



Milwaukee County

Legislation Text

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

A & E

1. A fund transfer of \$16,000 is being requested to provide additional funding for the repair of damage to the Franklin Landfill due to the flooding from spring 2008. This work is required to prevent damage to the landfill's protective cap and is required by the Wisconsin Department of Natural Resources. The original budget for this project was \$165,000. It was over budget by \$16,000 due to increases in the quantity of stone used to the drainage channels. This increase was not anticipated at the beginning of the project and is now substantially complete. Funds to offset this increase in expenditures are available from revenue received through the Emerald Landfill agreement established in October 2010.

AIRPORT

1. Request to transfer \$39,552,000 to provide funding and expenditure availability for 15 Airport Capital Improvement Projects. These projects will not have sufficient funding carried over to 2011 from 2010 until the approval of the carryovers in late spring of 2011. This transfer request establishes both expenditure and revenue appropriations for 15 projects until the carryover process is complete. This will allow the projects to continue in the earlier months of 2011. Many of these projects were appropriated in 2009 or in 2010 but were planned to be implemented in 2011 and could not be done sooner due to scheduling and staff workload. General Mitchell's engineering team would like to be able to enter into contracts for these projects in the first quarter of 2011 with the security of knowing that the funds have been properly appropriated and approved for the projects under consideration. General Mitchell is required to meet FAA requirements and as a result is required to maintain the airfield and airfield related structures. The airside projects must be kept on construction schedule to stay in compliance with FAA regs; of which the 7R runway must be completed between March and July to meet FAA guidelines for the runways air navigation changes. Below is a listing of the projects that airport staff intend to initiate prior to the completion of the carryover process:
 - WA044- In-line baggage Screening: \$20,790,00; construction and equipment contracts planned to be encumbered by April 2011. This project is partially funded by the TSA which has set deadlines for starting and completion of the project. Project design started in 2009 and is nearly complete. Funded through GMIA In line Baggage Federal Grants and Reimbursement.
 - WA048 -Concourse D: \$40,000; contingency for checkpoint HVAC construction work underway this month through early 2011. Funded through Concourse D PFC Cash revenue.
 - WA064 -Part 150-Phase 2 Sound Insulation Program: \$5,040,000; contracts for individual house insulation contracts begin in February 2011. These will be signed after the above study is complete and after the consultants recommendations are reviewed and accepted. Funded through Part 150 Phase 2 RSIP Federal & State Grant Reimbursements and PFC Cash Revenue.
 - WA094- Runway Safety Area: \$1,352,692; CM agreement needed for 7R work before March 2011; pending change orders for current 6th St. and College Ave. tunnel construction contracts. Funded

through Runway Safety Area Bond and Note Proceeds.

WA096 -Parking Structure Relighting: \$310,000; consultant agreement for parking structure design planned. Encumbrance needed by February of 2011. Funded through GMIA Parking Structure Bond and Note proceeds.

WA108 -HVAC air conditioning Phase 4: \$60,000; Contingency for HVAC Phase 4 construction work underway starting in 2010 to be completed in the first half of 2011. Funded through HVAC Equipment PFC Cash Revenue.

WA122-Airfield Pavement Rehab: \$1,000,000; Construction contract needs to be encumbered by March 2011. This is part of the airports ongoing maintenance of the airfield which kicks into high gear immediately after the snow thaws. Funded through Airfield Pavement Rehab Federal Grant Reimbursement.

WA124- Part 150- Concourse E Pre-Conditioned Air and Ground Power Unit existing budget: \$1,259,400; additional amount needed approximates at \$1,221,000; Construction contract planned to be signed by March 2011. Certainty of fund availability is crucial prior to signing. Funded through Concourse E Ground Federal and State Grant Reimbursement and Concourse E PFC Cash Revenue.

WA130 -Part 150 - Noise barrier Study: \$355,000; Consultant agreement for study planned to be encumbered in February 2011; tentative agreements have been made with vendors to start this project. Funded through Federal and State Grant funding and reimbursements including PFC Cash Revenue.

WA131-Part 150- Ramp Electrification: \$269,500; Consultant agreement for design planned to be encumbered by April 2011 for work to begin immediately thereafter. Funded through Electric Federal Grant and State Grant Reimbursement.

WA135- Runway Intersection Paving: \$3,616,500; The RSA project is being put out to bid and construction contract needs to be encumbered by end of January 2011. This is a major intersection for GMIA's major runways. Funded through Runway IL-19R and 7R-25L Repavement State and Federal Grants including Repavement PFC.

WA151- Part 150-Noise Monitoring System: \$319,000: Consultant agreement for design planned to be encumbered in March 2011. Funded through Part 150 Federal and State grant Funding and Reimbursement and Part 150 Noise Monitor PFC Cash Revenue.

WA353 E60& E61 Jet Bridges: \$ 1,000,000; jet bridge equipment planned to be procured in February 2011 to allow additional aircraft to dock instead of the current arrangement where passengers have to disembark on the ground and walk to the terminal; newer jet bridges can better handle regional aircraft. Gate D30& D47 improvements: \$2,000,000; Jetbridge equipment planned to be procured in February 2011. In this concourse, there is a spare gate which needs to bridge to assist in the additional stresses which GMIA will encounter when the in-line baggage project starts. Funded through E60 & E61 Jet Bridges Airfield Pavement Rehab.

WA165-Taxiway B reconstruction: \$2,140,000; Construction contracts needs to be encumbered by March 2011. Funded through Taxiway B Reconstruct Federal and State Grant funding including Taxiway B PFC Cash Revenue.

2. Request for additional funding in project WA124, Concourse E Preconditioned Air and Ground Power Units in the amount of \$1,221,000.

The original amount budgeted for this project in 2008 was predicated on costs prepared in 2007. Implementation of the project was delayed awaiting approval by the Federal Aviation Administration (FAA) of the Noise Part 150 Plan update and then further delayed by the FAA requirement to use Voluntary Air Low Emissions (VALE) funding instead of the Federal Noise Discretionary grant funding as the source for the federal portion of the funding. The total cost of the project has increased due to the higher than expected equipment cost from the 2007 estimate plus the added cost,

during design, to upgrade columns necessary to support the added equipment on four of the existing passenger loading bridges. This additional cost, plus the original amount budgeted, will increase the total cost of the project to \$2,490,000. Funding for this project will come from Federal Vale Grants, State funding, and the local portion from PFC funds.