

## **Why do we need a bus satellite facility, and why Oscar Mayer?**

### **Madison's growth cannot be sustained by automobiles.**

- Over the past five years, Madison has added 14,000 dwelling units. This growth has produced 120,000 more daily auto trips, yet there has been no substantial increase in roadway capacity.
- In order to satisfy trips generated by a projected 30-year job growth in Madison's isthmus, we would need to double the private and public parking downtown, as well as add two lanes in each direction on East Washington Ave, University Ave, and other main arterials. These capacity increases are not feasible.
- Conversely, if we were to double bus service, these job growth travel needs can be addressed without any roadway and parking capacity increases.

### **Transit service expansion is not possible due to bus storage needs.**

- Currently Metro Transit houses 215 buses in a 100-year-old facility designed for 160 buses. Service cannot be expanded without more bus storage.
- Metro has repeatedly turned down transit service requests by major area employers because there is not enough storage to house the buses needed to serve these employers.
- Bus Rapid Transit, a key component of Madison's Transportation Plan, cannot move forward without a facility to store articulated buses.

### **Madison area plans call for increasing bus storage capacity.**

- Madison's Comprehensive Plan, Imagine Madison, and Land Use and Transportation (Strategy 1a) calls for building a new bus storage and maintenance facility to support an expanded bus fleet.
- Madison Area Transportation Planning Board's 2013 to 2017 Transit Development Plan (Recommendation 17) calls for increasing the capacity of the existing bus garage or constructing a new facility.
- Madison Area Transportation Planning Board's 2050 Regional Transportation Plan (Transit Recommendation 1) calls for expanding bus storage.

### **The Oscar Mayer site provides the most cost effective solution for Metro Transit**

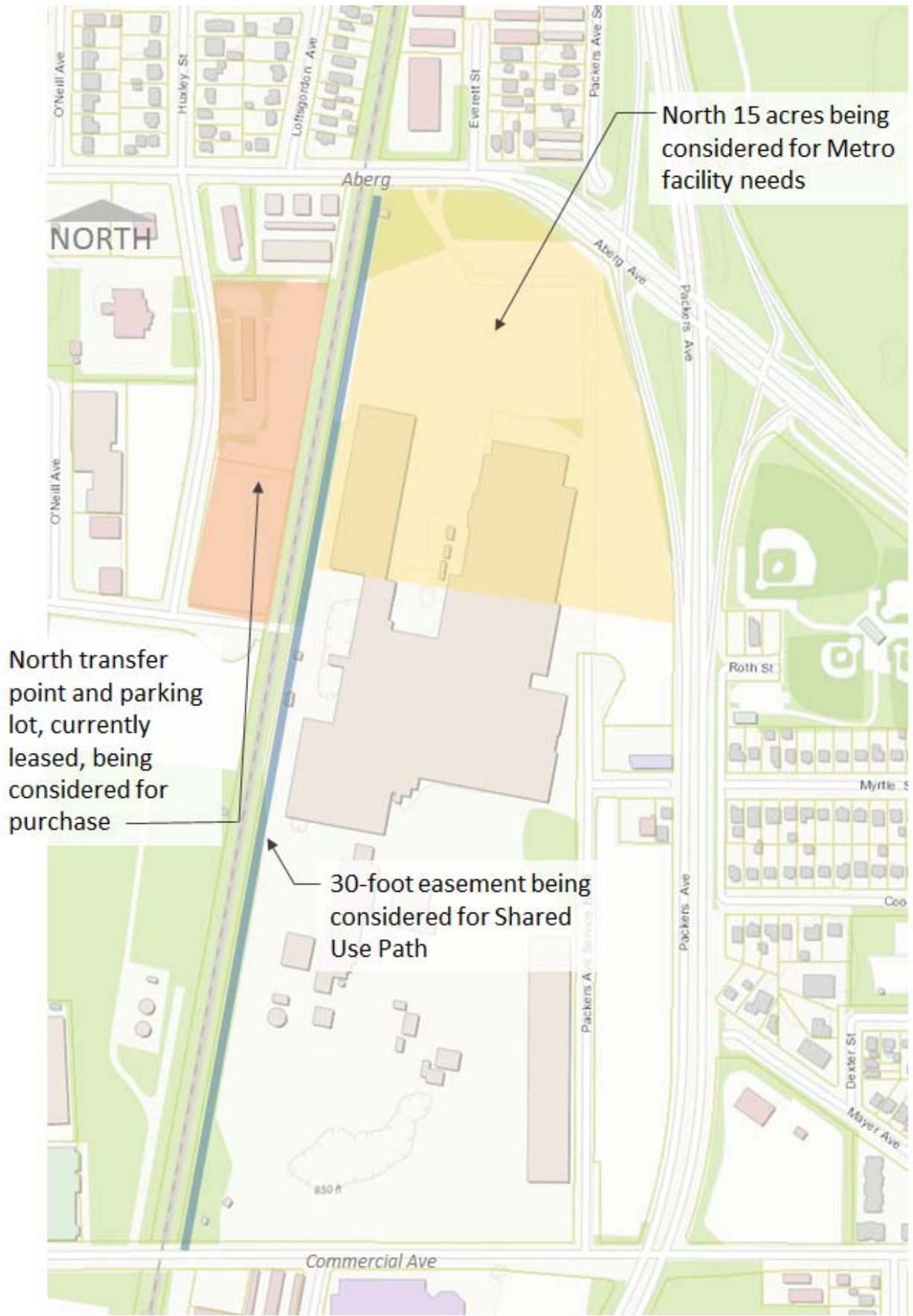
- Bus storage housing is one-half to one-third the cost of other alternatives reviewed.
- Due to its location, extra operational costs with buses traveling to and from routes are negligible when compared with other alternatives.
- Debt service requirements associated with this purchase are not high enough that it should prevent Metro from accomplishing transit improvement goals. Other storage alternatives could create a much greater debt load, greatly reducing Metro's capacity to improve service levels.

### **The Oscar Mayer site is in a great location.**

- The Oscar Mayer site is adjacent to the north transfer point and the north park and ride, providing operational efficiencies.
- The Oscar Mayer site is close to a proposed future BRT line.

### **Purchasing a portion of Oscar Mayer provides the city greater influence on the long-term outcome.**

- The current owners are marketing the northern buildings as warehouse space. It is likely some warehousing tenant, such as a shipping company, will occupy these buildings.
- Pursuing negotiations allows Madison to follow other interests from the owners such as:
  - Obtaining an easement to construct a shared use path next to the railroad.
  - Purchasing the land currently leased at the North Transfer Point's park and ride lot.
- Metro can be an active and engaged participant in the future special area planning effort. Other owners or lessors may pursue industry specific interests.



North 15 acres being considered for Metro facility needs

North transfer point and parking lot, currently leased, being considered for purchase

30-foot easement being considered for Shared Use Path