Agency Request Summary

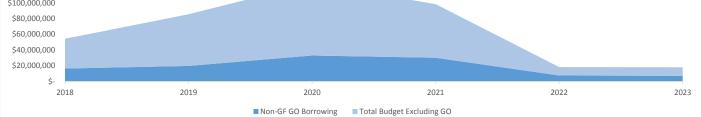
### Agency : Metro Transit

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
	\$ 19,705,587	\$ 29,523,667	\$ 48,107,755	\$ 31,851,203	\$ 9,418,751	\$ 9,807,699

Agency Request by Funding Source

Agency nequest by running 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
		oy Funding Sourc tal Budget	e				
\$140,000,000							
\$120,000,000							
\$100,000,000							
\$20,000,000							





Department of Transportation Metro Transit Chuck Kamp, General Manager

1245 East Washington Avenue, Suite 201 Madison, Wisconsin 53703 Administration: (608) 266-4904 Fax: (608) 267-8778 Customer Service: (608) 266-4466 <u>mymetrobus@cityofmadison.com</u> 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.

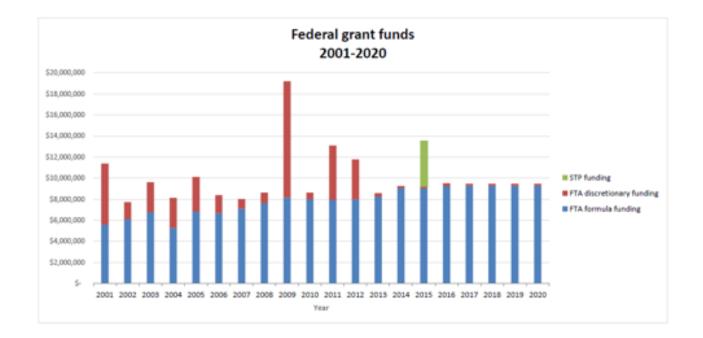
Our revised priorities focus on replacing buses, and a very small funding amount to upgrade our existing bus garage. It leads to a future consideration, if trends continue, of postponing BRT and the Nakoosa satellite facility to use those locally identified funds for buses until we can form a Regional 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-

May 11, 2017 Page 2

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

Chuck Kamp Transit General Manager

		С	apital Buc	lget Propo	sals			Submitte
Section 1: Identifyin	a Informatio	20						
Agency	ginionian							
Metro Transit								
Proposal Name				Munis #				
Bus Rapid Transit - Alterna	te			17607 - Alt				
Proposal Descriptio				1,007,740				
This project is for planning		on of the first pha	ase of Bus Rapid T	ransit (BRT).				
Proposal Type Project								
Section 2: Budget In	formation							
Total Project Budget	\$49,300,000	0						
Budget by Year								
Funding Source		2018	2019	2020	2021	2022	2023	
Federal Sources	$\checkmark$		3,200,000	18,400,000	18,400,000			
Non-GF GO Borrowing	$\checkmark$		100,000	4,600,000	4,600,000			
	Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0	
Insert Funding Source Expense Categor	y	2018	2019	2020	2021	2022	2023	
Other	$\checkmark$		3,300,000	23,000,000	23,000,000			
	Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0	
ection 3: Proposal Project Status What is the location of the pro- High density population are to the property currently owner Yes O No What is the current status of t Planning	eas ed by the City of N	Nadison?						
/hat is the planned schedule			2020	2024		2022	2022	
2018	2019 Design Completio	n 🔽 Constru	2020	2021 Construction Cor	mpletion 🔽	2022	2023	
roject Justification the proposed project the rep New Asset ○ Existing this project called for in an a Yes ○ No yes, discuss how does the pr he Madison in Motion Plan	Asset pproved master oposed project m	plan? neet the project red	quirements as defir	ned in the plan?	Transportation Ma	ister Plan.		
Vhat is the desired outcome of this desired outcome of this etween 20-40%. Service es on the economic develop	s project is to in kpansion is desi	crease service by red to increase e	quity and upward	l mobility by conne	ecting citizens to en	nployment and ser		
How will this outcome be mea This outcome will be measu	ired by compari							
Measuring ridership trends development will be meaur						vard upward mobil	nty and equity. Econ	IOMIC
<u>Operating Costs</u> Will the proposed project resu	It in operational	efficiencies and/or	savings? Please Ex	plain.				

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.

salaries will increase by approximately \$5,755,000 with	n 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	
lave matching funds been secured for the project?	
<u>Matching Funds</u> Have matching funds been secured for the project?	
Have matching funds been secured for the project? ● Yes ○ No	
tave matching funds been secured for the project? ● Yes ○ No Are these funds formally committed? ○ Yes ● No	grant? What are the match requirements of the external funding sources?
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 g	grant? What are the match requirements of the external funding sources? al Transit Administration's (FTA) Small Starts Grant Program or a new version of infrastructure funding

		С	apital Bud	get Propos	sals			Subn
Section 1: Identifying	g Informatio	n						
Agency								
Metro Transit								
Proposal Name				Munis #				
Bus Rapid Transit - Increase	3			17607 - Incr				
Proposal Description								
This project is for planning a		n of the first pha	se of Bus Rapid Tr	ransit (BRT).				
Proposal Type Project								
Section 2: Budget Inf	ormation							
Total Project Budget	\$49,300,000							
Budget by Year								
Funding Source		2018	2019	2020	2021	2022	2023	
Federal Sources	$\checkmark$		3,200,000	18,400,000	18,400,000			
Non-GF GO Borrowing	$\checkmark$		100,000	4,600,000	4,600,000			
	Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0	
Insert Funding Source								
Expense Category		2018	2019	2020	2021	2022	2023	
Other	$\sim$		3,300,000	23,000,000	23,000,000			
Insert Expense Category	Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0	
ection 3: Proposal <u>roject Status</u> /hat is the location of the prop ligh density population are the property currently owner Yes O No /hat is the current status of th Planning	as d by the City of M e project?	adison?						
hat is the planned schedule f								
2018	2019 esign Completion	Constru	2020	2021 Construction Com		2022	2023	
oject Justification         the proposed project the rep         New Asset       Existing /         this project called for in an ap         Yes       No         yes, discuss how does the pro         he Madison in Motion Plan ha	lacement of an ex Asset oproved master p oposed project me	isting asset or the lan? eet the project rec	e construction of a n quirements as define	ed in the plan?				
/hat is the desired outcome of he desired outcome of this proj 0%. Service expansion is desir long the BRT corridors. One of	ject is to increase ed to increase equ	service by adding of ity and upward mo	bility by connecting	citizens to employm	-	-		opme
ow will this outcome be meas his outcome will be measured ends in underprivileged neight mployment opportunities along	by comparing ride orhoods will iden	tify the project's su	access in contributin				-	ership
perating Costs Vill the proposed project resul	t in operational e	fficiencies and/or	savings? Please Exp	lain.				

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.

hat's the annual operating costs associated with the project	t <sup>2</sup>
	roject. Include the number of newly created positions required by the project.
laries will increase by approximately \$3,733,000 with	the creation of 20-30 positions.
pply costs will increase by an estimated \$750,000	
ervice costs will increase by an estimated \$184,000	
atching Funds	
we matching funds been secured for the project?	
Yes 🔍 No	
e these funds formally committed?	
Yes 🖲 No	
hat is the name of the fund provider and the name of the g	rant? What are the match requirements of the external funding sources?
nis project will be partially funded through the Federal Trans	sit Administration's (FTA) Small Starts Grant Program or a new version of infrastructure funding. The current
ant requires a 20% minimum local match.	
Re-Edit	

		С	apital Bud	get Propos	sals		
ection 1: Identifying	Informatio	n					
gency							
1etro Transit							
roposal Name				Munis #			
us Rapid Transit				17607			
roposal Description his project is for planning a		n of the first pha	se of Bus Rapit Tra	ansit (BRT).			
roposal Type							
ection 2: Budget Info	ormation						
Total Project Budget	\$49,300,000	)					
udget by Year							
Funding Source		2018	2019	2020	2021	2022	2023
ederal Sources	$\sim$		3,200,000	18,400,000	18,400,000		
on-GF GO Borrowing	$\checkmark$		100,000	4,600,000	4,600,000		
	Total	\$0	\$3,300,000	\$23,000,000	\$23,000,000	\$0	\$0
Expense Category		2018	2019	2020	2021	2022	2023
Expense Category	$\checkmark$	2018	<b>2019</b> 3,300,000	2020 23,000,000	<b>2021</b> 23,000,000	2022	2023
Dther Insert Expense Category	Total	2018 \$0				\$0	\$0
	Total	\$0	3,300,000	23,000,000	23,000,000		
Expense Category Other Insert Expense Category ection 3: Proposal oject Status hat is the location of the prop igh density population area the property currently owned 'Yes O No hat is the current status of the lanning hat is the planned schedule for 2018	Total	\$0 ladison?	3,300,000 \$3,300,000 2020	23,000,000	23,000,000	\$0	\$0
Expense Category Other Insert Expense Category ection 3: Proposal oject Status hat is the location of the prop igh density population area the property currently owned Yes O No hat is the current status of the lanning link is the planned schedule fo 2018  oject Justification the proposed project the repl New Asset O Existing A this project called for in an ap Yes O No yes, discuss how does the pro	Total Total Total Total by the City of IV e project? 2019 esign Completion acement of an enciesset proved master proved	adison? Construction xisting asset or the plan? eet the project rec	3,300,000 \$3,300,000 \$3,300,000 ction e construction of a n quirements as define	23,000,000 \$23,000,000 \$23,000,000 2021 Construction Connew asset?	23,000,000 \$23,000,000	\$0 2022	\$0
Expense Category Other Insert Expense Category ection 3: Proposal roject Status /hat is the location of the prop ligh density population area the property currently owned > Yes O No /hat is the current status of the Planning /hat is the planned schedule for 2018	Total Total Total Total Total S by the City of M e project? 2019 esign Completion accement of an et accement of an et by the project m has been adop the proposed project m bas been adop	\$0         \$0         Iadison?         xisting asset or the plan?         eet the project red by Council al roject?         crease service by red to increase end to increase	3,300,000 \$3,300,000 \$3,300,000 2020 ction e construction of a n guirements as define nd includes this pr adding capacity u guity and upward	23,000,000 \$23,000,000 \$23,000,000 2021 Construction Connew asset? ed in the plan? roject in the City's up to 75% during p mobility by conne	23,000,000 \$23,000,000	2022 Ster Plan.	\$0 \$0 2023

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.

Salaries will increase by approximately \$3,733,000 with the	e 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	
<u>Matching Funds</u> Have matching funds been secured for the project? ◎ Yes ○ No	
Have matching funds been secured for the project? Yes O No Are these funds formally committed?	
■ Have matching funds been secured for the project? Yes ○ No	
Have matching funds been secured for the project? Yes O No Are these funds formally committed? Yes   No	nt? What are the match requirements of the external funding sources?
Have matching funds been secured for the project? Yes O No Are these funds formally committed? Yes O No What is the name of the fund provider and the name of the gran	<b>nt? What are the match requirements of the external funding sources?</b> Fransit Administration's (FTA) Small Starts Grant Program or a new version of infrastructure funding

### Section 1: Identifying Information

#### Agency

Metro Transit

#### **Proposal Name**

Facilities Repairs and Improvement - Alternate

### **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.

Munis # 85002 - Alt

### **Proposal Type**

Program

### Section 2: Budget Information

### **Budget by Year**

	2018	2019	2020	2021	2022	2023
Federal Sources	0					
Non-GF GO Borrowing	189,225					
Total	\$189,225	\$0	\$0	\$0	\$0	\$0
Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
Building 🗸	189,225					
Total	\$189,225	\$0	\$0	\$0	\$0	\$0
ection 3: Proposal l <u>inor Projects</u> st the minor projects, estimated amounts						
Minor Project Nar	ne	Estimated Cos	st	Mind	or Project Location	
Emergency building repair/refurbishn	nent	\$40,000	1101 E. Wash	ington Ave, Madis	son WI 53703	
Facility repairs (unknown until after fa	acility study)	\$1,500,000	1101 E. Wash	ington Ave, Madis	son WI 53703	
Insert Minor Project						
Service Level						
What are the end products (asset or infrast						
End Product	Product U	nit	# of Units Provided			
Building S	quare Feet		165000			
	· · · · · · · · · · · · · · · · · · ·					
Insert End Product						
	ofor assets maintained	by this program?				
Insert End Product On average, what is the standard useful life 10 years for Machinery and Equipment						
On average, what is the standard useful life	;, 30 years for roof rep					
On average, what is the standard useful life 10 years for Machinery and Equipment s the City currently on track for meeting th	:, 30 years for roof rej is standard?	blacement	of is 37 years old and is b	becoming a safety hazard	d. Leaks form ice in the b	uilding during winter months
On average, what is the standard useful life 10 years for Machinery and Equipment s the City currently on track for meeting th Yes  No f not, please provide an explanation Assets have been left in service past their useful life water drips over electrical panels.	, 30 years for roof rep is standard? in order to alleviate citywide	blacement	oof is 37 years old and is t	becoming a safety hazard	d. Leaks form ice in the b	uilding during winter months
On average, what is the standard useful life 10 years for Machinery and Equipment s the City currently on track for meeting th Yes No f not, please provide an explanation Assets have been left in service past their useful life water drips over electrical panels.	;, 30 years for roof rej is standard? in order to alleviate citywide the customer?	budget shortfalls. The ro				
In average, what is the standard useful life 10 years for Machinery and Equipment 5 the City currently on track for meeting th 2 Yes (a) No 6 not, please provide an explanation assets have been left in service past their useful life vater drips over electrical panels.	;, 30 years for roof rej is standard? in order to alleviate citywide the customer?	budget shortfalls. The ro				
In average, what is the standard useful life 10 years for Machinery and Equipment a the City currently on track for meeting th 2 Yes (a) No f not, please provide an explanation assets have been left in service past their useful life vater drips over electrical panels. In the program's desired outcome for acility that provides safe environment lso desired.	r, 30 years for roof rep is standard? in order to alleviate citywide the customer? for fleet maintenanc red?	budget shortfalls. The ro	on of assets. A retu	ırn on investment	utilizing newer te	chnology and material
On average, what is the standard useful life 10 years for Machinery and Equipment is the City currently on track for meeting th Yes  No f not, please provide an explanation ussets have been left in service past their useful life vater drips over electrical panels. Program Goals	; 30 years for roof rep is standard? in order to alleviate citywide the customer? for fleet maintenanc red? use of outdated equip	budget shortfalls. The ro e and the protection poment and materia	on of assets. A retu	urn on investment work related injur	utilizing newer te	chnology and material

**Operating Costs** 

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

Submitted

Utility costs are included in the department's line item for utility service. With bettter 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.

Submitted

### Section 1: Identifying Information

#### Agency

Metro Transit

#### **Proposal Name**

Facilities Repairs and Improvement

### **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.

Munis # 85002

### **Proposal Type**

Program

### Section 2: Budget Information

### **Budget by Year**

Funding Source	2018	2019	2020	2021	2022	2023
Federal Sources	1,232,000	32,000	5,712,000	496,000	832,000	832,000
Non-GF GO Borrowing	308,000	8,000	1,428,000	124,000	208,000	208,000
Tota	I \$1,540,000	\$40,000	\$7,140,000	\$620,000	\$1,040,000	\$1,040,000
Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
Building	1,540,000	40,000	7,140,000	620,000	1,040,000	1,040,000
Tota	l \$1,540,000	\$40,000	\$7,140,000	\$620,000	\$1,040,000	\$1,040,000
ection 3: Proposal i <u>nor Projects</u> t the minor projects, estimated amount						
Minor Project Na		Estimated Cost			or Project Location	
Emergency building repair/refurbish	ment contingency	\$40,000	1101 E. Wash	ington Ave, Madis	on WI 53703	
Facility repairs (roof)		\$1,500,000	1101 E. Wash	ington Ave, Madis	on WI 53703	
Insert Minor Project						
ervice Level						
ervice Level	tructure type) provided I	by this program?				
ervice Level	tructure type) provided I Product U	· · ·	# of Units Provided			
In the end products (asset or infrast End Product		nit	# of Units Provided 165000			
In the end products (asset or infras End Product	Product U	nit	Provided			
In the end products (asset or infrast End Product Building	Product U	nit	Provided			
In the end products (asset or infrast End Product Building	Product U	nit	Provided			
Insert End Product	Product Ui Square Feet	nit	Provided			
Insert End Products (asset or infrast End Product Building	Product Un Square Feet e for assets maintained b	by this program?	Provided			
In the end products (asset or infrasterior i	Product Un Square Feet e for assets maintained I t, 30 years for roof rep	by this program?	Provided			
Insert End Products (asset or infrast End Product Building	Product Un Square Feet e for assets maintained I t, 30 years for roof rep	by this program?	Provided			
Insert End Products (asset or infrast End Product Building	Product Un Square Feet e for assets maintained I t, 30 years for roof rep	by this program?	Provided			
Insert End Products (asset or infrase End Product Building Insert End Product n average, what is the standard useful lift 0 years for Machinery and Equipmer the City currently on track for meeting t 0 Yes  No not, please provide an explanation ssets have been left in service past their useful lift	Product Un Square Feet e for assets maintained H t, 30 years for roof rep his standard?	by this program?	Provided 165000	pecoming a safety hazar	d. Leaks form ice in the b	uilding during winter mont
Insert End Products (asset or infrase End Product Building Insert End Product n average, what is the standard useful life 0 years for Machinery and Equipment the City currently on track for meeting to ) Yes  No not, please provide an explanation sets have been left in service past their useful life atter drips over electrical panels.	Product Un Square Feet e for assets maintained H t, 30 years for roof rep his standard?	by this program?	Provided 165000	pecoming a safety hazard	d. Leaks form ice in the b	uilding during winter month
Insert End Products (asset or infrase End Product Building	Product Un Square Feet e for assets maintained H t, 30 years for roof rep his standard?	by this program?	Provided 165000	pecoming a safety hazard	d. Leaks form ice in the b	uilding during winter month
Insert End Products (asset or infrase End Product Building Insert End Product n average, what is the standard useful life 0 years for Machinery and Equipment the City currently on track for meeting to ) Yes  No not, please provide an explanation usets have been left in service past their useful life atter drips over electrical panels. Frogram Goals	Product Un Square Feet e for assets maintained H t, 30 years for roof rep his standard? in order to alleviate citywide	by this program?	Provided 165000			
Insert End Products (asset or infrase End Product Building Insert End Product n average, what is the standard useful life 0 years for Machinery and Equipment the City currently on track for meeting to 0 Yes  No not, please provide an explanation sets have been left in service past their useful life atter drips over electrical panels. Frogram Goals that is the program's desired outcome for	Product Un Square Feet e for assets maintained H t, 30 years for roof rep his standard? in order to alleviate citywide	by this program?	Provided 165000			

#### 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 bettter 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.

### Section 1: Identifying Information

#### Agency

Metro Transit

#### **Proposal Name**

Facilities Repairs and Improvements - Increase

### **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.

Munis # 85002 - Incr...

### **Proposal Type**

Program

Section 2: Budget Information

## **Budget by Year**

Funding Source	2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing	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
Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
Building 🗸	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
Insert Expense Category Section 3: Proposal <u>Ainor Projects</u> ist the minor projects, estimated amounts a	and locations currently	planned for 2017				
Minor Project Nam		Estimated Cos	st	Mino	or Project Location	
Facility repairs (roof)	\$1,500,000	1101 E. Wash	nington Ave, Madi	son WI 53703		
Emergency building repair/refurbishm	ent contingency	\$40,000	1101 E. Wasł	nington Ave, Madi	son WI 53703	
<u>Service Level</u> What are the end products (asset or infrastr End Product	ucture type) provided Product U		# of Units Provided			
Building Sc	uare Feet		165000			
On average, what is the standard useful life 10 years for Machinery and Equipment, Is the City currently on track for meeting thi O Yes ON If not, please provide an explanation Assets have been left in service past their use building during winter months and water drip	30 years for roof reps standard?	iate citywide budget	shortfalls. The roof	is 37 years old and is	becoming a safety ha	azard. Leaks form ice in t
Program Goals						
What is the program's desired outcome for	the customer?					
Facility that provides safe environment for fle	eet maintenance and the	protection of assets.	A return on investm	nent utilizing newer t	echnology and materi	als is also desired.
How is the outcome currently being measur						
Utility costs have been increasing because of success. Extreme heat and cold increases the				injuries and lost work	time is another meas	sure of this programs
Operating Costs	-					
What are the ongoing operating costs assoc	ated with proposed pr	ojects within the pro	ogram?			
Utility costs are included in the department's	line item for utility serv	ice. With better insul	lation in new roofing	g materials, ongoing	operating costs should	d decrease.

Submitted

### 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.

								Submitte
		C	apital Bud	get Propos	als			
Section 1: Identifying I	nformatio	on						
Agency								
Metro Transit								
Proposal Name				Munis #				
Metro Satellite Bus Facility - A	lternate			10950 - Alt				
Proposal Description This project is for the construct standard buses, alleviating spa					5,000 square-foo	ot facility will accom	modate up to 70	
Proposal Type Project								
Section 2: Budget Infor	mation							
Total Project Budget	\$35,000,000	D						
Budget by Year								
Funding Source		2018	2019	2020	2021	2022	2023	
Federal Sources	$\checkmark$	7,600,000	14,000,000	5,200,000				
Non-GF GO Borrowing	$\checkmark$	1,900,000	3,500,000	1,300,000				
	Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0	
Insert Funding Source Expense Category		2018	2019	2020	2021	2022	2023	
Building	$\checkmark$	9,500,000	17,500,000	6,500,000	2021		2023	
building	Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0	
Section 3: Proposal Project Status What is the location of the propos 4141 Nakoosa Trail, Madison V s the property currently owned b © Yes O No What is the current status of the p Planning What is the planned schedule for 2018	WI 53714 y the City of N project?	Aadison?	2020	2021		2022	2023	
Construction 🔽 Cons	struction	Constru	ction Completion		$\checkmark$	$\checkmark$		<b>\</b>
Project Justification s the proposed project the replac ◎ New Asset ○ Existing Ass s this project called for in an appr ◎ Yes ○ No f yes, discuss how does the propo The Nakoosa satellite facility is transit ridership capacity and s necessary for planned service e service expansion needs to Epi meet the Racial Equity and Soc employment.	set sed project m a prerequisi ervice. The s expansions, i c and growir	plan? neet the project red ite for Bus Rapid satellite facility w including a 25 mi ng regional emplo	<b>quirements as define</b> Transit (BRT). The I ould both relieve c le Bus Rapid Transi pyment centers and	<b>d in the plan?</b> Madison in Motior urrent overcrowdi t System proposal d elsewhere could	ng in the current that has been ad be accomodated	bus facility and pro lopted by the Comm . The increased serv	ovide the capacity non Council. Other vice will also serve	
What is the desired outcome of th The desired outcome of this pr			facility that will acc	omodate a largor	hus flaat to incre	ase canacity. This w	vill allow for convict	
expansion and improve the cus					sus neer to incre	ase capacity. THIS W		2
How will this outcome be measure	ed?							

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 dep	pending on the type of vehcles selected.
What's the annual operating costs associated with the project?	747,000
	ct. Include the number of newly created positions required by the project.
The new facility will have an impact on the operating budge	t 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 fle	et 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 a	are anticipated to be \$250,000 per year.
<u>Matching Funds</u>	
Have matching funds been secured for the project?	
Are these funds formally committed?	
○ Yes <sup>●</sup> 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 throu	gh the Federal Transit Administration's (FTA) TIGER grant Program or a new version of
infrastructure funding. The current grant requires a minimu	um 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	

								Submitted
		С	apital Bud	get Propos	sals			
Section 1: Identifying Info	rmatio	on						
Agency								
Metro Transit								
Proposal Name				Munis #				
Metro Satellite Bus Facility - Increa	ase			10950 - Incr.				
Proposal Description								
This project is for the construction standard buses, alleviating space c					55,000 square-foot	facility will accom	modate up to 70	
Proposal Type								
Project								
Section 2: Budget Informa	tion							
Total Project Budget   \$35	,000,00	0						
Budget by Year								
Funding Source		2018	2019	2020	2021	2022	2023	
Federal Sources	$\checkmark$	7,600,000	14,000,000	5,200,000				
Non-GF GO Borrowing	$\checkmark$	1,900,000	3,500,000	1,300,000				
T	otal	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0	
Insert Funding Source								
Expense Category	$\checkmark$	2018	2019	2020	2021	2022	2023	
Building	otal	9,500,000 \$9,500,000	17,500,000	6,500,000 \$6,500,000	\$0	\$0	\$0	
Section 3: Proposal <u>Project Status</u> What is the location of the proposed pu 4141 Nakoosa Trail, Madison WI 53 Is the property currently owned by the <sup>®</sup> Yes <sup>O</sup> No What is the current status of the project	3714 City of M	Madison?						
Planning What is the planned schedule for the p	roject?							
2018	2019		2020	2021		2022	2023	
Construction Construct	ion	Constru	ction Completion	<u>'</u>	$\checkmark$	$\checkmark$		$\checkmark$
Project Justification           Is the proposed project the replacemen <ul></ul>	master	plan?						
If yes, discuss how does the proposed p The Nakoosa satellite facility is a prereq capacity and service. The satellite facilit including a 25 mile Bus Rapid Transit S centers and elsewhere could be accomod income individuals the ability to use the	uisite fo y would ystem pr lated. Th	r Bus Rapid Transit both relieve current coposal that has been he increased service	(BRT). The Madisor overcrowding in the adopted by the Com will also serve to me	n in Motion Plan guid current bus facility mmon Council. Other	and provide the capa service expansion n	city necessary for pla eeds to Epic and grow	nned service expansion ving regional employ	ment
What is the desired outcome of the pro								
The desired outcome of this project is to customer experience by reducing travel			nat will accomodate a	larger bus fleet to in	ncrease capacity. Thi	s will allow for servic	e expansion and imp	rove the
How will this outcome be measured? This outcome will be measured by comp	oaring ric	dership growth, capa	ncity and average trav	vel times when the ne	ew facility is operation	onal compared to prev	vious data.	
<u>Operating Costs</u> Will the proposed project result in ope	rational	efficiencies and/or	savings? Please Expl	ain.				

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 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?

Are these funds formally committed?

#### ○ Yes <sup>●</sup> 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.

								Submitted
		C	apital Bud	get Propo	sals			
Section 1: Identifying	Informatio	on						
Agency								
Metro Transit								
Proposal Name				Munis #				
Metro Satellite Bus Facility				10950				
<b>Proposal Description</b> This project is for the constru- standard buses, alleviating sp					65,000 square-foc	ot facility will accom	nmodate up to 70	
Proposal Type Project								
Section 2: Budget Info	rmation							
Total Project Budget	\$35,000,00	0						
Budget by Year								
Funding Source		2018	2019	2020	2021	2022	2023	
Federal Sources	$\sim$	7,600,000	14,000,000	5,200,000				
Non-GF GO Borrowing	$\checkmark$	1,900,000	3,500,000	1,300,000				
	Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0	
Insert Funding Source Expense Category		2018	2019	2020	2021	2022	2023	
Building	$\checkmark$	9,500,000	17,500,000	6,500,000				
	Total	\$9,500,000	\$17,500,000	\$6,500,000	\$0	\$0	\$0	
Section 3: Proposal <u>Project Status</u> What is the location of the propo 4141 Nakoosa Trail, Madison Is the property currently owned I <sup>®</sup> Yes O No What is the current status of the Planning What is the planned schedule for 2018	WI 53714 by the City of I project? the project? 2019		2020	2021		2022	2023	
	nstruction	Constru	ction Completion	1	$\checkmark$	$\sim$		$\sim$
Project Justification Is the proposed project the replation Is the proposed project the replation Is this project called for in an app Is this project called for in an app Is this project called for in an app Is the set of t	set roved master osed project n s a prerequis service. The expansions, ic and growin	plan? neet the project re- ite for Bus Rapid satellite facility w including a 25 mi ng regional emplo	quirements as define Transit (BRT). The l ould both relieve c le Bus Rapid Transi pyment centers and	<b>id in the plan?</b> Madison in Motio urrent overcrowo t System proposa d elsewhere coulo	ding in the current Il that has been ad d be accomodated	bus facility and pro opted by the Comm . The increased serv	ovide the capacity non Council. Other vice will also serve	r
What is the desired outcome of t			6 10 11 · · · ·					
The desired outcome of this p expansion and improve the cu	istomer expe		,	0	r bus fleet to incre	ase capacity. This w	vill allow for servic	e
How will this outcome be measure This outcome will be measure data.		ing ridership grov	vth, capacity and a	verage travel time	es when the new f	acility is operationa	al compared to pre	evious

#### **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 vehcles 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 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.

### Section 1: Identifying Information

### Agency

Metro Transit

**Proposal Name** 

Transit Coaches - Alternate

Munis # 85001 - Alt

### **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**

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source		2018	2019	2020	2021	2022	2023
Federal Sources	$\checkmark$	3,409,305	3,534,833	3,155,427	2,750,075	0	0
Non-GF GO Borrowing	$\checkmark$	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	$\checkmark$	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

#### .. . . .. .. which a law and fau 2017

Minor Proje	ect Name	Estimated Cost		Minor Project Location
Purchase of fifteen 40-foot diesel buses		\$6,818,610	1101 E. Washing	ton Ave, Madison WI 53703
Insert Minor Project				
rvice Level				
hat are the end products (asset or	infrastructure type) provided by	this program?		
End Product	Product Unit		# of Units	
			Provided	
Aachinery and Equipment	<ul> <li>Pieces of Machines/Equip</li> </ul>	pment 15	;	
Insert End Product				
n average, what is the standard use	eful life for assets maintained by	this program?		
D foot diesel buses: 12 year use	ful life, 26 foot low floor para	atransit buses: 7 ye	ar useful life	
the City currently on track for mee	ting this standard?			
Yes  No				
not, please provide an explanation				
		velve to 15 years for 40 fo	ot buses. Weekly usage f	for buses that are further along in their useful life cycle is decreased. Vehicle
	pproximately 100 miles per day and typ			days per week. In order to stay within the GO borrowing target limit, local
	er thirteen buses in 2020, eleven buses	in 2021 and zero thereaft	er. Paratransit replaceme	ent vehicles have also been removed from the 2018 CIP.
nding in the 2018 CIP request will only cov	er thirteen buses in 2020, eleven buses	in 2021 and zero thereaft	er. Paratransit replaceme	ent vehicles have also been removed from the 2018 CIP.
nding in the 2018 CIP request will only cov rogram Goals		in 2021 and zero thereaft	er. Paratransit replaceme	ent vehicles have also been removed from the 2018 CIP.
unding in the 2018 CIP request will only cov <u>Program Goals</u> Vhat is the program's desired outco	me for the customer?			nt vehicles have also been removed from the 2018 CIP.

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 measurments. 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?

Submitted

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.

#### Section 1: Identifying Information

### Agency

Metro Transit

Proposal Name

Transit Coaches - Increase

Munis # 85001 - Incr... Submitted

### **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**

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source		2018	2019	2020	2021	2022	2023
Federal Sources	$\checkmark$	3,409,305	3,534,833	3,155,427	3,250,088	3,090,081	2,974,206
Non-GF GO Borrowing	$\checkmark$	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	$\checkmark$	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

#### \_\_\_\_\_

### Section 3: Proposal

#### Minor Projects

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

winor Proj	ect Name	Estimated Cost		Minor Project Location
Purchase of fifteen 40-foot die	\$6,818,610	1101 E. Washi	ngton Ave, Madison WI 53703	
Insert Minor Project				
ervice Level				
/hat 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/Equi	pment 15	5	
Insert End Product				
n average, what is the standard us	eful life for assets maintained by	this program?		
0 foot diesel buses: 12 year use	ful life, 26 foot low floor par	atransit buses: 7 ye	ar useful life	
the City currently on track for me	eting this standard?	· · ·		
Yes   No				
	-			
<sup>7</sup> not, please provide an explanatio				
Due to lack of adequate funding, Me ife cycle is decreased. Vehicle usage	tro has extended the replacement of			buses. Weekly usage for buses that are further along in their usefu d typically driven only on school days instead of seven days per
Due to lack of adequate funding, Me fe cycle is decreased. Vehicle usage reek.	tro has extended the replacement of			
ue to lack of adequate funding, Me fe cycle is decreased. Vehicle usage eek. rogram Goals	tro has extended the replacement of is reduced from 250 miles per da			
ife cycle is decreased. Vehicle usage veek. Program Goals Vhat is the program's desired outco	tro has extended the replacement of is reduced from 250 miles per da	y to approximately 10	00 miles per day and	buses. Weekly usage for buses that are further along in their useful d typically driven only on school days instead of seven days per

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 measurments. 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?  $\circledast~ {\rm Yes}~\odot~ {\rm No}$ 

#### 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.

### Section 1: Identifying Information

### Agency

Metro Transit

**Proposal Name** 

Transit Coaches

Munis # 85001

### **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**

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source		2018	2019	2020	2021	2022	2023
Federal Sources	$\checkmark$	6,574,488	6,650,934	5,825,404	6,000,162	6,180,161	6,489,177
Non-GF GO Borrowing	$\checkmark$	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	$\checkmark$	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	Pieces of Machines/Equipment	15
Machinery and Equipment	Pieces of Machines/Equipment	9

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 measurments. Newer vehicles have enhanced safety features that can be measured by the number of accidents or injuries.

Submitted

#### **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 ⑧ 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.

	Capital	Budget	Proposal	S
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Munis # 85003 - Alt

### Section 1: Identifying Information

#### Agency

### Metro Transit

Proposal Name

Transit System Upgrades - Alternate

### **Proposal Description**

This program is for enhancements to equipment and software.

### Proposal Type

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source	2018	2019	2020	2021	2022	2023
ederal Sources	/					
n-GF GO Borrowing	/					
Tota	al \$0	\$0	\$0	\$0	\$0	\$0
Insert Funding Source						
Expense Category	2018	2019	2020	2021	2022	2023
lachinery and Equipment	/					
Tota	al \$0	\$0	\$0	\$0	\$0	\$0
tion 3: Proposal <u>or Projects</u> he minor projects, estimated amount	s and locations currently	planned for 2017				
Minor Project No	ıme	Estimated Cos	st	Mino	or Project Location	
Insert Minor Project						
rvice Level						
at are the end products (asset or infra	structure type) provided b	by this program?				
End Product	Product Ur	nit	# of Units Provided			
			rionaca			
Insert End Product						
average, what is the standard useful li						
omputers: 4 years, Schedule display	s: 5-8 years, software 5	-8 years, other eq	uipment: 5 years			
the City currently on track for meeting t	his standard?					
Yes <ul> <li>No</li> </ul>						
not, please provide an explanation ue to the federal funding crisis and local	horrowing target limits pr	ojects for the transit	ungrades program h	ave been removed fro	om the 2018 CIP. So	me of the removed n
clude a fire alarm system where an updat						
ore system for providing automated inform						
gradation. Remix software that provides						
dition, fixed assets with less than a 10-ye	ear useful life have been re	moved including a s	skid steer, fork lift, s	aff relief vehicles, sh	op utility trucks and	computer hardware
placements.						
ogram Goals						
hat is the program's desired outcome fo						
e fire alarm system will provide a re		, 0 1			/	1 10
d to a decrease in complaints to the	call center related to o	n-time performar	nce. Computer equ	ipment is replaced	d on a four vear cv	cle based on end o

The fire alarm system will provide a required update to the safety warning equipment that is essential for communication and safety. Bus stop upgrades hav 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?

Submitted

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?

## 

#### 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.

### Section 1: Identifying Information

### Agency

Metro Transit

**Proposal Name** 

Transit System Upgrades

### **Proposal Description**

This program is for enhancements to equipment and software.

#### **Proposal Type**

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source		2018	2019	2020	2021	2022	2023
Federal Sources	$\checkmark$	197,982	160,000	3,120,000	400,000	400,000	400,000
Non-GF GO Borrowing	$\sim$	49,495	40,000	780,000	100,000	100,000	100,000
Transfer In From General Fund	$\sim$	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	$\checkmark$	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

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

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	72
Insert End Product		

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

Computers: 4 years, Schedule displays: 5-8 years, software 5-8 years, other equipment: 5 years

Is the City currently on track for meeting this standard?

### 🖲 Yes 🔘 No

**Program Goals** 

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

Submitted

### Munis # 85003

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?

#### 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.

#### Section 1: Identifying Information

#### Agency

Metro Transit

### **Proposal Name**

Transit Systems Upgrades - Increase

#### **Proposal Description**

This program is for enhancements to equipment and software.

#### **Proposal Type**

Program

Section 2: Budget Information

### **Budget by Year**

Funding Source		2018	2019	2020	2021	2022	2023
Non-GF GO Borrowing	$\checkmark$	197,477	79,019	201,000	3,951,000	53,550	56,228
Federal Sources	$\sim$		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	$\checkmark$	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	Pieces of Machines/Equipment	72

Insert End Product

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

Computers: 4 years, Schedule displays: 5-8 years, software 5-8 years, other equipment: 5 years

#### Is the City currently on track for meeting this standard?

Yes O 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?

Submitted

# Munis #

85003 - Incr...

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?  $\circledast~ {\rm Yes}~ \odot~ {\rm No}$ 

#### 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.