

Net TOTAL Madison Cost Change						+ \$1,010 K		
Amendment	Staff Recommend?	Adopted?	Cost	Madison Cost	Other Cost	Description	Notes	
Unspent reserve	Yes	Yes	---	-\$580 K	---	Funds left unspent in the draft plan		
No Net Cost Increase	1	Yes	Yes	---	---	Troy - Northport loop on the north end of Route B	Addresses service to Troy Gardens and Mendota Mental Health	
	3C	Yes	Yes	-\$360 K	-\$360 K	Removal of C and D crossover at First Street	Faster and more direct service through the isthmus	
	7	Yes	Yes	---	---	Route D2 moved from Midvale to Nakoma	Replaces part of the Route 19 service area	
	8	Yes	Yes	---	---	Isthmus commuter service to the UW	Costs are considered part of the peak period capacity reserve, peak service to Sherman Terrace	
	10	Yes	Yes	---	---	Route E moved from Midvale to Segoe and away from UW Hospital	Faster service to downtown and service to Regent and Segoe	
	11A	Yes	Yes	+\$360 K	+\$360 K	Route D2 extended south of McKee Road along Maple Grove	Service to far southwest side	
	12	Yes	Yes	---	---	Route F moved to west branch of Excelsior	Service to West DMV	
Fitchburg Amends	13	Yes	Yes	---	-\$50 K	+\$50 K	Route D2 moved from Allied to Red Arrow and Jenewein	Service to Red Arrow, cost shift from Madison to Fitchburg
	15	Yes	Yes	+\$130 K	+\$110 K	+\$20 K	Route Z moved from Capitol Square to UW campus	Direct service from Fitchburg to UW campus
	16C	Yes	Yes	---	-\$100 K	+\$100 K	Route G extension west of Rimrock	Cost shift from Madison to Fitchburg dependent on Amendment chosen
	17A	Yes	Yes	---	-\$20 K	+\$20 K	Route Z loop via Radicchio Drive added	Service to new development, cost shift from Madison to Fitchburg
Amend 4	4B	No	No	+\$680 K	+\$680 K	---	South side route via Olin and Rusk/Bram	Service to Olin, John Nolen, and Rusk/Bram, but not Fish Hatchery
	4C	No	No	+\$680 K	+\$680 K	---	South side route via Olin and John Nolen	Service to Olin, John Nolen but not Rusk/Bram and Fish Hatchery
	4D	Yes	No	+\$680 K	+\$680 K	---	South side route via Olin and Fish Hatchery	Service to Olin, John Nolen, and Fish Hatchery, but not Rusk/Bram
	4E	No	Yes	+\$680 K	+\$680 K	---	South side route via Olin and John Nolen	Service to Olin, John Nolen WITH Rusk/Bram and Fish Hatchery
5	Yes	Yes	+\$520 K	+\$520 K	---	Route X improved to hourly off peak	Service to Westmorland and Odana	
6A	Yes	Yes	+\$870 K	+\$680 K	+\$190 K	Route R to Old Sauk and High Point; Route Y all day	All day service to Park Street and South Ridge in Middleton	
9	Yes	Yes	+\$1,040 K	+\$1,040 K	---	Route L between east and north Madison	Delaware, Dryden Terrace, Aberg Pick 'N Save, Kinsman, Walter, LaFollette, Owl Creek	
30A	Yes	Yes	-\$700 K	-\$670 K	-\$30 K	BRT Sunday headways changed from every 15 to every 30 minutes		
31	Yes	Yes	-\$600 K	-\$600 K	---	Daytime to evening service level shift moved from 8 pm to 7 pm	Affects several routes	
	2	No	No	+\$420 K	+\$420 K	---	Route D2 moved from airport to Wheeler, new airport shuttle	Alternative to Amendment 9 on the north side, but no direct service to Aberg Pick 'N Save
	18A or 18B	No	No	+\$680 K	+\$680 K	---	Route M serving Meadowlark	
	30B	No	No	-\$1,400 K	-\$1,340 K	-\$60 K	BRT Weekend headways changed from every 15 to every 30 minutes	
	30C	No	No	-\$950 K	-\$910 K	-\$40 K	BRT 15 minute weekend service on Saturdays 9 am to 5 pm only	
	11B	No	No	---	---	---	Route D2 extended south of McKee Road along Manchester	Service to far southwest side
	14	No	No	+\$650 K	+\$40 K	+\$610 K	Route B extended to Fitchburg Civic Center	Extends BRT service farther into Fitchburg
	17B	No	No	---	-\$25 K	+\$25 K	Route Z moved to Ski Lane and Pheasant Ridge	Peak period service through Southdale, cost shift from Madison to Fitchburg