

# PUBLIC NOTICE

## Date of Posting November 1, 2023

Milwaukee County (the County) intends to file a new Passenger Facility Charge (PFC) application #20 with the Federal Aviation Administration (the FAA) to impose and use PFCs on fifteen (15) new projects at Milwaukee Mitchell International Airport (the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is July 1, 2027, and the estimated charge expiration date is February 1, 2028. This date reflects the County's assessment of the impact of the COVID-19 pandemic on passenger traffic and PFC revenue. The application requests \$7,452,799 of PFC collection and use authority.

**REQUEST FOR COMMENTS:** The County welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than December 1, 2023. Please address any questions or comments to:

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### **PROJECT INFORMATION**

In accordance with 14 CFR §158.30, the Airport will be requesting authorization to *impose and use* PFC funds for the following projects:

#### **Project 20.01 – Concourse D Roof Replacement (Design and Construct)**

**Project Description:** This project consists of the partial replacement of the roof on Concourse D Hammerhead building. The existing roof consists of mechanically attached thermoplastic polyolefin (TPO) flat roof system and areas of ballasted EPDM and built-up roofing. The scope of the project includes the removal of existing roof material, spot patching where needed and installation of new roof material, drainage and flashing as needed.

The County estimates that 81.6% of space included in this project is PFC or Bipartisan Infrastructure Law (BIL) Airport Terminal Program (ATP) eligible and that 81.6% of project costs are eligible as well. The total of requested PFC funds and anticipated BIL ATP funds is limited to this percentage of costs.

**Project Justification:** The majority of the existing roofing systems on Concourse D were installed in 1990-1991 as part of the Hammerhead Building Addition project. These roof areas were inspected by The Concord Group in 2017 by the consultant V&F Roof and Consulting Services (V&F). V & F

identified 38 roof sections in poor condition to be replaced in the next 1-5 years after issuance of its report. An inspection carried out in 2021 by The Concord Group confirmed V&F's conclusions.

There are currently no constraints on competition at MKE. The purpose of the project is to preserve existing terminal capacity by replacing roof systems that have reached the end of their useful life.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
PFC Bond Capital	\$ 1,283,600
PFC Bond Financing & Interest	\$ 1,276,485
BIL Airport Terminal Program (ATP) Funds	\$ 5,134,395
Airport Funds (ADF)	<u>\$ 1,447,195</u>
Total Project Funding	\$ 9,141,675

### **Project 20.02 – Decommission Runway 13-31 Environmental Assessment**

**Project Description:** This project is for the environmental assessment (EA) related to the decommissioning and removal of Runway 13-31 at Milwaukee Mitchell International Airport (MKE). The underlying project will remove approximately 93,335 sq. yd. of runway pavement and associated infrastructure. The construction work will include removal of pavement, edge lighting and drainage improvements and restoration of the site to turf. The removal of Runway 13-31 addresses the right sizing needs of the airport by removing underutilized and obsolete pavement identified in MKE's airport layout plan future state.

The EA will be completed in accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (April 28, 2006) (Order 5050.4B). The EA is required to meet the Federal Aviation Administration (FAA) requirements and to fulfill National Environmental Policy Act (NEPA) action requirements prior to the design and construction of the removal in future years.

**Project Justification:** The EA is required to meet the FAA requirements and to fulfill NEPA action requirements prior to the design and construction of the removal in future years.

MKE currently has five runways. During the last master plan update exercise (2022 Master Plan Update (2022 MPU)) the opportunity to right size the airfield emerged, focusing on balancing runway capacity with forecast demand, protecting the flexibility to accommodate activity growth beyond 2040, and optimizing the capacity benefits in the context of future operation and maintenance (O & M) costs for these assets. The future decommissioning of two runways facilitates future development to meet identified needs without requiring the acquisition of additional property, while ensuring MKE resources are prudently deployed. Three of the existing five runways will be preserved for landing and take-off operations to meet the projected need over the next two decades. The taxiway network will be modified to enhance aircraft circulation, increase efficiency as the runways are rightsized, meet updated FAA standards, and connect to future facilities.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 37,500
State Grants	\$ 37,500
BIL AIG Funds	<u>\$ 225,000</u>
Total Project Funding	\$ 300,000

### **Project 20.03 – Master Drainage Plan and Stormwater Study**

**Project Description:** This project is to complete the storm sewer condition assessment and to develop a comprehensive stormwater master plan for MKE encompassing all work within MKE’s long range CIP. This project supports MKE CIP and identifies storm sewer risks and needs for future work.

The scope of work includes the following:

- Assess existing storm infrastructure and create a stormwater management plan;
- Floodplain management and modeling; and
- Agency coordination for pre-permitting for future ALP improvements.

Storm sewers to be included in assessment to be those under airfield pavement not already covered in past studies. The stormwater management plan and floodplain management work is to cover the entire footprint of MKE.

**Project Justification:** A previous study was conducted in 2019. That pilot project was intended to investigate a sample of airfield drainage assets, and the number of assets to be inspected was limited by project budget and schedule. The original consideration for determining inspection priorities was to be based on sewer age, size, material, and historical flood areas, focusing on critical airport locations. Based on funding limitations, this previous effort was limited to the southern portion of the airfield. This study would expand on the previous efforts and cover the rest of the airfield.

As a whole MKE has over 30 miles of storm sewers and over 1,000 storm structures within the air operations area (AOA). Many of these sewers and structures are located under or near active runways, taxiways, and ramps and pose a significant risk to airport operations if they were to fail.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 131,008
State Grants	\$ 131,007
BIL AIG Funds	<u>\$ 786,045</u>
Total Project Funding	\$ 1,048,060

### **Project 20.04 – Taxiway F2 Removal (Design & Construct)**

**Project Description:** This project is for the design and construction phases of the removal of Taxiway F2 from Taxiway F to Runway 7L/25R (2,500 sq. yds).

The work includes removal of the existing asphalt, removal of light and sign bases, minor grading and the addition of topsoil including seeding and mulching. Existing conduit, electrical manholes and sign

foundations are to remain. New storm sewers or other drainage improvements other than minor grading associated with topsoil to replace paved areas is out of scope.

**Project Justification:** This project will improve airfield circulation efficiency of the modified airfield anticipated in the 2022 MPU. Also, removal of the pavement will reduce airfield O & M costs. Taxiway F2 was built in 1996 and has undergone no major rehabilitation or reconstruction.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 24,729
State Grants	\$ 24,729
AIP Funds	<u>\$ 148,373</u>
Total Project Funding	\$ 197,831

### **Project 20.05 – Rehabilitate Taxiway A3 South of Runway 7R (Design)**

**Project Description:** This project is for the design of the rehabilitation of Taxiway A3 south of Runway 7R at MKE (approximately 4,000 sq. yds). The specific rehabilitation approach is to be finalized in design.

**Project Justification:** The project addresses pavement condition needs identified in the 2020 pavement condition study. The PCI rating as of the 2020 condition report was 48 (poor). Factors contributing to this rating included joint spalling and joint seal damage. This project helps to support access to the GRE (Ground Runup Enclosure) and tenants along Taxiway Y.

The taxiway was constructed in 1982 (40 years ago) and underwent joint seal repairs in 2008 (14 years ago).

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 33,779
State Grants	\$ 33,778
BIL AIG Funds	<u>\$ 202,673</u>
Total Project Funding	\$ 270,230

### **Project 20.06 – Rehabilitate Taxiway C (Design & Construct)**

**Project Description:** This project is for the design and construction phase of the rehabilitation of Taxiway C North of the West Ramp at MKE (approximately 10,000 sq. yd.).

The project includes a bituminous mill and overlay and crack repairs after milling prior to overlay. In the concrete areas the work includes targeted rehabilitation (joint repair, spall repair, isolated panel replacements, etc.), but not complete removal and replacement. The work also includes new base mounted edge lights, conduit, cabling and guidance signs, new markings and thermoplastic hold lights and surface signs, and minor turf restoration. The specific rehabilitation approach is to be finalized in design.

**Project Justification:** The project addresses pavement condition needs identified in the recent pavement condition study. The PCI rating as of the 2020 condition report was 73 (satisfactory). The study identified joint spalling, joint seal damage and a shattered slab as issues to be corrected. Completion of the rehabilitation at this time will prevent further deterioration of the pavement and unacceptable PCI ratings. Further, this project helps to support the pavement removal projects, and access to the north airfield at MKE.

The taxiway was constructed in 2001 (21 years ago). This project will be the first rehabilitation since construction.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 18,773
PFC Bond Capital	\$ 46,962
PFC Bond Financing & Interest	\$ 29,427
State Grants	\$ 65,736
AIP Funds	<u>\$ 394,414</u>
Total Project Funding	\$ 555,312

**Project 20.07 – Remove Taxiway A1 between Taxiways A and B (Design)**

**Project Description:** This project is for the final design of the removal of Taxiway A1 between Taxiways A and B at MKE.

The anticipated work to be designed includes removal of the existing concrete taxiway and asphalt shoulders, removal of light and sign bases, the addition of topsoil including seeding and mulching. Existing conduit, electrical manholes and sign foundations are to remain.

**Project Justification:** This project will provide final design documents to eliminate direct access between the terminal ramp and RWY 7R/25L. Such direct access does not comply with current FAA design standards.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 14,363
State Grants	\$ 14,362
BIL AIG Funds	<u>\$ 86,175</u>
Total Project Funding	\$ 114,900

**Project 20.08– Taxiway F1 Removal (Design and Construct)**

**Project Description:** This project is for the design and construction phase of the removal of Taxiway F1 at MKE. The work includes removal of the existing asphalt, removal of light and sign bases, the addition of topsoil including seeding and mulching. Existing conduit, electrical manholes and sign foundations are to remain.

**Project Justification:** This project addresses the right sizing needs of the airport by removing underutilized and obsolete pavement identified in the MKE Master Plan Update (2022 MPU) and airport layout plan future state.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 83,459
AIP Funds	\$ 500,752
State Grants	<u>\$ 83,458</u>
Total Project Funding	\$ 667,669

### **Project 20.09 – TXY H (Partial) & TXY K Removal (Design & Construct)**

**Project Description:** This project consists of design and construction for the removal of airfield taxiway asphalt pavement and associated support systems. Those include the edge lighting, electrical conduit and wiring, drainage structures and final grading and restoration of the site to turf. The approximate work limits are Taxiway H removal from Taxiway J to Taxiway K (10,500 sq. yd.); and Taxiway K removal from Taxiway H to Runway 1L-19R (11,600 sq. yds.).

**Project Justification:** The pavement to be removed in this project was constructed in 1998 (24 years ago). A 2016 Pavement Condition Assessment produced PCI ratings ranging from 26 to 39 (very poor).

The project will improve airfield efficiency and eliminate the risk of foreign object debris (FOD) generation from deteriorated pavement. Also, removal of the pavement will reduce airfield O & M costs.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 262,693
State Grants	\$ 262,693
BIL AIG Funds	<u>\$ 1,576,157</u>
Total Project Funding	\$ 2,101,543

### **Project 20.10 – Taxiway D and D1 Removal (Design & Construct)**

**Project Description:** This project consists of design and construction of the removal of Taxiway D from Runway 13-31 to Runway 7L-25R (14,400 sq. yd.) and removal of Taxiway D1 from Taxiway D to Taxiway C (5,500 sq. yd.). The construction phase of the project includes removals of the pavements, lighting, cable and conduit, excavation, grading and final site restoration with turf.

**Project Justification:** This project is needed to eliminate non-standard taxiway geometry.

In addition, Taxiway D was constructed in 1962 (60 years ago); Taxiway D1 was constructed in 1965 (57 years ago). The pavements were last rehabilitated in 2001. A 2016 Pavement Condition Assessment produced PFC ratings ranging from 26 to 39 (very poor). The project will eliminate the risk of FOD generation from deteriorated pavement. Also, removal of the pavement will reduce airfield O & M costs.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 173,550
State Grants	\$ 173,550
AIP Funds	<u>\$ 1,041,302</u>
Total Project Funding	\$ 1,388.402

### **Project 20.11 – Taxiway H Rehabilitation (Design & Construct)**

**Project Description:** This project consists of the design, implementation, and construction of asphalt pavement surface rehabilitation (4-Inch Mill & Overlay) of Taxiway H of pavement from Taxiway F to Taxiway J (7,200 sq. yd). The project also includes pavement marking installation, guidance sign replacement, topsoil, seeding and minor site restoration.

**Project Justification:** The original taxiway was constructed in 1998 (24 years ago), with no rehabilitations since. A 2016 Pavement Condition Assessment produced PFC ratings ranging from 34-37 (very poor), which is indicative of a major rehabilitation effort. Factors contributing to this rating included longitudinal and transverse cracking and raveling.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 12,549
PFC Bond Capital	\$ 214,745
PFC Bond Financing & Interest	\$ 134,562
State Grants	\$ 227,294
AIP Funds	<u>\$ 1,363,763</u>
Total Project Funding	\$ 1,952,913

### **Project 20.12 – Decommission Runway 1R/19L Environmental Assessment**

**Project Description:** This project is for the environmental assessment (EA) related to the decommissioning and removal of Runway 1R/19L at Milwaukee Mitchell International Airport (MKE). The underlying project will remove approximately 60,900 sq. yd. of pavement from Taxiway W to the North end of the project. The construction work will include removal of pavement, edge lighting and drainage improvements and restoration of the site to turf. The removal of Runway 1R/19L addresses the right sizing needs of the airport by removing underutilized and obsolete pavement identified in MKE's airport layout plan future state.

The EA will be completed in accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (April 28, 2006) (Order 5050.4B). The EA is required to meet the Federal Aviation Administration (FAA) requirements and to fulfil National Environmental Policy Act (NEPA) action requirements prior to the design and construction of the removal in future years.

**Project Justification:** The EA is required to meet the FAA requirements and to fulfil NEPA action requirements prior to the design and construction of the removal in future years.

MKE currently has five runways. During the last master plan update exercise (2022 Master Plan Update (2022 MPU)) the opportunity to right size the airfield emerged, focusing on balancing runway capacity with forecast demand, protecting the flexibility to accommodate activity growth beyond 2040, and optimizing the capacity benefits in the context of future operation and maintenance (O & M) costs for these assets. The future decommissioning of two runways facilitates future development to meet identified needs without requiring the acquisition of additional property, while ensuring MKE resources are prudently deployed. Three of the existing five runways will be preserved for landing and take-off operations to meet the projected need over the next two decades. The taxiway network will be modified to enhance aircraft circulation, increase efficiency as the runways are rightsized, meet updated FAA standards, and connect to future facilities.

Per the 2022 MPU, airfield capacity is adequate to efficiently accommodate demand through the 2040 planning horizon with a three-runway system.

In addition, the runway was built in 1958. A 2020 Pavement Condition Assessment produced PFC ratings ranging from 21-58 (very poor – fair). The project will eliminate the risk of FOD generation from deteriorated pavement. Also, removal of the pavement will reduce airfield O & M costs.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 37,500
State Grants	\$ 37,500
BIL AIG Funds	<u>\$ 225,000</u>
Total Project Funding	\$ 300,000

### **Project 20.13 – Runway Guard Lights at Taxiway A4**

**Project Description:** This project will provide for the installation of approximately 12 runway guard lights at the intersection of Taxiway A4 and Runway 7R-25L. The project entails removal of existing pavement and installation of new pavement, electrical and drainage conduit, cabling, new light bases and lights and new markings. The project includes a new connection to the air traffic control tower (ATCT) as this is the first installation of runway guard lights at the Airport.

**Project Justification:** This project is intended to support pilot situational awareness while operating on taxiways around the cargo apron and Runway 7R-25L. Installation of runway guard lights and appropriate pavement markings/signage will mitigate direct apron-to-runway access and enhance pilot awareness when maneuvering to/from the cargo apron. The project will bring the Airport into adherence with current FAA guidance on taxiway access from the cargo apron to Runway 7R.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	\$ 37,115
State Grants	\$ 37,115
BIL AIG Funds	<u>\$ 222,691</u>
Total Project Funding	\$ 296,921



### **Project 20.14 – Snow Removal Equipment Replacement**

**Project Description:** This project will replace three Multi-Tasking Equipment (MTE) snow removal equipment SRE units with front-mount plows and mid-mount brooms. These units are (MB5) mid-mount compact multi-tasking snow removal vehicles with a 500HP diesel engine, T4F EPA emission certified, 500 rpm broom, 24' plow and 22' broom. All replacement units are identified as necessary in the Airport's Snow and Ice Control Plan (SICP), Appendix A.

The units were originally acquired with PFC funds. They will be decommissioned and disposed of at public auction with the proceeds deposited into MKE's PFC account as PFC revenue.

**Project Justification:** As part of 14 CFR Part 139 federal regulations, the airport needs to be able to maintain the airport's standard pavement clearing time. In order to maintain this clearing time, the airport needs to replace an aging snow removal fleet. The SRE units proposed for replacement were acquired in 2008. At 14 years old, they have reached the end of their useful life. They require frequent maintenance and are unreliable. The replacement of these pieces of equipment will comply with allowable snow removal equipment for the airport as calculated using the Federal Aviation Administration (FAA) Advisory Circular, and as reflected in the Airport's current SICP.

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	<u>\$ 3,300,000</u>
Total Project Funding	\$ 3,300,000

### **Project 20.15 – PFC Administration**

**Project Description:** This project will provide funding for PFC reporting compliance and auditing expenses and the development of PFC applications and amendments. Estimated expenses include \$200,000 for consultant services, \$40,000 for audit services and \$60,000 for airport staff time as related to the preparation, maintenance and review of PFC applications and amendments.

**Project Justification:** MKE is required by FAA regulations to prepare quarterly reports of PFC receipts, interest earnings and expenditures and to prepare an annual audit of the PFC fund. In addition, MKE utilizes the services of a consultant to assist in preparation and review of applications and amendments before submission of applications.

**PFC Collection Level:** \$4.50

<b>Project Funding:</b>	<b><u>Amount</u></b>
Pay-As-You-Go PFCs	<u>\$ 300,000</u>
Total Project Funding	\$ 300,000