

CITY OF MILWAUKEE SEWER & PUBLIC INFRASTRUCTURE REPORT

INCLUSION THROUGH SEPTEMBER 30, 2023



REPORT BY



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*Cover Image by Isaac Rowlette.

Executive Summary



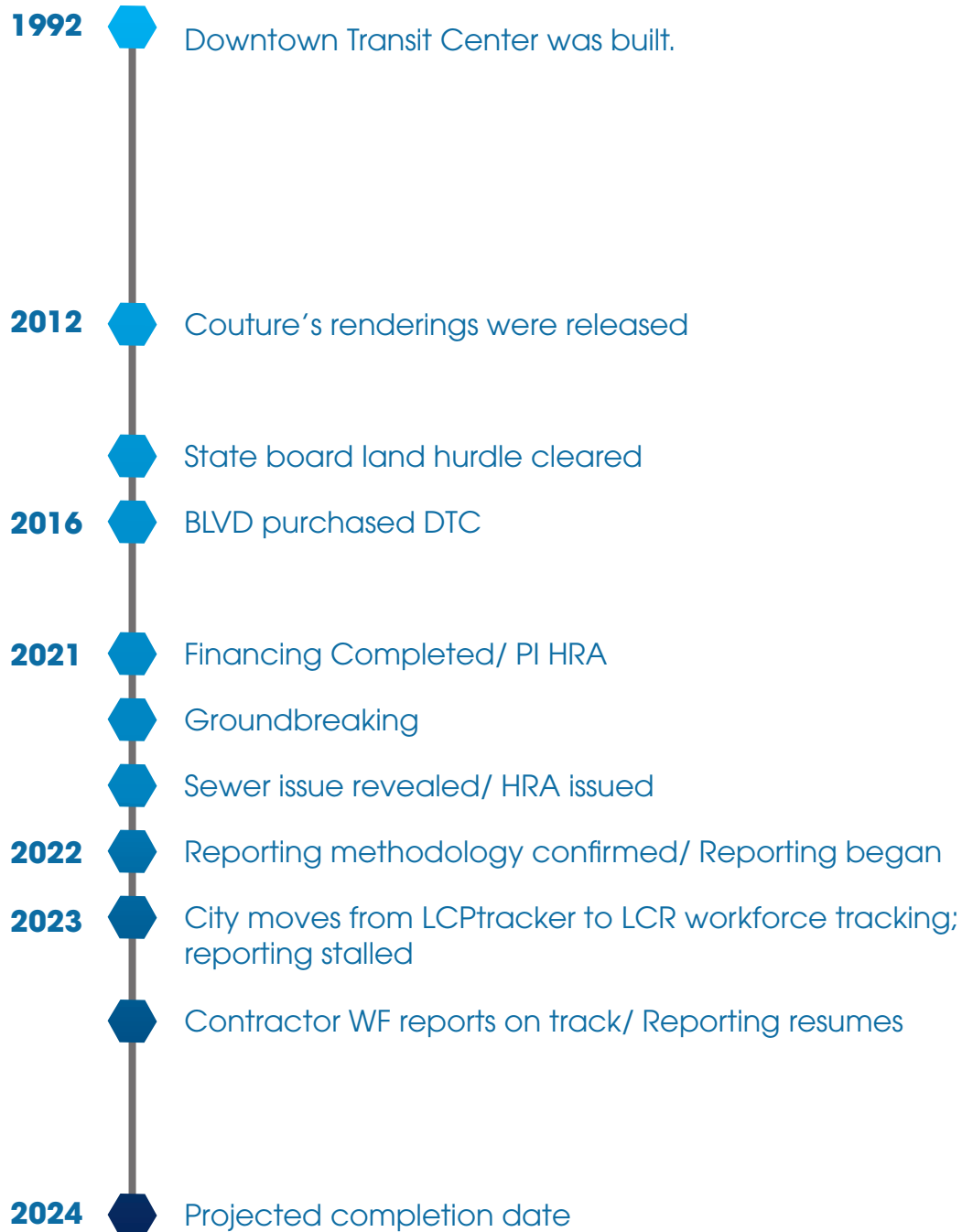
Image by Michael Carter.

The 44-story Couture, future home to 322 luxury apartments, is now in the home stretch with less than a year of construction remaining for the project.

In addition to the iconic exterior reaching into the clouds, at the ground level of the soon-to-be tallest residential building in the State of Wisconsin; the tracks and roadway for the City of Milwaukee Hop Streetcar and County Bus Rapid Transit (BRT), respectively, have been completed. The Hop L Line will begin Sunday Service on October 29, with full service in Spring 2024.

This is the second consecutive quarter in which the RPP deficit has been erased. Please reference Table 8B, on page 16, for details.

Project History



Project Partners

- City of MKE Public Infrastructure TIF
- City of MKE Sewer Relocation Funding
- Milwaukee County Land Acquisition
- HUD Loan Guarantee
- AFL-CIO Housing Investment Trust



The City Projects

This inclusion report is presented in two parts, as the City of Milwaukee commitment is defined in two parts. However, the tower, which is not a direct subject of either report, will play a sizable role in achieving the RPP and SBE requirements.

Part A:

The Sewer Relocation Project.

Part B:

The Public Infrastructure (PI) elements of the development. The PI is purposely not described as a project, as its value is defined by detailed cost analysis by the City DCD and their nationally recognized construction cost consultants – the Concord Group.



Sewer Relocation



Sewer Project

I. Genesis

On May 23rd, 2017, Urban Milwaukee's Jeramey Jannene President and Journalist accurately wrote, "the nearly two-acre site at 909 E. Michigan St. that Barrett Lo-Visionary Development bought from Milwaukee County for \$500,000 came with an underground surprise: A 48-inch-wide combined sewer runs north-south through the length of the site near its western edge..."

The article goes on to state *"the sewer was relocated to this area when interstate 794 was built in the 1970's. Unfortunately, when it was done, probably because it was done at the time on public land, there was no easement ... After exploring their options on where to relocate the sewer, the city ultimately settled on the western edge of the site."*

"... this design change resulted in the project going from two levels underground to three because the sewer consumes the space of approximately 50 parking stalls."

II. Outcome

The City of Milwaukee and the Development team entered into a Couture- "Sewer Project" Human Resource Agreement (HRA) dated April 30, 2021, requiring SBE and RPP inclusion on the sewer relocation project described herein. Because of the completeness of the relocation design by the City, the Development team incurred no professional service expense to relocate the Sewer, only construction cost.

III. Reporting Methodology

While the Sewer HRA occurred after the public infrastructure (PI) agreement, it appeared in the first report and continues to be for reference only.

- A. The Sewer relocation contracts were separate from the Development's Earth work.
- B. Labor for the Sewer relocation was tracked by contractor scopes to separate it from the Earth work.

Sewer Project

TABLE 1: TOTAL SBE Participation (Professional Services Spend)

As noted on the previous page, the Development team, working from City of Milwaukee Designs had no Sewer Project Professional Service expenditures.

TABLE 2A: TOTAL SBE Participation (Construction Spend)

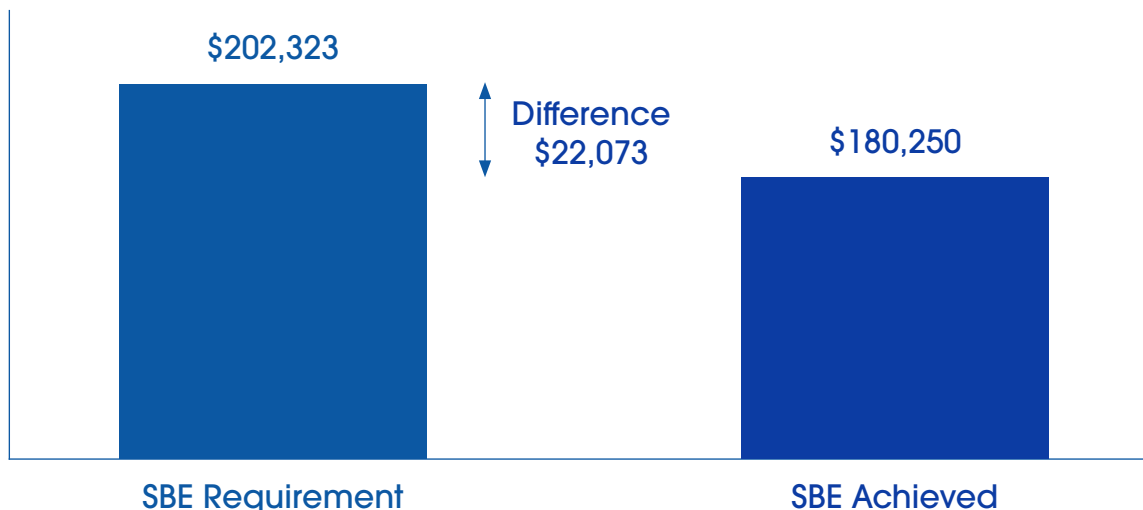
Total Project cost: \$809,292

SBE firm	Subcontractor to	Description of work	Total Contract Amount
Tremmel Anderson Trucking	Super Excavators	Hauling	\$180,250
TOTAL SBE PARTICIPATION			\$180,250

TABLE 2B: Sewer Project SBE Deficit (Construction Spend)

Category	Dollars
Total Value of Sewer Work Subject to Participation	\$809,292
REQUIRED SBE PARTICIPATION (25% OF ABOVE)	\$202,323
SBE Participation Achieved	\$180,250
SBE Deficit (see resolution in Table 7B)	(\$22,073)

CHART 1: Construction Services SBE Inclusion Performance



Sewer Project

Curing The Sewer RPP and SBE Deficits

The development team understood the challenges of achieving RPP and SBE participation on the sewer project and planned to correct the deficits in both requirements through utilizing SBE firms and RPP certified workers throughout the 44-story structure.

As construction continues with the PI and tower, the RPP cure will be reported in future reports.

In this report, Table 7A on page 15 illustrates the existing SBE firms currently under contract that in fact have cured the completed Sewer SBE Deficit.



Hard at work. Summer 2023.

Sewer Project

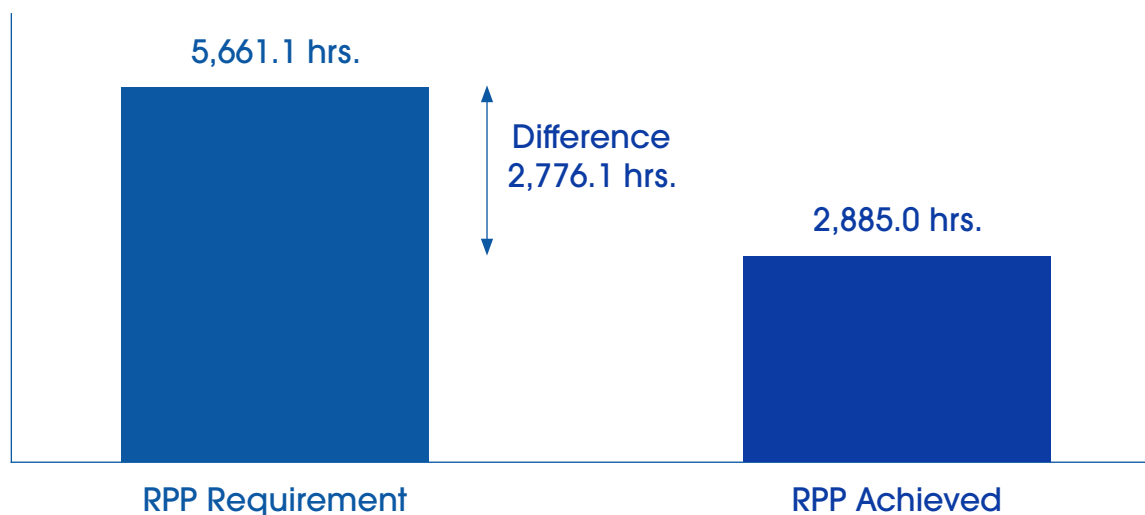
TABLE 3A: RPP Workforce By Contractor & Trade

Contractor	Trade	Work Performed	Total Hours	RPP Hours
Super Excavators	Operating Engineers	Excavating	826.0	0.0
Tremmel Anderson Trucking	Trucking	Hauling	2,561.2	1,964.0
Findorff	Laborers	Cement	3,979.0	897.0
Findorff	Carpenters	Encasement	6,786.5	24.0
TOTAL SBE PARTICIPATION			14,152.7	2,885.0

TABLE 3B: Sewer Project RPP Deficit

Category	Hours
Total Workforce Subject to Participation	14,152.7
REQUIRED RPP PARTICIPATION (40% OF ABOVE)	5,661.1
RPP PARTICIPATION ACHIEVED	2,885.0
RPP Deficit (see resolution in Table 8B)	(2,776.1)

CHART 2: RPP Inclusion Performance



Public Infrastructure

TABLE 4A: PI SBE Professional Services Spend

SBE Firm	Contractor By	Work Scope	Total Contract Amount
Rinka Chung Architects	BLVD	Lead Architect / PI Value	\$25,597
Prism Technical Management	JH Findorff	Inclusion Consultant	\$178,074
TOTAL SBE PARTICIPATION			\$203,671

TABLE 4B: PI SBE Professional Services Requirement

Category	Dollars
Total PI Professional Services Subject to Participation	\$454,318
REQUIRED SBE PARTICIPATION (18% OF ABOVE)	\$81,777
SBE PI Professional Services Contract Values	\$ 203,671

REQUIREMENT EXCEEDED.



Hop begins Sunday trips through the Couture.

Public Infrastructure

The entire Couture project was designed as one contiguous structure with a significant Public Infrastructure (PI) feature. Contractors then bid on the entire project.

The Development team worked with the city to agree on the PI value of every scope resulting in a total PI project cost.

TABLE 5A: PI SBE Construction Service Participation

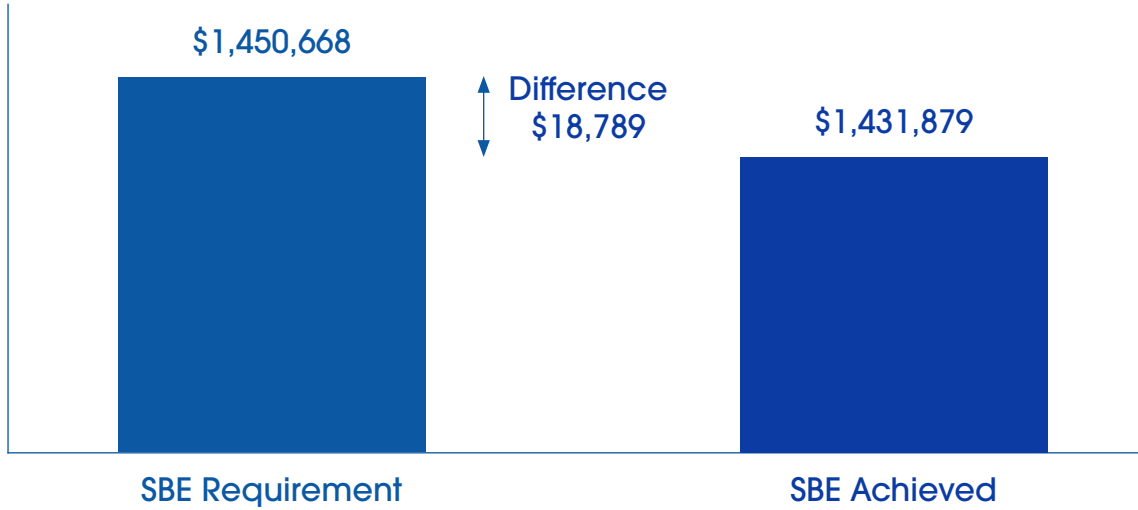
SBE Firm	Subcontractor To	Description of work	Total Contract Amount
Equity Supply	KMI	Masonry Supply	\$27,373
Hetzel-Sanfilippo	Langer Roofing & Sheet Metal	Carpentry /Framing	\$113,642
JCP Construction	JH Findorff	Water Proofing	\$10,419
Milwaukee Iron	JH Findorff	Concrete Rebar	\$938,257
Sanchez Painting	JH Findorff	Painting	\$149,036
Tremmel Anderson Trucking	Super Western	Hauling	\$193,152
TOTAL SBE PARTICIPATION			\$1,431,879

TABLE 5B: PI SBE Deficit

Category	Dollars
Total Value of PI Work Subject to Participation	\$5,802,673
REQUIRED SBE PARTICIPATION (25% OF ABOVE)	\$1,450,668
SBE Participation Achieved	\$1,431,879
SBE Deficit (see resolution in Table 7B)	(\$ 18,789)

Public Infrastructure

CHART 3: SBE Inclusion Performance



Work Progressing Summer 2023.

Public Infrastructure/ RPP Workforce

TABLE 6A: RPP Workforce By Contractor & Trade

Contractor	Trade	Work Performed	Total Hours	RPP Hours
Butters-Fetting Co, Inc.	Plumbing	Plumbing/ Hot water	181.1	31.2
J.H. Findorff, Inc.	Concrete	Concrete	15,186.1	889.0
JCP Construction, LLC	Waterproofing & Insulation	Waterproofing	3.6	0.5
KMI Construction	Masonry Contractor	Masonry	21.5	0.0
Langer Roofing & Sheet Metal Inc.	Roofing	Roofing	2,079.0	383.1
MKE Iron Erectors, Inc.	Steel Reinforcing Installation	Concrete	689.8	143.4
Sanchez Painting	Painting	Painting	34.9	2.9
Staff Electric	Electrical Contractor	Electrical	72.0	20.3
Stark Paverment Corp	Concrete Paving	Concrete	178.9	29.8
TOTAL RPP PARTICIPATION			18,446.9	1,500.1

TABLE 6B: PI Project RPP Deficit

Category	Hours
Total Workforce Subject to Participation	18,446.9
REQUIRED RPP PARTICIPATION (40% OF ABOVE)	7,378.7
RPP PARTICIPATION ACHIEVED to date	1,500.1
Current RPP deficit (see resolution in Table 8B)	(5,878.7)

Curing Deficits

TABLE 7A: Total Project SBE Participation

SBE Firm	Subcontractor to	Trade	Work Performed	Sewer Value	PI Value	Available to cure
Best Erectors	Klein-Dickert	Glazing	Podium Curtain Wall	\$0	\$0	\$210,000
Best Erectors	Klein-Dickert	Glazing	Garage Curtain Wall	\$0	\$0	\$100,000
Equity Supply	KMI	Material Supply	Masonry	\$0	\$27,373	\$57,427
Hetzel-Sanfilippo	Langer Roofing	Carpentry/ framing	Carpentry/ framing	\$0	\$113,642	\$82,158
JCP Construction	JH Findorff	Waterproofing	Foundation	\$0	\$10,419	\$59,041
MKE Iron Erectors	JH Findorff	Rebar placement	Concrete	\$0	\$938,257	\$4,101,113
Sanchez Painting	JH Findorff	Painting	Painting	\$0	\$149,036	\$1,096,042
Tremmel-Anderson	Super Western	Hauling	Foundation	\$0	\$193,152	\$531,348
TOTAL SBE PARTICIPATION						\$6,237,129

TABLE 7B: Curing SBE Deficits

Category	Dollars
Excess SBE participation not associated with the Sewer or PI Projects	\$6,237,129
Amount to cure Sewer Deficit	\$22,073
Amount to cure PI Deficit	\$6,215,056

Curing Deficits

TABLE 8A: RPP Excess from Tower

Contractor	Trade	RPP Hours
Butters-Fetting Co, Inc.	Plumbing	1,586.3
Butters-Fetting Co, Inc.	HVAC	2,262.0
Common Links Construction	Lath & Plaster	2,210.0
JCP Construction, LLC	Waterproofing & Insulation	2.6
J.H. Findorff, Inc	Concrete	4,368.0
Klein-Dickert Milwaukee Inc	Storefront, Curtainwall, & Glazing	151.8
Langer Roofing & Sheet Metal Inc.	Roofing	276.9
MKE Iron Erectors, Inc.	Steel Reinforcing Installation	704.4
Sanchez Painting Contractors, Inc.	Painting	21.1
Sid's Sealants LLC	Caulking, Sprayfoam,	15.3
Staff Electric	Electrical Contractor	1,353.7
TOTAL RPP EXCESS AVAILABLE FOR CURE		13,098.6

TABLE 8B: Use of RPP Excess for Deficit Cure

Use of Excess RPP Hours to cure	RPP Hours	Excess Remain
Sewer Deficit	(2,776.1)	10,322.5
To PI Deficit	(5,878.7)	4,443.8

* In this table RPP Excess is calculated by adding the Deficit Hours to the available excess. After the Sewer deficit is cured there are 10,322.5 hours remaining to cure the PI deficit. Finally, these hours surpassed the (5,878.7) PI Deficit by 4,443.8 hours. Therefore, the project no longer shows a deficit.

End of Report.