



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator
Marti Praschan, Financial Services Area Administrator & CFO
Kim Buselmeier, Financial Manager
Matthew Kulhanek, Fleet & Facilities Manager
Greg McDonald, CTN Manager
Tom Shewchuk, Information Technology Services Unit

SUBJECT: FY24 Budget: City Administration

DATE: April 28, 2023

Question #43: What does staff view as the most critical part of Council Chambers that needs updating? When was the last time it was updated and what was done? Please provide an approximate breakdown in costs for what is envisioned (e.g., how much of the 200k is tech upgrades, etc.). (Councilmember Akmon)

Response: The technology updates are the most critical aspect of the project. The improved technology will enhance virtual meeting capabilities, improve room audio, improve room aesthetics, and audio/video control.

The last update to Council Chamber occurred in 2013/2014 and included the construction of the Councilmember seating area, podium and Councilmember monitors, the large monitors behind Councilmembers were placed in the ceiling, and supporting network technology was installed.

Estimated Project Costs: Please see chart below.

Large Monitor (East Wall) – 75”	\$5,000.00	Place large monitor on the back wall opposite of council.
Upgrade CTN video production system, integrate monitors for CTN/IT feeds, rework podium, and professional services	\$125,000.00	Upgrade all the technology in the room by engaging a professional services firm to design and implement.
Larger control room for CTN	\$20,000.00	Move or construct a larger space for CTN instead of being in a closet.
2 large monitors behind council – 75”	\$15,000.00	Replace current large screen monitors that retract from the ceiling. The current configuration limits movement behind seating at the dais.
New network equipment room	\$10,000.00	Current equipment is in a closet and should be moved to the proper network room that houses all other networking equipment for the floor.
Total Estimate:	\$175,000.00	



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator
Marti Praschan, Financial Services Area Administrator & CFO
Kim Buselmeier, Financial Manager
Derek Delacourt, Community Services Area Administrator

SUBJECT: FY24 Budget: Community Services

DATE: April 28, 2023

Question #24: Racial Equity and SF Zoning. I am glad to see this \$\$ back in the budget and under the stewardship of DEI. In the meantime, a great deal of historical perspective on this topic has been provided by the AAHC/OCED series and by the remarkable labors of the Community Leadership Council. One theme that has occurred from that work, in addition to the valuable history, is the unrepaired damage that occurred from losing the Black business district when AA's Black population was "scattered" in the 1980s. Might some portion of this money be used to do an inventory of minority-owned businesses today and to explore how to support those businesses in the face of zoning changes, such as TC-1, that are meant to encourage new residential development but may risk displacing these thriving businesses? (Councilmember Disch)

Response: The funding as originally contemplated is not currently included in the City Administrator's recommended budget for FY24.

Question #39: Within your proposed budget, did you plan for additional staff resources to support the growing needs in Rental Housing complaints/enforcement? If not, can you anticipate the budget needs to fill this role? (Councilmember Radina)

Response: There is not funding or staff proposed in this budget for additional enforcement related to the recently adopted Council ordinances. Enforcement and expectations will need to be adjusted accordingly unless additional funding is provided through the amendment process. At present we do not have a clear understanding of what skill sets the person would need to have and exactly what authority they would possess.

Question #42: Why was Fuller Park chosen for centennial park and the associated investments going there? (Councilmember Akmon)

Response: Staff looked at multiple parks, identifying those that were large enough to host a series of potential bicentennial events and commemorative activities, those that were not named after a specific individual, those that have investments already outlined in the Capital Improvements Plan, and parks that were large enough to celebrate the entire community. Upon reviewing this list, Fuller Park emerged as a prime candidate and its connection to the water made it an ideal place to celebrate both the City's past and future. For these reasons, Fuller Park was brought forward as the leading candidate for bicentennial park.

Question #44: What kind of strategic land acquisition is being referred to in the budget (this was mentioned in the discussion about selling the Kline lot)? What would the city be acquiring land for? (Councilmember Akmon)

Response: The current reality is that various parcels of land becomes available and the ensuing transaction leads to the parcel being moved from the tax generating roles to a nontaxable status. There have been opportunities in the past for the City to acquire the land before that happens, but we were never poised financially to do so. The idea here is that the City would weigh whether it has any long term need for the parcel, or it could be acquired for subsequent resale in a manner that kept it on the taxable rolls. Essentially the City would be doing strategic land banking to protect its interests.



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator
Marti Praschan, Financial Services Area Administrator & CFO
Kim Buselmeier, Financial Manager
Brian Steglitz, Public Services Area Administrator
Skye Stewart, Chief of Staff, Public Services

SUBJECT: FY24 Budget: Public Services

DATE: April 28, 2023

Question #20: How does FY24 road spending compare to typical spend in prior years? (Councilmember Akmon)

Response: Due to the issuance of the Michigan Transportation Road bond, the budget allocation for road capital maintenance has escalated in recent fiscal years.

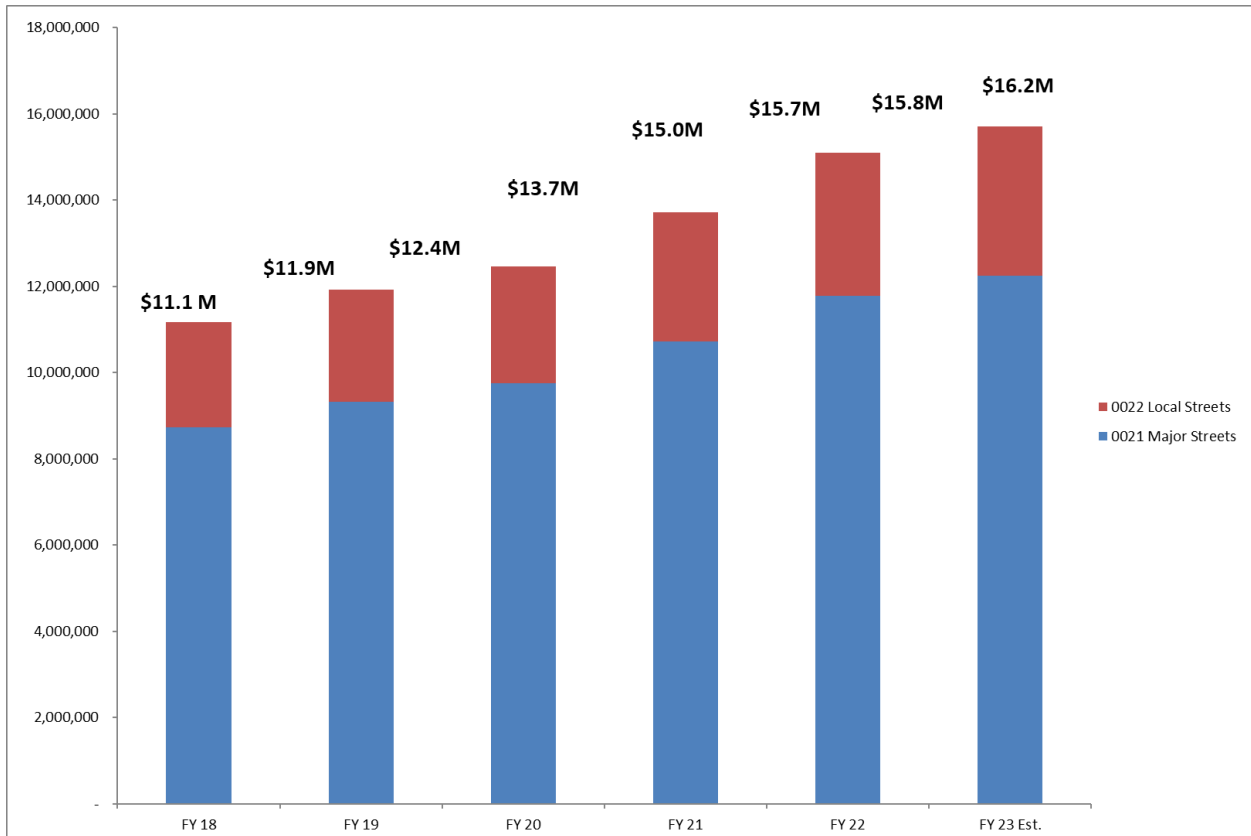
Question #21: How does FY24 sidewalk spending compare to typical spend in prior years? (Councilmember Akmon)

Response: Annual requested/approved budget request strictly for sidewalk repair/replacement and sidewalk gap installations are as follows:

FY22	FY 23	FY 24
3,193,000	3,785,402	2,977,230

Question #22: Can you provide a breakdown of how the city funds its roads (e.g. how much from millage, how much from state, etc)? (Councilmember Akmon)

The City funds right-of-way maintenance primarily by utilizing both Michigan Transportation Funds and the Street, Bridge, and Sidewalk Millage. It is difficult to report a specific “road” allocation as these funds are used on various infrastructure within the right-of-way and are not tracked in a manner that is easily reportable by a “road” category. Below is a historical representation of the funding received from Michigan Transportation Funds and revenue generated by the Street, Bridge, and Sidewalk Millage:



Street, Bridge, Sidewalk Millage Revenue



Question #29: Can Public Services estimate the savings anticipated due to adding two new FTE's to hire a Private Development Inspector and a Civil Engineer III rather than contracting out for these services? (Councilmember Disch)

Response: The City's billable rate for a Civil Engineer III is approximately \$100/hour. Using recent fee schedules from engineering consulting firms, a comparable position is billed out at roughly \$140/hour. For the Civil Engineering Specialist III position, the billable rate of a City employee is approximately \$73/hour versus roughly \$103/hour for a comparable position billed through a consulting firm. However, it should be noted that with the Civil Engineering Specialist position, there will be little or no actual cost savings for the City, as this person will be assigned to our Private Development team, and the cost of their activities will be recuperated through fees charged to developers. It is hard to compare savings between the two practices, there are different levels of oversight in both employing these positions directly and managing contractors. The advantage of adding FTEs in these areas is primarily to increase logistical and administrative efficiencies.

Question #30: Regarding the \$450k for a front loading recycling dumpster truck. Is this a replacement for existing equipment or is it new equipment? Will it serve the part of the multi-family customer base that has transitioned from carts to dumpsters? (Councilmember Disch)

Response: This is new equipment that will serve new multifamily and commercial recycling dumpsters, including any existing cart customers that transition to dumpsters.

Question #31a: Regarding the \$450k to create, implement, and manage commercial compost program. What is the relationship between this position and the anticipated program and the new downtown waste management contract? This figure covers the cost for developing and managing the program, not providing the service, correct? (Councilmember Disch)

Response: The expansion of the compost program will be to both commercial and multifamily users and we anticipate the money will be used to both develop a program and begin service. The money may be used to aid in the purchase of a truck, staffing or containers. The details will be worked out as we develop the program. The City plans to complete a solid waste cost-of-service study in FY24 and we will use the results of that study to determine how best to fund and expand the commercial compost program. The cost-of-service study will help us set our priorities in service delivery and create an equitable sustainable pricing structure.

Question #31b: What percentage of the client base for commercial composting is made up of restaurants? (Councilmember Disch)

Response: We have not calculated what percentage of the commercial client base is restaurants; however, we do know that 20% of the commercial accounts in the downtown

are restaurants. We will look at this data for the whole city when we complete the cost of service study.

Question #31c: Will commercial composting service be offered as a subscription service for an additional charge on top of current commercial solid waste fees? If so, will incentives be offered to motivate commercial clients to subscribe? Will this position engage stakeholders to determine what incentives might be likely to succeed? (Councilmember Disch)

Response: Initially it will be offered as a subscription, but we hope to incentivize participation in some way. We are evaluating this and will also have more clarity on the overall costs when the cost-of-service study is complete

Question #32: Solid Waste Cost of Service Study: is this City-Wide or focused on downtown? When will it be completed? (Councilmember Disch)

Response: The Cost of Service Study is planned to be City wide. The RFP is being developed now and should be released in the next month, pending FY 24 budget approval. The project, once started, will take 6-9 months to complete.

Question #33: Drainage studies on gravel roads (\$250k x 4 years): why is the money for these studies drawn exclusively from the General Fund? Are there other potential sources given that it supports resiliency? (Councilmember Disch)

Response: The funding for these studies has been budgeted in the General Fund as a placeholder because it is not yet clear if the recommendations from the various studies will be focused on the roads, on the stormwater system, or both. Depending on the recommendations that result from the site-specific studies, streets funding or stormwater funding may ultimately pay for some or all of the studies.

Question #34: Please elaborate on the responsibilities associated with the new Environmental Planner position. (Councilmember Disch)

Response: Key responsibilities for the Environmental Planner/Environmental Services Coordinator (final title TBD) are expected to include:

- Primary Point of Contact for Gelman, including serving as the City's representative to CARD
- Landfill Oversight and Regulatory Compliance
- Environmental Consult on Site Plan and Development Reviews
- Environmental Commission Liaison
- Subject Matter Expert for Environmental Policy and Compliance
- Oversight of City Contamination Sites for Public Services
- Biosolids Management Policies

Question #40: Can you please tell me how much money in the FY24 budget is going to non-motorized infrastructure (building, maintaining etc.) and what percentage of all

transportation funding for the city this represents? Can you provide a comparison to FY23? (Councilmember Akmon)

Response: A. Determining the funding that is “going to non-motorized infrastructure” is a challenging endeavor. Non-motorized expenditures are not tracked separately or easily calculated in totality. The distinction of non-motorized vs. motorized is not made at the maintenance or capital levels. For example, when sweeping, plowing, surface maintenance of the roadway occurs, the non-motorized infrastructure is maintained along with the roadway and the expense is not differentiated. When capital investment in the roadway occurs, the non-motorized infrastructure is built, and the expense is recognized with the cost of the road project.

As a part of the annual budget presentation made to the Transportation Commission, staff pulls out items from the budget that specifically are budgeted for Active Transportation system investment. Below is the itemization presented for FY 2024:

• Streetlight Replacement Program	\$530,000
• Uncontrolled Crosswalk Lighting Upgrades	\$150,000
• Traffic Calming	\$291,622
• Sidewalk Construction	\$1,777,230
• Sidewalk/Ramp Repair	\$1,200,000
• Crosswalk Improvements	\$328,000
• Non-Motorized Infrastructure	\$955,000
• Non-Motorized Planning/Asset Mgmt./Maintenance	\$604,309
• Needs Analysis/Conceptual Design	\$190,650
• Road Reconfigurations	\$100,000
• Accessible Pedestrian Signals/Bike Parking Pilot	\$100,000
• DTE Streetlight Conversions	\$240,000
• Teeline Trail – Phase I & II Environmental Study	<u>\$75,000</u>
Total:	\$6,541,811

The itemized investment budgeted in **FY 2023** for Active Transportation was as follows:

• Accessible Pedestrian Signals	\$52,000
• Crosswalk Upgrades	\$250,000
• Pedestrian Safety/Lighting Enhancements	\$265,894
• Sidewalk Gap Elimination	\$2,865,402
• Bike Lane Enhancements	\$90,000
• Sidewalk Repair/Replacement	\$920,000
• Bicycle Network Gaps/Bicycle Blvd./Outreach/Planning	<u>\$731,837</u>
Total:	\$5,175,133

In addition to the local funding included in the FY 2024 proposed budget, \$5.8M of Federal Grant Funding has already been awarded and the city has submitted Federal earmark requests that further support active transportation projects.

Question # 41: Additionally, I would like to know if the city ever had a regular allocation of Act 51 funds above 5%. My understanding is that it did at one point and then cut it. (Councilmember Akmon)

Response: On May 19, 2003, City Council passed #R-176-5-03, which established the minimum annual contribution from Act 51 funds to be 5%, and is attached for reference. The allocation has been consistent since that time. Exceptions to that level of contribution were in FY 2021, when an additional \$1M was contributed for the completion of the pedestrian related portion of the Allen Creek Berm project and FY 2023 when \$150K additional was contributed for the Catherine/Miller cycle track.

The FY 2024 recommended budget includes the 5% allocation from Act 51, which equates to \$789,072.

Council – May 19, 2003

R-176-5-03

RESOLUTION TO ESTABLISH AN INTEGRATED
BICYCLE LANE NETWORK

Whereas, The City of Ann Arbor has experienced dramatic increases in the number of vehicles using the city's streets;

Whereas, In response to this problem, the City has established the Alternative Transportation Team;

Whereas, The provision of effective and convenient alternative modes of transportation will mitigate traffic impacts on the city;

Whereas, One important component of an alternative transportation plan is the promotion of bicycle use, and research has shown that the provision of adequate and convenient bicycle facilities is crucial to increasing bicycle use;

Whereas, A number of research studies, including those of Goldsmith, 1992; Nelson & Allen, 1997; Clarke, 1998; Natsinas, Levine and Zellner, 2001) find that there is a statistically significant relationship between the length of in-road bicycle facilities and the level of bicycle use for commuting;

Whereas; Peer cities such as Boulder, Colorado, and Madison, Wisconsin, possess viable networks for alternative modes of transportation, but the Ann Arbor system has major missing links, despite the presence of extensive elements of a network;

Whereas, The City has determined that bike lanes will be constructed as part of road construction or renewal; and

Whereas, The City recognizes that the goal of an interconnected bike lane system will not be met by the piecemeal installation of bike lanes during road construction projects motivated by needs other than those of alternative transportation;

RESOLVED, It is the policy of the City of Ann Arbor to establish a connected network of bicycle lanes along main commuter routes;

RESOLVED, To this end, the City will review the City's Bicycle Master Plan to identify projects in the Downtown area, that can be constructed within the next 12 to 18 months to increase connectivity;

RESOLVED, To this end, the Alternative Transportation Team will evaluate the streets around the University for their Bicycle Level of Service, and that streets with a level of service below C will be prioritized; and

RESOLVED, That in order to finance this interconnected network, the percentage of Act 51 funds devoted to implementing the action plan in the Bicycle Master Plan, with an emphasis on bicycle lane construction, will be increased to 5% of total Act 51 funds annually. Any funds which are not utilized in a budget year will be deposited in an Alternative Transportation Fund and held for future projects.