

Metro Transit

Agency Budget by Fund

Fund	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
Metro Transit	55,724,897	62,234,102	56,320,261	63,875,096	68,602,900	72,523,542
Total	55,724,897	62,234,102	56,320,261	63,875,096	68,602,900	72,523,542

Agency Budget by Service

Service	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
Fixed Route	52,690,266	57,503,194	52,937,670	59,117,759	63,845,099	67,565,741
Paratransit	3,034,631	4,730,908	3,382,591	4,757,337	4,757,801	4,957,801
Total	55,724,897	62,234,102	56,320,261	63,875,096	68,602,900	72,523,542

Agency Budget by Major-Revenue

Major Revenue	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
General Revenues	(6,023,521)	-	(6,902,604)	(6,000,000)	(6,000,000)	(6,000,000)
Intergov Revenues	(40,854,639)	(33,977,200)	(31,020,055)	(31,302,945)	(41,230,749)	(45,406,730)
Charges For Services	(8,743,773)	(12,045,587)	(9,462,864)	(12,045,587)	(12,045,587)	(12,045,587)
Licenses And Permits	-	(7,500,000)	-	-	-	-
Misc Revenue	(85,431)	(200,000)	(51,888)	(200,000)	(200,000)	(200,000)
Other Finance Source	-	-	(5,800)	(5,200,000)	-	-
Transfer In	(17,532)	(8,511,315)	(8,877,050)	(9,126,564)	(9,126,564)	(8,871,225)
Total	(55,724,897)	(62,234,102)	(56,320,261)	(63,875,096)	(68,602,900)	(72,523,542)

Agency Budget by Major-Expense

Major Expense	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
Salaries	29,597,747	31,890,730	28,389,786	31,490,209	34,709,671	37,018,796
Benefits	11,289,791	12,300,718	11,967,777	12,274,011	12,814,596	12,814,596
Supplies	5,090,914	5,721,983	4,151,740	4,817,183	5,557,183	6,819,200
Purchased Services	5,338,960	8,141,204	5,981,196	8,693,678	8,775,164	9,119,664
Debt Othr Financing	2,742,611	-	3,740,521	360,025	360,025	360,025
Inter Depart Charges	1,664,874	2,114,977	2,089,240	2,416,917	2,563,188	2,568,188
Transfer Out	-	2,064,490	-	3,823,073	3,823,073	3,823,073
Total	55,724,897	62,234,102	56,320,261	63,875,096	68,602,900	72,523,542



TO: Dave Schmiedicke, Finance Director
FROM: Justin Stuehrenberg, Metro General Manager
DATE: July 22, 2022
SUBJECT: 2023 Operating Budget Transmittal Memo – Metro Transit
CC: Mayor; Deputy Mayors; Budget & Program Evaluation Staff

Dear Mayor Rhodes-Conway and Mr. Schmiedicke,

I'm pleased to present Metro's proposed 2023 Operating Budget. The 2023 Metro budget continues to fund the operation of a safe and efficient transit system for the Madison region, while also advancing the goal of making significant investments in transit service in order to better connect people to opportunities and to reduce our region's carbon footprint. While we've made significant strides in the past few years, we have an unprecedented opportunity to do more, thanks to the Bipartisan Infrastructure Law. This budget proposal enables the City's transit system to capitalize on this once in a generation opportunity.

Racial Equity and Social Justice

Metro service serves a critical need in job access for disadvantaged communities. For many, Metro is the only means that they have to reach gainful employment, shopping, and education. Our 2023 budget proposal allows us to restore 2019 service levels while also advancing many major projects that will improve the quality of transit in Madison for decades to come. These improvements will make the lives of most people relying on transit much better by reducing wait and travel times, allowing people to spend less of their day on the bus and the ability to reach more opportunities.

Major Changes in the 2023 Operating Request

Metro has a need to expand staffing in order to fully take advantage of the Infrastructure and Jobs Act and service expansion requests from partners. Staffing levels are currently inadequate to deliver the projects that we have planned, and certainly do not allow us to execute additional projects that could be unlocked with additional federal funds. Local funding from the City of Madison is not expected to grow beyond typical inflationary adjustments, through the Town of Madison attachment, or as needed to support service expansions directed by the Common Council. Therefore, this section outlines several new positions for the 2023 budget for which the incremental cost is wholly funded by sources other than from the City of Madison.

First, with the introduction of electric buses and BRT system we have a need for a new skillset to maintain the buses, charging infrastructure, and BRT stations. Metro expects to receive up to 46 electric buses in 2024, and all new bus deliveries after that point are expected to be electric. With that in mind, Metro is proposing to add 6 positions to be funded by preventative maintenance formula grant funds, which Metro receives automatically from the FTA, including:

- *(1x) Electrical Engineer/ Power Dept. Manager:* Necessary to support the new High Voltage Tech positions and maintenance of electrical equipment, including the simple addition of staff plus development of new training and safety protocols of new technologies.
- *(4x) High Voltage Technicians/Electricians:* New union positions that will support the implementation and maintenance of new electric buses and charging infrastructure. This is a new technology that requires a

different skillset to maintain and it is not feasible to re-train all existing mechanics, although Metro expects to create a pathway for existing mechanics to gain these skills over time.

- *(1x) Information Systems Specialist:* With the implementation of BRT stations and a second operational facility, Metro will have IT assets in many more places through the city which will require much more maintenance.

The Infrastructure and Jobs Act will bring in substantial federal money that will allow us to build projects. This will require project management staff to manage projects, as well as administrative staff to manage more complex systems and budgets. Grants will be a combination of guaranteed formula funds, increasing by \$3 million per year, and new and larger competitive opportunities. Competitive funds have roughly tripled, which will prompt Metro to think much more broadly about what projects might be feasible and conduct preliminary scoping and cost estimating on new projects. The IJA also modifies and expands the regulatory framework that Metro operates under, so it is important to have additional support for compliance. In order to advance projects, Metro will need to add staff AND rely on consultants. It is important to strike a balance between the two in order to reduce the costs associated with consultants and ensure staff is closely monitoring their work. With these in mind, Metro is proposing 6 full time positions and 3 limited term positions funded by administrative & maintenance costs from grants received and expected in the Infrastructure and Jobs Act, including:

- *(1x) Capital Program Manager:* Lead role in developing major capital projects for Metro, including future phases of BRT, bus stops, and other capital expenditures intended to reduce our operating budget. Would work closely with the Engineering and Transportation Departments.
- *(1x) Capital Project Manager:* Support role in developing major capital projects for Metro, including future phases of BRT, bus stops, and other capital expenditures intended to reduce our operating budget.
- *(1x) Outreach Specialist:* Support role for outreach around major capital projects for Metro, including future phases of BRT, bus stops, and other capital expenditures intended to manage our operating budget.
- *(1x) Long Range Planner:* Staff to work closely with the City, the MPO, and all partners to identify long term needs and develop projects to ensure readiness to grant applications when available.
- *(1x) Civil Rights/Equity/DBE Specialist:* With the significant increase in federal procurements, we have a need to expand capability to set goals for disadvantaged business enterprise (DBE) tied to those procurements. Metro also has established several new goals around enhancing equity and have a need for a point person to ensure those goals are being advanced. Finally, Metro has a high rate of Civil Rights complaints and need additional staff to investigate those complaints in a timely manner. This would be a dual report to Metro and Civil Rights, but funded by Metro's budget and located at Metro.
- *(1x) Regulatory Compliance Attorney:* Staff to work closely with the City Attorney's office and our Federal and State partners to ensure that Metro remains fully compliant with all regulations, as well as our partner contracts. These include the Public Transit Agency Safety Plan (PTASP), Transit Asset Management (TAM), and federal procurement and real estate acquisition requirements. This is critically important as being out of compliance with these regulations could prevent us from accessing millions of dollars in grant funds. This position would be a dual report to Metro and the City Attorney, but funded by Metro's budget and located at Metro.
- *(3x LTE) Limited Term Employment Call Center Reps:* This will add support necessary to get through the significant project rollouts that are planned for the next several years.

With the expansion of Metro facilities to Hanson Rd, Metro is in a position to add additional service in Madison and partner jurisdictions. We have already received service requests from several partners and expect many more. This will necessitate staffing of operators and admin staff to hire and support them. With these in mind, Metro is proposing up to 12 positions funded by service expansion in partner jurisdictions, including:

- *(up to 10x) Bus Operators:* Union staff to provide the additional service requested by partners. Note that only those operators needed to support contracted service will be hired.

- *(1x) Operations Manager:* Necessary to support the new operator positions across multiple shifts and dispatch from a second location. Also would manage the expansion of contracted paratransit service.
- *(1x) Assistant Scheduler:* As routes in partner communities get more complex, Metro has a need for additional support in driver scheduling.

Many positions currently see sustained high rates of overtime and adding additional positions can help to reduce overtime costs. In many circumstances, these positions can actually save money by reducing 1.5x overtime rates. With these in mind, Metro is proposing 6 positions funded by a reduction in overtime expenses:

- *(1x) Operations Supervisor:* Necessary to support the new operator positions across multiple shifts and dispatch from a second location. Also would manage the expansion of contracted paratransit service.
- *(3x) Administrative Support:* Would offload much of the day-to-day paperwork tracking from other staff that must currently work overtime to complete it.
- *(1x) Accounting Technician:* Would help streamline the payroll process and write SOPs for new technologies being implemented, which will save time for other accounting staff to complete reports and requests for information that is currently done on overtime.
- *(1x) Training Coordinator:* This position is essentially filled by an operator instructor currently, but with the ramp up in hiring, I'm seeking to make this a separate position to alleviate overtime pressure and have a broader view of the organization.

Finally, there are a few other non-staff related cost increases, beyond the cost to continue, that are anticipated:

- *Increase in contracted paratransit service (+\$200,000):* The cost of Metro's paratransit service is expected to increase due to a few different factors. We expect that per hour prices will rise due to general inflation and our contractor's challenges with hiring. Plus we expect that the number of hours will increase due to both the Network Redesign in Madison and due to Partner communities requesting additional service.
- *Increase in fuel costs (+\$1,400,000):* Given the global price of fuel, Metro expects to pay significantly more for fuel in 2023 than we did in 2022. The 2022 rates were locked in several years ago, so we are paying significantly less than current market price, but no such lock exists for 2023.
- *Increase in lease costs (+\$45,000):* With additional staff, Metro will need more office space. We are proposing to lease additional space on the first floor of our current building at 1245 E Washington Ave.


Enterprise Agencies

No changes to city subsidies or user fares are proposed. In the long term, the changes proposed here will be funded by Federal Formula funds, competitive Federal grants, additional revenue from Partners, and a reduction in overtime needs. In the short term, while ridership and fare revenues continue to grow back to normal levels, we continue to expect deficits that will be covered by the drawdown of Federal COVID relief funds targeted specifically for transit.

Town of Madison

The Town of Madison is currently a partner of Metro, paying for service through a contract agreement. There will be some loss in revenue no longer being paid by the Town (approximately \$150,000), but otherwise no changes in services.

Thank you for your consideration and I look forward to further discussion.


Justin Stuehrenberg
General Manager, Metro Transit

2023 Operating Budget

Service Budget Proposal

PART 1: IDENTIFYING INFORMATION

SELECT YOUR AGENCY:

Metro Transit

SELECT YOUR AGENCY'S SERVICE:

Fixed Route

SERVICE NUMBER:

851

SERVICE DESCRIPTION:

This service is responsible for: (1) planning and coordinating all fixed route transit improvements and programs and (2) the repair and maintenance of the Metro transit bus fleet. The goal of this service is to provide transportation for customers to a comprehensive network of destinations throughout the City.

Are any updates required for the "Service Description"?

Activities performed by this Service

Activity	% of Effort	Description
Transporting Passengers	74%	Providing transportation service for riders to reach their desired destinations via safe, affordable and reliable means.
Marketing, Advertising, Community Outreach	3%	Creating and maintaining relationships with riders and partners, as well as providing assistance for questions on routes, ticket purchases, etc. Community outreach through PR events and promoting Metro programs. Advertising sales to increase revenue through ad space on buses.
Planning and Scheduling	1%	Route planning and analysis, scheduling of routes, buses and stops.
Bus Facilities and Maintenance	17%	Maintenance and repair of both our fleet of vehicles, as well as our buildings and other physical assets.
Administration and Finance	5%	Other administrative duties, including HR support, finance staff, grants administration, and general administrative support.

Insert item

Citywide Element

<https://imagineadisonwi.com/document/comprehensive-plan-adopted>

Land Use and Transportation

Describe how this service advances the Citywide Element:

Metro Transit is a critical service of the Land Use and Transportation element of the Comprehensive Plan. Metro's budget and service directly influences and is part of strategies 1, 2, 3, 5, 7, and 9.

Part 2: Base Budget Proposal

BUDGET INFORMATION

	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
<i>Budget by Fund</i>						
General-Net	\$0	\$0	\$0	\$0	\$0	\$0
						348

Other-Expenditures	\$52,690,266	\$57,503,194	\$52,937,670	\$59,117,759	\$63,845,099	\$67,565,741
Total	\$52,690,266	\$57,503,194	\$52,937,670	\$59,117,759	\$63,845,099	\$67,565,741
Budget by Major						
Revenue	(\$54,432,548)	(\$57,506,562)	(\$51,224,549)	(\$59,032,790)	(\$63,760,594)	(\$67,565,741)
Personnel	\$40,328,433	\$43,648,302	\$39,890,204	\$43,194,645	\$46,958,321	\$49,267,446
Non-Personnel	\$10,710,563	\$11,811,452	\$10,969,763	\$13,577,734	\$14,395,810	\$15,802,327
Agency Billings	\$1,651,270	\$2,043,440	\$2,077,703	\$2,345,380	\$2,490,968	\$2,495,968
Total	(\$1,742,282)	(\$3,368)	\$1,713,121	\$84,969	\$84,505	\$0

Part 3: Service Budget Changes

General Fund agencies may propose changes that are net neutral to their budget. Non-general fund supported agencies may propose changes that they can support with revenue.

Proposed Changes

Fund	Major	Org	Object	\$ Change	Description
2150 - METRO TRA	51 - SALARIES	85100	51113	\$2,309,125.0	Metro is proposing the addition of 30 new FTE positions to be able to fulfill needs for expanded service, electric buses, BRT, and capital projects with additional federal funds and grant funds. We are also adding 3 LTE positions to help with additional needs in the next two years for customer service staffing, as calls increase due to the major overhaul of Metro systems and service. There are 5 adjustments due to vacant positions being filled as higher roles, which necessitated an increase from the original C2C calculations.
2150 - METRO TRA	53 - SUPPLIES	85100	53421	\$1,400,000	Metro is budgeting an increase of \$1.4 million for diesel fuel for 2023. We are locked into a very reasonable price for 2022, which is far below market rate at this time. We have not seen numbers come down enough to lock fuel gallons for 2023. This number anticipates a price of \$2.80-\$3/gallon. We will watch to lock our price as it continues to fall and hopefully can get an even more favorable price than what's been budgeted for.
2150 - METRO TRA	54 - PURCHASED S	85100		\$6,517	There are a few small adjustments to purchased services, such as and increase for facility rental to add offices for additional staff on the first floor of the administration building. There are also additional funds for an software licenses and training/conferences with all of the new staff coming on board.
2150 - METRO TRA	57 - INTER DEPART	85100	57184	\$5,000	Adding \$5k for additional snow plowing around bus stops and sites.
TOTAL				\$3,720,642.00	

Insert item

What are the service level impacts of the proposed funding changes?

Explain the assumptions behind the changes.

What is the justification behind the proposed change?

Are you proposing any personnel allocation changes?

No

Part 4: 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. Prioritize equity over equality. "Equity" is often conflated with the term "equality" (meaning sameness). Equity implies that an individual may need to experience or receive something different (not equal) in order to achieve fairness and access.

We encourage you to focus on how this service impacts marginalized populations and addresses the greatest needs, instead of discussing how the service will benefit everyone equally.

1. What specific inequities does this service intend to address? How and for whom?

Metro service serves a critical need in job access for disadvantaged communities. For many, Metro is the only means that they have to reach gainful employment, shopping, and education. Our 2023 budget proposal allows us to restore 2019 service levels while also advancing many major projects that will improve the quality of transit in Madison for decades to come. These improvements will make the lives of most people relying on transit much better by reducing wait and travel times, allowing people to spend less of their day on the bus and the ability to reach more opportunities.

2. What data helped shape your proposal? Data includes qualitative and quantitative information such as community input, demographics, qualified census tracts, environmental justice areas, and other sources. Additionally, include specific recommendations from a Racial Equity and Social Justice Analysis, if available.

Throughout the past year, Metro has received a large amount of feedback from community members during outreach meetings for BRT, as well as the network redesign. We continue to have interactions on a regular basis with stakeholders, and are in the process of doing an onboard survey, which is critical to obtaining necessary data from current riders. This data will allow us to make more informed decisions on routing and scheduling to better serve all area residents and community members. In addition, two roles we are requesting to add to Metro staff in the 2023 budget are for outreach and civil rights.

3. Is the proposed budget or budget change related to a recommendation from a Neighborhood Resource Team (NRT)? If yes, please identify the NRT and recommendation. Be as specific as possible.

No.

Part 5: Proposed Budget Reduction

Agencies are asked to provide a 1% reduction to their general, library, and internal service (e.g. fleet) fund budgets to address the City's structural deficit.

Enterprise Agencies: Enterprise agencies are not required to propose reductions, as long as there are sufficient revenues to cover proposed expenses. Enterprise agencies may skip this section and move to Part 6.

What is 1% of the agency's net budget (general, library, and fleet funds only)?

What is the proposed reduction to this service's budget?

Explain how you would change the activities and the level of service as a result of implementing the funding decrease to this service. List changes by service activity identified above. Add a separate line for each reduction.

If you are proposing revenue increases or other types of changes to meet your net budget reduction, contact your budget analyst to discuss how to enter the information in the form.

Activity	\$Amount	Description
Total	\$0	

 Insert item

Explain the changes by major expenditure category that your agency would implement as a result of the funding decrease to this service.

Name	\$ Amount	Description
Personnel		
Non-Personnel		
Agency Billings		
Total	\$0	

Is the City mandated to perform the activities of this service? If so, explain the mandate and mandated service level. If not, are there other local organizations also involved in performing these activities?

Has this reduction been proposed in prior years?

Select... ▼

Does the proposed reduction result in eliminating permanent positions?

Select... ▼

Does the proposed reduction impact other agencies (e.g. administrative or internal service agencies such as IT, Finance, HR, Fleet)?

Select... ▼

Describe why the proposed reduction was chosen.

Explain the impacts of the proposed reduction on the end user of the service. How can impacts of this reduction be mitigated?

Part 6: Optional Supplemental Request

Town of Madison: Agencies requesting additional funding for Town of Madison (ToM) services should enter funding requests below. Enter ToM requests in the most relevant service. You can enter multiple rows for ToM activities as needed. Include "Town of Madison" or "ToM" in the activity name.

Supplemental Request: Agencies may submit one (1) supplemental request in their 2023 budget request. Please include the request in the most relevant service. Requests should only be submitted if agencies identify a critical need. Agencies should first consider reallocating base resources within and among services before proposing budget increases.

What is the proposed funding increase? Explain how you would change the activities and the level of service as a result of implementing the funding increase to this service. List changes by service activity identified above.

Activity	\$Amount	Description
Total	0	

Insert item

Explain the changes by major expenditure category that your agency would implement as a result of the funding increase to this service.

Name	\$Amount	Description
Personnel		
Non-Personnel		
Agency Billings		
Total	0	

How will this increase be funded (e.g., General Fund, Library Fund, Capital Fund, Enterprise Fund, Grant Fund, etc.)? Please list the most applicable funding source(s). Follow up with your budget analyst if you are uncertain.

What are the implications of this service increase over the next five years? Identify if this increase is ongoing and if additional increases to funding or personnel would be needed to support this increase.

Does the proposed increase affect workload for any administrative or internal service agencies (e.g., IT, Finance, HR, Fleet)?

Select... ▼

Describe why the proposed increase is critical.

Save/Submit

2023 Operating Budget

Service Budget Proposal

PART 1: IDENTIFYING INFORMATION

SELECT YOUR AGENCY:

Metro Transit

SELECT YOUR AGENCY'S SERVICE:

Paratransit

SERVICE NUMBER:

852

SERVICE DESCRIPTION:

This service provides paratransit services for customers with disabilities in need of transportation services for work, post-secondary education, medical needs, sheltered workshops, and other personal purposes.

Are any updates required for the "Service Description"?

Activities performed by this Service

Activity	% of Effort	Description
Transportation Services	88%	This service addresses the need of individuals with disabilities who are seeking transportation to get to jobs, healthcare, education facilities, appointments, and other essential destinations, in a safe, reliable, efficient and cost conscience way. This service is provided by contracted local vendors and is provided in accordance with federal ADA requirements.
Administrative Support	12%	This portion of the service manages paratransit functions, including customer service support, scheduling, rider eligibiliy assessments, vendor contact, etc.

Insert item

Citywide Element

<https://imagineadisonwi.com/document/comprehensive-plan-adopted>

Land Use and Transportation

Describe how this service advances the Citywide Element:

Metro Transit is a critical service of the Land Use and Transportation element of the Comprehensive Plan. Metro's budget and service directly influences and is part of strategies 1, 2, 3, 5, 7, and 9.

Part 2: Base Budget Proposal

BUDGET INFORMATION

	2020 Actual	2021 Adopted	2021 Actual	2022 Adopted	2023 C2C	2023 Request
<i>Budget by Fund</i>						
General-Net	\$0	\$0	\$0	\$0	\$0	
Other-Expenditures	\$3,034,631	\$4,730,908	\$3,382,591	\$4,757,337	\$4,757,801	\$4,957,801
Total	\$3,034,631	\$4,730,908	\$3,382,591	\$4,757,337	\$4,757,801	\$4,957,801
<i>Budget by Major</i>						
Revenue	(\$1,292,348)	(\$4,727,540)	(\$5,095,713)	(\$4,842,306)	(\$4,842,306)	(\$4,957,801)
Personnel	\$559,105	\$543,146	\$467,359	\$569,575	\$565,946	\$565,946
Non-Personnel						353

	\$2,461,922	\$4,116,225	\$2,903,695	\$4,116,225	\$4,119,635	\$4,319,635
Agency Billings	\$13,604	\$71,537	\$11,537	\$71,537	\$72,220	\$72,220
Total	\$1,742,283	\$3,368	(\$1,713,122)	(\$84,969)	(\$84,505)	\$0

Part 3: Service Budget Changes

General Fund agencies may propose changes that are net neutral to their budget. Non-general fund supported agencies may propose changes that they can support with revenue.

Proposed Changes

Fund	Major	Org	Object	\$ Change	Description
2150 - METRO TRA	54 - PURCHASED S	85200	54689	\$200,000	With the change to Metro's network design in 2023, we are anticipating there will be a greater need for additional paratransit rides in some areas that will have changes to current bus stops. Metro is working on putting out an RFB for current and additional providers. We anticipate an increase in their rate due to staff shortages, inflation, higher fuel costs, etc.
TOTAL				\$200,000.00	

Insert item

What are the service level impacts of the proposed funding changes?

We are estimating the service level and demand to increase. We have shifted additional dollars from fixed route to paratransit to offset the cost of the estimated increase of purchased transportation service.

Explain the assumptions behind the changes.

With the change to Metro's network design in 2023, we are anticipating there will be a greater need for additional paratransit rides in some areas that will have changes to current bus stops.

What is the justification behind the proposed change?

Metro is working on putting out an RFB for current and additional providers. We anticipate an increase in their rate due to staff shortages, inflation, higher fuel costs, etc., which means that in order to maintain current contracts and have enough vendors to provide the service levels being requested, we need to make sure they are staying profitable, so Metro has a means to fulfill ADA required services.

Are you proposing any personnel allocation changes?

No

Part 4: 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. Prioritize equity over equality. "Equity" is often conflated with the term "equality" (meaning sameness). Equity implies that an individual may need to experience or receive something different (not equal) in order to achieve fairness and access.

We encourage you to focus on how this service impacts marginalized populations and addresses the greatest needs, instead of discussing how the service will benefit everyone equally.

1. What specific inequities does this service intend to address? How and for whom?

Metro serves a critical need for riders to access essential services, and is even more of a need for those with disabilities who are unable to reach or utilize fixed route service. This is especially true in disadvantaged communities, where there may be longer fixed route ride times, which is an ongoing priority for Metro. For many, Metro is the only means that they have to reach gainful employment, shopping, and education. We are looking to add more service providers in 2023 to ensure there is adequate options for all riders, in all areas of the system.

2. What data helped shape your proposal? Data includes qualitative and quantitative information such as community input, demographics, qualified census tracts, environmental justice areas, and other sources. Additionally, include specific recommendations from a Racial Equity and Social Justice Analysis, if available.

Throughout the past year, Metro has received a large amount of feedback from community members during outreach meetings for BRT, as well as the network redesign. We continue to have interactions on a regular basis with stakeholders, and are in the process of doing an onboard survey, which is critical to obtaining necessary data from current riders. This data will allow us to make more informed decisions on routing and scheduling to better serve all area residents and community members. In addition, two roles we are requesting to add to Metro staff in the 2023 budget are for outreach and civil rights.

3. Is the proposed budget or budget change related to a recommendation from a Neighborhood Resource Team (NRT)? If yes, please identify the NRT and recommendation. Be as specific as possible.

No.

Part 5: Proposed Budget Reduction

Agencies are asked to provide a 1% reduction to their general, library, and internal service (e.g. fleet) fund budgets to address the City's structural deficit.

Enterprise Agencies: Enterprise agencies are not required to propose reductions, as long as there are sufficient revenues to cover proposed expenses. Enterprise agencies may skip this section and move to Part 6.

What is 1% of the agency's net budget (general, library, and fleet funds only)?

What is the proposed reduction to this service's budget?

Explain how you would change the activities and the level of service as a result of implementing the funding decrease to this service. List changes by service activity identified above. Add a separate line for each reduction.

If you are proposing revenue increases or other types of changes to meet your net budget reduction, contact your budget analyst to discuss how to enter the information in the form.

Activity	\$Amount	Description
Total	\$0	

Insert item

Explain the changes by major expenditure category that your agency would implement as a result of the funding decrease to this service.

Name	\$ Amount	Description
Personnel		
Non-Personnel		
Agency Billings		
Total	\$0	

Is the City mandated to perform the activities of this service? If so, explain the mandate and mandated service level. If not, are there other local organizations also involved in performing these activities?

Has this reduction been proposed in prior years?

Does the proposed reduction result in eliminating permanent positions?

Does the proposed reduction impact other agencies (e.g. administrative or internal service agencies such as IT, Finance, HR, Fleet)?

Describe why the proposed reduction was chosen.

Explain the impacts of the proposed reduction on the end user of the service. How can impacts of this reduction be mitigated?

Part 6: Optional Supplemental Request

Town of Madison: Agencies requesting additional funding for Town of Madison (ToM) services should enter funding requests below. Enter ToM requests in the most relevant service. You can enter multiple rows for ToM activities as needed. Include "Town of Madison" or "ToM" in the activity name.

Supplemental Request: Agencies may submit one (1) supplemental request in their 2023 budget request. Please include the request in the most relevant service. Requests should only be submitted if agencies identify a critical need. Agencies should first consider reallocating base resources within and among services before proposing budget increases.

What is the proposed funding increase? Explain how you would change the activities and the level of service as a result of implementing the funding increase to this service. List changes by service activity identified above.

Activity	\$Amount	Description
Total	0	

Insert item

Explain the changes by major expenditure category that your agency would implement as a result of the funding increase to this service.

Name	\$Amount	Description
Personnel		
Non-Personnel		
Agency Billings		
Total	0	

How will this increase be funded (e.g., General Fund, Library Fund, Capital Fund, Enterprise Fund, Grant Fund, etc.)? Please list the most applicable funding source(s). Follow up with your budget analyst if you are uncertain.

What are the implications of this service increase over the next five years? Identify if this increase is ongoing and if additional increases to funding or personnel would be needed to support this increase.

Does the proposed increase affect workload for any administrative or internal service agencies (e.g., IT, Finance, HR, Fleet)?

Select... ▼

Describe why the proposed increase is critical.

Save/Submit