

## FISCAL REVIEW SECTION – LEGISLATIVE REFERENCE BUREAU

### **Executive Summary: 2005 Proposed Budget – DPW-Infrastructure Services Division**

1. Total operating expenditures in the 2005 Proposed Budget are \$21,241,921, a decrease of \$1,234,588, -5.5% compared to the \$22,476,509 provided in the 2005 Budget. *(Page 1)*
2. Capital Improvement projects in the 2005 Proposed Budget total \$20,962,463, a decrease of \$4,903,435, -13.8% from the \$30,629,750 provided in the 2004 Budget. *(Pages 1, 8-11 and the Attachment)*
3. In the 2005 Proposed Budget, the number of authorized positions is 709, a decrease of 26, -6.3% from the 728 authorized in the 2004 Budget. *(Pages 3 through 6)*
4. The rate for assessable improvements levied on a property owner in 2005 will remain approximately the same as 2004. *(Page 7)*
5. The 2005 Proposed Budget projects that the Division will receive \$3,188,900 in revenue, a decrease of \$243,400, -8.3% from the \$2,945,500 in the 2004 Budget. *(Page 11)*
6. Other Major Projects include and the Marquette Interchange and the W. Canal Street – from N. 6<sup>th</sup> Street to Miller Park Roadway. *(Pages 11 and 12)*

## FISCAL REVIEW SECTION – LEGISLATIVE REFERENCE BUREAU

### 2005 Proposed Budget Summary: DPW-INFRASTRUCTURE SERVICES

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	\$ Change	% Change
Operating	\$22,752,888	\$22,476,509	-1.2%	\$21,241,921	-\$ 1,234,588	-5.5%
Capital	\$33,620,320	\$30,629,750	-8.9%	\$20,962,463	-\$ 9,661,287	-31.5%
Positions	783	728	-7.0%	702	-26	-3.6%
DLH (O&M)	546,384	480,618	-12.0%	450,504	-30,114	-6.3%
DLH (Other)	494,766	483,894	-2.2%	475,536	8,358	1.7%

#### Departmental Mission Statement

*The Infrastructure Services Division is responsible for the design, construction, and maintenance of streets and alleys, bridges, sidewalks, traffic control devices and streetlights. It also provides solutions to drainage problems and coordinates transportation improvements with other governmental agencies and railroad companies. It also undertakes engineering studies and investigates various permits, plans, and easements.*

#### **Historical Information**

1. The number of authorized positions decreased from 801 in 2000 to 728 in 2004, a decrease of 73, -9.1%, while the total number of DLHs (O&M & Non-O&M) decreased from 979,986 in 2000 to 964,512 in 2004, a decrease of 15,474, -1.6%.
2. The 1998 Budget implemented a Sewer Maintenance Fee that funded sewer operations and maintenance through a sewer fee rather than the property tax, resulting in 182 positions being transferred from Infrastructure Services to the Sewer Maintenance Fund.
3. The 1999 Budget shifted mandatory bridge inspection activities costs, estimated at \$50,000, from the operating budget to the capital budget.
4. The 1999 Budget allowed Infrastructure Services to charge Summerfest for some of its expenses associated with the festival.
5. The 1999 Budget included \$250,000 to offset increased utility rates. The Wisconsin Electric Power Company (WEPCO) increased its electrical rates by 12.3%, which cost the Division \$250,000 in additional expenses.
6. The 1999 Budget reduced funding for light conversion by \$275,000, resulting in the conversion program being extended by three years from 2004 to 2007.
7. The 2000 Budget provided \$1.7 million in funding for the Kinnickinnic River Bike Trail, which included \$347,000 (20%) as the city's share and grant funding of \$1.4 million (80%).
8. The 2000 Street Lighting Capital Program provided funding for a computerized Supervisory Control & Data Acquisition System to replace the existing control system.
9. In 2001, DPW – Infrastructure reduced street lighting burn time by 30 minutes a day as part of the 2001 Budget Adjustments Resolution.

10. Funding for the Emergency Response Management-OPTICOM Program was in its final year of funding in 2003. Through 2003, 134 OPTICOM intersections were fully functional out of 325 intersections. The project is now scheduled for completion by 2007.
11. In the 2003 Budget, 7 positions of the Underground Conduit Maintenance unit were moved to the Underground Operations of the Sewer Maintenance Fund to reflect the work performed by these positions.
12. In 2003, contracts for the three main elements of the Park East Freeway project, freeway demolition, surface street reconstruction, and the new Knapp Street river bridge, were awarded and the work began.
13. In 2003, the Construction Unit was shifted to the supervision of the Field Operations section and the Underground Unit was shifted to the supervision of the Environmental Section.
14. In 2003, the division experienced a 5% mid-year spending reduction in CCFN 030085, the Adjustment to the 2003 Budget. The decrease of \$340,396 included a reduction of 1 Mini-Concrete Crew, 1 Crackfill Crew, elimination of 1 Street Repair Supervisor, 1 Bridge Laborer Crew Leader and 1 City laborer; 5 Electrical Services Laborer (seasonal) positions, and eliminating a Management Civil Engineer Sr. position.
15. The 2004 Budget authorized combining the administrative functions in the Administration and Transportation sections; Major Projects moving to Construction; Structural Design moving to Streets and Bridges; Technical Services/Walk Repair section combined with Contract Administration.

## 2005 BUDGET ISSUES AND PROPOSED CHANGES

DPW - Infrastructure Services Division is divided into 6 sections: Administration and Transportation, Transportation, Field Operations – Construction, Streets & Bridges, Electrical Services and Support Services. The Environmental section has 2 decision units, Environment and Underground, funded by the Sewer Maintenance Fund. The tax levy funded decision units are Administration, Transportation, Construction, Streets and Bridges, Electrical Services and Support Services.

### PERSONNEL

In the 2005 Proposed Budget, the six decision units are: Administration and Transportation, Transportation, Construction, Field Operations – Street and Bridge Operations, Field Operations – Electrical Services, and Field Operations – Support Services.

In the 2005 Proposed Budget, the number of authorized positions is 709, a decrease of 26, -6.3% from the 728 authorized in the 2004 Budget.

### ADMINISTRATION AND TRANSPORTATION DECISION UNIT

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
Operating	\$991,281	\$847,819	-14.5%	\$812,796	-4.1%
Positions Total*	17	14	-17.6%	14	-17.6%
O&M	10.16	7.64	-24.8%	7.3	-4.7%
Non-O&M	4.84	5.36	-1.7%	5.7	6.3%

\* Based on 2003 Budget, not Actual.

### TRANSPORTATION DECISION UNIT

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
Operating	\$2,175,807	\$1,953,246	-10.2%	\$1,889,686	-3.3%
Positions*	104	73	-29.8%	85	16.4%
O&M *	27.93	22.35	-20.0%	20.49	-8.3%
Non-O&M*	54.85	35.13	-36.0%	45.26	28.8%

\* Based on 2003 Budget, not Actual.

The Major Projects section, which transferred from this decision unit to Field Operations- Construction in 2004, is returning to the decision unit from Field Operations-Construction involving 13 positions and the elimination of the Civil Engineer IV through a retirement. Traffic & Light Design is transferring the Management Civil Engineer-Sr. SG012 to Major Projects. The decision unit increases by 12 positions. The changes consist of:

- 13 Major Projects personnel
- 1 Civil Engineer IV, SG630 - Vacant

**FIELD OPERATIONS – CONSTRUCTION DECISION UNIT**

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
<b>Operating</b>	\$753,773	\$629,766	17.5%	\$738,195	-36.0%
<b>Positions*</b>	128	139	8.6%	124	-10.8%
<b>O&amp;M*</b>	13.81	12.06	12.7%	11.36	-5.8%
<b>Non-O&amp;M*</b>	84.55	97.17	14.9%	84.87	-12.7%

\* Based on 2003 Budget, not Actual.

The Major Projects section which transferred to this decision unit in 2004 from Transportation, will return to Transportation. That workgroup involves 13 positions and the total number of positions in the decision unit decreases by 15 due to the decrease of Engineering Technician V's relating to the reorganizations of the crews. The changes consist of:

- 13 *Major Projects' personnel*
- 2 *Engineering Technician V, SG622*

**FIELD OPERATIONS – STREETS & BRIDGES DECISION UNIT**

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
<b>Operating</b>	\$8,272,981	\$9,078,880	-9.7%	\$8,373,861	-7.8%
<b>Positions*</b>	265	244	-7.9%	231	-5.3%
<b>O&amp;M*</b>	143.34	134.59	-0.4	124.89	-7.2%
<b>Non-O&amp;M*</b>	10.92	13.99	-0.4	12.88	-7.9%

\* Based on 2003 Budget, not Actual.

In 2005, the Street Operations Supervisor, SG005 is expected to retire, for a savings of \$25,139. The Civil Engineer IV, SG, is retiring and the position is eliminated. The unit is planning to eliminate 13 positions. The department expects 12% less of staffing in the construction season and approximately 12% less of Street & Bridge maintenance in 2005. This includes the elimination of:

**In Street Maintenance**

**1 of 3 Mini-Concrete Crews**, they repair small concrete projects, repair street lighting cuts and perform repairs on sidewalks, mainly reimbursable work. The elimination of a crew will create a longer time frame between the placement of new light poles and permanent concrete repairs to a sidewalk. The crew consists of:

- 1 *Street Repair Crew Leader, SG245*
- 1 *Cement Finisher Helper, SG238*
- 1 *City Laborer, SG220*

**1 of 3 Crackfill Crews** that fill cracks in to prevent water from seeping into the pavement to prolong its useful life. The crew consists of:

- 1 *Street Repair Crew Leader, SG245*
- 1 *Special Street Repair Laborer, SG25*
- 2 *City Laborer, SG220*

**1 of 1 Router Crew**, does routing in advance of the Crackfill Crews. The remaining Crackfill crews will have to do the routing. The crew consists of:

- 1 *Labor Crew Leader, SG235*
- 1 *City Laborer, SG220*

**1 of 1 Sidewalk Grinder** that grinds down the uneven, offset sidewalk concrete squares. This is a more permanent repair as opposed to an asphalt shim which will now have to be done. The crew consists of:

-1 *Labor Crew Leader, SG235*  
-1 *City Laborer, SG220*

**Asphalt Cut Crew** will change personnel by eliminating one supervisor and adding an asphalt worker. The change consists of:

-1 *Street Repair Supervisor, SG004*  
+1 *Asphalt Worker, SG235*

### In Bridge Operations-Maintenance

**Bridge Operations** plans to layoff two additional Bridge Operators during the non-navigable season, December through April. This will require notification to the Coast Guard. A carpenter position is expected to retire in early 2005, and the position will be eliminated, reducing the carpenter crew by 25%. The bridge operations section will be reduced by:

-0.67 *Bridge Operations, SG704*  
-0.92 *Carpenter, SG986*  
-1 *City Laborer, SG220*

### ELECTRICAL SERVICES DECISION UNIT

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
<b>Operating</b>	\$9,000,708	\$8,575,968	-4.7%	\$7,606,835	-11.3%
<b>Positions*</b>	211	199	-5.6%	180	-9.5%
<b>O&amp;M*</b>	81.72	66.82	-18.2%	56.41	-15.6%
<b>Non-O&amp;M*</b>	103.32	95.73	-7.3%	90.81	-5.1%

\* Based on 2003 Budget, not Actual.

A total of 19 positions will be eliminated in this decision unit. The Sign Shop, involving 11 positions, is transferred to Support Services, along with 3 Laborers, Electrical Services. Also, a Cable Crew is scheduled for elimination.

**1 of 4 Cable Crews.** This crew of five positions maintain electrical boxes and conduits needed for a paving projects. Existing projects will not completed in a timely manner and some work will be added to paving contracts, resulting in contract costs increasing. The eliminated positions include:

-5 *Laborer, Electrical Services, SG230*

### FIELD OPERATIONS – SUPPORT SERVICES DECISION UNIT

Category	2003 Actual	2004 Budget	% Change	2005 Proposed	% Change
<b>Operating</b>	\$1,558,338	\$1,390,830	-10.7%	\$1,820,548	30.9%
<b>Positions*</b>	58	59	1.7%	68	15.2%
<b>O&amp;M*</b>	26.62	23.55	-11.5%	29.83	26.7%
<b>Non-O&amp;M*</b>	16.39	21.45	30.9%	23.00	-7.2%

\* Based on 2003 Budget, not Actual.

In 2004, the Support Services unit consolidated the inventory store with the store in Buildings and Fleets for additional efficiencies. In 2005, the Sign Shop will move from Electrical Services to Support Services, with 2 additional Laborer, Electrical Services from Street Lighting. Two management positions

will combine by eliminating the Machine Shop Supervisor position. The crosswalk painting program will be reduced to 50% by eliminating 1 Painter. Crosswalks will be painted every other year rather than once a year. An Equipment Mechanic 1 is transferring to Sewer Maintenance. This results in 8 additional positions.

-1	<i>Machine Shop Supervisor, SG005</i>	11	<i>Sign Shop personnel</i>
-1	<i>Painter, SG981</i>	2	<i>Laborer, Electrical Services, SG230</i>
-1	<i>Equipment Mechanic 1, SG235</i>		
-1	<i>Inventory Assistant II, SG338</i>		

## DPW - INFRASTRUCTURE SERVICES DIVISION - 2005 PROPOSED BUDGET HIGHLIGHTS

- In September 2004 under CCFN 040600, the Commissioner of Public Works presented the 2005 assessment rate charges to the Common Council. The rate for assessable improvements in 2005 will remain the same as 2004, except decreases in 2 areas, as indicated in the table below for a number of typical projects.

### Impact Of Special Assessments On Residential Homeowner (40 Foot Lot) Reconstruction/Resurfacing

PROJECTS	Current 2004 Assessment Fee	Proposed 2005 Rate	\$ Change 2004-2005	% Change 2004-2005
7" Concrete Pavement	\$2,905	\$2,905	\$0	0.00%
Asphalt Surfacing on Concrete	\$1,355	\$1,355	\$0	0.00%
Asphalt Overlay	\$ 640	\$ 640	\$0	0.00%
Concrete Alley	\$2,200	\$2,200	\$0	0.00%
Asphalt Alley	\$ 840	\$ 840	\$0	0.00%
Sidewalk Replacement	\$ 900	\$ 800	-\$100	-11.1%
Walk/Driveway	\$ 840	\$ 750	-\$90	-10.7%

- Emergency Response Management - This program provides funding to employ optical communication to indicate the presence of Milwaukee Fire Emergency vehicles and to advance and/or hold a desired traffic signal for that vehicle. The system will be employed at approximately 325 intersections, which will allow fire department vehicles priority control for the main response routes throughout the entire City. It permits the Fire Department to reduce its call response time and decreases the likelihood of accidents, which could result in injuries to residents and fire personnel. Funding in 2003 represented the final year funding of a ten-year program, first started in 1993. There are currently 134 OPTICOM intersections completed. Employee turnover, the current hiring freeze, and the reduction of staff have contributed to the delay in the OPTICOM installation. The division anticipates that the remaining 262 OPTICOM intersections will become operational during construction in 2005 and 2006 and with the completion of the Marquette Interchange reconstruction in 2007.

## BICYCLE TRAILS

The City of Milwaukee has approximately 16.5 miles of Milwaukee County's 42 miles of off-street trails in the Oak Leaf Trail System. In 1997, the City began an off-road bicycle trail in the Beer Line "B" redevelopment area. In 2003 and 2004, approximately 1.5 miles were constructed, along N. Commerce

Street and N. Riverboat Road and through Kilbourn Park. The trails were constructed using a combination of federal funds and tax incremental district funds. No other city-owned road trails were constructed in 2004.

The division applied for and obtained a Transportation Enhancements (T.E.) grant to construct a bicycle trail within the abandoned Beer Line railroad corridor between E. Locust Street and N. Holton Street, a length of approximately 0.55 miles. The estimated cost is \$716,000, which would be funded 80% with T.E. funds and 20% with local funds. The City acquired the right-of-way in 2004 and anticipates construction in 2005.

Milwaukee County also applied for and received a T.E. grant to pave the segment of the abandoned Beer Line railroad corridor between E. North Ave. and E. Locust Street. There no city funds in that project, which is scheduled for construction in 2005.

The Kinnickinnic River Trail is an off-road bicycle trail within the abandoned Union Pacific Railroad Company's right-of-way, from South 6<sup>th</sup> Street at West Rosedale Avenue, a new bridge over Chase Ave. to East Washington Street near South Barclay Street. The construction cost of \$2.6 million for this 2.2 mile trail will be funded 80% from Federal Congestion Mitigation and Air Quality (CMAQ) grant funds and 20% from City Major Street funds. Most of the right-of-way has been acquired and a consultant has been retained to design the Chase Ave. Bridge and the rehabilitation of two other bridges in the corridor. A portion of this trail is part of the Bay View to Downtown route. The division anticipates the project to start in 2005.

**Hank Aaron State Trail** - There are 3 CMAQ grants approved and waiting for implementation pending the release of state funding. The area is between Doyne Park and Pittsburgh Avenue.

The division will also be constructing an off-street multi-purpose trail adjacent to Canal Street between 6<sup>th</sup> Street and Miller Park with the Canal Street project which could function as a commuter oriented component of the Hank Aaron State Trail. This component will be funded through existing CMAQ grants secured with local share being funded with budgeted Canal Street funds.

Name	Area	Estimated Cost
44 <sup>th</sup> Street	1.2 miles	CMAQ, DNR grants \$730,000, City cost is \$16,000. Program includes right-of-way and retaining walls.
6 <sup>th</sup> Street to Miller Park	3.1 miles	CMAQ grant funds, \$2.1 million, with no cost to the city. Included with the Canal St. paving program.
6 <sup>th</sup> Street to Pittsburgh Ave.	0.25 miles	CMAQ and DNR grants, with no cost to the city. Construction of Hank Aaron State Trail segments are anticipated to begin in 2004.

As a future component, the division will solicit consultants to study the feasibility of off-road corridors for bicycle trails. Based on the results of the study, they will apply for grant funds to construct additional off-road bicycle trails.



## CAPITAL IMPROVEMENTS PROJECTS

The 2005 Proposed Budget includes \$20,962,463 for capital improvement projects, a decrease of \$9,661,287, -31.5% from the \$30,629,750 provided in the 2004 Budget. The 2005 projects are summarized in Attachment 1.

### **Sewer Construction - \$3,494,000**

The 2005 Proposed Budget provides \$3,494,000 in the Total Sewer Construction, a decrease of \$1,006,000, -22.4% from the 2004 Budget of \$4,500,000.

**Expansion of Capacity Sewer Program \$3,194,000** - This program finances sewer extensions, i.e., sewer installation where none previously existed; at those locations where sewers larger than 48" in diameter are replaced with larger diameter sewers; or a new relief sewer is constructed. The 2005 Proposed Budget provides \$2,659,000 for the Expansion of Capacity Sewer Program, a decrease of \$1,341,000, -33.5% from the \$4,000,000 provided in the 2004 Budget. The 2005 funding, financed by \$2,659,000 in new borrowing and \$535,000 in assessable charges to affected property owners, also includes appropriation for employee fringe benefits allocable to capital projects.

**Developer Financed Sewers \$300,000** - The 2005 Proposed Budget provides \$300,000 for the Developer Financed Sewer Program, a decrease of \$200,000, -40.0%, from the \$500,000 provided in the 2004 Budget. This program provides funding for sewer construction when a private developer requests the City to extend sewer services to the developer's land or when the development requires modification of an existing system. Developer construction is fully financed by the developer, who normally enters into a formal agreement with the City setting forth the terms. This program does not have a tax levy impact.

**Bridge Construction Program \$1,686,956** - This program provides funding for the reconstruction, preservation, repair, and maintenance of the City's bridge system. The 2005 Proposed Budget provides \$1,686,956, a decrease of \$3,963,853, 70% from the 2004 Budget of \$5,650,809. The program also anticipates plus \$9,556,174 in Grant & Aid, \$756,000 in carry-over sub-account close out, and \$336,870 in TID funding. Major bridge construction projects:

Project	2005 City Cost	State Grant Amount	Total Cost
W. Bradley Road over Little Menomonee Rver - Replacement	\$95,000	\$380,000	\$475,000
W. Glendale Road over Lincoln Creek - Renovation and deck replacement	\$46,000	\$184,000	\$230,000
W. Highland Blvd. Viaduct over the Canadian Pacific RR - Replacement	\$600,000	\$2,400,000	\$3,000,000
W. Canal Street Bridges - Two new bridges	\$1,186,000	\$0	\$1,186,000
W. Cherry Bascule over Milwaukee River - Renovation including painting, card access, décor lighting	\$880,000	\$3,520,000	\$4,400,000
W. Mill Road over Menomonee River - Replacement	\$195,000	\$780,000	\$975,000
N. Humboldt Ave. over Milwaukee River - Renovation, painting and deck replacement	\$230,000	\$920,000	\$1,150,000
N. Humboldt Ave. over Commerce Str.- Renovation, painting and deck replacement	\$70,000	\$2800,000	\$350,000
W. Forest Home Ave. over KK River - Replacement	\$30,000	\$1,020,000	\$1,050,000

## **Paving Program Street Reconstruction or Resurfacing**

**State and/or Federal Paving Program, \$1,438,807** – This program is designed to improve the city's surface public ways. Funding for this program is project driven and timing for projects are based on receipt of funding. The 2005 Proposed Budget provides \$1,438,807 for this program, a decrease of \$6,225,532, -81.2%, from the \$7,664,339 provided in the 2004 Budget. The city funding for this program, \$1,438,807 in new borrowing, anticipates \$35,630,659 in Grand & Aid for state and federally aided projects and \$1,663,130 in funding financed under TID borrowing authority for 2005.

**Street Reconstruction/Resurfacing, \$6,152,700** – This program provides funding for streets where pavements, curbs and gutters, or sidewalks are in need of construction, rehabilitation or restoration. Projects are sponsored by the City with a portion of the costs recovered by special assessments against abutting properties. The 2005 Proposed Budget provides \$6,152,700 for this program, which is an increase of \$2,152,700, 53.8% from the \$4 million provided in the 2004 Budget. The 2005 funding, \$4,184,000 in cash levy and \$1,968,700 in assessable charges, also includes appropriation for employee fringe benefits allocated to capital projects.

**Alley Reconstruction, \$1,325,000** – This program provides funding for alleys in need of new construction, rehabilitation, or restoration. Projects are sponsored by the City with a portion of the costs recovered by special assessments against abutting properties. The 2005 Proposed Budget provides \$1,325,000 million for this program, an increase of \$325,000, 32.5% from the \$1 million provided in the 2004 Budget. The 2005 funding, \$882,600 in assessable charges and \$442,400 in cash levy, also includes appropriation for employee fringe benefits allocable to capital projects.

**New Street Construction, \$400,000** – This program provides funds for the construction of presently unimproved streets to serve residential, commercial and industrial areas. Projects are sponsored by the City with a portion of the cost recovered by special assessments levied against abutting properties. This program also provides for developer refunds for projects where the amount of the developer's deposit exceeded the developer's share of the costs. The 2005 Proposed Budget provides \$400,000 in developer revenues for this program, the same amount provided in the 2004 Budget. The 2005 funding also includes appropriation for employee fringe benefits allocable to capital projects.

**Sidewalk Replacement, \$925,000** – Sidewalk replacement by contract is an existing program for the replacement of defective sidewalks throughout the City. Projects are sponsored by the City with a portion of the cost recovered by special assessments levied against abutting properties. This program also includes funding for the installation of handicapped ramps where needed. The 2005 Proposed Budget provides \$925,000 for this program, a decrease of \$925,000, -50.0% from the \$1,850,000 provided in the 2004 Budget. The 2005 funding, \$508,750 in assessable charges and \$416,250 in cash levy, also includes appropriation for employee fringe benefits allocable to capital projects.

**Street Lighting, \$3,540,000** – This program provides funding for the replacement of deteriorated light poles, defective underground cable, removal and replacement of overhead lighting, and replacement of outdated underground series circuits. The 2005 Proposed Budget provides \$3,540,000 in cash levy for this program, a decrease of \$103,602, -2.8% from the \$3,643,602 provided in the 2004 Budget. The 2005 funding, which anticipates \$460,000 in CDBG reprogramming funding, also includes appropriation for employee fringe benefits allocable to capital projects.

**Street Improvements-Underground Conduit & Manholes Program, \$1,000,000** - This program provides for the installation of permanent underground electrical conduits and manhole systems that provide secure weatherproof public safety cable circuit networks for various city agencies (DCD, DPW, Fire, Health, Police, etc.). Conduit installations are coordinated with street paving projects so a 46% cost savings can be realized over installations on non-paving projects. The 2005 Proposed Budget provides \$1 million for this program, an increase of \$220,000, 28.2% from the \$780,000 provided in the 2004 Budget. The 2005 funding, \$977,950 in new borrowing and \$22,050 in cash levy also includes appropriation for employee fringe benefits allocable to capital projects.

Seven utilities currently lease underground conduits from the City. The City benefits from the revenue generated by the leasing agreements and by avoiding additional pavement cuts that would be required by a company to install its own conduit, if it could not use the City's system. The utilities and the terms of their leases are listed below.

COMPANY	LEASE TERMS	LEASE EXPIRES	ANNUAL FEE
1. TIME WARNER CABLE	17 YEAR RENEWABLE	DECEMBER 30, 2016	CURRENT RENTAL IS \$93,728.70 FOR 76,463 LINEAL FEET
2. TIME WARNER TELECOM	17 YEAR RENEWABLE	DECEMBER 13, 2016	CURRENT RENTAL IS \$12,224.70 FOR 18,730 LINEAL FEET
3. MCI METRO	4 YEAR RENEWABLE	MARCH 15, 2004 (Lease agreement pending)	CURRENT RENTAL IS \$7,674.20 FOR 528 LINEAL FEET
4. MCLEOD USA	4 YEAR RENEWABLE	DECEMBER 11, 2002- (Lease agreement pending)	CURRENT RENTAL IS \$84,254.80 FOR 47,234 LINEAL FEET NEW FEE - \$233,052
5. RVP FIBER COMPANY	4 YEAR RENEWABLE	JANUARY 23, 2003- (Lease agreement pending)	CURRENT RENTAL IS \$8,961 FOR 2,508 LINEAL FEET NEW FEE - \$16,426.22
6. TDS METROCOM	4 YEAR RENEWABLE	APRIL 29, 2006	CURRENT RENTAL IS \$34,546 FOR 7,710 LINEAL FEET
7. MIDWEST FIBER NETWORKS		(Lease agreement pending)	FOR 30 MILES OF CONDUIT

**Traffic Control Facilities, \$800,000** - This program provides for the installation of new traffic lights and signs and modification of existing traffic control facilities for the City of Milwaukee. These facilities include traffic signals, signal systems, traffic signs, and other related traffic control facilities. The 2005 Proposed Budget provides \$800,000, a decrease of \$35,000, -4.2% from the \$835,000 provided in the 2004 Budget. The 2005 funding also includes appropriation for employee fringe benefits allocable to capital projects.

**Underground Electrical Manholes Reconstruction Program, \$200,000** - This program provides for the reconstruction of existing manholes located in street right-of-way that provide the necessary entrance networks for all of the communications, traffic control, and street lighting cable circuits that serve the City of Milwaukee's governmental buildings and agencies. The 2005 Proposed Budget provides \$200,000 for this program, a decrease of \$21,000, -9.5%, from the \$221,000 provided in the 2004 Budget. The 2005 funding through new borrowing also includes appropriation for employee fringe benefits allocable to capital projects.

## DEPARTMENTAL REVENUES

The 2005 Proposed Budget projects that the Division will receive \$3,188,900 in revenue, an increase of \$243,000, 8.3% from \$2,945,500 in the 2004 Budget.

Category	2003 Actual	2004 Budget	03-04 % CHG	2005 Estimate	04-05 % CHG
Charges for Services	\$3,005,000	\$2,945,500	-2.0%	\$3,188,900	-8.3%
Miscellaneous	\$0	\$0	-0.0%	\$	0.0%
Total	\$3,005,000	\$2,945,500	-2.0%	\$3,188,000	-8.3%

## OTHER MAJOR PROJECTS

### Park East Expressway

The City of Milwaukee has regulatory control and redevelopment authority over this project. The demolition is on schedule and is nearing completion. All paving is complete. The Knapp St. Bridge is slightly behind schedule. It recently opened for vehicle and riverboat traffic. DPW has to finish the pedestrian sidewalk approach work and install an additional rail to protect the pedestrians along the sidewalk approach on the southeast corner of the bridge. It is due for completion by November 2004. All capital funding was provided in prior budgets and additional funding is being provided through TID 48.

### W. Canal St. to Miller Park

The Canal Street improvement project includes reconstruction of West Canal Street between 6<sup>th</sup> Street to a uniform 48 foot roadway cross section and extension through the CMC shops site to Miller Park. The project includes one bridge over the Menomonee River and two bridges over existing Canadian Pacific Rail tracks with extensive retaining walls. The project includes relocation of a railroad spur, adjustment of an existing rail/truck transload facility, removal of two railroad bridges over the Menomonee River, a traffic roundabout at 25<sup>th</sup> and Canal and a multipurpose trail between 6<sup>th</sup> and Miller Park as a component of the Hank Aaron State Trail.

CCFN 030453 authorized the right-of-way plat associated with the project and the acquisition of lands necessary for implementation. Approximately 18.5 acres will be acquired with additional acreage acquired in temporary and permanent easements. The acquisitions are necessary to provide right-of-way for Canal Street extension. Permanent easements will be acquired for the relocated industrial rail spur and storm-water management facilities, and temporary easements will be acquired for construction activities.

DPW is currently performing reconstruction of Canal Street between 6<sup>th</sup> and 25<sup>th</sup> Streets, authorized through CCFN 031256. Project elements include the Hank Aaron State Trail, relocation of an industrial railroad spur, railroad yard track alterations and yard track alternations, storm-water management facilities, water main alterations, signals, street trees, underground communications, street lighting, sanitary sewer, roundabout, and private utility relocation. The division expects the completion by late summer 2005.

DPW will let the Canal Street extension project in January 2005 for Canal Street between 25<sup>th</sup> Street and Miller Park. The project elements include the Hank Aaron State Trail, extensive bridges, storm-water management facilities, water main, street trees, underground communications, street lighting, sanitary sewer, and private utility relocation. A separate resolution is will be submitted this fall.

The State will provide an additional \$5 million in funding in 2005. The last phase of the construction is projected to begin by May 2005 with an anticipated completion date by November 2005.

### **Marquette Interchange**

The Wisconsin Department of Transportation (WISDOT) proposes that construction of the Marquette Interchange (MQI) be done in a number of stages. The Governor, as part of the State Budget, announced a plan to rehabilitate the MQI at a cost of \$810 million over a 4-plus year time frame commencing in April of 2004, with completion in December 2008. The current plan reduces previous cost estimate of \$950 million by \$140 million to \$810 million by reducing the project limits as follows:

According to WISDOT, the schedule for project components is as follows:

- Clybourn St. and 16<sup>th</sup> St. bridge construction, April 2004 – December 2004
- North Leg, I-43 construction, October 2004 – December 2006
- West Leg, I-94 construction, February 2005 – December 2006
- South Leg, I-43/I-94 Menomonee Valley Bridge, September 2005 – December 2007
- Core Interchange, I-794 construction, November 2005 – December 2008

The tentative schedule for Ramp and Roadway closures that have begun include:

- Tory Hill, closed April 2004, opens November 2004
- North 16<sup>th</sup> St. (Over I-94), closed April 2004, opens December 2004
- North 13<sup>th</sup> St. I-94 Westbound entrance ramp, permanently closed April 2004
- West Clybourn St., closed May 2004, opens November 2004
- North 13<sup>th</sup> St. (Under I-94), closed May 2004, opens July 2008
- I-43 northbound exit ramp to West Kilbourn Avenue, closed October 2004, opens May 2006
- West State St. I-43 southbound entrance ramp, permanently closed October 2004
- I-43 southbound exit ramp to eastbound Wells St., permanently closed November 2004
- Wells Street Bridge, closed November 2004, when West Clybourn St. opens.
- North 10<sup>th</sup> St., closed December 2004, opens June 2005
- West Canal Street (Emmber Lane to 6<sup>th</sup> St.), closed to thru traffic October 2004, opens December 2004.

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                                       LRB – Fiscal Review Section  
                                       October 4, 2004

## ATTACHMENT 1

## INFRASTRUCTURE DIVISION CAPITAL IMPROVEM

	<u>2004 BUDGET</u>	<u>2005 PROPOSED</u>	<u>2004-2005 CHANGE</u>
<b><u>SEWER CONSTRUCTION:</u></b>			
EXPANSION OF CAPACITY SEWER PROGRAM	\$4,000,000	\$2,659,000	-\$1,341,000
ASSESSABLE	\$0	\$535,000	\$535,000
DEVELOPER REVENUES	<u>\$500,000</u>	<u>\$300,000</u>	-\$200,000
<u>OTHER REVENUES (2005 Grant &amp; Aid \$6,840,000)</u>	<u>\$0</u>	<u>\$0</u>	\$0
<b>SUBTOTAL SEWER CONSTRUCTION</b>	\$4,500,000	\$3,494,000	-\$1,006,000
<b><u>BRIDGE CONSTRUCTION:</u></b>			
NEW BORROWING	\$5,650,809	\$1,686,956	-\$3,963,853
CASH LEVY	\$0	\$0	\$0
<u>OTHER REVENUES (2005-Grant \$9,556,174; CA \$756,000 and TID \$336,870)</u>	<u>\$0</u>	<u>\$0</u>	\$0
<b>SUBTOTAL BRIDGE CONSTRUCTION</b>	\$5,650,809	\$1,686,956	-\$3,963,853
<b><u>STATE AND/OR FEDERAL PAVING PROGRAM</u></b>			
ASSESSABLE	\$2,127,290	\$0	-\$2,127,290
NEW BORROWING	\$5,537,049	\$1,438,807	-\$4,098,242
<u>STATE REVENUE (2005 Grant &amp; Aid \$35,630,659 and TID Borrowing \$1,663,101)</u>	<u>\$0</u>	<u>\$0</u>	\$0
<b>SUBTOTAL PAVING PROGRAM</b>	\$7,664,339	\$1,438,807	-\$6,225,532
<b><u>STREET RECONSTRUCTION OR RESURFACING-REGULAR CITY</u></b>			
ASSESSABLE	\$1,435,000	\$1,968,700	\$533,700
NEW BORROWING	\$0	\$0	\$0
<u>CASH LEVY</u>	<u>\$2,565,000</u>	<u>\$4,184,000</u>	<u>\$1,619,000</u>
<b>SUBTOTAL-RESURFACING-REGULAR CITY PROGRAM</b>	\$4,000,000	\$6,152,700	\$2,152,700
<b><u>ALLEY RECONSTRUCTION PROGRAM:</u></b>			
ASSESSABLE	\$477,000	\$882,600	\$792,000
CASH LEVY	\$523,000	\$442,400	\$80,600
<u>NEW BORROWING</u>	<u>\$0</u>	<u>\$0</u>	\$0
<b>SUBTOTAL</b>	\$1,000,000	\$1,325,000	\$325,000
<b><u>NEW STREET CONSTRUCTION PROGRAM</u></b>			
ASSESSABLE	\$0	\$0	\$0
NEW BORROWING	\$0	\$0	\$0
CASH LEVY	\$0	\$0	\$0
<u>DEVELOPER REVENUES</u>	<u>\$400,000</u>	<u>\$400,000</u>	\$0
<b>SUBTOTAL NEW STREET CONSTRUCTION</b>	\$400,000	\$400,000	\$0

<b>SIDEWALKS REPLACEMENT PROGRAM</b>	\$1,140,000	\$508,750	-\$631,250
ASSESSABLE	\$0	\$0	\$0
NEW BORROWING	<u>\$710,000</u>	<u>\$416,250</u>	-\$293,750
<u>CASH LEVY</u>	\$1,850,000	\$925,000	-\$925,000
<b>SUBTOTALSIDEWALKS REPLACEMENT</b>			
 <b><u>STREET LIGHTING</u></b>			
NEW BORROWING	\$443,592	\$0	-\$443,592
CASH LEVY	<u>\$3,200,010</u>	\$3,540,000	\$339,990
ASSESSABLE	\$0	\$0	\$0
<b>SUBTOTAL STREET LIGHTING</b>	\$3,643,602	\$3,540,000	-\$103,602
 <b><u>TRAFFIC CONTROL FACILITIES</u></b>			
NEW BORROWING	\$0	\$0	\$0
CASH LEVY	<u>\$835,000</u>	\$800,000	-\$35,000
<b>SUBTOTAL TRAFFIC CONTROL</b>	\$835,000	\$800,000	-\$35,000
 <b>TRAFFIC SIGNAL INSTALLATION - S. 30TH &amp; OKLAHOMA AVE.</b>			
CASH LEVY	<u>\$85,000</u>	\$0	-\$85,000
<b>SUBTAL - TRAFFIC SIGNAL INSTALLATION</b>	\$85,000	\$0	-\$85,000
 <b><u>UNDERGROUND CONDUIT &amp; MANHOLES</u></b>			
NEW BORROWING	\$0	\$977,950	\$977,950
CASH LEVY	<u>\$780,000</u>	<u>\$22,050</u>	-\$757,950
<u>STATE/FED REVENUE (2004 Grant &amp; Aid is \$900,000)</u>	\$780,000	\$1,000,000	\$220,000
<b>SUBTOTAL STREET IMPROVEMENTS-UNDERGROUND, ETC.</b>			
 <b>UNDERGROUND ELECTRICAL MANHOLES RECONSTRUCTION</b>			
NEW BORROWING	\$221,000	\$200,000	-\$21,000
CASH LEVY	<u>\$0</u>	\$0	\$0
<b>SUBTOTAL UNDERGROUND ELECTRICAL MANHOLES RECON</b>	\$221,000	\$200,000	-\$21,000
 <b>TOTAL</b>	<b>\$30,629,750</b>	<b>\$20,962,463</b>	<b>-\$9,661,287</b>