



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator
Marti Praschan, Financial Services Area Administrator & CFO
Kim Buselmeier, Financial Manager
Shryl Samborn, 15th District Court Administrator

SUBJECT: FY25 Budget: 15th District Court

DATE: May 14, 2024

Question #30: 15th District Court: Can you provide a salary equity overview within different staffing levels at the Court? Are there gender disparities within job classifications? (Councilmember Radina)

Response: Human Resources is currently in the process of launching a city-wide compensation study for non-union employees. An equity overview within different grade levels will be performed once the new salary structure is in place. Human Resources also plans to look at gender disparities within those grades and job classifications. Attached is a copy of the current 15th District Court data.

Additionally, the court is hopeful that the new compensation structure will help lessen the pay disparity between the city and county. The county courts are paying higher wages, and their employees are paying significantly lower or no monthly parking fees.

Question #31: 15th District Court: What is the average annual caseload for the three Judges within the 15th District Court and how does this compare with the caseload for other area District Courts (for example, the average caseload for the lone judge on the 14B District Court or the three judges on the 14A District Court)? (Councilmember Radina)

Response: Cases are initiated in the district courts by prosecuting attorneys, law enforcement agencies, governmental agencies, companies, and individuals. The jurisdiction of the district courts is established by law. The 14A District consists of the county of Washtenaw County, except the township of Ypsilanti and the city of Ann Arbor. The 14B District consists of the township of Ypsilanti. The 15th District consists of the city of Ann Arbor.

The volume of cases received and handled by each district court is summarized by the caseload numbers. Caseload numbers can be affected by changes in law and public policy. For each of the three district courts, caseload numbers for calendar years 2018-2023 are included below in the table.

County	Court Code	2018	2019	2020	2021	2022	2023
Washtenaw	D14A	37,453	37,827	25,192	31,265	27,286	27,903
	D14B	18,179	17,939	11,225	11,585	12,862	12,189
	D15	20,088	23,116	22,009	24,393	22,794	21,258

Detailed caseload information for each district court for the most recent full calendar year, 2023, is included below. More detailed information can help show where resources such as judicial time, staff time and supplies are being utilized to process and resolve cases.

General civil (GC) and miscellaneous civil (GZ) cases typically utilize a higher level of resources. Per the State Court Administrative Office Time Guidelines, most GC and GZ cases reach resolution within 273 to 455 days. Criminal cases wherein a defendant elects to participate in the city or county pre-trial diversion programs or a problem-solving court program, will utilize more time and resources than those following the traditional route. Currently only the 15th District Court participates with prosecuting officials to offer pretrial diversion programs. However, all three district courts have problem-solving courts. 14A recently implemented a Sobriety Court; 14B has a Drug Treatment Court; and, the 15th District has a Veterans Treatment Court, a Sobriety Court, and a Mental Health Treatment Court. The case types that tend to take the least amount of time and resources to process and resolve are civil infraction and parking cases.

COURT																					TOTAL	
	EX	FY	OM	SM	FD	FT	OD	OI	OT	SD	SI	ST	OK	ON	SK	SN	GC	GZ	LT	SP		SC
14A	43	1,635	810	2,199	115	73	161	7,534	2,021	523	4,270	609	438	192	6	172	3,268	39	3,356	9	430	27,903
14B	0	1,043	445	681	72	44	174	2,215	893	181	463	258	142	239	1	13	1,418	14	3,785	7	101	12,189
15th	0	916	968	1,074	22	21	175	2,054	317	74	340	105	290	1,244	1	19	11,846	22	995	1	774	21,258

Case Type Legend

EX-Extradition/Detainer	ST-Statute Misdemeanor Traffic
FY-Felony Criminal	OK-Ordinance Parking
OM-Ordinance Misdemeanor Criminal	ON-Ordinance Civil Infraction Non-Traffic
SM-Statute Misdemeanor Criminal	SK-Statute Parking
FD-Felony Drunk Driving	SN-Statute Civil Infraction Non-Traffic
FT-Felony Traffic	GC-General Civil
OD-Ordinance Misdemeanor Drunk Driving	GZ-Miscellaneous Civil
OI-Ordinance Civil Infraction Traffic	LT-Landlord/Tenant Summary Proceedings
OT-Ordinance Misdemeanor Traffic	SP-Land Contract Summary Proceedings
SD-Statute Misdemeanor Drunk Driving	SC-Small Claims
SI-Statute Civil Infraction Traffic	



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator
Marti Praschan, Financial Services Area Administrator & CFO
Kim Buselmeier, Financial Manager
Sue F. McCormick, Interim Public Services Area Administrator

SUBJECT: FY25 Budget: Public Services

DATE: May 14, 2024

Question #22: The Public Services Dashboard 5-year trends indicate a very slight downward trend in our diversion rate of trash and a steeper decline in tons of recycling. If these are strong performance indicators, they would seem to indicate that we are not making progress in our zero waste goals. Expenses for Solid Waste are also increasing. What changes have we made to our budget to better achieve our solid waste goals? (Councilmember Briggs)

Response: The City has long focused on increasing the share of residential and commercial waste that avoids the landfill (the "diversion rate"). And it is correct that the City's diversion rate has trended down slightly from last year. In particular, the recycling stream total tonnage was lower than years past. This could be due to a variety of reasons:

- Industry trend of continual reduction in packaging size and weight
- Fewer items accepted in the curbside cart (for example scrap metal is now excluded)
- Residents buying fewer items overall as recycling is primarily comprised of packaging from kitchen, bath, and laundry household products.

The Diversion rate is a standard metric measured by many communities to gauge their progress towards reducing tons to landfill, and this is something the City will continue to measure. However, while diversion rate encourages all residents and businesses to recycle as much as possible from the waste they do generate, the City also wants to see them generate less waste overall. To that end, we are also tracking total tons generated from all streams (trash + recycle + compost) and average annual per capita waste generation.

While not shown in the budget book infographic the total tons of trash generated in 2023 were less than 2022, with an overall decrease of ~1,000 tons for all streams. Also, given changes in population and impacts from Covid on where people generate trash, staying relatively steady in diversion for the past few years is not an indicator of loss of progress.

Starting last year, the solid waste budget included a more robust education, outreach, and marketing contract with the Ecology Center, who has long been the City's partner in education for trash, recycle and compost programs. The new agreement expands the reach of the work to include multi-family properties, commercial businesses, community events and social-based marketing in addition to the long-standing youth education programming Ecology Center has provided. It also has expanded the depth of the programming to include focusing on fostering a local circular economy, reusing, and reducing overall waste generation which aligns with the zero waste ethos of Ann Arbor. Part of this work included the launch of a new social-based marketing campaign "More Life, Less Stuff" on Earth Day 2024. The campaign aims to encourage residents to generate less waste and connect more with the world around them. It will compile stories from residents and community partners about what those words and actions mean to them and build awareness that in Ann Arbor waste reduction and responsible materials management are community values. Information on the campaign can be found on the website: www.a2morelife.com.

Question #25: What is the approximate cost to install RRFB infrastructure at an existing Crosswalk? (Councilmember Radina)

Response: The cost of installing RRFBs varies based on the circumstances at each location. A reasonable estimate of the material and labor costs to install a double sided side-mounted RRFB (including new foundations) is approximately \$20,000. The new RRFBs on South State or Scio Church are a good representation of what this assembly looks like. It is also possible that additional concrete work could be needed (pedestrian refuge islands, new or reconstructed ramps, etc.) that is not included in that estimate. Depending on the location, a higher order RRFB (e.g. overhead mounted RRFB) could be needed as well, which would increase the cost substantially.

Question #26: What would be the approximate cost to install a mid-block crosswalk (that meets appropriate safety protocol for this roadway) on Packard between existing signals at Platt & Fernwood intersections to provide greater connectivity and additional pedestrian access to (and between) Packard Street businesses. (Councilmember Radina)

Response: Because Packard is currently a multi-lane arterial, the City's crosswalk design guidelines would likely suggest that an overhead RRFB, possibly with a pedestrian refuge island, would be appropriate at such a location. The cost of such an RRFB (like those found along Plymouth) is estimated to be approximately \$100,000 for material and labor costs. There could be additional costs (e.g. additional concrete work, ramp work, pavement markings) that are unknown until design work is underway. Also, please keep in mind that Council has instructed staff to study all multi-lane roads for possible road

reconfigurations (aka “road diets”). This is important because if this portion of Packard is determined to be a good candidate for lane reductions, then side-mounted RRFBs may be sufficient. This type of change can be seen at the crosswalks on South Main (@ Mosley, @ Davis, @ Hoover) – in which the crosswalks were upgraded with side-mounted (and not overhead) RRFBs after the road was dieted from 4 lanes to 3 lanes. Procedurally, staff has developed a prioritization system for crosswalk requests, and this location should be scored and prioritized against all other crosswalk requests across the City.

Question #27: Road Bond Year 3 - Independence Blvd: I have recently heard from constituents about some newer flooding/storm water challenges in this area of the city. Does this project include any evaluation of or upgrades/enhancement to stormwater infrastructure? (Councilmember Radina)

Response: While Independence Boulevard is not part of the planned Road Bond spending, it does happen to be on the tentative list for street resurfacing in 2025. The concerns reported by residents appear to be related to the stormwater not getting to the inlet in question (which, it appears, has been recently replaced). This is something that will typically be corrected by a street resurfacing project. More generally speaking, funding is typically budgeted for updating older storm inlets on street resurfacing projects.