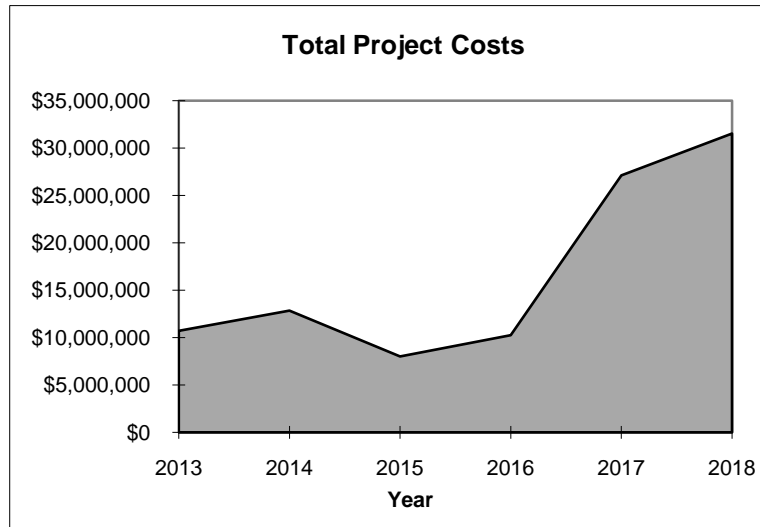


2013 Capital Budget Capital Improvement Program

Agency Name: **Metro Transit**

Agency Number: 50

Project Name	Capital Budget	Future Year Estimates				
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
1 Transit Coaches	\$ 6,098,144	\$ 6,159,125	\$ 6,220,716	\$ 6,282,923	\$ 6,345,753	\$ 6,409,210
2 Building Remodeling Project	40,000	185,000	190,000	790,000	690,000	40,000
3 Building Expansion/Construction	3,847,000	0	0	3,000,000	20,000,000	25,000,000
4 Transit System Upgrades	430,000	6,198,500	1,598,785	179,073	79,364	79,657
5 NTP Park and Ride Lot expansion	297,336	302,000	0	0	0	0
Total	<u>\$10,712,480</u>	<u>\$12,844,625</u>	<u>\$ 8,009,501</u>	<u>\$10,251,996</u>	<u>\$27,115,117</u>	<u>\$31,528,867</u>



**2013
Capital Budget
Expenditure Categories and Funding Sources**

Agency Name: **Metro Transit**

Agency No.: 50

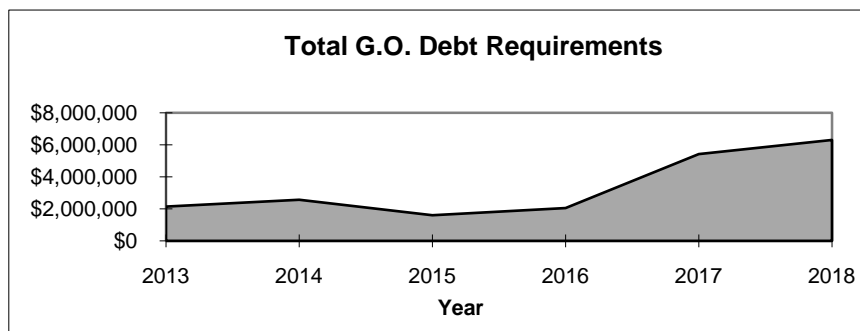
All Projects	Capital Budget		Future Year Estimates			
	2013	2014	2015	2016	2017	2018
Expenditures:						
Purchased Services	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Materials & Supplies	0	0	0	0	0	0
Inter-Agency Charges	0	0	0	0	0	0
Loans	0	0	0	0	0	0
Professional Fees	50,000	50,000	0	3,000,000	2,000,000	0
Land & Land Improve	4,094,336	252,000	0	0	0	0
Building & Bldg Improve	40,000	185,000	190,000	790,000	18,690,000	25,040,000
Equipment and Vehicles	6,528,144	12,357,625	7,819,501	6,461,996	6,425,117	6,488,867
Other	0	0	0	0	0	0
Total Project Costs	\$ 10,712,480	\$ 12,844,625	\$ 8,009,501	\$ 10,251,996	\$ 27,115,117	\$ 31,528,867

Funding Sources:						
Federal Sources	\$ 8,569,984	\$ 10,275,700	\$ 6,407,601	\$ 8,201,596	\$ 21,692,093	\$ 25,223,094
State Sources	0	0	0	0	0	0
Impact Fees	0	0	0	0	0	0
Private Contributions	0	0	0	0	0	0
Revenue Bonds	0	0	0	0	0	0
Special Assessments	0	0	0	0	0	0
TIF Cash	0	0	0	0	0	0
Carry-Forward Applied	0	0	0	0	0	0
Reserves Applied	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total Other Sources	\$ 8,569,984	\$ 10,275,700	\$ 6,407,601	\$ 8,201,596	\$ 21,692,093	\$ 25,223,094

G.O. General Fund	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
G.O. Non-General Fund	2,142,496	2,568,925	1,601,900	2,050,400	5,423,024	6,305,773
Total G.O. Debt	\$ 2,142,496	\$ 2,568,925	\$ 1,601,900	\$ 2,050,400	\$ 5,423,024	\$ 6,305,773

Estimated Annual Debt Service

G.O. General Fund	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
G.O. Non-General Fund	\$ 278,524	\$ 333,960	\$ 208,247	\$ 266,552	\$ 704,993	\$ 819,750



Capital Budget

Metro Transit

Transit Coaches

Project No. 1 Acct. No. 815013

GO \$ 1,219,629
Other 4,878,515
\$ 6,098,144

Funding is for the replacement of Transit Coaches (16 buses each in 2013, 2014, 2015, 2016, 2017 and 2018). All buses will meet both EPA emissions standards and Americans with Disabilities Act (ADA) requirements. Eighty percent of this project is funded with Federal funds and the local share will come from General Obligation debt.

Building Remodeling Project

Project No. 2 Acct. No. 815013

GO \$ 8,000
Other 32,000
\$ 40,000

This project provides a remodeling contingency for emergencies (\$40,000). Eighty percent of this project is funded with Federal funds and the local share will come from General Obligation debt.

Building Expansion/Construction

Project No. 3 Acct. No. 815013

GO \$ 769,400
Other 3,077,600
\$ 3,847,000

This project is to construct a satellite facility based on the inter-agency, coordinated facility planning work products of the Long Range Facilities Planning (LRFP) process. This additional space is necessary as determined by the Building Needs Analysis Study that was completed in 2005. It is expected that the purchase of land will be completed in 2013, the design and engineering will be completed in 2016 and the construction phase of the entire project will be budgeted in 2017-2019. Eighty percent of the cost of these projects are expected to be funded by Federal funds and the local share will come from General Obligation debt.

Transit System Upgrades

Project No. 4 Acct. No. 815013

GO \$ 86,000
Other 344,000
\$ 430,000

This project provides funding to acquire equipment and software to improve operations. These System Upgrade projects will include diagnostic equipment for new buses (\$20,000), bus stop schedule signs (\$10,000), a Trapeze DiverMate software module (\$200,000) and a Trapeze Automated Runcutting software module (\$200,000). These projects will make the operations of the transit system more efficient and convenient for passengers and provide the transit system with accurate data, as well as providing a safe environment for our employees and passengers. Eighty percent of the cost of these projects will be funded by Federal funds and the local share will come from General Obligation debt.

NTP Park and Ride Lot expansion

Project No. 5 Acct. No. 815013

GO \$ 59,467
Other 237,869
\$ 297,336

This project is a reauthorization of the North Transfer Point (NTP) Park and Ride Lot expansion. Metro Proposes to lease additional land and make improvements on a site adjacent to the existing NTP Park and Ride Lot site. This expansion should increase ridership. Eighty percent of the cost of these projects will be funded by Federal funds and the local share will come from General Obligation debt. All funding is reauthorized from 2012.

**2013
Capital Budget
Summary**

Agency Name: Metro Transit

Agency Number: 50

Project Name	Agency Request	Executive	Executive		
			G.O. Debt	Other Funding	Total
1 Transit Coaches	\$ 6,098,144	\$ 6,098,144	\$ 1,219,629	\$ 4,878,515	\$ 6,098,144
2 Building Remodeling Project	40,000	40,000	8,000	32,000	40,000
3 Building Expansion/Construction	4,872,000	3,847,000	769,400	3,077,600	3,847,000
4 Transit System Upgrades	430,000	430,000	86,000	344,000	430,000
5 NTP Park and Ride Lot expansion	297,336	297,336	59,467	237,869	297,336
Total	\$ 11,737,480	\$ 10,712,480	\$ 2,142,496	\$ 8,569,984	\$ 10,712,480

Metro Transit

Agency Number: **50**
Budget Function: **Transit**

It is the mission of the Metro Transit System, through the efforts of dedicated, well-trained employees, to provide safe, reliable, convenient and efficient public transportation to the citizens and visitors of the Metro service area.

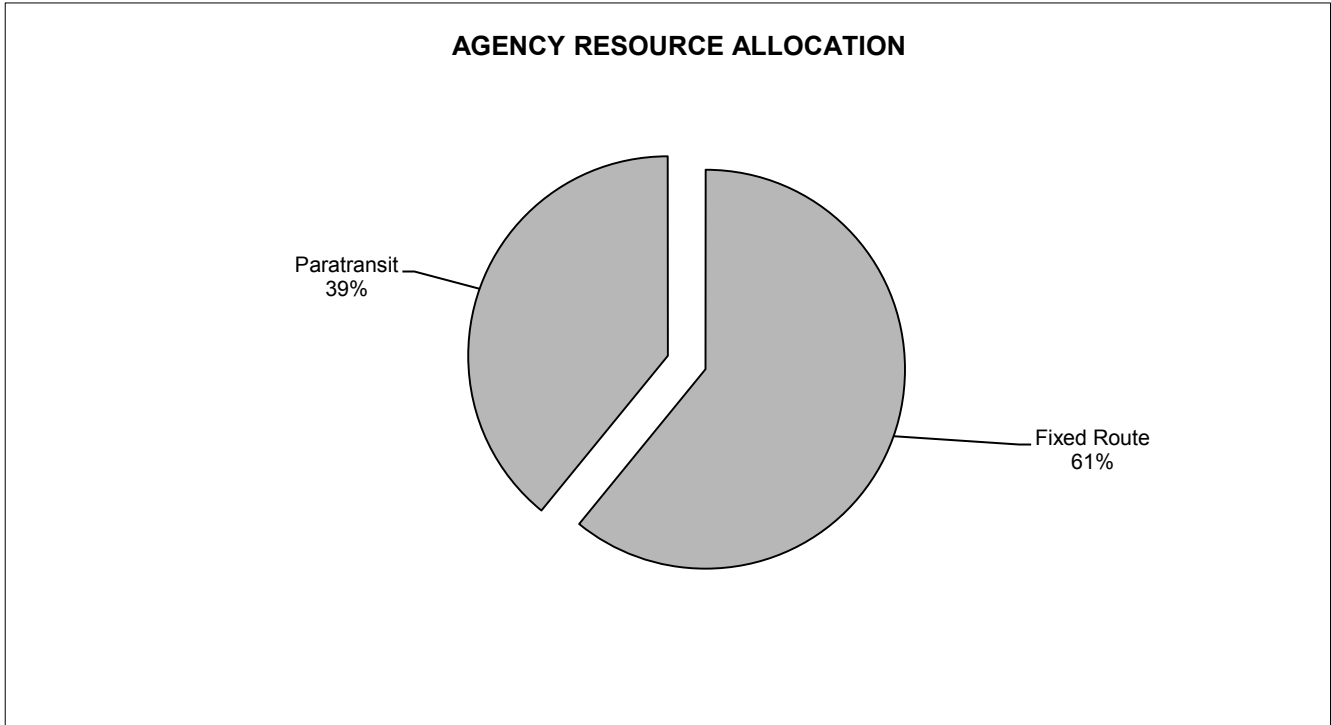
<u>Major Service</u>	<u>2011 Actual</u>	<u>2012 Adopted</u>	<u>2012 Projected</u>	<u>2013 Request</u>	<u>2013 Executive</u>	<u>2013 Adopted</u>
Fixed Route	\$ 6,064,356	\$ 6,007,110	\$ 5,015,200	\$ 4,854,300	\$ 5,072,300	\$ 0
Paratransit	2,652,524	2,762,038	3,753,900	3,256,890	3,256,890	0
Agency Total	\$ 8,716,880	\$ 8,769,148	\$ 8,769,100	\$ 8,111,190	\$ 8,329,190	\$ 0

Executive Budget Highlights

The Budget includes:

1. An increase in adult cash fares from \$2.00 to \$2.25 and corresponding increases for all other fare categories. This increase is projected, for purposes of this budget, to occur on January 1, 2013 and to generate \$686,600 in additional revenue in 2013.
2. Service improvements/expansions, starting September 2013, for Route 18, Owl Creek, and Route 2 from the West Transfer Point to the Capitol Square. The estimated cost in 2013 for these additional services is \$258,000, partially offset with an estimated \$40,000 in passenger fare revenues, or a net levy impact of \$218,000. The estimated net cost when fully implemented in 2014 is \$435,000.
3. A decrease of \$583,000 from 2012 in budgeted diesel fuel expense due to a favorable price obtained in a new fixed rate purchase agreement covering all of 2013.
4. Full funding for a 1.0 FTE Transit Advertising Sales Associate position (which was authorized by a 2012 budget amendment) as Metro will now handle internally all aspects of the advertising on buses program, which is currently outsourced through the end of 2012. No change in net revenue from advertising is budgeted for 2013 since there will be a ramping up period for program implementation as Metro's Marketing department gains experience. Substantial increases in advertising revenues are anticipated for future years.
5. An increase of \$25,000 from 2012 to provide additional police security at Metro transfer points.

Metro Transit



Budget Service Descriptions:

Fixed Route

Metro's Fixed Route service plans and coordinates all fixed route transit improvements and programs, including mainline bus service, secondary routes, commuter service, school service, circulator service and special event services. This service is also responsible for the repair and maintenance services required by the transit fleet.

	Service Summary		
	2011 Actual	2012 Adopted	2013 Executive
Total Expenditures	\$ 43,287,417	\$ 42,033,410	\$ 42,100,700
Less Inter-Agency Billings	<u>37,223,061</u>	<u>36,026,300</u>	<u>37,028,400</u>
Net Total	<u>\$ 6,064,356</u>	<u>\$ 6,007,110</u>	<u>\$ 5,072,300</u>

Paratransit

This service provides curb-to-curb paratransit services. The paratransit customers are individuals with disabilities who use this service for work, post secondary education, medical needs, sheltered workshops and personal purposes. Private taxis and lift-equipped vans supplement this effort.

Service Summary			
	2011 Actual	2012 Adopted	2013 Executive
Total Expenditures	\$ 8,623,601	\$ 10,014,738	\$ 9,906,690
Less Inter-Agency Billings	<u>5,971,077</u>	<u>7,252,700</u>	<u>6,649,800</u>
Net Total	<u>\$ 2,652,524</u>	<u>\$ 2,762,038</u>	<u>\$ 3,256,890</u>

Metro Transit Summary by Major Object of Expenditure

	2011 Actual	2012 Adopted	2012 Projected	2013 Request	2013 Executive	2013 Adopted
Permanent Salaries	\$ 23,287,799	\$ 24,388,593	\$ 23,979,900	\$ 24,482,009	\$ 24,656,984	\$ 0
Hourly Employee Pay	0	0	6,000	0	0	0
Overtime Pay	1,589,832	1,282,690	1,769,600	1,300,000	1,308,000	0
Fringe Benefits	11,322,239	8,807,365	9,097,400	8,842,781	8,905,806	0
Purchased Services	7,483,034	7,710,300	7,538,100	7,773,200	7,773,200	0
Supplies	5,241,783	5,592,600	5,332,900	4,919,500	4,931,500	0
Inter-Departmental Charges	1,451,066	1,449,400	1,442,200	1,498,100	1,498,100	0
Debt/Other Financing Uses	1,453,564	1,571,200	1,503,800	1,634,800	1,634,800	0
Capital Assets	<u>81,701</u>	<u>1,246,000</u>	<u>1,246,000</u>	<u>1,299,000</u>	<u>1,299,000</u>	<u>0</u>
Total Expenditures	\$ 51,911,018	\$ 52,048,148	\$ 51,915,900	\$ 51,749,390	\$ 52,007,390	\$ 0
Inter-Agency Billings	<u>43,194,138</u>	<u>43,279,000</u>	<u>43,146,800</u>	<u>43,638,200</u>	<u>43,678,200</u>	<u>0</u>
Net Budget	<u>\$ 8,716,880</u>	<u>\$ 8,769,148</u>	<u>\$ 8,769,100</u>	<u>\$ 8,111,190</u>	<u>\$ 8,329,190</u>	<u>\$ 0</u>

Summary of Metro Supplemental Requests for 2013 Service Enhancements

Route 18

Route 18, which provides connector service between the West and South Transfer Points and serves Allied Drive, has chronic scheduling problems, leading to on-time performance and transfer issues for this very important corridor. The proposal would extend route 16, an hourly route that currently operates as a connector between the East and South Transfer Points, to extend further to the West Transfer Point. This extension would pick up some of route 18's current service area and shorten travel time, thereby relieving much of the pressure on that route. A partial offset to the cost would be to reduce the frequency on route 40 from half-hourly to hourly, as part of its service area would be covered by the extended route 16.

Owl Creek Service

Extension of Metro service to this neighborhood would address ongoing social equity issues. This is a geographically isolated neighborhood where many residents have no good access to shopping, schools or jobs. The proposal would be to operate an extension of route 11 during weekday peak periods, providing half hour frequencies, for school trips and work commutes. In addition, all-new hourly service on weekends would link the neighborhood to the rest of the city from 7:00 a.m. until 10 p.m.

University Avenue Corridor

Due to overcrowding on this busy corridor, additional route 2 buses would be inserted to provide 15-minute frequency between the West Transfer Point and Capitol Square when the UW is in session. Because of this extensive increase in service, there would be some offsetting savings by reducing service on routes 9, 10, and 33. The corridors served by these routes will continue to be served by existing routes.

Attachment to Madison Metro supplemental request to add an operations supervisor

Metro Transit has not had an increase in operations supervisory coverage since 1998 when it increased from 17 to 19. Since then service levels and ridership have risen by between 10-47% as shown below:

	<u>1998</u>	<u>2011</u>
Total buses	190	209
Peak service buses	157	175
Service mileage	4.2 million	4.8 million
Service hours	344,000	383,000
Ridership	10.1 million	14.9 million

The additional supervisor would be dedicated to providing evening road coverage until midnight Tuesday through Saturday. Currently, a supervisor at the base covers service through dispatch radio communications. With more security issues occurring in the evening, this supervisor will provide assistance to drivers and the public dealing with non-emergency security issues when a supervisory presence is needed in resolving service issues. A radio supervisor will still work evenings and be available to assist with road supervision as they do now when the situation warrants.

CITY OF MADISON
2013 Supplemental Budget Request

Priority # 4

Agency: Metro Transit

Title of Request: Reverse fare increase

Description of Supplemental Budget Request:

In order to achieve the required 5% budget reduction Metro proposed an across the board fare increase for 2013. This request is to forego the increase and maintain fares at the current levels.
 This request assumes, as does the submitted budget, that the fare increase would take effect on 1/1/13.

Service # Affected	Fixed route & paratransit	
Accounts Affected (Attach a more detailed account/ service breakdown if appropriate.)		
Expenses		Total Amount
51110 - Permanent Salaries		\$
51120 - Premium Pay		\$
51200 - Hourly Wages		\$
51310 - Overtime Wages		\$
52000 - Benefits		\$
54000's - Purchased Services		
	\$	
	\$	
	\$	\$
55000's - Supplies		
	\$	
	\$	
	\$	\$
56000's - Inter-departmental Charges		
	\$	
	\$	
	\$	\$
58000 - Capital Assets		\$
Total Expense		\$
I/D Billings/Revenue		
Fare revenues	\$ 808,000	
Partner deficit share	\$ (121,400)	\$ 686,600
Net Impact		\$ 686,600

THIS IS A REQUEST TO:

Continue an existing service or program
 Expand or increase an existing service or program
 Add a new service or program

Notes:

Does this request impact any results tracked by performance measures, including Madison Measures?
 Yes No

If Yes, which measure(s) is it? Please quantify the potential impacts to the extent possible.
 Increase of 61,000 fixed route rides

INSTRUCTIONS

This form is to be used for 2013 Operating Budget requests that exceed your agency's target. A form should be completed for each individual decision item. Please submit these supplemental request forms along with your base budget submission.

**Madison Metro Transit
Fare Increase Proposal for 2013**

Fare type	Current	Proposed	Increase	% increase
Adult Cash	\$ 2.00	\$ 2.25	\$ 0.25	12.5%
Youth Cash	\$ 1.25	\$ 1.50	\$ 0.25	20.0%
Senior Cash	\$ 1.00	\$ 1.10	\$ 0.10	10.0%
One Day Passes	\$ 4.50	\$ 5.00	\$ 0.50	11.1%
Adult 10-Ride Card	\$ 15.00	\$ 17.50	\$ 2.50	16.7%
Youth 10-Ride Card	\$ 10.00	\$ 11.25	\$ 1.25	12.5%
Senior 10-Ride Card	\$ 10.00	\$ 11.25	\$ 1.25	12.5%
Adult 31-Day Pass	\$ 55.00	\$ 62.00	\$ 7.00	12.7%
Senior 31-Day Pass	\$ 27.50	\$ 40.00	\$ 12.50	45.5%
Low income 31-Day Pass	\$ 27.50	\$ 32.00	\$ 4.50	16.4%
EZ Rider Pass	\$ 150.00	\$ 170.00	\$ 20.00	13.3%
Summer Youth Pass	\$ 30.00	\$ 35.00	\$ 5.00	16.7%
Day Tripper	\$ 42.00	\$ 48.00	\$ 6.00	14.3%
Paratransit farebox & tickets	\$3.00 or \$4.00	\$ 4.00		
Unlimited ride passes	\$ 1.15	\$ 1.25	\$ 0.10	8.7%