

# Small Starts Application

2020-08-31  
TPPB

MADISON DEPARTMENT

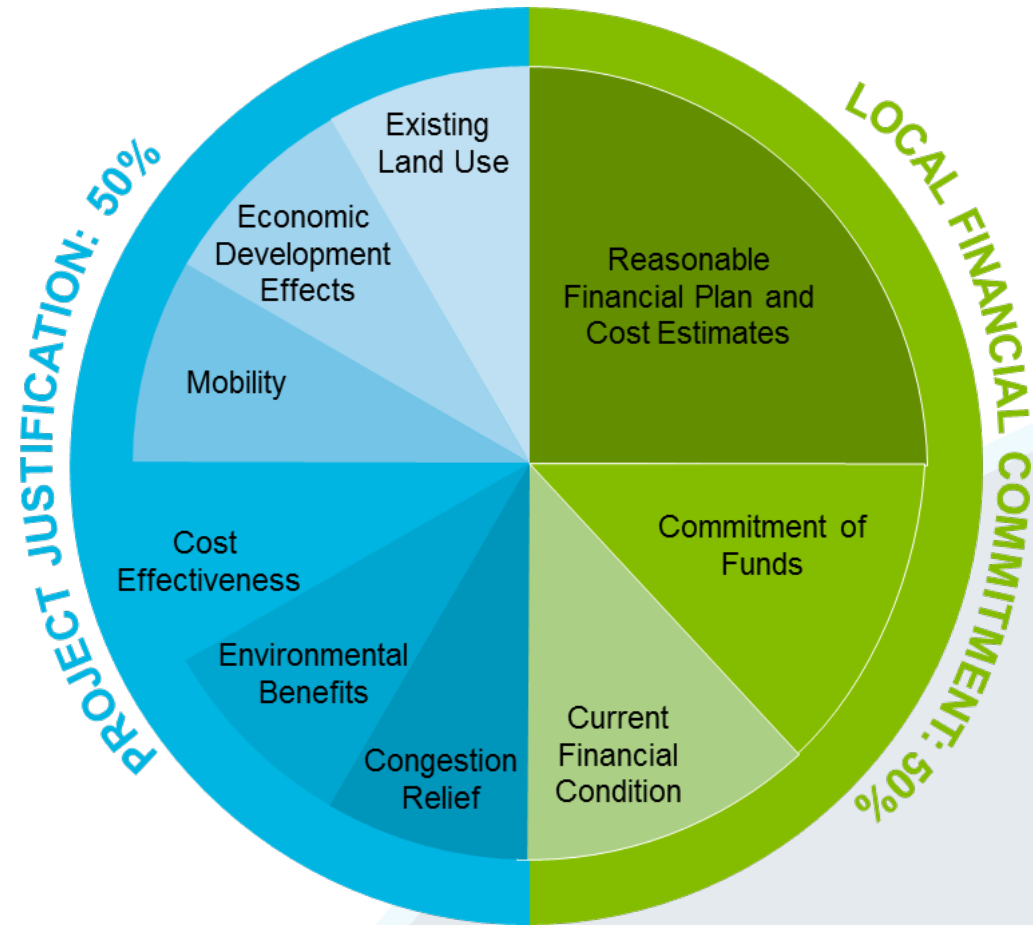


OF TRANSPORTATION

# FTA Small Starts Evaluation Criteria

## Rating scale for each criterion:

- High
- Medium-High
- Medium
- Medium-Low
- Low



Projects must receive an **average Medium rating** for both the Project Justification and Local Financial Commitment

# 2020 Capital Improvement Plan Summary

Project	Budget	Total	Federal	Local Borrowing
BRT System *	Trans	\$ 128 M	\$ 96 M	\$ 32 M
Maintenance Facility	Metro	\$ 16 M		\$ 16 M
4 Years Bus Replacement	Metro	\$ 32 M	\$ 12 M	\$ 20 M
<b>Total</b>		<b>\$ 176 M</b>	<b>\$ 108 M</b>	<b>\$ 68 M</b>

\* 2020 CIP and previous BRT plan included some eligible improvements to the proposed new maintenance facility, other improvements were funded separately.

**25% non-CIG Match for BRT**  
**Low probability of obtaining**  
**a Small Starts funding**  
**agreement**

# Proposed 2021 Capital Improvement Plan Summary

Project		Total	Federal	Local Borrowing
<b>BRT System</b>	<b>Trans</b>	<b>\$ 160 M</b>	<b>\$ 107 M</b>	<b>\$ 53 M</b>
Maintenance Facility	Trans			
4 Years Bus Replacement	Trans			
<b>Total</b>		<b>\$ 160 M</b>	<b>\$ 107 M</b>	<b>\$ 53 M</b>

- Planned bus replacements replaced with new BRT buses as part of BRT project
- Bus facility improvements included as part of the BRT project

**50% non-CIG Match for BRT**  
**High probability of obtaining a Small Starts funding agreement**

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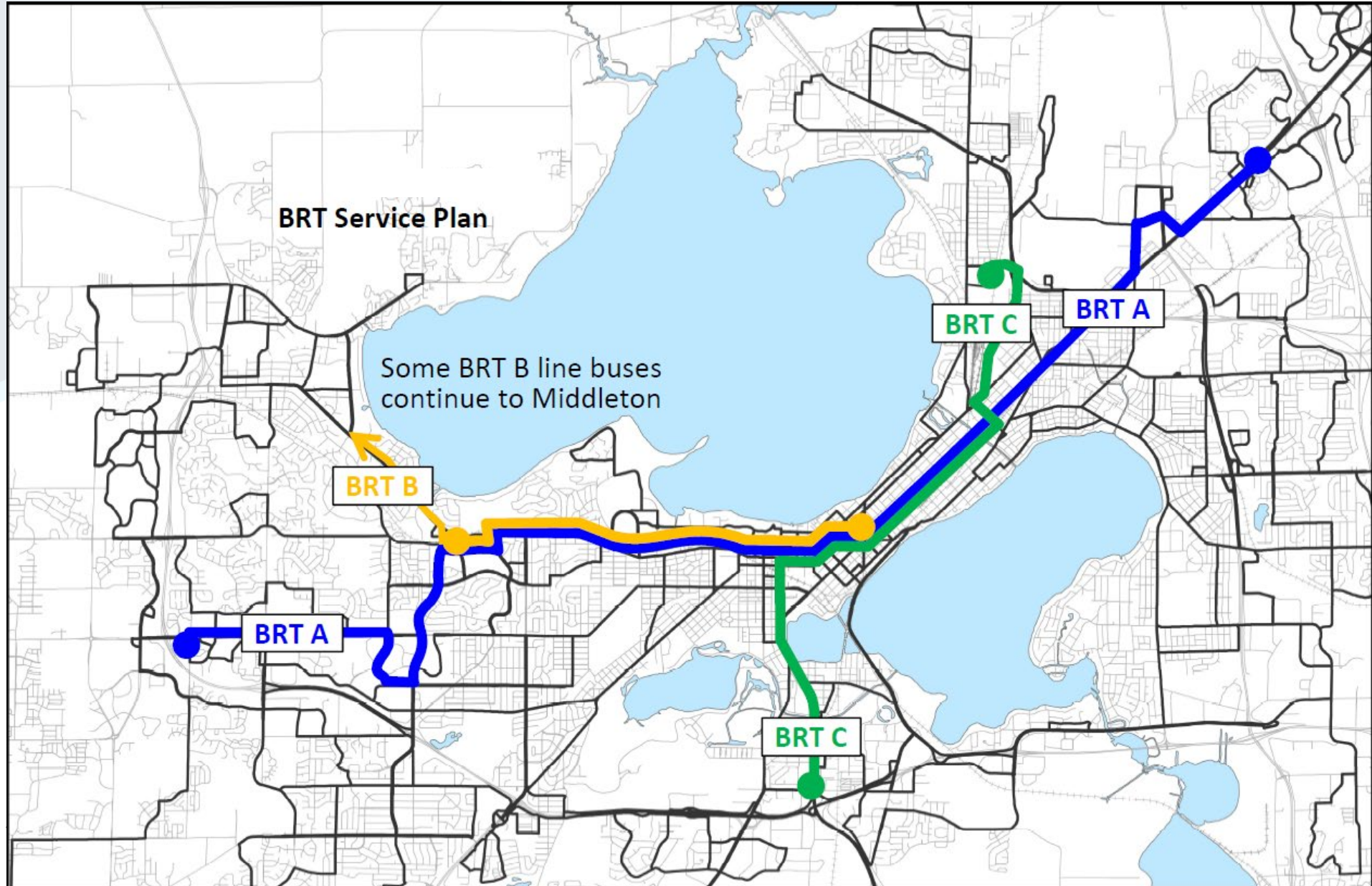


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# Capital Costs

- Overall project costs reduced by \$16 million
- Local borrowing reduced by \$15 million
- Small Starts request reduced from 75% to 50% - **greatly** increasing likelihood of Small Starts funding
  - Part of this made possible by directing \$26 million of existing non-Small Starts federal funding for buses and bus facilities towards the BRT project

# Service Plan



# BRT is leveraged to improve service to all of the City

		BRT A	BRT B (Short)	BRT B (71+72)	BRT C
Weekday	<i>AM Peak</i>	15 min	15 min	15 min	15 min
	<i>Midday</i>	15 min	15 min	-	15 min
	<i>PM Peak</i>	15 min	15 min	15 min	15 min
	<i>Evening</i>	30 min	-	-	30 min
Saturday	<i>AM Peak</i>	15 min	-	-	30 min
	<i>Midday</i>	15 min	-	-	30 min
	<i>PM Peak</i>	15 min	-	-	30 min
	<i>Evening</i>	30 min	-	-	30 min
Sunday	<i>AM Peak</i>	30 min	-	-	30 min
	<i>Midday</i>	30 min	-	-	30 min
	<i>PM Peak</i>	30 min	-	-	30 min
	<i>Evening</i>	30 min	-	-	30 min

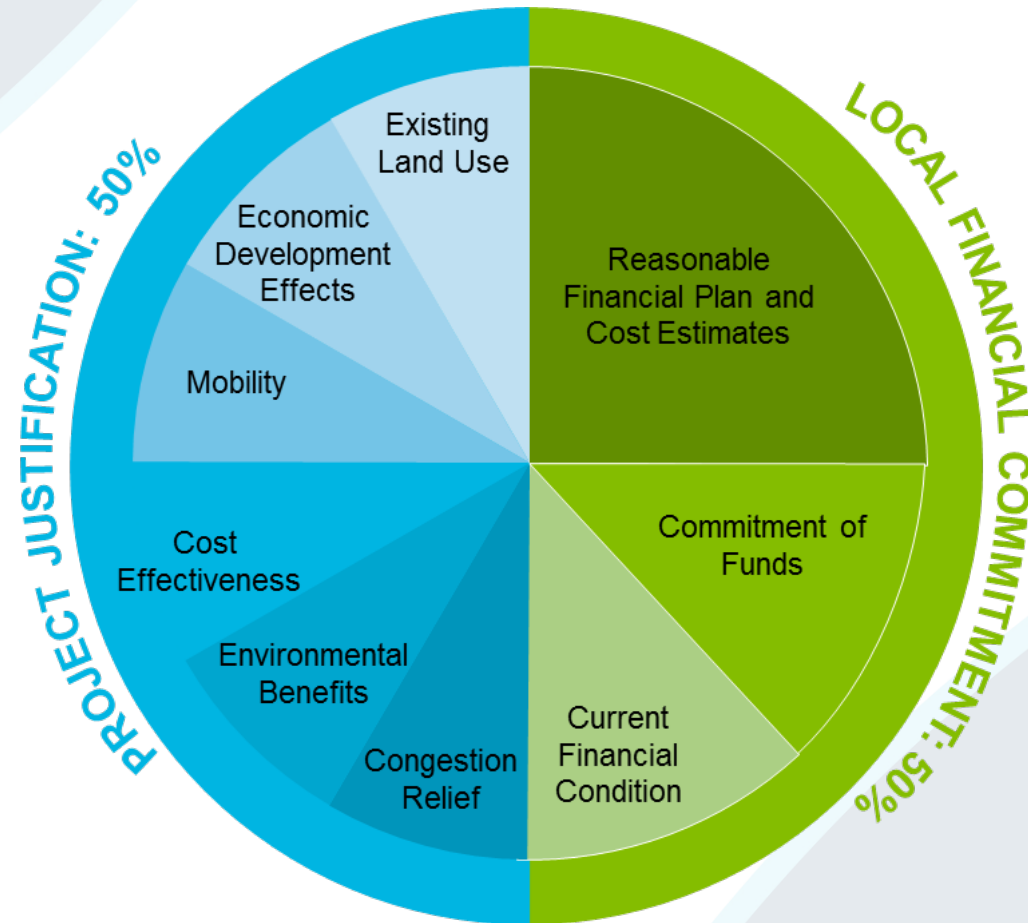
North and South Transfer Points get 15 minute service (currently only have 30 minute service)

Core gets 5 minute service to address capacity

Well positioned for N-S BRT implementation

# FTA Small Starts Evaluation Criteria

Automatic **Medium**  
because of existing  
high ridership



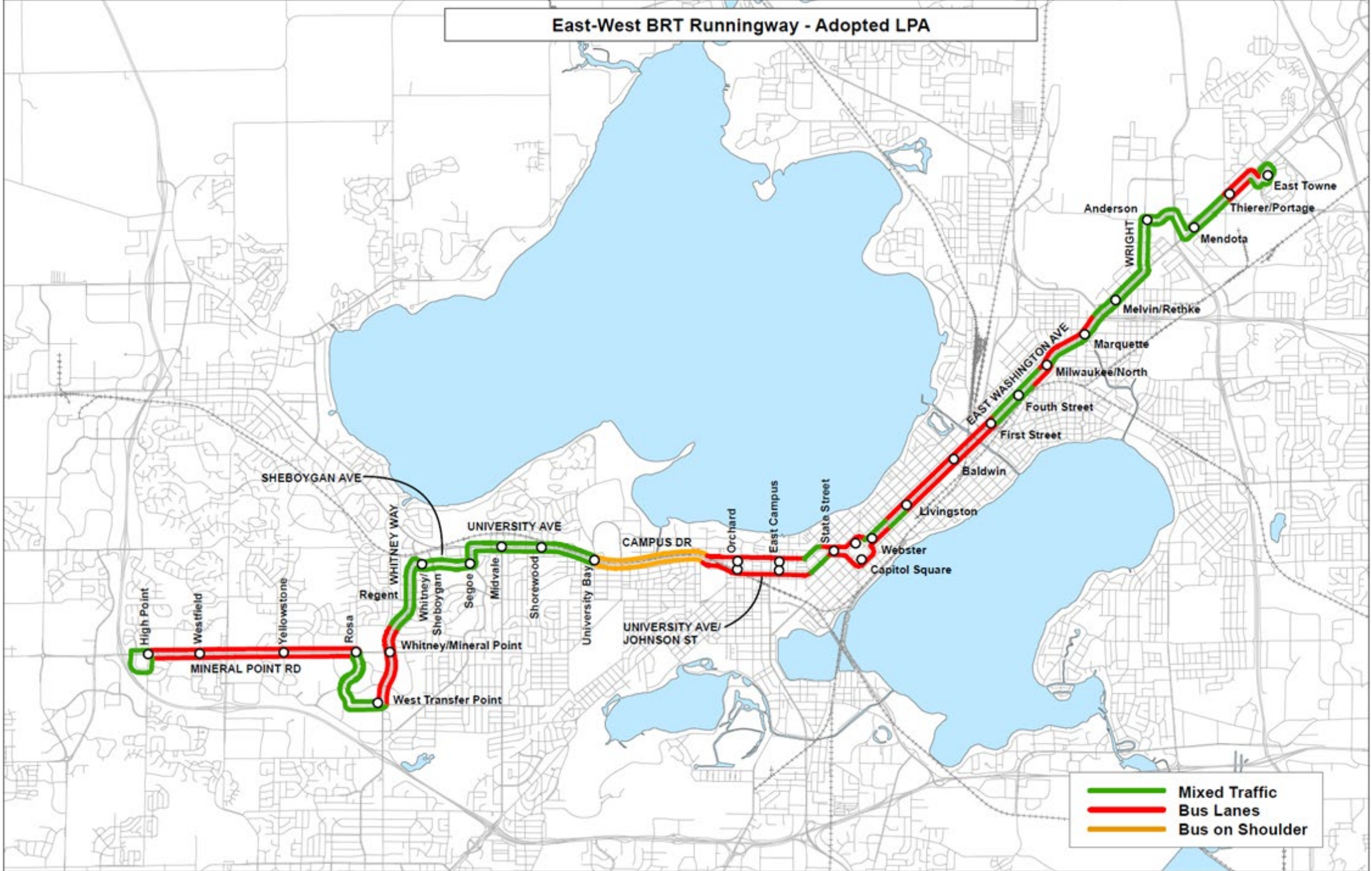
Anticipated  
**Medium-High**  
because of:

- 50% non-Small Starts match
- Operating costs are less than 5% of budget

Projects must receive an **average Medium rating** for both the Project Justification and Local Financial Commitment



# East-West BRT Runningway - Adopted LPA



# FTA Small Starts Timeline for Madison

