

ENROLLED ORDINANCE 171-30

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

WHEREAS, the County Board of Supervisors approved Airport Capital Improvement project #201311 in the 2015-19 capital plan, with a total budget of \$700,000, completely funded with County Airport Fund Balance, and

WHEREAS, the scope of the existing project was limited to a taxiway connection in 2015 due to the lack of Federal Aviation Administration (FAA) and Wisconsin Bureau of Aeronautics (BOA) funding, which usually covers 95% of project costs,

WHEREAS, it is desirable to fully expand the Terminal Ramps as planned in the Airport Master Plan and Airport Layout Plan, and

WHEREAS, there is a need for ramp space in these areas to accommodate additional hangar lots, including two existing hangar agreements and one pending, and

WHEREAS, new hangars will generate additional revenue through land leases that help the Airport reduce reliance on County Tax Levy, and

WHEREAS, the FAA and the BOA have elevated the priority of Waukesha County's expansion to begin construction in 2016 and plan to allocate Federal Airport Improvement Project (AIP) funds to cover approximately 95% of the estimated \$9,680,000 project costs over three years, and

WHEREAS, the availability of 95% of funding will allow the County to leverage a smaller overall dollar amount of \$625,000 for this expanded project to complete the ultimate design of terminal service provider area in accordance with the master plan, and

WHEREAS, the 2016 portion of this project is estimated to require a County share of \$325,000, to be funded with Airport Fund Balance, and

WHEREAS, the change in scope is significant enough that it warrants deleting the existing project and creating a new one.

THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA ORDAINS that capital project 201311 be deleted with remaining project funds lapsing to Airport Fund Balance.

BE IT FURTHER ORDAINED THAT the 2016-2020 capital plan be modified to create capital project #201621 Airport Ramp Expansion for total County planned project expenditures of \$625,000.

BE IT FURTHER ORDAINED THAT the 2016 capital project budget be modified to appropriate additional expenditures of \$325,000 and Airport Fund Balance of \$325,000 for the first phase of project #201621 Airport Ramp Expansion.

FISCAL NOTE

**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**

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 (2015-2019 capital plan), 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 had to be fully-funded with County Airport Fund balance (\$700,000), so the scope was limited to a taxiway connection between the south and west terminal ramps (about 8,400 square yards). Approximately \$690,000 of the existing \$700,000 project remains and will lapse to Airport Fund Balance.

The Airport Manager indicates that 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 (about 54,400 square yards). The project will also include improvements to storm water management, airfield lighting and signage. The State and Federal funding allows the County to spend fewer dollars (\$625,000) to leverage another \$9,055,000 of FAA and BOA revenues, for a total estimated project cost of \$9,680,000. The County share is approximately 6.5% due to some portions of the pavement not being eligible for FAA funding. This ordinance appropriates \$325,000 of capital project expenditures and Airport Fund Balance in 2016 for the first phase of this three-year project (2016-2018).

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. 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 (2016 dollars). The new hangars will support additional based aircraft at the Airport, increasing fuel revenues paid to the County (receive \$0.10/gallon sold).

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 (adjacent to their hangar lots). Ongoing costs for the remaining pavement will be paid for by the County, estimated at \$8,000 annually for snow removal and \$2,000 for pavement repairs and maintenance beginning about five years after construction (first few years should need minimal repair).

This ordinance is expected to have a favorable impact on County Tax Levy since additional revenues will help reduce Airport reliance on levy.



Linda G. Witkowski
Budget Manager
8/3/2016
JE# 2016-6853
WPD

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

Presented by:
Executive Committee

Approved by:
Public Works Committee

Approved by:
Finance Committee



Paul L. Decker, Chair



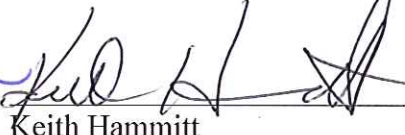
David W. Swan, Chair



James A. Heinrich, Chair



James A. Heinrich



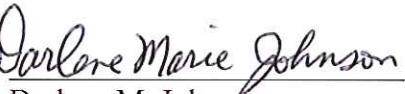
Keith Hammitt



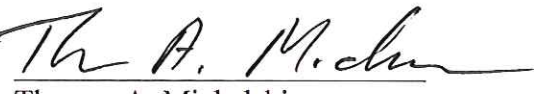
Timothy Dondlinger




Christine M. Howard



Darlene M. Johnson



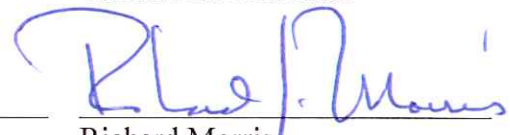
Thomas A. Michalski



Larry Nelson

ABSENT


Richard Morris



Richard Morris



David W. Swan



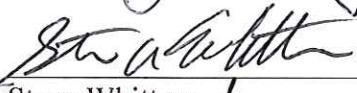
Thomas J. Schellinger



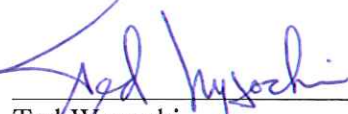
Duane E. Paulson



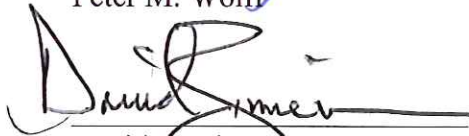
Peter M. Wolff



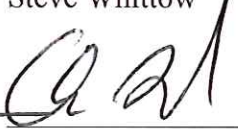
Steve Whittow



Ted Wysocki



David D. Zimmermann



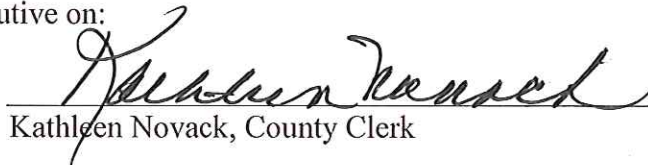
Chuck Wood



William J. Zaborowski

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 8/23/16



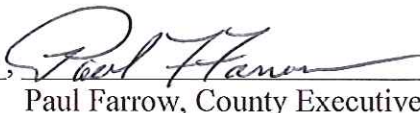
Kathleen Novack, County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X

Vetoed: _____

Date: 8/29/16



Paul Farrow, County Executive

DELETE PROJECT

Project Title:	South and West Terminal Ramp Expansion	Project #:	201311
Department:	Public Works - Airport	Project Type:	Airport
Phase:	Preliminary Design	Sponsor:	Kurt Stanich – Airport Manager
Budget Action:	Delete	Manager:	Allison Bussler – DPW Director
Date:	July 26, 2016		

CAPITAL BUDGET SUMMARY			
Year	2013	2015	Total
Project Phase	<u>Design</u>	<u>Construction</u>	Project
Expenditure Budget	\$560,000	\$140,000	\$700,000
Revenue Budget (Airport Fund Balance)	\$0	\$0	\$0
Net County Cost	\$560,000	\$140,000	\$700,000
COST DOCUMENTATION		REVENUE	
Design/Engineering	\$30,000	Airport Fund Balance	\$700,000
Construction*	\$670,000		
*Includes Contingency			
Total Project Cost	\$700,000		
EXPENDITURE BUDGET :	\$700,000	REVENUE BUDGET	\$700,000

Project Scope & Description

This project was originally designed to expand the South and West Airport Terminal Ramps to accommodate requests by aeronautical service providers to construct corporate aircraft hangars, and included federal and state funding to lower the County's share of costs. However, federal and state funding was redirected to the runway reconstruction (Project 200704) necessitating a reduction in scope. The decision was made to reconstruct (rather than just rehabilitate) the runway in order to increase the useful life of the runway from 5 years to 25 years. Had the shorter-term solution to the runway project been chosen, state and federal funding would have been available for this ramp expansion project.

The new design includes 8,400 square yards of new pavement on the West Terminal Ramp. This project adds a taxi lane between the existing terminal ramp and the West Corporate Hangar area that will increase both aircraft and vehicle safety. Work also includes improvements to airport drainage, and airfield lighting and signage. All of these improvements have been identified in the Airport Master Plan and the Airport Layout Plan.

Before construction begins on the ramp expansion project, the County will require a signed agreement with Stein Aircraft Services, LLC (SAS), guaranteeing that SAS will construct a new hangar (see analysis of need below).

Location

Waukesha County Airport Terminal Ramp

Analysis of Need

The current extent of the terminal ramp was constructed with the Airport Terminal in 1997. It was designed to meet the projected demand for aeronautical service providers with the intent of expanding the ramp once demand for the available hangar lots was met. The current west terminal ramp can only accommodate one additional hangar building. Stein's Aircraft Services, LLC. (SAS), a corporate aircraft management, maintenance, charter, and flight school company, has submitted conceptual plans for a 33,900 square foot hangar to be located on West Ramp lot 2641 Aviation Drive. Their proposed building occupancy is August 2015. Atlantic Aviation, Inc, our Fixed Base Operator (FBO), has applied for West Ramp lot 2621 Aviation Drive. This proposed activity consumes all of the remaining lots on the west ramp.

Alternatives

A smaller extension of the existing taxi lane to accommodate the new hangar development, which will not aid in increased safety or operational flow of aircraft and related airport support.

Ongoing Operating Costs

Ongoing operating costs include an additional \$200 per year in pavement maintenance and marking costs and \$28,000 per year in depreciation expense based on a 25-year pavement life cycle. Snow removal costs for the leased ramp area is the responsibility of hangar owner. The additional taxiway pavement may increase the County's snow removal contract base cost an estimated \$2,000 to \$2,500. Additional land lease revenue is projected at \$50,000 from the related hangar development.

Previous Action

Approved as amendment to County Capital Plan in 2013 (Enrolled Ordinance 167-83).
 Approved with a change to scope and updated costs and revenues in 2015-2019 capital plan.

NEW PROJECT

Project Title:	Airport Ramp Expansion Project	Project #:	201621
Department:	Public Works - Airport	Project Type:	Airport
Phase:	Preliminary Design	Sponsor:	Kurt Stanich – Airport Manager
Budget Action:	New	Manager:	Allison Bussler – DPW Director
Date:	August 3, 2016		

CAPITAL BUDGET SUMMARY						
Year	2016	2017	2018	2019	2020	Total
Project Phase	Design & Construction	Construction	Construction			Project
Expenditure Budget	\$325,000	\$110,000	\$190,000	\$0	\$0	\$625,000
Revenue Budget (Airport Fund Balance)	\$325,000	\$110,000	\$190,000	\$0	\$0	\$625,000
Net County Cost	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design & Engineering	\$1,610,000				Federal Aviation Administration	\$8,430,000
Construction	\$7,670,000				Wisconsin Bureau of Aeronautics	\$625,000
Contingency	\$400,000				County Airport Fund Balance	\$625,000
Total Project Cost	\$9,680,000				Total Revenue	\$9,680,000
EXPENDITURE BUDGET	\$625,000				REVENUE BUDGET	\$625,000

Project Scope & Description

This project will expand the South and West Airport Terminal Ramps to accommodate requests by Aeronautical Service Providers to construct corporate aircraft hangars. The grass islands that currently divide the main terminal ramp will be filled in with concrete creating more parking for transient aircraft and improve ramp operations. Additionally, the west terminal ramp will connect to the west corporate hangar area significantly increasing safety as well as improving timely delivery of fuel service to corporate customers.

The new design includes 37,700 square yards of new pavement on the West Terminal Ramp, 6,600 square yards on the Main Terminal Ramp, and 9,000 square yards on the South Ramp. Work also includes improvements to storm water management, airfield lighting and signage. All of these improvements have been identified in the Airport Master Plan and the Airport Layout Plan.

Location

Waukesha County Airport Terminal Ramp

Analysis of Need

The current extent of the terminal ramp was constructed with the Airport Terminal in 1997. It was designed to meet the projected demand for aeronautical service providers with the intent of expanding the ramp once demand for the available hangar lots was met. The current west terminal ramp can only accommodate one additional hangar building. Both Fixed Base Operators (FBO's), Atlantic Aviation and Stein's Aircraft Services, LLC., and one Aeronautical Service Provider, Spring City Aviation, Inc., have submitted conceptual plans for large corporate hangar buildings on the West and South Terminal Ramps. This proposed activity consumes all of the remaining lots on the west and south ramps and necessitates expanding both areas in order to realize the revenue from these hangar developments. As a condition of new FBO operating agreements with Stein's Aircraft Services and Atlantic Aviation (pending approval) and an Aeronautical Service Provider Agreement with Spring City Aviation, each are required to build an additional hangar in the terminal ramp area. Without this ramp expansion, these companies will be unable to operate out of their new facilities.

Currently, the west corporate hangar area can only be accessed by driving fuel trucks and airport service vehicles onto aircraft movement areas causing a safety hazard as identified by the Federal Aviation Administration's (FAA) Runway Safety Action Team (RSAT). Connecting these two areas will eliminate vehicles from the Aircraft Movement Areas and from the airport's busiest taxiway. Service to corporate flight operations like Flight for Life will become more timely providing great benefit to their critical operations.

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Budget Action:	New	Manager:	Allison Bussler – DPW Director
Date:	August 3, 2016		

The Main Terminal Ramp is divided by three grass islands. These were put in place during the 1997 construction to divide the main ramp from both the adjacent Taxiway and from the South Terminal Ramp. Changes in airport design, aircraft size and maneuverability, and increased demand for aircraft parking necessitate filling in these islands to make one contiguous ramp.

The three additional hangar lots and ability to handle more transient traffic will significantly increase revenues received (discussed below under ongoing operating costs) and assist the airport in reducing its reliance on County Tax Levy.

Alternatives

A smaller extension of the existing of the west ramp and south ramps would only accommodate the proposed hangar developments. The proposed project scope with a larger ramp expansion is expected to provide additional operational efficiencies and safety improvements.

Ongoing Operating Revenues/Costs

New hangar construction is expected to occur over three years (2016 – 2018) and estimated to result in approximately \$84,000 in land lease revenues paid to the Airport. The new hangars will also support additional based aircraft at the Airport, increasing fuel revenues paid to the County (receive \$0.10/gallon sold).

The new ramp space will result in additional ongoing costs for snow removal and pavement maintenance. As part of their future lease agreements, the hangar owners will pay for portions of the new pavement for which they are leasing (adjacent to their hangar lots). Ongoing costs for the remaining pavement will be paid for by the County, estimated at \$8,000 annually for snow removal and \$2,000 for pavement repairs and maintenance about five years after construction (first few years should need minimal repair).

Previous Action

South and West terminal ramp expansion previously included in capital project #201311.

D1 - Kolb	AYE	D14 - Wood	AYE
D2 - Zimmermann	AYE	D15 - Mitchell	AYE
D3 - Morris	AYE	D16 - Crowley	(2) AYE
D4 - Batzko	AYE	D17 - Paulson	AYE
D5 - Dondlinger	AYE	D18 - Nelson	AYE
D6 - Walz	AYE	D19 - Cummings	AYE
D7 - Grant	AYE	D20 - Schellinger	AYE
D8 - Michalski	AYE	D21 - Zaborowski	AYE
D9 - Heinrich	(M) AYE	D22 - Wysocki	AYE
D10 - Swan	AYE	D23 - Hammitt	AYE
D11 - Howard	AYE	D24 - Whittow	Absent
D12 - Wolff	AYE	D25 - Johnson	AYE
D13 - Decker	AYE		

171-O-030

Recording 171-O-030 Results

17 YES Needed

