

SHEBOYGAN COUNTY PROGRAM EVALUATION QUESTIONNAIRE

January 28, 2009

INSTRUCTIONS: For each program, list the Scheduled Review Date, the Department, the Department Mission Statement and the Program Title at the top of the page, and answer the following questions for each program. The overall response for each program must be no greater than two (2) pages in length and in Arial Font size 10.

SCHEDULED REVIEW DATE: February 16, 2009

DEPARTMENT: Airport

DEPARTMENT MISSION STATEMENT:

The Sheboygan County Airport Department will provide outstanding airport support services, leadership, planning, and development so as to provide a safe, modern, and efficient transportation facility for our citizens, air travelers, airport tenants, and clientele.

PROGRAM: AIRSIDE/LANDSIDE AIRPORT SECURITY

- 1. Describe the program, its purpose and goals.**
This program affords airport users/tenants with enhanced airside safety/security, by limiting gate access to authorized users only. The video surveillance part of this program provides 24-hour video coverage of terminal area vehicle and pedestrian gate access areas and flight line ramp areas. The 6.5 miles of airport perimeter fence also provides a deterrent to wild animals (deer) movement on the airside regions of the airport. Components of this program are in compliance with Federal Transportation Security Administration (TSA) 2004 security guidelines for general aviation airports and the 2006 Wisconsin Airport Security Plan.
- 2. Who is the program intended to serve? How many are served?**
The program primarily serves the airport tenants and itinerant air travelers (+50,000 total aircraft operations per year).
- 3. Are the program benefits long-lasting and essential to the service populations?**
Yes. The perimeter fence has eliminated deer/aircraft strike incidences. The secured gate access system (key FOB entry only) has reduced unauthorized vehicle activity on airside regions of the airport. The video surveillance cameras allow us to monitor suspicious or unauthorized airport activity.
- 4. Is this program directly or indirectly related to or does it support any other program in this department or another department? If so, how?**
This program is unique and specific to airport operations.
- 5. How does this program make the department or county government more effective or efficient, including any intergovernmental relationship?**
This program helps to reduce the potential for county liability at this facility by restricting airside access to only authorized persons. The Airport Department utilizes an interdepartmental support link with Building Services (county electrician). The airport gate security and video surveillance system was designed and installed by the county electrician. Said system is totally compatible with other county owned and operated security systems.
- 6. How do you determine/measure if this program has been effectively provided and implemented?**
Since the perimeter fence was installed, there have been no further deer/aircraft strike incidences. Since the security gate access system was activated, unauthorized vehicle movement in airside regions of the airport have been eliminated. The video surveillance system has proved to be useful in reviewing unauthorized activity on the airport.
- 7. Could the county cost-effectively subcontract this program?**
No. Since the video surveillance portion of this program was designed to be compatible with other county owned/operated systems and has the capability of being patched through to the Sheriff

Department Dispatch Center, this type of program would probably be better monitored under county control.

8. State the numerical ranking of this program compared to all discretionary programs in your department and briefly explain.

The Airport Security Program is ranked 1 of 2. Although portions of this program (perimeter fence and access gates) prove to be a valuable enhancement to airside safety, the gate security (key FOB) access and video surveillance systems are NOT state or federally mandated, however, please note that the FAA – Transportation Security Administration (TSA) in 2004 issued a security guidelines for general aviation airports and in 2006 the Wisconsin Bureau of Aeronautics issued an Airport Security Plan for Wisconsin Airports.

Important note: In October 2008, the TSA issued a “Notice of Proposed Rulemaking” that will require all FAR-Part 91 Corporate Flight Operations with aircraft over 12,500 pounds, to comply with much more stringent security measures, which in turn will require a higher level of airport security. This action, if adopted, may transition our discretionary program into a mandated one.

9. Are there current alternatives to this program available in the community? Can this program be provided through alternative arrangements with other providers?

Private sector could possibly provide support for the gate security and video surveillance portions of this program. However, since these programs have been secured by county government, designed to be compatible with existing county security systems, can be monitored by the Sheriff’s Department and most importantly, had been secured by 100% Homeland Security funding aid, it would seem unlikely that private sector could be as effective as the county in supporting these systems.

10. If this program were eliminated, what would be the ramifications for the County (i.e., added risk, liability or legal issues)?

Potential for increased county exposure to risk and liability is very probable, should the perimeter fence be removed or its structural integrity not maintained. The same would hold true if the gate security access system were to be eliminated. Elimination of the video surveillance system may not have an immediate impact on airside safety as the fence or gate system would.

11. What is the program impact and effectiveness related to the program cost? (Provide data if available.)

The effectiveness of having the fence, secured gate access and video surveillance systems in place, provide for enhanced airside safety for those who conduct aircraft flight operations and also protects the public by limiting their access to inherently dangerous areas on the airport. Please note that the installation cost of the 5.6 mile perimeter fence and 23 gate access locations in 1998 was funded 95% by state, federal and airport industrial tenants funds. The gate security access system and video surveillance system were paid 100% by Homeland Security funds. Note: as the result of on-going airport expansion projects, the perimeter fence is now at a 6.5 mile length, includes 34 gate locations and is anticipated to expand in the near future as the Morgan Aircraft facilities are being built.

12. Is this program currently duplicated by another county department or provider in the community?

No. There are other county facilities that also utilize the same type of security access and video surveillance systems. The county electrician administers programming and maintenance of all county systems.

13. What adjustment or plan of action would you implement if funding is reduced?

Since the county had accepted federal and state funds for construction of the perimeter fence and gates, we are obligated to a certain extent to maintain the operational integrity of this safety/security infrastructure, as per an Airport Owner Assurances Agreement entered into with both FAA and the State of Wisconsin. The airport department may have a look into the viability of assessing a “security systems fee” to tenants and other users who need to access secured (airside) areas.

SHEBOYGAN COUNTY PROGRAM EVALUATION QUESTIONNAIRE

January 28, 2009

INSTRUCTIONS: For each program, list the Scheduled Review Date, the Department, the Department Mission Statement and the Program Title at the top of the page, and answer the following questions for each program. The overall response for each program must be no greater than two (2) pages in length and in Arial Font size 10.

SCHEDULED REVIEW DATE: February 16, 2009

DEPARTMENT: Airport

DEPARTMENT MISSION STATEMENT:

The Sheboygan County Airport Department will provide outstanding airport support services, leadership, planning, and development so as to provide a safe, modern, and efficient transportation facility for our citizens, air travelers, airport tenants, and clientele.

PROGRAM: AIRPORT PUBLIC EVENTS

- 1. Describe the program, its purpose and goals.**
Public events hosted at the county airport allow this facility to showcase its importance to the local community. Both the aviation and general public are allowed expanded access to airport facilities and have a better opportunity to see the various operational aspects that are part of a public airport. The airport department is responsible for providing a safe facility for the public to access and is also responsible for post-event facility and grounds restoration.
- 2. Who is the program intended to serve? How many are served?**
Depending on the type of event being hosted, it is either specific to the aviation community (ex. spot landing event, fly-in event, EAA function, etc.) or more generic for the general public (ex. Wings & Wheels, etc.). These events usual draw 8,000 – 10,000 people each year.
- 3. Are the program benefits long-lasting and essential to the service populations?**
Sheboygan County residents receive airport public events such as Wings & Wheels very favorably. Taxpayers are provided with an opportunity to observe various aspects of airport operations and to talk with the airports industrial, commercial and general aviation tenants. This type of public event serves as an educational/promotional resource.
- 4. Is this program directly or indirectly related to or does it support any other program in this department or another department? If so, how?**
Airport public events do not provide support for other county departments, but indirectly helps to educate the public as to the importance of having an airport and its economic benefit to the local community.
- 5. How does this program make the department or county government more effective or efficient, including any intergovernmental relationship?**
Public events may provide the public with a better understanding of how the county maintains and operates this facility.
- 6. How do you determine/measure if this program has been effectively provided and implemented?**
Primarily by the favorable response (per event) from the public. Note: A new airport tenant (Sheboygan County Aviation Corporation) has recently built a \$1.8 million facility on the airport that serves both aviation and general public as an education museum and welcome center. This center has added a new dimension to future public events and has required additional post-event grounds restoration work by the airport department.
- 7. Could the county cost-effectively subcontract this program?**
Depending on what type of event that needs to be hosted. If the event requires airside activities, then it would still remain the responsibility of the airport department to oversee safety and operations. If the

even is limited to landside activities, then the event sponsor may possibly be required to oversee the event and be billed for county costs for post-event restoration of facilities and grounds.

8. State the numerical ranking of this program compared to all discretionary programs in your department and briefly explain.

The Airport Public Events Program is ranked 2 of 2. It is NOT a mandated discipline, but does serve as an important public relations tool. It allows for the general public an opportunity to experience and learn more about the airport.

9. Are there current alternatives to this program available in the community? Can this program be provided through alternative arrangements with other providers?

See question/answer #6 & #7 above. Future events that are sponsored by the private sector could be billed for airport department costs related to post-event facility/grounds restoration.

10. If this program were eliminated, what would be the ramifications for the County (i.e., added risk, liability or legal issues)?

The only negative effect on the county would be the loss of a very popular public event (Wings & Wheels).

11. What is the program impact and effectiveness related to the program cost? (Provide data if available.)

The program impact is that it is an operational expense for the airport department, but in return, it provides very positive public relations resource.

12. Is this program currently duplicated by another county department or provider in the community?

The type of events previously listed above are unique to the airport and are typically initiated by on-airport (private sector) tenants.

13. What adjustment or plan of action would you implement if funding is reduced?

As was eluded to in question/answer #7 and #9, the airport department may have to initiate an "event fee" that would be paid by an event sponsor in order to cover pre-event and post-event grounds preparation and refurbishment.