

2025



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# DPW – INFRASTRUCTURE SERVICES DIVISION



2025 Proposed Plan and Executive Budget Review

Prepared by: Kathleen Brengosz, Fiscal Planning Specialist

Budget Hearing: 9:00 am on Thursday, October 10, 2024

**\$54,226,878**

Proposed 2025 Budget + ARPA

**\$54,226,878**

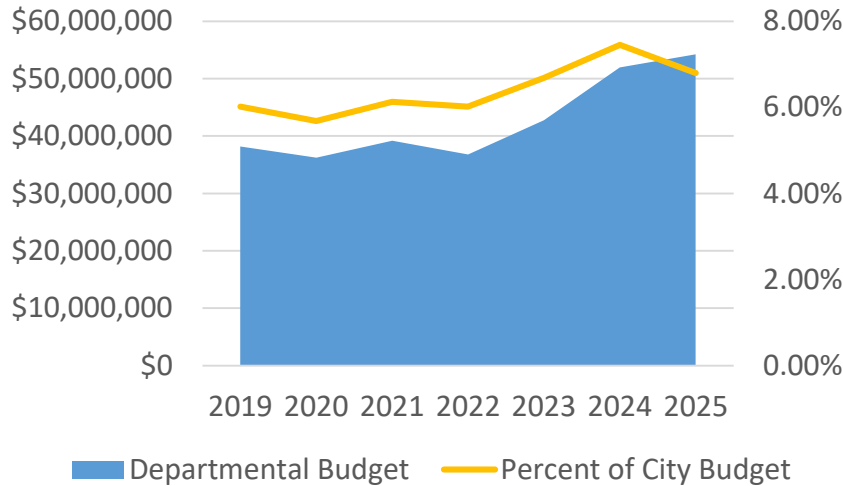
Proposed 2025 Budget (Levy)

**+\$2,290,305**

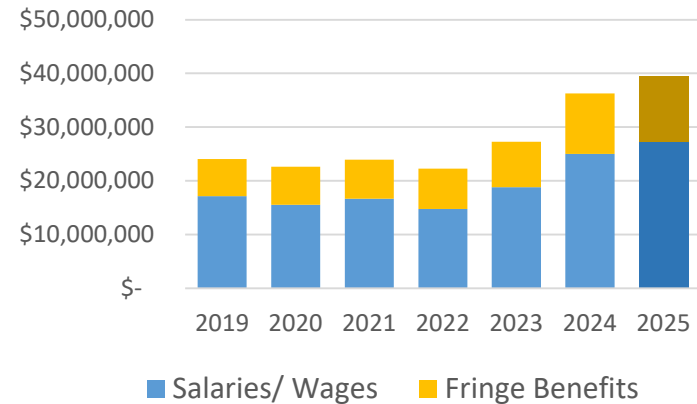
Overall Change from 2024

**\$56,288,672**

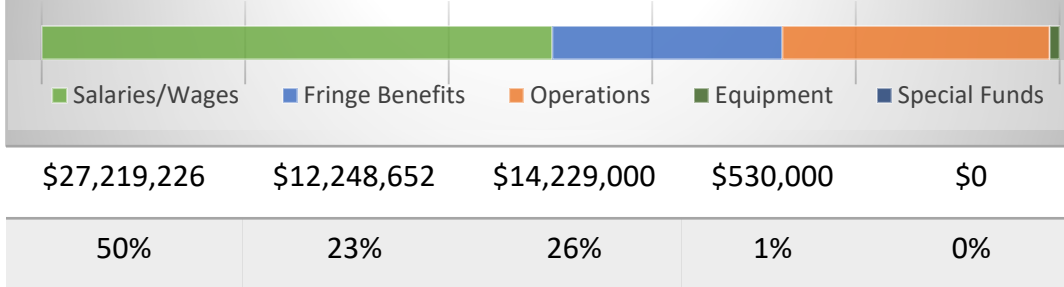
Requested 2025 Budget



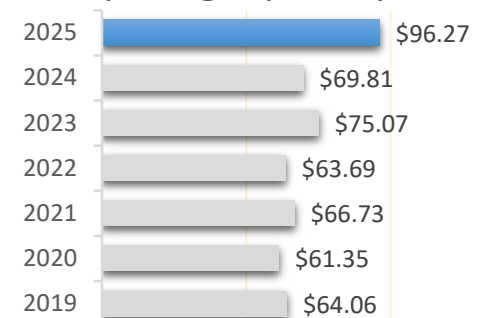
Personnel Budget



Levy Departmental Budget Appropriation by Category



Levy Budget per Capita



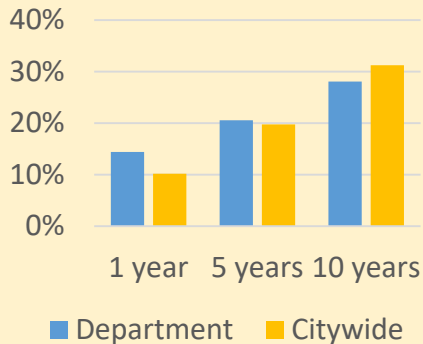
**+39%**

Change in Salaries and Wages  
from 2024 Budget  
(including ARPA funds in 2024)

**+\$7,628,464**

Change in Salaries and Wages  
from 2024 Budget  
(including ARPA funds in 2024)

**Retirement Eligible**



**Staffing Vacancies**

The department has 152 vacancies in 47 different titles compared to 149 vacancies in 53 titles at this time last year. Six titles represent 52% of the vacancies:

Position (Authorized)	Vacant
Electrical Services Laborer 1 (49)	16
Electrical Services laborer 2 (21)	16
Muni Services Electrician (80)	13
Infrastructure Repair Worker 1	15
Engineering Tech II (8)	8
Engineering Tech IV (16)	12

**New Positions**

Position	# of Positions
Electrical Engineer III	1
Civil Engineer III	1

**Eliminated Positions**

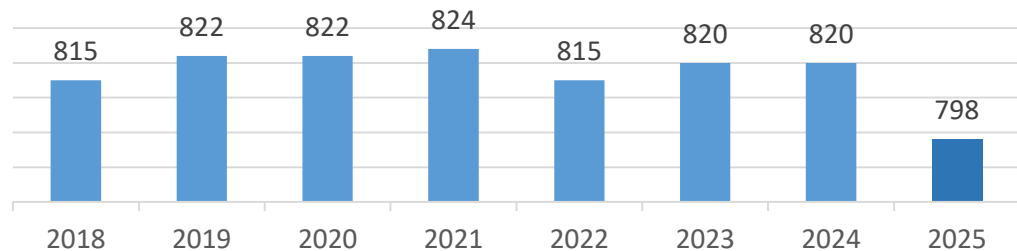
9 positions associated with the Small Cell Unit (6 of those positions were unfunded in 2024).

15 Engineering Technician positions are being eliminated in the Design, Field Engineering Programming & Estimates section.

**Reclassified Positions**

52 titles in the department were reclassified in DPW-ISD to new paygrades and/or new titles. Reclassification was the primary contributor to the \$7.6 million increase in salaries from 2024. Reclassifications also increased departmental salaries by \$6.2 million from 2023 to 2024.

**Department Positions**



<b>-22</b> Change in Positions	<b>-2.7%</b> % Change in Positions
<b>152</b> Current Vacancies	<b>22</b> Voluntary Separations In 2024

**\$750,000**

Expected annual energy savings from converting high pressure sodium street lights to LED.

**9.8**

Miles of additional protected bicycle lanes planned for 2025.

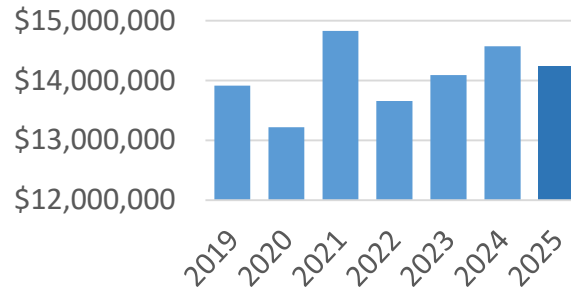
**33%**

Percentage of the street light system that has been converted from series to multiple circuitry.

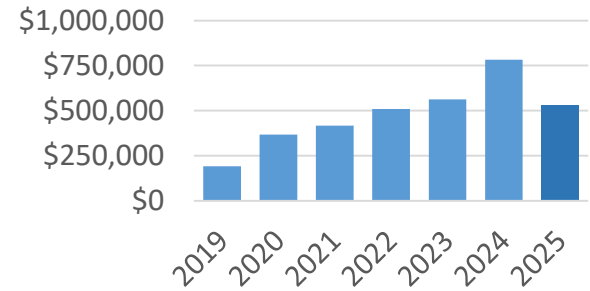
**+2%**

Proposed change in the Street Lighting Fee for 2025.

**Operating Expenditures Budget**



**Equipment Budget**



**Revenue**

	2024	2025
Charges for Service	\$4,080,000	\$4,111,000
Facilities Rent	\$344,000	\$382,000
MVR Fee	\$9,000,000	\$9,100,000
Street Lighting Fee	\$9,729,000	\$9,922,000
<b>Total</b>	<b>\$23,153,000</b>	<b>\$23,515,000</b>

**Special Purpose Accounts**

This division has no special purpose accounts.

**Grants**

	2024	2025
Major Bridge	\$20,150,800	\$17,184,000
Major Street	\$43,472,681	\$11,323,732
<b>Total</b>	<b>\$63,623,481</b>	<b>\$28,507,732</b>

**Capital Programs and Projects**

	2025 Proposed	6-Year Request
Infrastructure	\$99,732,732	\$806,198,347
Buildings	\$6,300,000	\$55,505,000
<b>Total</b>	<b>\$106,032,732</b>	<b>\$861,368,347</b>

**44**

Proposed number of High Impact paving projects for 2025.

**24**

Projected weeks of work for temporary workers. Between 5 and 10 positions are anticipated for 2025.

**\$186,570**

Small cell revenue projected for 2025, based on \$270 per site for 691 sites.

**62**

Average Pavement Quality Index Score from the 2022 pavement condition survey. Scores between 45 and 72 are considered “fair”.

**Capital Programs – Core Infrastructure**

Major Bridge Program	\$24,744,000
Bridge Program – Local	\$3,560,000
Major Streets	\$34,758,732
Local Streets	\$5,900,000
High Impact Paving	\$6,000,000
Alley Reconstruction	\$580,000
Sidewalk Replacement	\$1,875,000
Street Lighting	\$10,500,000
Traffic Control Facilities	\$3,340,000
Uncollectible Knockdowns	\$3,000,000
Multimodal Transportation	\$1,375,000
Bike Infrastructure	\$750,000
Underground Conduit	\$1,20,000
Electrical MH Reconstruction	\$1,000,000
Lead Service Line Repl.	\$3,300,000
	<b>\$99,732,732</b>

**Capital Programs – Buildings and Facilities**

Facilities Exterior Program	\$1,500,000
Facilities Systems Program	\$1,815,000
Facilities Interior Program	\$0
Facilities Security Program	\$250,000
Environmental Remediation*	\$185,000
ADA Compliance Program	\$500,000
Space Planning & Engineering	\$1,050,000
MKE Plays	\$500,000
City Hall Chiller Replacement	\$500,000
	<b>\$6,300,000</b>

*\*Partially funded with revenue from the storm water management fee.*

**Contracting Challenges**

The department expects a continuation of the shortage of electrical contractors for street lighting and traffic control projects. This shortage impacts local road projects and State/Federal funded projects. For many projects, this is leading to higher than anticipated costs.

**Partnership with Employ Milwaukee**

Infrastructure Services has established a partnership with Employ Milwaukee and its Transportation Roadbuilding Advancement Pre-Apprenticeship Program – YouthBuild. Three trainees started on July 11, 2024. They gained work experience 2 days per week, while attending classes to earn a high school diploma. Trainees can earn other career credentials through program partners. Two trainees were hired as Temporary City Laborers in September, 2024. ISD anticipates hosting between 5 and 10 YouthBuild trainees in 2025.

**Small Cell Installations**

Telecommunications companies will continue to do the majority of installation work using their own contractors. ISD will continue to inspect the work and perform the final connections to City facilities. The number of revenue generating sites is expected to increase from 553 in 2024 to 691 in 2025.

**Reclassifications**

In the 2024 Budget, more than 60 largely trades-related titles were reclassified to new titles and/or paygrades. For the 2025 Proposed Budget, over 50 mostly engineering and technical positions are being reclassified. No additional large-scale reclassifications in Infrastructure Services are expected. The change in salaries from the 2023 Actual expenditure to the 2025 Proposed Budget is \$8.8 million (48%).

**Relationship Between State/Federal Grant Funding and Borrowing**

State and federally funding construction projects are generally funded with an 80/20 match required from the City. The ratio can vary from project to project based on what the State determines are “allowable” costs. ISD has been working with the State, with some success, to include more items in the grant such as street lighting improvements and bicycle infrastructure.

Major street projects can have a 5 or 6 year development schedule, with the grantor share being fixed at the time the project is approved. There is no mechanism in the current process to increase grant funding if construction costs increase without giving up another project that is funded by the same grant program.

Beginning in 2019, there has been a national, relatively unprecedented increase in costs for street paving. According to the Federal Highway Administration, costs per lane mile of highway increased by an average of 75% from 2019 to 2024. Projects that are being let for construction now, were awarded before construction costs began their steep rise, so the City will have to borrow more funds than expected to complete the construction of the projects. This situation may persist for a few more years while projects that have already been awarded grant funding work their way through the pipeline.

Although grant funding is not covering as much of the construction costs for major streets, borrowing additional funds to complete these projects remains the best way to leverage the significant funds that are available from the state and federal government to improve infrastructure in the City.

New projects the department applies for will factor in the cost increases and the volatility of the construction market in order to return the grant-to-borrowing ratio to more historic levels.