

2017



Legislative Reference Bureau

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DPW - INFRASTRUCTURE



2017 Proposed Plan and Executive Budget Review

Prepared by: Kathy Brengosz, Fiscal Planning Specialist
Budget Hearing: 9:30 am on Thursday, October 13, 2016
Last Updated: October 10, 2016

Final Version



\$39,669,916

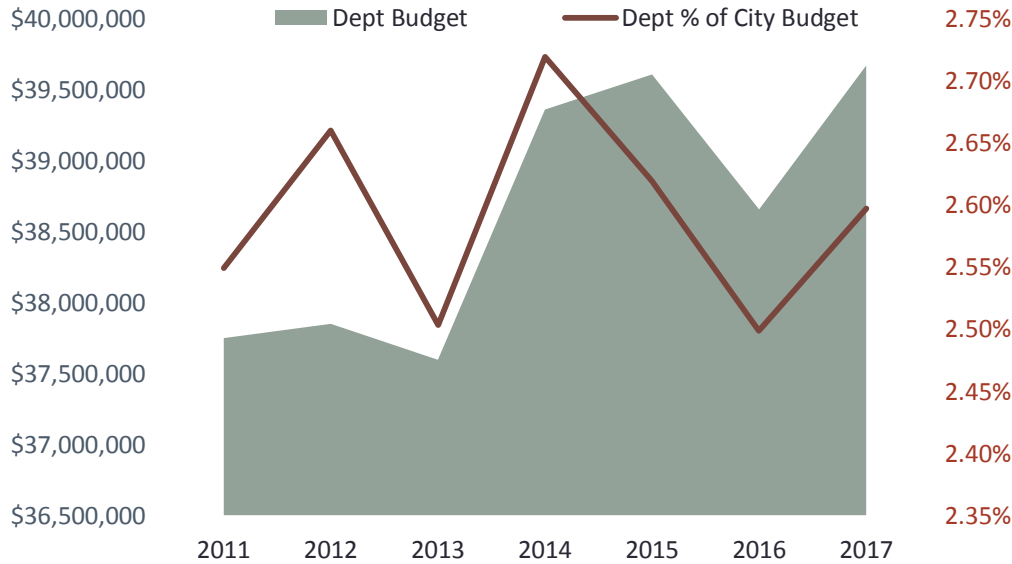
Proposed 2017 Budget

\$1,014,091

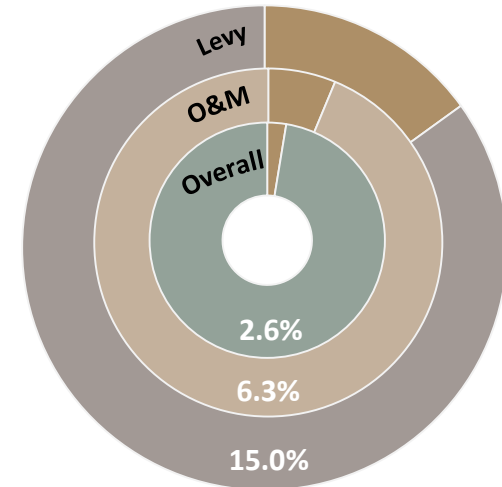
Change in Proposed Budget

2.6%

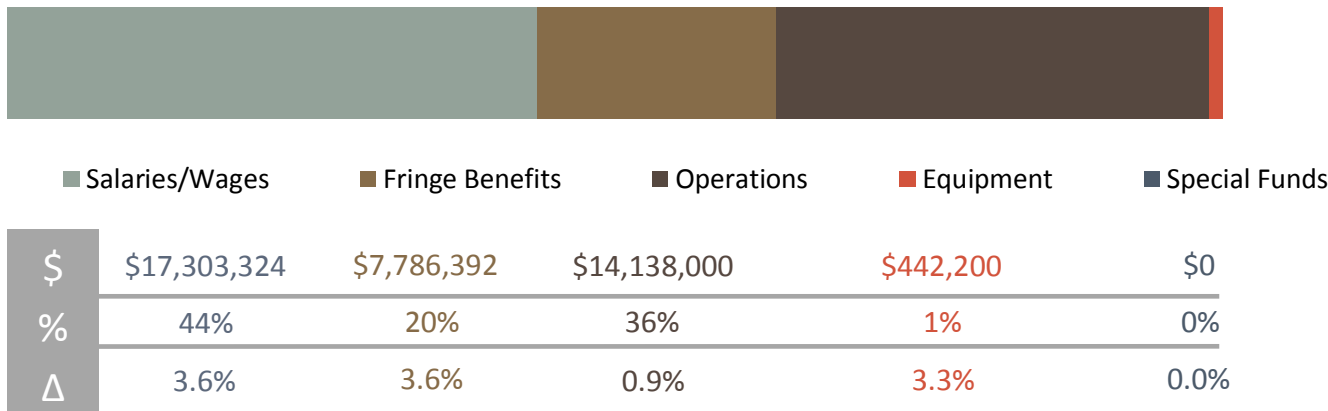
% Change in Proposed Budget



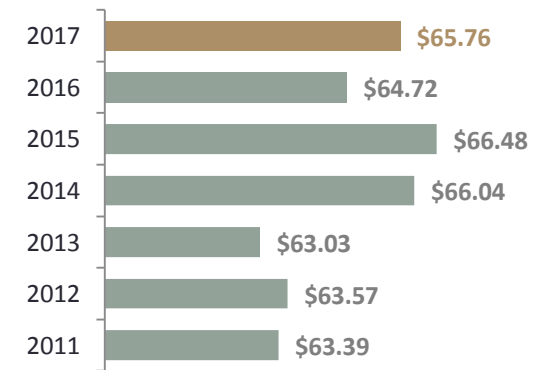
Departmental Budget Impact



Departmental Budget Appropriation Category



Budget per Capita



\$600,580,000

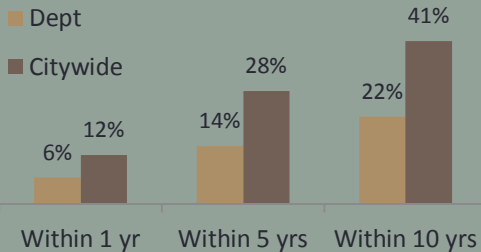
Total 6-year request for Core Infrastructure program

(Including grant & aid and special assessment funding)

30

Number of transitional job positions expected to be filled in 2017. Twenty-two were employed in 2016

Retirement Eligible



14

Change in Positions

1.8%

% Change in Positions

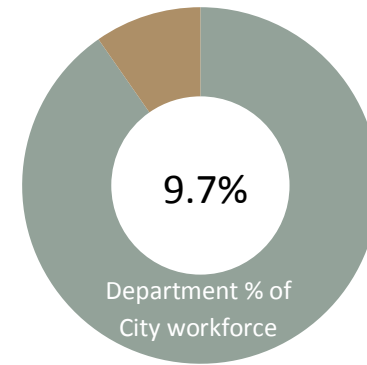
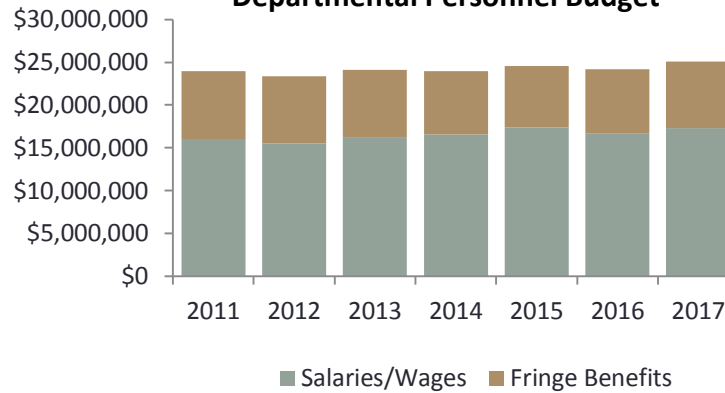
47

Current Vacancies

37

Voluntary Separations

Departmental Personnel Budget



Staffing Update – Positions Added/Eliminated

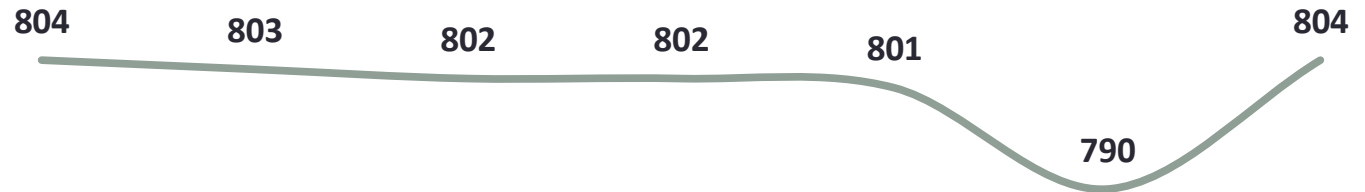
- +13 Locating Technician
- +1 Locating Tech Crew Leader

Transportation Operations will be reorganized to add a Locating Services unit and a Multi Modal unit. The newly-reorganized section has 4 additional positions. Four auxiliary positions were eliminated for no net change.

Staffing - Vacancies

There are 5 fewer vacancies than last year.

The department has experienced a higher-than-normal loss of staff who are accepting positions outside of City employment, especially engineers. Recently, the most difficult positions to fill have been Municipal Services Electricians and Engineering Technicians for surveying.



**Department Positions
2011-2017**

41%

Percent decline in grant funding available for major street and bridge replacements since 2012

\$1,390,000

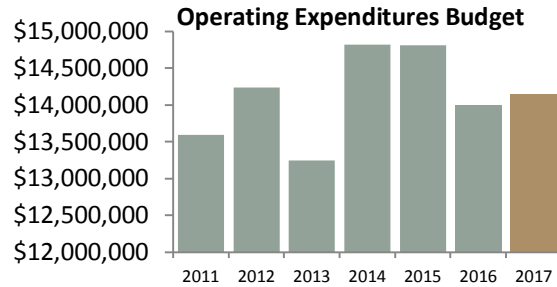
Additional funding made available for paving local streets from amendments to tax incremental districts in 2015.

63%

Percentage of street lights converted from series circuits to multiple circuits since the project began in the 1950's

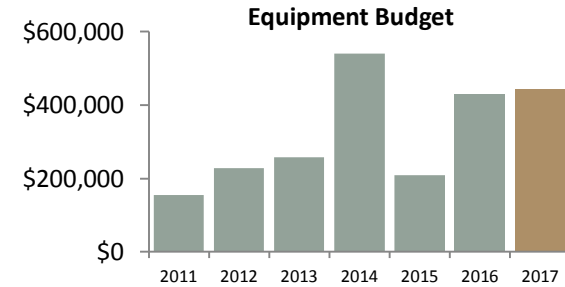
43

Number of paving projects completed in 2016 using high Impact funds



36% | 38% | 35% | 38% | 37% | 36% | 36%

Operating expenditures percent of department budget



0% | 1% | 1% | 1% | 1% | 1% | 1%

Equipment percent of department budget

Revenue

Charges for Service	\$4,552,100
Facilities Rent	\$297,500
Vehicle Registration Fee	<u>\$6,600,000</u>
	\$11,449,600

Revenue is expected to be 2% higher than in the 2016 Budget and 10% lower than actual revenue in 2015.

Grants

	2016	2017
Major Bridge	\$1,050,000	\$9,890,000
Major Street	<u>\$30,788,000</u>	<u>\$33,750,000</u>
	\$31,838,000	\$34,640,000

2017 is the first year since 2012 that total grant funding is increasing.

Special Purpose Accounts

This division has no special purpose accounts.

Capital Improvements Projects

	2017	6-Year
Infrastructure	\$83,462,000	\$600,349,086
Buildings	<u>\$17,075,000</u>	<u>\$65,990,000</u>
	\$100,537,000	\$666,339,086

For details of the capital program, see the Capital Overview.

\$6,600,000

Amount of anticipated revenue from the Motor Vehicle Registration Fee.

\$16,000,000

Combined funding for Local Streets and High Impact paving in 2017

100

Total number of seasonal employees (excluding transitional workers)

33%

Percentage of the City-maintained street network that is in poor condition

Roadway Condition

The City hired a consultant in 2013 to survey the condition of the street network. The results of the physical survey were updated at the end of 2015.

	Poor	Fair	Good
2015	33%	39%	28%
Survey	27%	40%	32%
2006	14%	37%	49%

Compete Milwaukee

The division expects to employ 30 Compete Milwaukee workers in 2017 compared to 22 employed in 2016.

Most Compete Milwaukee workers perform street maintenance activities. They are assigned to asphalt, concrete, crack filling scarifier, mini excavator, saw, patch and super patch crews. In the Bridges and Buildings Section, transitional workers perform similar work duties as a City Laborers.

City Hall Foundation Project:

Funding was provided (\$13 million) in 2016 to stabilize the northeast corner of the building and to relocate the basement mechanical room. An additional \$13 million is proposed for 2017. After 2017, the division estimates that an additional \$29 million will be required to complete the project.

MKE Plays

The position of Milwaukee Plays Program Coordinator was created in 2016. The position is privately funded in 2017.

The MKE Plays program will leverage private investment to increase rebuilding capacity. The City recently completed its Comprehensive Outdoor Recreation Plan for 2016-2021. The plan can be found in Common Council File 160675.

Street Light Lamp Replacement

The division has begun to transition the street light system from high pressure sodium lights to LED.

After several years of testing, the division has found an LED lighting instrument that meets the City's needs and specifications. The initial cost of the LED lights is higher than the high pressure sodium lights, but the LED lights have a longer life and use less energy.

Equipment

The division requested the purchase of a sealant melter (\$40,000) and an asphalt pellet patcher (\$30,000). Both are new items. The equipment would allow the division to reheat unused asphalt and asphalt grinding to make hot mix asphalt. The equipment could be used in winter to patch problem areas with hot mix asphalt instead of cold mix asphalt.

Project Civic Access

The Common Council authorized a settlement agreement with the U.S. Department of Justice in March, 2016 (See Common council File 151685). The settlement outlines the corrective actions required by the City to bring its facilities and programs into compliance with the Americans with Disabilities Act. In addition to addressing the deficiencies identified in the U.S. Department of Justice’s 2011 inspection, the City must survey the remaining City facilities for potential violations. The total cost of complying with the settlement agreement is unknown.

TID Funded Paving

Amendments were made to the project plans for TID #20 (Florida Yards), TID #27 (Clarke Square), TID #39 (City Center Hilton), and TID #82 (Michigan St) to fund street paving projects.

The projects included:

- N 25th Street from W. Lisbon to W Brown (complete)
- S 5th Street from W Virginia to W Scott (in progress)
- S 25th Street from W National to W Pierce (complete)
- W Juneau Avenue from N 3rd to N 6th (2017 or 2018)
- N Astor Street: E Kilbourn – E State (2017)

In the last 5 years, nearly \$5 million has been made available for paving projects from tax incremental districts

Alley Cost Recovery Rate

Until 2009, the cost recovery rate for alley paving was 90%. With the passage of the Motor Vehicle Registration Fee, the recovery rate was reduced to 60%. As part of the 2012 Budget process, the Council decreased the recovery rate to 30%. From 2002 through 2008 the average assessment per frontage foot was \$56. The current rate is \$19. Because many projects include internal crossings or have properties that cannot be assessed, the legislated recovery rate will generally be the maximum cost that will be recovered.

Seasonal Staffing

	Weeks		Positions	
	<u>2016</u>	<u>2017</u>	<u>2016</u>	<u>2017</u>
Transportation	34	34	75	75
Elec. Services	34	34	27	25
Transitional	26	26	22	30

Seasonal workers in Transportation Infrastructure are no longer differentiated by the type of crew they are assigned to. During the construction season the division normally has 6 to 7 concrete crews, 5 to 6 asphalt crews, 3 mini-excavator crews, one grinder crew, one drill rig, 3 to 4 saw crews, 2 to 3 super patch crews, 4 to 6 patch crews, 1 to 2 crack fill crew and other miscellaneous crews as needed.