisition.

The Parks Department was recently awarded a \$2,472,577 Congestion Mitigation Air Quality (CMAQ) grant from the Wisconsin Department of (WisDOT) Transportation for the acquisition of the UP Railroad for construction of a bike trail. The CMAQ grant will provide 80% of the project cost to acquire the corridor with the County providing a 20% match. The County has also been notified that WisDOT has approved a Federal Enhancement grant for the construction of the trail, which will follow the acquisition phase. County funding will be required in the future to also provide a 20% match for the Enhancement grant. This fund transfer does not address the Enhancement grant match. The proposed trail will be a continuation of the existing paved bike trail that begins at the lakefront and currently ends in Estabrook Park, just south of Hampton Ave. The new trail will run northwesterly for 3.1 miles beginning just south of Hampton Ave. and ending a short distance south of the 2600 block of mill road.

Capital projects WO069012, Underwood Parkway- Schlinger to Fairview will be utilized to provide most

of the 20% CMAQ grant match. Project WO069012 is essentially a duplication of project WP13101. Oak Leaf Trail- Bluemound Rd. to Rainbow Park. Parks intention is to convert a portion of the Underwood Parkway, which provides limited utility other than serving as a bike trail, to a bike trail only. That scope is adequately covered in project WP13101. Given there is duplication, funding in project WO069012 can be reallocated. These two projects were inadvertently doubled up in the accelerated budget process that took advantage of Build America Bonds. The remaining funds required to match and administer the grant will come from WP17001x, Bike Trail Rehabilitation, and WP458012, Bike Trail Development. Sufficient funds will remain in WP17101x to address any immediate rehabilitation concerns with the existing bike trails. All work under project Wp458012 has been completed and the remaining funds are surplus. It is requested that this fund transfer be approved. This transfer has no tax levy impact.

Description

Amount

DTPW - Airport Division \$800,000

2. The Director of Transportation and Public Works has requested an \$800,000 appropriation transfer to provide funding for GMIA airport staff to replace all of the non Herman Miller seating in Concourses C, Concourse D and Concourse E at General Mitchell Airport.

General Mitchell has seen a dramatic increase in passenger traffic over the last three years which has begun to leave the seats in all of the airport holding areas very worn. As part of the terminal expansion and terminal refurbishment project, all gate holdrooms on C Concourse, two gate hold rooms on the D Concourse and the two gate holdrooms on the E concourse were equipped with County funded chairs using passenger Facility Charge (PFC) funding to replace the original seating, as part of the effort to convert gates from "Exclusive Use" gates to "Preferential Use" gates and achieve the goals of the Airports Federal Aviation Administration (FAA) approved Competition Plan. Converting gates to Preferential use allows the airport to accommodate new and or expanding air carriers with appropriate gate space.

Under new Airline-Airport Use and Lease Agreement (AUA), recently developed between the airlines and the County, all gate holdrooms are now classified as preferential use gates as are all ticket counters and all associated ticketing area space. Airlines that had gates that were previously Exclusive Use which have now been converted to Preferential Use, have been placed in a competitive disadvantage as they are using gate holdroom furniture of their own rather than Milwaukee County purchased furniture. In addition much of the furniture in these gates are in very poor condition and are in need of replacement.

Subsequently, Airport staff is requesting County Board approval to allow GMIA to purchase new Herman Miller gate holdroom seating units from vendors (Interior Investment LLC) consistent with previous purchases from the County. By doing so, all airlines at GMIA will be on equal competitive footing and the airport will have a consistent appearance throughout.

Funding for this \$800,000 transfer request will be provided from the Airport Development Fund (ADFA)

which was recently created in the new airline-Airport Use and Lease agreement (effective 01/01/2011).

The purpose of this Appropriation Transfer Request is to upgrade the seating at General Mitchell International Airport. Approval of this transfer request will have no fiscal impact on the tax levy of Milwaukee County

Approved by:

Jack Takerian, Director
Transportation and Public Works

JHT:mmb