

2016



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# DPW- FLEET

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## 2016 Proposed Plan and Executive Budget Review

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Budget Hearing: October 14, 2015  
Last Updated: October 7, 2015

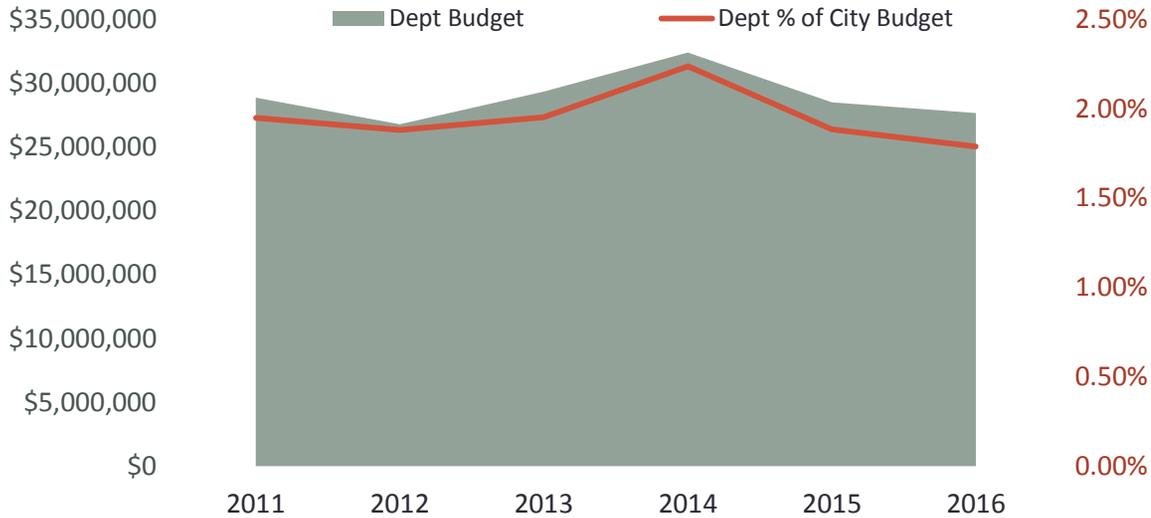
Version 8.1



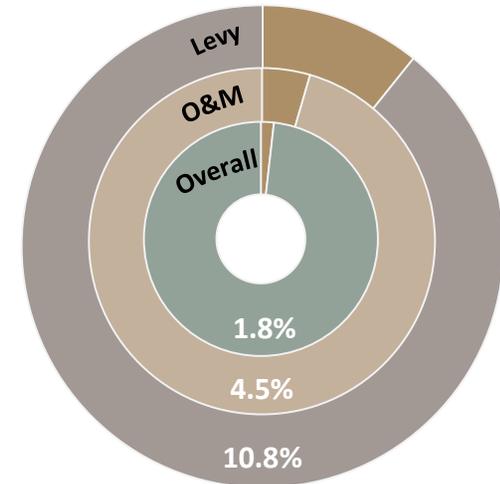
**\$27,642,571**  
Proposed 2015 Budget

**\$839,742**  
Change in Proposed Budget

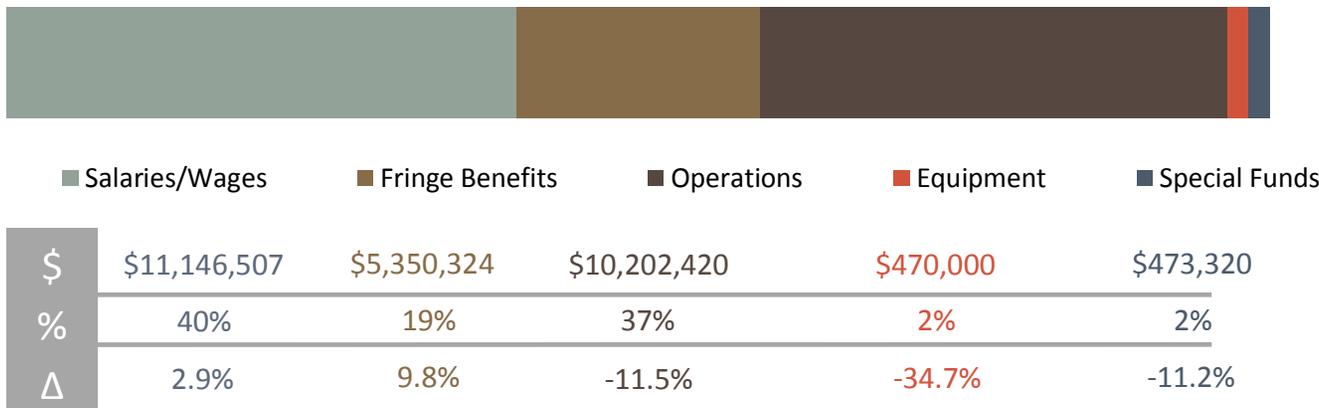
**2.9%**  
% Change in Proposed Budget



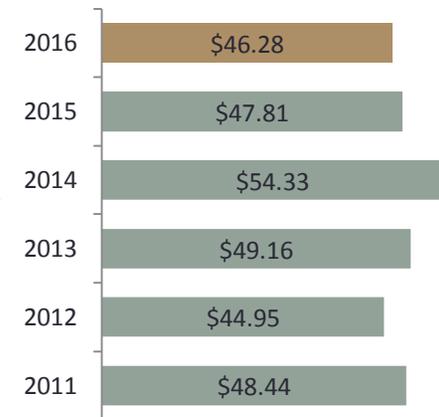
Departmental Budget Impact



Departmental Budget Appropriation Category



Budget per Capita



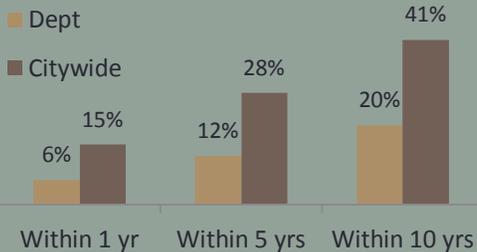
**\$3.89 million**

Amount Fleet (Services & Operations Sections) exceeded its 2014 Budget (13.7% over-budget). Approximately \$2.8 million of this relates to salaries and benefits.

**23.6%**

Decrease in Fleet's "Energy" budget from the 2015 Budget to the 2016 Proposed Budget (over \$1.24 million). See page 4 for details.

**Retirement Eligible**



**0**

Change in Positions

**0.0%**

% Change in Positions

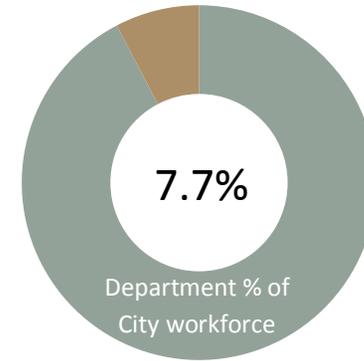
**24**

Current Vacancies

**2**

Voluntary Separations

**Departmental Personnel Budget**

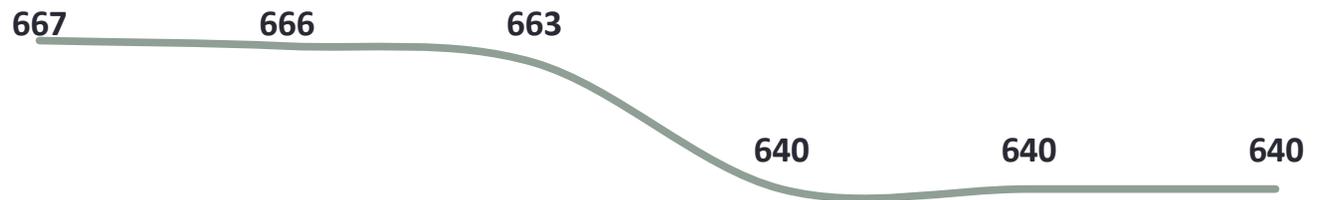


**Staffing Update**

The 2016 Proposed Budget eliminates one Garage Attendant position and creates one Radio Service Technician position. Fleet anticipates this position will serve as a "technical subject expert" for design, procurement, troubleshooting and administration of equipment, services and software related to radio communications and GPS/AVL for DPW.

**Staffing Update**

Fleet notes that the incentive-based pay plan for vehicle service technicians (VSTs) implemented in 2013 has enabled Fleet to shift resources to meet operational demands. Fleet has also noticed increases in employee morale and an improved sense of belonging and buy-in with a majority of VSTs. A similar certification-based pay plan for Tractor Operators is currently being developed.



**Department Positions  
2011-2016**

**\$0**

Amount spent to purchase fill in 2015 (through September), due to Fleet using fill from various other City excavation projects.

**12.4**

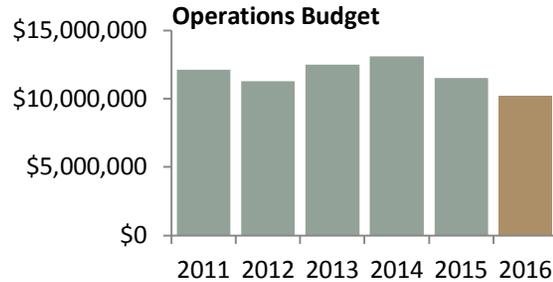
Average age of Fleet's equipment, up from 11.9 in 2013 and 9.5 in 2009.

**826**

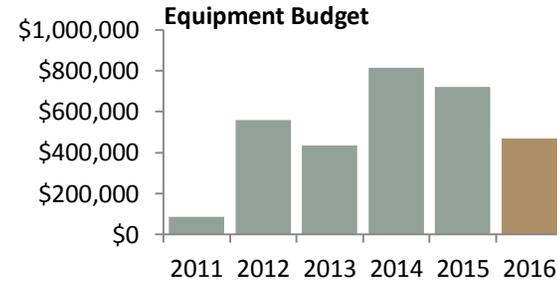
Total number of mobile radios, portable radios or radio consoles using the OpenSky network or similar GPS service.

**\$23,258**

CMAQ grant funding to be applied to the purchase of 7 CNG refuse packers in 2016, 80% of the total "up-charge" for purchasing CNG propulsion instead of diesel.



42% | 42% | 43% | 40% | 40% | 37%  
Operations percent of department budget



0% | 2% | 1% | 3% | 3% | 2%  
Equipment percent of department budget

**Revenues**

Fleet estimates that \$4,089,000 will be generated in revenues in 2016. This is a \$571,000 (12.3%) decrease from the 2015 Adopted Budget and a \$108,000 (2.7%) increase from 2014 actual revenues. Revenue is generated through reimbursements from other departments for various repairs, fuel, equipment utilization and services.

**Grants**

In 2015, Fleet received a Congestion Mitigation and Air Quality (CMAQ) grant to fund 80% of the "up-charge" for Compressed Natural Gas (CNG) engines for 20 new refuse packers. The CNG cost is approximately \$41,000 per truck, \$33,000 of which will be funded by the grant. Seven trucks will be purchased in 2016, 7 in 2016 and 8 in 2017.

**Special Purpose Accounts**

Fleet has no Special Purpose Accounts.

**Capital Programs and Projects**

Major Capital Equipment: \$6,725,000

This program provides for equipment whose cost exceeds \$50,000 and has a life expectancy of at least 10 years - focusing on equipment replacement for garbage and recycling collection, snow and ice control, and pick-up and dump trucks for use as pool equipment. The 2016 Proposed Budget funds all of the department's requests.

## \$1.08 million

Amount Fleet exceeded its 2014 “Tools & Machinery Parts” budget, mostly due to snow plowing. Fleet also exceeded its “Other Operating Supplies” budget by \$73,819.

## 13.23%

Percent of Fleet’s parts used for snow-related repairs during the 2013-2014 winter season. Fleet normally uses about 8.5% of parts for snow-related repairs.

## 86.7

Average tons of debris generated per house demolished by the City in 2015. The average commercial property generated 292.7 tons of debris.

## 6,698

Total tons of demolition debris hauled away by the City in 2015, at a cost-per-ton of \$43.

### Fuel Efficiency

Fleet estimates that 12% of the fuel DPW uses is CNG, and that the cost difference between CNG and diesel fuel has saved \$508,000 since 2012 via its 43 refuse trucks alone. Fleet notes, however, that its vehicles are aging to the point where it is more imperative to replace more gasoline vehicles at a lower price, than to buy alternative-fuel vehicles at a higher cost, especially if grant-funding is not available. Several other factors are considered by Fleet when determining which equipment to purchase. For instance, propane is about 77% as efficient as gasoline on a per-gallon basis, and for the first time in several years, the cost of diesel fuel is less than the cost of gasoline. Operational needs are considered, as well. For instance, automated CNG packers are too front-heavy to be used for plowing.

### Fleet Maintenance

The winter of 2013-2014 resulted in significantly more snow and ice control operations than normal, along with corresponding costlier increases in repair and parts costs. An increased emphasis on salt conservation appears to also have resulted in greater use of plows and subsequent repairs.

### Public CNG Expansion

Improvements are currently underway at the City’s Ruby Avenue Garage to double the capacity of the CNG system, provide 24/7 access for public refueling and provide a repair area compliant with National Fire Protection Association standards. The expected completion date is November, 2015.

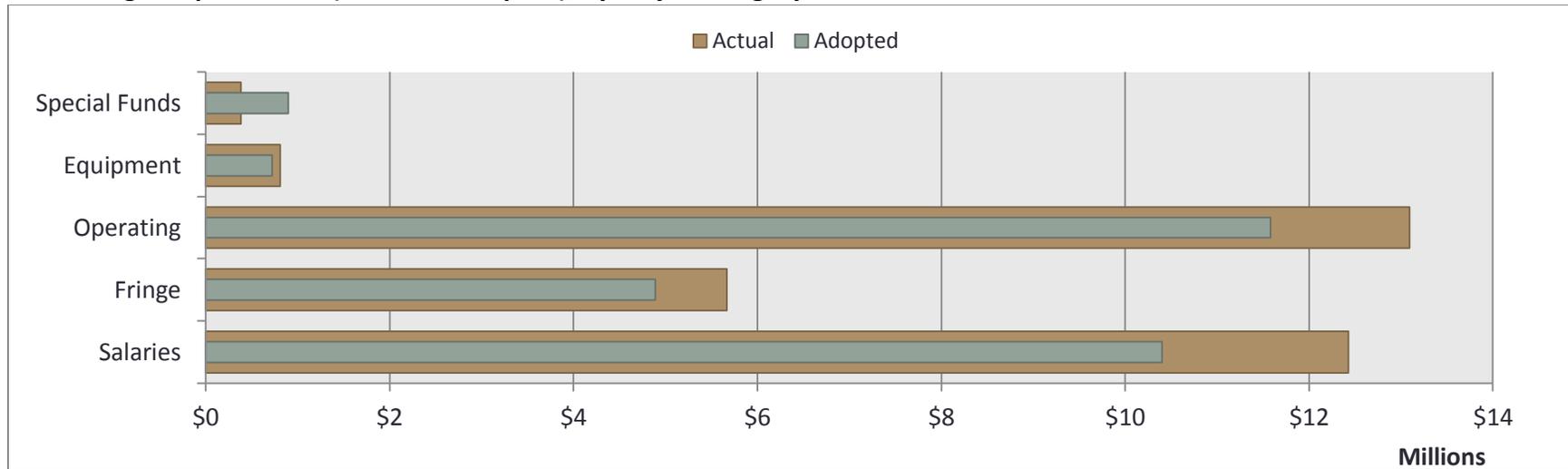
### GPS Services

Fleet plans to integrate cellular-based GPS services into non-radio equipped vehicles in 2016, using various other electronic devices to facilitate more efficient dispatching and fleet management.

### In-House Demolition Program

From January to September, Fleet razed and rough-graded 68 properties, and is on pace to complete 90 by year-end. Six of these were commercial properties. Fleet estimates that the average residential property requires 2 days to complete, while commercial properties may take up to one week.

**2014 Budget Expenditures (Actual vs Adopted), by Major Category.**



**Alternative-fuel Vehicles in the City's Fleet.**

Type of Equipment	Current # Units	Anticipated # by 2016	Average Payback Time (Yrs.)	Marginal Cost
CNG Packers	43	59	7.9*	\$42,000
CNG Cars	3	3	9.7	No longer available
CNG Cargo Van	5	5	12.0	\$16,000
Hybrid Cars	16	16	3	\$3,000
Hybrid SUVs	19	19	4	\$6,000

\*Assuming no grant funding.

**In-House Demolition Program Expenditures, 2014 to 2016.**

Cost	2014 Actual	2015 Estimate	2015 Actual (YTD)	2016 Estimated*
Disposal	\$316,092	\$361,000	\$288,014	\$346,320
Clean Fill	\$0	\$122,000	\$0	\$100,000
Equipment Rental	\$45,000	\$45,000	\$0	\$27,000
<b>TOTAL</b>	<b>\$361,092</b>	<b>\$528,200</b>	<b>\$288,014</b>	<b>\$473,320</b>

\*2016 estimates based on the 2015 trends (e.g. an increasing number of commercial properties).