

City of Milwaukee

Capital Improvements Committee

2014 Capital Budget Hearing

April 11, 2013

HEALTH DEPARTMENT

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$680,000	56%	
2013	577,563		435,000		435,000	(3%)	
2012	1,028,829		450,000		450,000	309%	
2011	927,750		110,000		110,000	10%	430,626
2010	2,305,822	50,000	50,000		100,000	(88%)	219,590
2009	2,065,588		864,000		864,000	8%	1,451,270
2008	1,672,907		800,000		800,000	68%	408,087
2007	1,760,552	25,000	451,000		476,000		452,239

The Health Department has submitted one capital request for the 2014 Budget.

The total six year request is \$3,565,000 and represents an increase of \$100,000 (3%) from last year's (2013) request.

The \$50,000 of tax levy funding in 2010 was for the Data Repository project.

The \$25,000 of tax levy funding in 2007 was for the Public Health Information Network

Health Facilities Capital Projects

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$680,000	56%	
2013	577,563		435,000		435,000	(3%)	
2012	137,558		450,000		450,000	309%	
2011	30,594		110,000		110,000	120%	7,493
2010			50,000		50,000		19,406
2009							
2008							
2007							

This program provides funding for interior, exterior and mechanical repairs and improvements in the Health Department facilities.

Since 2010 this program has received just over \$1 million in capital funding. Prior to 2010, capital projects were funded with three separate capital programs; Mechanical Systems, Exterior Building and Interior Building. Since 2000 these three accounts have received \$1.6 million, \$2.5 million and \$1.9 million in funding respectively.

In 2012 these accounts had a combined carryover authority of just over \$1 million. As of 2013 no further carryover authority remains in those accounts.

In 2013, \$281,000 of general obligation borrowing authority lapsed.

The majority of funding in 2012 and 2013 was used for a window replacement project at the South Side Health Center (SSHC).

New projects for 2014 include the installation of interior security cameras at NWHC, SSHC and Keenan; the installation of elevator Smart Controls at NWHC and SSHC; maintenance of the lab ventilation system; building access and security upgrades; and the installation of a sprinkler system.

2014 Anticipated Projects

Exterior		\$120,000
Roof repairs (NWHC, misc)	\$100,000; \$5,000	
Tuckpointing	\$15,000	
Mechanical		\$245,000
Generator testing and maintenance (annual)	\$10,000	
Sprinkler testing and maintenance (SSHC & NWHC)	\$10,000	
Install interior security cameras (NWHC, SSHC, Keenan)	\$65,000	
Elevator maintenance	\$20,000	
Elevator Smart Controls (SSHC, NWHC)	\$35,000 x 2	
Water heater replacement (NWHC, Keenan)	\$15,000 x 2	
Card access and security upgrade	\$15,000	
Lab ventilation system maintenance	\$25,000	
Interior		\$315,000
Sprinkler Installation (Keenan)	\$300,000	
Painting	\$15,000	
Total		\$680,000

Six Year Request History

2014	\$3,565,000
2013	\$3,465,000
2012	\$3,333,000
2011	\$3,503,000

Past Requests

Data Repository

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013							
2012							
2011							31,559
2010		50,000			50,000		509
2009							
2008							
2007							

This project initially received funding in 2010. The Health Department requested \$50,000 in 2012 to continue the project whose purpose is to consolidate various sources of Health Department data. The consolidation of this data will allow for more timely and consistent data retrieval and reporting. Because of the amount of data and the complexity of the system the project would be implemented over several years. The Health Department anticipated requesting \$50,000 in each of the next five years. This project did not receive funding in 2012. No request was submitted in 2013. This project was supported by the cash levy so there is no carryover borrowing authority.

LIBRARY

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$4,733,000	26%	
2013	5,061,755		3,743,000		3,743,000	45%	
2012	3,462,418		2,577,000		2,577,000	2%	
2011	5,610,774		2,526,000		2,526,000	(38%)	5,015,122
2010	5,920,456		4,075,000		4,075,000	(3%)	2,579,639
2009	2,854,190		4,144,000	50,000	4,194,000	239%	2,264,288
2008	1,981,189		1,238,000		1,238,000	49%	1,089,006
2007	3,078,560	40,000	790,000		830,000		757,677

The Library has submitted seven capital requests for consideration for the 2014 Budget.

The total six year request is \$44.56 million and represents a decrease of \$1.5 million (3%) from last year's (2013) request.

\$3,000,000 was requested for the Library Facility Initiative.

Almost no funding was requested for the Neighborhood Libraries

Two key issues for the Library capital program include the funding of the Library's Facilities Plan and the condition of the neighborhood library buildings. These issues are interrelated because the direction and funding of the Facilities Plan will determine how much capital needs to be invested in the upcoming years to maintain existing neighborhood libraries.

Central Library Improvements Fund

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$1,558,000	(21%)	
2013	1,820,982		1,968,000		1,968,000	48%	
2012	565,158		1,327,000		1,327,000	152%	
2011	818,411		526,000		526,000	(36%)	543,979
2010			825,000		825,000		842,471
2009							*1,205,532
2008							
2007							

**budgeted in various capital accounts*

The Library makes three separate requests for the Central Library. The **Central Library Interior** segment, which provides funding for the restoration, preservation and renovation of the interior of the Central Library. Work includes repairs to mosaic tile and scagliola in the rotunda, renovation, upgrades and modernization as well as general repair and maintenance. The **Central Library Exterior** segment, which provides funding for the maintenance and repair of the exterior façade of the Central Library which includes limestone block and balusters, Chicago brick, marble block, windows, lighting and roofs. And the **Central Library Mechanical Improvements** segment, which provides funding for the Central Library's equipment and systems (HVAC, electrical, building controls, fire safety, security and elevators).

Since 2010, these requests have been budgeted in a general Central Library Improvements account. Since 2000, the City has invested over \$10.3 million in capital improvements at the Central Library.

The maintenance schedule is largely unchanged from last year's request. The request for work in 2014 is lower than the amount requested for 2013 but the total six year request is virtually unchanged from last year.

2014 6 Year Request

Mechanical

2014 - Air handler; Upgrade fire alarm; Upgrade elevator	\$1,028,000	
2015 - Air handler	\$1,028,000	
2016 - 350 ton Chiller	\$650,000	
2017 - Air handlers (3)	\$2,530,000	
2018 - Upgrade elevator	<u>\$632,000</u>	
		\$6,420,000

Decrease of \$396,000 (6%) from the 2013 request

Exterior

2014 - Masonry repairs - Annex	\$130,000	
2015 - Masonry repairs – Annex, roof replacements	\$450,000	
2016 - Masonry repairs – Annex, roof replacements	\$450,000	
2017 - Roof replacements	\$500,000	
2018 - Roof replacements	\$750,000	
2019	<u>\$0</u>	
		\$2,280,000

Decrease of \$140,000 (6%) from the 2013 request

Interior

2014 - Carpeting 1st floor	\$400,000	
2015 - Carpet & painting in Business, Science and Tech	\$525,000	
2016 - Repair/repaint rotunda dome	\$500,000	
2017 -	\$200,000	
2018 - Repair/repaint rotunda dome	\$600,000	
2019 – Carpet in Art/Music Room and upgrade Humanities staff work area	<u>\$1,400,000</u>	
		<u>\$3,625,000</u>

Increase of \$600,000 (20%) from the 2013 request

\$12,325,000

Six Year Request History

	<u>Mechanical</u>	<u>Exterior</u>	<u>Interior</u>	<u>Total</u>
2014	\$6,420,000	\$2,280,000	\$3,625,000	\$12,325,000
2013	\$6,816,000	\$2,420,000	\$3,025,000	\$12,261,000
2012	\$6,523,000	\$1,760,000	\$3,250,000	\$11,533,000
2011	\$4,200,000	\$1,360,000	\$3,450,000	\$9,010,000

Neighborhood Library Improvements (Interior, Exterior, Mechanicals)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$175,000	(88%)	
2013			1,475,000		1,475,000		
2012	287,439						
2011	291,064						287,494
2010	497,922						163,924
2009	1,056,456					(100%)	247,703
2008	983,528		295,000		295,000	(13.2%)	476,410
2007	2,105,899	40,000	300,000		340,000		262,371

Since 2000, \$5,755,000 in capital funding has been budgeted for maintenance and improvements at the 12 neighborhood libraries; \$1.48 million of that amount was budgeted last year. Five branch libraries are currently in need of new HVAC systems. (Mill, Capitol, Forest Home, M.L. King, Bay View) The estimated HVAC cost is over \$5.3 million. The 2013 six year capital request, requested only \$1.85 million to address one HVAC system. The 2014 request includes no funding for mechanicals at neighborhood libraries. The six year request for neighborhood library improvements is 47% lower than it was in 2013.

The direction of the Library's Facilities Plan and the City's willingness to fund the Library's capital plan will determine the direction of maintenance efforts and future capital requests for neighborhood libraries.

Funding in 2013 will pay for the replacement of the HVAC system (\$875,000) at Tippecanoe library. Funding will also be used to install a vending library at the Westlawn housing development.

2014 6 Year Request

Mechanicals \$0

Exterior

2014 – Replace roof on Center Street Library \$175,000

Interior

2016 – Renovate interior of one neighborhood library \$800,000
\$975,000

Six Year Request History

	<u>Mechanical</u>	<u>Exterior</u>	<u>Interior</u>	<u>Total</u>
2014	\$0	\$175,000	\$800,000	\$975,000
2013	\$875,000	\$175,000	\$800,000	\$1,850,000
2012	\$875,000	\$175,000	\$800,000	\$1,850,000
2011	\$875,000	\$175,000	\$800,000	\$1,850,000

Branch Libraries – Location and Construction Year

Bay View - 2566 S Kinnickinnic	1993	Mill Road - 6431 W Mill Rd	1970
Capitol - 3969 N 74 th St.	1964	Tippecanoe - 3912 S Howell Ave	1969
Center Street - 2727 W Fond Du Lac Ave	1989	Villard Square - 3310 W Villard Ave	2011
East - 1910 E North Ave	1968	Washington Park - 2121 N Sherman Blvd	2003
Forest Home - 1432 W Forest Home Ave	1966	Zablocki - 3501 W Oklahoma Ave	1963
M. L. King – 310 E Locust St	1971		

Library Facility Initiative

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$3,000,000	900%	
2013	2,807,447				300,000	(76%)	
2012	2,000,000				1,250,000	(38%)	
2011	*2,637,607				2,000,000	14%	*3,103,648
2010	*1,000,000				*1,750,000	75%	124,417
2009					*1,000,000		
2008							
2007							

*Budgeted in Villard Square Account

The Library Board has recommended that a new configuration of library facilities be planned, built and opened over the next ten years. The Library's current configuration consists of the Central Library and 12 neighborhood libraries. The proposed configuration would include different types of libraries including Area, Neighborhood, Mixed-Use and Express Center.

Area Libraries would be larger, contain more materials and computers, provide full library services and have more programs. Neighborhood Libraries would be very similar to the current neighborhood libraries. Mixed-Use Libraries would average between 8,000 and 12,000 square feet. Their collections would have 40,000 to 50,000 items. There would be access to technology, popular collections, and reference staff as well as community and study rooms. Express Centers would be small locations allowing quick access to pick-up and drop off materials. There would be limited access to technology, fewer services and smaller collections.

	Area	Neighborhood	Mixed Use	Express
Area (SF)	30,000 – 35,000	12,000 – 20,000	8,000 – 12,000	500 – 1,500
Collection Size (# of items)	100,000 – 150,000	60,000 – 80,000	40,000 – 50,000	Small browsing collection
Computers	70	20 - 40	20 - 25	2-3
Hours per week	54	45 - 54	45	48
Key Benefits	Full service Community rooms Study rooms Children & Teen areas More parking More programs	Similar to current model Community room Reference staff Children & Teen areas	Community room Study room Reference staff Access to technology Children & Teen areas	Hotline to Ready Reference Material pick-up and return

The Library Board believes that a combination of these types of facilities will allow the Library to enhance services and provide long-term savings. Savings would be realized through reductions in energy use and the avoidance of capital maintenance on some existing neighborhood libraries which would be closed or consolidated.

In 2012, the Capital Improvements Committee did not recommend fully funding the Library's request for the Facilities Plan. The Committee expressed concerns about embarking on a broad construction initiative without firm commitments to close or consolidate aging branches. If new libraries are constructed and existing branches are not closed, the City will be financially responsible for maintaining a larger portfolio of buildings many of which have significant amounts of deferred maintenance. In 2013 the Committee recommended providing \$3.7 million in funding for the Library Facilities Initiative. \$300,000 was included in the 2013 Budget for the continued development of the new East Library.

A team of Library Board members visited the Houston Public Library (HPL) in February 2012 to investigate the express libraries that are operated by the HPL. After touring facilities and meeting with HPL staff, the team recommended that MPL should continue to pursue the area/express library model as it was presented in the facilities plan. However, they said that express libraries should be *added* to the system, not used to replace the existing libraries. The team also recommended adding vending libraries to the system, suggesting that a vending library be installed at the new East Library and at the temporary location during construction. The department will use funding provided in the 2013 Budget in the Neighborhood Library Improvements account to install a new vending library at the Westlawn Housing Development. An RFP was issued and the Library Board awarded a contract. The Library will work with the contractor and HACM to select and install the equipment.

Proposed Development Schedule

2014-2015	North Side Area and 1 Express
2015-2016	South Side Area and 1 Express
2016-2017	1 Mixed Use
2018	1 Express

Request Summary

2014	\$3,000,000
2015	\$13,405,000
2016	\$11,525,000
2017	\$2,900,000
2018	\$430,000
2019	\$0

Six year request history

2014	\$31,260,000
2013	\$31,928,000
2012	\$32,198,000
2011	\$17,100,000
2009	\$28,000,000*

**Library Campus Model*

POLICE DEPARTMENT

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$13,701,960	86%	
2013	8,035,178	40,000	7,335,700		7,375,700	391%	
2012	12,167,759		1,502,000		1,502,000	(70%)	
2011	10,135,386	42,000	4,945,931		4,987,931	19%	5,308,880
2010	10,106,396	293,000	3,895,000		4,188,000	(37%)	3,737,768
2009	7,021,879	160,000	6,504,000		6,664,000	143%	1,401,268
2008	7,232,138		2,745,000		2,745,000	64%	3,489,356
2007	6,477,138		1,670,000		1,670,000		5,718,578

The Police Department has submitted eight capital requests for the 2014 Budget.

Three new requests were submitted. Two of them are one-year projects; the Uninterruptable Power Supply System Replacement (\$696,500) and the Workforce Management System (\$1,400,000). One is for an on-going program; the IT Server and Data Storage Replacement (\$225,000 each year).

The total six year request is \$59,727,272 and represents a decrease of \$14 million (20%) from last year's (2013) request. The decrease is primarily related to two projects, the Vehicle MDC/DVR Upgrade Project (\$3 million) and a proposal for the expansion of the Safety Academy (\$13 million) which were requested for 2013 but did not receive funding. The requests were not resubmitted for 2014.

2014 Capital Request Summary – Police Department							
<i>(in thousands)</i>							
Program	2014	2015	2016	2017	2018	2019	6 Yr. Total
PAB Renovation	5,991	7,802	6,662	8,141	6,273	5,731	\$39,880
Radio & Communications Upgrade	565	300	150	150	150	150	\$1,465
District Station Repairs	1,693	700	1,315	1,511	1,546	1,308	\$7,805
Data/Comm Center Repairs	131 ¹						\$131 ¹
Record Management System	3,000	4,000					\$7,000
Uninterruptable Power Supply	696						\$696
IT Server and Data Storage Repl.	225	225	225	225	225	22	\$1,350
Workforce Management System	1,400						\$1,400
Total	\$13,702	\$12,308	\$8,352	\$10,027	\$8,194	\$7,144	\$59,727

¹ Excludes cost of parking structure repairs

Record Management System (1 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$3,000,000		
2013			500,000		500,000		
2012							

This request was first submitted in 2013 to will implement a new records management system (RMS). The 2011 Budget included \$354,000 to upgrade the existing Tiburon record management system. The upgrades were intended to increase system capacity and performance and provide greater flexibility in reporting and analysis. Prior to implementing the upgrades, the IT Division of MPD conducted a comprehensive business requirements assessment of the MPD's records management system. It was determined that the planned upgrades would not be sufficient to support the department's needs. The proposed RMS will replace the existing Tiburon system.

The department reviewed the 15 responses it received from and RFI issued in spring of 2012. An RFP is being developed and will be released by the end of May 2013. The proposed project schedule anticipates that a contract will be let in February or March of 2014. The six year requested amount which includes \$3 million in 2014 and \$4 million in 2015 has not changed substantially from 2013.

A number of issues have been raised with the department's existing RMS especially as they related to the classification of certain crimes and Uniform Crime Reporting as required by the Federal Bureau of Investigation. The results of the Fire and Police Commission' independent audit of police statistics is available as an attachment to CC file 121290.

Uninterruptable Power Supply (2 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$696,500		

This is a **new** request for a one year project that will replace 17 uninterruptable power supply systems that serve Police facilities. Many of the systems which ensure power to essential data and communication systems are beyond their rated useful lives. This request would also fund HVAC upgrades to provide cooling to systems. The department will fund system maintenance in their operating budget. No estimate was provided for on-going maintenance costs. The total project cost is \$696,500. The department does not anticipate needing additional funding after 2014.

Radio & Communications Upgrade (3 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$565,000	20%	
2013	277,000		470,000		470,000	70%	
2012			277,000		277,000	560%	
2011		42,000			42,000	(63%)	875
2010		113,000			113,000	88%	
2009		60,000			60,000		
2008							
2007							

This program was first funded in 2009 when \$60,000 was provided. In 2012 funding was changed from tax levy to general obligation borrowing.

2012 represented the first year that improvements to digital radio infrastructure were identified as a component of this program. The cost of those improvements was estimated at \$200,000 per year. MPD is currently (in 2012) evaluating the replacement cycle for digital radio equipment to determine the necessary level of investment.

The Open Sky system was designed for a land area classification of "Light Residential" and currently meets the minimum signal reliability for which MPD contracted. The system is somewhat adversely affected by large buildings and various land features. Funding for 2013 will be used to improve radio coverage inside buildings and ensure better radio signal strength in areas throughout the city that are affected by land clutter.

Request Summary	
2014	\$565,000
2015	\$300,000
2016	\$150,000
2017	\$150,000
2018	\$150,000
2019	\$150,000
Six year request history	
2014	\$1,465,000
2013	\$3,550,000
2012	\$1,732,000
2011	\$574,200

Funding in 2013 was provided to install equipment on a site in District 4 (\$470,000). Funding in 2014 will be used for a site in District 6 (\$200,000) and the Greenfield water tank (\$360,000).

The 2014 six year request is 59% less than the 2013 request.

Police Administration Building (PAB) Remodeling (4 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$5,991,260	4%	
2013	5,374,131,		5,755,700		5,755,700		
2012	5,992,103					(100%)	
2011	2,818,820		3,779,131		3,779,131	191%	520,541
2010	2,912,226		1,300,000		1,300,000	36%	1,125,374
2009	2,955,112		954,000		954,000	(42%)	437,682
2008	1,503,112		1,635,000		1,635,000	104%	1,045,069
2007	1,150,000		800,000		800,000		238,358

Funding

Since 1998, the City has invested \$13 million in improvements to the PAB. The Police Department has also obtained grant funding to update jail cell areas and the Intelligence area. The 2011 Budget included \$3,779,131 to begin work on Phase I which included the construction of two exterior mechanical shafts to replace failing interior shafts. The 2012 Proposed Budget included \$5,460,000 for Phase II which included the design and renovation of the 4th and 5th floors. Funding was removed by amendment. In June 2012, up to \$350,000 in contingent borrowing was authorized for Phase II design and construction documents. The file authorizing the funds also required DPW to provide progress reports to the Public Works Committee at least twice per year.

Proposed Phasing (as of October 2012)

- 2013 - Phase 2, 5th Floor Remodeling
- 2014 - Phase 3, 4th Floor Remodeling
- 2015 - Phase 4, 3rd Floor Remodeling
- 2016 - Phase 5, 2nd Floor Remodeling
- 2017 - Phase 6, 1st Floor Remodeling - Municipal Courts
- 2018 - Phase 7, 7th Floor Remodeling
- 2019 - Phase 8, Basement & 6th Floor Remodeling
- 2020 - Phase 9, MEP Upgrade, Install Return Air Chase

Project History

Funding from 2010 for the Remodel Administration Building Offices program was used to conduct a study of the Police Administration Building. The PAB Master Plan was prepared for the Police Department by Eppstein Uhen Architects, IBC Engineering Services, Powertek Engineering and Pierce Engineers in April 2010. The report evaluated the existing building, prepared design recommendations, identified Police Department space requirements for the next 5 years, and prepared cost estimates.

The report recommended the abatement of hazardous materials, improvements to the HVAC, electrical, plumbing and fire protection systems, as well as upgrades to the building enclosure and floor plan. Construction activities would be phased over 5 years. The total 5-year capital cost was estimated to be \$46.3 million.

Request Summary - 2014

2014	\$5,991,260
2015	\$7,082,000
2016	\$6,662,000
2017	\$6,141,000
2018	6,273,000
2019	\$5,731,000

Six year request history

2014	\$39,880,260
2013	\$43,755,700
2012	\$42,980,178
2011	\$46,320,859

In July 2010, further cost estimates which included the entire building were provided. The inclusion of the Municipal Court and the City Attorney increased the 5-year cost by \$7.6 million (16%). A 9-year time frame was also evaluated. The total estimated cost was \$58.6 million.

The updated study also included cost estimates for 2 scenarios that relocated all staff from the PAB. The baseline building cost estimate for a new facility to house all PAB staff was \$87.8 million. Providing a new facility for MPD and a stand-alone facility for the Municipal Court and City Attorney was estimated to cost \$91.8 million. Construction for both scenarios was anticipated to take 2 years.

The revised cost estimates were based on the existing site conditions at the southeast corner of N. 27th Street & W. Wisconsin Avenue. Costs to extend data and communications to the new facilities were included in the estimate. Costs **not** quantified in the estimate include property acquisition, vault construction for the maintenance of the City Communications Hub at the existing PAB, roadway improvements, an allowance for employee and public parking, and modification or demolition costs for the existing PAB.

Additional information regarding the PAB project including studies and cost estimates is available in CC files 100006 and 111338.

Data/Communication Center Repairs (5 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$131,000¹	(33%)	
2013			195,000		195,000		
2012							

¹ Excludes the cost of garage repairs

This was a new request in 2013 to fund various projects at the Data/Communications Center. 2013 funding was allocated to replace uninterruptable power supply batteries and epoxy coating for the lower garage floor. The only project identified for 2014 was the 3rd floor restrooms and janitor’s closet.

No funding has been requested after 2014.

This request does not include a cost estimate for the repairs to the Communication Center parking structure. The ten year old structure is in need of significant repairs. Discussions with DPW and the City Attorney relating to this issue are on-going. American Engineering and Testing (AE&T) was hired by the City to conduct tests on the parking structure and serve as a forensic engineering expert if it becomes necessary. On February 21, 2012 AE&T took core samples from various sections of the deck for analysis. A design consultant will be hired in April 2013.

Construction is planned for the fall of 2013. Remediation may include the replacement of certain sections of the top deck, the entire top deck, multiple sections throughout the structure, or the entire structure.

Six Year Request History

2014 \$131,000
 2013 \$205,000

District Repairs (6 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$1,693,200	1,781%	
2013	204,531+ *465,000		90,000		90,000	(81%)	
2012	*300,000		465,000		465,000	55%	
2011			*300,000		*300,000	67%	95,469+ *181,223
2010		*180,000			*180,000	80%	*36,881
2009		*100,000			*100,000		*16,834
2008							
2007							

**District Station Renovation Account*

This program first received funding in 2012. In prior years, projects were funded with discrete capital accounts or included in the District Station Renovation Program.

The 2014 six year request has increased substantially (\$5.6 million) from the 2013 request. In 2012, the Police Department utilized DPW to inspect and establish the condition of the six District stations, the property warehouse, the Neighborhood Task Force/Radio Shop building and the 82nd and Keefe building. DPW prepared Facility Condition Assessment Program (FCAP) reports for all of the MPD buildings. The FCAP reports identify building deficiencies and provide quantifiable information for capital requests.

Funding in 2013 was provided to upgrade building automation systems.

Request Summary	
2014	\$1,693,200
2015	\$700,986
2016	\$1,315,446
2017	\$1,511,070
2018	\$1,546,182
2019	\$1,037,628
Six year request history	
2014	\$7,804,512
2013	\$2,155,000
2012	\$2,630,000
2011	\$300,000

2014 Plan

6 th District parking structure trench drain etc	\$321,550
Gas pump replacement	\$80,100
Neighborhood Task Force Building - Windows*	\$255,000
82 nd & Keefe – Roof and pavement replacement	170,100
District 4 - General remodeling	\$787,800
District 7 - Lockers*	\$20,000
District 2	<u>\$58,650</u>

Total **\$1,693,200**

**First requested in 2013*

IT Server and Data Storage Replacement (7 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$225,000		

This **new** request will fund an on-going program to replace server and data storage equipment on a 3 year replacement cycle. It will also establish a virtualized data center designed to meet future growth and capacity requirements. Funding of \$225,000 annually has been requested for a six year total of \$1,350,000.

The department currently has 150 terabytes of storage and anticipates needing an additional 250 terabytes over the next six years. This program will accommodate the storage needs of the new record management system (*request 1 of 8*), the proposed workforce management system (*request 8 of 8*), centralized document management, expansion of the in-car video system, file servers and a new iBase data warehouse which will support crime data analysis for the Fusion Center.

Existing servers vary in age. Many of the servers are between five and nine years old and run different versions of the operating system. This program will be implemented and administered by the Police Department's Information Systems Division.

MPD is required to retain audio and video for a minimum of 120 days. Digital items related to criminal convictions must be preserved for the length of the offender's sentence. The department has not been out compliance with the 120 day retention requirement because of inadequate storage.

Workforce Management (8 of 8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$1,400,000		

This is a **new** one year project to purchase an "off the shelf" workforce management system to manage employee time and attendance and facilitate scheduling needs that are specific to law enforcement. The system will directly interact with PeopleSoft Payroll and Time Entry Replacement. The department estimates savings of \$400,000 annually of District Supervisory time.

Annual maintenance costs, which will begin after the one year warranty expires, will be included in the department's operating budget. No estimate of the costs was provided. The expected 3 year payback period does not appear to have included any annual maintenance costs.

Past Requests

Multi-factor Authentications

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013			325,000		325,000		

This project was requested and funded in 2013 to pay for upgrades that are required by the Department of Justice in order to access the Criminal Justice Information System (CJIS) from remote locations, such as during traffic stops. The requisition is currently in the Purchasing Department. The Department anticipates the project will be complete by the end of 2013. **No request was received for 2014.**

Background

The Criminal Justice Information System (CJIS) provides state, local, and federal law enforcement and criminal justice agencies with access to critical, personal information such as fingerprint records, criminal histories, and sex offender registrations. In order to prevent unauthorized access to this extremely sensitive information, a security policy governing the access to the CJIS database was enacted on January 1, 2011. CJIS compliance information was set in a mandate released by the FBI. The mandate sets forth the minimum requirements for securing access to the data included within CJIS. Public safety, judicial, and correctional institutions must comply or face administrative sanctions and/or criminal penalties.

Multi-Factor Authentication provides for additional security to the typical user identification and authentication of login ID and password. Authentication methods can include: biometric systems, user-based public key infrastructure (PKI), smart cards, software tokens, hardware tokens, paper (inert) tokens, or "Risk-based Authentication" that includes a software token element comprised of a number of factors, such as network information, user information, positive device identification (i.e. device forensics, user pattern analysis and user binding), user profiling, and high-risk challenge/response questions.

A copy of the Criminal Justice System Security policy has been provided by the department.

Safety Academy Modifications

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013		40,000			40,000		

Funding was provided in 2013 to evaluate and upgrade the security system and to make modifications to Room 182 which is used for training events. Room 182 is a large multi-purpose room that is used by both MPD and MFD for training. This project would install a moveable partition so the room could accommodate two smaller training events simultaneously. It would also install audio visual equipment that would allow participants near the rear of the room to see and hear more clearly. The estimated cost of this project is \$105,000. Depending on the results of the security system evaluation, additional funding may be required to complete the recommended upgrades. **No request was submitted for 2014.**

Six Year Request History

2014 \$0
 2013 \$145,000

Automated Fingerprint ID System

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	87,716						
2012	1,416,000						
2011	1,858,000						1,770,284
2010			2,300,000		2,300,000		442,000
2009							

This project, which received \$2.3 million of funding in 2010, was completed in June 2011. Through the end of 2011 \$2.21 million has been expended. Nearly \$88,000 in carryover borrowing authority remained at the beginning of 2013.

Evidence Storage Warehouse

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	1,272,800				0		
2012	807,800		760,000		760,000		
2011	328,913		512,800		512,800		7,374
2010	343,257		295,000		295,000		113,621
2009	460,000						21,903
2008	209,000		340,000		340,000		299,275
2007	469,000		120,000		120,000		85,117

Since 2004, \$2.5 million has been budgeted for improvements at the evidence storage warehouse. Projects budgeted in 2011 are currently in progress. Replacement of the building's freight elevator which was funded in 2012 (\$760,000) is currently underway. **No additional funding was requested** for 2013 or 2014.

Tiburon RMS VMP Record System

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	354,000						
2012	354,000						
2011			354,000		354,000		
2010							

The 2011 Budget included \$354,000 to upgrade the Tiburon RMS VMP record system from version 7.4.1 to 7.6. Modules to be upgraded include LawRECORDS and Jail RECORDS. The upgrades would have increased system capacity and performance and provided greater flexibility in reporting and analysis. Prior to implementing the upgrades, the IT Division of MPD conducted a comprehensive business requirements assessment of the MPD's records management system. It was determined that the planned upgrades would not be sufficient to support the department's needs. The newly proposed RMS Project (*request 1 of 8*) will replace the existing Tiburon system.

Vehicle Mobile Data Computers/DVR Upgrade Project

This was a new two year request in 2013 to fund the replacement of the mobile computers in 320 squad cars (160 vehicles in 2013 and 160 in 2014). The project would have upgraded the DVR equipment in squad cars. Events recorded include traffic stops, DUIs, scene dictation, tactical setups, crime scene interviews, and covert recording of detainees within the vehicle.

This request did not receive funding in 2013. The Common Council provided \$900,000 in contingent funds late in 2012 to replace approximately 140 mobile DVRs. Replacement was completed in March 2013. The department estimates that an additional \$2 million will be required to replace mobile data computers. **No request was submitted for 2014.**

Six Year Request History

2014	\$0
2013	\$3,000,000

Safety Academy Expansion

This project was first requested in 2013. It did not receive funding in the 2013 Budget. **No request was submitted for 2014.**

The project would have developed the 17 acre parcel adjacent to the Safety Academy that the City obtained through the *in rem* process in 2011 to expand the Safety Academy to provide better/more training opportunities for its staff. Eppstein Uhen Architects evaluated the structures on the property and determined that most are in poor condition. The structures will also require abatement for lead and asbestos. Funding in 2013 would have paid to remove and remediate the existing buildings, eliminate site hazards and conduct a feasibility study.

Request Summary (for 2013)

2013	\$1,055,000
2014	\$4,000,000
2015	\$4,000,000
2016	<u>\$4,000,000</u>
	\$13,055,000

Computer Systems Management Solution

This was a new one year project requested in 2013 to will track the Police Department's computer hardware inventory and manage software licenses to ensure audit compliance. It would also have allowed the mobile data computers, tablets, cell phones and smartphones that are used by the department to be updated and managed remotely. The project was not funded in 2013. **No request was submitted for 2014.**

Major Capital Equipment

This request, submitted for 2011, would have purchased a front end loader to with a 1.5 yard bucket to be used for snow removal at the Safety Academy and other Police Department locations. The department estimated that the purchase would have a 6 year payback period. The department contracts for snow removal. Discussions on this request included concerns about union operators and the existence of spare equipment at DPW. The request was not funded in the 2011 Budget. No additional requests have been received.

911 System Replacement

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	0						
2012	2,001,123						
2011	3,119,877						1,852,029
2010	5,000,000						1,390,931
2009			5,000,000		5,000,000		488,638
2008							
2007							

The installation of the 911 System Replacement, which was originally funded in 2009, is complete. MPD expects the system to be fully operational by the end of 2011. Through the end of 2011 \$3.73 million has been expended. The remaining funding has lapsed.

DPW - Administration

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	853,980		500,000		500,000	(59%)	
2012	577,920		1,220,000		1,220,000	144%	
2011	316,528		500,000		500,000	0%	742,288
2010	583,278		500,000		500,000	43%	411,384
2009	1,525,000		350,000		350,000	(82%)	921,401
2008	240,000	400,000	1,525,000		1,925,000	208%	1,632,502
2007	465,000	400,000	225,000		625,000		615,539

The Department of Public Works – Administration has not submitted any capital requests for the 2014 Budget. Responsibility for the Public Safety Communications capital account as well as the CSWAN/COMON Upgrade and the Municipal Phone System Upgrade Projects were moved from DPW to the Dept. of Administration – ITMD.

Public Safety Communications

This capital account was moved to the Dept. of Administration – ITMD by the 2013 Budget. Project history can be found in the DOA-ITMD section of this document.

CSWAN / COMON Upgrade

This capital account was moved to the Dept. of Administration – ITMD by the 2013 Budget. Project history can be found in the DOA-ITMD section of this document.

Municipal Phone System Upgrade

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	720,000						
2012			720,000		720,000		

This project to replace phone hardware which received \$720,000 in funding in the 2012 Budget is nearly complete. Authority for this project has been moved from DPW-Admin to DOA – ITMD by the 2013 Budget.

Six Year Request History

2014 \$0
 2013 \$0
 2012 \$720,000

Forestry

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Revenue	Total	Change	Actual
2014 Request					\$2,935,000	(13%)	
2013	447,000		500,000	2,872,000	3,372,000	6%	
2012	460,000		447,000	2,747,000	3,194,000	21%	
2011	0		460,000	2,177,500	2,637,500	(29%)	2,778,613
2010	3,064,235		1,042,879	2,678,125	3,721,004	9%	3,807,902
2009	2,342,235	640,000	2,767,000	0	3,407,000	74%	2,957,687
2008	1,617,000	66,200	1,895,000	0	1,961,435	(0.2%)	2,073,592
2007	707,000		1,965,000		1,965,000		1,664,548

The Department of Public Works has submitted three capital requests Forestry for the 2014 Budget.

The total six year request is \$19,499,000 and represents a decrease of \$2.1 million (10%) from last year's (2013) request.

The decrease is related to decreases in the Concealed Irrigation (\$858,000) and Tree Planting (\$866,000) programs.

No request was submitted for stump removal.

Early in 2013 the Common Council enacted an ordinance allowing charges for hazardous tree removal to be classified as special assessments, similar to those levied for street and alley improvements. This will allow them to be paid over six years. This will benefit homeowners who are impacted by the emerald ash borer infestation.

Tree Planting & Production Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Revenue	Total	Change	Actual
2014 Request					\$1,483,000	(2%)	
2013	0			1,520,000	1,520,000	(4%)	
2012	0			1,584,000	1,584,000	18%	
2011	0			1,347,000	1,347,000	(23%)	1,559,064
2010	1,773,465			1,741,125	1,741,125	16%	1,879,924
2009	1,309,235		1,500,000		1,500,000	35%	1,245,253
2008	817,000		1,107,235		1,107,235	5%	1,047,865
2007	355,000		1,052,000		1,052,000		980,687

This program funds the production and replacement of trees removed in street construction projects, replacement of dead or diseased trees and the planting of new trees on boulevards. The 2014 request will provide for the replacement of 4,200 street trees that were removed in 2012.

Prior to 2010, this program was funded with general obligation borrowing. It is currently funded with revenues from the Storm Water Management Fee. Average funding for this program from 2007 through 2011 was more than double the average funding from 2000 through 2006.

The number of trees removed annually for paving projects is highly variable, but represents a relatively small percentage of the trees removed each year.

Tree Planting Request Summary (# of trees)							
Request Year	2009	2010	2011	2012	2013	2014	
Removed for Paving	377		211	417	506	277	
Dead/Diseased	3,453		3,244	3,845	3,108	3,934	
Sustainable Blvd	1,500		2,450	700	0	0	
Emerald Ash Borer	0						
Total Request	5,330	4,640	5,905	4,962	3,704	4,211	
Funded Trees							

The City is carrying a larger than normal backlog of stumping into 2013. Estimates prepared by DPW in October 2012 indicate that the average number of stumps generated each year is 3,300. This number is not affected by fluctuations in the paving program because stump removal is a bid item associated with the paving contract. It also estimated that at current staffing levels, city forces can remove approximately 2,075 stumps per year. This creates an imbalance of approximately 1,200 stumps per year. The department's estimate, which included a mix of city and contracted work, projected a backlog of 3,000 stumps by the end of 2015. The projection does not appear to include the 1,600 ash trees the department intends to pre-emptively remove each year.

The backlog needs to be addressed to ensure that the planting program can continue in a timely manner. The 2012 and 2013 Budget provided \$240,000 and \$400,000 respectively for stump removal. The 2012 year-end backlog was approximately 1,800 stumps.

Request Summary

2014	\$1,483,000
2015	\$2,030,000
2016	\$2,030,000
2017	\$1,748,000
2018	\$1,748,000
2019	\$1,748,000

Six year request history

2014	\$10,787,000
2013	\$11,653,000
2012	\$11,025,000
2011	\$12,687,500

Forestry has developed an Ash Tree Replacement Strategy (20 year plan). DPW will remove 1,650 ash trees each year beginning in 2013. In 2014 and 2015 the City will purchase and plant 1,650 EAB resistant trees. Beginning in 2016, Forestry will plant 1,650 EAB resistant trees each year that were raised in the City Nursery. (This plan has been in every capital request since 2011 when the department projected that the removal would begin in 2012).

Concealed Irrigation and General Landscaping City Boulevards

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Revenue	Total	Change	Actual
2014 Request					\$500,000		
2013	447,000		500,000		500,000	12%	
2012	460,000		447,000		447,000	(3%)	
2011	0		460,000		460,000	(0.6%)	406,650
2010	605,770		462,879		462,879	(20%)	493,828
2009	533,000		582,000		582,000	102%	411,549
2008	800,000		288,000		288,000	(68%)	519,728
2007	202,000		913,000		913,000		683,861

This program replaces infrastructure related to irrigation and landscaped boulevard medians in conjunction with the city's paving program. The program does directly correlate to increases in state/federal aided paving because not all arterials have boulevards. Forestry only replaces irrigation in the boulevards at signature beds. The

department has also begun replacing the City's irrigation infrastructure based on its age and condition but not always in conjunction with paving activities.

The 2014 request is for 100 locations including 30 taps along two boulevard segments scheduled for repaving in 2013 and 70 taps at various locations city-wide based on age and condition. The six year request represents an \$856,000 (22%) decrease from the 2013 request.

Request Summary	
2014	\$500,000
2015	\$500,000
2016	\$500,000
2017	\$500,000
2018	\$500,000
2019	\$500,000
Six year request history	
2014	\$3,000,000
2013	\$3,856,765
2012	\$4,260,000
2011	\$4,210,000

Emerald Ash Borer (EAB) Readiness & Response

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Revenue	Total	Change	Actual
2014 Request					\$952,000		
2013	0			952,000	952,000	3%	
2012	0			923,000	923,000	11%	
2011	0			830,000	830,000	(11%)	812,899
2010	160,000			937,000	937,000	17%	793,856
2009	0	640,000	160,000		800,000		774,849
2008	0				0		0
2007	0				0		0

Emerald Ash Borer continues to spread in Southeast Wisconsin. Its presence has been confirmed in Greenfield, Greendale, Franklin, Oak Creek, and Cudahy and Milwaukee. An active infestation on private property within the City limits was confirmed by the Wisconsin Department of Agriculture, Trade and Consumer Protection in July 2012. Seventeen infested trees were identified on private property. Three infested trees in the City's right of way were also identified. The infested City street trees were less than 8" in diameter, had not been inoculated and have been removed. Other nearby ash trees which had been treated were inspected and were not found to be infested.

Since 2009, \$4.4 million has been allocated to inoculate 27,000 of the City's 33,000 ash trees against the emerald ash borer. One half of the City's ash trees, (8" or larger) will be inoculated each year as the City transitions to more resistant species. Infested trees quickly lose structural integrity and pose a significant risk of personal injury or property damage.

It is estimated that 3,600 street trees would be killed each year without treatment. All ash trees would likely be infected within 9 years. The annual cost to remove and replace those trees would be approximately \$2.7 million.

It is hoped that Milwaukee's aggressive inoculation program will provide benefits to the larger ash tree population in the region by slowing the spread of the beetle. This is especially important when considering the potential for devastating canopy losses on private property and along Milwaukee's waterways.

In 2010 funding for this program was changed from a mix of tax levy support and general obligation borrowing to revenues provided by the Storm Water Management Fee.

In addition to its efforts to protect trees on City property, DPW has identified at-risk trees on private property using hyperspectral imaging. Hyperspectral Imagery mapped the location of ash tree canopy in the city. To help Milwaukee residents prepare for Emerald Ash Borer, DPW Forestry conducted a door to door outreach campaign in 2010 and 2011. A total of 38,000 individual properties (25,360 owner-occupied; 12,600 absentee owned) with ash canopy coverage identified by the imagery were visited to confirm the presence of ash trees on a parcel basis. 9,670 parcels with ash trees were identified during the outreach and 34% of owner occupied property owners were reached directly. Property owners with confirmed ash trees were provided information about EAB treatment and removal options. Most property owners contacted were not aware that they had an ash tree and were not paying attention to EAB messaging. DPW utilized grant funding for an educational billboard campaign in 2010 and a radio campaign in 2011 to increase community awareness of the Emerald Ash Borer and urban canopy benefits.

Request Summary

2014	\$952,000
2015	\$952,000
2016	\$952,000
2017	\$952,000
2018	\$952,000
2019	\$952,000

Six year request history

2014	\$5,712,000
2013	\$5,712,000
2012	\$5,538,000
2011	\$5,080,000

The 2011 capital request indicated that funding would be requested starting in 2012 to remove 5% of the City's 33,000 ash trees (1,650). The pre-emptive removal plan has been in every capital request since. No pre-emptive removal is currently taking place.

Past Requests

Stump Removal

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Revenue	Total	Change	Actual
2014 Request					\$0		
2013	0			400,000	400,000		
2012	0			240,000	240,000		

Using O&M funds, Forestry solicited bids for a contract in fall 2011 to remove 800 stumps before the end of 2011. The contract included chip removal, topsoil backfill and seed. Funding for stump removal was included in the 2012 Budget. In 2013, the department submitted a capital request for funding to help eliminate a backlog of 1,800 stumps that needed to be removed. Vacancies held open and snow & ice control operations have impacted Forestry's operations and created a backlog of stumps that need removal. **There was no additional request in 2014.**

The 2012 year end backlog was 1,800 stumps. DPW projects that by the end of 2015 the backlog will be approximately 3,000 stumps.

Six Year Request History

2014 \$0
 2013 \$405,000

Sustainable Boulevards

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	0				0		
2012	0				0		
2011	0				0		
2010	525,000		580,000		580,000	10%	581,294
2009	500,000		525,000		525,000	5%	524,836
2008	0		500,000		500,000		499,999
2007	0				0		0

The Sustainable Boulevard Program was a three phase project approved by the Common Council in 2007. The plan included automated irrigation systems at signature bed locations and a simplified boulevard design that positions high-profile flower beds on landmark and gateway segments. These beds are connected by segments containing turf, shade and ornamental trees.

The final construction of some beds has been delayed due to paving projects such as W. Capitol Drive west of 76th St. The program has no remaining carryover borrowing authority. No funding has been requested or provided for this program since 2010. The remaining beds will be constructed with O&M funds or funds from the Concealed Irrigation/General Landscaping capital account.

There are 700 boulevard trees that remain to be planted from the original plan. Funding for these trees was eliminated from the 2011 Budget. They will be planted using funds from the Tree Planting Program as they are available. This project has allowed Forestry Section to reduce its annual budget for seasonal staffing.

Sanitation

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$10,372,000	1,974%	
2013	387,724		500,000		500,000	(9%)	
2012	691,263		550,000		550,000	(24%)	
2011	0		727,959		727,959		151,616
2010	1,547,190		0				114,954
2009	1,761,155		0				1,000,073
2008	2,048,447		0				217,635
2007	1,303,682		2,260,500		2,260,500		393,831

The Department of Public Works has submitted three capital requests for Sanitation for the 2014 Budget.

The total six year request is \$19,222,000 and represents an increase of \$6,663,000 (53%) from last year's (2013) request.

The most significant changes to the six year capital request are the inclusion in 2014 of a new \$5 million request for the Material Recycling Facility (MRF) on Mt. Vernon Avenue. There was also a \$2.7 million increase in the six year request for the Environmental Services Facilities Headquarter Modification program.

The routing Software project which was requested but not funded in 2013 has not been re-submitted.

The request also appears larger than last year's budget because it includes the Industrial Road Facility Relocation. Funds have been requested, but have not been required because Direct Supply has not exercised their option on the property.

Material Recycling Facility (MRF) (1 of 3)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$5,000,000		

This is a **new** one year project to make repairs to the Material Recycling Facility on Mount Vernon Avenue.

In 2013, just over \$1 million was requested in the Environmental Services Headquarters Modifications account for repairs to this facility. The 2013 Budget provided \$500,000 to address critical needs to the building's envelope to prevent damage to the facility while negotiations regarding its use were going on. For 2014 the facility been requested as a stand-alone project. The total six year request is \$5,000,000. No specific repairs were detailed in the request.

Environmental Services Facility Modifications (2 of 3)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$3,672,000	(634%)	
2013	387,724		500,000		500,000	(9%)	
2012	691,263		550,000		550,000	(24%)	
2011	0		727,959		727,959		151,616
2010	1,547,190		0		0		114,954
2009	1,761,155		0		0		1,000,073
2008	2,048,447		0		0		217,635
2007	1,303,682		2,260,500		2,260,500		393,831

This program provides funds for the repair and maintenance of the yards and facilities used by the Department of Public Work's Operations Division. Since 2001 nearly \$7.3 million in funding has been provided for this program.

The Mount Vernon facility which was a major portion of the 2013 request has been requested as a separate project in 2014

The 2014 six year request is \$2.7 million (56%) higher than the 2013 request.

2014 Plan

Facility use study*	\$107,000
S1 Yard and storage building	\$1,400,000
C2 Salt storage	\$1,500,000
S2 Maintenance and remodel	\$55,000
N1 Transfer Bay	<u>\$610,000</u>
	\$3,672,000

*the last use study was done in 2006

Locations

N1	6732 N. Industrial Road
C2	1625 N 14 th Street
S1	2363 S 35 Street
S2	4031 S 6 th Street

The 2012 request included \$550,000 for updates at the Sanitation yard at S 35th & W Hayes. A study done in 2006 recommended the consolidation of the Sanitation yard at S 35th & W Hayes and the Forestry yard at S 21st & W Holt. The location of the combined yard was at the former Water Works facility at S 37th & W Lincoln which has since been sold to the Parking Fund.

Request Summary

2014	\$3,672,000
2015	\$750,000
2016	\$750,000
2017	\$750,000
2018	\$750,000
2019	\$750,000

Six year request history

2014	\$7,422,000
2013	\$4,759,000
2012	\$5,685,000
2011	\$7,800,000

Industrial Road Facility Relocation (3 of 3)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$1,700,000		
2013							
2012							
2011							

Direct Supply has an option on the property where the Industrial Road facility is located. If Direct Supply exercises the option in order to expand its operation, the City will have two years to relocate the facility. The option will expire December 13, 2019.

The preliminary cost estimate to relocate the facility is \$13,500,000. The City will be responsible for 50% of the cost. DPW has submitted the same request each year since 2011 to ensure that the project remains in the capital plan. This project **did not receive funding** in 2011, 2012 or 2013.

The Capital Improvements Committee did not recommend funding for this project in 2012 or 2013.

Six Year Request History

2011	\$1,700,000	\$6,800,000
2012	\$1,700,000	\$6,800,000
2013	\$1,700,000	\$6,800,000
2014	\$1,700,000	\$6,800,000

Past Requests

Routing Software

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013							

This was a new one year request in 2013 for \$1,000,000 for the acquisition and installation of routing software. More efficient routing would increase productivity and reduce fuel costs. The software could be used for numerous DPW activities. Price estimates were received from several vendors. There will be additional costs associated with developing GIS data for alleys. Funding was not provided in the 2013 Budget. **No request was submitted for 2014.**

Six Year Request History

2014	\$0
2013	\$1,000,000

Self Help Scales

The 2010 Budget directed DPW to implement a charge for construction debris brought to self-help stations. Phase I of the project involved charging a flat fee per load. Plans for Phase II involved charging for each load based on weight. The project was determined to be not cost effective and will not move forward. The 2011 capital request was \$530,000. No funding was provided.

Fleet

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$7,540,000	16%	
2013	6,102,996		6,500,000		6,500,000	0.1%	
2012	5,944,440		6,495,000		6,495,000	13%	
2011	1,617,344		5,738,000		5,738,000	4%	2,656,208
2010	9,197,617		5,500,000		5,500,000	(13%)	9,193,829
2009	9,911,202		6,302,000		6,302,000	5%	3,272,613
2008	4,411,202		6,000,000		6,000,000	(4%)	4,004,825
2007	4,998,833		6,250,000		6,250,000		9,114,783

The Department of Public Works has submitted one capital request for Operations – Fleet Division for the 2014 Budget.

The total six year request is \$48,801,000 and represents a decrease of \$33 million (40%) from last year's (2013) request. Almost all of the decrease is related to the Major Capital Equipment Program. The Central Repair Garage Back Lot paving project (\$573,000) which was requested in 2012 and 2013 was not resubmitted by Operations in 2014.

Major Capital Equipment (\$50,000 or More)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$7,540,000	(16%)	
2013	5,375,575		6,500,000		6,500,000	8%	
2012	5,614,613		6,000,000		6,000,000	8%	
2011	1,105,344		5,550,000		5,550,000	1%	2,603,481
2010	8,437,617		5,500,000		5,500,000	(7%)	8,613,122
2009*	9,343,202		5,940,000		5,940,000	(1%)	3,263,146
2008*	3,843,202		6,000,000		6,000,000	(2%)	4,004,825
2007*	4,580,833		6,100,000		6,100,000		9,114,783

*Budgeted in DPW Building Projects

This program provides for equipment that exceeds \$50,000 and has a life expectancy of at least 10 years. The program focuses on equipment replacement for garbage and recycling collection, snow and ice control, and pick-up and dump trucks for use as pool equipment.

Average annual funding since 2002 is \$5.7 million. The table below shows the vehicles requested by the department. Actual equipment purchases may be different depending on fleet performance.

The department did not provide the average age of equipment with the 2014 capital request. In March of 2012 the average age of capital equipment was 11.8 years, up 0.3 years from September 2011. The optimal average age based on the average useful life of equipment is 6.0 years. Although the average age is significantly above the optimal, it

Request Summary

2014	\$7,540,000
2015	\$7,766,000
2016	\$8,000,000
2017	\$8,240,000
2018	\$8,500,000
2019	\$8,755,000

Six year request history

2014	\$48,801,000
2013	\$81,223,940
2012	\$78,624,000
2011	\$77,674,915

has improved slightly from 2009. The age of the fleet is of concern because older vehicles cost more to operate. They require more extensive repairs, experience more down time and are not as fuel efficient as newer vehicles.

In an effort to save money on fuel costs, DPW is beginning to transition its garbage and recycling packers to compressed natural gas (CNG) engines. DPW currently has 21 CNG powered packers and expects to take delivery of 19 more in December. The packers in the 2013 Budget have been budgeted for purchase with CNG engines. DPW anticipates that using CNG will result in significant fuel savings. The long term effect of CNG on engine life and vehicle replacement cycles is unknown at this time. Modifications are being made at some City facilities to accommodate the repair and storage of CNG vehicles.

The 2014 request includes 3 garbage trucks with automated lift arms. DPW Currently has 6 fully automated side loading trucks which it is testing and evaluating on 2 garbage routes and 3 recycling routes.

Description of unit	2014			2013			2012		
	Requested	Proposed	Estimated Unit Cost \$	Requested	Budgeted	Estimated Unit Cost \$	Requested	Budgeted	Estimated Unit Cost \$
Backhoe/Loader				2	1	110,000	2	1	110,000
Sweeper	2		196,000	4	2	175,000	4	1	170,000
Tractors									
Light, Multi-Purpose	2		105,000	6	4	105,000	6	2	85,000
Front-End Wheel Loader				4	1	140,000	2	0	125,000
Trencher w/ Breaker & Trailer				1		55,000	1	1	60,000
Trucks									
Aerial, 30 Ft, Cargo Body				1	1	120,000			
Aerial, 36 Ft, Utility Body							2		180,000
Aerial, 36 Ft, Step Van Body				1		165,000			
Aerial 50 Ft Utility Body	1		180,000						
Aerial, 50 Ft, Chip Box				1		185,000			
Aerial Bridge Insp. Unit (Rebuild)							1	1	240,000
Chipper, Brush	3		53,000						
Digger-Derrick				1		220,000	1	1	220,000
Dump, 16 yard, Tri-Axle	2		150,000	5	3	148,000	5		145,000
Dump, 2 Yard w/Compressor				1		120,000	1		120,000
Dump, 2 Yard w/ Crane	8		52,000						
Dump, 5 Yard	1		120,000						
Dump, 5 Yard, Chip Body				3	1	160,000	3		160,000
Dump, 5 Yard w/Underbody Plow	10		160,000	8	7	160,000	8	5	160,000
Dump, 5 Yard, Crew Cab				2		105,000	2		100,000
Dump, 24 Yard, Chip Body	2		110,000						
Log Loader				1		170,000	1		150,000
Packer, 25 Yard, Rear Load							8	6	280,000
Packer, 25 Yard, Rear load/Recycle	7		285,000	17	10	285,000	7	4	290,000
Packer, 25 yard w/Ramp Lift Arm							2	1	285,000
Packer, 25 Yard Rear load w/ automated arm	3		451,000						
Packer, 31 Yard Top Load	1		265,000	1		260,000	1	1	260,000
Pick, Utility							6	2	55,000
Platform, Compressor, Salt, Plow				3	2	80,000	3	1	80,000
Platform Stake, large				1		90,000			
Roll-Off	2		165,000	2		330,000	2		160,000
Road Patcher				1		230,000	1		260,000
Step Van				4		120,000	4	2	90,000
Wrecker, Heavy Equipment				1		250,000			
Total # of Units	44			66	33		73	29	

Central Repair Garage Back Lot

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013							
2012							

In 2012 DPW requested \$573,000 to repave the back lot at the Central Repair Garage on Canal Street. The area has poor drainage and is prone to flooding. During heavy rain events, storm water runoff containing oil and fuel remnants flows over the Hank Aaron State Trail and into the Menomonee River. The Capital Improvements Committee did not recommend funding for this project.

In 2013, the department again requested \$573,000 for this project. Because of continuing environmental concerns, the Capital improvements Committee recommended that funding for this project be included in the 2013 Budget.

This request was not re-submitted in 2014. The Facilities Exterior Program request (submitted by DPW Facilities) contains funding for pavement repairs at the Central Garage.

Six Year Request History

2014 \$0
 2013 \$573,000
 2012 \$573,000

Two-Way Radio Replacement

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	727,421						
2012	329,827				495,000	108%	
2011	512,000				238,000		52,727
2010	760,000						580,707
2009*	568,000				362,000		9,467
2008*	568,000						
2007*	418,000				150,000		

*Budgeted in DPW Building Projects

This program provided funding to strategically replace obsolete two-way radio equipment with equipment that utilizes the Police Department's M/A-COM Communication Infrastructure (Open Sky).

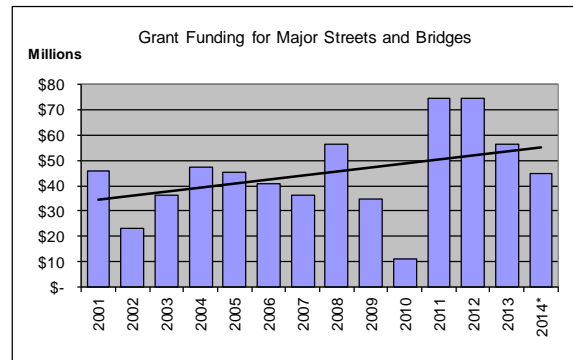
Installations have been made in approximately 500 vehicles. Fifty additional radios were purchased with 2012 funds for installation in new vehicles. The department is testing the GPS capabilities and functionalities of the radios and is working with the Police Department on the AVL portion of the project.

Since 2005 \$1.2 million has been budget for this program. Funding has not been requested after 2012.

DPW - Infrastructure Services Division

The 2014 capital request for the Department of Public Works – Infrastructure Services Division (ISD) includes \$98 million for fifteen capital programs relating to bridges, streets, alleys, street lighting, traffic control and underground conduit. This represents a decrease of \$2.9 million (3%) from the 2013 Budget. Most of the decrease is related to grant funding.

The total capital investment in ISD programs can vary significantly from year to year because of fluctuations in the amount of grant funding available for the Major Bridge and Major Street programs. Total grant funding for 2012 was nearly unchanged from 2011. A \$17.1 million loss in the Major Bridge Program (74%) was offset by a \$17.5 million gain in the Major Street Program. In 2013, total grant funding decreased by \$18 million (24%). Most of the reduction was in the Major Street Program. Anticipated total grant funding for 2014 decreased by \$11.7 million (26%) from 2013. Despite recent reductions in grant funding, total grant funding since 2001 has been trending upward.



The Local Street Program request decreased from \$16 million to \$13.5 million (16%). The actual funding available for local streets will be similar to 2013 because Local Road Improvement Program (LRIP) funds from the state are available in even years to supplement the Local Street Program. The 2013 Budget also included \$1.0 for the High Impact Street Program. In 2014, the department included a separate capital request for that program.

Requested funding for most other ISD programs has increased over the 2012 Budget with the exception of the Alley Program and the Traffic Control program. Even though budgeted funding has been less than requested funding for most ISD programs in recent years, actual funding has increased significantly for virtually all programs in the last five years.

The key challenge in providing capital funding for ISD is the inter-relatedness of the programs. Increases in the paving program drive increases in workload for other programs such as traffic control and underground conduit. If additional funding is not provided for those programs, backlogs or the inefficient use of resources may result. For example, additional paving projects will require resources from the street lighting program to be directed toward recabling individual streets as part of the street construction and away from the projects that transition the street lighting system from series circuitry to multiple circuits

Major Bridge Program

(in thousands)

Budget Yr.	Carryover	Revenue	Gen Oblig.	Grant/Aid	Total	Change	Actual*
2014 Request			\$260	\$1,040	\$1,300	(77%)	
2013	6,854		100	5,655	5,755	(12%)	
2012	4,139		500	6,035	6,535	(78%)	
2011	762		6,354	23,116	29,470	265%	1,407
2010	6,504	500		7,572	8,072	55%	1,664
2009	5,887		762	4,436	5,198	(69%)	4,282
2008	2,841		3,046	13,922	16,968	10%	3,723
2007	0		2,841	12,648	15,489		1,587

Major bridges are those bridges that are part of the major arterial and connector infrastructure within the City and are eligible for federal and/or state aid. The City's share of these major bridge projects is normally 20%. Funding for this program is fluid, largely dependent on when projects are scheduled in the grantor funding cycle. Anticipated grant funding for 2013 is \$5,655,000. Grant funding is down slightly from 2012.

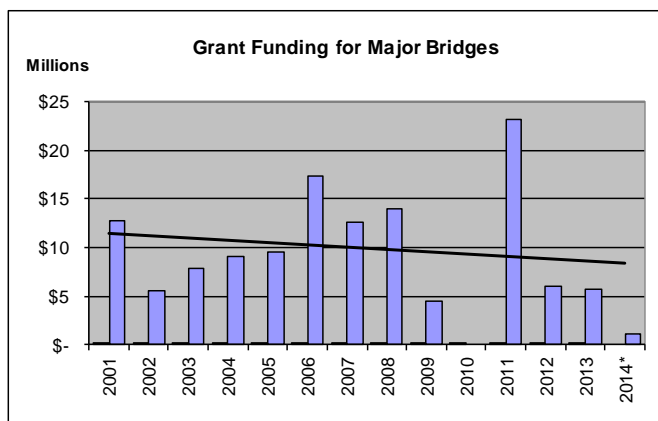
This program has \$6.8 million in carryover borrowing authority. Because of the complexity of bridge projects, it is not unusual for a bridge to be constructed in a year other than the year it was initially funded. Therefore large amounts of bridge funding in a particular year may not correspond to a large amount of construction in that year.

Request Summary - 2014

	Borrowing	Grant/Aid	Total
2014	\$260,000	\$1,040,000	\$1,300,000
2015	\$1,135,000	\$4,540,000	\$5,675,000
2016	\$940,000	\$3,760,000	\$4,700,000
2017	\$1,185,000	\$8,060,000	\$9,245,000
2018	\$700,000	\$2,800,000	\$3,500,000
2019	\$700,000	\$2,800,000	\$3,500,000

Six year request history

2014	\$27,920,000
2013	\$25,505,000
2012	\$24,990,000
2011	\$74,790,000



A key challenge in the Major Bridge Program is its dependence on State and Federal Aid. There is increased competition for limited aid dollars as the nation's bridge infrastructure continues to age. This will put increasing pressure on the Local Bridge Program.

Local Bridge Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$9,815,000	0.3%	
2013	13,612,965		9,785,000		9,785,000	26%	
2012	11,900,000		7,782,000		7,782,000	3,791%	
2011	11,700,000		200,000		200,000	(97%)	5,198,776
2010	12,621,000		6,425,000		6,425,000	22%	3,543,071
2009	7,487,956		5,275,000		5,275,000	266%	905,447
2008	6,047,956		1,440,000		1,440,000	(2%)	397,813
2007	6,117,956		1,475,000		1,475,000		585,626

Structures within the Local Bridge Program are essentially all those bridges within the City that are not eligible for federal and/or state aid or where federal and state aid is not available or insufficient. This program now includes high cost movable bridges, which have been deemed ineligible for WisDOT aid. City funding for this program covers maintenance work, structural repairs, painting, mechanical upgrades, inspection and engineering.

In 2010 the Local Bridge Program provided funding for the rehabilitation of the Clybourn Lift Bridge over the Milwaukee River. TIGER grants of \$21.5 million were received in 2011 for the Wisconsin Ave Bridge over the Milwaukee River and the Juneau Ave Bridge over the Milwaukee River. Funding in 2012 will address the Pleasant Street Lift Bridge.

This program also funds bridge inspections and miscellaneous administrative and engineering costs

This program was first funded in 2007. Since then the program has faced increasing pressure as higher cost bridges have become ineligible for state funding and the City's bridge network continues to age. At the end of 2009 there were 12 bridges that had sufficiency ratings below 50. At the end of 2010, there were 18.

Request Summary - 2014

2014	\$9,815,000
2015	\$10,000,000
2016	\$10,225,000
2017	\$10,980,000
2018	\$10,500,000
2019	\$10,300,000

Six year request history

2014	\$61,820,000
2013	\$57,835,000
2012	\$64,810,000
2011	\$37,975,000

Bridge Construction (*both programs*)

Proposed for Construction in 2013:

Pleasant Street Lift Bridge; estimated completion – August, 2013

St. Paul Avenue over the Milwaukee River; estimated start - July, 2013

Constructed in 2012:

Wisconsin Ave over the Milwaukee River; Opened August 2012

Juneau Ave over the Milwaukee River; Opened November 2012

Pleasant Street Lift Bridge; construction started Sept. 2012

Constructed in 2011:

County Line Rd over the Little Menomonee River; Opened July, 2011

Clybourn Ave Lift Bridge; Opened July, 2011

Wisconsin Ave over the Milwaukee River; construction started

Juneau Ave over the Milwaukee River; construction started

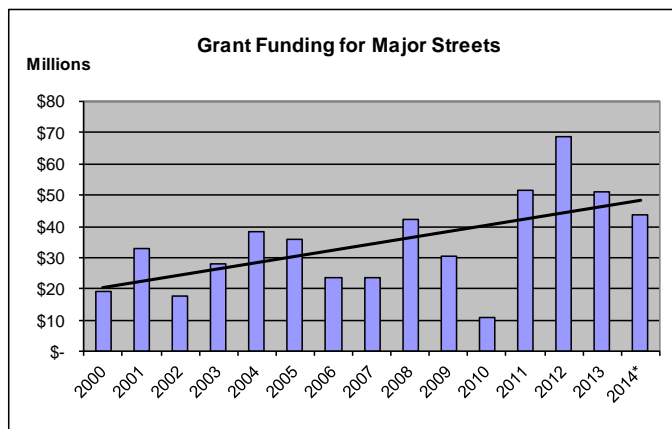
Major Street Program

(in thousands)

Budget Yr.	Carryover Borrowing	Special Assess	Gen Oblig.	Grant/Aid	Total	Change	Actual*
2014 Request		\$1	\$6,213	\$43,778	\$49,993	(3%)	
2013	18,090	1	435	50,900	51,336	(34%)	
2012	13,044	1	9,776	68,556	78,334	31%	
2011	10,344	0.1	8,314	51,505	59,819	277%	4,436
2010	22,292	194	4,760	10,936	15,860	(54%)	5,378
2009	18,335	0.1	4,230	30,450	34,680	31%	7,435
2008	11,864	1,260	6,471	42,460	50,192	70%	6,746
2007	6,467	661	5,397	23,442	29,500		10,177

Arterials and collectors are eligible for county, state, and federal funding and are part of the City's Major Street Program. Funding programs include the State Transportation, Connecting Highways, State Trunk Highways, County Trunk Highway, Highway Safety Improvement and Local Road Improvement programs.

After increasing for three years in a row, grant funding will decrease for 2013 by \$17.6 million. Grant funding is expected to drop to \$16.8 million in 2014. The tax levy supported portion of this program was nearly 30% in 2010. It declined to approximately 14% in 2011 and is expected to remain at that level for 2012.



Funding for this program is highly variable because it is dependent on receiving state and federal aid. Uncertainties in funding for the transportation bill at the federal level make it especially difficult to project funding levels for this program in the out years. In even years, grant funding from the Local Road Improvement Program (LRIP) can be used to pave streets which would not otherwise be eligible for grant funding.

A consultant will perform a condition survey of all the City's streets in the summer of 2013. As of Dec 2011 there were 2,513 arterial street segments in good condition, 1,043 in fair condition and 1,837 in

poor condition compared to 3,218, 1,359, and 816 segments in good, fair and poor condition respectively in 2007.

Request Summary - 2014				
	Borrowing	Grant/Aid	Assess	Total
2014	\$6,213,800	\$43,778,200	\$1,000	\$49,993,000
2015	\$5,612,550	\$43,015,750	\$365,000	\$48,993,000
2016	\$3,735,800	\$12,949,700	\$563,000	\$17,249,000
2017	\$5,354,400	\$43,141,760	\$275,000	\$48,771,160
2018	\$5,868,500	\$19,688,000	\$888,500	\$26,445,000
2019	\$7,592,800	\$28,801,200	\$635,000	\$37,029,000
Total	\$34,377,850	\$191,374,610	\$2,728,000	\$228,480,460
Six year request history (including grants and assessments)				
2014	\$228,480,460			
2013	\$252,888,000			
2012	\$230,006,000			
2011	\$205,456,175			

The following major streets are scheduled for construction in 2013:

- N 107th Street: W Brown Deer Road – City Limits.
- W Capitol Drive: N 84th Street – N. Mayfair Road

The following major streets were constructed in 2012:

- N. 20th St. : W. Hopkins St. – W. Capitol Dr.
- N. 91st St. : N. Swan Rd. – W. Flagg Ave.
- W. Capitol Dr. : N. 60th St. - N. 84th St.
- W. Morgan Ave. : S. 68th St. – S. 84th St.
- N. Poet Washington Rd. : N. Dr. MLK Dr. – north City Limits

Local Street Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request			\$12,500,000	\$1,000,000	\$13,500,000	(16%)	
2013	18,445,230		15,000,000	1,000,000	16,000,000	12%	
2012	14,291,600		14,297,500	100	14,297,600	0%	
2011	9,947,224		14,291,600	100	14,291,700	19%	29,257,781
2010	10,300,000		12,000,000	1,000	12,001,000	17%	11,415,552
2009	7,144,600		10,300,000	100	10,300,100	58%	9,367,035
2008	3,983,862	1,020,000	4,480,000	1,000,000	6,500,000	2%	8,149,714
2007	2,300,000	2,289,956	2,664,600	1,387,494	6,342,050		5,565,474

The 2014 request is for a total of \$13.5 million in capital funding. The amount of funding available for paving local streets in may be slightly higher than in 2013 because \$1.0 million of the amount budgeted in 2013 was for high impact streets. In 2014, DPW submitted a separate request for the High Impact Street program. Also in 2014, Local Road Improvement Funds (LRIP) will be available to pave local streets. These funds are available in even numbered year and are budgeted in the Major Street program.

DPW anticipates it will be able to pave approximately 16 miles of streets in 2013. The actual number of miles paved with the provided level of funding will depend on the percentage of streets that are reconstructed as opposed to resurfaced. Final programming decisions have not been made. It is estimated that the replacement cycle will be approximately 62 years.

Using a replacement cycle based on average useful pavement life has limitations when trying to determine adequate funding levels. Different pavement types have different useful lives, regular maintenance can extend the useful life and utility cuts can shorten it. To begin addressing these issues, DPW has purchased a module for their pavement management system which allows them to track maintenance and other data in addition to reconstruction dates. This will enable DPW to more accurately predict when a street will reach the end of its useful life. Data reconciliation with the old Pavement Management System may be required before the system is fully operational.

Common Council File Number 080034 established an ordinance which adjusted the recovery ratios for certain assessable improvements. The ordinance also established a Motor Vehicle Registration Fee (MVR) whose revenues would be used to defray City costs for transportation related improvements. A minimum of 10% of MVR

Request Summary – 2014*

2014	\$13,500,000
2015	\$17,000,000
2016	\$15,600,000
2017	\$17,100,000
2018	\$16,300,000
2019	\$17,100,000

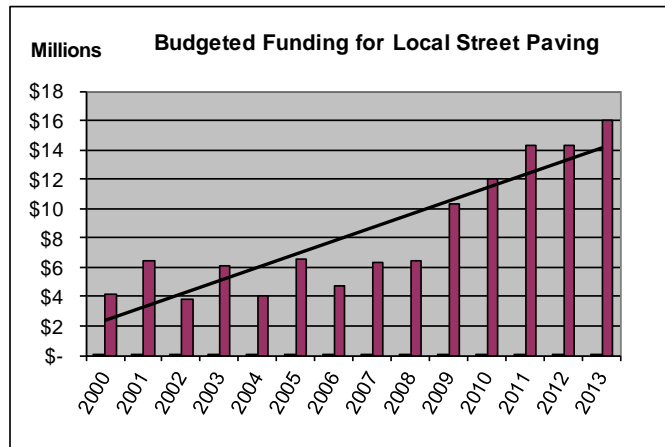
Six year request history

2014	\$96,600,000
2013	\$97,900,300
2012	\$98,400,200
2011	\$87,900,300

* Includes special assessments

fee receipts must be allocated to street maintenance activities. DPW has allocated \$1.3 million of the total budget for the local road program in 2014 for capital maintenance.

The change in the special assessment policy has had distinct programmatic implications. Because the direct assessment is far lower than in the past, there are fewer property owner objections to projects. This allows DPW to program the streets that will provide the greatest overall benefit to the system. In 2011, virtually all paving and alley projects were approved at public hearing. This has allowed staff to focus on projects which have a high likelihood of being paved. Traffic calming and speed hump projects still face objections on a regular basis.



A consultant will perform a condition survey of all the City's streets in the summer of 2013. According to a condition report sent to the state, as of Dec 2011 there 3,793 local and collector street segments in good condition, 4,458 in fair condition and 4,425 in poor condition compared to 5,905, 5,314, and 1,727 segments in good, fair and poor condition respectively in 2007.

High Impact Paving Program,

Budget Yr.	Carryover Borrowing	Tax Levy	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request					\$1,500,000	50%	
2013			1,000,000		1,000,000		

This program was created by the 2013 Budget. High impact streets serve a higher number of businesses in commercial corridors. This program will target streets that may be eligible for state or federal aid, but for which aid is not currently available. The goal is to expedite street improvements and maintenance that will have an immediate benefit to adjacent business. This program will not include concrete work. There will be no property owner assessment.

New Street Construction

Budget Yr.	Carryover Borrowing	Tax Levy	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request			\$200,000	\$150,000	\$350,000		
2013	378,235				0		
2012	568,174				200,000		
2011	600,000				0		1,899
2010	600,000				250,000	25%	13,979
2009	400,000				200,000		92,452
2008	200,000				200,000	(33%)	118,552
2007	0				300,000		154,455

This program provides for the construction of presently unimproved streets to serve residential, commercial or industrial areas. These projects are sponsored by the City with a portion of the cost being recovered by special assessments levied against abutting properties. As of the request date, there were no requests for new streets.

New Street Developer Funded

Budget Yr.	Carryover Borrowing	Revenue	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request		\$400,000			\$400,000		
2013	0	400,000			400,000	100%	
2012	0	200,000			200,000		
2011	0				0		424,896
2010	0	400,000			400,000		293,251
2009	0	400,000			400,000		1,457,226
2008	0				0		283,603
2007	0				0		25,846

This program provides for the construction of streets required to serve platted subdivisions and planned developments with funds provided by the developer. This fund is also used for street paving projects that are partially in other adjacent communities. The projects are constructed, then billed to the community.

\$1,350,000 was transferred into this account in April 2013 (CC file 121617) to provide authority for the paving projects on N. 124th Street and W. County Line Road. Those projects are being constructed in partnership with the adjoining municipalities. Agreements are in place to ensure the reimbursement of funds spent of these projects. The City is the lead agent on both of projects.

Alley Paving Program

Budget Yr.	Carryover Borrowing	Tax Levy	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request			\$1,975,000	\$50,000	\$2,025,000	(20%)	
2013	2,438,805		1,625,000	875,000	2,500,000	(17%)	
2012	1,600,000		2,400,000	600,000	3,000,000	200%	
2011	1,100,000		800,000	200,000	1,000,000		696,848
2010	450,000		800,000	200,000	1,000,000	233%	583,506
2009	150,000	0	300,000	100	300,100	20%	421,990
2008	0	0	150,000	100,000	250,000	(50%)	380,207
2007	0	125,000		375,000	500,000		745,910

The City's alley network is comprised of approximately 4,000 alleys totaling 400 miles in length. DPW generally considers the useful life of an alley to be 50 years. Using that standard, approximately 125 miles (30%) of the alley system are past their useful lives. Between 2000 and 2005, based on funds budgeted for the alley program, approximately 2 miles of alleys were replaced each year resulting in a replacement cycle of nearly 200 years. Average funding between 2006 and 2009 decreased by over 70%. Funding levels have recovered significantly since 2009. Maintaining a 50 year replacement cycle, however, would take at least \$2.5 million of borrowing authority each year.

Until 2009, the cost of paving alleys was recovered through a special assessment at a rate of 90%. With the passage of the Motor Vehicle Registration Fee (CC file 080034) the recovery rate was reduced to 60%. As part of the 2012 Budget process, the Common Council increased

Request Summary – 2014*

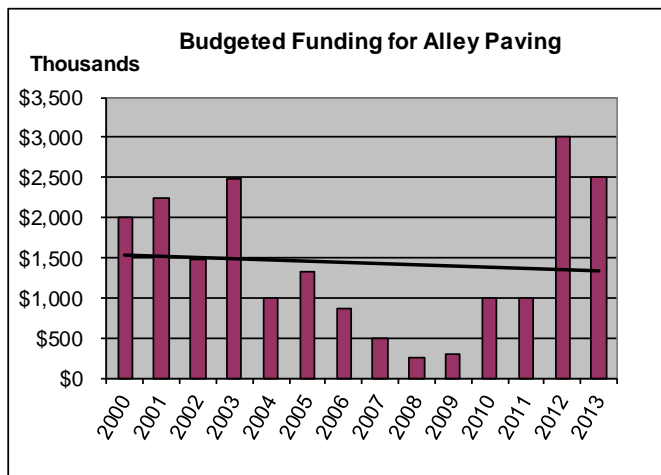
2014	\$2,025,000
2015	\$2,025,000
2016	\$2,025,000
2017	\$2,025,000
2018	\$2,025,000
2019	\$2,025,000

Six year request history

2014	\$12,150,000
2013	\$20,500,000
2012	\$20,000,000
2011	\$19,500,000

* Includes special assessments

funding for the Alley Program and decreased the special assessment recovery ratio from 60% to 30%. A policy change in 2000 changed the calculation of the assessment rate (not the recovery ratio) to more accurately reflect the full cost of the paving projects. The Alley Program will have the capacity to pave 4.4 miles of alleys in 2012. Going forward, the reduction of the recovery rate will reduce the number of alleys that can be paved with a fixed amount of borrowing.



Maintaining funding at the 2012 level with the 30% recovery ratio is likely to provide a replacement cycle between 90 and 100 years. The replacement cycle does not reflect an extension of DPW's 2012 capacity because the 2012 Alley Program represents an unusual situation. In order to accommodate the short time frame between when funding was budgeted and when projects need to go to contract, DPW filled its program with existing alley projects that had been cancelled from past programs. Most of the projects already had plans prepared. Eliminating the need to survey, prepare plans and design projects allowed DPW to pave more alleys in 2012 than would otherwise have been possible.

In an effort to maximize the number of alleys that can be paved each year, DPW has begun sending a postcard survey to property owners prior to the design phase of a proposed alley. If there is not sufficient property owner support, the project will not move forward. Property owners may still object after the design is complete and the project moves through the public hearing process. Since instituting this practice, deletions at public hearing for alley projects have been reduced to virtually zero.

Policy decisions regarding the appropriate level of funding and cost recovery must take into consideration property owner expectations as well as the amount of funding available and the relative importance of other capital projects and programs. Alleys do not form the same type of transportation network that streets do, but in many neighborhoods they serve the important function of facilitating the removal of garbage by sanitation crews.

In a climate of funding constraints, deferring maintenance on alleys for a period of years can be an effective strategy for focusing limited infrastructure dollars where they will have the most impact. Disinvestment in alleys can, however, lead to an overall decline in the appearance of a neighborhood and adversely affect property values. Investment in alley improvements can increase the perception of safety and accessibility. This may in turn encourage other neighborhood investments and improvements. This could be especially beneficial in neighborhoods struggling with high numbers of vacant and foreclosed homes.

Increased investment in alleys could also create jobs and opportunities for smaller contractors. It is important to note, however, that although their size makes alley projects manageable for small contractors, **alleys are technically much more difficult to design and construct** than most streets. Using inexperienced contractors may result in drainage and access issues in newly paved alleys.

The 2014 six year request is \$8.35 million (41%) less than the 2013 request.

Sidewalk Replacement Program

Budget Yr.	Carryover Borrowing	Tax Levy	Gen Oblig.	Special Assess	Total	Change	Actual
2014 Request			\$1,275,000	\$425,000	\$1,700,000	28%	
2013	1,407,151		1,000,000	333,000	1,333,000	(31%)	
2012	1,500,000		1,478,000	464,500	1,942,500	44%	
2011	900,000		1,000,000	345,000	1,345,000	10%	879,620
2010	1,023,590		900,000	325,000	1,225,000	53%	1,375,968
2009	480,000		650,000	150,000	800,000	(9%)	696,940
2008	0		480,000	400,000	880,000	29%	672,453
2007	0	337,500		343,750	681,250		553,802

The purpose of the sidewalk replacement program is to eliminate cracked, spalled and out-of-grade sidewalk in the public way. In 2007 a detailed field sidewalk survey was completed which represented 5% of all sidewalks in random streets throughout the City. This survey indicated that as much as 18% of the 68 million square feet of sidewalk in the City may be defective.

This program has been used to maintain the City's sidewalk system since 1963. Although significant increases have been made in this program in the last five years (the 2010 Budget nearly doubled the budget amount from 2007) the investment trend in sidewalks since 2000 has been downward.

This program is not the only means by which sidewalk is replaced in the City. Additional sidewalks routinely get replaced in conjunction with local and major street improvement projects, City maintenance force work, excavation restoration work and development projects. Average annual walk replacement since 2007 for the local and major street programs is 375,000 SF and 77,000 SF respectively.

This capital account funds two separate sidewalk replacement programs. The larger of the 2 programs, replaces sidewalks in a systematic, area by area manner. The goal of this program is to replace between 300,000 and 350,000 square feet of sidewalk each year. Average annual walk replacement since 2007 is 136,000 square feet.

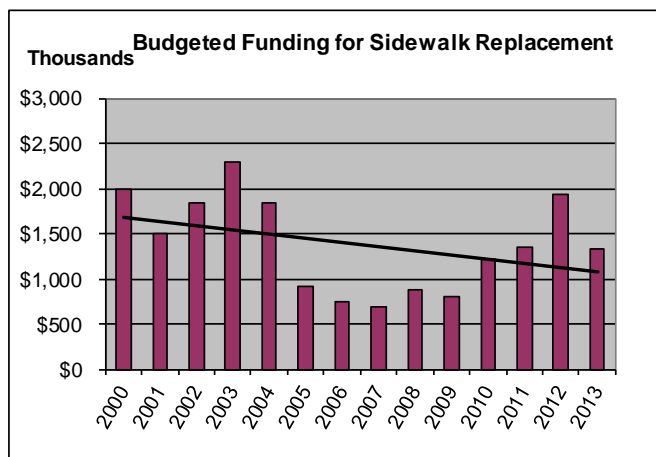
Request Summary – 2014*

2014	\$1,700,000
2015	\$1,800,000
2016	\$1,900,000
2017	\$2,000,000
2018	\$2,100,000
2019	\$2,200,000

Six year request history

2014	\$11,700,000
2013	\$11,100,000
2012	\$10,500,000
2011	\$11,100,000

* Includes special assessments



The second program, called "Scattered Sites" replaces defective sidewalks around the City as they are requested by property owners. DPW allocates approximately \$200,000 each year in capital authority to replace sidewalks through this program. This level of funding allows the City to complete work at approximately 100 properties each year. DPW estimated that an additional \$840,000 in funding would be required to eliminate a backlog of properties. The Common Council added \$597,500 to this sidewalk program during the 2012 Budget process.

The 2014 six year capital request is \$600,000 (5%) higher than the 2013 request.

Sidewalk Replacement Totals <i>(in Square Feet)</i>					
Year	Local Paving	State Paving	Area -wide contract	Scattered Sites	Total SF
2002	131,202	148,196	406,975	14,255	700,628
2003	163,367	138,204	357,043	14,295	672,909
2004	249,108	140,845	374,264	13,841	778,058
2005	181,809	221,211	249,858	13,426	666,304
2006	117,531	171,229	103,863	14,290	406,913
2007	142,617	93,216	74,037	8,915	318,785
2008	185,999	94,852	119,739	16,528	417,118
2009	238,581	124,379	131,200	16,622	510,782
2010	290,420	57,258	199,921	20,361	567,960
2011	325,062	14,606	153,136	22,034	514,838
2012	355,927	181,094	251,956	64,780	853,757

5 Year Total	1,395,989	472,189	855,952	140,325	2,864,455
10 Year Total	2,250,421	1,236,894	2,015,017	205,092	5,707,424
3 Yr Avg	323,803	84,319	201,671	35,725	645,518
5 Yr Avg	279,198	94,438	171,190	28,065	572,891
10 Yr Avg	225,042	123,689	201,502	20,509	570,742

Street Lighting Program

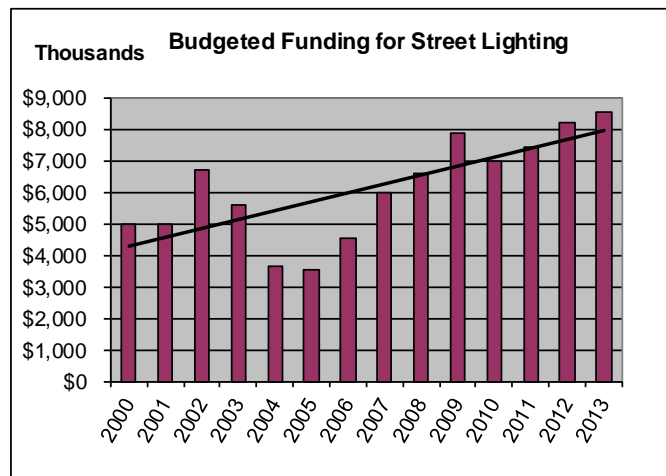
Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request			\$10,000,000		\$10,000,000	17%	
2013	4,121,006		8,540,000		8,540,000	4%	
2012	6,554,590		8,220,000		8,220,000	11%	
2011	0		7,400,000		7,400,000	6%	8,033,078
2010	7,850,000		7,000,000		7,000,000	(11%)	8,203,721
2009	5,791,170		7,850,000		7,850,000	20%	6,668,625
2008	1,586,776	817,080	5,746,170		6,563,250	9%	6,976,692
2007	45,000	3,750,000	2,250,000		6,000,000		5,328,472

Funding in this program is used to replace deteriorated poles, defective cable, outdated circuitry, aging electrical substations and other lighting equipment, and to modernize the street lighting control system. The City currently maintains over 68,300 street lights and 8,800 alley lights.

The department's request anticipates spending 45% of the total street lighting budget on paving related projects. That percentage has been relatively stable over the last two years. (46% and 47% in 2013 and 2012). In 2011 nearly 57% of the total budget was expected to be related to the paving program. The nominal amount of funding requested for paving projects has increased from \$4.2 million in 2011 to \$4.5 million in 2014. The department allocates about \$1 million each year to fund the series conversion.

Average funding for the street lighting program since 2000 has been \$5.9 million. Since 2009, the average has increased to \$7.8 million.

The frequency of area outages and single/double outages has been increasing steadily due to the City's aging street lighting infrastructure. The City's street light system is a combination of series and multiple circuitry. The series circuitry, which is the older technology, represents approximately 40% of the system. The City began transitioning to multiple circuitry in the 1950's. It is the series part of the system that is becoming increasingly unreliable. It is also more difficult to repair; requiring more time, specialized knowledge and unique parts which are becoming more difficult to obtain.



One of the main challenges with the conversion project is that series circuits cannot be replaced one block at a time – for example with a paving project. Each series circuit, which consists of multiple blocks, must be replaced in its entirety. The circuits are large – covering multiple blocks. A study done by the LaFollette School of Public Affairs in 2009 evaluated various funding alternatives for transitioning from series to multiple circuitry. The report estimated that replacing the remaining series circuitry over the next six years would cost between \$120 million and \$131 million. This was determined to be the least cost effective of the alternative evaluated. Maintaining the status quo and continuing to fund the conversion program with \$1 million per year is the most cost effective in the short run but **it is not a long term solution**. As the failure rate increases, costs related to repairs including parts and overtime will continue to rise. Excessive outage could increase tax payer dissatisfaction, decrease the perception of neighborhood safety and have an impact on crime.

DPW has indicated that they are developing a new strategy for the conversion project. The City has 249 substations and enclosures, each with numerous circuits. In the past DPW would replace the entire substation at

one time. This year they will begin replacing individual circuits that are problematic. This will keep the project moving forward in the absence of large amounts of resources and also allow the City to benefit from the reduced maintenance costs of failing circuits. It remains to be seen whether this will be an effective or affordable approach.

There may be opportunities to reallocate some street light funding from paving projects to series circuitry conversion by postponing the removal of overhead wiring after paving projects.

“Replacement of Control” continues as part of the City’s Street Lighting Control System Improvement Project. This involves replacing the existing hard-wired control system at substations and enclosures with a radio-based computerized communications system. This improvement provides backup in the event of a communications system failure, allows monitoring of street lighting operation, provides intrusion alarms and provides diagnostics to identify and assist with troubleshooting in response to street lighting system problems. Implementation of this program has been delayed due to increases in the lighting program relative to ARRA funded paving projects.

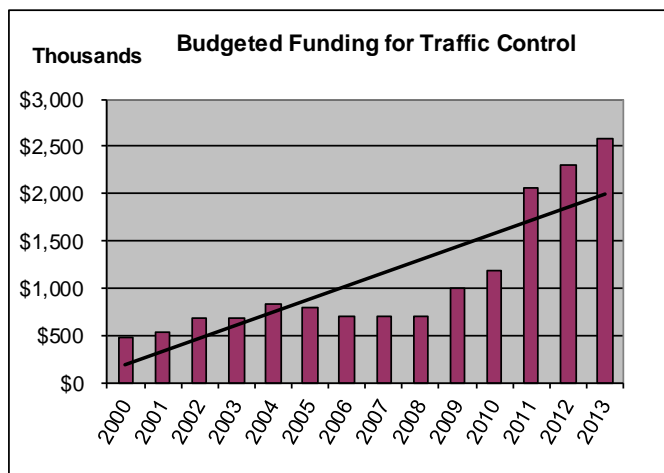
Six year request history

	<u>Total</u>	<u>Average per year</u>
2014	\$59,950,000	\$9,991,000
2013	\$60,250,000	\$10,041,000
2012	\$57,400,000	\$9,570,000
2011	\$53,700,000	\$8,950,000

Traffic Control Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request			\$2,393,000		\$2,393,000	(8%)	
2013	1,963,069		2,055,000		2,590,000	12%	
2012	1,271,638		2,303,000		2,303,000	20%	
2011	332,500		1,912,250		1,912,250	62%	1,457,349
2010	990,000		1,182,500		1,182,500	19%	1,384,737
2009	0		990,000		990,000	41%	1,166,161
2008	0	700,000			700,000		801,542
2007	0	700,000			700,000		818,120

This program provides for the upgrade, replacement and installation of traffic control devices as needed to accommodate traffic pattern changes, provide conformity with national standards, comply with City ordinances, and utilize technological advances to improve traffic flow. Traffic control devices are installed and maintained to conform with the federal Manual on Uniform Traffic Control Devices (MUTCD). Technology based improvements



and techniques are constantly being incorporated in City traffic control systems to improve traffic flow and reduce vehicle emissions.

In December 2009, the Federal Highway Administration (FHWA) issued a final rule adopting changes to the 2003 MUTCD. These changes became effective on January 15, 2010. The changes were adopted and incorporated by the State of Wisconsin into state statues. The changes mandate upgrades and improvements to traffic control signs, signals and pavement marking systems in the City. In August 2011, the FHWA proposed amendments to the MUTCD that would eliminate most of the deadlines for

replacing street signs including the 2018 deadline for replacing street name signs. The comment period for the proposed amendments ended October 31, 2011. After the comment period the FHWA will issue a final ruling on the proposed amendments.

New sign standards include increased retro-reflectivity and changes in size, placement and content. DPW estimates that over 40% of existing signs will need to be replaced to meet the new standards. Changes in traffic signal standards include signal mounting, location, size, type and configuration. DPW has developed a schedule for phasing in the mandated upgrades. Different components of the traffic control system will be phased in on slightly different schedules. **MUTCD upgrades represent approximately 41% of the requested budget for this program.**

A supplement to the MUTCD, adopted by the Wisconsin Legislature in Spring 2011 requires the installation of mandatory “Fines Double and “End School Zone” signs. **The six year request contains \$200,000 to make these installations**

In addition to the requirements of the MUTCD, the FHWA and the Department of Justice are considering proposed “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way”. The public comment period closed on February 2, 2012. It is not known when the final rules will be adopted. Key elements of the guidelines which could affect the City include the installation of audible pedestrian signals at all signalized intersections when the controller is changed or software is modified; the installation of signalization on all legs of multi-lane roundabouts; and new requirements for pedestrian clearance times (flashing Don’t Walk sign). **Costs for these upgrades have not been included in the six year request.**

Six year request history

	<u>Total</u>	<u>Average per year</u>
2014	\$16,830,000	\$2,805,000
2013	\$15,586,000	\$2,597,000
2012	\$18,215,000	\$3,035,000
2011	\$13,323,500	\$2,220,000

Underground Conduit and Manhole Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request			\$4,300,000		\$4,300,000	148%	
2013	2,726,897		1,736,700		1,736,700	50%	
2012	1,979,317		1,156,500		1,156,500	44%	
2011	1,302,939		800,000		800,000	(20%)	458,759
2010	400,000		1,000,000		1,000,000	150%	499,809
2009	64,524		400,000		400,000		248,741
2008	877,950	400,000			400,000		403,861
2007	877,950	400,000			400,000		310,772

The installation of a permanent underground electrical conduit and manhole system provides secure weatherproof public safety cable and circuit networks for multiple City agencies. The system ensures a reliable route for City communication cables to be installed into all existing and proposed City buildings, provides a reliable route for traffic control at signalized intersections and is utilized for street lighting cable circuits.

Typically, 100% of the underground conduit and manhole program is driven by the paving program. An increase in 2010 funding for this program was directly related to a significant increase in street projects driven by ARRA grants. Funding in 2012 continued above historical averages to reflect increased funding for the Local Street Program. Since 2000 this program has received \$10.5 million in funding.

From 2011 to 2012 there was a \$25 million increase in the six year request. The cause of the increase was a departmental policy change which adjusted the average annual requested amount to more accurately reflect opportunities for installing conduit.

For 2013, DPW identified 16 projects that were jointly requested by Communications and Traffic and five projects that may be required in advance of the Zoo Freeway project. For 2014 DPW identified 18 jointly requested projects, six of which were also identified in 2013. There are four projects related to the Stadium Freeway project. The related paving and bridge projects must be approved by the Common Council. Approved construction projects will be prioritized based on the funding made available in this program. The list of potential projects is attached to the capital request.

Six Year Request History

	<u>Total</u>	<u>Average per Year</u>
2014	\$29,300,000	\$4,883,000
2013	\$30,000,000	\$5,000,000)
2012	\$30,100,000	\$5,000,000
2011	\$6,000,000	\$1,000,000

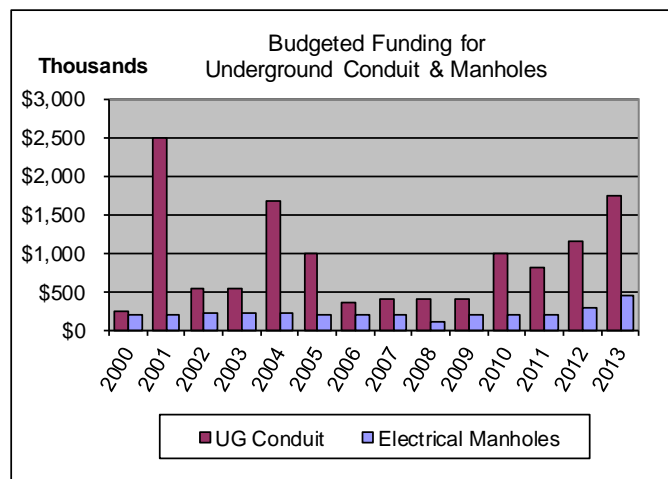
Underground Conduit and Manhole Reconstruction Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request			\$750,000		\$750,000\$	67%	
2013	290,594		450,000		450,000	50%	
2012	239,854		300,000		300,000	50%	
2011	79,130		200,000		200,000		148,679
2010	495,000		200,000		200,000		124,057
2009	500,033		200,000		200,000	100%	494,597
2008	600,000		100,000		100,000	(50%)	259,700
2007	499,188		200,000		200,000		213,053

This program funds the reconstruction of existing manholes located in the 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's governmental buildings and agencies. There are presently 7,543 active manholes in the system.

Since 2000 this program has received approximately \$200,000 in funding each year.

Communications manholes are not inspected on a regular basis. The last wide scale inspection was in 1988. The department is actively developing an inspection and maintenance plan for the system's manholes. The goal is to develop and implement an inspection program on a 5 to 10 year cycle. Part of the strategy is to use consultants to perform the inspections. In 2011 the department let a contract for paving related manhole inspection. 301 manholes were inspected at an average cost of \$80 each. In 2012, the cost increased to \$114.75 per manhole. (\$67.50 for inspection and \$67.50 to dewater 70% of the manholes) For 2013 the department intends to combine the inspection program for sewer manholes and the inspection of communications manholes. The sewer manholes are currently inspected by consultants on an area wide basis on a five year cycle. It is hoped that combining the two programs will make inspections more cost effective.



Until accurate condition data are available, developing a maintenance and finance strategy will be difficult.

Average cost for manhole maintenance based on 2011 service orders

Repair	\$4,700
Replace	\$23,500

Six year request history

	<u>Total</u>	<u>Average per year</u>
2014	\$5,785,000	\$964,167
2013	\$6,000,000	\$1,000,000
2012	\$3,000,000	\$500,000
2011	\$1,200,000	\$200,000

DPW Facilities

(in thousands)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$8,865	83%	
2013	10,546	200	4,654		4,854	39%	
2012	15,309	210	3,293		3,501	(56%)	
2011	9,682		8,023		8,023	34%	6,683
2010	14,278		5,999		5,999	8%	4,164
2009	21,881		5,554		5,554	(53%)	4,156
2008	37,111	300	11,535		11,835	(32%)	27,010
2007	25,791	292	17,047		17,339		34,896

The Department of Public Works has submitted sixteen capital requests for the 2014 Budget. Seven requests are for on-going programs and nine are for special projects. Only five of the special projects require funding in 2014.

The total six year request is \$41,666,850 and represents an increase of \$4.9 million (13%) from last year's (2013) request. The most significant change_____

The City Hall Foundation Project which had been placed on hold pending the resolution of the issues with the restored terra cotta was allowed to move forward with the adoption of Common council file #120362 which was passed on July 24, 2012. Although the project is moving forward, no additional funding was requested for 2014.

The in tax levy funding in 2007 and 2008 was for recreational facilities. In 2012 tax levy funding was used for the Space Planning program, the Hartung Quarry project, and the Facilities Consolidation project.

2014 Capital Request Summary – DPW Facilities

Program	2014	2015	2016	2017	2018	2019	6 Yr. Total
Environmental Program	200,000	329,000	334,000	339,000	344,000	350,000	\$1,896,000
ADA Compliance	490,000	250,000	250,000	250,000	250,000	250,000	\$1,740,000
Facilities Exterior Program	3,470,500	925,000	1,000,000	1,000,000	1,000,000	1,000,000	\$8,395,500
City Hall Remodeling	150,000	250,000	250,000	250,000	250,000	250,000	\$1,400,000
Muni Garages & Outlying Facilities	336,000	500,000	500,000	500,000	500,000	500,000	\$2,836,000
Facilities Systems	3,353,350	1,500,000	2,000,000	2,500,000	2,500,000	2,500,000	\$14,353,350
Space Planning	205,000	178,000	184,000	190,000	196,000	205,000	\$1,158,000
Projects							
City Hall Foundation							
Municipal Service Building Reserve	100,000	100,000	100,000				\$300,000
Facilities Condition Assessment Program	100,000	100,000	100,000	100,000	100,000	100,000	\$600,000
Energy Efficiency & Renewable Energy	150,000	800,000	850,000	900,000	1,000,000	1,000,000	\$4,700,000
Building Exterior Façade Restoration		500,000	500,000	500,000			\$1,500,000
MacArthur Square Plaza n			251,000	255,000	259,000	263,000	\$1,028,000
Hartung		200,000					\$200,000
Storm Water Management	250,000	250,000	250,000	250,000	250,000	250,000	\$1,500,000
City Facilities Consolidation	60,000						\$60,000
Recreational Facilities							
Total	\$8,864,850	\$5,882,000	\$6,569,000	\$7,034,000	\$6,649,000	\$6,662,000	\$41,666,850

Environmental Remediation Program (1 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$200,000	33%	
2013	121,803		150,000		150,000		
2012	107,717		150,000		150,000		
2011	87,539		150,000		150,000	50%	210,253
2010	452,034		100,000		100,000	(50%)	210,751
2009	621,378		200,000		200,000		286,358
2008	834,000		200,000		200,000	(57%)	321,938
2007	770,000		469,000		469,000		520,250

The goal of this on-going program is to provide a safe environment for the public and City employees. Activities include asbestos removal and lead abatement in city owned buildings; the monitoring of closed landfills and contaminated sites; repairs to petroleum storage tanks; and upgrades and repairs to storm water management systems and equipment.

Since 2000, \$5.3 million has been provided for this program. Average annual funding between 2000 and 2007 was \$566,000. Actual expenditures have been greater than budgeted funding since at least 2007. Budgeted funding decreased significantly in 2008.

Request Summary

2014	\$200,000
2015	\$329,000
2016	\$334,000
2017	\$339,000
2018	\$344,000
2019	\$350,000

Six year request history

2014	\$1,896,000
2013	\$1,870,000
2012	\$1,726,000
2011	\$1,905,000

Planned expenditures	2014	2013	2012	2011
Asbestos Abatement and Hazardous Waste	\$50,000	\$50,000	\$50,000	\$75,000
Soil and groundwater remediation	\$50,000	\$50,000	\$50,000	\$75,000
Leak detection system upgrades	\$50,000		\$50,000	\$50,000
Fuel dispenser replacement	\$50,000		\$50,000	\$50,000
Total	\$200,000	\$100,000	\$200,000	\$250,000

ADA Compliance Program (2 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$490,000	100%	
2013	451,900		245,000		245,000	(6%)	
2012	190,000		261,900		261,900	176%	
2011	255,800		95,000		95,000		87,913
2010	409,700		95,000		95,000		27,126
2009	831,700				0	(100%)	248,147
2008	955,700		160,800		160,800		793,020
2007	955,700				0		216,430

This on-going program provides funding for building alteration projects to comply with the Americans with Disabilities Act Accessibility Guidelines, respond to new and updated regulations, and improve access to City facilities for the disabled. Alteration projects provide access to building entrances, restrooms, public telephones, drinking fountains, lobbies, meeting rooms and office space in the City Hall complex as well as outlying City facilities.

Since 2001, \$3.4 million has been budgeted for this program. Actual expenditures from 2001 through 2011 were \$2.5 million. Average annual funding between 2001 and 2005 was \$462,000. From 2006 to 2011 funding was somewhat intermittent, averaging \$58,500 per year.

Funding levels increased in 2012 when funding for ADA improvements to recreational facilities was added to this program. In 2012 and 2013 the committee recommended that funding for recreational facilities be returned to a discrete capital account.

In the spring of 2011, the City of Milwaukee participated in the Department of Justice's (DOJ) Project Civic Access (PCA) program. Through this program, the DOJ works cooperatively with state and local governments to ensure that they are in compliance with the American's with Disabilities Act. Staff from the DOJ inspected all City facilities and will issue a report of their findings in the coming months. The City will generally have two years to address deficiencies noted in the report. The report has not been received as of February 2013. The City has funded various ADA compliance programs through the years and DPW staff believes the DOJ report will not present unexpected challenges. In the event there are significant upgrades required, the DOJ has worked with municipalities in the past to extend compliance dates to avoid undue financial hardship.

Request Summary	
2014	\$490,000
2015	\$250,000
2016	\$250,000
2017	\$250,000
2018	\$250,000
2019	\$250,000
Six year request history	
2014	\$1,740,000
2013	\$1,724,800
2012	\$1,656,700
2011	\$1,652,000

2014 Plan

Dept. of Justice Compliance	\$75,000	
ZMB 4 th Floor*	<u>\$150,000</u>	\$225,000
Recreational Facilities		
Long Island Drive*	\$75,000	
90 th & Bender	\$85,000	
16 th & Edgerton	<u>\$105,000</u>	<u>\$265,000</u>
		\$490,000

**Originally requested for 2013*

Facilities Exterior Program (3 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$3,470,000	276%	
2013	901,929		923,000		923,000	115%	
2012	2,353,246		430,000		430,000	(53%)	
2011	1,852,412		923,400		923,400	(35%)	1,667,485
2010	1,184,873		1,409,700		1,409,700	71%	707,425
2009	792,700		825,000		825,000	76%	357,274
2008	1,029,119		469,000		469,000	162%	529,473
2007	1,720,418		178,700		178,700		935,607

This on-going program maintains City facilities in a watertight, energy efficient and safe condition. Typical activities include roof repairs, tuck pointing, caulking and sealing, window, entry door and overhead door replacement, yard and lot paving, exterior lighting improvements, foundations, and other miscellaneous facility exterior maintenance items.

Since 2000 \$10.4 million has been budgeted for this program. Annual funding for this program has been highly variable.

2014 Plan

Building envelope	\$467,500
Anderson tank inspection	\$125,000
EPDM Roof replacements	1,397,000
• Anderson Tower	
• ZMB	
• Northwest Garage	
Safety Academy stained glass façade*	\$175,000
Pavement Repair	\$956,000
• Central Repair	
• Lincoln Garage	
Overhead Door replacements	\$150,000
• Forestry South HQ	
• Lincoln Garage	
Various Emergency Repairs	<u>\$200,000</u>
Total	<u>\$3,470,500</u>

*Originally requested for 2012

Request Summary

2014	\$3,470,500
2015	\$925,000
2016	\$1,000,000
2017	\$1,000,000
2018	\$1,000,000
2019	\$1,000,000

Six year request history

2014	\$8,395,500
2013	\$8,176,000
2012	\$6,005,000
2011	\$7,200,000

City Hall Complex Remodeling – Misc (4 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$150,000	50%	
2013	101,816		100,000		100,000		
2012	41,078		100,000		100,000	100%	
2011	46,892		50,000		50,000	(37%)	46,117
2010	122,100		80,000		80,000		75,228
2009	412,797				0		216,790
2008	929,900				0	(100%)	256,693
2007	829,900		100,000		100,000		709,256

This program provides the funding to address the architectural and mechanical remodeling work needed in the City Hall Complex. The remodeling work will create functional, efficient, and safe working environments, meet new State of Wisconsin energy, safety and building code requirements and address environmental concerns such as asbestos. In addition, this program will address interior building restoration work and departmental organizational changes.

(2014) Since 2000, \$4.2 million has been budgeted for this program. Average annual funding between 2000 and 2006 was \$545,000. The level of funding dropped significantly in 2007. Since that time average annual funding has been \$61,000.

Request Summary

2014	\$150,000
2015	\$250,000
2016	\$250,000
2017	\$250,000
2018	\$250,000
2019	\$250,000

Six year request history

2014	\$1,400,000
2013	\$1,450,000
2012	\$1,350,000
2011	\$12,369,000

DPW estimates that between \$2 million and \$4 million is necessary to address ongoing remodeling issues in the City Hall Complex. The following projects have been postponed because of funding constraints.

*City Hall 8 th Floor	\$5.5 million
Mayor's Office	\$1.8 million
*City Clerk's Office (Rm. 205)	\$1.9 million
809 Building – Floors 2, 3 & 4	
Tunnel (ZMB – 809 Bldg)	\$250,000

**These projects have separate capital requests that were submitted by the respective departments.*

Municipal Garages/Outlying Facilities Remodeling (5 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$336,000	(76%)	
2013	764,613		1,400,000		1,400,000	115%	
2012	472,960		650,000		650,000	63%	
2011	349,025		400,000		400,000	36%	477,224
2010	965,000		295,000		295,000	23%	366,514
2009	1,525,000		240,000		240,000	37%	638,454
2008	2,650,298		175,000		175,000	250%	1,900,590
2007	3,452,659		50,000		50,000		752,399

This on-going program was designed to provide funding for the basic functional needs of DPW's municipal garage facilities, many of which have surpassed their useful life. Because of their age, many of the garages do not accommodate the use of modern diagnostics in a current repair environment. The program specifically addresses the replacement of major operational systems – hydraulic lifts, material handling equipment and pneumatic systems – that do not comply with current safety codes.

The program also addresses the functional and operational needs of other outlying facilities not covered by other programs.

In 2012, funding for recreational facilities was added to this program. The Capital Improvements Committee recommended in 2012 and 2013 that funding for recreational facilities be returned to a discrete program.

Request Summary

2014	\$336,000
2015	\$500,000
2016	\$500,000
2017	\$500,000
2018	\$500,000
2019	\$500,000

Six year request history

2014	\$2,836,000
2013	\$3,450,000
2012	\$2,850,000
2011	\$6,200,000

Since 2003, \$8.1 million has been budgeted for this program. The most significant funding years were 2003 through 2005 when a total of \$4.3 million was provided. The 2013 Budget provided \$1.4 million, most of which was used to make compressed natural gas (CNG) upgrades to the Northwest and Lincoln Garages. Grant funding has offset some of the cost of the SNG upgrades.

2014 Plan

Northwest Garage Vehicle Wash	\$150,000
Central Garage CNG Repair Design	\$100,000
Nursery Greenhouse Hydronic Heating Replacement	\$36,000
Recreational Facilities	<u>\$50,000</u>
Total	\$336,000

Facilities Systems Program (6 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$3,353,350	132%	
2013	823,124		1,446,000		1,446,000	(21%)	
2012	926,119		970,000	855,000	1,825,000	197%	
2011	661,119		615,000		615,000	(60%)	899,691
2010	1,500,000		685,000	855,000	1,540,000	3%	1,017,182
2009	3,868,500		1,500,000		1,500,000	(38%)	2,302,286
2008	4,412,074		2,400,000		2,400,000	118%	4,069,493
2007	6,691,782		1,099,500		1,099,500		4,634,481

This on-going program is used to sustain the operating systems of approximately 95 City owned buildings. Operating systems include heating, ventilating and air-conditioning, plumbing, fire protection, electrical distribution, lighting, chillers, boilers, computerized facility management, security and life safety.

Since 2000, \$28.8 million has been budgeted for this program. Average annual funding since 2000 has been nearly \$2.1 million. Funding from 2010 through 2012 decreased significantly with \$685,000, \$615,000 and \$970,000 being budgeted in each of those years. Grant funding was available in 2010 and 2012 to offset those decreases.

A list of projects was included in the capital request.

Programming decisions are guided by the Facilities Condition Assessment Program (FCAP) which provides condition data on City buildings.

Request Summary

2014	\$3,353,350
2015	\$1,500,000
2016	\$2,000,000
2017	\$2,500,000
2018	\$2,500,000
2019	\$2,500,000

Six year request history

2014	\$14,353,350
2013	\$10,132,000
2012	\$7,570,000
2011	\$15,020,000

Space Planning Alterations and Engineering (7 of 7)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$205,000		
2013	96,723	140,000	65,000		205,000		
2012	114,193	150,000	55,000		205,000	23%	
2011	0		166,000		166,000	4%	139,350
2010	148,554		160,000		160,000	3%	210,561
2009	110,000		155,000		155,000	41%	102,625
2008	79,635		110,000		110,000	(27%)	119,194
2007	150,000		150,000		150,000		194,679

This program provides funds for architectural and engineering services related to office space studies, including the preparation of preliminary plans and cost estimates for proposed projects, and unscheduled interior office alterations for City departments. It also provides funding for the inspection of the City buildings which are the responsibility of DPW and the maintenance of condition data for those buildings.

Since 2001 this program has received \$1.8 million in funding. Funding has been fairly consistent except for 2004 and 2005 when \$0 and \$50,000 were budgeted.

Request Summary

2014	\$205,000
2015	\$178,000
2016	\$184,000
2017	\$190,000
2018	\$196,000
2019	\$205,000

Six year request history

2014	\$1,158,000
2013	\$1,125,000
2012	\$1,125,000
2011	\$1,086,000

Plan	2014	2013	2012	2011
Space planning	\$15,000	\$15,000	\$15,000	\$12,000
General dept. reorganization and alteration	\$40,000	\$40,000		\$84,000
General engineering & facility inspection	\$150,000	\$150,000	\$150,000	\$70,000
4 bay vehicle repair area			\$40,000	
Total	\$205,000	\$205,000	\$205,000	\$166,000

City Hall Hollow Walk Structural Repairs (SP1)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	5,060,000				0		
2012	7,660,000				0		
2011	5,341,275		3,160,000		3,160,000	17%	244,102
2010	2,988,117		2,700,000		2,700,000	50%	297,587
2009	1,200,000		1,800,000		1,800,000	50%	87,600
2008	0		1,200,000		1,200,000		34,193
2007	0				0		0

Significant repair and restoration work is needed to address age related deterioration of key elements of City Hall, including wood foundation piles, pile caps, below grade hollow sidewalk walls, and structural concrete beams and sidewalk. Capital funding began in 2008 with \$1.2 million for professional design services. \$1.8 million, \$2.7 million and \$3.2 was allocated in 2009, 2010 and 2011 respectively.

The City contracted with Facilities Value Management (FVM) in June 2010 to provide owner representative services. It was anticipated that a design/build firm would be selected in early 2011. The project was placed on hold on March 1, 2011 by Common Council (CC file 101367) in response to the failure of a terra cotta piece on the south tower of City Hall on February 17, 2011.

Because the Foundation project was on hold and there was insufficient funding in the City Hall Restoration Program account to pay for the terra cotta investigation, the Common Council transferred \$2.6 million from this account to the Restoration Account (CC file 111320) to complete the investigation and begin the design process.

The project remained on hold until July 2012 when the Council authorized DPW to enter into a contract for Task 1. (CC file 120362) **A request for additional funds to complete the project has not been submitted.**

Six year Request History

2014	\$0
2013	\$0
2012	\$5,840,000
2011	\$9,000,000

Municipal Service Building Reserve (SP2)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$100,000		

The Municipal Service Building Relocation capital account was created in 2012 to identify and procure a location, and set up a program for a new facility which will replace the Municipal Service Building (1540 W. Canal St.) and the Traffic Sign Shop (1430A W. Canal St.) Relocation is being considered due to the age and required maintenance costs of the facility as well as the potential economic benefit of the facility being converted to private use. \$75,000 was budgeted to the relocation account in 2012 and 2013. No additional funding was requested for the relocation project in 2014.

This **new** request will create a new capital account to provide funding for any emergency repairs to the Municipal Service Building that are required before the facility can be relocated. The six year request includes \$100,000 each year from 2014 through 2016 for a total of \$300,000.

Facilities Condition Assessment Program (SP3)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$100,000		
2013							
2012							

In 2012, DPW requested \$140,000 to establish a new capital program to fund the on-going inspection of City buildings and the maintenance of a building condition database. The information gathered in this program will provide important asset maintenance data and serve as a valuable budgeting and infrastructure preservation tool. The 2012 Budget did not include funding for this program. The Committee strongly recommended including funding for this new program.

(2014) Once the initial inspection of all DPW maintained buildings is complete (expected in 2015) 20% of city facilities will be inspected annually. Inspections are currently being funded from the Space Planning Program. At the end of 2012, DPW had completed FCAP reports for 30 facilities. Twenty nine additional facilities have been inspected and data are being entered into the FACAP program. DPW anticipates that 13 buildings will be inspected in 2013 and an additional 8 buildings will be inspected in 2014.

FCAP reports are submitted annually to the committee and can be accessed in the committee's communication files. (CC files 121406, 111338, and 101154 for 2013, 2012 and 2011 respectively)

Request Summary

2014	\$100,000
2015	\$100,000
2016	\$100,000
2017	\$100,000
2018	\$100,000
2019	\$100,000

Six year request history

2014	\$600,000
2013	\$890,000
2012	\$890,000

Energy Efficiency & Renewable Energy Initiative (SP4)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$150,000		
2013	150,000		150,000		150,000		
2012	150,000		150,000		150,000		
2011			150,000		150,000		137,571

This program, established in 2011, will be used to match grant funding for projects which will reduce the City's energy use. The City has established a goal of reducing energy consumption by 15%. Grant funding will be sought to implement projects identified by energy audits which will provide energy use related savings. DPW has reached the 15% reduction goal and has committed to reducing energy consumption by an additional 5%

Grant funding received in 2011 was used to install a photovoltaic system at the Central Repair Garage. The project design was revised to reflect lower than anticipated grant funding. The total project cost is expected to be \$130,000.

Projects for 2012 will focus on occupancy sensors for lighting and HVAC control for DPW's outlying facilities. No projects were identified in the 2013 or 2014 request.

Request Summary

2014	\$150,000
2015	\$800,000
2016	\$850,000
2017	\$900,000
2018	\$1,000,000
2019	\$1,000,000

Six year request history

2014	\$4,700,000
2013	\$4,650,000
2012	\$4,650,000
2011	\$5,600,000

Building Exterior Façade Restoration (SP5)

(Out year request)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	271,033				0		
2012	385,400				0		
2011	0		385,400		385,400		72,798
2010					0		0
2009					0		0
2008							
2007							

This program corrects façade deficiencies in City owned buildings. City Ordinance #275-32-13, enacted in 2001, requires the owner of any building in the City that is five stories or greater to complete a critical exam to determine if the façade of their building is in a safe condition. The inspections required by the ordinance were performed in 2006.

DPW received \$385,000 in 2011 to begin Phase I of the repairs on the Zeidler Municipal Building. An inspection revealed that the glass and clearwall sections of the building were in adequate condition and did not require remedial work at that time. Restoration of the masonry at the corners of the building was planned for 2012 with funding carried over from 2011.

In May 2012 \$105,000 was transferred from the ZMB Lower Parking capital account to the Building Exterior Façade Restoration capital

Request Summary

2014	\$0
2015	\$500,000
2016	\$500,000
2017	\$500,000
2018	\$0
2019	\$0

Six year request history

2014	\$1,500,000
2013	\$1,500,000
2012	\$2,090,000
2011	\$2,159,300

account. (The ZMB project was completed under budget) The transfer will facilitate the completion of the façade repairs on the east and west ends of the ZMB

The 2014 request includes funding of \$500,000 each year from **2015** through **2017**. Funding will be used to make repairs to the 809 Building and the Police Administration Building.

Repairs will be required on the following buildings:

- Anderson Tower/Municipal Building
- Zeidler Municipal Building
- Police Administration Building
- 809 Building

(No cost estimates were given for individual building projects in the 2013 or 2014 requests.)

MacArthur Square Plaza Remediation (SP6)						<i>(Out year request)</i>	
Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	1,075,563				0	(100%)	
2012	1,001,653		251,000		251,000	2%	
2011	780,173		247,000		247,000		479,560
2010	1,033,812				0	(100%)	71,098
2009	500,000		534,000		534,000	7%	200,587
2008	0		500,000		500,000		699
2007	0				0		0

The MacArthur Square Plaza was constructed in the mid-1960s. A 2005 engineering condition report outlined major deficiencies to all elements of the Plaza, including landscaping, irrigation, pool and fountain, architectural and structural elements, plumbing and electrical lighting. Cost estimates for restoration range between \$16 million and \$19.2 million.

Since 2008, \$1.5 million has been budgeted for the MacArthur Square Plaza. Capital requests have been intended to maintain MacArthur Square as a safe, functioning structure. The plaza as it is currently configured is underutilized. **Long range restoration or redevelopment has not been addressed in recent requests.**

Approximately \$1 million in carryover borrowing authority remains.

Funding in 2012 was intended to replace the waterproofing that protects the parking structure beneath the plaza. 2011 funding was used to restore the concrete deck, lighting, handrails and stonework on the lower plaza.

Repairs to the parking structure below the plaza are funded through requests made by DPW Parking. DPW has submitted a request for \$3.4 million over the next six years for repairs to the structure.

Request Summary

2014	\$0
2015	\$0
2016	\$251,000
2017	\$255,000
2018	\$259,000
2019	\$263,000

Six year request history

2014	\$1,028,000
2013	\$1,295,000
2012	\$1,456,000
2011	\$1,542,000

Hartung Park Landfill Closure (SP7) (Out year request)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	140,000				0		
2012	0	60,000	140,000		200,000		

This capital account was created in 2012 to finalize the closure of the landfill and make improvements for future use as a recreational area. \$200,000 in funding was provided. No additional funding was requested for 2013. The 2014 request includes \$200,000 for **2015** to finalize the closure of the landfill and make improvements to the site for its future use as a recreational area.

Six Year Request History

2014 \$200,000
 2013 \$
 2012 \$100,000

Storm Water Management (SP8)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$250,000		

This is a **new** request for an on-going program that will be used to provide matching funds to supplement MMSD grant funding for storm water reduction projects. No projects were identified in the 2014 request.

The 2014 request includes \$250,000 of funding each year for a six year total of \$1.5 million.

City Facilities Consolidation (SP 9)

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$60,000		
2013	60,000	60,000			60,000		
2012			60,000		60,000		

This capital account was created in 2012 to provide funding to study the consolidation of all city Facilities Management functions into the Department of Public Works. Currently DPW provides facilities management services for approximately 95 city buildings. These services include custodial and maintenance functions. The remaining city buildings are the responsibility of various departments. This program would identify efficiencies that could be realized by having DPW provide management services for a larger portion of the City's buildings.

No funding has been requested after 2014

Six year request history

2014 \$60,000
 2013 \$140,000
 2012 \$220,000

Other Capital Accounts and Past Requests

Playground Improvement Challenge Fund

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013			100,000		100,000		

This capital account was created by the 2013 Budget to provide matching funds for privately raised funds for playground improvement projects. **DPW did not request funding for this program.**

Recreational Facilities Program

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	109,913				0		
2012	283,191				0	(100%)	
2011	154,540		151,000		151,000	(61%)	
2010	300,000		388,240		388,240	29%	280,896
2009	0		300,000		300,000		337,277
2008		300,000			300,000	3%	295,468
2007		292,000			292,000		507,067

This program had been used for the improvement of neighborhood recreation facilities, including DPW play areas and stand-alone recreation sites operated and maintained by Milwaukee Public Schools. The 2012 capital request moved funding from the Recreational Facilities to the ADA Compliance Program and the Municipal Garage/Outlying Facility Program.

Average budgeted funding from 2007 through 2010 decreased approximately 36% from the budgeted average of the years 2001 through 2006. The capital requests indicate that the funding projected to be used in 2014 for recreational facilities has increased by \$164,000 (173%) from 2011. Although annual requested funding has increased, there is no way to determine projected funding for recreational facilities for the six year program. It is also difficult to track actual expenditures on recreational facilities. In 2012 and 2013 the Capital Improvements Committee recommended that funding for recreational facilities be returned to a separate program.

Work began in fall of 2011 on the playfield at Columbia Playground. Completion is expected in spring of 2012. The 2012 projects include the Allis Street and the 31st & Lloyd playfields. Funding for 2013 will be used for the 26th & Medford and Long Island Drive playfields. In 2014 funding is proposed for Long Island Drive, 90th & Bender, and 16th & Edgerton.

The site at 31st and Lloyd was cancelled at the request of the alderman. DPW will make improvements at an alternate location. The Allis Street site has been postponed for the development of a dog park.

Program	2014	2013	2012	2011
ADA Compliance	\$265,000	\$170,000	\$161,000	
Muni Garage/Outlying Facilities	\$50,000	\$50,000	\$50,000	
Total	\$315,000	\$220,000	\$211,000	\$151,000

Municipal Service Building Relocation

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	75,000		75,000		75,000		
2012	0		75,000		75,000		

This capital account was created in 2012 to identify and procure a location, and set up a program for a new facility which will replace the Municipal Service Building (1540 W. Canal St.) and the Traffic Sign Shop (1430A W. Canal St.) Relocation is being considered due to the age and required maintenance costs of the facility as well as the potential economic benefit of the facility being converted to private use. The request did not include funding to build the new facility.

No request was submitted in 2014.

Six year request history

2014	\$0
2013	\$350,000
2012	\$500,000

City Hall Restoration

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013					0		
2012	39,302				0		
2011	67,003				0		979,769
2010	3,343,305				0		43,684
2009	9,845,772				0	(100%)	(622,435)
2008	23,720,272		6,320,000		6,320,000	(58%)	18,345,540
2007	10,220,272		15,000,000		15,000,000		25,940,265

The City Hall restoration project began in the late 1990's. The initial cost estimate was \$22.5 million. \$640,000 was budgeted in 2000 for detailed engineering and architectural studies. As a result of the studies the cost estimate increased to \$44 million. It was estimated that the project could be completed by 2006. Bids received were substantially higher than the estimates. The project moved forward and was completed in December of 2008 with a final budget of \$76.5 million.

In February 2011 a portion of one of the new terra cotta units fell from the building and into the street. An investigation began to determine the cause and extent of the failure. Inspections revealed spalling, cracking, displacements and other signs of instability in a portion of the new terra cotta units. As a safety precaution several units were removed from the building. The cracking observed in many of the new terra cotta units has been determined to be primarily the result of stress cause by the expansion of free water in the grout fill as it froze. Current estimates put repairs at nearly \$16 million.

The Common Council transferred \$2.6 million (CC file 111320) from the City Hall Hollow Walk Structural Repairs account to the City Hall Restoration account to fund the investigation and other activities relating to the failure of the terra cotta.

IT Equipment Room Compliance Program)

This program would investigate the current definition of an information technology equipment room, determine which rooms throughout the City meet that definition and make necessary upgrades to the rooms to bring them in compliance with current building codes. This program has received no capital funding,

This project is on HOLD per DPW – no request submitted for 2012, 2013 or 2014

Building codes now have special and specific construction, power source, fire suppression and ventilation requirements for technology data rooms. **This program may require significant future capital expenditures to bring existing data and computer rooms into compliance.**

Six Year Request History

2014 \$0
2013 \$0
2012 \$0
2011 \$450,000

ZMB Lower Parking Floor Restoration

Budget Yr.	Carryover	Tax Levy	Gen Oblig.	Grant/Aid	Total	Change	Actual
2014 Request					\$0		
2013	342,368				0		
2012	1,584,441				0		
2011	86,500		1,530,000		1,530,000	1,669%	1,240,926
2010	0		86,500		86,500		532
2009	0				0		47
2008	0						0
2007	0						

A defect in the garage floor in the Lower Parking area of the ZMB was discovered in 2008. Professional design services (\$86,500) were included in the 2010 Budget. Construction of the new floor began in June 2011. The project was completed in 2011 11% under budget.

In May 2012, \$105,000 was transferred from the ZMB Lower Parking capital account to the Building Exterior Façade Restoration capital account. The transfer will facilitate the completion of the façade repairs on the east and west ends of the ZMB.