



Attachment 4

Transportation Update



January 6, 2011



Transportation Update

- **Status of Public Transit Local Dedicated Funding**
- **Status of Short-Range (3-5 year) Transit Development Plans**
- **Project Updates**
 - **KRM Commuter Rail**
 - **City of Milwaukee Streetcar**
 - **Milwaukee County Bus Rapid Transit**
- **Transportation Improvement Program: 2011-2014**



Status of Public Transit Local Dedicated Funding

Analyses of transit capital and operating funding indicate that current property tax local funding would be inadequate to improve and expand, as well as preserve and maintain, public transit.

- **0.5% sales tax was identified as the preferred funding source by “temporary” and “limited authority” Southeastern Wisconsin Regional Transit Authority in November 2008**
- **1.0% sales tax increase for transit, parks, and public safety approved by Milwaukee County electorate in advisory referendum in November 2008**



Status of Public Transit Local Dedicated Funding (continued)

Recent 0.5% sales tax proposals:

- **In March 2009 Governor proposed regional transit authority legislation in the 2009-11 State budget, authorizing a 0.5% sales tax for transit in southeastern Wisconsin**
- **State Legislature in June 2009 rejected Governor's proposal, separately proposing a KRM commuter rail authority and Milwaukee County transit authority**
- **Governor in June 2009 vetoed Milwaukee County authority, but kept the KRM commuter rail authority, which is now the Southeastern Regional Transit Authority (SERTA)**
- **In April 2010, another attempt to attain dedicated funding was made, but proposed legislation was not passed by the State Legislature**



Short-Range (3-5 year) Transit Development Plans (TDP)

- **Completed**
 - **Milwaukee County**
- **Underway**
 - **City of Waukesha**
 - **Racine County**
 - **Kenosha County**



Short-Range (3-5 year) Transit Development Plans (TDP) (continued)

- **Addresses system improvements and funding needed over a 3 to 5 year period**
- **Addresses transit system routes, days and hours of service, and service frequency and speed**



Short-Range (3-5 year) Transit Development Plans (TDP) (continued)

- **Elements of plan**
 - **Definition of Objectives and Standards**
 - **Inventory of Population, Employment, and Land Use**
 - **Inventory of Existing Service**
 - **System Performance Evaluation**
 - **Identification of Unmet Needs**
 - **Identification of Priority Service Improvements**
 - **Definition and Evaluation of Alternative Plans**
 - **Selection of Recommended Plan**
 - **Analysis of Necessary Funding**
 - **Public Involvement and Outreach**



Milwaukee County Transit System TDP

- **Recommended Plan**
 - **22 percent expansion in fixed-route service over five years (about 4 percent annually – restores service to year 2000 levels)**
 - **New Routes and Route Extensions**
 - **Eliminate Bus Turn-backs on Major Routes**
 - **Extension of Service Hours**
 - **Increase Frequency of Bus Service**
 - **Freeway Flyer Service Expansion**
 - **Express Bus Service**
 - **Maintain countywide Transit Plus paratransit service, and increase service as needed to keep pace with ridership growth**



Milwaukee County TDP—Need for Dedicated Funding

Analysis of capital and operating funding clearly indicates that current property tax levy would be inadequate to improve and expand the system.

Proposed 0.5% sales tax in Milwaukee County would be sufficient to address a backlog of bus replacement needs and implement the recommended plan, expanding transit service by over 20%, restoring recent service cuts and greatly improving the extent, speed, and convenience of transit service



City of Waukesha TDP

- **Elements Completed**
 - **Objectives and Standards**
 - **Inventory of Population, Employment, and Land Use**
 - **Inventory of Existing Service**
- **Underway**
 - **Performance Evaluation**



Racine City and County TDP

- **Elements Completed**
 - **Objectives and Standards**
 - **Inventory of Population, Employment, and Land Use**
 - **Inventory of Existing Service**
 - **Performance Evaluation**
- **Underway**
 - **Identification of Priority Service Improvements**
 - **Definition and Evaluation of Alternative Plans**



Kenosha City and County TDP

- **Elements Completed**
 - **Objectives and Standards**
 - **Inventory of Population, Employment, and Land Use**
 - **Inventory of Existing Service**
 - **Performance Evaluation – City of Kenosha**
- **Underway**
 - **Performance Evaluation – Western Kenosha County**
 - **Identification of Priority Service Improvements**



Kenosha – Racine – Milwaukee Commuter Rail Update

- **Southeastern Regional Transit Authority (SERTA)**
 - **Created in 2009 - 2011 State budget (July 2009)**
 - **Consists of Counties of Kenosha, Racine, and Milwaukee**
 - **Nine Member Appointed Board**
 - **Two each by City and County of Milwaukee**
 - **One each by Cities and Counties of Kenosha and Racine**
 - **One by Governor**



Kenosha – Racine – Milwaukee Commuter Rail Update (continued)

Board of Directors

- **Chairman: Karl Ostby (*Kenosha County Representative*)**
- **Vice-Chairman: Chris Layden (*City of Milwaukee Representative*)**
- **Treasurer: Michael Mayo, Sr. (*Milwaukee County Board First Vice-Chairman and Milwaukee County Representative*)**
- **John Antaramian (*City of Kenosha Representative, former Mayor of Kenosha*)**
- **Earl Buford (*City of Milwaukee Representative*)**
- **Jon Henderson (*Racine County Representative*)**
- **Lee Holloway (*Milwaukee County Board Chairman and Milwaukee County Representative*)**
- **Jody Karls (*City of Racine Representative, former Racine County Board Supervisor and City of Racine Alderman*)**
- **Julia Taylor (*Governor's Representative*)**
- **Interim staff: Southeastern Wisconsin Regional Planning Commission**



Kenosha – Racine – Milwaukee Commuter Rail Update (continued)

- **Authority to construct, operate, and manage a KRM commuter rail line**
 - **Sole authority to apply to the Federal Transit Administration (FTA) for approval to advance to preliminary engineering and potentially obtain a Federal discretionary grant**
 - **Federal discretionary grant could fund up to 60 percent of project capital costs**
 - **“New Starts” application requesting permission to initiate preliminary engineering was submitted to the FTA in June 2010**
 - **FTA is currently reviewing application**



Kenosha – Racine – Milwaukee Commuter Rail Update (continued)

- **Authority to enact up to an \$18 vehicle rental fee per transaction**
 - **Indexed annually to inflation**
- **Balance of funds of “temporary” and “limited authority” Southeastern Wisconsin Regional Transit Authority transferred to SERTA**
 - **About \$1.5 million to be used to assist in KRM commuter rail planning**
- **About \$6.1 million remaining in FTA grant to be used for planning and engineering**
- **\$15 million in Federal Highway Administration Congestion and Air Quality Mitigation (CMAQ) funds have been awarded to project to date**



Downtown Milwaukee Streetcar



- **Streetcar line under study in Milwaukee Connector Study**
- **Funds to build line provided by March 2009 split of \$91.5 mill of Interstate Cost Estimate (ICE) funds**
 - **\$54.9 million for Downtown Streetcar**
 - **\$36.6 million for Bus Rapid Transit**



Downtown Milwaukee Streetcar (continued)

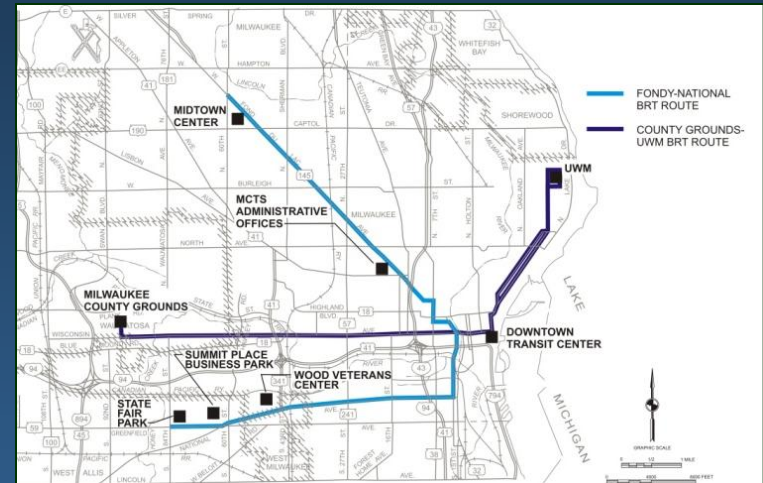
- **2.1 mile starter line, potentially extending to 3.6 miles**
- **Modern vehicles with stations/stops every 1 to 3 blocks, and frequent service**
- **Potential ridership of 1.1 to 2.3 million annual passengers**
- **Currently conducting preliminary engineering**





Milwaukee County Bus Rapid Transit

- **Two Bus Rapid Transit (BRT) projects**
- **Project 1: Fondy-National BRT Line**
 - **12-miles from 60th and Fond du Lac Avenue through Downtown, then over National and Greenfield Avenues to 84th Street**
 - **Stops every 1/3 mile with frequent service**
 - **Proposed funding: ICE funds (\$36.6 million) plus local matching funds**





Milwaukee County Bus Rapid Transit (continued)

- **Project 2: Milwaukee County Research Park-UWM BRT Line**
 - **10-mile long BRT line along corridor from UWM, through downtown, and west to the Regional Medical Complex**
 - **Stops every 1/3 mile with frequent service**
 - **Funding yet to be determined**





Southeastern Wisconsin Transportation Improvement Program (TIP): 2011-2014

- **Listing of public transit and arterial street and highway projects currently programmed by local and State governments in southeastern Wisconsin over next four years**
 - **Includes all USDOT FHWA and FTA funded projects**



Southeastern Wisconsin TIP: 2011-2014

- **Projects are divided into 9 categories**
 - **Highway Preservation:** Resurfacing, reconstruction, and other projects which result in little or no increase in the traffic-carrying capacity of the existing street system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed.
 - **Highway Improvement:** Projects which increase the capacity of the existing arterial highway system, typically through the addition of traffic lanes.



Southeastern Wisconsin TIP: 2011-2014 (continued)

- **Projects are divided into 9 categories (continued)**
 - **Highway Expansion**: Projects which increase the capacity of the arterial highway system through development of new arterial streets or highways.
 - **Transit Preservation**: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
 - **Transit Improvement**: Projects which improve the quality and level of service on the existing transit system.
 - **Transit Expansion**: Projects which either expand the existing transit system or create new transit systems or subsystems.



Southeastern Wisconsin TIP: 2011-2014 (continued)

- **Projects are divided into 9 categories (continued)**
 - **Highway Safety**: Projects designed to improve or eliminate existing unsafe conditions, and are candidates for special federal safety program funding.
 - **Environmental Enhancement**: Projects which do not affect highway system operation or capacity, and have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.
 - **Highway Off-System**: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special federal funding.



Southeastern Wisconsin TIP: 2011-2014

- **Proposed Year 2011 Expenditures**
 - **Federal – \$528 million**
 - **State – \$305 million**
 - **Local – \$133 million**
 - **Total – \$ 966 million**



Proposed Arterial Street and Highway Expenditures

- **Preservation – \$387 million**
- **Improvement (Widening) – \$179 million**
- **Expansion (New) – \$5 million**



Proposed Public Transit Expenditures

- **Preservation – \$230 million**
- **Improvement – \$0.2 million**
- **Expansion – \$107 million**



Comparison of Arterial Highway and Public Transit Expenditures

- **Arterial Street and Highway Expenditures – \$571 million or 59 percent**
- **Public Transit Expenditures – \$ 338 million or 35 percent**
 - **Public transit accounts for about 2 percent of all person trips**
 - **Minority and low income populations rely to greater extent on public transit (5 to 20 percent of work travel by minority population in Milwaukee County on public transit compared to 3 percent for white population)**
 - **Automobile is still the dominant mode of travel for minority populations (75 to 84 percent of work travel by minority populations in Milwaukee County)**



Effect of Funding on Arterials and Public Transit

- **The vast majority of arterial street and highway expenditures is capital expenditures.**
 - **Funding problems result in delay and deferral of capital projects**
- **The vast majority of public transit expenditures is annual operating and maintenance cost expenditures**
 - **Funding problems result in deferral of system improvement and expansion, and in service reductions and fare increases beyond the rate of inflation.**