

Transportation

Capital Improvement Plan

	2020 Adopted	2021 Request	Change
2021 Capital Budget	9,200,000	6,340,000	(2,860,000)
2021 Capital Improvement Plan	124,500,000	133,800,000	9,300,000

2020 Adopted
3

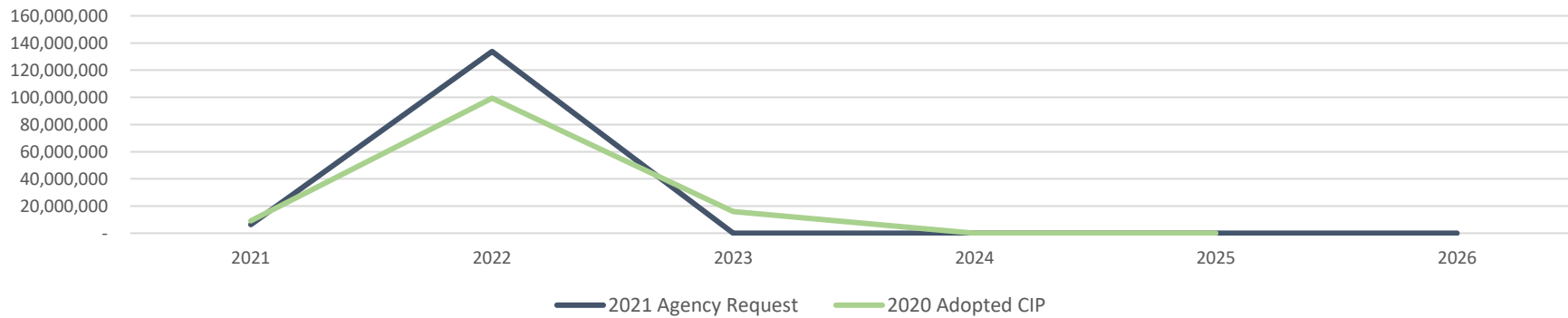
2021 Request
2

Project Summary: Agency Request

	2021	2022	2023	2024	2025	2026
Complete Streets	140,000	-	-	-	-	-
Bus Rapid Transit	6,200,000	133,800,000	-	-	-	-
Total	\$ 6,340,000	\$ 133,800,000	\$ -	\$ -	\$ -	\$ -

Changes from 2020 CIP

2021 Capital Improvement Plan
2020 Adopted vs. 2021 Agency Request



Major Changes/Decision Points

- Complete Streets
Project added to CIP-continuation of project added to 2020 Capital Budget
- Bus Rapid Transit
Full project moved into 2021 and 2022
Total project budget increased by \$16m from \$124m to \$140m; Overall local share of project increased from \$24m to \$49.4m

Transportation

Capital Improvement Plan

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2021 Request

2

Project increase includes transferring \$14.2m for bus purchases from Metro's Transit Coach program to serve as part of local match
 Assumed Federal share of project decreased from \$96m to \$90m
 \$28m in TIF proceeds (combination of borrowing and current increment) added to project budget as part of local match



Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

Madison Municipal Building
215 Martin Luther King Jr Blvd
Suite 109
P.O. Box 2986
Madison, Wisconsin 53701-2986
Phone: (608) 266-4761
Fax: (608) 267-1158

To: David Schmiedicke, Finance Director
From: Tom Lynch, Director of Transportation
Date: June 12, 2020

Goals of Agency's Capital Budget

The goals of the Transportation Capital Budget seek to implement the strategies contained in the Imagine Madison Comprehensive Plan. Key Land Use and Transportation Strategies being addressed with this Capital Budget request include:

Strategy 2 – Implement bus rapid transit (BRT) to improve travel times, enhance reliability, and increase ridership.

Strategy 8 – Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Safety – Focus transportation investments in areas where residents and visitors experience the greatest safety benefit.

Summary of Changes from the 2020 Capital Improvement Plan

1. East-West Bus Rapid Transit (BRT) - Transportation

Our new Metro Transit General Manager, Justin Stuehrenberg, has suggested budget transfers that positively influence of Small Starts funding. This budget moves \$50,400,000 of bus purchases from the Metro Transit budget to Transportation's E-W BRT budget to serve as a local match for Federal Small Starts monies. This budget transfer includes \$17,104,000 Federal 5307 and 5339b monies as well as \$14,274,000 of Metro non-GF GO Borrowing. This transfer increases the total E-W BRT budget by \$18,500,000, with a net increase in borrowing of \$9,100,000.

Generally Small Starts grants are primarily given to systems that provide a local match of non-Small Starts funding of 50%. The proposed Metro BRT bus purchase transfer and corresponding budget modification increases the local match component from 25% (2020 budget), to 50% (2021 budget), substantially increasing the City's chance of obtaining Small Starts funding.

\$4.2 million of No-GF Borrowing that was allocated for year 2023 was advanced to 2022 with the understanding that FTA requires full appropriation of obligated funds before executing a construction grant agreement. The corresponding Federal Small Starts monies allocated in 2023 were also advanced to 2022.

2. Complete Green Streets – Transportation

The 2020 budget included \$160,000 to perform a Complete Streets study that develops a modal hierarchy and street typology that assigns priority to modes within our street network. In ensuing discussions it became clear that distributed green infrastructure and increasing city tree canopy need to be incorporated in the same decision making process. The \$140,000 requested in the 2021 Capital Budget will expand the study to allow Complete Streets, Green Streets, Tree Canopy, and Distributed Green Infrastructure to be addressed in a single decision making framework.

Prioritized List of Capital Projects

1. East-West Bus Rapid Transit – BRT is a key strategy in the Imagine Madison Comprehensive Plan. We cannot meet our future transportation needs without increasing transit use.
2. Vision Zero – While this is in Traffic Engineering’s Capital Budget, rather than Transportation’s, it is a key element of our mission. Fatalities and injuries are a growing health concern which can be corrected with focused, relatively low cost, capital improvements.
3. Complete Green Streets – This will help encourage non-motorized travel while increasing the City’s green infrastructure. The study will provide a decision making framework for allocating street right of way for transportation (pedestrians, bikes, and motor vehicles), tree canopy, storm water measures, and other green infrastructure.

Potential for Scaling Capital Requests

1. The Bus Rapid Transit capital budget has a net increase of \$18.5 million, but the increase significantly increases Madison’s chances of receiving federal Small Starts funding. The increase could be reduced, but this may result in a poorly rated Small Starts grant application.
2. Vision Zero budget could be reduced in increments of \$100,000. This would reduce the number of projects that could be implemented in 2021.
3. The Complete Green Streets \$140,000 allocation for 2021 could be eliminated. This study would then focus on modal hierarchy and street typology, but would not include distributed green infrastructure or tree canopy.

Impacts of Covid-19 on Capital Funding

The Covid-19 crisis has not directly affected the Transportation Department, but has greatly affected divisions within the Transportation Department. For Metro Transit, the suspension of fares combined with reduced ridership and higher operating costs have a significant impact on the budget. Fortunately \$24.5 million from the CARES Act will address shortfalls in 2020 and some of 2021. If ridership and revenue returns to normal by 2022, the capacity to service debt should be sufficient. Similarly, the Parking Division reserves have been reduced by approximately \$5 million due to limited parking revenue and paid leave policies. This reduces the amount of reserves the Parking Division has to fund future capital improvements, such as replacement of the Lake Street garage.

Thank you for the opportunity to express our priorities as you evaluate capital expenditures for the City.

Sincerely,

A handwritten signature in red ink, appearing to read "Tom Lynch". The signature is written in a cursive style with a prominent horizontal line at the beginning.

Thomas W. Lynch, PE, PTOE, PTP, AICP
Director of Transportation
City of Madison

Submitted

2021 Capital Improvement Plan Capital Budget Proposal

Identifying Information

Agency	Transportation	Proposal Name	Bus Rapid Transit
Project Number	17607	Project Type	Program
Project Category	Transportation	Priority:	1
2021 Project Number	<input type="text"/>		

Description

This program is for a Bus Rapid Transit (BRT) system. The goal of a BRT system is to increase the capacity of the existing Metro system while decreasing ride times. BRT was most recently studied by the Madison Planning Organization in a 2013 report, where findings indicated ride times for the Capitol Square could be reduced by up to 35% with a BRT system. The proposed budget anticipates planning and design in 2021-2022 with construction in 2022-2023 partially supported by federal funding. The Metro Satellite Bus Facility project in 2020-2021 is assumed as a component of the locally funded match for the federal funding in the BRT project budget.

Budget Information

Prior Appropriation*	\$2,202,477	Prior Year Actual*	\$524,980
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*Based on Fiscal Years 2015-2019

Budget by Funding Source

Funding Source	2021	2022	2023	2024	2025	2026
GF GO Borrowing	6,200,000	900,000				
Non-GF GO Borrowing		14,300,000				
Non-GF GO Borrowing - TIF District		24,000,000				
TIF Proceeds		4,000,000				
Federal Sources		17,100,000				
Federal Sources		73,500,000				
State Sources						
Total	\$6,200,000	\$133,800,000	\$0	\$0	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

Expense Type	2021	2022	2023	2024	2025	2026
Street	5,500,000	54,000,000				
Building	700,000	7,200,000				
Machinery and Equipment		72,600,000				
Total	\$6,200,000	\$133,800,000	\$0	\$0	\$0	\$0

Insert Expense Type

Explain any changes from the 2020 CIP in the proposed funding for this program.

This budget moves \$50,400,000 of BRT bus purchases from the Metro Transit budget to the E-W BRT budget to serve as a local match for federal Small Starts. This budget transfer includes \$17,104,000 Federal 5307 and 5339b monies as well as \$14,274,000 of Metro non-GF GO Borrowing. This transfer increases the total E-W BRT budget by \$18,500,000, with a net increase in borrowing of \$9,100,000.

Generally Small Starts grants are given to systems that provide a 50% local match of non-Small Starts funding. The proposed Metro BRT bus purchase transfer and corresponding budget modification increases the local match component from 25% (2020 budget), to 50% (2021 budget), significantly increasing the City's chance of obtaining Small Starts funding.

\$4.2 million of Non-GF Borrowing that was allocated for year 2023 was advanced to 2022 with the understanding that FTA requires full appropriation of obligated funds before executing a construction grant agreement. The corresponding Federal Small Starts monies allocated in 2023 were also advanced to 2022.

Priority

Citywide Element	Land Use and Transportation
Strategy	Implement bus rapid transit (BRT) to improve travel times, enhance reliability, and increase ridership.

Describe how this project advances the Citywide Element:

Bus Rapid Transit is key addressing the City's transportation challenges, which it is why it is a primary strategy in the Imagine Madison Comp Plan. It is the strategic component in addressing Madison's transportation challenges into the coming decades.

Project Schedule & Location

2021 Projects

Project name	Est Cost	Location
Professional Services - Design and Project Management	\$5,500,000	
BRT Storage Facility Design	\$700,000	

Insert item

Explain the justification for selecting projects planned for 2021:

Final design is needed to both obtain Federal Small Starts funding, as well implement BRT project components.

2022 Projects

Project Name	Est Cost	Location
Professional Services - Construction Management	\$4,100,000	
E-W BRT Road Modifications	\$26,200,000	Multiple
E-W BRT Stations	\$23,700,000	Multiple
E-W BRT Systems (signals, fiber, fares, etc.)	\$22,200,000	Multiple
BRT Buses	\$50,400,000	
BRT Storage Facility	\$7,200,000	

Insert item

Explain the justification for selecting projects planned for 2022:

Road modifications are needed to give BRT priority in the planned corridors. Constructing the BRT stations complements the transit priority by making loading easier.

BRT rolling stock will need to be housed and the current Metro facility at 1101 East Washington is not large enough to store the estimated 15 buses. This item provide funding for design to assign BRT bus housing to Building 43 at the Oscar Mayer site.

2023 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2023:

In 2023 Metro will purchase 15 articulated buses for BRT implementation.

Also in 2023 Metro will retrofit Building 450 at the Oscar Mayer site so that it can accommodate BRT buses.

2024 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2024:

2025 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2025:

2026 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2026:

Operating Costs

What are the estimated annual operating costs associated with the projects planned within this program?

Personnel

# of FTEs	Annual Cost	Description
23	2,000,000	Assumes about 5 percent in operating costs and reallocation of resources from other metro routes. Types of positions include BRT drivers and support personnel such as mechanics and supervisors.

Non-Personnel

<i>Major</i>	<i>Amount</i>	<i>Description</i>
	\$1,000,000	Non-direct labor costs associated with BRT - based on approximately 67 percent of Metro's operating being labor.

Insert item

Save

Submit

Notes

Notes:

v 05/04/2020

Save and Close

Submitted

2021 Capital Improvement Plan Capital Budget Proposal

Identifying Information

Agency	Transportation ▼	Proposal Name	Complete Streets ▼
Project Number	12776	Project Type	Project
Project Category	Other	Priority:	2 ▼

Description

This project is for a study to inform and direct implementation of the Complete Streets framework adopted by the Madison Common Council in 2009 (legistar # 16250). Complete Streets is a national movement to ensure that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders of all ages and abilities to be able to move safely along and across the street. Madison has a long history of following Complete Streets concepts without naming these as such.

Budget Information

Total Project Budget **Prior Appropriation**

Budget by Funding Source

Funding Source	2021	2022	2023	2024	2025	2026
GF GO Borrowing ▼	140,000					
Total	\$140,000	\$0	\$0	\$0	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

Expense Type	2021	2022	2023	2024	2025	2026
Street ▼	140,000					
Total	\$140,000	\$0	\$0	\$0	\$0	\$0

Insert Expense Type

Explain any changes from the 2020 CIP in the proposed funding for this project.

This study funding augments the Complete Streets study approved in 2020 to develop a framework for incorporating distributed green infrastructure within of city streets. The study will provide a decision making framework for allocating street right of way for transportation (pedestrians, bikes, and motor vehicles), tree canopy, storm water measures, and other green infrastructure.

Priority

Citywide Element

Strategy

Describe how this project advances the Citywide Element:

This augments the Complete Streets study to include distributed green infrastructure. It allows Complete Streets, Green Streets, Tree Canopy, and Distributed Green Infrastructure to be addressed in a single decision making framework instead of separate city initiatives on the same street network.

What is the justification for this project?

This project is needed to help decision making for allocating right of way on City Streets. With the Complete Streets study, it will help designers and policy makers decide which transportation modes and green infrastructure treatments have priority on street reconstruction projects and new street development projects.

Project Schedule & Location

Can this project be mapped? Yes No

What is the location of the project?

Is this project on the Project's Portal? Yes No

2021 Status	Status/Phase	Est Cost	Description	
2021 Capital Budget			Agency Requests	472

Status/Phase	Est Cost	Description
<input type="checkbox"/> Insert item 2022 Status	140000	Study of tree canopy and distributed green infrastructure.
<input type="checkbox"/> Insert item 2023 Status		
<input type="checkbox"/> Insert item 2024 Status		
<input type="checkbox"/> Insert item 2025 Status		
<input type="checkbox"/> Insert item 2026 Status		
<input type="checkbox"/> Insert item		

Operating Costs

What are the estimated annual operating costs associated with the project?

Personnel

# of FTEs	Annual Cost	Description
0		It is anticipated that once the study is completed, this project will save staff time as it provides guidance for allocating street right of way.

Non-Personnel

Major	Amount	Description

Insert item

Notes

Notes: