

PUBLIC NOTICE

Date of Posting December 27, 2024

Milwaukee County (the County) intends to file a new Passenger Facility Charge (PFC) application #21 with the Federal Aviation Administration (the FAA) to impose and use PFCs on fifteen (14) new projects at Milwaukee Mitchell International Airport (MKE or the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is February 1, 2028 (the legal expiration date of PFC #20), and the estimated charge expiration date is April 1, 2033. The application will request \$100,201,264 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 January 27, 2024. Please address any questions or comments to:

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PROJECT INFORMATION

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

Project 21.01 – MKE Remove Taxiway A1 Between Taxiways A and B (Construction)

Project Description This project is for the construction phase of the removal of Taxiway A1 between Taxiways A and B at MKE.

The work includes removal of the existing concrete taxiway and asphalt shoulders, removal of 12 light and sign bases, the addition of topsoil including seeding and mulching.

Not including intersecting pavement, currently Taxiway A1 is approximately 415’ long. The pavement being removed is approximately 125’ long, leaving 290’ of taxiway remaining.

Electric manholes, conduits, and sign foundations are intended to remain.

Project Justification: This project will address airfield safety by eliminating a direct access point between aircraft parking areas and the runway.

PFC Collection Level: \$4.50

Project Funding:

	<u>Amount</u>
PFC Pay-as-you-go (PAYGO)	\$ 186,004
Airport Improvement Program (AIP) Entitlement	\$ 1,116,026
State Grants	<u>\$ 186,004</u>
Total Project Funding	\$ 1,488,034

Additional information on project costs may be requested from Ms. Tamara Molitor using the contact information above.

Project 21.02 – MKE Rehabilitate Taxiway A3 South of Runway 7R (Construction)

Project Description This project is for the construction phase of the rehabilitation of approximately 320 linear feet (LF) Taxiway A3 south of Runway 7R at MKE.

The project addresses pavement condition needs identified in the recent pavement condition study and helps to support access to the Ground Runup Enclosure (GRE) and tenants along Taxiway Y.

In addition to rehabilitation of the Taxiway A3 pavement, the intersection of Taxiway A3 and Taxiway Y will be brought up to current FAA design standards. To improve safety for aircraft, approximately 12 in-pavement runway guard lights (RGLs) will also be installed. The edge lighting (approximately 13 lights), signs (approximately 1 sign), cabling (approximately 5,000 LF), and underdrains within the project area will be fully replaced as well.

Project Justification: The project addresses pavement condition needs identified in the recent pavement condition study and helps support access to the GRE (Ground Runup Enclosure) and tenants along Taxiway Y. The most recent Pavement Condition Index (PCI) score published in 2023 was 50 (poor) and 72 (satisfactory), noting the following distress: Corner Break, Corner Spalling, Joint Seal Damage, Joint Spalling, Large Patch, Longitudinal, Transverse, and Diagonal (LTD) Cracking, Shrinkage Cracking, Scaling, and Popouts.

Originally built in 1982, there has been no major rehabilitation on this area.

In addition to rehabilitation of the Taxiway A3 pavement, the intersection of Taxiway A3 and Taxiway Y will be brought up to current FAA design standards. In-pavement RGLs will also be installed to improve aircraft safety.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PFC Bond Capital	\$ 225,552
PFC Bond Financing & Interest	\$ 134,831
State Grants	\$ 225,552
AIP Entitlement	<u>\$ 1,353,311</u>
Total Project Funding	\$ 1,939,245*

*Total project funding does not equal the sum of individual funding sources due to rounding.

Additional information on project costs may be requested from Ms. Tamara Molitor using the contact information above.

**Project 21.03 – MKE Rehabilitate Bullseye (Runway 1L-19R and 7R-25L)
(Design and Construction)**

Project Description: This project is for the design and construction of the rehabilitation of the intersection of Runway 1L-19R and 7R-25L, known as the Bullseye at MKE, and the adjacent pavement of the two main runways (7R-25L and 1L-19R). It involves the rehabilitation of the asphalt and concrete pavement, totaling approximately 30,787 square yards. The project also includes grooving, pavement marking, and storm sewer work. Lighting, marking, and signage requirements will be identified during the design process.

This pavement is the most critical pavement for the operations of the Airport as it is required for much of the commercial air carrier operations at the Airport.

Project Justification The pavement at the Bullseye is the most critical pavement for the operations of the Airport as it is required for much of the commercial air carrier operations at the Airport. The original construction was in 1947, and it was last rehabilitated in 2011 and 2012. The pavement is showing signs of distress and was assessed in 2020. The resulting PCI score within the Bullseye was 63 (fair). The project will address the needs for rehabilitation of the intersection (Bullseye) and adjacent pavement of the two main runways (7R-25L and 1L-19R).

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PFC PAYGO	\$ 94,738
PFC Bond Capital	\$ 481,948
PFC Financing & Interest	\$ 288,089
State Grants	\$ 576,686
Bipartisan Infrastructure Law (BIL) Airport Improvement Grant (AIG) Funds	<u>\$ 3,460,115</u>
Total Project Funding	\$ 4,901,576

Additional information on project costs may be requested from Ms. Tamara Molitor using the contact information above.

Project 21.04 – MKE Rehabilitate Taxiway F (Between Runway 19R and Taxiway H) (Design and Construction)

Project Description: This project is for the design and construction of the rehabilitation of Taxiway F between Runways 1L/19R and 7L/25R. It involves an asphalt mill and overlay, underdrain replacement, pavement marking, and targeted replacement of lights, signs, and cabling. The number of lights and signs and the length of cabling will be identified during the design phase. The construction is preliminarily planned to occur in 2025 with design anticipated to start in 2024.

The total pavement area to be rehabilitated is 7,633 square yards.

Project Justification: The project addresses the pavement condition needs identified in the 2020 pavement condition study. The resulting PCI score for the pavement included in this project was 27 (very poor). The project will improve the taxiway's low PCI and extend the pavement's useful life.

The previous rehabilitation and reconstruction of the Taxiway F pavement was between 1998 and 1999.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 22,595
PFC Bond Capital	\$ 114,912
PFC Bond Financing & Interest	\$ 68,692
State Grants	\$ 137,506
BIL AIG Funds	<u>\$ 825,043</u>
Total Project Funding	\$ 1,168,748

Additional information on project costs may be requested from Ms. Tamara Molitor using the contact information above.

Project 21.05 – MKE North Apron Rehabilitation (Design and Construction)

Project Description: This project is to rehabilitate the North Apron. Approximately 9,498 square yards of pavement will be rehabilitated. Key components of the project consist of an asphalt mill and overlay, replacement of approximately 1,170 LF of storm sewer piping and structures, as well as renewal of pavement markings and targeted replacement of lights, signage, and cabling.

Project Justification: The North Apron project will enhance the low PCI of the apron and prolong the pavement's serviceable life span. The pavement underwent testing and assessment in 2020, yielding a low PCI score of 22 (serious) within some areas of the apron. With this low PCI score, the pavement can lead to hazardous conditions for aircraft operations and increased maintenance costs. The rehabilitation will allow the apron's pavement to sustain life longer and ensure safety and reliability.

The apron was constructed in 1950 or earlier. It was last rehabilitated in 1992.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 49,005
PFC Bond Capital	\$ 249,675
PFC Bond Financing & Interest	\$ 220,785
State Grants	\$ 298,680
BIL AIG Funds	<u>\$ 1,792,079</u>
Total Project Funding	\$ 2,610,223*

*Total project funding does not equal sum of individual funding sources due to rounding.

Additional information on project costs may be requested from Ms. Tamara Molitor using the contact information above.

Project 21.06 – MKE Remove Runway 1R/19L North of Taxiway W (Design Only)

Project Description: This project is for the design only of full depth pavement removal, including the removal of runway lights, signage, and cabling. The specific quantity of the lights, signs, and markings to be removed will be determined during the design phase. Approximately 58,044 square yards of pavement will be removed, which corresponds to the dimensions of the runway north of Taxiway W.

Project Justification: This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update. The removal of the pavement will eliminate or improve nonstandard airfield geometry and remove under-utilized pavements. The 2022 Master Plan concluded that MKE’s current five runways were in excess of projected need during the planning horizon. Also, removal of the pavement will reduce airfield operation and maintenance costs.

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

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 126,574
State Grants	\$ 126,574
BIL AIG Funds	<u>\$ 759,443</u>
Total Project Funding	\$ 1,012,590*

*Total project funding does not equal the sum of individual funding sources due to rounding.

Project 21.07 – MKE Rehabilitate Taxiway W, Runway 1R/19L South of Taxiway W, Taxiway S East of 1L, and convert Runway 1R/19L South of Taxiway W to a Taxiway (Design Only)

Project Description: This project is for the design only of the rehabilitation of Taxiway W and Taxiway S at MKE. The project will also construct a new taxiway to connect Taxiway W and Taxiway S along the alignment of Runway 1R/19L. This project will reestablish airfield circulation to the 128th Wisconsin Air National Guard ramp after the removal of Runway 1R/19L. This project will update lighting, signage, and markings as needed. The quantities will be determined during design.

The total pavement area to be rehabilitated is 31,018 square yards.

In this PFC, we are applying for the design portion of this project.

Project Justification: This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update.

The most recent PCI is between 36 (very poor) and 83 (satisfactory) (published in 2023.) There was noted pavement distress, corner spalling, seal damage, joint spalling, large patch, popouts, small patch, shrinkage cracking, LTD cracking, joint reflective cracking, raveling, swelling and weathering.

Runway 19L was built in 1970 and rehabilitated in 2003. Taxiway T was built in 1970 and rehabilitated in 1975. Taxiway W was built prior to 1994.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 130,869
State Grants	\$ 130,869
BIL AIG Funds	<u>\$ 785,213</u>
Total Project Funding	\$ 1,046,950*

*Total project funding does not equal sum of individual funding sources due to rounding.

Project 21.08 – MKE North Airfield Taxiway Geometry Improvements (RW 13/31, TW G and U Removals) (Design Only)

Project Description: This project is for the design of the removal of Runway 13/31, Taxiway G, and Taxiway U at MKE. It involves full-depth pavement removal and removal of runway lights, signs, and cabling. The total pavement area to be removed is 138,416 square yards. The number of lights, signs, and markings to be removed will be identified during the design phase.

The project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update.

Project Justification: The project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update. Also, removal of the pavement will reduce airfield O & M costs. This project will result in the removal of several runway intersections, eliminate or improve nonstandard airfield geometry and remove under-utilized pavements.

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 221,985
State Grants	\$ 221,985
BIL AIG Funds	<u>\$ 1,331,910</u>
Total Project Funding	\$ 1,775,880

Project 21.09 – MKE Snow Removal Equipment Replacement – Rotary Plow

Project Description: This project involves purchasing a 500 horsepower (HP) diesel engine, T4F EPA emission certified, high dual stage rotary plow to replace an aging Oshkosh rotary plow. The replacement of the equipment aligns with the standards outlined in the Federal Aviation Administration’s *Advisory Circular 150/5220-20A - Airport Snow and Ice Control Equipment*. These

specifications are further delineated in the Airport's Snow and Ice Control Plan. The current equipment will be sold at auction.

Project Justification: The new rotary plow will replace unit 61, which is in our FAA approved Airport Snow and Ice Control Plan (SICP). Since 2022, we have spent \$106,881.85 on maintenance on this unit. Unit 61 is Oshkosh brand, and Oshkosh was recently purchased by M-B Companies, Inc. (M-B). M-B is planning to phase out this model of equipment. This will likely put a strain on availability and cost of replacement parts in the coming future. With maintenance costs already rising on this unit, the phaseout could likely exacerbate the issue and make the maintenance of this aging equipment not feasible

Unit 61 was acquired in 2008, and at 16 years old, has exceeded its useful life.

Project Funding:	<u>Amount</u>
PAYGO PFCs	<u>\$ 914,638</u>
Total Project Funding	\$ 914,638

Project 21.10 – MKE Snow Removal Equipment Replacement – Combo Unit

Project Description: This project involves purchasing a mid-mount compact multi-tasking snow removal vehicle with a 500HP diesel engine, T4F EPA emission certified, 500 revolutions per minute (rpm) broom, 24' plow and 22' broom to replace an Oshkosh combo unit. The replacement of the equipment aligns with the standards outlined in the Federal Aviation Administration's *Advisory Circular 150/5220-20A - Airport Snow and Ice Control Equipment*. These specifications are further delineated in the Airport's Snow and Ice Control Plan. The current equipment will be sold at auction.

Project Justification: The new vehicle will replace unit 304, which is in our FAA approved Airport SICP. Since 2022, we have spent \$39,093.21 on maintenance on this unit. The unit is Oshkosh brand snow removal equipment (SRE) which has recently been purchased by M-B, and M-B is planning to phase out these pieces of equipment. The phaseout will likely put a strain on availability and cost of replacement parts in the coming future. With maintenance costs already rising on the unit, the acquisition could likely exacerbate the issue and make the maintenance of this aging equipment not feasible.

The vehicle being replaced was acquired in 2008 and at 16 years old has exceeded its useful life.

Project Funding:	<u>Amount</u>
PAYGO PFCs	<u>\$ 1,273,388</u>
Total Project Funding	\$ 1,273,388

Project 21.11 – MKE Aircraft Rescue and Firefighting (ARFF) Vehicle Replacement Pierce 7400 – R716

Project Description: This project involves purchasing a replacement rescue vehicle. The acquisition will be a replacement of an existing Class 3 Rapid Intervention Vehicle (RIV) ARFF vehicle with another. The new RIV will feature a bumper turret with a minimum rating of 250 gallons per minute (GPM), alongside 500 lb. of Dry Chem Agent. The replacement vehicle will be constructed in accordance with

Federal Aviation Administration's *Advisory Circular 150/5220-10E – Guide Specifications for Aircraft Rescue and Fire Fighting Vehicles* and standards of the National Fire Protection Association. The current vehicle will be sold at auction.

Project Justification: The new vehicle will replace the existing unit R716. Presently, the current RIV is our only one in possession. Constructed in 2016, it will have reached its useful life upon replacement. This unit is the most utilized in our fleet. It requires frequent monthly repairs and is exhibiting signs of corrosion. The interruption caused by recurrent maintenance issues hampers our operational efficiency, particularly considering the pivotal role this vehicle plays in our daily activities. In addition, developments of corrosion are becoming apparent on the vehicle, necessitating attention.

Replacing this truck, along with the other ARFF vehicles in this application in FY2025 and 2026 are the first two steps in our Airport being polyfluoroalkyl substances (PFAS) free. We will be using the FAA approved F-3 Foam in the new trucks.

Project Funding:	<u>Amount</u>
PAYGO PFCs	<u>\$ 1,000,000</u>
Total Project Funding	\$ 1,000,000

Project 21.12 – MKE ARFF Vehicle Replacements (R717, R718)

Project Description: This project involves the replacement of Rescue 717, a Class 5 - 3,000 Gallon ARFF vehicle, with a Class 4 - 1,500 Gallon ARFF vehicle, and the replacement of Rescue 718, also a Class 5 - 3000-gallon ARFF vehicle with High Reach Extendable Turret (HRIT), with another 3,000-gallon ARFF Vehicle with HRIT.

Both the new Rescue 717 and Rescue 718 will be equipped with roof and bumper turrets capable of delivering 1,250 GPM high flow and 650 GPM low flow, alongside 500 lb. of Dry Chem with Hydro-Chem Systems. Additionally, the Rescue 718 replacement ARFF vehicle featuring HRIT will be furnished with a Halotron System. Given that Rescue 717 and Rescue 718, constructed in 2008, have necessitated frequent repairs and will have been in service for over 15 years upon replacement, the proposed replacements are crucial to maintaining operational effectiveness and safety standards. The replacement vehicles will be constructed in accordance with Federal Aviation Administration's *Advisory Circular 150/5220-10E – Guide Specifications for Aircraft Rescue and Fire Fighting Vehicles* and standards of the National Fire Protection Association. The current vehicles will be sold at auction.

Project Justification: The new vehicles will replace existing units R717 and R718. MKE is currently a C Index airport with D Index ARFF upon request. We were approved to purchase ARFF vehicles to have D Index ARFF in 2007 because we are the primary diversion airport of O'Hare. This has not changed. We still receive on average 150 diversions a year. We are also starting the process to build Concourse E. Although it does not count toward our current index, MKE is getting ready to build an air cargo facility that will be primarily service D Index or larger aircraft. We would like to continue to officially have the capability to receive D Index aircraft upon request. We currently have three-3,000-gallon (R715, R717, R718) ARFF trucks and in FY 2025 want to go back to two 3,000 and one 1,500 as approved in 2007 with PFC Funding. The reason we have three 3,000 ARFF trucks is the 1,500 ARFF truck was emergency replaced with insurance money and a 3,000 ARFF Demo. truck was available. The two 3,000-gallon ARFF trucks being replaced were acquired in 2008. By the time of delivery, they will have been in service 19 years and are at the end of useful life. They require service often, and sometimes it takes multiple weeks

to get parts. We will be replacing two 3,000 ARFF trucks with one 3,000 and one 1,500 ARFF truck, reducing the size of the truck back to what was approved in 2007. Replacing these trucks, along with the other ARFF replacement project in this application are the first two steps in our Airport being PFAS free. We will be using the FAA approved F-3 Foam in the new trucks.

Project Funding:	<u>Amount</u>
PAYGO PFCs	<u>\$ 3,050,000</u>
Total Project Funding	\$ 3,050,000

Project 21.13 – MKE Ticketing Remodel (Construction)

Project Description: This project pertains to the rehabilitation of the ticketing area within the main terminal of the Airport, situated on the first floor. The primary objective is to replace components that have exceeded their useful lifespan, including automatic doors, lighting fixtures, signage, and flooring. An integral aspect of this project involves the replacement of carpeting with hard surface materials to minimize maintenance requirements. Additionally, five entryway doors will be replaced to establish a more uniform configuration, thereby enhancing passenger flow and ensuring compliance with American with Disabilities Act (ADA) regulations. The project design encompasses collaboration with airlines to optimize operational efficiency and accommodate contemporary technology as applicable. The remodeling scope encompasses an area of 31,120 square feet, with existing functions and areas remaining unchanged. There will be no modifications to ticket counters, and the layout of the post construction area will mirror the pre-construction area. No demolition, addition, or removal of areas is included in this project, which solely focuses on the public ticketing area without extending to ancillary or non-public adjacent spaces.

Project Justification: The proposed project addresses critical deficiencies within the ticketing area of the Airport, where the existing finishes and surfaces have surpassed their useful lifespan. The remodel integrates circulation doorways to enhance passenger flow and ensure compliance with ADA accessibility standards. Additionally, the planned replacement of flooring materials with durable hard surfaces not only extends longevity but also enhances sanitation, mitigating potential health risks associated with carpeting. The project also prioritizes collaboration with airlines to accommodate the integration of the latest ticketing technologies. This proactive approach by the Airport aids in providing passengers with efficient services.

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 2,422,998
Local Funds	<u>\$ 2,422,998</u>
Total Project Funding	\$ 4,845,996

Project 21.14 – MKE Concourse E Redevelopment (Construction)

Project Description: This project is for the construction of the new international terminal at MKE. This project replaces an outdated, undersized separate international building with a new structure connected to the terminal. The new concourse allows for flexible aircraft size, parking positions, and hold room capacity, serving either domestic or international flights. This project will enhance service to the community through increased capacity and improved efficiency, safety, and accessibility.

The building includes two gates with hold rooms, circulation space, TSA and Customs Space. This project will remove/replace Concourse E (Approx 71,000 SF) and replace the remote international arrivals building (Approx 23,000 SF). The new building will be 84,520 SF.

The building has been designed to accommodate two simultaneous Aircraft Design Group (ADG) III aircraft or a single ADG V aircraft. The east gate can accommodate up to ADG III aircraft, the West Gate can accommodate up to ADG V.

Pre-conditioned Air (PCA) units are provided for ADG III. Supplemental air will be supplied by a portable unit for ADG-V aircraft. Ground power units (GPUs) are sized for ADG III aircraft. Supplemental power will be supplied by a portable unit for ADG V aircraft.

For international service, the current building provides one (1) gate/passenger loading bridge (PLB) and one (1) baggage carousel. The new building will provide two (2) gates/PLBs and one (1) baggage carousel.

MKE estimates that 83.0% of the space in the project is PFC eligible. However, some elements, e.g., conveying (elevators/escalators) are 100% eligible, while other elements, e.g., contingencies are ineligible. As a result, MKE estimates that 79.6% of project costs (approximately \$70.1 million) are PFC eligible.

The PFC PAYGO and bond capital costs shown in the financing plan above reflect MKE's estimate of eligible costs less anticipated BIL AIG and BIL Airport Terminal Program (ATP) grants.

Additional information on total project costs and eligible costs may be requested from Ms. Tamara Molitor using the contact information above.

Project Justification: The existing international facility is out of date and out of compliance with current Customs and Border Protections (CBP) standards and security requirements and does not provide adequate capacity with only one gate. The current facility is disconnected from the terminal and creates safety issues for access from the public.

Project Funding:	<u>Amount</u>
PAYGO PFCs	\$ 20,000,000
PFC Bond Capital	\$ 34,944,125
PFC Bond Financing & Interest	\$ 33,979,862
Local Funds	\$ 18,775,429
BIL AIG Funds	\$ 5,875,009
BIL ATP Funds	<u>\$ 8,500,000</u>
Total Project Funding	\$ 122,074,425