

Transportation

Capital Improvement Plan

	2021 Adopted	2022 Request	Change
2022 Capital Budget	148,213,422	140,533,070	(7,680,352)
2022 Capital Improvement Plan*	148,213,422	200,533,070	52,319,648

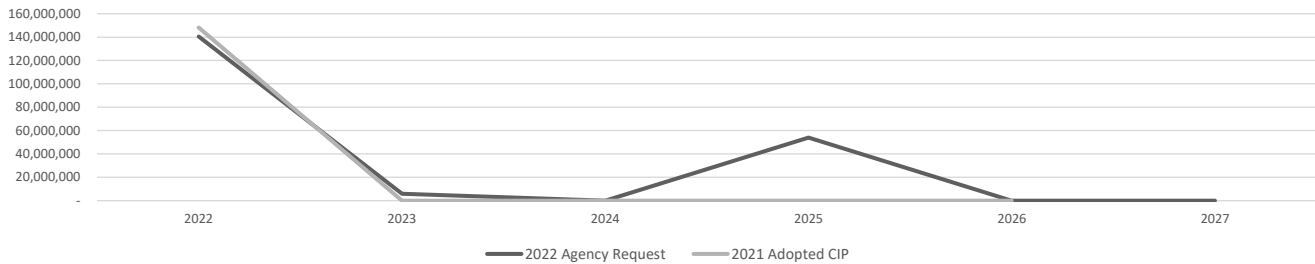
*Years 2022 to 2026 used for comparison.

	2021 Adopted	2022 Request
Number of Projects	2	3

Project Summary: Agency Request

	2022	2023	2024	2025	2026	2027
E-W Bus Rapid Transit	139,533,070	-	-	-	-	-
East Washington Bike Mitigation	1,000,000	-	-	-	-	-
North-South Bus Rapid Transit	-	6,000,000	-	54,000,000	-	-
Total	140,533,070	6,000,000	-	54,000,000	-	-

2022 Capital Improvement Plan
2021 Adopted vs. 2022 Agency Request



Major Changes/Decision Points

- E-W Bus Rapid Transit
 - GO borrowing for the BRT project, excluding TIF related borrowing, is \$18.2 million lower than the 2021 adopted budget and is primarily the result of increased federal funding and the use of property as a local match for federal grants.
 - Federal support for BRT increased \$7 million compared to the 2021 adopted budget. This increase is from the use of federal rescue funding and is offset by a reduction in borrowing for the BRT project. The reduced borrowing will be used in Metro Transit's capital budget for investments that seek to lower long-term operating costs.
 - The BRT budget request plans to utilize the Junction Road West Terminal station and Brayton Lot properties as a local match for federal grant dollars in lieu of a cash match. This allows Transportation to lower borrowing for the BRT project by \$10 million.
 - Funding from TIF proceeds/borrowing increased \$1.8 million from the 2021 adopted budget.
- East Washington Bike Mitigation
 - New project to address bicycle accommodations on East Washington Ave (\$1 million).
- North-South Bus Rapid Transit
 - New program for the North-South segment of Bus Rapid Transit from South Park Street to Northport Drive. This request includes planning in 2023 (\$6 million) and construction in 2025 (\$54 million).



Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

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To: David Schmiedicke, Finance Director
From: Tom Lynch, Director of Transportation
Date: May 24, 2021

Goals of Agency's Capital Budget

The goals of the Transportation Capital Budget seek to implement the strategies contained in the Imagine Madison Comprehensive Plan. Key Land Use and Transportation Strategies being addressed with this Capital Budget request include:

Strategy 2 – Implement bus rapid transit (BRT) to improve travel times, enhance reliability, and increase ridership.

Strategy 8 – Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Safety – Focus transportation investments in areas where residents and visitors experience the greatest safety benefit.

Summary of Changes from the 2021 Capital Improvement Plan

1. East-West Bus Rapid Transit (BRT) - Transportation

This is an extremely important budget cycle for the E-W BRT. Committing and appropriating local funds is a pre-requisite to the City obtaining a Small Starts funding agreement with FTA. Therefore, all local funding must be appropriated in 2022, even though actual expenditures will continue through 2024.

To date, \$9 million of Reserves, Non General Fund, and General Fund borrowing has been committed to the project. As the project has continued in design, several refinements have been made which have reduced the amount of additional General Fund borrowing needed by \$10 million. These refinements include:

- The amount for BRT bus storage facilities was reduced in the project budget because of the recent purchase of the Hanson Road facility.
- The bus storage facility reduction allowed the Junction Road West Terminal station and Brayton Lot construction staging area to be incorporated in the project. Since both of these parcels are city owned, they count towards the City's local match – reducing the monetary contribution needed from the City.
- \$7 million of Federal Rescue funds are replacing local funds in the BRT capital budget. (These local funds will then be used to fund operational improvements for Metro Transit).
- Contributions from TID 46 changed from \$4 million cash and \$14.6 million borrowing (total of \$18.6 million) to \$20 million in borrowing.

2. North-South Bus Rapid Transit

This is a new program meant to complement the E-W BRT in providing high frequency transit service to Madison's south and north sides. The total project cost is estimated at \$60 million, with \$6 million being allocated in 2023 for planning and design and \$54 million being allocated in 2025 for construction and bus purchases. Half of the \$60 million project costs is anticipated to be funded from the Federal Small Starts program.

3. East Washington Bike Mitigation

This new project strengthens bicycle accommodations on streets parallel to East Washington. The future condition of East Washington converts the outside parking/bike lane to a travel lane in the peak traffic period in the peak direction, eliminating the bike accommodation. This project seeks to offset this impact by improving parallel routes through a series low cost accommodations.

Prioritized List of Capital Projects

1. East-West Bus Rapid Transit – BRT is a key strategy in the Imagine Madison Comprehensive Plan. We cannot meet our future transportation needs without increasing transit use.
2. North-South Bus Rapid Transit – Expanding BRT service to the north and south portions of Madison will help ensure that all Madison's residents benefit from improved transit frequency.
3. East Washington Bike Mitigation – It is important to provide alternative bicycle accommodations for the peak traffic hours when they removed from East Washington Ave.

While Vision Zero is in Traffic Engineering's Capital Budget, rather than Transportation's, it is a key element of our mission. Last year there were 15 traffic fatalities – each representing a father, mother, or other family member. These fatalities and injuries can be corrected with focused, relatively low cost, capital improvements. This effort includes the Vision Zero budget along with a 20 is Plenty allotment for changing neighborhood speed limits.

Potential for Scaling Capital Requests

1. The E-W Bus Rapid Transit budget is needed to demonstrate Madison's financial commitment to FTA – a pre-requisite for getting a Small Starts grant agreement. It is also important that the funds be appropriated in the 2022 Capital Budget to keep the project on schedule.
2. The N-S Bus Rapid Transit will likely need the full \$60 million for implementation. Yet when the investment occurs can vary depending on the City's priorities.
3. Since the East Washington Bicycle Mitigation is comprised of multiple small projects, it can be reduced or delayed. If reduced, fewer projects would be constructed to offset the impacts on East Washington.

Impacts of Covid-19 on Capital Funding

The Covid-19 crisis has not directly affected the Transportation Department, but has greatly affected divisions within the Transportation Department. For Metro Transit, the suspension of fares combined with reduced ridership and higher operating costs have a significant impact on the budget. Fortunately CARES, CRRSA and Rescue monies will address the reduced fare revenues we are anticipating will last until 2024. Similarly, the Parking Division reserves have been reduced by about \$7.5 million due to

reduced parking revenue and the operating costs associated with the transfer of Parking Enforcement operating expenses. This reduces the available reserves to fund future capital improvements, such as replacement of the Lake Street garage.

Racial Equity and Social Justice

A higher proportion of people of color and low income persons use transit. And they all need high quality transportation to reach jobs and services. By investing in Bus Rapid Transit, we provide longer hours of service with more frequency. This is particularly important to those without access to a motor vehicle.

Thank you for the opportunity to express our priorities as you evaluate capital expenditures for the City.

Sincerely,

A handwritten signature in brown ink, appearing to read "Tom Lynch". The signature is fluid and cursive, with a long horizontal line extending from the start of the first name.

Thomas W. Lynch, PE, PTOE, PTP, AICP
Director of Transportation
City of Madison

2022 Capital Improvement Plan Project Budget Proposal

Identifying Information

Agency	Transportation	Proposal Name	East Washington Bike Mitigation
Project Number	13666	Project Type	Project
Project Category	Transportation	Priority:	3

Description

This project funds bicycle accommodations on local streets parallel to East Washington Ave. The goal of the project is to strengthen parallel bicycle corridors to address the potential reduction of bicycle accommodations on East Washington Ave during peak traffic hours.

Budget Information

Total Project Budget

\$1,000,000 **Prior Appropriation**

*Based on Fiscal Years 2015-2021

Budget by Funding Source

Funding Source	2022	2023	2024	2025	2026	2027
GF GO Borrowing	1,000,000					
Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

Expense Type	2022	2023	2024	2025	2026	2027
Street	1,000,000					
Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0

Insert Expense Type

Explain any changes from the 2021 CIP in the proposed funding for this project.

This project responds to parallel bike route needs revealed during the study of the BRT corridor along East Washington Ave.

Explain any changes from the 2021 CIP in the proposed funding for this program.

This project responds to parallel bike route needs revealed during the study of the BRT corridor along East Washington Ave.

Priority & Justification

Citywide Element Land Use and Transportation

Strategy Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Describe how this project advances the Citywide Element:

This project, while independent of the BRT project, strengthens bike routing options parallel to the BRT corridor on East Washington Ave.

What is the justification for this project?

This project helps address the diminution of bike accommodations that will occur on East Washington Ave during the peak hour traffic. The project will provide lower stress bike alternatives to East Washington Ave.

Racial Equity and Social Justice

We are continuing our efforts to articulate and prioritize racial equity and social justice in the City's budget and operations. Please respond to the following questions and incorporate these responses into your budget narrative to ensure racial equity is included in decision-making.

Describe how Black, Indigenous, and People of Color, people living with lower incomes, and people who are otherwise marginalized (because of gender, age, home language, etc.) would be affected by the proposed budget or budget change(s)?

The BRT project has had extensive engagement with adjacent neighborhoods, which highlighted the need for high quality bike accommodations parallel to East Washington Ave. Some of these neighborhoods have included communities of color and low-income residents. Engagement for these possible improvements has not yet occurred.

What City agencies or community partners are affected by, care about, or already working on issues related to this project/program?

Have we asked for their perspectives directly and, if so, how have we incorporated their feedback?

How will we continue to communicate with them in this process?

Have we used any data related to the project/program that details race, non-binary and transgender people, people with disabilities, those experiencing homelessness, or undocumented status?
 Yes
 No
 Some, not all

Is the proposed budget or budget change related to a recommendation from any of the City's teams or initiatives that connect community need with opportunities to advance racial equity, inclusion, and social justice (e.g., NRTs, RESJI, LCET, MAC, WIC, Equitable Workforce Plans)?

Yes No

If so, please identify the respective group and recommendation.

Project Schedule & Location

Can this project be mapped? Yes No

What is the location of the project?

Is this project on the Project's Portal? Yes No

2022 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>	1000000	Implementation of various bike enhancing measures on local streets parallel to East Washington Ave

Insert item

2023 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>		

Insert item

2024 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>		

Insert item

2025 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>		

Insert item

2026 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>		

Insert item

2027 Status

Status/Phase	Est Cost	Description
<input type="text" value=""/>		

Insert item

Operating Costs

What are the estimated annual operating costs associated with the project?

Personnel

# of FTEs	Annual Cost	Description
<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>

Non-Personnel

<i>Major</i>	<i>Amount</i>	<i>Description</i>
0		

Insert item

Notes

Notes:

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2022 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency	Transportation	Proposal Name	E-W Bus Rapid Transit
Project Number	17607	Project Type	Program
Project Category	Transportation	Priority:	1
2022 Project Number	<input type="text"/>		

Description

This program funds the implementation of the East-West Bus Rapid Transit (E-W BRT) which runs from the Junction Rd/Mineral Point intersection east to East Towne and onto Sun Prairie. The goal of E-W BRT is to reduce travel times, increase ridership, and improve Metro Transit System capacity. BRT, coupled with Metro's Network Redesign, seeks to provide better service to all of Madison's residents.

Budget Information

Prior Appropriation*

*Based on Fiscal Years 2015-2020

\$7,734,977 **Prior Year Actual**

\$4,043,507

Budget by Funding Source

<i>Funding Source</i>	2022	2023	2024	2025	2026	2027
GF GO Borrowing	6,019,965					
TIF Proceeds	20,000,000					
Federal Sources	80,000,000					
Federal Sources	32,813,105					
Other Govt Pmt For Services	700,000					
Total	\$139,533,070	\$0	\$0	\$0	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

<i>Expense Type</i>	2022	2023	2024	2025	2026	2027
Machinery and Equipment	60,918,301					
Street	40,651,200					
Land Improvements	37,963,569					
Total	\$139,533,070	\$0	\$0	\$0	\$0	\$0

Insert Expense Type

Explain any changes from the 2021 CIP in the proposed funding for this program.

Note that in addition to the above appropriation:

- \$1,454,386 of planned debt service payments associated with the approved borrowing will be considered part of the capital contribution to the project.
- The Junction Road West Terminal station and Brayton Lot construction area will be used as a local match for Federal grant sources in lieu of cash. This will reduce the amount of City debt needed for BRT by \$10,000,000

Priority & Justification

Citywide Element Land Use and Transportation

Strategy Implement bus rapid transit (BRT) to improve travel times, enhance reliability, and increase ridership.

Describe how this project advances the Citywide Element:

This budget request implements Bus Rapid Transit and satisfies the FTA pre-requisite of having appropriated funds prior to entering a Small Starts grant agreement. The BRT project will fundamentally transform our Metro Transit system and provide a competitive alternative to motor-vehicle travel. It provides a transportation foundation to address Madison area needs for the coming years.

Racial Equity and Social Justice

We are continuing our efforts to articulate and prioritize racial equity and social justice in the City's budget and operations. Please respond to the following questions and incorporate these responses into your budget narrative to ensure racial equity is included in decision-making.

Describe how Black, Indigenous, and People of Color, people living with lower incomes, and people who are otherwise marginalized (because of gender, age, home language, etc.) would be affected by the proposed budget or budget change(s)?

This proposal greatly enhances transit service by increasing service frequency and operating hours. Many in communities of color, those with lower incomes, and marginalized communities rely transit as a primary means of transportation. The service plan for BRT includes increased local service frequency to Madison's north and south sides, providing better and more frequent service to some of Madison's more diverse neighborhoods.

What City agencies or community partners are affected by, care about, or already working on issues related to this project/program? Numerous city agencies are invested in and instrumental in implementing Bus Rapid Transit. It is a key component in our transportation plan for serving all of Madison's residents.

Have we asked for their perspectives directly and, if so, how have we incorporated their feedback? The project has had an extensive public engagement process over the past 4 years, which has included several different engagement methods. Outcomes resulting from this engagement include the BRT service plan - which improves service frequency to the north and south sides. It also has led to accelerated programming for the North-South BRT, which could be implemented as soon as 2026.

How will we continue to communicate with them in this process?

Have we used any data related to the project/program that details race, non-binary and transgender people, people with disabilities, those experiencing homelessness, or undocumented status?

Yes
 No
 Some, not all

Is the proposed budget or budget change related to a recommendation from any of the City's teams or initiatives that connect community need with opportunities to advance racial equity, inclusion, and social justice (e.g., NRTs, RESJI, LCET, MAC, WIC, Equitable Workforce Plans)?

Yes
 No

If so, please identify the respective group and recommendation.

Project Schedule & Location

2022 Projects

Project Name	Est Cost	Location
East-West Bus Rapid Transit	\$139,533,070	This project spans from Mineral Point Road and Junction Road east to East Towne Mall and exte...

Insert item

Explain the justification for selecting projects planned for 2022:

This budget allocation joins previous appropriations for the \$160 million East-West Bus Rapid Transit implementation. This high-ridership corridor has received high project evaluation rating by the FTA and is the most competitive corridor for Small Starts funding. Subsequent Bus Rapid Transit projects will serve other corridors.

2023 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2023:

2024 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2024:

2025 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2025:

2026 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2026:

2022 Capital Budget

2027 Projects

<i>Project Name</i>	<i>Est Cost</i>	<i>Location</i>

Insert item

Explain the justification for selecting projects planned for 2027:

Operating Costs

What are the estimated annual operating costs associated with the projects planned within this program?

Personnel

<i># of FTEs</i>	<i>Annual Cost</i>	<i>Description</i>
18	2,000,000	Preliminary estimates from project consultants indicate that E-W BRT could increase Metro operating costs by 3.5%. The Metro Transit Network Redesign Study is likely to realign network resources so that there is limited operational increases to Metro's operating budget.

Non-Personnel

<i>Major</i>	<i>Amount</i>	<i>Description</i>

Insert item

Save

Submit

Notes

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Save and Close

2022 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency	Transportation	Proposal Name	North-South Bus Rapid Transit
Project Number	13665	Project Type	Program
Project Category	Transportation	Priority:	2
2022 Project Number	<input type="text"/>		

Description

This program funds the design and implementation the North-South Bus Rapid Transit (N-S BRT) from South Park Street north to Northport Drive. The goal of the N-S BRT is to complement the E-W BRT as it provides improved transit frequency and service to the City's north and south sides.

Budget Information

Prior Appropriation*

*Based on Fiscal Years 2015-2020

<input type="text"/>	Prior Year Actual	<input type="text"/>
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Budget by Funding Source

Funding Source	2022	2023	2024	2025	2026	2027
GF GO Borrowing		6,000,000		24,000,000	0	
Federal Sources				30,000,000	0	
Total	\$0	\$6,000,000	\$0	\$54,000,000	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

Expense Type	2022	2023	2024	2025	2026	2027
Street		0		20,000,000		
Land Improvements		0		34,000,000		
Other		6,000,000				
Total	\$0	\$6,000,000	\$0	\$54,000,000	\$0	\$0

Insert Expense Type

Explain any changes from the 2021 CIP in the proposed funding for this program.

This pro

Priority & Justification

Citywide Element Land Use and Transportation

Strategy Implement bus rapid transit (BRT) to improve travel times, enhance reliability, and increase ridership.

Describe how this project advances the Citywide Element:

This project implements the North-South portion of the Bus Rapid Transit system as it brings increased transit frequency and service to Madison's south and north sides.

Racial Equity and Social Justice

We are continuing our efforts to articulate and prioritize racial equity and social justice in the City's budget and operations. Please respond to the following questions and incorporate these responses into your budget narrative to ensure racial equity is included in decision-making.

Describe how Black, Indigenous, and People of Color, people living with lower incomes, and people who are otherwise marginalized (because of gender, age, home language, etc.) would be affected by the proposed budget or budget change(s)?

This project would improve transit frequency and service time to the north and southern portions of Madison. These areas have neighborhoods of color, low-income, and marginalized residents.

What City agencies or community partners are affected by, care about, or already working on issues related to this project/program? Many city agencies support and have been instrumental in the planning for the North-South BRT line. It is a key strategy in the City's transportation plan.

Have we asked for their perspectives directly and, if so, how have we incorporated their feedback? Over the past 4 years the Bus Rapid Transit project has had extensive outreach, using a variety of methods in many locations. This outreach will continue with additional focus on the north and south portions of Madison.

How will we continue to communicate with them in this process? It is anticipated that engagement activities will begin to focus increasingly on the south and north portions of the corridor with the beginning of planning and design contract, scheduled for 2023.

Have we used any data related to the project/program that details race, non-binary and transgender people, people with disabilities, those experiencing homelessness, or undocumented status?

Yes
 No
 Some, not all

Is the proposed budget or budget change related to a recommendation from any of the City's teams or initiatives that connect community need with opportunities to advance racial equity, inclusion, and social justice (e.g., NRTs, RESJI, LCET, MAC, WIC, Equitable Workforce Plans)?

Yes No

If so, please identify the respective group and recommendation.

Project Schedule & Location

2022 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2022:

2023 Projects

Project Name	Est Cost	Location
N-S Bus Rapid Transit Planning and Design	\$6,000,000	The project planning and design would extend from South Park St north to Northport Dr

Insert item

Explain the justification for selecting projects planned for 2023:

2024 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2024:

2025 Projects

Project name	Est Cost	Location
N-S Bus Rapid Transit Construction	\$54,000,000	The project construction would extend from South Park St north to Northport Dr

Insert item

Explain the justification for selecting projects planned for 2025:

2026 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2026:

2027 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2027:

Operating Costs

What are the estimated annual operating costs associated with the projects planned within this program?

Personnel

# of FTEs	Annual Cost	Description
5	580,000	Planning level estimates indicate a N-S BRT line could add 1% to Metro's operating budget. An updated estimate will be made upon completion of Metro's Network Redesign study.

Non-Personnel

Major	Amount	Description

Insert item

Save

Submit

Notes

Notes:

Save and Close

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