

AGENDA

FINANCE AND PERSONNEL COMMITTEE
MONONA PUBLIC LIBRARY, MUNICIPAL ROOM
1000 NICHOLS ROAD
MONDAY, OCTOBER 3, 2016
6:30 P.M.

1. Call to Order.
2. Roll Call.
3. Approval of Minutes from September 19, 2016.
4. Appearances.
5. Unfinished Business. (None)
6. New Business.
 - A. Consideration of Resolution 16-10-2120 Approving an Agreement between University of Wisconsin-Madison and City of Monona for the UniverCity Program.
 - B. Consideration of Resolution 16-10-2021 Approving a Proposal from First Student for City Transit Services.
 - C. Consideration of Resolution 16-10-2022 Approving the 2017-2021 Capital Improvements Program and 2017 Capital Borrowing.
7. Acceptance of General Fund Accounts Payable Checks Dated September 16–29, 2016.
(Documentation of invoices paid is available in the City Clerk’s office.)
8. Adjournment.

NOTE: Upon reasonable notice, the City of Monona will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Joan Andrusz at (608) 222-2525 (not a TDD telephone number), FAX: (608) 222-9225, or through the City Police Department TDD telephone number 441-0399. The public is notified that any final action taken at a previous meeting may be reconsidered pursuant to the City of Monona ordinances. A suspension of the rules may allow for final action to be taken on an item of New Business. It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

FINANCE AND PERSONNEL COMMITTEE MINUTES
September 19, 2016

The regular meeting of the Finance and Personnel Committee for the City of Monona was called to order by Mayor Miller at 7:01 p.m.

Present: Mayor Robert Miller and Alderperson Jim Busse

Excused: Alderperson Doug Wood

Also Present: City Administrator April Little, Finance Director Marc Houtakker, Public Works Director Dan Stephany, and City Clerk Joan Andrusz

APPROVAL OF MINUTES

A motion by Alder Busse, seconded by Mayor Miller to approve the Minutes of the September 6, 2016 Finance & Personnel Committee meeting, was carried.

APPEARANCES

There were no Appearances.

UNFINISHED BUSINESS

There was no Unfinished Business.

NEW BUSINESS

Public Works Director Stephany reported the following agreement was reviewed by the City Attorney. A sanitary sewer main was installed in 1958 but records did not show that the City owned any mains in that area so it was not maintained. In the 1980's when the City of Madison connected to it ownership should have been transferred over to Madison Metropolitan Sewerage District (MMSD). The main now is shrinking and infiltrating and needs repair.

MMSD found this main through televising. The ownership and cost share split were determined based upon developed property and flow. Madison will take the lead on the pipe bursting project; the existing pipe is burst and another is immediately put into the space. Once work is complete ownership will transfer to MMSD. Monona will pay 70% of the cost, \$227,500, with Madison paying the remaining 30%. This will be part of tomorrow night's Capital Budget report. Finance Director Houtakker agrees this could be approved contingent upon Capital Budget approval.

A motion by Alder Busse, seconded by Mayor Miller to approve Resolution 16-9-2118 Approving an Intergovernmental Agreement Relating to a Shared Sanitary Sewer Serving the Industrial Drive Area in Madison and Monona, amended to be contingent upon 2017 Capital Budget approval of \$227,500 for repairs, was carried.

A motion by Alder Busse, seconded by Mayor Miller to approve Resolution 16-9-2118 Approving an Intergovernmental Agreement Relating to a Shared Sanitary Sewer Serving the Industrial Drive Area in Madison and Monona as amended. On a roll call vote, all members voted in favor of the motion.

City Administrator Little reported that as part of the re-codification process the requirement to pay room tax funds to a tourism entity starting in January 2017 was included. The Ordinance has been amended by the City Attorney to match the statutes and language was cleaned up.

A motion by Alder Busse, seconded by Mayor Miller to approve Ordinance 9-16-683 Amending Chapter 3, Section 5 of the Code of Ordinances Regarding Hotel-Motel Room Tax, was carried.

City Administrator Little reported the following Ordinance creates a five-member Tourism Commission as required by statute. One member may be an Alder and one must be from the hotel/motel industry. The Ordinance outlines the mission and function and a tourism entity needs to be under contract. Mayor Miller reported he has approached Country Inn & Suites for a member, Alder Kitslaar has volunteered to serve, a member of the Monona East Side Business Alliance and Aldo Leopold Nature Center will serve, and there will be one citizen member. The City was grandfathered to use room tax revenues in the General Fund. Beginning in January 2017 these funds must be used for tourism efforts to promote overnight stays, which he feels is appropriate. The amount paid increases each year.

A motion by Alder Busse, seconded by Mayor Miller to approve Ordinance 9-16-684 Creating Chapter 2, Section 4-27 of the Code of Ordinances Establishing a Tourism Commission, was carried.

Finance Director Houtakker reviewed recent Accounts Payables and answered member's questions.

A motion by Alder Busse, seconded by Mayor Miller to approve Acceptance of General Fund Accounts Payable Checks Dated September 2 through September 15, 2016, was carried.

ADJOURNMENT

A motion by Alder Busse, seconded by Mayor Miller to adjourn, was carried. (7:20 p.m.)

Joan Andrusz
City Clerk

**Resolution No. 16-10-2120
Monona Common Council**

**APPROVING AN AGREEMENT BETWEEN UNIVERSITY OF WISCONSIN-
MADISON AND CITY OF MONONA FOR THE UNIVERCITY PROGRAM**

WHEREAS, through the UniverCity Year Collaboration, the City of Monona and the University of Wisconsin-Madison will collaborate on a variety of programs; and,

WHEREAS, the collaboration between the parties may give rise to specific projects in which the University may be able to assist the City with an issue, concern, or problem; and,

WHEREAS, the attached Agreement serves to outline the general parameters of the collaboration; and

WHEREAS, the City and the University will enter into a separate Scope of Work for each project-course match.

NOW THEREFORE, BE IT RESOLVED, by the Common Council of the City of Monona, Dane County, Wisconsin, that the attached agreement between the City of Monona and the Board of Regents of the University of Wisconsin System on behalf of the University of Wisconsin-Madison for the UniverCity Year Collaboration is hereby approved.

Adopted this _____ day of _____, 2016.

BY ORDER OF THE CITY COUNCIL
CITY OF MONONA, WISCONSIN

Robert E. Miller
Mayor

Joan Andrusz
City Clerk

Council Action:

Date Introduced: 10-3-16
Date Approved: _____
Date Disapproved: _____

City of Monona
POLICY AND FISCAL NOTE

<input checked="" type="checkbox"/> Original	<input type="checkbox"/> Update	Substitute No. _____
		Resolution No. <u>16-10-2120</u>
		Ordinance Amendment No. _____

Title: University Project

Policy Analysis Statement:

Brief Description Of Proposal:

The agreement with UW-Madison is for \$50,000. The City budgeted \$50,000 in 2016 for this project.

Current Policy Or Practice:

No change

Impact Of Adopting Proposal:

The proposal was included in the 2016 budget

Fiscal Estimate:

Fiscal Effect (check/circle all that apply)

- No fiscal effect
- Creates new expenditure account
- Creates new revenue account
- Increases expenditures
- Increases revenues
- decreases fund balance

Budget Effect:

- Expenditure authorized in budget
- No change to budget required
- Expenditure not authorized in budget
- Budget amendment required

Vote Required:

- Majority
- Two-Thirds

Narrative/assumptions About Long Range Fiscal Effect:

Expenditure/Revenue Changes:

Budget Amendment No. _____				No Budget Amendment Required <input checked="" type="checkbox"/>				
Account Number				Account Name	Budget Prior to Change	Debit	Credit	Amended Budget
Fund	CC	Account	Object					
				Totals				

Prepared By:

Department: Finance Prepared By: Reviewed By: Marc Houtakker	Date: Date: 9/29/16
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**Agreement
Between
University of Wisconsin-Madison
and
The City of Monona**

This -Research Agreement (“Agreement”) is entered into on _____ between the Board of Regents of the University of Wisconsin System on behalf of the University of Wisconsin-Madison (“University”), a public educational institution of the State of Wisconsin, and City of Monona, a municipal corporation (the “City”).

Through the UniverCity Year Collaboration, the City and the University desire to continue their relationship in which the University and the City collaborate on a variety of programs; and

WHEREAS, the collaboration between the parties may give rise to specific projects in which the University may be able to assist the City with an issue, concern, or problem; and

WHEREAS, the purpose of this Agreement is to outline the general parameters of the collaboration; and

WHEREAS, the City and the University will enter into a separate Scope of Work for each project-course match;

NOW THEREFORE, the City and the University agree as follows:

1. Agreement. The City and the University shall enter into this agreement, through which the UW UniverCity Alliance and its staff will coordinate several UW Courses to work on city-defined projects during the Academic Year (fall 2016 – spring 2017). The City has identified 4 project areas to which coursework will be matched. The project period will be 1 September 2016 through 31 August 2017.
2. General Responsibilities of the City. The City shall:
 - A. Work with the University to develop potential projects;
 - B. Provide information in support of each project including, but not limited to, reports, designs, plans, and data sets;
 - C. Assist the University with identifying stakeholders, public engagement activities, and community contacts in support of each project, as applicable; and
 - D. Host student field trips to help establish the context for projects, as applicable.

3. General Responsibilities of the University. The University shall:
- A. Assign qualified students to work on each specific project;
 - B. Assign qualified faculty member(s) to supervise the performance of the student(s) on the specific projects;
 - C. Assist with the development of a scope of work for each project;

4. Compensation And Payment. The total cost for all work described as the partnership shall be \$50,000. Payment shall be in two installments with the first due prior to the commencement of the work (fall 2016). These payments are the only financial responsibility of the City. The City shall not be responsible for any other expenses related to the performance of the services pursuant to this Agreement.

Checks shall be made payable to the Board of Regents of The University of Wisconsin System (ID #39-6006492) and sent to:

UW-Madison GAR Account
Research and Sponsored Programs
Drawer 538
Milwaukee, WI 53278-0538

For identification purposes, each payment shall include the invoice number and award number as referenced on the invoice

5. Project Coordination And Supervision. Sonja Reichertz is designated as the Project Coordinator for the City and will monitor the progress and execution of this Agreement. The University shall assign a single Project Coordinator to provide supervision and have overall responsibility for the progress and execution of this Agreement for the University. Jason Vargo is designated as the Project Coordinator (i.e., Principal Investigator) for the University.
6. Control. Neither the City nor its officers, agents, or employees shall have any control over the conduct of the University or any of the University's employees, students, or volunteers, except as herein set forth, and the University or the University's agents, servants, employees, students, or volunteers are not in any manner agents, servants, or employees of the City, it being understood that the University, its agents, servants, employees, students, and volunteers are as to the City wholly independent contractors, and that the University's obligations to the City are solely such as are prescribed by this Agreement. Similarly neither the University nor its officers, agents, employees,

students or volunteers shall have any control over the conduct of the City or any of the City's officers, agents, employees, or volunteers, except as herein set forth

7. Termination. If either party wishes to terminate this Agreement due to non-performance or failure to meet expectations, the terminating party will consult with the other party to seek resolution. Notwithstanding the above, this Agreement may be terminated with or without cause by the either party upon 30 days written notice to the other party. In the event of termination, all finished or unfinished Reports, Data, Methods, Analysis, Recommendations, and other documents prepared by the University, whether paper or electronic, shall immediately be delivered to the City. - The University shall be entitled to receive just and equitable compensation for any work satisfactorily completed in accordance with the terms of this Agreement and generally accepted professional and academic standards on such documents and other materials up to the effective date of the Notice of Termination, not to exceed the amounts payable pursuant to this Agreement, and less any damages caused the City by the University, if any.
- 8. Intellectual Property. Ownership of inventions conceived and reduced to practice in the performance of -this Agreement will follow inventorship which will be determined according to U.S. patent laws. University will disclose such inventions to –the City which – will hold in confidence so as to not affect the patentability of such inventions.
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- 9. Publication. Both parties and its employees have the right, at their discretion, to release information or to publish any data, writings, or material resulting from -this Agreement or to use such in any way for its educational, governmental, and research purposes. The publishing party shall furnish the –the other party with a copy of any proposed publication in advance of the proposed publication date and grant the party thirty (30) days for review and comment. Such delay shall not, however, be imposed on the filing of any student thesis or dissertation.
10. Deliverables. At the conclusion of this project the University shall deliver a final report as to the accomplishments and conclusions of each project performed under this Agreement. The City shall retain ownership of such report(s) and shall have the right to copy, create derivative works and allow others to use the reports. The University shall retain ownership of any intellectual incorporated into the report(s) that was previously developed and utilized for the project(s) or developed by the University during the term of this Agreement.

11. Publicity. The parties will mutually agree on any press releases or other publicity relating to -this Agreement.
12. Reports. The University shall furnish to the -City periodic letter reports during the term of this Agreement summarizing the research being conducted. A final report setting forth the accomplishments, significant -project findings, and recommendations shall be prepared by the University and submitted to the -City within ninety (90) days after the expiration of this Agreement.
13. Proprietary Data. The parties will exercise reasonable effort to maintain in confidence proprietary or trade-secret information disclosed or submitted to the other party that is designated in writing as confidential information at the time of disclosure (“Confidential Information”). Confidential Information does not include information which:
 - is available in the public domain or becomes available to the public through no act of the receiving party; or
 - is independently known prior to receipt thereof or is discovered independently by an employee of the receiving party who had no access to the information supplied by the disclosing party under this Agreement; or
 - is made available to the receiving party as a matter of lawful right by a third party; or
 - is required to be disclosed by applicable law.

The University retains the right to refuse to accept Confidential Information that is not considered to be essential to the completion of -the projects under this Agreement. The obligations under this paragraph shall survive and continue for one (1) year after this Agreement ends.

14. Liability. Each party agrees to hold the other party and its officers, employees, or agents, harmless from any loss, claim, damage, or liability of any kind involving an officer, employee, or agent of the indemnifying party arising out of or in connection with this Agreement, except to the extent that such loss, claim, damage, or liability is founded upon or grows out of the acts or omissions of any of the officers, employees, or agents of the party to be indemnified to the extent allowed by Wisconsin law.
15. Warranties. THE UNIVERSITY MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, AS TO ANY MATTER WHATSOEVER, INCLUDING, WITHOUT LIMITATION, THE CONDITION OF THE RESEARCH PROJECT OR ANY INVENTION(S) OR PRODUCT(S), WHETHER TANGIBLE OR INTANGIBLE, CONCEIVED, DISCOVERED, OR DEVELOPED UNDER THIS AGREEMENT;

OR THE OWNERSHIP, MERCHANTABILITY, OR FITNESS FOR A PARTICULAR PURPOSE OF THE RESEARCH PROJECT OR ANY SUCH INVENTION OR PRODUCT. To the University's knowledge, the University is not aware that we are infringing any third party's rights or incorporating any third party's materials in the project materials without their permission.

16. Equipment. Equipment, supplies, and materials purchased or produced under this Agreement shall be owned by the University, except that which is paid for by the City.
17. Assignment. Neither party may assign this Agreement to another without the prior written consent of the other party; however, the -City may assign this Agreement to a successor in ownership of all or substantially all its business assets, provided that such successor expressly assumes in writing the obligation to perform in accordance with the terms and conditions of this Agreement. Any other purported assignment shall be void.
18. Independent Inquiry. Nothing in this Agreement shall be construed to limit the freedom of researchers who are participants in this Agreement, whether paid under this Agreement or not, from engaging in similar research inquiries made independently under other grants, contracts or agreements with parties other than the - City.
19. Independent Contractor. In the performances of all services under this Agreement:
 - each party and its personnel shall be deemed to be and shall be an independent contractor and, as such, shall not be entitled to any benefits applicable to employees of the other party; and
 - neither party is authorized or empowered to act as agent for the other for any purpose and shall not on behalf of the other enter into any contract, warranty, or representation as to any matter. Neither party shall be bound by the acts or conduct of the other.
20. Insurance. The University warrants and represents that it has adequate liability coverage applicable to officers, employees, and agents while acting within the scope of their employment by the University. The University has no liability insurance policy that can extend protection to any other person.
21. Notices. Notices and communications are deemed made if sent to the party to receive such notice or communication at the address given below, or such other addresses as may be designated by notice in writing.

If to the City:

April Little
City Administrator
City of Monona
5211 Schluter Road
Monona, WI 53716

If to the University:

For technical matters -

Jason Vargo
University of Wisconsin-Madison
1070 Medical Sciences Center
1300 University Ave.
Madison, WI 53706

For administrative matters -

Research and Sponsored Programs
21 N Park Street, Suite 6401
Madison, WI 53715
preaward@rsp.wisc.edu
(608) 262-3822

22. Governing Law. This Agreement shall be governed by the laws of the State of Wisconsin.
23. Counterparts and Facsimile. This Agreement may be executed in any number of counterparts, each of which is deemed to be an original, but which together shall constitute but one instrument. This Agreement shall be considered accepted once it has been executed by both parties. A signature delivered by facsimile or electronic means will be considered binding for each party.
24. Entire Agreement. This Agreement embodies the entire understanding between the University and the Sponsor for this Research Project, and any prior or contemporaneous representations, either oral or written, are superseded. No amendments or changes to this Agreement, including without limitation, changes in the statement of work, total estimated cost, and period of performance, shall be effective unless made in writing and signed by authorized representatives of the parties.

IN WITNESS WHEREOF, the parties have executed this Agreement by proper persons duly authorized.

City of Monona

**Board of Regents of the
University of Wisconsin System**

By: _____

By: Michael Morris

Name: _____

Name: Michael Morris

Title: _____

Title: Contracts Coordinator

Date: _____

Date: 9/20/16

Schedule of Work (subject to change).



#UniverCityOfMonona | Draft Schedule of Courses

Project Areas	spring/ summer 2016	fall 2016	spring 2017	summer 2017
<p>Parks</p> <p>provide details to the master plans of Ahuska and Winnequah Parks for future improvement</p>		<p>Landscape Architecture capstone course - working on Park Master Plan for Ahuska and Winnequah Parks</p> <p>Civil and Environmental Engineering 578 capstone course - working on Parking and storm water for Ahuska Park</p> <p>Soil Sciences/ Horticulture 332 - nutrient management plan for Ahuska Park</p>	<p>Landscape Architecture 451: Open Space Planning and Design - working on Park user perceptions and walking trail plans</p> <p>Civil and Environmental Engineering 578 capstone course - working on Parking and storm water for Ahuska Park</p> <p>Geography or Nelson capstone course - Inventorying cultural assets of Monona Public Lands</p>	<p>Envr Studies 972 - Conservation Mgmt Plan</p>
<p>Housing</p> <p>Inform housing and redevelopment goals of the City by providing analysis of different types of housing occupancy characteristics</p>	<p>URPL 590 workshop 5-week prep course</p>	<p>Urban & Regional Planning 590 workshop team - working on renter/owner housing mix report</p> <p>Real Estate 611 capstone course - generate alternative development proposals for priority sites</p> <p>Real Estate Res. & Comm. Healthcare course - consult on healthcare properties, include consults from SoHE Design Studies (interiors)</p>	<p>Urban & Regional Planning Housing Policy and Analysis Course - working future needs assessment report</p> <p>Real Estate 651 Green and Sustainable Development - generate alternative development proposals for priority sites</p>	
<p>Community Media</p> <p>assess our current connectivity and WiFi technology infrastructure, give comparables</p>		<p>Agriculture & Applied Econ 323 Cooperatives - Case study of cooperatively managed Fiber Optic Infrastructures</p> <p>SLIS 751 Relational DB Design & Mgmt - design and construct database (TBD) for the city</p> <p>Information Studies Digital Information - conduct accessibility assessment and search optimization a for City Website</p>	<p>Life Science Communications Radio Course - produce news shorts on UniverCity Year work to air on Monona's WVMO</p> <p>Computer Science - develop app and install routers for new connected public services</p> <p>Public Affairs 881 Cost Benefit Analysis - assess the prospect of city-wide publicly-owned wireless services</p>	
<p>Sustainable Transportation</p> <p>better understand multi-modal connections and networks through Monona</p>	<p>URPL 590 Bicycle & Pedestrian Planning</p> <p>Morgridge Student Award Community Outreach</p>	<p>Urban & Regional Planning 590 workshop team - working on draft bike/ped Plan</p>	<p>Environmental Studies 772 Transportation, Policy & Mgmt Practicum - assessing transit options for Monona</p> <p>Life Sciences Communication Capstone Social marketing - design campaign to increase biking/walking to school</p> <p>Population Health 740 Health Impact Assessment - measure the health benefits of potential transportation changes</p>	

Overall Project Budget (specific line items subject to change).

Category	Detail (1) <i>Project Area</i>	(Detail 2) <i>Course Title</i>	\$
Courses	Transportation	URPL Workshop	\$1,000
Courses	Transportation	LSC Capstone	\$1,000
Courses	Transportation	TMP Practicum	\$1,000
Courses	Housing	URPL Workshop	\$1,000
Courses	Housing	URPL Housing Policy	\$1,000
Courses	Housing	RE capstone	\$1,000
Courses	Housing	RE Green Dev.	\$1,000
Courses	Housing	Health Care settings	\$1,000
Courses	Parks	CEE Capstone Fall	\$1,500
Courses	Parks	CEE Capstone Spr	\$1,500
Courses	Parks	LA Open Space	\$1,000
Courses	Parks	Turf Grass Nutrient Mgmt	\$1,000
Courses	Parks	Nelson Capstone	\$1,000
Courses	Parks	ENVS Conserve Mgmt	\$1,000
Courses	Media	iSchool DB	\$1,000
Courses	Media	iSchool Online Optimization	\$1,000
Courses	Media	LSC Radio	\$1,000
Courses	Media	AEE Cooperatives	\$1,000
Courses	Media	LaFollette Workshop	\$1,000
Courses (subtotal)			\$20,000
PR/COMM	video		\$2,000
PR/COMM	Sep, 2016	Kick Off Event at ALNC	\$2,000
PR/COMM	May, 2017	Wrap up on Campus	\$3,000
PR/COMM (subtotal)			\$7,000
Deliverables	Printing		\$500
Deliverables	Posters		\$500
Deliverables (subtotal)			\$1,000
Personnel	Student hourly	editing/communications/design	\$5,000
Personnel	Program Manager		\$10,478
Personnel (subtotal)			\$15,478
Subtotal			\$43,478
Overhead	15% of Total Direct Costs		\$6,522
Total			\$50,000

See sample course specific budget next two pages. Program manager and student hourly personnel cost includes fringe benefits as a percentage of salary cost (3.3% student hourly; 39.7% academic staff).

Draft budget of expected expenses per course.

Course materials

flip carts, clipboards, etc.	\$100
printing reports, handouts, posters	\$150

Events

Food for semester end presentation	\$350
Mid- Semester Charrette (cost share with other course)	\$200

Travel

estimated 2 round trip per student (16) carpooling	\$480
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TOTAL	\$1,280
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**Resolution No. 16-10-2121
Monona Common Council**

**APPROVING A PROPOSAL FROM FIRST STUDENT FOR
CITY TRANSIT SERVICES**

WHEREAS, the contract with First Student for City transit services expires on December 31, 2016; and,

WHEREAS, the Mass Transit Commission solicited, received, and reviewed three (3) proposals for transit services and recommends that a new, five-year contract be awarded to First Student.

NOW, THEREFORE BE IT RESOLVED, by the Common Council of the City of Monona, Dane County, Wisconsin that First Student be awarded a five-year contract to provide transit services in the City of Monona.

Adopted this _____ day of _____, 2016.

BY ORDER OF THE CITY COUNCIL
CITY OF MONONA, WISCONSIN

Robert E. Miller
Mayor

Joan Andrusz
City Clerk

Approval Recommended By: Transit Commission – 8/23/16

Council Action:

Date Introduced: 10-3-16

Date Approved: _____

Date Disapproved: _____

City of Monona
POLICY AND FISCAL NOTE

<input checked="" type="checkbox"/> Original <input type="checkbox"/> Update	Substitute No. _____ Resolution No. <u>16-10-2121</u> Ordinance Amendment No. _____
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Title: Transit Service

Policy Analysis Statement:

Brief Description Of Proposal:

The Transit Commission received three proposals and recommends accepting the proposal from First Student. First Student (current provider) was lowest at \$1,200,509 over five years. The next closest bid was \$1,370,835. The Transit Commission included bike rack, website and smart phone app for an additional \$41,441. See the attached bid spreadsheet.

Current Policy Or Practice:

No change

Impact Of Adopting Proposal:

The proposal will be included in the 2017 budget.

Fiscal Estimate:

Fiscal Effect (check/circle all that apply)

- No fiscal effect
- Creates new expenditure account
- Creates new revenue account
- Increases expenditures
- Increases revenues
- Increases/decreases fund balance

Budget Effect:

- Expenditure authorized in budget
- No change to budget required
- Expenditure not authorized in budget
- Budget amendment required

Vote Required:

- Majority
- Two-Thirds

Narrative/assumptions About Long Range Fiscal Effect:

Expenditure/Revenue Changes:

Budget Amendment No. _____				No Budget Amendment Required <input checked="" type="checkbox"/>				
Account Number				Account Name	Budget Prior to Change	Debit	Credit	Amended Budget
Fund	CC	Account	Object					
Totals								

Prepared By:

Department: Finance Prepared By: Reviewed By: Marc Houtakker	Date: Date: 9/29/16
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City of Monona
Mass Transit Proposal

Badger	Cost					Total	Rates				
	2017	2018	2019	2020	2021		2017	2018	2019	2020	2021
New Bus	283,956.40	283,959.30	283,959.30	283,959.30	283,959.30	1,419,794	58.00	58.00	58.00	58.00	58.00
Used Bus	274,164.80	274,167.60	274,167.60	274,167.60	274,167.60	1,370,835	56.00	56.00	56.00	56.00	56.00
Bike Rack	4,895.80	4,895.85	4,895.85	4,895.85	4,895.85	24,479	1.00	1.00	1.00	1.00	1.00
Smart Phone	4,895.80	4,895.85	4,895.85	4,895.85	4,895.85	24,479	1.00	1.00	1.00	1.00	1.00
Website	No charge if smart phone is picked										
Kobussen											
	2017	2018	2019	2020	2021	Total	2017	2018	2019	2020	2021
New Bus	277,102.28	277,105.11	277,105.11	277,105.11	277,105.11	1,385,523	56.60	56.60	56.60	56.60	56.60
Used Bus	Did not include a bid						N/A	N/A	N/A	N/A	N/A
Bike Rack	Included in New bus price						N/A	N/A	N/A	N/A	N/A
Smart Phone	3,084.35	3,084.39	3,084.39	3,084.39	3,084.39	15,422	0.63	0.63	0.63	0.63	0.63
Website	Cost to be determined later										
First Student											
	2017	2018	2019	2020	2021	Total	2017	2018	2019	2020	2021
New Bus	Did not include a bid										
Used Bus	228,389.07	234,119.55	239,945.61	245,967.50	252,087.32	1,200,509	46.65	47.82	49.01	50.24	51.49
Bike Rake	4,553.09	4,651.06	4,797.93	4,895.85	5,042.73	23,941	0.93	0.95	0.98	1.00	1.03
Smart Phone	1,750.00	1,750.00	1,750.00	1,750.00	1,750.00	8,750					
Website	1,750.00	1,750.00	1,750.00	1,750.00	1,750.00	8,750					
Hours per Day	18.83										
Per week	94.15										
Per year	4,895.80										

Monona Transit System Study – 2016

MISSION OF THE CURRENT SERVICE / INTRODUCTION

Public transit provides efficient commuter transportation to downtown, and some regional transportation. Transit is an economic development tool to attract new residents. Sustainability is also important but its benefits are difficult to quantify, such as reducing pollution, traffic, and parking pressures.

CURRENT SERVICE OVERVIEW

A.M. Route

The morning route begins on Cops Avenue at Shato Lane and makes 15 stops through Monona before heading to downtown Madison via Atwood Avenue / Williamson Street. The bus makes two stops on the Capitol Square before heading down State Street to the Memorial Union, UW Hospital, VA Hospital, Meriter Hospital, and St. Mary's Hospital. There are four loops of this route; the first loop begins at 5:50 a.m.; the last loop begins at 8 a.m. Each loop of the route takes just under one hour to complete. The total average number of riders on the morning loops is 21 per day.

P.M. Route

The afternoon route begins with three stops in Monona (Roselawn and Femrite, Shato and Asher, and Shato and Cops) before heading west on Broadway to Highway 12/18 and John Nolen Drive. The route then makes stops at St. Mary's Hospital, Meriter Hospital, VA Hospital, UW Hospital, Memorial Union, and the Capitol Square before heading back to Monona via Atwood Avenue / Williamson Street. There are four loops of this route; the first loop begins at 3:20 p.m.; the last loop begins at 5:35 p.m. Each loop of the route takes approximately 80 minutes to complete. The total average number of riders on the evening loops is 18 per day.

GOALS OF THE STUDY

1. **Focus on obtaining new riders.** Each new weekly round trip rider could translate to \$2,340 regular fare or \$1,755 with punch card. Monona's fare box revenue as a percent of expenses is 17.7 percent, which is **lower** when compared with the Tier B average of 21.8 percent.

2. Negotiate new contract with operator. (*Contract expires December 31*). Contract items considered:

Three proposals for service were received in July. The lowest bidder, First Student, had proposed a cost of \$46.65 per hour, or \$228,389 per year at 4,895.80 hours (or 18.83 hours per weekday). This price is an increase of 7 percent from the 2016 rate of \$43.60 per hour (+ \$14,932 for the year).

We looked at possible service improvements, such as adding bike racks and Wi-Fi.

- 3. Examine alternative transit options.** These may include rideshares, van pools, bicycles, vouchers, etc.). This is a larger-scale project that may be best suited to a UniverCity project.
- 4. Examine regional cooperation,** such as a regional transportation authority or intergovernmental agreement.

- Dane County (Dane County Supervisor Robin Schmidt) – Attended regional meeting hosted by Supervisor Schmidt in spring 2016
- Madison Metro. Held meeting May 2016.
- Metropolitan Planning Organization (MPO) – Two meetings held, May 2016.

In spring 2016, Dane County Supervisor Robin Schmidt led an effort to develop a \$1.5 million Transit Linking Communities (TLC) capital funding grant program. This new grant program was intended to assist local governments within Dane County with funding the capital investment portion of new or improved public transportation projects that will link the communities in our region with new and enhanced public transportation service. Projects were intended to link multiple communities and connect with Metro Transit where possible, but intra-municipal projects will also be considered.

However, Supervisor Schmidt reported that unless the County forms a joint transit commission, the law is being interpreted that Dane County cannot provide capital funds to any municipalities. There are options for private transit companies but the funding would go to them and not the municipality. She is pursuing more conversations on this subject. But she says that state law needs to change and those in leadership positions are simply not interested in pursuing transportation or transit in our state.

The group met with representatives from Madison Metro. Under the City's current agreement with Madison Metro, our cost is only \$1 for them to provide services outside of Madison's borders. They have about five stops in Monona now. They are willing to look into possibilities for cooperative projects, in particular joint stop improvements and the addition of Monona routes on their bus stop signs.

About 2½ percent of Madison Metro riders are from Monona. They provide paratransit service to Monona, where riders can pick up Monona Lift service. It is expected that service

demand will increase in the future. They have no additional peak-time buses currently. Madison Metro is currently considering addition of “transit impact fees.”

It was hoped that the new Dane County capital grant could fund bicycle racks, stop improvements and automated swipe cards, but the grant appears to be a dead issue for now. Such improvements would need to be incorporated into the budget process.

5. **Examine opportunities provided by new technology and current technology**

Examples could be automated swipe cards; Wi-Fi service (may be a federal grant for this); scheduling apps; customized service. Madison Metro has learned that Wi-Fi is most useful on longer routes only. They are looking at chip-inserted transit cards (and possibly include them in student IDs). Other questions: Is current web site and app updated, easy to find and functional? This will be examined this semester by a UniverCity project class.

6. **Review effectiveness of marketing plans**

This would be best suited to a UniverCity project class. However, we can make some general statements about ridership trends in 2016, with the caveat that trends can be impacted by uncontrollable factors such as gasoline prices, the economy and weather. In general, it appears that ridership is stable from the previous year (September 2015 through August 2016), but up slightly from 2013-14.

A marketing effort was done near the end of 2015, with some of these achievements:

- a. New brochure sent with tax bills; updated web site, logo and signs; new phone app.
- b. Market to employers and apartment/condo complexes (as opposed to general marketing)

7. **Examine (improve?) routes / stops / times**

Routes changed a few years ago; changes can be difficult for current users.

COLLECT DATA TO UNDERSTAND THE CURRENT SITUATION

1. Contact Potential Sources of Assistance:

- a. **UniverCity.** As part of the spring 2017 semester, a UW Class – Transportation, Management, & Policy (Civil Engineering students) will be looking at transportation improvements in Monona.
- b. **Madison Metro** – They are willing to explore possibilities for more regional cooperation, including coordinating development of Google Transit route information with Monona.

c. **MPO -**

i. Types of Assistance:

1. Survey assistance and tools – They have helped put a survey together
2. MPO has extensive data on area rider and demographic patterns.

d. **City Staff:** Brad Bruun is creating a (first ever) transportation plan and is overseeing the UniverCity project and fellow.

2. **Collect / review / Data on Current Service**

A survey had been conducted in summer 2016 with the help of UW Fellow Maria Castillo. See attached. A survey of riders only is currently being conducted.

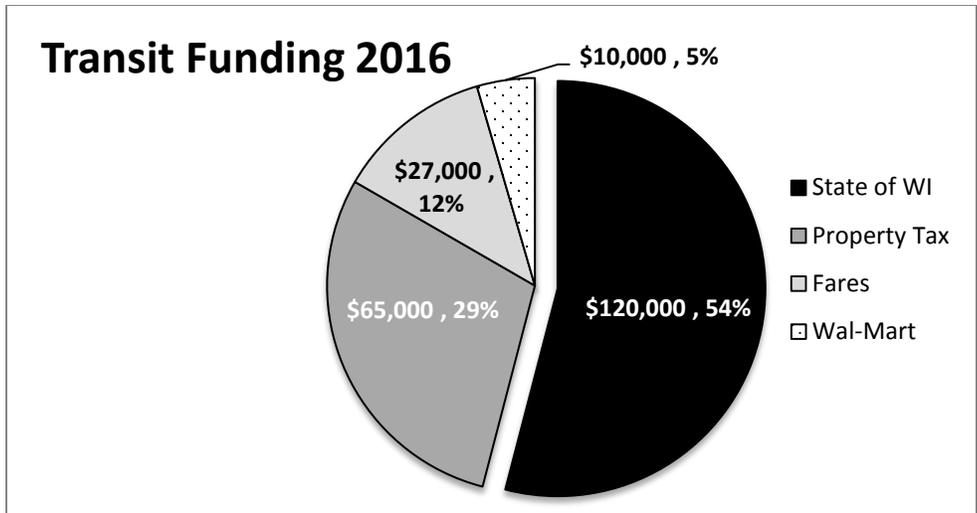
FINANCIAL OVERVIEW OF CURRENT SYSTEM

a. REVENUES

As noted earlier, according to the 2016 Wisconsin Small Urban Transit Systems (Tier B) Funding Distribution, Monona's revenue from rider fares as a percent of program expenses is 17.2 percent, as compared with an average 21.8 percent in our class. However, it is important to note that many major employers subsidize fares for Madison Metro service, which causes Monona's service to look expensive in comparison. Also, Madison Metro's base fare is \$1 less than Monona's. Therefore, it is **not recommended** to increase fare revenue by increasing fare cost.

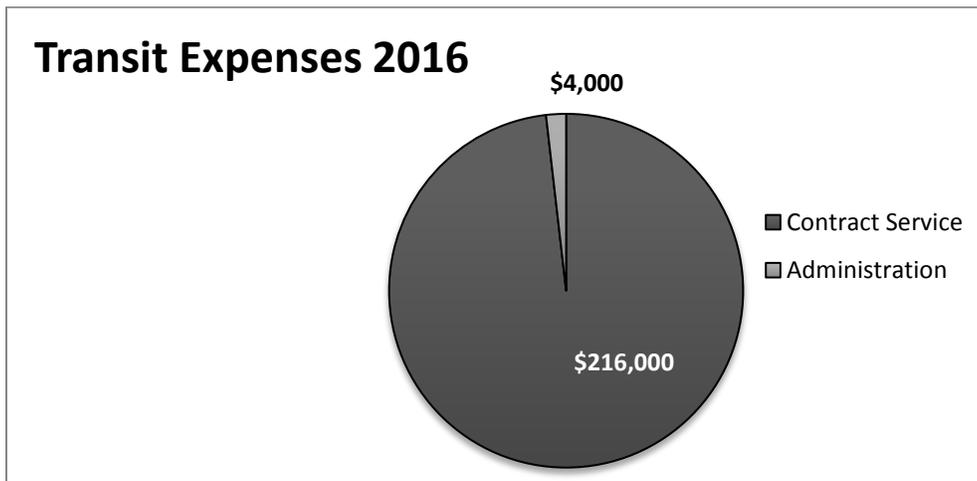
Local funding (as compared with state and federal) as a percent of expenses is 27.2 percent, compared with an average of 23.1 percent in our class. The City of Monona and other Madison suburbs do not receive federal aid.

Monona Express Fares	
Regular rider cash fare	\$3.00 per ride
Regular rider ticket with 20 rides	\$2.25 per ride
Senior / Disabled rider	\$1.50 per ride
Student rider	\$1.50 per ride
Transfer rider	\$0.50 per ride
Annual Pass	\$745



b. EXPENSES

Most of the expenses are for the service contract of the provider, which is First Student through 2016. First Student provides the buses, drivers, training and other services to the program. The cost of the program (2016) is approximately \$18 per tax bill per year, or \$8 per capita.



POTENTIAL PROGRAM IMPROVEMENTS

Some suggestions for route refinement improvements mentioned by MPO are as follows. The Commission will continue to monitor these and consider changes after obtaining rider survey results, and into the future.

1. Create a map showing regional service - Use Google Transit; MPO has a data file for Monona and has assisted with its creation. The draft has been uploaded to Google for final edits before launch.
2. Need system map to show stops that is printable
3. Reduce headways (minutes between buses) from 45 minutes to 30 – add buses or shorten route.
4. Start at Wal-Mart or Treysta? (Starts at Shato)
5. UW-Hospital – adds 15 minutes
6. Stops are spaced fairly well.
7. Perhaps use Johnson instead of State Street, or Mills
8. Perhaps add stop on Isthmus because of population growth and on Broadway?
9. Madison Metro well serves Wal-Mart and WPS
10. Are they getting through Monona too quickly? Drivers stopping too early = missed riders. Suggest following or driving the route.
11. Possibly compress time to start the 4:51 PM earlier. Peak time seems more to be 3-6 PM; we run 4-7 PM; doesn't go much beyond 5:30 PM.
12. Lift service provides mid-day service; Madison Metro is heavily used then.
13. Better signage at stops. Madison Metro is willing to consider looking into the addition of Monona routes on their bus stop signs.

Other probable issues with some suggested improvements:

Problem: Just don't know about Monona Transit (general public and employers)

Solution(s): Create Google Transit Map, integrated with Madison Metro (MPO and Madison Metro can assist city staff)

Problem: Fear of using system

Solution(s): Bus buddy; Google Transit map; Better stop maps; how-to-use video short

Problem: Unwelcoming stops, i.e. Stops not plowed out in winter

Solution(s): It was hoped to improve stop using Dane County grant, possibly in cooperation with Madison Metro, but this would most likely need to be a budget item.

Problem: Perception service is only for elderly and disabled

Solution(s): Better marketing of Express service

...And others that are more difficult to solve:

- a. Retiring employees = lost riders
- b. Transferring to a Madison Metro bus costs extra
- c. Badger Bus – competition?
- d. Limited hours

EXHIBITS

- Monona Transit Service Schedule
- Data: 2016 Wisconsin Small Urban Transit Systems (Tier B) Funding Distribution
- Madison Metro Plus Service Area Boundaries
- Madison Metro – Bus Stops in Monona
- MPO Survey: 2015 Metro On Board Survey – Trips to Monona
- Monona Active Transportation Survey (2016) Questionnaire & Results

MONONA EXPRESS ROUTE SCHEDULE

Morning Route

Loop 1	Loop 2	Loop 3	Loop 4	
5:50 AM	6:35 AM	7:15 AM	8:00 AM	Copps Ave. @ Shato La.
5:51 AM	6:36 AM	7:16 AM	8:01 AM	Shato La. @ Asher Cir.
5:53 AM	6:38 AM	7:18 AM	8:03 AM	Femrite Dr. @ Roselawn Ave.
5:55 AM	6:40 AM	7:20 AM	8:05 AM	Frost Woods Rd. @ Bridge Rd.
5:57 AM	6:42 AM	7:22 AM	8:07 AM	Bridge Rd. @ Winnequah Rd.
5:59 AM	6:44 AM	7:24 AM	8:09 AM	Owen Rd. @ Pheasant Hill Rd.
6:01 AM	6:46 AM	7:26 AM	8:11 AM	Nichols Rd. @ Maywood Rd.
6:02 AM	6:47 AM	7:27 AM	8:12 AM	Schluter Rd. @ Winnequah Rd.
6:03 AM	6:48 AM	7:28 AM	8:13 AM	Winnequah Rd. @ Baskerville Ave.
6:04 AM	6:49 AM	7:29 AM	8:14 AM	Winnequah Rd. @ Wyldhaven Ave.
6:05 AM	6:50 AM	7:30 AM	8:15 AM	Winnequah Rd. @ Dean Ave.
6:06 AM	6:51 AM	7:31 AM	8:16 AM	Dean Ave. @ Midmoor Rd.
6:07 AM	6:52 AM	7:32 AM	8:17 AM	Dean Ave. @ Gordon Ave.
6:09 AM	6:54 AM	7:34 AM	8:19 AM	Monona Dr. @ MG High School
6:10 AM	6:55 AM	7:35 AM	8:20 AM	Monona Dr. @ Cottage Grove Rd.
6:11 AM	6:56 AM	7:36 AM	8:21 AM	Atwood Ave. @ Walter St.
6:15 AM	7:00 AM	7:40 AM	8:25 AM	Atwood Ave. @ First St.
6:21 AM	7:06 AM	7:46 AM	8:31 AM	Main St. @ King St.
6:25 AM	7:10 AM	7:50 AM	8:35 AM	State St. @ Dayton St.
6:26 AM	7:11 AM	7:51 AM	8:36 AM	State St. @ Lake St.
6:28 AM	7:13 AM	7:53 AM	8:38 AM	Observatory Dr. @ Charter St.
6:29 AM	7:14 AM	7:54 AM	8:39 AM	Observatory Dr. @ Babcock Dr.
6:32 AM	7:17 AM	7:57 AM	8:42 AM	UW Hospital (Observatory @ Highland)
6:33 AM	7:18 AM	7:58 AM	8:43 AM	VA Hospital (on Highland Ave.)
6:39 AM	7:24 AM	8:04 AM	8:49 AM	Mills St. @ Johnson St.
6:42 AM	7:27 AM	8:07 AM	8:52 AM	Meriter Hospital (Brooks @ Mound)
6:45 AM	7:30 AM	8:10 AM	8:55 AM	St. Mary's Hospital (Main Entrance)
6:48 AM	7:33 AM	8:13 AM	8:58 AM	Olin Ave. @ Park St.

Afternoon Route

Loop 1	Loop 2	Loop 3	Loop 4	
3:20 PM	4:05 PM	4:50 PM	5:35 PM	Femrite Dr. @ Roselawn Ave.
3:22 PM	4:07 PM	4:52 PM	5:37 PM	Shato La. @ Asher Cir.
3:23 PM	4:08 PM	4:53 PM	5:38 PM	Shato La. @ Copps Ave.
3:34 PM	4:19 PM	5:04 PM	5:49 PM	Olin Ave. @ Park St.
3:37 PM	4:22 PM	5:07 PM	5:52 PM	St. Mary's Hospital (Main Entrance)
3:40 PM	4:25 PM	5:10 PM	5:55 PM	Meriter Hospital (Brooks @ Mound)
3:43 PM	4:28 PM	5:13 PM	5:58 PM	Mills St. @ Johnson St.
3:49 PM	4:34 PM	5:19 PM	6:04 PM	VA Hospital (on Highland Ave.)
3:50 PM	4:35 PM	5:20 PM	6:05 PM	UW Hospital (Observatory @ Highland)
3:52 PM	4:37 PM	5:22 PM	6:07 PM	Observatory Dr. @ Babcock Dr.
3:53 PM	4:38 AM	5:23 PM	6:08 PM	Observatory Dr. @ Charter St.
3:58 PM	4:43 PM	5:28 PM	6:13 PM	Lake St. @ State St.
4:01 PM	4:46 PM	5:31 PM	6:16 PM	State St. @ Fairchild St.
4:06 PM	4:51 PM	5:36 PM	6:21 PM	Main St. @ King St.
4:12 PM	4:57 PM	5:42 PM	6:27 PM	Eastwood Dr. @ First St.
4:16 PM	5:01 PM	5:46 PM	6:31 PM	Atwood Ave. @ Walter St.
4:17 PM	5:02 PM	5:47 PM	6:32 PM	Monona Dr. @ Cottage Grove Rd.
4:18 PM	5:03 PM	5:48 PM	6:33 PM	Monona Dr. @ MG High School
4:20 PM	5:05 PM	5:50 PM	6:35 PM	Dean Ave. @ Gordon Ave.
4:21 PM	5:06 PM	5:51 PM	6:36 PM	Dean Ave. @ Midmoor Rd.
4:22 PM	5:07 PM	5:52 PM	6:37 PM	Winnequah Rd. @ Dean Ave.
4:23 PM	5:08 PM	5:53 PM	6:38 PM	Winnequah Rd. @ Wyldhaven Ave.
4:24 PM	5:09 PM	5:54 PM	6:39 PM	Winnequah Rd. @ Baskerville Ave.
4:25 PM	5:10 PM	5:55 PM	6:40 PM	Schluter Rd. @ Winnequah Rd.
4:26 PM	5:11 PM	5:56 PM	6:41 PM	Nichols Rd. @ Maywood Rd.
4:28 PM	5:13 PM	5:58 PM	6:43 PM	Owen Rd. @ Pheasant Hill Rd.
4:30 PM	5:15 PM	6:00 PM	6:45 PM	Bridge Rd. @ Winnequah Rd.
4:32 PM	5:17 PM	6:02 PM	6:47 PM	Frost Woods Rd. @ Bridge Rd.

2016 Wisconsin Small Urban Transit Systems (Tier B) Funding Distribution -- FINAL APRIL 22, 2016

	OPERATING EXPENSES	FAREBOX REVENUES	FAREBOX AS PCT OF EXPENSES	NET OPERATING DEFICIT	Final Federal Share	Federal as Pct of Expenses	Final State Share	State as Pct of Expenses	Final Local Share	Local as Pct of Expenses	Final Share Pct
City of Appleton	\$8,813,594	\$1,728,228	19.6%	\$7,085,366	\$2,456,157	27.9%	\$2,400,168	27.2%	\$2,229,041	25.3%	55.10%
City of Beloit	\$2,038,171	\$296,130	14.5%	\$1,742,041	\$633,552	31.1%	\$489,488	24.0%	\$619,001	30.4%	55.10%
City of Chip Falls	\$499,178	\$173,907	34.8%	\$325,271	\$155,166	31.1%	\$119,883	24.0%	\$50,222	10.1%	55.10%
City of Eau Claire	\$5,469,477	\$1,210,200	22.1%	\$4,259,277	\$1,700,152	31.1%	\$1,313,552	24.0%	\$1,245,574	22.8%	55.10%
City of Fond du Lac	\$1,822,684	\$267,330	14.7%	\$1,555,354	\$566,570	31.1%	\$437,736	24.0%	\$551,048	30.2%	55.10%
City of Green Bay	\$8,591,422	\$1,736,650	20.2%	\$6,854,772	\$2,117,996	24.7%	\$2,615,911	30.4%	\$2,120,865	24.7%	55.10%
City of Hartford	\$227,184	\$85,376	37.6%	\$141,808	\$70,619	31.1%	\$54,561	24.0%	\$16,629	7.3%	55.10%
City of Janesville	\$3,532,979	\$654,218	18.5%	\$2,878,761	\$1,098,204	31.1%	\$848,482	24.0%	\$932,075	26.4%	55.10%
City of Kenosha	\$6,775,681	\$1,766,674	26.1%	\$5,009,007	\$2,106,177	31.1%	\$1,627,250	24.0%	\$1,275,580	18.8%	55.10%
City of La Crosse	\$6,449,883	\$1,635,368	25.4%	\$4,814,515	\$2,004,905	31.1%	\$1,549,006	24.0%	\$1,260,604	19.5%	55.10%
City of Monona	\$214,689	\$37,025	17.2%	\$177,664	\$0	0.0%	\$118,294	55.1%	\$59,370	27.7%	55.10%
City of Onalaska	\$825,152	\$234,000	28.4%	\$591,152	\$256,493	31.1%	\$198,169	24.0%	\$136,490	16.5%	55.10%
City of Oshkosh	\$4,701,430	\$998,500	21.2%	\$3,702,930	\$1,461,409	31.1%	\$1,129,097	24.0%	\$1,112,424	23.7%	55.10%
City of Racine	\$8,548,343	\$2,172,454	25.4%	\$6,375,889	\$2,657,197	31.1%	\$2,052,973	24.0%	\$1,665,718	19.5%	55.10%
City of Sheboygan	\$3,957,099	\$876,615	22.2%	\$3,080,484	\$1,230,039	31.1%	\$950,338	24.0%	\$900,107	22.7%	55.10%
City of Stoughton	\$261,725	\$115,000	43.9%	\$146,725	\$0	0.0%	\$144,212	55.1%	\$2,513	1.0%	55.10%
City of Sun Prairie	\$810,105	\$210,000	25.9%	\$600,105	\$0	0.0%	\$446,371	55.1%	\$153,734	19.0%	55.10%
City of Superior	\$1,481,878	\$125,864	8.5%	\$1,356,014	\$460,632	31.1%	\$355,888	24.0%	\$539,493	36.4%	55.10%
City of Verona	\$516,879	\$169,884	32.9%	\$346,995	\$0	0.0%	\$284,802	55.1%	\$62,193	12.0%	55.10%
City of Waukesha	\$9,325,075	\$1,751,332	18.8%	\$7,573,743	\$935,450	10.0%	\$4,202,703	45.1%	\$2,435,590	26.1%	55.10%
City of Wausau	\$3,132,801	\$499,450	15.9%	\$2,633,351	\$973,811	31.1%	\$752,375	24.0%	\$907,165	29.0%	55.10%
City of West Bend	\$1,094,408	\$452,340	41.3%	\$642,068	\$321,034	29.3%	\$281,989	25.8%	\$39,045	3.6%	55.10%
Cnty of Ozaukee	\$3,110,185	\$750,600	24.1%	\$2,359,585	\$610,792	19.6%	\$1,102,932	35.5%	\$645,861	20.8%	55.10%
Cnty of Washington	\$3,627,126	\$756,158	20.8%	\$2,870,968	\$988,040	27.2%	\$1,010,520	27.9%	\$872,407	24.1%	55.10%
Total Tier B:	\$85,827,148	\$18,703,303	21.8%	\$67,123,845	\$22,804,395	26.6%	\$24,486,701	28.5%	\$19,832,749	23.1%	55.10%

Local share estimated based on application budget; actual costs and revenues may increase or decrease final share. Listed Final Share Pct not guaranteed.

The City of Waukesha, Ozaukee County, and part of Washington County's federal share comes from Milwaukee UZA funds.

Monona, Stoughton, Sun Prairie, and Verona do not receive 5307 funds from the Madison UZA.

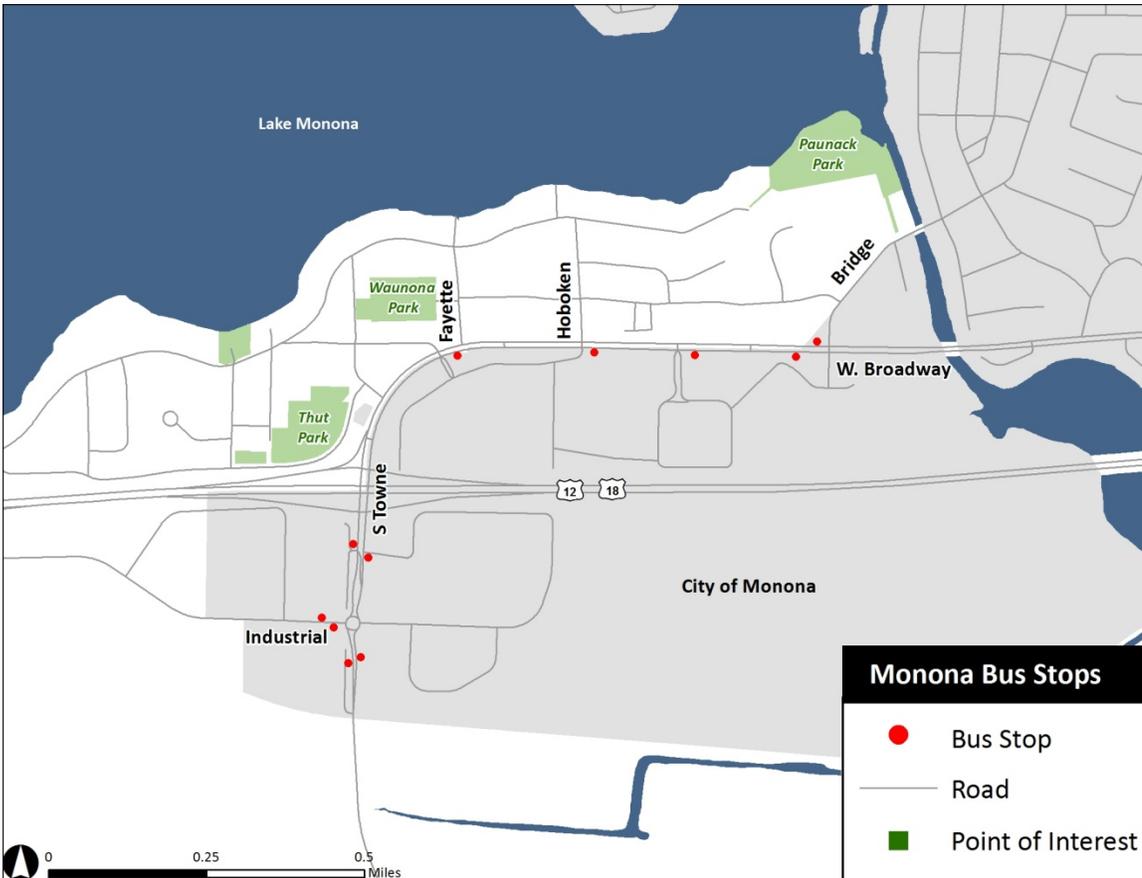
2016 Wisconsin Rural Transit Systems (Tier C) Funding Distribution -- FINAL APRIL 22, 2016

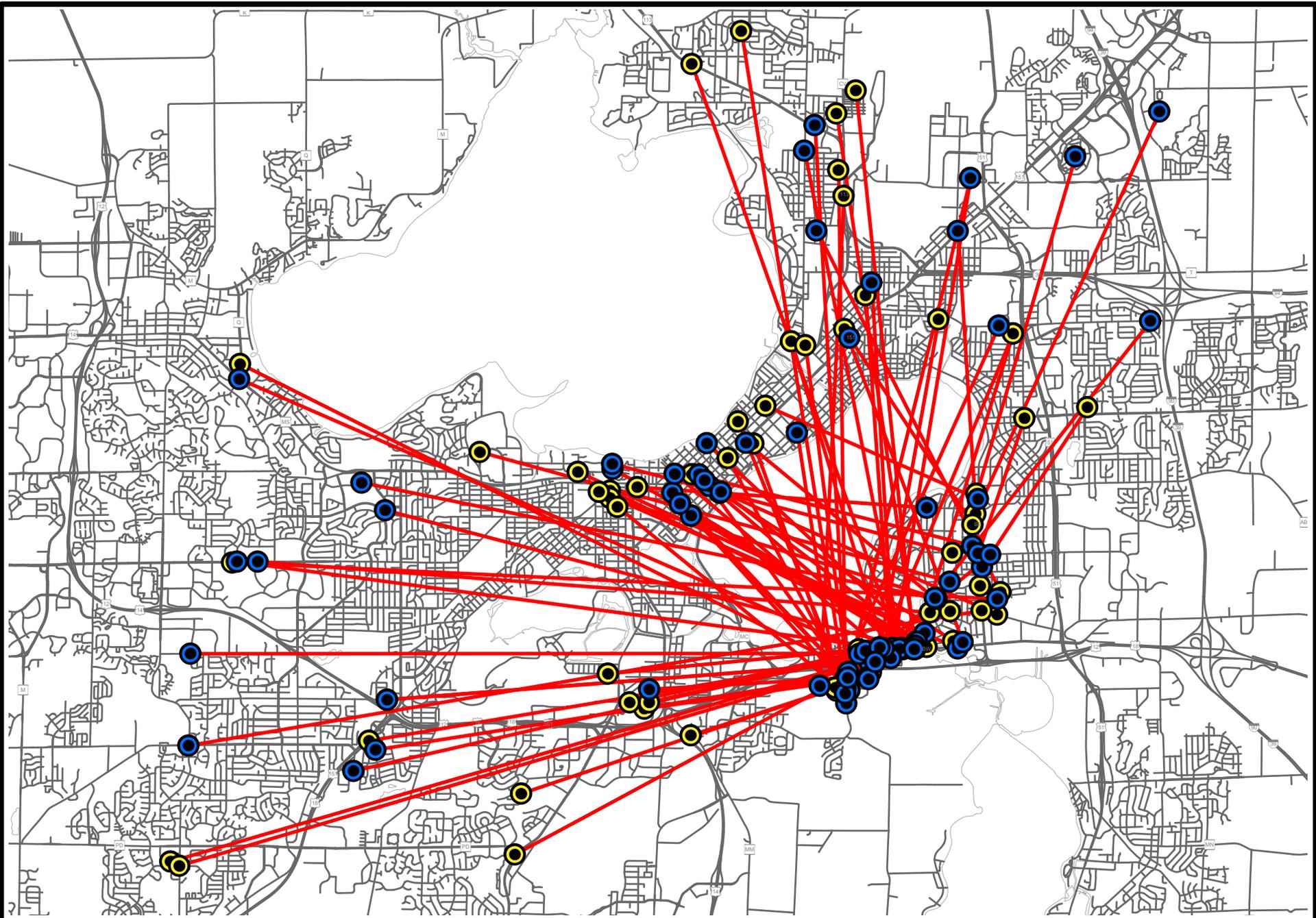
	BUDGETED OPERATING EXPENSES	BUDGETED FAREBOX REVENUES	FAREBOX AS PCT OF EXPENSES	NET OPERATING DEFICIT	Final Federal Share	Federal as Pct of Expenses	Final State Share	State as Pct of Expenses	Final Local Share	Local as Pct of Expenses	Final Share Pct
TIER C BUS											
Bay Area Rural Transit Commission	\$1,653,369	\$182,150	11.0%	\$1,471,219	\$735,610	44.5%	\$211,537	12.8%	\$524,073	31.7%	57.29%
City of Manitowoc	\$2,143,617	\$183,100	8.5%	\$1,960,517	\$980,259	45.7%	\$247,730	11.6%	\$732,528	34.2%	57.29%
City of Merrill	\$607,811	\$91,800	15.1%	\$516,011	\$258,006	42.4%	\$90,184	14.8%	\$167,822	27.6%	57.29%
City of Stevens Point	\$1,793,716	\$345,820	19.3%	\$1,447,896	\$723,948	40.4%	\$303,597	16.9%	\$420,351	23.4%	57.29%
County of Kenosha	\$514,900	\$25,300	4.9%	\$489,600	\$244,800	47.5%	\$50,165	9.7%	\$194,635	37.8%	57.29%
County of Rusk	\$1,049,748	\$132,500	12.6%	\$917,248	\$458,624	43.7%	\$142,733	13.6%	\$315,891	30.1%	57.29%
County of Sawyer	\$1,849,317	\$270,000	14.6%	\$1,579,317	\$789,659	42.7%	\$269,738	14.6%	\$519,920	28.1%	57.29%
Dunn County Transit Commission	\$577,098	\$67,570	11.7%	\$509,528	\$254,764	44.1%	\$75,831	13.1%	\$178,933	31.0%	57.29%
Oneida-Vilas Transit Comm	\$445,300	\$57,000	12.8%	\$388,300	\$194,150	43.6%	\$60,944	13.7%	\$133,206	29.9%	57.29%
Menominee Tribe	\$5,727,524	\$144,604	2.5%	\$5,582,920	\$2,791,460	48.7%	\$489,600	8.5%	\$2,301,860	40.2%	57.29%
TIER C TAXI											
City of Baraboo***	\$481,142	\$248,000	51.5%	\$233,142	\$153,965	32.0%	\$79,177	16.5%	\$0	0.0%	48.46%
City of Beaver Dam***	\$1,003,863	\$376,000	37.5%	\$627,863	\$321,236	32.0%	\$253,835	25.3%	\$52,792	5.3%	57.29%
City of Berlin	\$246,649	\$81,758	33.1%	\$164,891	\$82,446	33.4%	\$58,849	23.9%	\$23,596	9.6%	57.29%
City of Black River Falls	\$282,000	\$95,000	33.7%	\$187,000	\$93,500	33.2%	\$68,046	24.1%	\$25,454	9.0%	57.29%
City of Edgerton	\$74,790	\$17,300	23.1%	\$57,490	\$28,745	38.4%	\$14,099	18.9%	\$14,646	19.6%	57.29%
City of Fort Atkinson***	\$390,213	\$168,500	43.2%	\$221,713	\$124,868	32.0%	\$96,845	24.8%	\$0	0.0%	56.82%
City of Jefferson***	\$195,303	\$67,000	34.3%	\$128,303	\$78,121	40.0%	\$33,760	17.3%	\$16,422	8.4%	57.29%
City of Lake Mills	\$91,608	\$28,325	30.9%	\$63,283	\$31,642	34.5%	\$20,837	22.7%	\$10,805	11.8%	57.29%
City of Marinette***	\$463,066	\$124,926	27.0%	\$338,140	\$185,226	40.0%	\$80,045	17.3%	\$72,869	15.7%	57.29%
City of Marshfield***	\$708,356	\$327,000	46.2%	\$381,356	\$226,674	32.0%	\$154,682	21.8%	\$0	0.0%	53.84%
City of Mauston***	\$210,623	\$83,000	39.4%	\$127,623	\$67,399	32.0%	\$53,258	25.3%	\$6,966	3.3%	57.29%
City of Medford***	\$155,825	\$49,500	31.8%	\$106,325	\$62,330	40.0%	\$26,936	17.3%	\$17,059	10.9%	57.29%
City of Monroe***	\$454,029	\$174,500	38.4%	\$279,529	\$145,289	32.0%	\$114,805	25.3%	\$19,435	4.3%	57.29%
City of Neillsville/Clark County	\$291,781	\$49,931	17.1%	\$241,850	\$120,925	41.4%	\$46,224	15.8%	\$74,701	25.6%	57.29%
City of New Richmond***	\$184,941	\$84,000	45.4%	\$100,941	\$59,181	32.0%	\$41,760	22.6%	\$0	0.0%	54.58%
City of Platteville	\$629,714	\$88,000	14.0%	\$541,714	\$270,857	43.0%	\$89,880	14.3%	\$180,977	28.7%	57.29%
City of Portage***	\$1,279,500	\$520,000	40.6%	\$759,500	\$409,440	32.0%	\$323,532	25.3%	\$26,528	2.1%	57.29%
City of Prairie du Chien	\$674,333	\$157,000	23.3%	\$517,333	\$258,667	38.4%	\$127,631	18.9%	\$131,036	19.4%	57.29%
City of Reedsburg***	\$315,142	\$137,100	43.5%	\$178,042	\$100,845	32.0%	\$77,197	24.5%	\$0	0.0%	56.50%
City of Rhinelander***	\$662,422	\$333,360	50.3%	\$329,062	\$211,975	32.0%	\$117,087	17.7%	\$0	0.0%	49.68%
City of Rice Lake	\$134,842	\$22,533	16.7%	\$112,309	\$56,155	41.6%	\$21,091	15.6%	\$35,064	26.0%	57.29%
City of Richland Center***	\$225,309	\$103,000	45.7%	\$122,309	\$90,124	40.0%	\$32,185	14.3%	\$0	0.0%	54.29%
City of Ripon***	\$277,296	\$117,900	42.5%	\$159,396	\$88,735	32.0%	\$68,925	24.9%	\$1,736	0.6%	56.86%
City of River Falls	\$269,359	\$84,000	31.2%	\$185,359	\$92,680	34.4%	\$61,625	22.9%	\$31,054	11.5%	57.29%
City of Shawano	\$285,412	\$98,000	34.3%	\$187,412	\$93,706	32.8%	\$69,795	24.5%	\$23,911	8.4%	57.29%
City of Tomah	\$302,115	\$107,063	35.4%	\$195,052	\$97,526	32.3%	\$75,543	25.0%	\$21,983	7.3%	57.29%
City of Viroqua	\$469,638	\$129,000	27.5%	\$340,638	\$170,319	36.3%	\$98,717	21.0%	\$71,602	15.2%	57.29%
City of Watertown***	\$775,008	\$295,592	38.1%	\$479,416	\$248,003	32.0%	\$195,967	25.3%	\$35,446	4.6%	57.29%
City of Waupaca***	\$465,680	\$181,000	38.9%	\$284,680	\$149,018	32.0%	\$117,751	25.3%	\$17,911	3.8%	57.29%
City of Waupun	\$109,217	\$34,900	32.0%	\$74,317	\$37,159	34.0%	\$25,407	23.3%	\$11,751	10.8%	57.29%
City of Whitewater***	\$231,888	\$85,000	36.7%	\$146,888	\$74,204	32.0%	\$58,635	25.3%	\$14,049	6.1%	57.29%
City of Wisconsin Rapids***	\$869,835	\$360,000	41.4%	\$509,835	\$278,347	32.0%	\$219,945	25.3%	\$11,543	1.3%	57.29%
Clintonville Transit Commission	\$116,497	\$29,000	24.9%	\$87,497	\$43,749	37.6%	\$22,988	19.7%	\$20,761	17.8%	57.29%
County of Door	\$1,142,796	\$251,097	22.0%	\$891,699	\$445,850	39.0%	\$208,811	18.3%	\$237,039	20.7%	57.29%
County of Grant	\$75,834	\$11,100	14.6%	\$64,734	\$32,367	42.7%	\$11,075	14.6%	\$21,292	28.1%	57.29%
County of Walworth	\$40,000	\$0	0.0%	\$40,000	\$20,000	50.0%	\$2,914	7.3%	\$17,086	42.7%	57.29%
Village of Plover	\$232,655	\$72,500	31.2%	\$160,155	\$80,078	34.4%	\$53,201	22.9%	\$26,877	11.6%	57.29%
Village of Prairie du Sac***	\$137,584	\$49,700	36.1%	\$87,884	\$55,034	40.0%	\$23,783	17.3%	\$9,068	6.6%	57.29%
Total Tier C:	\$31,318,665	\$6,741,429	21.5%	\$24,577,236	\$12,617,660	40.3%	\$5,188,900	16.6%	\$6,770,677	21.6%	56.86%

***Capital Cost of Contracting utilized to maximize leverage of federal funds.

Local share estimated based on application budget; actual costs and revenues may increase or decrease final share. Listed Final Share Pct not guaranteed.

Oneida Tribe to receive \$574,157 in Federal (Section 5311) funds, which is 50% of their expected net deficit. They do not receive state (85.20) assistance.



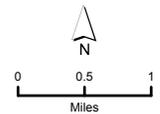


2015 Metro On Board Survey
Trips to or From Monona

- Origin
- Destination

Prepared by staff to the:

 Transportation Planning Board
 A Metropolitan Planning Organization (MPO)
 Date Revised: 5/27/2016

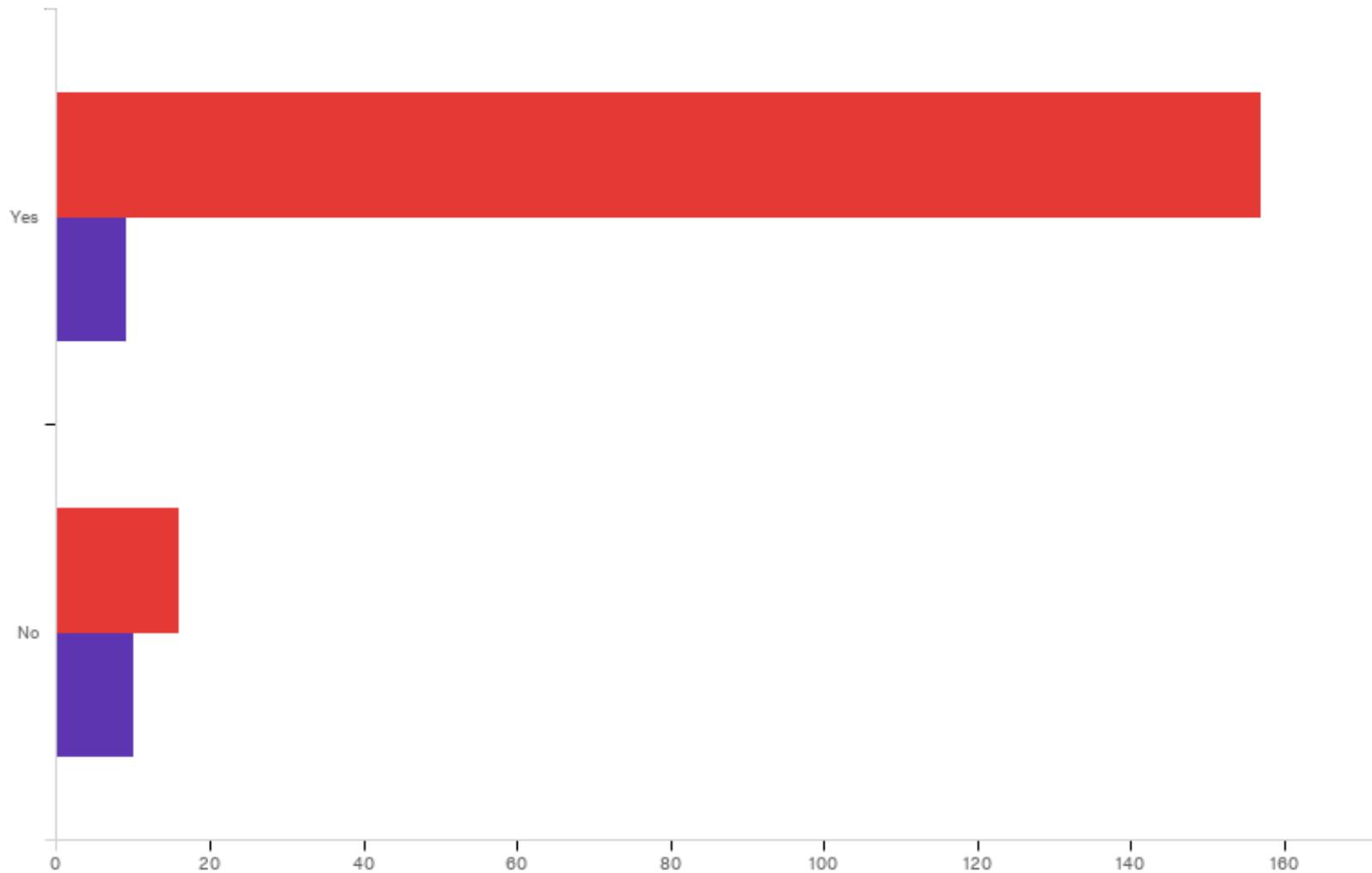


Transit Report

Monona Active Transportation Survey

August 18th 2016, 2:13 pm MDT

Q9 - Did you know that Monona has its own bus service, the Monona Express?



Q9 - Did you know that Monona has its own bus service, the Monona Express?

Question	Yes		No		Total
Yes	90.75%	157	9.25%	16	173

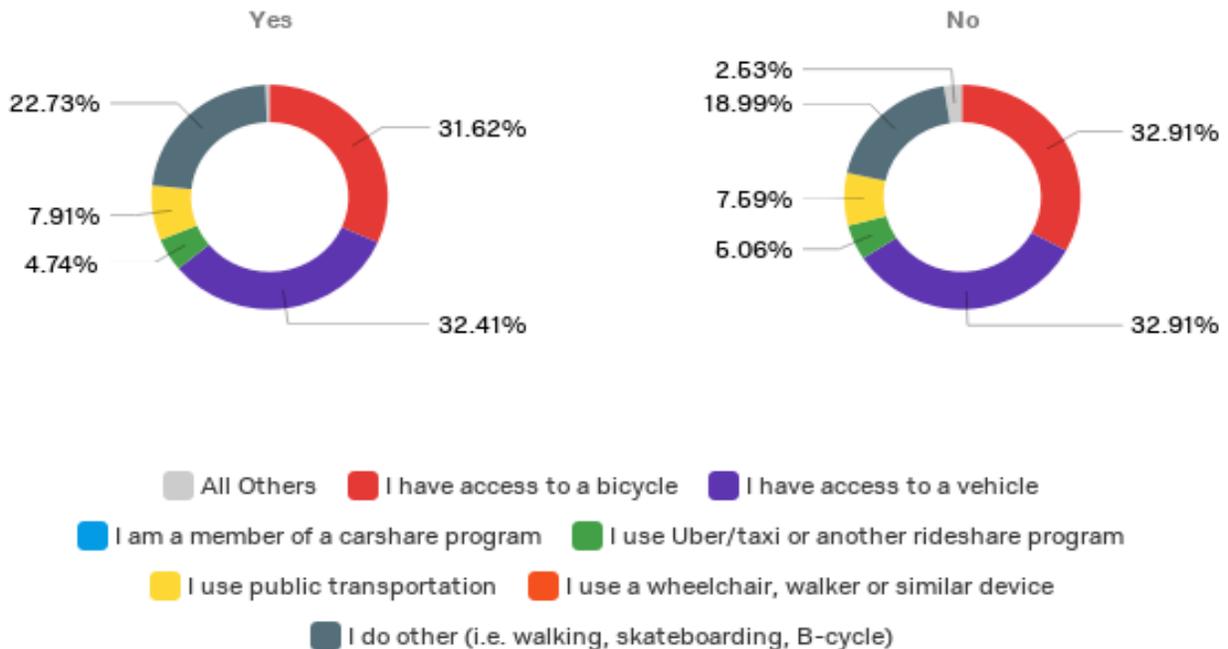
Default Report

Monona Active Transportation Survey

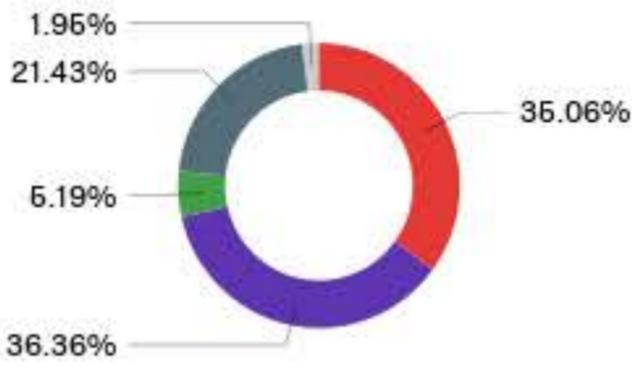
August 19th 2016, 10:34 am MDT

Q1 - Which of these applies to you? (Please check all that apply)

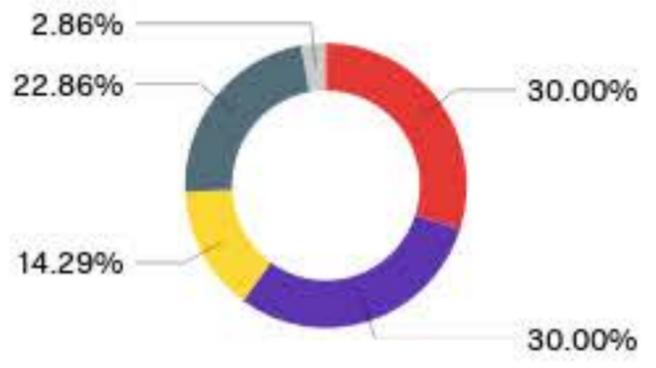
Question	Yes		No		Total
I have access to a vehicle	86.32%	164	13.68%	26	190
I have access to a bicycle	86.02%	160	13.98%	26	186
I do other (i.e. walking, skateboarding, B-cycle)	88.46%	115	11.54%	15	130
I use public transportation	86.96%	40	13.04%	6	46
I use Uber/taxi or another rideshare program	85.71%	24	14.29%	4	28
I am a member of a carshare program	60.00%	3	40.00%	2	5
I use a wheelchair, walker or similar device	0.00%	0	0.00%	0	0



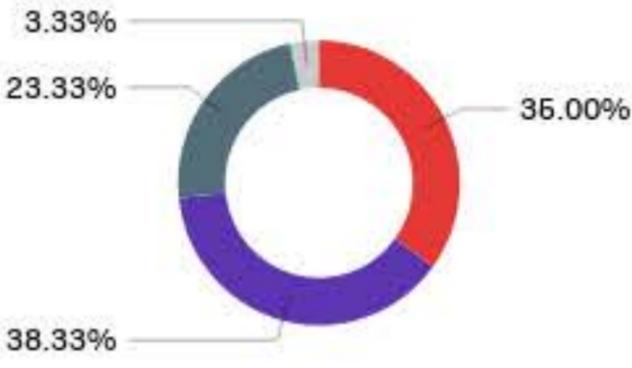
I would rather drive



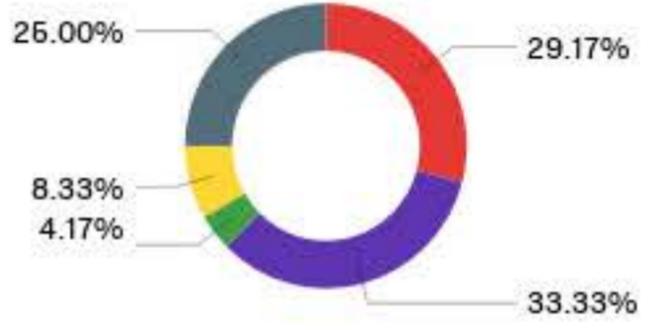
It is too expensive



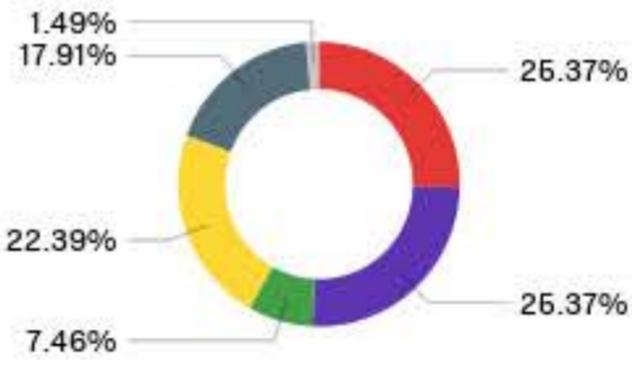
Buses take too long



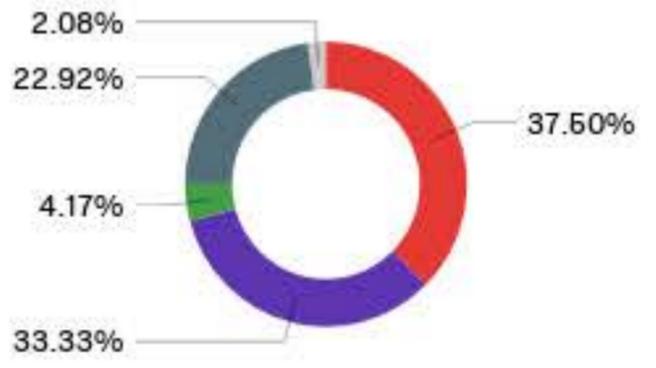
It is not reliable enough



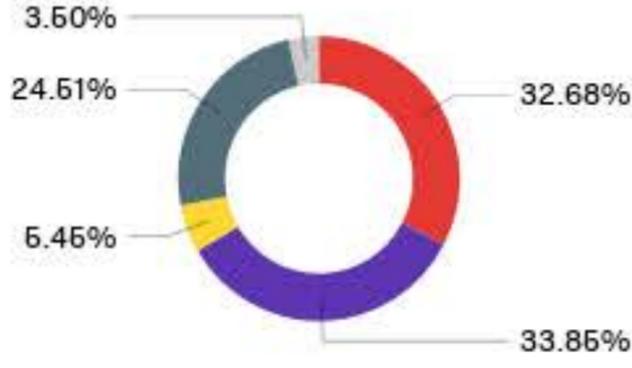
I use Madison Metro instead



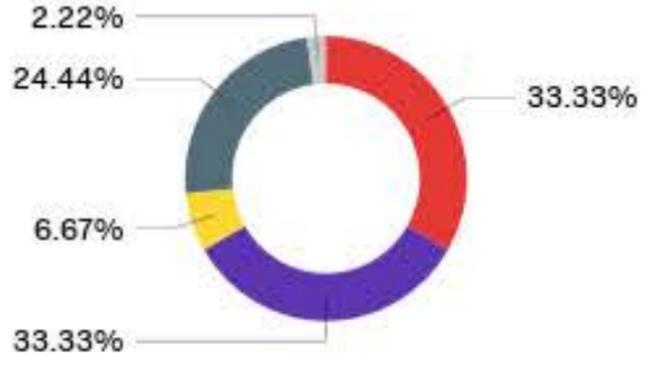
I just do not like taking a bus



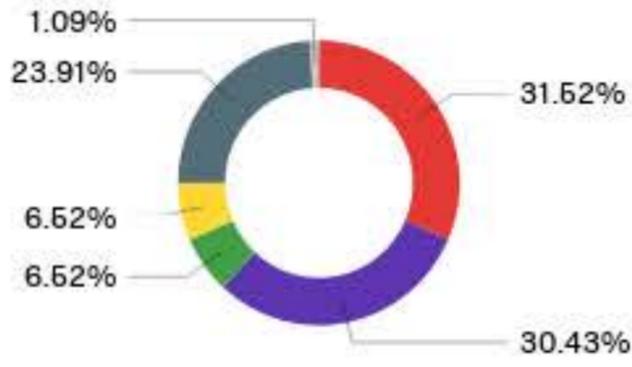
Buses don't run where I need to go



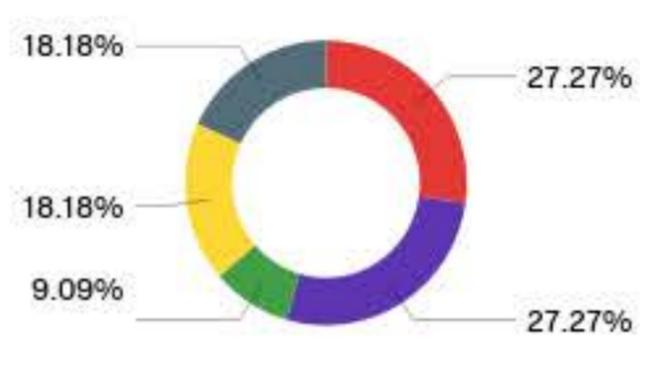
Stops to get on the bus are not convenient



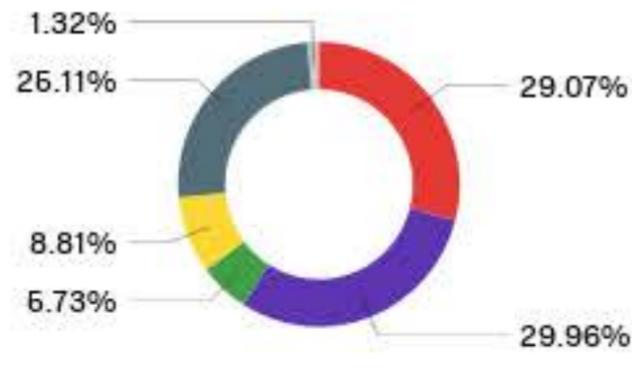
I don't know enough about how to use the service



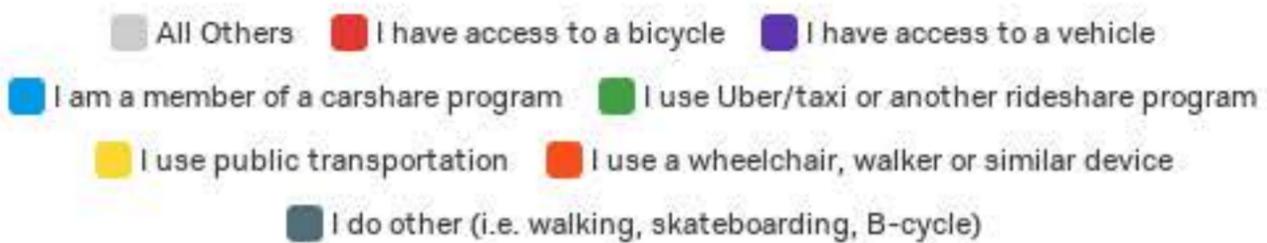
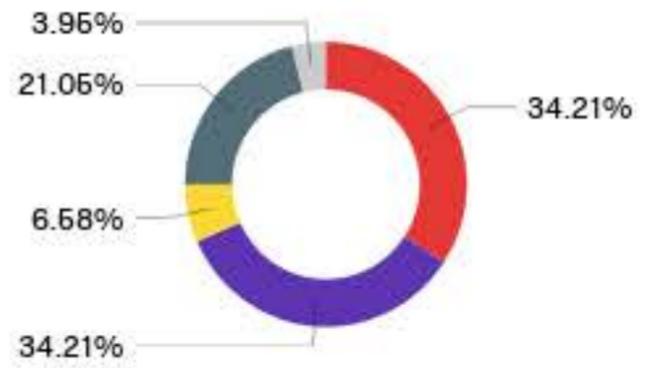
I had a bad experience with Monona's bus in the past



Buses don't run when I need to go (i.e. run too early, run too late, do not run on weekends)



Other



Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Question	Yes		No		Total
I would rather drive	85.96%	49	14.04%	8	57
It is too expensive	100.00%	21	0.00%	0	21
Buses take too long	86.67%	39	13.33%	6	45
It is not reliable enough	87.50%	7	12.50%	1	8
I use Madison Metro instead	58.82%	10	41.18%	7	17
I just do not like taking a bus	77.78%	14	22.22%	4	18
Buses don't run where I need to go	87.50%	77	12.50%	11	88

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Question	Yes		No		Total
Stops to get on the bus are not convenient	81.25%	13	18.75%	3	16
I don't know enough about how to use the service	82.76%	24	17.24%	5	29
I had a bad experience with Monona's bus in the past	100.00%	3	0.00%	0	3
Buses don't run when I need to go	89.86%	62	10.14%	7	69

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Question	Yes		No		Total
Other	88.46%	23	11.54%	3	26

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Other

We mostly bike or walk to work. Grocery shopping I need a car.

I don't know much about it.

It would take well over 1 hour to get from my home to work on this bus (with substantial walking in Madison), whereas my driving commute is only 15 minutes.

The bus is a great option when I can't ride my bike. Hours could be better, but I am not an active rider.

Madison is very car friendly. If parking were more expensive I might consider taking the bus but as it stands there is no incentive to do so.

I use it

I did use it when I had shoulder surgery

I did not know we had a bus service. I only knew of Madison metro.

I bike.

Monona MUST drop its own service and use Madison Metro just like Middleton does. I can buy an annual bus pass through work for \$24 but I must drive to park and ride to catch a Madison Metro bus. It would cost me over \$700 a year to ride the Monona Transit.

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Other

hauling children around to specific activities/appointments.

I work out of town & Dane county

I work from home and therefore don't commute.

Have used when car was in shop. Convenient, fast, good experience!

Older buses can be very uncomfortable and sometimes dangerous

I need a car for work, but when possible I bike. Bus transpiration is easy for me to use, but it does not work for me in my current life situation.

I rode the bus before we bought a 2nd car. It was SO SO EARLY! Could not continue because my work schedule was later in the day.

I was getting sick using the old bus, diesel fumes got to me. I like to bike to work better but not always practical in winter.

Inconsistent work hours

don't have consistant hours or locations

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Other

Haven't looked into schedules and such.

I bike

Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)

Other

What about Monona lift??

convenients

I can usually go by bike faster and on my own schedule.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

I drive

I am not very familiar with the bus route near Femrite drive.

The bus takes too long and I don't want to be beholden to a bus schedule.

I'm retired and have no need for public transportation.

Only bus in summer if having car trouble

I don't generally use public transit at all.

Should use transit but would have to walk about a mile

I've never considered using public transportation in Monona. I'm not even sure about the availability of it.

Don't use public transportation

I never need public transportation

Convenience

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

i dont need public transportation

Have a car

The transit isn't practical in monona because I would still be walking a lot. There are far more bus stops on the east side of Madison, I used to take the bus when I lived there and it was a nice option.

bus stops and times not convenient to my location

Used public transportation last year for school.

same as above - no bus on the weekends either

Transit doesn't go to the locations I need to go to, at least not conveniently. Lack of sidewalks makes walking feel less safe.

I don't have need of the transit system...I just walk or drive to wherever I need to go.

Access to other modes of transportation negate the need to use public transit.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

Because I have a car, bike and can walk I never use transit services within Monona.

I pay for a car!

Bus not convenient

drive car

Retired

I just don't need to use public transportation. I have a car and a bike and legs.

Not aware of close stop and seems like more work than worth it

Because I have small children.

Don't need to

The bus doesn't go where I want it to and runs infrequently.

Don't like biking

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

am not aware of intra-city transit

We didn't have a need at that time.

If it's nice I bike or get a ride.

Same reasons as for Q2.a.i.

Same answer as Q2.a.i.

Dont ride bike much because of physical issues. Transit hours dont work in my schedule.

not a bus rider

Really nothing in walking distance I utilize

Too fast apart

Inconvenient

Same at Q2b.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

I don't use the Monona bus service.

same as above

No convenient access to transit.

I don't use public transportation because it's easier for me to drive.

Same as the answers above. If there were more trails, wider lanes, sidewalks, I would get in the car much less.

Riding a bike is a more appealing option.

Same as last reason

I only use transit in the worst winter conditions. I bike year round.

I don't understand what transit entails (I am assuming public transportation, so I selected never).

Other options are more convenient than transit.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

I'm not even sure what the transit system is here.

I have not used public transportation in years, the biggest issue for me is having access to a vehicle for work. When I don't need a car a bike. Public transpiration is very very rare.

Public transportation isn't convenient

Same as above

Not convenient for my needs

Destinations are usually close enough for walking/biking or out of the range/direction of public transit options.

I used the bus for a full winter, I enjoyed the folks on the bus but found I was getting naucious.

Not aware of routes

Transit does not go where I need it to go when I need it to go there

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

Don't use

No need

We can bike, walk and drive.

use other means of transportation

Haven't looked into it as an option yet; hasn't really been a need.

haven't considered transit

no need for transit, use car or bike

same as above

Never use Transit in 44 years. Have car and have legs.

My week day transport takes me 22 miles from Monona. For closer trips, I would choose to bike or walk

Transit is not convenient for me

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

I do not use public transportation

I use transit like uber to travel outside of monona at times

Not overly accessible and don't have a need.

Same as above

Not convenient for daycare/work

I use the other modes of transportation indicated

access to private vehicle

Not as convenient

See above

Transit is not available to go around Monona and takes a very long time to go elsewhere.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

Just quicker. If I bike, it's for pleasure

don't use

Transit not available from Mcfarland to Monona, too far to walk

Same as above

Bus is usually a last resort

I don't want to

Inefficient

No convenient busses. Have my car.

Do not need to use public transport

I don't own a bike and I do not have a bus pass

I do not take public transit, as I have my own car, and I belong to a car pool to get to work.

Q2.b.i - If you chose 'Never' to any of the options above, please explain why

If you chose No to any of the options above, please explain why

Have a car

The bus from my house (near Olbrich) doesn't go to the pool, library, dream park, etc.

I simply like biking more. The bus transit options are either hard to understand or lack time/locations I need

Not familiar with routes

There isn't convenient public transport from Madison.

Monona doesn't connect well to Madison Metro

Resolution No. 16-10-2122
Monona Common Council

**APPROVING THE 2017-2021 CAPITAL IMPROVEMENTS PROGRAM AND
2017 CAPITAL BORROWING**

WHEREAS, the City Council has considered a Capital Improvements Program Budget for 2017-2021 as prepared by the Mayor and City Administrator in cooperation with Department Managers and in consideration of recommendations by the various Boards, Committees, and Commissions; and,

WHEREAS, the City Council held a Public Hearing on said budget on October 17, 2016.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Monona, Dane County, Wisconsin, that the 2017-2021 Capital Improvements Program Budget and the 2017 Capital Borrowing are hereby adopted.

Adopted this _____ day of _____, 2016.

BY ORDER OF THE CITY COUNCIL
CITY OF MONONA, WISCONSIN

Robert E. Miller
Mayor

ATTEST:

Joan Andrusz
City Clerk

Council Action:

Date Introduced: 10-3-16

Date Approved: _____

Date Disapproved: _____