

City of Madison 2018 Capital Improvement Plan
 Agency Request Summary

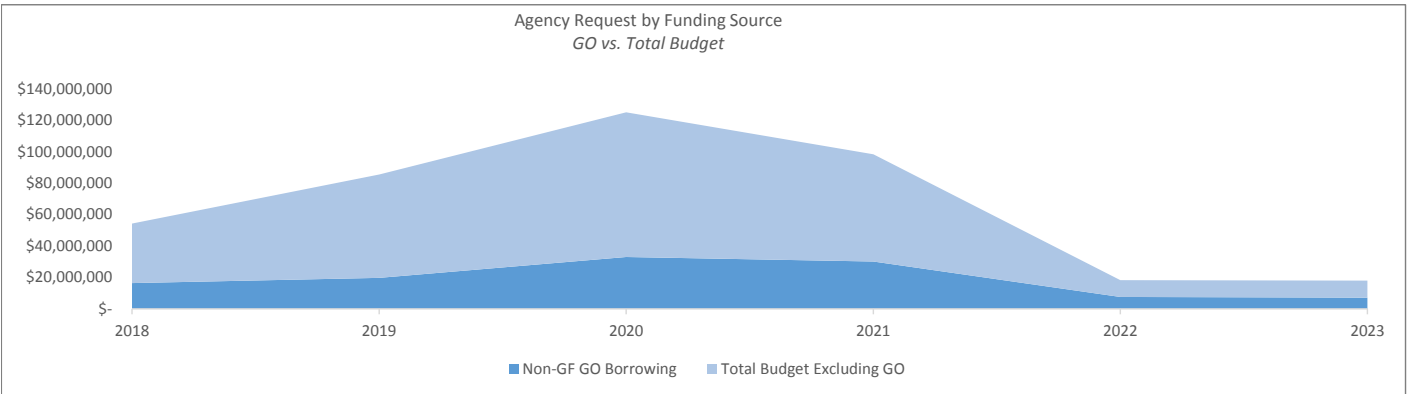
Agency : Metro Transit

Agency Request by Project (All Funds)

Project	2018	2019	2020	2021	2022	2023
Bus Rapid Transit	-	3,300,000	23,000,000	23,000,000	-	-
Facilities Repairs and Improvement	1,540,000	40,000	7,140,000	620,000	1,040,000	1,040,000
Metro Satellite Bus Facility	9,500,000	17,500,000	6,500,000	-	-	-
Transit Coaches	8,218,110	8,313,667	7,281,755	7,500,203	7,725,201	8,111,471
Transit System Upgrades	447,477	370,000	4,186,000	731,000	653,550	656,228
Total	\$ 19,705,587	\$ 29,523,667	\$ 48,107,755	\$ 31,851,203	\$ 9,418,751	\$ 9,807,699

Agency Request by Funding Source

Project	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing	16,446,429	19,699,418	32,987,105	30,095,230	7,581,709	7,163,786
Federal Sources	37,623,080	65,628,674	91,768,258	68,096,325	10,502,242	10,695,383
Transfer In From General Fund	200,000	170,000	286,000	231,000	153,550	156,228
Total	\$ 54,269,509	\$ 85,498,092	\$ 125,041,363	\$ 98,422,555	\$ 18,237,501	\$ 18,015,397





Department of Transportation

Metro Transit

Chuck Kamp, General Manager

1245 East Washington Avenue, Suite 201

Madison, Wisconsin 53703

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Customer Service: (608) 266-4466

mymetrobus@cityofmadison.com

www.mymetrobus.com

May 11, 2017

To: David Schmiedicke, Finance Manager

From: Chuck Kamp, Transit General Manager

Re: Metro Transit 2018 Capital Budget Requests

Metro Transit's capital budget for 2018 is included in the attached documents, and represents the real funding crisis that we are in, not only in meeting the needs of expanded service capacity, but also our basic vehicle replacement needs which are vulnerable to falling behind schedule.

The chart below shows how Metro has managed to stay on top of vehicle replacement over the past 15 years, initially using federal discretionary funding, then in 2010 a one-time federal stimulus in the early years of the Obama administration, and more recently federal surface transportation program (STP) funding that caused delays in a city road building project to help us buy buses for 3 years starting in 2015. This year is the last year for that funding source, although we've looked again at it and other ways to maintain our replacement schedule of 15 new buses per year, and so far have come up empty.

As a result, we are requesting to use our entire allowable target funding to buy buses with 50% federal funding, rather than the historical 80% level, but by 2021 even that will leave us lacking in local funding for replacement buses because we will have exhausted our 5-year target set for Metro in the CIP.

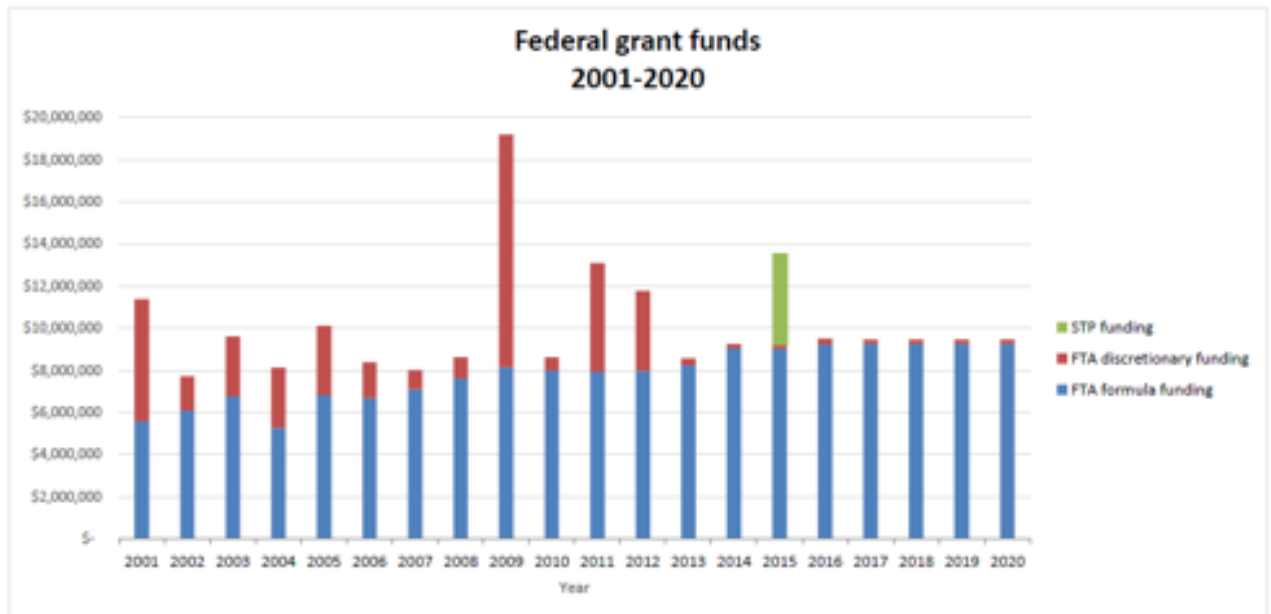
Also, this strategy requires that several major projects be eliminated or significantly curtailed with important safety, customer service and labor implications. We would need to significantly cut back our 1101 E. Wash facility upgrade by \$11.5 million, a final amount to be determined by a building assessment study just getting underway. It involves eliminating the replacement of our core system for providing automated information to staff and passengers for real time bus apps and Google transit planning, leaving that system vulnerable to failure and degradation. We are eliminating the purchase of paratransit vehicles in order to focus on buying sufficient fixed-route buses, which means we would phase out in-house paratransit services and rely instead on all contracted services. This requires some in-depth conversations with the Teamsters before this budget is made public.

Our revised priorities focus on replacing buses, and a very small funding amount to upgrade our existing bus garage. It leads to a future consideration, if trends continue, of postponing BRT and the Nakoosa satellite facility to use those locally identified funds for buses until we can form a Regional Transit Authority or until common sense returns to the state and federal transportation departments, once reliable partners for transit services and infrastructure investment.

With these and other significant changes, our proposed budget meets the target limits for 2018 and for the 5-

year period. But it is important to highlight the individual and total accumulated cuts of basic needs, shown below:

- Fixed Route Buses \$20,290,001
- Facility on East Washington \$11,530,775
- Transit upgrades including TransitMaster, staff relief vehicles, grounds equipment, and computer hardware \$6,859,500
- Paratransit vehicles \$2,643,500
- Total cuts \$41,323,776 from 2017 CIP to 2018 CIP



Sincerely,

Chuck Kamp
Transit General Manager

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This project is for planning and construction of the first phase of Bus Rapid Transit (BRT).

Proposal Type

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value=""/>		3,200,000	18,400,000	18,400,000		
Non-GF GO Borrowing <input type="text" value=""/>		100,000	4,600,000	4,600,000		
Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0
<input type="button" value="Insert Funding Source"/>						
Expense Category	2018	2019	2020	2021	2022	2023
Other <input type="text" value=""/>		3,300,000	23,000,000	23,000,000		
Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0
<input type="button" value="Insert Expense Category"/>						

Section 3: Proposal

Project Status

What is the location of the proposed project?

Is the property currently owned by the City of Madison?

Yes No

What is the current status of the project?

What is the planned schedule for the project?

2018	2019	2020	2021	2022	2023
<input type="text" value=""/>	<input type="text" value="Design Completion"/>	<input type="text" value="Construction"/>	<input type="text" value="Construction Completion"/>	<input type="text" value=""/>	<input type="text" value=""/>

Project Justification

Is the proposed project the replacement of an existing asset or the construction of a new asset?

New Asset Existing Asset

Is this project called for in an approved master plan?

Yes No

If yes, discuss how does the proposed project meet the project requirements as defined in the plan?

What is the desired outcome of the proposed project?

How will this outcome be measured?

Operating Costs

Will the proposed project result in operational efficiencies and/or savings? Please Explain.

Operational efficiencies will be created with the use of articulated buses. The larger buses will reduce costs associated with parts and labor as they will increase capacity.

What's the annual operating costs associated with the project?

Describe, by major, the operating costs associated with the project. Include the number of newly created positions required by the project.

Salaries will increase by approximately \$3,733,000 with the creation of 20-30 positions.

Supply costs will increase by an estimated \$750,000

Service costs will increase by an estimated \$184,000

Matching Funds

Have matching funds been secured for the project?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

This project will be partially funded through the Federal Transit Administration's (FTA) Small Starts Grant Program or a new version of infrastructure funding. The current grant requires a 20% minimum local match.

Capital Budget Proposals

Section 1: Identifying Information

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Munis

Proposal Description

This project is for planning and construction of the first phase of Bus Rapid Transit (BRT).

Proposal Type

Project

Section 2: Budget Information

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Re-Edit

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Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides for major building repairs and improvements to the existing Metro Transit facilities which support the functions of the fixed route and paratransit services. Funding for tis program seeks to improve the existing facility located at East Washington Avenue and Ingersoll Street via enhancements to the roof, plumbing, HVAC, and equipment components.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value=""/>	0					
Non-GF GO Borrowing <input type="text" value=""/>	189,225					
Total	\$189,225	\$0	\$0	\$0	\$0	\$0

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Building <input type="text" value=""/>	189,225					
Total	\$189,225	\$0	\$0	\$0	\$0	\$0

 Insert Expense Category

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Emergency building repair/refurbishment	\$40,000	1101 E. Washington Ave, Madison WI 53703
Facility repairs (unknown until after facility study)	\$1,500,000	1101 E. Washington Ave, Madison WI 53703

 Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Building <input type="text" value=""/>	Square Feet	165000

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Assets have been left in service past their useful life in order to alleviate citywide budget shortfalls. The roof is 37 years old and is becoming a safety hazard. Leaks form ice in the building during winter months and water drips over electrical panels.

Program Goals

What is the program's desired outcome for the customer?

Facility that provides safe environment for fleet maintenance and the protection of assets. A return on investment utilizing newer technology and materials is also desired.

How is the outcome currently being measured?

Utility costs have been increasing because of outdated equipment and materials. The number of work related injuries and lost work time is another measure of this programs success. Extreme heat and cold increases the likelihood of injuries and reduces labor efficiency.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

Utility costs are included in the department's line item for utility service. With better insulation in new roofing materials, ongoing operating costs should decrease.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal government section 5307 grant. The grant requires a minimum 20% local match. However, due to the shortfall of federal funds, matching funds from this grant have been applied to the Transit Coaches Program.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides for major building repairs and improvements to the existing Metro Transit facilities which support the functions of the fixed route and paratransit services. Funding for this program seeks to improve the existing facility located at East Washington Avenue and Ingersoll Street via enhancements to the roof, plumbing, HVAC, and equipment components.

Proposal Type

Section 2: Budget Information

Budget by Year

<i>Funding Source</i>	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="Federal Sources"/>	1,232,000	32,000	5,712,000	496,000	832,000	832,000
Non-GF GO Borrowing <input type="text" value="Non-GF GO Borrowing"/>	308,000	8,000	1,428,000	124,000	208,000	208,000
Total	\$1,540,000	\$40,000	\$7,140,000	\$620,000	\$1,040,000	\$1,040,000

Insert Funding Source

<i>Expense Category</i>	2018	2019	2020	2021	2022	2023
Building <input type="text" value="Building"/>	1,540,000	40,000	7,140,000	620,000	1,040,000	1,040,000
Total	\$1,540,000	\$40,000	\$7,140,000	\$620,000	\$1,040,000	\$1,040,000

Insert Expense Category

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

<i>Minor Project Name</i>	<i>Estimated Cost</i>	<i>Minor Project Location</i>
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave, Madison WI 53703
Facility repairs (roof)	\$1,500,000	1101 E. Washington Ave, Madison WI 53703

Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

<i>End Product</i>	<i>Product Unit</i>	<i># of Units Provided</i>
Building <input type="text" value="Building"/>	Square Feet	165000
<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>

Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Assets have been left in service past their useful life in order to alleviate citywide budget shortfalls. The roof is 37 years old and is becoming a safety hazard. Leaks form ice in the building during winter months and water drips over electrical panels.

Program Goals

What is the program's desired outcome for the customer?

Facility that provides safe environment for fleet maintenance and the protection of assets. A return on investment utilizing newer technology and materials is also desired.

How is the outcome currently being measured?

Utility costs have been increasing because of outdated equipment and materials. The number of work related injuries and lost work time is another measure of this programs success. Extreme heat and cold increases the likelihood of injuries and reduces labor efficiency.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

Utility costs are included in the department's line item for utility service. With better insulation in new roofing materials, ongoing operating costs should decrease.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal government section 5307 grant. The grant requires a minimum 20% local match, or \$308,000, which is included in the 2018 GO borrowing request.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides for major building repairs and improvements to the existing Metro Transit facilities which support the functions of the fixed route and paratransit services. Funding for this program seeks to improve the existing facility located at East Washington Avenue and Ingersoll Street via enhancements to the roof, plumbing, HVAC, and equipment components.

Proposal Type

Section 2: Budget Information

Budget by Year

<i>Funding Source</i>	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing <input type="text" value="v"/>	1,540,000	40,000	4,140,000	3,620,000	1,040,000	40,000
Total	\$1,540,000	\$40,000	\$4,140,000	\$3,620,000	\$1,040,000	\$40,000
<input type="checkbox"/> Insert Funding Source						
<i>Expense Category</i>	2018	2019	2020	2021	2022	2023
Building <input type="text" value="v"/>	1,540,000	40,000	4,140,000	3,620,000	1,040,000	40,000
Total	\$1,540,000	\$40,000	\$4,140,000	\$3,620,000	\$1,040,000	\$40,000
<input type="checkbox"/> Insert Expense Category						

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

<i>Minor Project Name</i>	<i>Estimated Cost</i>	<i>Minor Project Location</i>
Facility repairs (roof)	\$1,500,000	1101 E. Washington Ave, Madison WI 53703
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave, Madison WI 53703

 Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

<i>End Product</i>	<i>Product Unit</i>	<i># of Units Provided</i>
Building <input type="text" value="v"/>	Square Feet	165000

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Assets have been left in service past their useful life in order to alleviate citywide budget shortfalls. The roof is 37 years old and is becoming a safety hazard. Leaks form ice in the building during winter months and water drips over electrical panels.

Program Goals

What is the program's desired outcome for the customer?

How is the outcome currently being measured?

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal government section 5307 grant. The grant requires a minimum 20% local match. However, due to the shortfall of federal funds, matching funds from this grant have been applied to the Transit Coaches Program.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This project is for the construction of a satellite bus facility located at Nakoosa Trail. The new 165,000 square-foot facility will accommodate up to 70 standard buses, alleviating space constraints at Metro's existing East Washington location.

Proposal Type

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value=""/>	7,600,000	14,000,000	5,200,000			
Non-GF GO Borrowing <input type="text" value=""/>	1,900,000	3,500,000	1,300,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
<input type="checkbox"/> Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
Building <input type="text" value=""/>	9,500,000	17,500,000	6,500,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
<input type="checkbox"/> Insert Expense Category						

Section 3: Proposal

Project Status

What is the location of the proposed project?

Is the property currently owned by the City of Madison?

Yes No

What is the current status of the project?

What is the planned schedule for the project?

2018	2019	2020	2021	2022	2023
<input type="text" value="Construction"/>	<input type="text" value="Construction"/>	<input type="text" value="Construction Completion"/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>

Project Justification

Is the proposed project the replacement of an existing asset or the construction of a new asset?

New Asset Existing Asset

Is this project called for in an approved master plan?

Yes No

If yes, discuss how does the proposed project meet the project requirements as defined in the plan?

The Nakoosa satellite facility is a prerequisite for Bus Rapid Transit (BRT). The Madison in Motion Plan guides future transportation decisions to improve transit ridership capacity and service. The satellite facility would both relieve current overcrowding in the current bus facility and provide the capacity necessary for planned service expansions, including a 25 mile Bus Rapid Transit System proposal that has been adopted by the Common Council. Other service expansion needs to Epic and growing regional employment centers and elsewhere could be accommodated. The increased service will also serve to meet the Racial Equity and Social Justice Initiative by reducing travel times and giving low income individuals the ability to use the transit system for employment.

What is the desired outcome of the proposed project?

The desired outcome of this project is to provide a satellite facility that will accommodate a larger bus fleet to increase capacity. This will allow for service expansion and improve the customer experience by reducing travel time and congestion.

How will this outcome be measured?

This outcome will be measured by comparing ridership growth, capacity and average travel times when the new facility is operational compared to previous data.

Operating Costs

Will the proposed project result in operational efficiencies and/or savings? Please Explain.

The project could result in project potential fuel savings depending on the type of vehicles selected.

What's the annual operating costs associated with the project?

747,000

Describe, by major, the operating costs associated with the project. Include the number of newly created positions required by the project.

The new facility will have an impact on the operating budget with the creation of seven positions. Additional costs for work, building and janitorial supplies, utilities, and fuel will be due to the increased facility and fleet size. It is anticipated that salaries and benefits of seven new employees will be \$497,000 per year. Gas, electric and other building and grounds supplies are anticipated to be \$250,000 per year.

Matching Funds

Have matching funds been secured for the project?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

This project is anticipated to be 80% federally funded through the Federal Transit Administration's (FTA) TIGER grant Program or a new version of infrastructure funding. The current grant requires a minimum 20% local match, or \$6,700,000 which is included in the GO borrowing request for years 2018-2020 of the 2018 CIP.

Re-Edit

Capital Budget Proposals

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Proposal Name

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Proposal Description

This project is for the construction of a satellite bus facility located at Nakoosa Trail. The new 165,000 square-foot facility will accommodate up to 70 standard buses, alleviating space constraints at Metro's existing East Washington location.

Proposal Type

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value=""/>	7,600,000	14,000,000	5,200,000			
Non-GF GO Borrowing <input type="text" value=""/>	1,900,000	3,500,000	1,300,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
<input type="checkbox"/> Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
Building <input type="text" value=""/>	9,500,000	17,500,000	6,500,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
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Yes No

If yes, discuss how does the proposed project meet the project requirements as defined in the plan?

The Nakoosa satellite facility is a prerequisite for Bus Rapid Transit (BRT). The Madison in Motion Plan guides future transportation decisions to improve transit ridership capacity and service. The satellite facility would both relieve current overcrowding in the current bus facility and provide the capacity necessary for planned service expansions, including a 25 mile Bus Rapid Transit System proposal that has been adopted by the Common Council. Other service expansion needs to Epic and growing regional employment centers and elsewhere could be accommodated. The increased service will also serve to meet the Racial Equity and Social Justice Initiative by reducing travel times and giving low income individuals the ability to use the transit system for employment.

What is the desired outcome of the proposed project?

The desired outcome of this project is to provide a satellite facility that will accommodate a larger bus fleet to increase capacity. This will allow for service expansion and improve the customer experience by reducing travel time and congestion.

How will this outcome be measured?

This outcome will be measured by comparing ridership growth, capacity and average travel times when the new facility is operational compared to previous data.

Operating Costs

Will the proposed project result in operational efficiencies and/or savings? Please Explain.

The project could result in project potential fuel savings depending on the type of vehicles selected.

What's the annual operating costs associated with the project?

Describe, by major, the operating costs associated with the project. Include the number of newly created positions required by the project.

The new facility will have an impact on the operating budget with the creation of seven positions. Additional costs for work, building and janitorial supplies, utilities, and fuel will be due to the increased facility and fleet size. It is anticipated that salaries and benefits of seven new employees will be \$497,000 per year. Gas, electric and other building and grounds supplies are anticipated to be \$250,000 per year

[Matching Funds](#)

Have matching funds been secured for the project?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

This project is anticipated to be 80% federally funded through the Federal Transit Administration's (FTA) TIGER grant Program or a new version of infrastructure funding. The current grant requires a minimum 20% local match, or \$6,700,000 which is included in the GO borrowing request for years 2018-2020 of the 2018 CIP.

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This project is for the construction of a satellite bus facility located at Nakoosa Trail. The new 165,000 square-foot facility will accommodate up to 70 standard buses, alleviating space constraints at Metro's existing East Washington location.

Proposal Type

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value=""/>	7,600,000	14,000,000	5,200,000			
Non-GF GO Borrowing <input type="text" value=""/>	1,900,000	3,500,000	1,300,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
<input type="button" value="Insert Funding Source"/>						
Expense Category	2018	2019	2020	2021	2022	2023
Building <input type="text" value=""/>	9,500,000	17,500,000	6,500,000			
Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0
<input type="button" value="Insert Expense Category"/>						

Section 3: Proposal

Project Status

What is the location of the proposed project?

Is the property currently owned by the City of Madison?

Yes No

What is the current status of the project?

What is the planned schedule for the project?

2018	2019	2020	2021	2022	2023
<input type="text" value="Construction"/>	<input type="text" value="Construction"/>	<input type="text" value="Construction Completion"/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>

Project Justification

Is the proposed project the replacement of an existing asset or the construction of a new asset?

New Asset Existing Asset

Is this project called for in an approved master plan?

Yes No

If yes, discuss how does the proposed project meet the project requirements as defined in the plan?

The Nakoosa satellite facility is a prerequisite for Bus Rapid Transit (BRT). The Madison in Motion Plan guides future transportation decisions to improve transit ridership capacity and service. The satellite facility would both relieve current overcrowding in the current bus facility and provide the capacity necessary for planned service expansions, including a 25 mile Bus Rapid Transit System proposal that has been adopted by the Common Council. Other service expansion needs to Epic and growing regional employment centers and elsewhere could be accommodated. The increased service will also serve to meet the Racial Equity and Social Justice Initiative by reducing travel times and giving low income individuals the ability to use the transit system for employment.

What is the desired outcome of the proposed project?

The desired outcome of this project is to provide a satellite facility that will accommodate a larger bus fleet to increase capacity. This will allow for service expansion and improve the customer experience by reducing travel time and congestion.

How will this outcome be measured?

This outcome will be measured by comparing ridership growth, capacity and average travel times when the new facility is operational compared to previous data.

Operating Costs

Will the proposed project result in operational efficiencies and/or savings? Please Explain.

The project could result in project potential fuel savings depending on the type of vehicles selected.

What's the annual operating costs associated with the project?

Describe, by major, the operating costs associated with the project. Include the number of newly created positions required by the project.

The new facility will have an impact on the operating budget with the creation of seven positions. Additional costs for work, building and janitorial supplies, utilities, and feul will be due to the increased facility and fleet size. It is anticipated that salaries and benefits of seven new employees will be \$497,000 per year. Gas, electric and other building and grounds supplies are anticipated to be \$250,000 per year.

Matching Funds

Have matching funds been secured for the project?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

This project is anticipated to be 80% federally funded through the Federal Transit Administration's (FTA) TIGER grant Program or a new version of infrastructure funding. The current grant requires a minimum 20% local match, or \$6,700,000 which is included in the GO borrowing request for years 2018-2020 of the 2018 CIP.

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides funding for the replacement of 15 fixed route transit coaches on an annual basis and 17 paratransit vehicles on a seven year basis.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="v"/>	3,409,305	3,534,833	3,155,427	2,750,075	0	0
Non-GF GO Borrowing <input type="text" value="v"/>	3,409,305	3,534,833	3,155,427	2,750,075	0	0
Total	\$6,818,610	\$7,069,666	\$6,310,854	\$5,500,150	\$0	\$0

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>	6,818,610	7,069,666	6,310,854	5,500,150	0	0
Total	\$6,818,610	\$7,069,666	\$6,310,854	\$5,500,150	\$0	\$0

 Insert Expense Category

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Purchase of fifteen 40-foot diesel buses	\$6,818,610	1101 E. Washington Ave, Madison WI 53703

 Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	15

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

40 foot diesel buses: 12 year useful life, 26 foot low floor paratransit buses: 7 year useful life

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Due to lack of adequate funding, Metro has extended the replacement cycle from twelve to 15 years for 40 foot buses. Weekly usage for buses that are further along in their useful life cycle is decreased. Vehicle usage is reduced from 250 miles per day to approximately 100 miles per day and typically driven only on school days instead of seven days per week. In order to stay within the GO borrowing target limit, local funding in the 2018 CIP request will only cover thirteen buses in 2020, eleven buses in 2021 and zero thereafter. Paratransit replacement vehicles have also been removed from the 2018 CIP.

Program Goals

What is the program's desired outcome for the customer?

By replacing 15 buses per year, Metro will be able to maintain a replacement cycle of 15 years which is three years more than the useful life. By effectively managing the transit vehicle life cycle, customers will receive better service with reliable and safe vehicles. If more vehicles are available during peak hours, the customer will be able to experience reduced travel times. Newer technology translates to a reduction in fuel emissions and diesel particulates.

How is the outcome currently being measured?

Several measurements are used for this program. One measure is the number of vehicles available for peak service so that travel time is reduced. The number of trouble calls is monitored and decreases as older vehicles are replaced. Newer vehicles are more fuel efficient making fuel usage and the cost to operate each vehicle per mile useful measurements. Newer vehicles have enhanced safety features that can be measured by the number of accidents or injuries.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

As vehicles age, there is increased cost for parts and labor to maintain the fleet past its useful life. Recent regulations have increased the number of parts components and labor costs to meet new standards. However, some of these costs are offset by more fuel efficient vehicles.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

For 2018, Metro Transit anticipates grant funding from a federal government section 5307, 5339 and 5337 grants for fifteen vehicles. The grants require a minimum 20% local match. Due to the shortfall of federal funding, a 50% local match or \$3,409,305 is included in the 2018 GO borrowing request. Future diesel purchases in the 2018 CIP include fifteen in 2019, thirteen in 2020, eleven in 2021 and zero thereafter.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides funding for the replacement of 15 fixed route transit coaches on an annual basis and 17 paratransit vehicles on a seven year basis.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="v"/>	3,409,305	3,534,833	3,155,427	3,250,088	3,090,081	2,974,206
Non-GF GO Borrowing <input type="text" value="v"/>	3,409,305	3,534,833	4,126,327	4,250,114	4,635,119	5,137,264
Total	\$6,818,610	\$7,069,666	\$7,281,754	\$7,500,202	\$7,725,200	\$8,111,470

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>	6,818,610	7,069,666	7,281,754	7,500,202	7,725,200	8,111,470
Total	\$6,818,610	\$7,069,666	\$7,281,754	\$7,500,202	\$7,725,200	\$8,111,470

 Insert Expense Category

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Purchase of fifteen 40-foot diesel buses	\$6,818,610	1101 E. Washington Ave, Madison WI 53703

 Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	15

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

40 foot diesel buses: 12 year useful life, 26 foot low floor paratransit buses: 7 year useful life

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Due to lack of adequate funding, Metro has extended the replacement cycle from twelve to 15 years for 40 foot buses. Weekly usage for buses that are further along in their useful life cycle is decreased. Vehicle usage is reduced from 250 miles per day to approximately 100 miles per day and typically driven only on school days instead of seven days per week.

Program Goals

What is the program's desired outcome for the customer?

By replacing 15 buses per year, Metro will be able to maintain a replacement cycle of 15 years which is three years more than the useful life. By effectively managing the transit vehicle life cycle, customers will receive better service with reliable and safe vehicles. If more vehicles are available during peak hours, the customer will be able to experience reduced travel times. Newer technology translates to a reduction in fuel emissions and diesel particulates.

How is the outcome currently being measured?

Several measurements are used for this program. One measure is the number of vehicles available for peak service so that travel time is reduced. The number of trouble calls is monitored and decreases as older vehicles are replaced. Newer vehicles are more fuel efficient making fuel usage and the cost to operate each vehicle per mile useful measurements. Newer vehicles have enhanced safety features that can be measured by the number of accidents or injuries.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

As vehicles age, there is increased cost for parts and labor to maintain the fleet past its useful life. Recent regulations have increased the number of parts components and labor costs to meet new standards. However, some of these costs are offset by more fuel efficient vehicles.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

For 2018, Metro Transit anticipates grant funding from a federal government section 5307, 5339 and 5337 grants for fifteen vehicles. The grants require a minimum 20% local match, or \$1,643,622, which is included in the 2018 GO borrowing request. Future years in the 2018 CIP include fifteen diesel bus purchases per year.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides funding for the replacement of 15 fixed route transit coaches on an annual basis and 17 paratransit vehicles on a seven year basis.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="v"/>	6,574,488	6,650,934	5,825,404	6,000,162	6,180,161	6,489,177
Non-GF GO Borrowing <input type="text" value="v"/>	1,643,622	1,662,733	1,456,351	1,500,041	1,545,040	1,622,294
Total	\$8,218,110	\$8,313,667	\$7,281,755	\$7,500,203	\$7,725,201	\$8,111,471

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>	8,218,110	8,313,667	7,281,755	7,500,203	7,725,201	8,111,471
Total	\$8,218,110	\$8,313,667	\$7,281,755	\$7,500,203	\$7,725,201	\$8,111,471

 Insert Expense Category

Section 3: Proposal

[Minor Projects](#)

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Purchase of fifteen 40-foot diesel buses	\$6,818,610	1101 E. Washington Ave, Madison WI 53703
Purchase of nine 26-foot paratransit buses	\$1,399,500	1101 E. Washington Ave, Madison WI 53703

 Insert Minor Project

[Service Level](#)

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	15
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	9

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

[Program Goals](#)

What is the program's desired outcome for the customer?

How is the outcome currently being measured?

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

As vehicles age, there is increased cost for parts and labor to maintain the fleet past its useful life. Recent regulations have increased the number of parts components and labor costs to meet new standards. However, some of these costs are offset by more fuel efficient vehicles.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

For 2018, Metro Transit anticipates grant funding from a federal government section 5307, 5339 and 5337 grants for fifteen vehicles. The grants require a minimum 20% local match, or \$1,643,622, which is included in the 2018 GO borrowing request. Future years in the 2018 CIP include fifteen diesel bus purchases per year.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program is for enhancements to equipment and software.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="v"/>						
Non-GF GO Borrowing <input type="text" value="v"/>						
Total	\$0	\$0	\$0	\$0	\$0	\$0

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>						
Total	\$0	\$0	\$0	\$0	\$0	\$0

 Insert Expense Category

Section 3: Proposal

[Minor Projects](#)

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location

 Insert Minor Project

[Service Level](#)

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
<input type="text" value="v"/>		

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Due to the federal funding crisis and local borrowing target limits, projects for the transit upgrades program have been removed from the 2018 CIP. Some of the removed projects include a fire alarm system where an update is required to maintain warning equipment that is essential for communication and safety. Metro is eliminating the replacement of its core system for providing automated information to staff and passengers for real time bus apps and Google transit planning, leaving that system vulnerable to failure and degradation. Remix software that provides route data from the United States Census to determine ridership demographics for the equity initiative has also been removed. In addition, fixed assets with less than a 10-year useful life have been removed including a skid steer, fork lift, staff relief vehicles, shop utility trucks and computer hardware replacements.

[Program Goals](#)

What is the program's desired outcome for the customer?

The fire alarm system will provide a required update to the safety warning equipment that is essential for communication and safety. Bus stop upgrades have led to a decrease in complaints to the call center related to on-time performance. Computer equipment is replaced on a four year cycle based on end of warranty so that there is less downtime and repair costs. Remix software will provide route data from the United States Census to determine ridership demographics for the equity initiative. The Smartcard media will make payment convenient and efficient for riders since smart cards are more durable and can have value reloaded via website/app. Smart cards will also improve data collection for Metro staff.

How is the outcome currently being measured?

The REMIX software will be used for measuring the success of meeting goals in the Racial Equity and Social Justice Initiative that is currently a manual process. Downtime and repair costs measure the effectiveness of the hardware and software replacement programs.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

Electronic scheduling informatin at bus stops has reduced the ride guide printing costs as customers shift to electronic sources. Newer equipment will reduce the cost of repairs to older equipment. Smartcards have more security features but are more expensive than paper.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal government section 5307 grant. The grant requires a minimum 20% local match. However, due to the shortfall of federal funds, matching funds from this grant have been applied to the Transit Coaches Program.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program is for enhancements to equipment and software.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources <input type="text" value="v"/>	197,982	160,000	3,120,000	400,000	400,000	400,000
Non-GF GO Borrowing <input type="text" value="v"/>	49,495	40,000	780,000	100,000	100,000	100,000
Transfer In From General Fund <input type="text" value="v"/>	200,000	170,000	286,000	231,000	153,550	156,228
Total	\$447,477	\$370,000	\$4,186,000	\$731,000	\$653,550	\$656,228

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>	447,477	370,000	4,186,000	731,000	653,550	656,228
Total	\$447,477	\$370,000	\$4,186,000	\$731,000	\$653,550	\$656,228

 Insert Expense Category

Section 3: Proposal

Minor Projects

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Fire alarm system	\$62,000	1101 E. Washington Ave., Madison WI 53703
Computer Hardware and Software annual replacement	\$100,000	1101 E. Washington Ave., Madison WI 53703
Washrack rebuild	\$80,000	1101 E. Washington Ave., Madison WI 53703
Riding lawnmower	\$15,000	1101 E. Washington Ave., Madison WI 53703
Tool box for Middleton truck	\$35,000	1101 E. Washington Ave., Madison WI 53703
Hardware for new Transit Management Software	\$30,000	1101 E. Washington Ave., Madison WI 53703
Bus stop schedule hardware	\$20,000	1101 E. Washington Ave., Madison WI 53703
Smartcard Pilot	\$50,000	1101 E. Washington Ave., Madison WI 53703
Remix Title VI software	\$55,477	1101 E. Washington Ave., Madison WI 53703

 Insert Minor Project

Service Level

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	72

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

Program Goals

What is the program's desired outcome for the customer?

The fire alarm system will provide a required update to the safety warning equipment that is essential for communication and safety. Bus stop upgrades have led to a decrease in complaints to the call center related to on-time performance. Computer equipment is replaced on a four year cycle based on end of warranty so that there is less downtime and repair costs. Remix software will provide route data from the United States Census to determine ridership demographics for the equity initiative. The Smartcard media will make payment convenient and efficient for riders since smart cards are more durable and can have value reloaded via website/app. Smart cards will also improve data collection for Metro staff.

How is the outcome currently being measured?

The REMIX software will be used for measuring the success of meeting goals in the Racial Equity and Social Justice Initiative that is currently a manual process. Downtime and repair costs measure the effectiveness of the hardware and software replacement programs.

Operating Costs

What are the ongoing operating costs associated with proposed projects within the program?

Electronic scheduling informatin at bus stops has reduced the ride guide printing costs as customers shift to electronic sources. Newer equipment will reduce the cost of repairs to older equipment. Smartcards have more security features but are more expensive than paper.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal 5307 grant. The grant requires a 20% local match, or \$49,495, which is included in the 2018 GO borrowing request. In addition, a 100% local share will be required for fixed assets purchased in 2018 with less than a 10-year useful life as no federal funding is available for these projects.

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program is for enhancements to equipment and software.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing <input type="text" value="v"/>	197,477	79,019	201,000	3,951,000	53,550	56,228
Federal Sources <input type="text" value="v"/>		116,074				
Total	\$197,477	\$195,093	\$201,000	\$3,951,000	\$53,550	\$56,228

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value="v"/>	197,477	195,093	201,000	3,951,000	53,550	56,228
Total	\$197,477	\$195,093	\$201,000	\$3,951,000	\$53,550	\$56,228

 Insert Expense Category

Section 3: Proposal

[Minor Projects](#)

List the minor projects, estimated amounts and locations currently planned for 2017

Minor Project Name	Estimated Cost	Minor Project Location
Fire alarm system	\$62,000	1101 E. Washington Ave., Madison WI 53703
REMIX planning software (RESJI)	\$55,477	1101 E. Washington Ave., Madison WI 53703
Washrack refurbishment	\$80,000	1101 E. Washington Ave., Madison WI 53703

 Insert Minor Project

[Service Level](#)

What are the end products (asset or infrastructure type) provided by this program?

End Product	Product Unit	# of Units Provided
Machinery and Equipment <input type="text" value="v"/>	Pieces of Machines/Equipment	72

 Insert End Product

On average, what is the standard useful life for assets maintained by this program?

Is the City currently on track for meeting this standard?

Yes No

[Program Goals](#)

What is the program's desired outcome for the customer?

The fire alarm system will provide a required update to the safety warning equipment that is essential for communication and safety. Bus stop upgrades have led to a decrease in complaints to the call center related to on-time performance. Computer equipment is replaced on a four year cycle based on end of warranty so that there is less downtime and repair costs. Remix software will provide route data from the United States Census to determine ridership demographics for the equity initiative. The Smartcard media will make payment convenient and efficient for riders since smart cards are more durable and can have value reloaded via website/app. Smart cards will also improve data collection for Metro staff.

How is the outcome currently being measured?

The REMIX software will be used for measuring the success of meeting goals in the Racial Equity and Social Justice Initiative that is currently a manual process. Downtime and repair costs measure the effectiveness of the hardware and software replacement programs.

[Operating Costs](#)

What are the ongoing operating costs associated with proposed projects within the program?

Electronic scheduling information at bus stops has reduced the ride guide printing costs as customers shift to electronic sources. Newer equipment will reduce the cost of repairs to older equipment. Smartcards have more security features but are more expensive than paper.

Matching Funds

Have matching funds been secured for any projects within the program?

Yes No

Are these funds formally committed?

Yes No

What is the name of the fund provider and the name of the grant? What are the match requirements of the external funding sources?

Metro Transit anticipates grant funding from a federal 5307 grant. The grant requires a 20% local match, or \$49,495, which is included in the 2018 GO borrowing request. In addition, a 100% local share will be required for fixed assets purchased in 2018 with less than a 10-year useful life as no federal funding is available for these projects.

Re-Edit