

City of Madison 2018 Capital Improvement Plan
Agency Request Summary

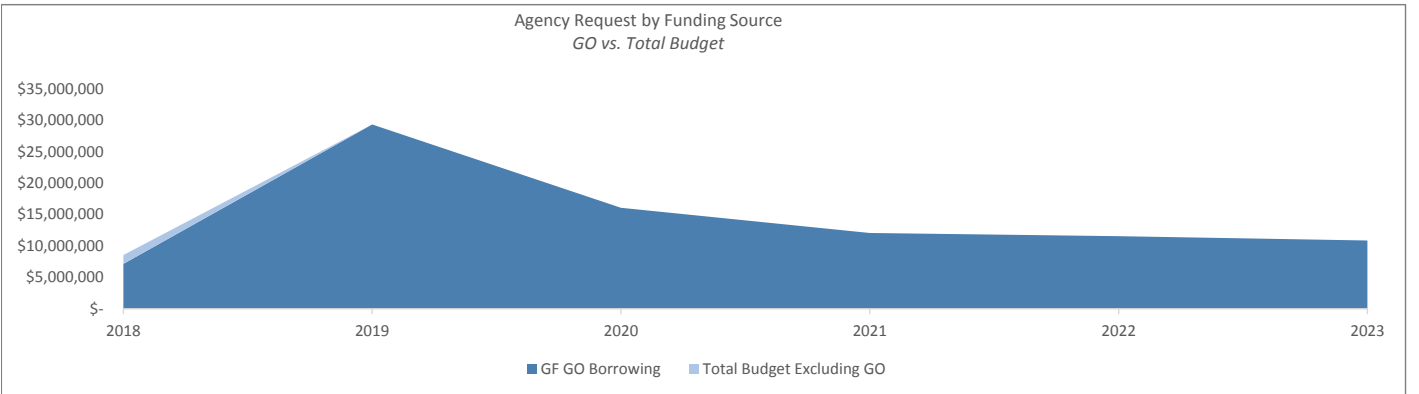
Agency : Fleet Service

Agency Request by Project (All Funds)

Project	2018	2019	2020	2021	2022	2023
Fire Apparatus / Rescue Veh	1,151,300	2,701,000	2,200,000	4,965,030	4,450,000	3,780,000
Fleet Equipment Replacement	7,401,410	5,925,000	5,100,000	7,100,000	7,100,000	7,100,000
Fleet Service Relocation	-	20,413,421	8,748,609	-	-	-
GPS/AVL	-	275,000	-	-	-	-
Total	\$ 8,552,710	\$ 29,314,421	\$ 16,048,609	\$ 12,065,030	\$ 11,550,000	\$ 10,880,000

Agency Request by Funding Source

Project	2018	2019	2020	2021	2022	2023
GF GO Borrowing	7,151,300	29,314,421	16,048,609	12,065,030	11,550,000	10,880,000
Transfer In From General Fund	1,401,410	-	-	-	-	-
Total	\$ 8,552,710	\$ 29,314,421	\$ 16,048,609	\$ 12,065,030	\$ 11,550,000	\$ 10,880,000





Department of Public Works

Fleet Service Division

Ronald Janowski, Interim Fleet Service Superintendent

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May 10, 2017

To: David Schmiedicke, Finance Department

From: Ron Janowski, Interim Fleet Service Superintendent

Subject: Fleet Service 2018 Capital Budget Request

The 2018 Fleet Service Capital Budget is focused on asset replacement. By the end of the 2017 fiscal year, the Nakoosa Trail Fleet/Fire/Radio Shop Facility planning will be through the Schematic Design, Design Development, and Construction Design Documents will be delivered. LEED Certification design documentation will be completed as well. This will advance the project to the Bidding and Construction Administration phases. With the completion of this process, Fleet will focus on asset replacement within the projects listed below.

1. Fire Apparatus Replacement
2. Fleet Equipment Replacement

I look forward to future budget discussions in an effort to meet the budget targets together with the needs of the Agencies supported by Fleet Service.

Sincerely,

A handwritten signature in cursive script that reads "Ron Janowski".

Ron Janowski
Interim Fleet Service Superintendent

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program funds ongoing maintenance efforts at the existing Fleet Services location at 200 N. First Street.

Proposal Type

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
GF GO Borrowing <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total	\$0	\$0	\$0	\$0	\$0	\$0

Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

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
Other <input type="text"/>	N/A	<input type="text"/>

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?

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

Capital Budget Proposals

Section 1: Identifying Information

Agency

Fleet Service

Proposal Name

Fire Apparatus / Rescue Veh

Munis

12009

Proposal Description

This program provides funding to purchase Fire apparatus and rescue vehicles.

Proposal Type

Program

Section 2: Budget Information

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing	1,151,300	2,701,000	2,200,000	4,965,030	4,450,000	3,780,000
Total	\$1,151,300	\$2,701,000	\$2,200,000	\$4,965,030	\$4,450,000	\$3,780,000

Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment	1,151,300	2,701,000	2,200,000	4,965,030	4,450,000	3,780,000
Total	\$1,151,300	\$2,701,000	\$2,200,000	\$4,965,030	\$4,450,000	\$3,780,000

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
Machinery and Equipment	Pieces of Machines/Equipment	2

Insert End Product

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

Large Fire apparatus is on a 10 year replacement schedule. Medic units are in front line service for five years and then placed in backup service until the bo...

Is the City currently on track for meeting this standard?

Yes No

If not, please provide an explanation

Projections for asset replacement costs are typically made using inflationary factors. In recent years we have found that the projections made using these factors are too low and do not meet the current needs of actual replacement costs. Inflationary factors are affected by NFPA standards for new apparatus as well as equipment changes or modifications that may be needed to best suit the current needs and use of specialized apparatus. A supplemental request (project 17059) of \$2,809,443 was submitted with the 2016 budget for review but was not funded.

Program Goals

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

The desired outcome is to have the ability to replace equipment at optimum intervals while maintaining NFPA and Fleet standards for safety and reliability.

How is the outcome currently being measured?

Outcomes are measure by comparison of aged assets in need of replacement and funding available.

Operating Costs

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

When asset replacement intervals exceed the optimum time, maintenance costs become disproportionately high and down time increases. Due to the specialized use and type of equipment, it is not possible to substitute alternate assets.

Matching Funds

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

Yes No

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This program provides for the continual replacement of the City's general fleet.

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=""/>	6,000,000	5,925,000	5,100,000	7,100,000	7,100,000	7,100,000
Transfer In From General Fund <input type="text" value=""/>	1,401,410					
Total	\$7,401,410	\$5,925,000	\$5,100,000	\$7,100,000	\$7,100,000	\$7,100,000

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Machinery and Equipment <input type="text" value=""/>	7,401,410	5,925,000	5,100,000	7,100,000	7,100,000	7,100,000
Total	\$7,401,410	\$5,925,000	\$5,100,000	\$7,100,000	\$7,100,000	\$7,100,000

 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
2018 Fleet vehicle and equipment replacements		200 N First Street 53704

 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=""/>	Pieces of Machines/Equipment	70

 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?

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

Capital Budget Proposals

Section 1: Identifying Information

Agency

Proposal Name

Munis

Proposal Description

This project is for the construction of a new comprehensive Fleet facility at Nakoosa Trail. The new facility will house the City's Central Garage, Fire Maintenance, and Radio Shop.

Proposal Type

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing <input type="text" value=""/>		20,413,421	8,748,609			
Total	\$0	\$20,413,421	\$8,748,609	\$0	\$0	\$0

 Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Building <input type="text" value=""/>		20,413,421	8,748,609			
<input type="text" value=""/>						
<input type="text" value=""/>						
Total	\$0	\$20,413,421	\$8,748,609	\$0	\$0	\$0

 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
Design Completion <input type="text" value=""/>	Construction <input type="text" value=""/>	Construction Completion <input type="text" value=""/>	<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

What is the desired outcome of the proposed project?

The desired outcome is to re-locate three existing separate facilities and combine them into one facility at the same location. The combination will reduce the duplication of expensive shop and diagnostic equipment, tools, supplies, and parts inventory. Scheduling of maintenance will also be more efficient with direct access to a larger staff that is all located in the same facility. Due to the close proximity of the Sycamore Avenue maintenance facility to Nakoosa Trail, there is potential to combine major repair functions from Sycamore to Nakoosa Trail. This would further reduce duplication of equipment, tools, supplies, and parts inventory and further enhance efficiencies of combining locations. Many pieces of equipment are already being transferred from Sycamore to First Street for service due to space constraints that do not permit the door to be closed once the equipment is in the shop. All vehicles originate through Fleet and must be transported to the radio shop for installation of radios and equipment and then returned to Fleet to be put into service. Coordination is difficult and time consuming with a large number of labor hours spent on moving assets back and forth causing delays in the ability to put the asset in service. At the Nakoosa Trail location, the Radio Shop and Fleet would share a common vehicle parking lot that would improve scheduling ability, greatly reduce lost labor on transportation, and improve ability to put assets into service without additional delay.

How will this outcome be measured?

The outcome can be measured by the reduction in time spent transporting vehicles and equipment as well as the reduction of time to put new vehicles into service.

Operating Costs

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

Operational efficiencies can be greatly enhanced by the ability to combine the major repair functions of Fire Maintenance, First Street, and potentially Sycamore, into one facility. Shop equipment, diagnostic tools, software subscriptions, fluids, supplies, and Parts inventory have many duplications with three separate facilities. All of this would be combined into a single location. Currently, a second person and vehicle must be sent to deliver and pick up vehicles at the Radio Shop. With a common parking area in the new facility, the need to do this would be eliminated. Many agencies that bring vehicles for Fleet Service for maintenance, require maintenance from the Radio Shop as well. Currently, they need to shuttle the vehicle from one shop to the other in order to facilitate the repairs. With a combined facility, the agency could simply deliver the vehicle to one location and both repairs could be completed without the need to deliver to one location, pick up and deliver to another location, and then return to pick up again when the repairs are complete. Due to the size of equipment and limited parking space at current facility, the delivery of a disabled vehicle becomes an orchestrated effort that requires movement of several pieces of equipment to facilitate the delivery. All of the current challenges have been addressed in the design phase of the new facility. Operations and functions that are currently challenging and time consuming would be performed with ease and efficiency at the proposed new facility.

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.

There are no planned major operational costs associated with the new facility. There is no planned expansion of new positions or increasing numbers of current positions. There are no major increases in operational costs anticipated due to the fact that the new facility would be approximately 70 years newer than the majority of existing facilities. Building design has been done with climatic conditions in mind as well as construction materials that provide optimum efficiency. Consideration has also been given to energy efficient lighting and HVAC as well as potential incorporation of solar technology.

Matching Funds

Have matching funds been secured for the project?

Yes No

Re-Edit

Capital Budget Proposals

Section 1: Identifying Information

Agency

Fleet Service

Proposal Name

GPS/AVL

Munis

17061

Proposal Description

This project will install Automatic Vehicle Location (AVL) and Global Positioning Systems (GPS) on the Public Works fleet.

Proposal Type

Project

Section 2: Budget Information

Total Project Budget

Budget by Year

Funding Source	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing <input type="text" value=""/>		275,000				
Total	\$0	\$275,000	\$0	\$0	\$0	\$0

Insert Funding Source

Expense Category	2018	2019	2020	2021	2022	2023
Other <input type="text" value=""/>		275,000				
Total	\$0	\$275,000	\$0	\$0	\$0	\$0

Insert Expense Category

Section 3: Proposal

Project Status

What is the location of the proposed project?

200 N First Street

Is the property currently owned by the City of Madison?

Yes No

What is the current status of the project?

Planning

What is the planned schedule for the project?

2018 2019 2020 2021 2022 2023
 Design Completion

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

What is the desired outcome of the proposed project?

The desired outcome would be to see if current technology for GPS/AVL would be beneficial in regards to operational efficiencies for routine services provided by the City. Information could potentially be used to help determine best asset utilization of vehicles and equipment.

How will this outcome be measured?

Outcomes would be made by individual agencies using and obtaining information directly from the system. Depending upon information available, reporting capabilities, and system functionality, information could potentially be used to maximize efficiency of refuse collection routes, snow plowing operations, curbside brush pickup, or various other routine functions.

Operating Costs

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

Information obtained could result in operational efficiencies for work crews, better utilization of assets, quicker response times due to the ability to instantly locate vehicles and equipment in closest proximity to an emergency need.

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.

Operational costs have the potential to be impacted by reduced fuel consumption, lower maintenance costs and potential labor savings from more efficient work crews. Operational cost depends upon technology that is used. Some systems require a dedicated cell phone line while others may use application software that allows for use when desired with a minimal charge for data transfer. Technology is rapidly evolving and costs associated with systems have been decreasing. Many assets now come with telematics capabilities that can be accessed for minimal annual costs through the manufacturer that are capable of providing much of the information that would be needed.

Matching Funds

Have matching funds been secured for the project?

Yes No

Re-Edit