

City of Madison 2020 Capital Improvement Plan
 Agency Request Summary

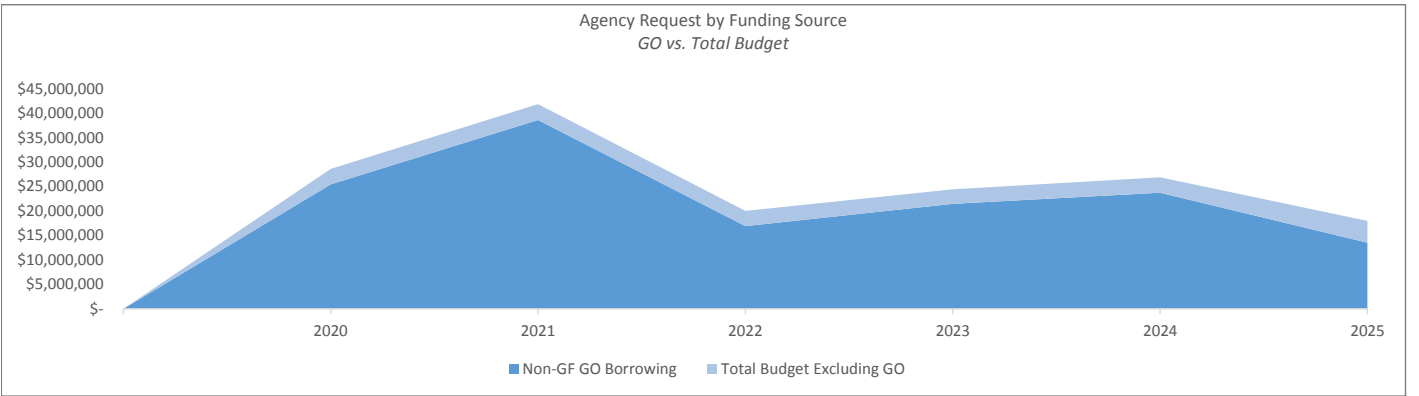
Agency : Metro Transit

Agency Request by Item (All Funds)

	2020	2021	2022	2023	2024	2025
Metro Satellite Bus Facility	12,893,000	16,050,000	-	-	-	-
Transit Coaches - Electric	7,281,000	7,500,000	7,725,000	16,076,000	16,801,000	17,473,000
Transit Coaches - Diesel	7,281,000	7,500,000	7,725,000	16,076,000	16,801,000	17,473,000
Facilities Repairs and Improvement	8,213,000	14,312,000	12,168,000	8,329,000	9,951,000	40,000
Transit System Upgrades	221,000	4,001,000	124,000	56,000	129,000	446,000
Total	\$ 35,889,000	\$ 49,363,000	\$ 27,742,000	\$ 40,537,000	\$ 43,682,000	\$ 35,432,000

Agency Request by Funding Source

Project	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing	25,453,000	38,613,000	16,927,000	21,487,000	23,758,000	13,530,000
Federal Sources	3,155,000	3,250,000	3,090,000	2,974,000	3,123,000	4,429,000
Total	\$ 28,608,000	\$ 41,863,000	\$ 20,017,000	\$ 24,461,000	\$ 26,881,000	\$ 17,959,000





Department of Transportation

Metro Transit

Chuck Kamp, General Manager

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May 17, 2019

To: Satya Rhodes-Conway, Mayor
Dave Schmiedicke, Finance Director

Metro Transit's capital budget for 2020 is included in the attached documents, and represents recent strategic changes and plans to address the real service capacity and funding crisis that we are in. This includes not only Metro's ability to meet the needs of expanded service capacity, but also the ability to meet the basic vehicle replacement needs which are vulnerable to falling behind schedule. This will challenge Metro's ability to meet our current service needs. The 2020 capital budget request totals approximately \$29 million, and for the full CIP with all out years, \$157 million. With BRT, intercity bus depot, and other DOT requests, Metro is looking at \$250 million in capital investments over the next 10 years or so to take public transit in Madison to the platinum level for the 21st century. Just 5 years ago, the Metro CIP for 2015 was \$6.8 million and the full CIP for 6 years totaled \$81.2 million.

Metro's priorities continue to be a mix of pragmatic and aspirational, and include 1) to keep on top of our normal replacement of buses, 2) to upgrade our existing bus garage for safety, health, and efficiency reasons, 3) to build a satellite facility to meet service expansion demands, and 4) to upgrade other technology and system components necessary to provide convenient customer services and operational support. The BRT project and intercity bus depot projects are included in the Department of Transportation budget.

With buses continuing to be Metro's #1 priority, and the city's recently approved 2030 sustainability implementation plan being essential to the planet's survival, this budget shows an electric bus program for the first time, with full implementation beginning in 2023. Metro is receiving and testing 3 new e-buses from Proterra Manufacturing out of California in 2020. The current plan is for Metro to finish out most of an existing 5-year bus procurement for diesel buses with New Flyer Manufacturing out of St. Cloud, MN, who recently started manufacturing e-buses. Testing the new e-buses will allow us to successfully develop a strong e-bus specification and RFP. This dramatic and necessary transition means that more resources will be required to meet the sustainability goals and Metro would phase out the purchase of diesel buses. Additional annual costs estimated at \$8-9 million are expected to increase the total cost of fifteen buses to \$16-17 million per year starting in 2023. If approved by the Mayor and Council, funding would provide for the e-buses, infrastructure support like electric bus chargers and

May 17, 2019

Page 2

batteries that are necessary for a successful transition. It is a challenging decision for policy makers to avoid cutting bus purchases below 15 per year to meet the sustainability goals because then Metro falls behind its existing service requirements that provide transportation for economic development and equity purposes to tens of thousands of customers. It is the ultimate public transit balancing act.

Metro's #2 priority of upgrading the existing bus garage includes \$8.2 million to upgrade HVAC and storage maintenance components of the facility. For the 5 year CIP, this project adds up to \$57 million to ensure Metro provides efficient transit services at roughly the existing levels for several decades to come. Additional funding of \$1.5 million is requested starting in 2022 to increase electrical capacity so that all buses can be charged daily at the current facility. Solar panels would be added in 2023 as part of this request.

Overcrowding of the current facility and capacity expansion will be addressed in Metro's #3 priority with the purchase of land and building #50 at Oscar Mayer. Ultimately, this facility will be Metro's BRT center for operations and maintenance support, including all e-buses. The electrical charging capacity from the utility is very robust at Oscar, but Metro will need to install chargers and other support equipment there. The cost estimate for purchase and construction of building 50 is \$28 million.

Priority #4 includes technology upgrades to Metro's automated vehicle location system, and related operations and passenger support services through the hardware and software systems that keep bus and paratransit services efficient, accessible, and as easy for customers to use as possible.

Finally, a couple additional footnotes. First, a note of appreciation that Metro is able to address basic and fundamental support equipment replacement needs for smaller items like utility trucks carrying out maintenance tasks when buses breakdown or bus shelters need replacement, and for scrubbers and sweepers to keep our facilities clean and in safe operating condition. Second, it is also important to note here that Metro is continuing over the next 5 years to anticipate no paratransit vehicle purchases due to the limited federal funding availability and the \$4 million cut in operating subsidies through the county due to Family Care. A long term goal of Metro's is to re-establish some directly operated paratransit because it gives us important hands-on feedback from customers on how to provide quality ADA paratransit services when we have the comparison of in-house vs. contracted. But until we address the satellite facility needs and the local, regional, or state capital funding necessary to save the planet, tough choices have to be made.

Sincerely,



Chuck Kamp
Transit General Manager

Submitted

2020 Capital Improvement Plan Project Budget Proposal

Identifying Information

Agency	<input type="text" value="Metro Transit"/>	Project Name	<input type="text" value="Metro Satellite Bus Facility"/>
Project Number	10950	Project Type	Project
Project Category	Facility	Priority	<input type="text" value="4"/>

Description

This project funds the construction of a satellite bus facility. The goal of the project is to provide a new facility that alleviates space constraints at Metro's existing East Washington Avenue location; the facility space will accommodate Metro's future fleet goal of 285 buses. The project budget assumes the project will be fully funded by local sources in 2023. The location of the facility is to be determined.

Is this project currently included in the 2019 CIP?

Budget Information

Total Project Budget **Prior Appropriation**

Budget by Funding Source

Funding Source	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing	12,893,000	16,050,000				
Total	\$12,893,000	\$16,050,000	\$0	\$0	\$0	\$0

Insert Funding Source

Budget by Expenditure Type

Expense Type	2020	2021	2022	2023	2024	2025
Land	11,240,000					
Other	1,653,000	500,000				
Building		15,550,000				
Total	\$12,893,000	\$16,050,000	\$0	\$0	\$0	\$0

Insert Expense Type

Performance

Metric	<input type="text" value="Increase ridership by adding service, Reduce greenhouse emissions"/>	
Data Source	<input type="text" value="Genfare (farebox data), zero diesel purchases at Oscar"/>	
	Baseline	Target
	<input type="text" value="13,400,000"/>	<input type="text" value="16,000,000"/>

Priority

Citywide Element

Strategy

Describe how this project advances the Citywide Element:

Facility expansion is a prerequisite for Bus Rapid Transit (BRT) and expanding service to peripheral areas. The expansion facility would both relieve current overcrowding in the current bus facility and provide the capacity necessary for planned service expansions, including a 25 mile Bus Rapid Transit System proposal that has been adopted by the Common Council. The increased service will also serve to meet Racial Equity and Social Justice Initiative by reducing travel times, reducing overcrowding and giving low income individuals the ability to use the transit system for employment.

What is the justification for this project?

Relief of overcrowding at current facility will allow Transit system to increase capacity to reduce travel times and expand service.

Project Schedule & Location

What is the total time frame for this project?

Start Date: 1/1/2020

End Date: 12/31/2022

	2020	2021	2022	2023	2024	2025
Project Status	Design Completion ▾	Construction ▾	Construction Comple ▾	▾	▾	▾

Can this project be mapped?

Yes No

What is the location of the project?

910 Mayer Ave, Madison WI 53704

Is this project on the Project's Portal?

Yes No

Operating Costs

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

\$1,280,000

Personnel

# of FTEs	Annual Cost	Description
10	872,000	Salaries and benefits for 1 Planner, 3 C-Mechanics, 1 Building and Grounds Foreperson, 1 Operations Supervisor, and 4 Transit Operators. This plan assumes relocating 24 buses from 1101 and permanent operation at the new facility.

Non-Personnel

Major	Amount	Description
54	\$408,000	Oscar Mayer will have 136,000 (SF) square feet. Engineering generally estimates \$2/SF for gas, electric and water or \$272,000. The estimate for custodial supplies, waste management and other costs is \$1/SF or \$136,000.

Insert item

Save

Submit

Notes

Notes:

Save and Close

Submitted

2020 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency **Project Name**

Project Number 85001 **Project Type** Program

Project Category Transportation **Priority**

2020 Munis Project Number

Description

This program funds the replacement of 15 fixed route electric buses annually. The goal of this program is to maintain an updated fleet of vehicles for Metro Transit's fixed route service.

Budget Information

Prior Appropriation* **Prior Year Actual***

*Based on Fiscal Years 2015-2018

Budget by Funding Source

Funding Source	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing	728,000			13,102,000	13,678,000	13,044,000
Federal Sources	728,000			2,974,000	3,123,000	4,429,000
Total	\$1,456,000	\$0	\$0	\$16,076,000	\$16,801,000	\$17,473,000

Insert Funding Source

Budget by Expenditure Type

Expense Type	2020	2021	2022	2023	2024	2025
Machinery and Equipment	1,456,000			16,076,000	16,801,000	17,473,000
Total	\$1,456,000	\$0	\$0	\$16,076,000	\$16,801,000	\$17,473,000

Insert Expense Type

Performance

Metric

Data Source

Baseline Data

2017 Actual	2018 Actual	2019 Projected	Target
12,900,000	13200000	13400000	13600000

Priority

Citywide Element

Strategy

Describe how this project advances the Citywide Element:

Loss of the ability to provide for current service levels are projected to impact those routes which are more vulnerable due to ridership, but more necessary to ensure equitable transit to all parts of the City. Structural inequities present in the community could be exacerbated by the loss of these critical transit services. Metro will not be capable of reducing environmental impact as required through 100% renewable Madison resolution adopted by Council. Additional funding is needed for buses, chargers and batteries to comply.

Project Schedule & Location

2020 Projects

Project name	Est Cost	Location
Purchase 3 electric coaches	\$1,456,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2020:

Metro Transit will be taking delivery of three electric buses in 2020 that was the result of acceptance of the 5339 Low-no emission grant award in 2017. Resolution 49545 authorized the awarded funds to be added to Metro's Transit coaches program to cover the additional cost associated with purchasing an electric bus body instead of diesel. The funding request in 2020 is for the base cost of the three coaches that is required to fulfill the grant award. Authorization of funding will be necessary to begin to meet the requirements of the 100% Renewable Madison resolution adopted by Council.

2021 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2021:

2022 Projects

Project Name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2022:

2023 Projects

Project name	Est Cost	Location
Purchase 15 electric coaches	\$16,076,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2023:

Unless local funding is increased from \$8,111,000 in the 2020 CIP to meet the requirements of the 100% Renewable Madison resolution adopted by Council, fewer buses can be procured and our replacement cycle is likely to extend from 15 to beyond 20 years. Increased maintenance costs and reduced fleet reliability is a concern if funding isn't available to replace the necessary fifteen buses per year.

2024 Projects

Project name	Est Cost	Location
Purchase 15 electric coaches	\$16,801,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2024:

Unless local funding is increased from \$8,517,000 in the 2020 CIP to meet the requirements of the 100% Renewable Madison resolution adopted by Council, fewer buses can be procured and our replacement cycle is likely to extend from 15 to beyond 20 years. Increased maintenance costs and reduced fleet reliability is a concern if funding isn't available to replace the necessary fifteen buses per year.

2025 Projects

Project name	Est Cost	Location
Purchase 15 electric coaches	\$17,473,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2025:

Unless local funding is increased from \$8,858,000 for the cost of diesel buses to meet the requirements of the 100% Renewable Madison resolution adopted by Council, fewer buses can be procured and our replacement cycle is likely to extend from 15 to beyond 20 years. Increased maintenance costs and reduced fleet reliability is a concern if funding isn't available to replace the necessary fifteen buses per year.

Operating Costs

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

Personnel

# of FTEs	Annual Cost	Description

Non-Personnel

Major	Amount	Description

Major	Amount	Description
		<p>Debt repayment will increase if Metro maintains its replacement cycle of 15 buses per year. The increased local GO borrowing cost per electric coach is estimated as follows:</p> <p>\$200,000 additional cost for base price of electric vehicle versus diesel</p> <p>\$60,000 cost for 125 KW charger per vehicle</p> <p>\$196,000 cost for electric battery per vehicle that includes a 6-year warranty</p> <p>\$75,000 cost for 6-year extended warranty per battery</p> <p>\$531,000 additional local share capital cost per vehicle for electric versus diesel, total additional cost for fifteen ebus is \$7,965,000.</p> <p>The current capacity for battery charging will require that Metro charges batteries at peak power cost. The estimated cost for additional electric cost is offset by the savings in diesel fuel if fuel costs are \$2/gallon. However, as charging speed and battery capacity increase with technology, there is potential for significant savings in electrical costs. This will be recognized when batteries can be charged once per day overnight during non-peak reducing the cost for power.</p>

Insert item

Save

Submit

Notes

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Save and Close

Submitted

2020 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency **Project Name**

Project Number 85001 **Project Type** Program

Project Category Other **Priority**

2020 Munis Project Number

Description

This program funds the replacement of 15 fixed route diesel transit coaches annually. The goal of this program is to maintain an updated fleet of vehicles for Metro Transit's fixed route service. All transit coaches purchased through this program meet both EPA Emissions Standards and Americans with Disabilities Act (ADA) requirements. Funding in 2019 is for anticipated as a 50/50 split between local and federal funding. A portion of the federal funding is from available discretionary federal funding that was awarded in prior years. Over the life of the CIP, the GO Borrowing portion of the program increases to encompass both the inflationary cost of buses and absence of discretionary federal funding.

Budget Information

Prior Appropriation* **Prior Year Actual***

*Based on Fiscal Years 2015-2018

Budget by Funding Source

Funding Source	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing	3,398,000	4,250,000	4,635,000			
Federal Sources	2,427,000	3,250,000	3,090,000			
Total	\$5,825,000	\$7,500,000	\$7,725,000	\$0	\$0	\$0

Budget by Expenditure Type

Expense Type	2020	2021	2022	2023	2024	2025
Machinery and Equipment	5,825,000	7,500,000	7,725,000			
Total	\$5,825,000	\$7,500,000	\$7,725,000	\$0	\$0	\$0

Performance

Metric

Data Source

Baseline Data

2017 Actual	2018 Actual	2019 Projected	Target
12,900000	13200000	13400000	13600000

Priority

Citywide Element

Strategy

Describe how this project advances the Citywide Element:

Project Schedule & Location

2020 Projects

Project name	Est Cost	Location
Purchase 12 diesel coaches	\$5,825,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2020:

By replacing 15 buses per year, Metro will be able to maintain a replacement cycle from 12 to 15 years for 40 foot buses. Weekly usage for buses that are further along in their useful life cycle is decreased. Vehicle usage is reduced from 250 miles per day to approximately 100 miles per day and typically driven only on school days instead of seven days per week. Twelve diesel buses and three electric buses that are partially funded with the Low-no emission grant award are planned for purchase in 2020.

2021 Projects

Project Name	Est Cost	Location
Purchase 15 diesel coaches	\$7,500,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2021:

By replacing 15 buses per year, Metro will be able to maintain a replacement cycle from 12 to 15 years for 40 foot buses. Weekly usage for buses that are further along in their useful life cycle is decreased. Vehicle usage is reduced from 250 miles per day to approximately 100 miles per day and typically driven only on school days instead of seven days per week.

2022 Projects

Project Name	Est Cost	Location
Purchase 15 diesel coaches	\$7,725,000	1101 E Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2022:

By replacing 15 buses per year, Metro will be able to maintain a replacement cycle from 12 to 15 years for 40 foot buses. Weekly usage for buses that are further along in their useful life cycle is decreased. Vehicle usage is reduced from 250 miles per day to approximately 100 miles per day and typically driven only on school days instead of seven days per week.

2023 Projects

Project name	Est Cost	Location

Insert item

Explain the justification for selecting projects planned for 2023:

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:

Operating Costs

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

Personnel

# of FTEs	Annual Cost	Description

Non-Personnel

Major	Amount	Description

Insert item

Notes

Notes:

v. 5-22-2019

Save and Close

Submitted

2020 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency Metro Transit ▾ **Project Name** Facilities Repairs and Improvement ▾
Project Number 85002 **Project Type** Program
Project Category Facility **Priority** 3 ▾
2020 Munis Project Number 11229

Description

This program funds major building repairs and improvements to the existing Metro Transit facility at East Washington Avenue and Ingersoll Street (1101 East Washington Avenue). The program budget reflects the recommendations of a facility study completed in 2018 for the facility. Funding in 2019 is for construction of Phase 1: reconstruction of the wash bays, installation of a new fire alarm system and garage upgrades for electric bus accommodation. Funding in 2020 is for Phase 2: HVAC upgrades and installation of a new boiler. Funding in 2021 is for Phase 3A: maintenance bay reconfiguration. Funding in 2022 is for Phase 3B: administrative and support area upgrades. Funding in 2023 is for Phase 3C: bus storage remodel. Funding in 2024 is for Phase 4: exterior building improvements.

Budget Information

Prior Appropriation* \$3,543,339 **Prior Year Actual*** \$1,904,718
*Based on Fiscal Years 2015-2018

Budget by Funding Source

Funding Source	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing ▾	8,213,000	14,312,000	12,168,000	8,329,000	9,951,000	40,000
Total	\$8,213,000	\$14,312,000	\$12,168,000	\$8,329,000	\$9,951,000	\$40,000

Insert Funding Source

Budget by Expenditure Type

Expense Type	2020	2021	2022	2023	2024	2025
Building ▾	8,213,000	14,312,000	12,168,000	8,329,000	9,951,000	40,000
Total	\$8,213,000	\$14,312,000	\$12,168,000	\$8,329,000	\$9,951,000	\$40,000

Insert Expense Type

Performance

Metric air quality and safety for employee health, reduce HVAC work orders to zero
Data Source 1101 facility study

Baseline Data

2017 Actual	2018 Actual	2019 Projected	Target
12	15	18	0

Priority

Citywide Element Land Use and Transportation ▾
Strategy Improve transit service, especially to peripheral employment and residential locations, with a focus on reducing the travel time for transit dependent populations. ▾

Describe how this project advances the Citywide Element:

Building upgrade will lead to a return on investment with new technology that provides a safe environment for fleet maintenance and the protection of assets, both human and equipment. Air quality is an equity issue for Shop employees that don't have environmental quality compared to other City Shop employees. Efficiencies will improve transit service as timely repairs will allow for more vehicles to be utilized reducing travel time.

Project Schedule & Location

2020 Projects

Project name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave.
Renovation Phase 2 Construction HVAC Mechanics and Storage Area.	\$7,228,000	1101 E. Washington Ave.
Renovation Phase 3A Design Maintenance/ Mechanics Workspace	\$945,000	1101 E. Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2020:

This phase was identified as one of the most urgent from the Mead and Hunt facility study. Inadequate ventilation, heating and cooling have been identified as the most deficient system causing hazards to occupants within the building. Nearly all of the mechanical units are past their useful life and are inefficient.

2021 Projects

Project Name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave.
Renovation Phase 3A Maintenance/ Mechanics Workspace Construction	\$9,597,000	1101 E. Washington Ave.
Renovation Phase 3A Maintenance/Mechanics Workspace Equipment	\$2,288,000	1101 E. Washington Ave.
Renovation Phase 3B Design Admin Operations/Dispatch	\$887,000	1101 E. Washington Ave.
5 Maintenance B lifts	\$1,500,000	1101 E. Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2021:

The confined number of work bays limits the ability to provide preventative maintenance, consumed by active break-downs. Poor space layout, with their parts, tires, storage areas located at the far ends of the facilities, creates hours of lost time by staff. Prioritization for this phase was obtained from the Mead and Hunt facility study.

In order for Metro to comply with 100% renewable Madison \$1.5M was added to Metro's request in 2021 for five Maintenance area B lifts. These are needed to service electric buses and include the necessary fall protection associated with the electric buses as these are also serviced from the top.

2022 Projects

Project Name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave.
Renovation Phase 3B Admin Operations/Dispatch Construction	\$9,007,000	1101 E. Washington Ave.
Renovation Phase 3B Admin Operations/Dispatch Equipment	\$450,000	1101 E. Washington Ave.
Renovation Phase 3C Design Bus Storage	\$671,000	1101 E. Washington Ave.
Transfer Point Concrete Repairs	\$1,000,000	1101 E. Washington Ave.
Switchgear to increase electrical capacity	\$1,000,000	1101 E. Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2022:

The current configuration creates challenges to driver dispatch and stresses for Metro's drivers. A renovation to the building providing very basic amenities will produce results in creating safer drivers. There is currently a deficit in the quantity of toilet and locker room for women creating a gender equity issue.

Prioritization for this phase was obtained from the Mead and Hunt facility study.

Concrete at the transfer points has buckled in recent years resulting in costly emergency repairs.

In order for Metro to comply with 100% renewable Madison \$1M was added to Metro's request in 2022 for switchgear to increase electrical capacity allowing for the entire Fleet to be charged daily.

2023 Projects

Project name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave.
Renovation Phase 3C Bus Storage Construction	\$6,812,000	1101 E. Washington Ave.
Renovation Phase 4 Design Exterior Upgrades	\$977,000	1101 E. Washington Ave.
Solar PV	\$500,000	1101 E. Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2023:

The building is currently designed for right-hand turn circulation for buses. This creates a blind-spot turn direction for drivers, increasing the potential for incidents. Left-hand turns are the industry standard for current bus facilities, allowing the driver clear views of their path.

Prioritization for this phase was obtained from the Mead and Hunt facility study.

In order for Metro to comply with 100% renewable Madison \$500,000 was added to Metro's request in 2023 for solar PV panels to expand the array from 150 kW to 350 kW.

2024 Projects

Project name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	1101 E. Washington Ave.
Renovation Phase 4 Exterior Upgrade Construction	\$9,911,000	1101 E. Washington Ave.

Insert item

Explain the justification for selecting projects planned for 2024:

The retrofit solutions of patching and repair of exterior canopies has not solved the long term problem associated with degradation to the wall construction. Canopies that house a large amount of plumbing are poorly insulated leading to many breaks and leaking due to freezing.

2025 Projects

Project name	Est Cost	Location
Emergency building repair/refurbishment contingency	\$40,000	Emergency building repair/refurbishment contingency

Insert item

Explain the justification for selecting projects planned for 2025:

Ongoing replacement cycle of overhead garage doors and other mechanicals.

Operating Costs

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

Personnel

# of FTEs	Annual Cost	Description
<input type="text"/>	<input type="text"/>	It is anticipated that labor overtime will decrease as repairs will become more predictive in nature.

Non-Personnel

Major	Amount	Description
54	<input type="text"/>	Utility costs have been increasing because of outdated equipment and materials. Costs are anticipated to decrease with more efficient equipment.

Insert item

Notes

Notes:

Submitted

2020 Capital Improvement Plan Program Budget Proposal

Identifying Information

Agency **Project Name**

Project Number 85003 **Project Type** Program

Project Category Other **Priority**

2020 Munis Project Number

Description

This program funds Metro Transit's equipment and software enhancements. The program's goal is to improve the efficiency of Metro Transit's operations by updating the system tools used for the services provided. Funding in 2019 is for two support vehicles and bus stop shelter upgrades throughout the City. Increased program funding in 2021 is for the hardware and software replacement associated with Metro's Transit Master System upgrade.

Budget Information

Prior Appropriation* **Prior Year Actual***

*Based on Fiscal Years 2015-2018

Budget by Funding Source

Funding Source	2020	2021	2022	2023	2024	2025
Non-GF GO Borrowing	221,000	4,001,000	124,000	56,000	129,000	446,000
Total	\$221,000	\$4,001,000	\$124,000	\$56,000	\$129,000	\$446,000

Insert Funding Source

Budget by Expenditure Type

Expense Type	2020	2021	2022	2023	2024	2025
Machinery and Equipment	221,000	4,001,000	124,000	56,000	129,000	446,000
Total	\$221,000	\$4,001,000	\$124,000	\$56,000	\$129,000	\$446,000

Insert Expense Type

Performance

Metric

Data Source

Baseline Data

2017 Actual	2018 Actual	2019 Projected	Target
93	93	93	96

Priority

Citywide Element

Strategy

Describe how this project advances the Citywide Element:

Vehicle hardware/software effectiveness is measured with incident data provided by law enforcement and Metro to enhance public safety. A successful measure is that there is never downtime in the communication system. Another measure is the frequency of polling for bus location and ridership that is now once a minute. The goal is for this to be accomplished once per ten seconds.

Project Schedule & Location

2020 Projects

Project name	Est Cost	Location
Support Vehicles	\$51,000	1101 E Washington Ave
Utility Truck	\$70,000	1101 E Washington Ave
RFP study for Hardware/Software Replacement of TransitMaster System	\$100,000	1101 E Washington Ave

Insert item

Explain the justification for selecting projects planned for 2020:

Replacement vehicles are used to transport drivers to relief points. Vehicles need to be reliable so that relief drivers have the ability to be punctual when relieving mainline drivers. Building and Grounds equipment such as utility trucks must be reliable and safe in order to support the operational infrastructure. Currently, four of the seven utility trucks are over fifteen years old beyond their seven year useful life. Supervisor vehicles are used by road supervisors and for emergency calls. RFP study will identify technological upgrades available for new communication system. Vehicle location hardware/software is imperative for the customer experience and incident data to ensure safety. Paratransit software assists with communications to clients.

2021 Projects

Project Name	Est Cost	Location
Support Vehicles	\$51,000	1101 E Washington Ave
Hardware/Software Replacement of TransitMaster System	\$3,800,000	1101 E Washington Ave
Real-Time paratransit Information Exchange	\$150,000	1101 E Washington Ave

Insert item

Explain the justification for selecting projects planned for 2021:

Vehicle hardware and software is used for vehicle location and data recording to track vehicles in an emergency situation. The system allows Metro to interact with law enforcement in order to provide a higher level of public safety. Messaging also occurs between dispatch, drivers, and rider vehicle location applications. Replacement equipment for the current hardware is no longer being manufactured and is becoming difficult to obtain.

2022 Projects

Project Name	Est Cost	Location
Support Vehicles	\$54,000	1101 E Washington Ave
Utility truck	\$70,000	1101 E Washington Ave

Insert item

Explain the justification for selecting projects planned for 2022:

Replacement vehicles are used to transport drivers to relief points. Vehicles need to be reliable so that relief drivers have the ability to be punctual when relieving mainline drivers. Building and Grounds equipment such as utility trucks must be reliable and safe in order to support the operational infrastructure. Currently, four of the seven utility trucks are over fifteen years old beyond their seven year useful life. Supervisor vehicles are used by road supervisors and for emergency calls.

2023 Projects

Project name	Est Cost	Location
Support Vehicles	\$56,000	1101 E Washington Ave

Insert item

Explain the justification for selecting projects planned for 2023:

Replacement vehicles are used to transport drivers to relief points. Vehicles need to be reliable so that relief drivers have the ability to be punctual when relieving mainline drivers. Building and Grounds equipment must be reliable and safe in order to support the operational infrastructure. Supervisor vehicles are used by road supervisors and for emergency calls.

2024 Projects

Project name	Est Cost	Location
Support Vehicles	\$59,000	1101 E Washington Ave
Utility Truck	\$70,000	1101 E Washington Ave

Insert item

Explain the justification for selecting projects planned for 2024:

Replacement vehicles are used to transport drivers to relief points. Vehicles need to be reliable so that relief drivers have the ability to be punctual when relieving mainline drivers. Building and Grounds equipment such as utility trucks must be reliable and safe in order to support the operational infrastructure. Currently, four of the seven utility trucks are over fifteen years old beyond their seven year useful life. Supervisor vehicles are used by road supervisors and for emergency calls.

2025 Projects

Project name	Est Cost	Location
Support Vehicles	\$61,000	1101 E Washington Ave
Scrubbers (two)	\$140,000	1101 E. Washington Ave
Sweeper	\$200,000	1101 E. Washington Ave
Forklift	\$45,000	1101 E. Washington Ave

Insert item

Explain the justification for selecting projects planned for 2025:

Replacement vehicles are used to transport drivers to relief points. Vehicles need to be reliable so that relief drivers have the ability to be punctual when relieving mainline drivers. Building and Grounds equipment must be reliable and safe in order to support the operational infrastructure. Two scrubbers and a forklift will be well beyond their useful life. The current sweeper will be at its useful life. Supervisor vehicles are used by road supervisors and for emergency calls.

Operating Costs

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

\$0

Personnel

<i># of FTEs</i>	<i>Annual Cost</i>	<i>Description</i>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Non-Personnel

<i>Major</i>	<i>Amount</i>	<i>Description</i>
<input type="text"/>	<input type="text"/>	It is anticipated there will be an ongoing maintenance agreement costs associated with the hardware/software replacement of the TransitMaster System in 2021.

Insert item

Notes

Notes:

v. 5-22-2019