

Minutes of the Public Works Committee
August 11, 2016

Chair Dave Swan called the meeting to order at 8:32 a.m.

Committee Members Present: Dave Swan, Steve Whittow, Darlene Johnson, Keith Hammit, Tom Schellinger, and Chuck Wood. **Absent:** Richard Morris

Others Present: Legislative Policy Advisor Sarah Spaeth, Corporation Counsel Erik Weidig, Director of Public Works Allison Bussler, Airport Manager Kurt Stanich, HAWS Field Services & Facilities Manager Mark Hess, Architectural Services Technician Mike Wells, Facilities Manager Shane Waeghe, Construction Project Supervisor Jeff Lisiecki, Hazardous Materials Coordinator Steve Todd, Senior Civil Engineer Karen Braun, Principal Assistant Corporation Counsel Kimberly Haines, Business Manager Betsey Forrest, Waukesha Metro Transit Director Brian Engelking, and Wisconsin Coach Lines General Manager Tom Dieckelman. Minutes Recorded by Administrative Specialist Beth Schwartz, County Board Office.

Approve Minutes of July 14, 2016

MOTION: Wood moved, second by Johnson, to approve the minutes of July 14, 2016. Motion carried 6-0.

Future Agenda Items

Schellinger indicated he would like updates on the following:

- Consent agenda for Executive Committee
- Finance bi-annual budgets
- Which programs have state mandates that are not completely funded
- Proven safety countermeasures article
- Update on road and bridge ratings throughout the county

Correspondence

- Public hearing notice held by the Waukesha County Park and Planning Commission for Thursday August 18, 2016 concerning text amendments to the Waukesha County Zoning Code to incorporate revised zoning provisions to the Waukesha County Shoreland and Floodland Protection Ordinance.

Future Meeting Date(s)

- September 15, 2016
- September 29, 2016

Discuss and Consider Ordinance 171-O-024 Approve Lease Agreement Between The Humane Animal Welfare Society And Waukesha County

Stanich explained that this ordinance approves replacing an existing agreement between the County and the Humane Animal Welfare Society (HAWS) of Waukesha County for lease of land along Northview Road in the City of Waukesha as HAWS looks to expand their building and parking lot. With increased regulations on the Runway Protection Zone by the FAA, there must be no public interaction within the zone, so provisions had to be made to move the dog walking trails out of this zone. The old lease for approximately 0.8 acres would be expanded to about 2.44 acres and the added space would be used for additional parking and dog walking trails. Total annual rent paid by HAWS to the County would increase from \$300 per year under the old agreement to \$1,220 per year under the new agreement for an annual increase of \$920. The lease will have an initial term of 20 years with options for two 20-year extensions thereafter. This ordinance results in no additional direct tax levy impact.

Schellinger inquired about the length of the lease, to which Hess said this is standard practice. Bussler added

that HAWS' relationship with the County is important and if it weren't for HAWS the county would have additional costs and expenses. The phenomenal deal on the lease is in recognition of their being a close partner to the County. Weidig commented that because of Runway Protection Zone restrictions, the land being leased has very limited use, for instance no structures, buildings, human use, or habitation on the zone. Swan asked if neighbors will be affected by the HAWS expansion, to which Hess said he didn't think there would be any problems as they are a positive part of the community and a good neighbor.

MOTION: Hammit moved, second by Wood to approve Ordinance 171-O-024. Motion carried 5-1. Schellinger voted no.

Discuss and Consider Ordinance 171-O-030: Delete Existing Capital Project #201311 South And West Terminal Ramp Expansion, Create New Airport Ramp Expansion Project With Modified Scope And Revenue #201621, And Modify The 2016 Capital Projects Budget

Stanich explained that this ordinance deletes the existing capital project for the south and west terminal ramp expansion (#201311) and creates a new replacement ramp expansion project (#201621) with enhanced scope and revenue. The ordinance modifies the 2016-2020 capital plan for the deletion and creation of these projects.

The last time this project was approved by the County Board no funding was available from the Federal Aviation Administration (FAA) and Wisconsin Bureau of Aeronautics (BOA), which usually covers about 95% of projects. The project was fully-funded with County Airport Fund balance and a project was designed to fit the scale befitting of their budget, but without a signed land lease agreement from their service providers the project was not started. Now, instead of doing a small expansion of the ramp, the FAA and BOA revenues are expected to be available to help fund a more comprehensive ramp expansion that is consistent with the Airport Master Plan. The project will also include improvements to storm water management, airfield lighting and signage.

Stanich said fourteen acres of grass will be lost so grass cutting is a negligible cost. The new ramp space will result in additional ongoing costs for snow removal and pavement maintenance. As part of their eventual lease agreements, the hangar owners will pay for portions of the new pavement for which they are leasing. Ongoing costs for the remaining pavement will be paid for by the County. Snow removal will be a cost incurred by a service provider who will rent out the ramp space when the expansion is complete. The ramp expansion also provides ramp space for potentially three new hangars, which are expected to be constructed over the next three years and estimated to generate approximately \$84,000 in additional annual land lease revenues. The new hangars will support additional aircraft, increasing fuel revenues paid to the County. The project is expected to improve accessibility within the airport grounds and enhance safety by removing traffic from aircraft movement areas and a busy taxiway. This change will also better the service time for Flight for Life. Another cost saver is that stormwater management requirements will be accomplished in the first phase. Bussler said for less money this massive change of scope allows for ten times the project. Schellinger asked what kind of budget the FAA has for airport improvement projects, to which Stanich said money is granted from the FAA at their discretion as projects come up.

MOTION: Hammit moved, second by Whittow to approve Ordinance 171-O-030. Motion carried 6-0.

Review of Bid 16.WAU.001 Health and Human Services Emergency Distribution Upgrades

Waeghe recommended the contract be awarded to Hurt Electric, Inc. in the lump sum of \$47,360.00. They addressed they can complete the work within the County's schedule, complete the non-collusion affidavit, and demonstrated sufficient qualification and responsibility for this project. An electrical engineer evaluated the Health and Human Services building equipment and determined more daily power needs to be on an emergency power backup generator. Waeghe said currently every building is being evaluated for generator power capabilities and their needs. By adding these items onto the generator it allows Health and Human Services to continue with

their daily work in the case of an emergency. In answering Swan's question about how often generators are tested, Waeghe said once a month the generators are tested in an effort to be proactive.

MOTION: Whittow moved, second by Hammit to approve Bid 16.WAU.001. Motion carried 6-0.

Approval of Bid PLU16-04 Rental House Demolition in Nashotah Park

Todd recommended the contract be awarded to New Berlin Grading in the lump sum of \$25,682. New Berlin Grading has stated they can complete the work on the County's schedule, has completed the non-collusion affidavit, and has demonstrated sufficient qualifications and responsibility for this project. There are sufficient funds for this contract in the 2016 budget. In answering Johnson's question, Todd confirmed that metal equipment will be recycled. Swan commented that the County no longer gets involved in rentals. Forrest added that homes were acquired during acquisition of park land and residents were helped in finding new places to live.

MOTION: Wood moved, second by Johnson to approve Bid PLU16-04. Motion carried 6-0.

Ordinance 171-O-029: Laying Out, Relocation And Improvement Of County Trunk Highway TT, West Waukesha Bypass, Waukesha County Project I.D. 2788-00-22, Revision Number 5

Braun said this ordinance authorizes the fifth revision to the laying out, relocation and improvement of CTH TT (West Waukesha Bypass) from STH 59 to Northview Road in the Cities of Pewaukee and Waukesha and the Town of Waukesha. She said as the project has grown and evolved everything has been on target. A property had to be realigned off a septic system, and there were pond and adjacent shift changes. Johnson asked if she thought the County had done its due diligence despite not being able to please all the affected residents. Braun answered that everything has been done to fairly compensate the owner in spite of unfortunate circumstances. Swan commented that when the project started being analyzed this was the County's best option financially.

MOTION: Schellinger moved, second by Hammit to approve Ordinance 171-O-029. Motion carried 6-0.

Presentation: Overview of Transit Services

Engelking explained that Waukesha Metro Transit has been the administrator of the Waukesha County Transit system since 2003. He said this program has been such a good fit that there have been minimal compliance issues since their start. Waukesha County Transit's total system operating expenses include County DPW labor allocation, Park and Ride lot maintenance and transit administration fees. These expenses amounted to \$223,360 in 2015 and the total fuel adjustment in 2015 was a credit of \$166,205. Ten rides per revenue hour is the standard minimum, but the goal is to be above ten at all times. Between 2014-2015 there was a decrease in ridership because of low fuel prices.

There are several route extensions, which according to Forrest are a great way of doing business because instead of a separate bus, it is an extension of an already established route. Route 1 Extension, operated by Waukesha Metro, travels between downtown Waukesha and Brookfield Square. The total rides in 2015 was 113,223, which is double the standard of total rides per revenue hour. The Gold Line Extension travels between Brookfield Square and UW-Milwaukee and its contract is negotiated annually. Both Route 1 and the Gold Line are flagship routes, representing those with the highest ridership. Total rides per revenue hour for the Gold Line is 32.49. Route 79, operated by Milwaukee County Transit and under contract until December 31, 2018, travels between Menomonee Falls and downtown Milwaukee. The fuel adjustment in 2015 was a credit of \$27,306. This route is known as the "freeway flyer", with most riders traveling to and from work. The total rides per revenue hour for this route is 10.75, just at the standard minimum.

Route 901/904/905, operated by Wisconsin Coach Lines, is under contract until May 31, 2017. The fuel

adjustment in 2015 was a credit of \$104,377. These routes travel from numerous points in Waukesha County to downtown Milwaukee and the University of Wisconsin-Milwaukee. Engelking also added that UPASS has been reinstated, allowing UWM students to ride the transit system for no additional cost. The total rides per revenue hour in 2015 was 10.67. Route 906, also operated by Wisconsin Coach Lines, travels between Mukwonago and downtown Milwaukee during peak commuting times. The fuel adjustment was a credit of \$30,609. These routes utilize motor-coaches with amenities such as luggage racks and bathrooms. Total rides per revenue hour is double the standard minimum.

Route 901 Paratransit, operated by Transit Express, is a service mandated through Federal law. All passengers on this route must be certified to use the service, which utilizes Dodge Sprinter vans equipped with wheelchair lifts. It is under contract, including extension years, until April 30, 2018. The fuel adjustment in 2015 was a credit of \$3,913. This route is door-to-door passenger service provided within one mile of the Route 901 service area. Route 901/904/905 Mitigation, operated by Wisconsin Coach Lines, started January 25, 2015 and will operate through December 31, 2017 during the core construction of the Zoo Interchange Project. The State of Wisconsin funded 100% of the operating investment. These routes travel from numerous points in Waukesha County Lake Country and the City of Waukesha to downtown Milwaukee and the University of Wisconsin-Milwaukee.

In answering questions from Committee members, Engelking said the law requires a public hearing anytime fares are changed or the change in hours of service is over 10%. Throughout the past few years, ridership has gone down but after the Zoo Interchange Project is complete there is confidence it will operate with better ridership. Forrest added the levy has remained flat for the past few years and levy support has been stable. Dieckelman added Wisconsin Coach Lines is celebrating 75 years in business and in the fall they will be having a \$0.75 ride day to celebrate.

Legislative Update

Spaeth reported it is quiet at the state as the Legislature is still in recess. She also said Kurt Stanich, current President of the Airport Managers Association, approached her about having the Wisconsin Counties Association and other county lobbyists help their group with lobbying efforts in order to save money on their contracted lobbyist. Spaeth is currently putting together a Legislative Lobbying day in the spring with more updates on the airport to come.

Executive Committee Report of July 26, 2016

Swan reported that the following items were discussed at the Executive Committee meeting:

- Approved Appointments for Boards and Commissions.
- Heard updates from Committee Chairs.

MOTION: Whittow moved, second by Johnson to adjourn the meeting at 10:30 a.m. Motion carried 6-0.

Respectfully submitted,

Richard Morris
Secretary