

2019 Capital Budget: Proposed Common Council Amendments

Amendment # 1

Agency: Engineering-Bicycle and Pedestrian **Project #:** 11112
Project: Safe Routes Grants
Sponsors: Alder Baldeh
Co-Sponsor(s): Alder Carter

Amendment

Amend the language for the Safe Route Grants program eligibility requirements as follows:

"Eligible projects include those that install sidewalk adjacent to an existing street where the right of way was annexed prior to 1981 or where the properties were developed prior to be annexed to the City. The project must also be located an area where the frontage is at least 70% single family or two family dwelling units."

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$0
TOAH Impact	\$0.00

Discussion

Analysis

The proposed amendment changes the eligibility requirements for the Safe Routes Grant program in the Engineering-Bicylce & Pedestrian capital budget. The grant program is funded by GO Borrowing and pays 50% of a property owner's sidewalk assessment if the defined eligibility requirements are met.

This existing eligibility requirements are:

- 1) Includes properties that are adjacent to an existing street where the right of way was annexed prior to 1981.
- 2) Includes properties that are adjacent to an existing street where 75% of the properties are single family or two family dwelling units.

The revised eligibility requirements under this proposed amendment are:

- 1) Includes properties that are adjacent to an existing street where the right of way was annexed prior to 1981 or the property was developed prior to being annexed by the City.
- 2) Includes properties that are adjacent to an existing street where the frontage is at least 70% single family or two family dwelling units.

There is no additional appropriation required for this amendment.

Operating Impact

Annual Impact: 0

There are no operational impacts anticipated for the proposed amendment.

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Amendment # 2

Agency: Engineering-Bicycle and Pedestrian Project #: 10148
 Project: Sidewalk Program - Concrete Bus Stop Pads
 Sponsors: Alder Palm
 Co-Sponsor(s): Alder McKinney, Alder Skidmore

Amendment

Add \$100,000 of GO Borrowing to each year of the CIP within the Sidewalk Program to install new concrete bus stop pads.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	100,000	100,000	100,000	100,000	100,000	0
Other	0	0	0	0	0	0
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0

Amendment Impact

Debt Service	\$58,615
TOAH Impact	\$0.62

Discussion

Analysis

The proposed amendment adds \$100,000 of GO Borrowing annually to the Engineering-Bicycle & Pedestrian Sidewalk Program to install new concrete bus pads over a five-year installation period at all of the unimproved Metro Transit bus stops throughout the City. The concrete bus pads will be installed at unimproved bus stop locations where existing concrete pads are not yet installed. The installation of the new concrete bus pads will be administered via the Sidewalk Program and will add concrete bus pads to approximately four aldermanic districts annually over a five year period.

Metro and Engineering staff estimate that there are approximately 460 unimproved bus stops in the City that will be eligible for new concrete pad installation via this proposed budget amendment. The average estimated cost per concrete bus pad installation is \$1,000. In 2018 approximately 50 new concrete bus pads were installed at unimproved bus stops, funded by the Metro Transit operating budget. The proposed annual funding increase of \$100,000 to be added to the Sidewalk Program will allow for an annual pace of approximately 100 concrete bus pad installations per year.

The 460 estimated unimproved bus stops in the City of Madison do not meet all requirements of the Americans with Disabilities Act (ADA) for accessible boarding locations. The proposed amendment to provide concrete pads for the unimproved bus stops will align all of Metro's bus stops as ADA accessible boarding locations. Metro staff estimate that 1,200 existing bus stops currently meet the ADA requirements.

\$100,000 of existing expenditure appropriation within the Metro Transit purchased service operating budget for sidewalk maintenance will remain for 2019. This existing \$100,000 of budget appropriation will be assigned to any maintenance work on existing concrete bus pads as well as concrete bus pad snow removal costs.

Operating Impact

Annual Impact: 0

The cost for snow removal from the concrete bus pads will be expended to Metro Transit within existing appropriation in the operating budget in the purchased services sidewalk maintenance line item. Metro Transit has \$100,000 budgeted annually for concrete bus pad maintenance and snow removal costs.

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Amendment # 3

Agency: Engineering-Bicycle and Pedestrian Project #: 10148
 Project: Sidewalk Program - Capitol Square Cafe Areas
 Sponsors: Alder Verveer
 Co-Sponsor(s): Alder Zellers

Amendment

Appropriate \$100,000 for structural modifications to cafe areas and planters near the Capitol Square to provide fully ADA accessible cafe space with raised planters, green space, and tree plantings. The amendment will be jointly funded by GO Borrowing (\$66,700) and TID 45 reimbursable borrowing (\$33,300).

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	66,700	0	0	0	0	0
Other	33,300	0	0	0	0	0
Total	\$100,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$7,819
TOAH Impact	\$0.08

Discussion

Analysis

The proposed funding will construct ADA accessible café spaces with raised planters, green space, and tree plantings at three locations on the Capitol Square, specific locations include: Genna's Lounge, Tippy Cow, and Boar & Barrel.

As proposed the amendment will be jointly funded by GO Borrowing and borrowing in TID 45. The project component funded by TID 45 will be for the cafe space near Genna's Lounge within the TID 45 boundaries. Based on projected incremental revenues and debt service costs assigned to TID 45 in 2019, the district has \$15.1 million of unrecovered costs that will be recovered in future year incremental revenue within the district. Annual incremental revenue is projected to be \$543,365 in 2019.

Operating Impact

Annual Impact: 0

The proposed amendment has no operating impact.

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Amendment # 4

Agency: Information Technology Project #: 17231
 Project: DCR Case Management
 Sponsors: Alder Kemble
 Co-Sponsor(s): Alder Verveer

Amendment

Appropriate \$20,000 in GO Borrowing for cost overruns associated with the Department of Civil Rights Case Management software software system.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	20,000	0	0	0	0	0
Other	0	0	0	0	0	0
Total	\$20,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$2,345
TOAH Impact	\$0.02

Discussion

Analysis

The proposed amendment appropriates an additional \$20,000 of GO Borrowing in 2019, bringing the total amount for the DCR Case Management capital project to \$100,000. The 2017 Adopted Capital Budget included \$80,000 for the project, which was reauthorized for the 2018 CIP and now reauthorized for the 2019 CIP. The proposed amendment will allow enough budget authority to expand the case management software to replace the Attorney's Office current legal assignment tracking software and for any additional interfaces or data conversion costs during implementation. The additional functionality and current RFP process for the case management software puts the cost of the capital project closer to \$100,000 than the originally budgeted \$80,000.

Operating Impact

Annual Impact: 13,500

The proposed amendment covers annual subscription costs 2019. The annual subscription costs (\$13,500) will have to be built into the operating budget beginning in 2020.

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Amendment # 5

Agency: Planning Division Project #: 65001
 Project: Municipal Art Fund
 Sponsors: Alder Bidar-Sielaff
 Co-Sponsor(s): Alder Rummel

Amendment

Add \$150,000 in GO Borrowing in 2019 for the Municipal Art Fund for the Highland Avenue and University Avenue Underpass Art Project.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	150,000	0	0	0	0	0
Other	0	0	0	0	0	0
Total	\$150,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$17,585
TOAH Impact	\$0.19

Discussion

Analysis

The proposed amendment adds \$150,000 GO Borrowing to the Municipal Art Fund capital program. The \$150,000 will contribute to the Highland Avenue and University Avenue Underpass Art Project, which needs approximately \$165,000 of additional funding to cover the remaining project costs of \$212,000. The remaining \$15,000 of the \$165,000 is expected to be covered by private fundraising and held by a fiscal agent separate from the City.

To date, the Municipal Art Fund capital program has approximately \$358,000 in available budget authority. Planning's capital budget proposal for the Municipal Art Fund identified \$180,000 of planned projects for 2019.

Operating Impact

Annual Impact: 0

The proposed amendment does not require any operational costs.

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Amendment # 6

Agency: Police Department Project #: NEW
 Project: Police Body Worn Camera Pilot
 Sponsors: Alder Hall
 Co-Sponsor(s): Alder Bidar-Sielaff, Alder Furman, Alder Kemble, Alder Martin, Alder Phair, Alder Rummel, Alder Zellers

Amendment

Remove \$104,000 in GO Borrowing in 2019 for approximately 47 body worn cameras, related equipment and training that was added to the 2019 Capital Budget by the Finance Committee's amendment #12.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	(104,000)	0	0	0	0	0
Other	0	0	0	0	0	0
Total	-\$104,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	-\$12,192
TOAH Impact	-\$0.13

Discussion

Analysis

In 2014, the Police Department was asked to provide a report to Council providing an overview of the use of body worn video cameras and the costs of a potential pilot program. The report was delivered in December 2014. As a result, a committee was formed to solicit community input on the subject. The end result was that the committee did not recommend the use of body worn video cameras at that time. The committee's work led to the development of an ad hoc committee to study Police policies overall. This committee selected a vendor, OIR Group, and the Police Policy Study was completed in December 2017.

In the report, the OIR Group does not advocate for one outcome or the other regarding a body camera pilot. Their recommendations include "urging the City and its stakeholders to be clear about what they want and expect from the program, and how those things might correspond to the inevitable limitations of the technology. Additionally, we strongly recommend a collaborative, transparent phase policy development. Lastly, and to assist in that development should the City at some point wish to move forward, we offer detailed suggestions as to the features that effective body-worn camera policies should have."

The MPD Ad Hoc Committee has reviewed and discussed the OIR recommendations and will be making recommendations about body worn cameras in its final report that is scheduled to be submitted to the City Council by February 26, 2019.

The 2015 CIP included \$75,000 in 2016 for Police Body Cameras. The funding was adopted in the 2016 Capital Budget. In 2017, the project was removed from the CIP.

In 2018, by way of amendment, the Finance Committee added \$123,000 for a one-year body worn camera pilot program in one Police district. This funding was subsequently removed by a Council amendment in the same year.

In 2019, by way amendment, the Finance Committee added \$104,000 for a one-year body worn camera pilot program in one Police district. An additional \$26,000 was added by Finance Committee amendment to the Police Department operating budget for overtime related to this pilot.

The Department estimates that the capital cost for full implementation of a body worn camera program would be approximately \$785,500.

Operating Impact

Annual Impact: (26,000)

The pilot would require \$26,000 in 2019 to fund overtime for processing the video and camera system maintenance.

Future operating costs if the program is implemented citywide would require three additional positions and ongoing software and maintenance costs. The estimated annual cost of implementing the program citywide is \$250,000.

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Amendment # 7

Agency: Police Department Project #: NEW
 Project: Vehicle for Investigative Services Lieutenant
 Sponsors: Alder Skidmore
 Co-Sponsor(s): Alder Verveer

Amendment

Appropriate \$28,200 in GO Borrowing for a detective level vehicle in the Police Department budget.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	28,200	0	0	0	0	0
Other	0	0	0	0	0	0
Total	\$28,200	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$3,306
TOAH Impact	\$0.04

Discussion

Analysis

Finance Committee operating budget amendment #27 created a civilian Human Resource Manager in the Police Department's operating budget effective July 2019. The amendment also reassigned the Police Lieutenant currently performing those duties to Investigative Services adding staff capacity to the Special Victims Unit to focus on human trafficking issues. The Lieutenant will require a vehicle to perform the duties in the reassigned position.

Operating Impact

Annual Impact: 3,700

Annual operating costs associated with the vehicle (fuel, maintenance, depreciation) are anticipated to be \$7,400. In 2019, the cost is anticipated to be \$3,700 and will be absorbed in the Department's existing budget.

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Amendment # 8

Agency: Police Department
 Project: Surveillance Cameras
 Sponsors: Alder Rummel
 Co-Sponsor(s): Alder Verveer, Alder Zellers

Project #: NEW

Amendment

Appropriate \$24,000 in GO Borrowing for four (4) surveillance cameras to be installed on the Capital City Trail bike path between Livingston Street and Thornton Avenue.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	24,000	0	0	0	0	0
Other	0	0	0	0	0	0
Total	\$24,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$2,814
TOAH Impact	\$0.03

Discussion

Analysis

The total cost will be \$24,000 or an average of \$6,000 per camera which includes installation and other costs. The use of security cameras began in 2005 as part of a Madison Police Department downtown initiative. Currently the Police Department is responsible for approximately 80 cameras. The 2018 Adopted Capital Budget includes \$125,000 for 18 cameras.

Operating Impact

Annual Impact: 2,000

The estimated ongoing operating costs are \$500 per camera, \$2,000 annually. The cameras will be maintained Traffic Engineering field staff.

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Amendment # 9

Agency: Stormwater Utility Project #: 11513
 Project: Citywide Flood Mitigation
 Sponsors: Alder Martin
 Co-Sponsor(s): Alder Carter, Alder Furman, Alder McKinney, Alder Phair

Amendment

Appropriate \$5,770,000 in the Stormwater Utility to increase the 2019 budget for Citywide Flood Mitigation (\$5.15m in GO Borrowing and \$0.62m from Impact Fees); and, transfer \$1,100,000 (\$0.85m in GO Borrowing and \$0.25m from Reserves) from the Starkweather Coagulant Treatment project to Citywide Flood Mitigation. If adopted, the 2019 budget for Citywide Flood Mitigation will be \$7,770,000.

Amendment Amount

	2019	2020	2021	2022	2023	2024
GO Borrowing	5,150,000	0	0	0	0	0
Other	620,000	0	0	0	0	0
Total	\$5,770,000	\$0	\$0	\$0	\$0	\$0

Amendment Impact

Debt Service	\$603,737
TOAH Impact	\$6.43

Discussion

Analysis

The proposed amendment increases funding for Citywide Flood mitigation by \$6,970,000 in 2019 which is twenty times the program's annual funding in 2018. The increased funding will be used for the following projects:

- \$775,000 for watershed, flood, and planning studies.
- \$1,170,000 for land acquisitions.
- \$5,025,000 for public works projects that are a direct result from the August 2018 flood events.

The increased funding for this amendment comes from additional GO Borrowing and transferring funding for the Starkweather Coagulant Treatment project.

Stormwater GO Borrowing:

The 2019 Executive Budget includes \$11.6 m for Stormwater Utility projects (this includes the Stormwater component of Major Streets projects). If adopted, the total authorized GO Borrowing for the Stormwater Utility will increase by 44%; this increase will result in increased debt service payments that will be repaid through future year rates. If adopted, future year rates increases could be as high as 8%; from 2016 to 2018 the average annual rate increase was 2.5%.

Based on the 2019 Executive Operating Budget, debt service payments (principal & interest) represent 41% of the Stormwater Utility's operating budget.

Starkweather Coagulant Treatment Project:

The Starkweather Coagulant Treatment project first appeared as a standalone project in the 2018 Capital Improvement Plan. At that time the project's total estimated cost was \$6.0m; \$900,000 was appropriated in 2018 to begin the project that was anticipated to be completed in 2020. The project has experienced a number of delays in 2018 resulting in \$540,000 (or 60% of the total 2018 appropriation) being transferred to other Stormwater projects.

The 2019 Executive Capital Budget anticipated construction of the project would begin in 2019. Construction funding for project was reduced from an anticipated \$5.0m, as shown in the 2018 CIP, to \$2.7m in the Executive Budget. This amendment proposed transferring an additional \$1.2m (or 44% of what was included for 2019) to the Citywide Flood Mitigation program. Transferring these funds may result in the need for additional GO Borrowing in order to complete the Starkweather project in future years.

Operating Impact

Annual Impact: 605,000

The proposed amendment will increase annual debt service payments as a result of the increased Stormwater Utility supported GO Borrowing. Those payments will be funded by ratepayers who provide revenue to the Stormwater Utility.