

# MINUTES OF THE FIFTEENTH MEETING

## SOUTHEASTERN WISCONSIN REGIONAL TRANSIT AUTHORITY

DATE: November 19, 2007  
TIME: 8:00 a.m.  
PLACE: Port of Milwaukee Offices  
2323 South Lincoln Memorial Drive  
Milwaukee, Wisconsin

### Board Members

Karl Ostby, Chairman ..... Kenosha County Representative  
Len Brandrup ..... City of Kenosha Representative  
David Eberle ..... Racine County Representative  
Joseph “Jody” Karls ..... City of Racine Representative  
Sharon Robinson ..... City of Milwaukee Representative  
Julia Taylor ..... Governor’s Representative from City of Milwaukee  
George A. Torres ..... Milwaukee County Representative

### Staff Members

Philip C. Evenson ..... Executive Director, SEWRPC  
Kenneth R. Yunker ..... Deputy Director, SEWRPC  
Albert A. Beck ..... Principal Planner, SEWRPC

### Consultant Team (Transit Advocacy and Communications)

H. Carl Mueller  
Lori Richards  
Brandon Scholz  
Barbara Ulichny

### Guests

Dan Boehm ..... Director of Administration, Milwaukee County Transit System  
F. H. “Chip” Brewer ..... Director, Worldwide Government Relations, S. C. Johnson & Son, Inc.  
Donna L. Brown ..... Systems Planning Group Manager, Southeast Region,  
Wisconsin Department of Transportation  
Anita Gullotta-Connelly ..... Managing Director,  
Milwaukee County Transit System  
Greg Hubbard ..... Broydrick and Associates  
Glenn Lampark ..... Director of Public Works, Racine County  
Rosemary Potter ..... Executive Director, Transit Now  
Bonnie Prochaska ..... Transit Now  
Al Richards ..... Mayor, City of St. Francis  
Larry Sandler ..... Milwaukee Journal-Sentinel  
Karen Schmiechen ..... Planner, Wisconsin Department of Transportation, Southeast Region  
Gretchen Schuldt ..... Citizens Allied for Sane Highways  
Albert Stanek ..... Chief, Intercity Planning,  
Division of Transportation Investment Management,  
Jeff Stone ..... State Representative  
Dennis A. Shook ..... Shepherd Express Newspaper

Guests (continued)

Kerry Thomas .....Communications Director, Transit Now  
Mark Wolfram .....Administrator, Division of Transportation Investment Management,  
Wisconsin Department of Transportation

**ROLL CALL AND INTRODUCTIONS**

Chairman Ostby called the meeting to order at 8:05 a.m. Roll call was taken, and the presence of a quorum was confirmed.

**APPROVAL OF AGENDA**

There were no changes identified by Board members to the meeting agenda.

**REVIEW AND APPROVAL OF MINUTES OF THE JUNE 25, 2007, MEETING**

A motion to approve the minutes as presented was made by Mr. Brandrup, seconded by Ms. Taylor, and carried unanimously by the Board.

**REVIEW AND DISCUSSION OF CORRESPONDENCE RECEIVED**

Chairman Ostby directed the Board’s attention to the correspondence that had been received since the last Board meeting (see Attachment 1). On a motion by Mr. Brandrup, seconded by Mr. Karls, and carried unanimously, the Board acknowledged receipt of the correspondence and placed it on file.

**REVIEW AND DISCUSSION OF WRITTEN COMMENTS RECEIVED TO DATE**

There were no written comments received since the last Board meeting.

**REPORT ON 2007-2009 STATE BUDGET BILL RESULTS**

Chairman Ostby stated that he was disappointed in the results of the 2007-2009 State budget, but he understood that other initiatives have taken several sessions before legislation is finally passed. He stated he was encouraged by the support from the business community for the KRM project. He asked Mr. Mueller and the consultant team members to give the Board their perceptions on what occurred during the State budget process and on the options the RTA now has for getting the needed legislation passed by the Legislature.

Mr. Mueller believed that it was now safe to assume that the Kenosha-Racine-Milwaukee (KRM) commuter rail project was on the agenda as a priority item for promoting economic development in Southeastern Wisconsin and noted that he perceived that the leadership in the three counties wants the project to move forward. Ms. Ulichny stated from her tenure in the State Legislature, she had learned that it was often easier to stop something that to move it forward. Mr. Scholz identified two important actions that came about through the budget legislation: the approval of the State’s share of \$800,000 for preliminary engineering on the KRM project; and a prohibition on the RTA using the funds generated by the existing RTA car rental fee for lobbying in the State Legislature.

Mr. Mueller and Mr. Scholz identified four potential options for advancing the legislative actions needed for the KRM project:

- Use the legislation being advanced by the Wisconsin Alliance of Cities that would allow for the creation of RTAs with the authority to levy up to a 0.5 percent sales tax to fund transit services;
- Work with Senator John Lehman to introduce separate, stand alone legislation in the State Senate for the rental car fee increase for the RTA and KRM project as proposed in the last State Budget;
- Prepare a proposal for the Governor to include in his next State budget, using the final RTA report required by State Statute to present the case for the necessary legislation;
- Develop separate, stand alone legislation that could be introduced in both the Assembly and Senate for the rental car fee increase proposed in the last State Budget;

They also suggested that the RTA may wish to work with the Milwaukee 7 economic development group and the local business community to gain support for the necessary legislation in the Legislature. Board members discussed these options, making the following comments and raising several questions:

1. Mr. Mueller stated that the RTA legislation being advanced by the Wisconsin Alliance of Cities would need to be researched to determine if it could be used for, or adapted to meet, the needs of the KRM project and public transit in southeastern Wisconsin. He indicated that the bill would allow two or more municipalities in an area to form an RTA but also would allow municipalities to be excluded if they did not want to participate. He stated that the bill left questions about the formation of an RTA on a county or multi-county level. He also noted that it was very likely that a referendum requirement would be added to the current bill.
2. Mr. Evenson asked about the legislative calendar for 2008 and the potential for the RTA to have the needed legislation considered and passed in the next session. Mr. Scholz stated that the Legislature would be in session through March 2008, and then continue with committee meetings through sometime in June 2008 after which legislators would return home to campaign for the fall 2008 elections. Mr. Mueller and Mr. Scholz indicated the amount of legislation that would be passed would depend on the mood of the Legislature, with the bills that would pass likely having support in both the Assembly and Senate as well as with the Governor. Mr. Mueller suggested that it was important to find and build consensus in both houses to ensure that the legislation can be passed after it is introduced.
3. Mr. Brandrup asked about the timing for the RTA legislation being advanced by the Wisconsin Alliance of Cities. Mr. Mueller indicated that the intent was to move on the bill before the end of the current legislative session in December.
4. Ms. Ulichny stated that public transit was an emerging issue in the discussions on the headquarters location for the combined Miller and Coors brewing operations. She indicated that examination of the transit services provided in Milwaukee and Denver had indicated that Denver's transit system was better and changes for the Milwaukee system were overdue. She stated that this information had led Milwaukee Alderman Michael D'Amato to urge the RTA to turn its attention to the funding needs of public transit and to take a more visible stance on the issue. Chairman Ostby indicated that it appeared that the RTA would now need to move concurrently on funding for the KRM project and public transit in southeastern Wisconsin.
5. Mr. Mueller suggested that the efforts to bring the year 2016 Olympics to Chicago could help the KRM commuter rail project. He noted that Patrick Ryan, the chairperson of Chicago's

Olympics planning committee, had identified public transit as a significant challenge to Chicago as it competes to win the bid for hosting the Olympics, and that the committee had raised \$35 million in private funds from the Chicago business community to be put toward the effort to win the bid. He believed that transit service improvements like the KRM project could benefit by being included in the Chicago Olympic proposal.

6. Ms. Taylor stated that the RTA needed to continue moving ahead in addressing the needs of the KRM project and public transit. She believed that the failure to get the KRM funding legislation through the last legislative session had raised concerns in the business community, and there is continued and perhaps greater interest in addressing KRM needs and the needs of public transit the next time around. She suggested that the RTA make a public statement on what its role will be on KRM project and public transit issues. She indicated she also had some concerns over the other legislation for creating RTAs moving forward without knowing how it could affect the existing RTA in southeastern Wisconsin.

7. Mr. Torres stated that he had reviewed the RTA legislation being advanced by the Wisconsin Alliance of Cities and had concerns with a number of items in the bill. He suggested that the RTA put together a response to the Alliance of Cities RTA proposal that would identify potential issues that needed to be resolved before the bill is considered.

Mr. Brandrup noted that Dane County had been working for some time with the bill's sponsors to resolve its issues with the bill and that this RTA also should identify the transit needs of southeastern Wisconsin that should be addressed under that Alliance of Cities bill. He suggested that the bill may need to include separate sections addressing the needs of the southeastern Wisconsin Region, the Madison area, and the remainder of the State.

8. Representative Stone stated that the sponsors of the Alliance of Cities bill had already raised the issue of looking at what was needed for the existing RTA in southeastern Wisconsin. Mr. Eberle stated that Representative Robin Voss had been identified as a "point person" to deal with transportation issues that come up in southeastern Wisconsin, including RTAs.
9. Chairman Ostby stated that the RTA needed to keep its options open on how to get the legislation needed for the KRM project. He stated that while the Board should be prepared to work with the sponsors of the Alliance of Cities RTA legislation to see if the bill can be modified to address the RTA needs of southeastern Wisconsin, he believed that realistically, the Board should be targeting legislation for the next State budget cycle.

## **UPDATE ON KRM REQUEST TO ENTER INTO PRELIMINARY ENGINEERING AND DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Mr. Yunker provided the Board with an update on the KRM "New Starts" application to the Federal Transit Administration (FTA) requesting authorization to enter preliminary engineering (PE) on the KRM project and on the preparation of the draft environmental impact statement for the KRM study. He stated that the application had been submitted in early September and that Commission staff had discussed it in a telephone conference call with the FTA Region and Headquarters staff in late October at their request. Mr. Yunker stated that FTA could not be expected to approve the request to initiate PE because the project does not have a financial plan and, more specifically, local funding to match proposed Federal funding in the State budget bill. In addition, the RTA does not have the authority to sponsor and operate the KRM commuter rail project as that authority also was not provided for in the budget bill.

He suggested that the RTA consider requesting the FTA to put the KRM application “on hold” to be considered in the next annual cycle of new starts applications in summer/fall of 2008. This would avoid a recommendation by the FTA against funding the project. Mr. Yunker also noted that to conduct PE, the RTA would need to obtain required local matching funds of about \$500,000. He stated that the current RTA legislation would not allow the existing \$2 vehicle rental fee to be used as the local match. He stated that the “in-kind” funds of Kenosha, Racine, and Milwaukee City and County staff time devoted to reviewing and guiding the project could perhaps be used as local match, as is now being used for the current KRM planning work. He also noted that it would be desirable for the RTA to have its own staff to oversee and manage the PE work, as decisions would be made during PE on the construction and operation of the commuter rail project. He stated that the Intergovernmental Partnership Technical Steering Committee agreed with the Commission staff that the RTA should request the FTA put on hold the KRM PE application.

Regarding the draft environmental impact statement (DEIS), Mr. Yunker indicated that work on the document was nearly finished. The report has been revised to respond to FTA staff comments, and pending another review and approval by FTA staff, the DEIS would be released and public meetings held early in 2008.

He also stated that Commission staff was working with the consultant for the current KRM planning work to identify the scope of work and costs attendant to updating and modifying the KRM application for potential resubmittal in summer/fall 2008 to the FTA. He indicated that the scope of work would include updating and refining costs and ridership and the financial plan. He noted that it would also be desirable to continue discussions, and if possible, reach agreements with Metra and the Union Pacific Railroad. He stated that Federal and State funds should be available to cover 90 percent of the cost of this additional work, but local governments would need to continue to contribute in-kind staff match.

Board members had the following questions and comments on the information provided by Mr. Yunker:

1. Chairman Ostby asked if the staff could work with FTA staff to identify what could be done to strengthen a future KRM grant application. Mr. Yunker responded that this could be done and then reported to the RTA at a future meeting. He stated that it may be expected to include updating and refining ridership and costs, continuing discussions and reaching agreements with Metra and the Union Pacific Railroad, and obtaining a local dedicated funding source for commuter rail and all public transit.
2. Mr. Torres noted that the RTA has been working to address the funding needs of the KRM project, while Milwaukee County and the City of Milwaukee officials have been focused on ways to improve and provide funding for public transit in Milwaukee County. He believed that these efforts may appear disjointed to the FTA and a concerted effort was needed to bring all the parties together to agree to move forward on both the KRM project and public transit. Mr. Mueller stated that he believed the RTA has always been somewhat ahead of County and City officials, and the business community was now becoming involved, urging local officials to come to consensus on these issues.
3. Mr. Brandrup stated that the Board should keep in mind the schedule the FTA follows for the submittal of New Starts applications, noting that applications are only accepted during the summer months of each year. He indicated that if the KRM application is not ready to be resubmitted in June 2008, the RTA would have to wait until June 2009.
4. In response to a question from Ms. Taylor as to what the RTA would be asking of the FTA, Chairman Ostby responded that a request would be made to have the FTA put the application on hold. In response to a question from Mr. Brandrup, Chairman Ostby stated that formal

RTA approval of placing the application on hold would be on the December 2007 Board meeting agenda.

5. Ms. Robinson stated that if the Board decides to put the KRM application on hold, it should reexamine the recommended local funding source, noting that she did not believe the increase in vehicle rental fee would result in a financial plan which would be approved by the FTA. She suggested that the RTA should focus on the needs of public transit, and she agreed with Mr. Torres that it would be well to have the RTA, Milwaukee County, and the City of Milwaukee speak with one voice on transit funding.
6. Mr. Karls inquired as to whether the RTA legislation being advanced by the Wisconsin Alliance of Cities could affect the timing for resubmitting the KRM application. Mr. Brandrup stated that the Alliance of Cities bill will need to be modified to incorporate the needs of Southeastern Wisconsin, which may add to the time needed for legislative approval. Chairman Ostby noted that the referendum requirement for creating an RTA included in the bill could also affect when the KRM application could be resubmitted.

### **REPORT ON TRANSIT DISCUSSIONS WITH COUNTY EXECUTIVES AND MAYORS**

Chairman Ostby introduced Mayor Richards from the City of St. Francis and asked if he would like to address the Board. Mayor Richards indicated his frustration with the lack of progress in implementing the KRM commuter rail service. He asked about the status of potential local funding sources identified at past RTA meetings including using funds from the Petroleum Environmental Cleanup Fund Act (PECFA) or funds currently expended on vehicle emission testing in the State. Mr. Yunker responded that analysis of the PECFA funds indicated that they were still needed to fund petroleum storage cleanup and would not be available for the KRM project. He also noted that funds used for vehicle emissions testing were State funds and not local funds, and it remained questionable whether emissions testing could be reduced or eliminated.

Mr. Torres and Chairman Ostby briefed the Board on recent discussions initiated by the Milwaukee County Executive between the chief elected officials for the communities served by the public transit systems in Kenosha, Milwaukee, Racine, and Waukesha Counties concerning the creation of an RTA covering the four counties. Mr. Evenson stated that invitations had also been extended to Ozaukee and Washington County officials, but they had not participated. Mr. Torres stated that discussions centered on the potential need for, and interest of chief elected officials in, an RTA to assume the responsibility for both funding and operating the public transit systems in these counties. He indicated that the meetings resulted in good discussions on transit issues and needs in the Region, the funding problems and service declines experienced by many of the transit systems, and the benefits of a regional transit authority. However, agreement could not be reached on a source and level of dedicated funding for public transit. Chairman Ostby noted that he had also participated in the meetings, and agreed that there had been support for forming one transit authority for the four-county area, but no consensus on a dedicated source of local funds for public transit.

Mr. Mueller asked Mr. Torres if it was safe to assume that dedicated local funding was needed for the Milwaukee County Transit system in the next few years or there would be dire consequences. Mr. Torres stated that the transit system was on "life-support" and needed dedicated funding now. He indicated that the system was looking at major bus purchases in the next two years which would require using most of the Federal transit funds it now uses annually for system operations.

In response to a question from Mr. Brandrup, Mr. Torres stated that the Milwaukee County Transit System was able to avoid the substantial service reductions anticipated in 2008 due to the additional funds provided in the 2007-2009 State budget, and only minor restructuring and combination of two system

routes would occur. Ms. Gullotta-Connelly stated that even with the additional State funding, the proposed increases in bus fares would be needed and implemented.

In response to a question from Ms. Taylor concerning transit system ridership, Ms. Gullotta-Connelly responded that ridership on the bus system had declined over the past few years, however, not as much as the decline in service levels. She noted that ridership on the transit system still compared well with its peers. She stated that ridership on the Transit Plus van paratransit service for disabled individuals had been increasing over the past few years, rising by almost 8 percent between 2006 and 2007, and that the service currently carries over 1 million passengers each year at a cost of about \$20/ride.

#### **DISCUSSION ON NEXT STEPS TO BE TAKEN TO COMPLETE CHARGE SET FORTH IN THE RTA ENABLING LEGISLATION**

Chairman Ostby stated that a number of options had been identified for obtaining the State legislation needed for the KRM project and all public transit, and it may be wise for the Board to keep its options open. Realistically, he indicated that he believed the Board would be looking toward the next State budget cycle for advancing the legislation, although he hoped a way could be found to accomplish it sooner. He also stated that it was time that the RTA consider shifting its priorities from addressing the KRM project first, and public transit second, to working on a solution for both simultaneously. He also noted that because the RTA was now restricted in its lobbying efforts, it will need to work more closely with the business community to get the support of State legislators on RTA issues. He suggested that at the next meeting the Board take action on requesting the FTA to put on hold the KRM New Starts grant application and identify the changes that may need to be made in the Wisconsin Alliance of Cities RTA bill to incorporate the needs of the RTA in southeastern Wisconsin.

#### **CONFIRMATION OF NEXT MEETING DATE**

The Board agreed to schedule its next meeting for 8:00 a.m. on December 17, 2007. Mr. Torres stated that he would be unavailable for that meeting. Chairman Ostby requested that, if possible, the next meeting be held at a meeting room in the passenger terminal at Milwaukee County's General Mitchell International Airport. Mr. Torres stated that he would make the necessary arrangements for the meeting room.

#### **ADJOURNMENT**

There being no further business to come before the Board, the meeting was adjourned at 9:45 a.m.

Respectfully submitted,

Kenneth R. Yunker  
Recording Secretary

PCE/KRY/AAB/ab/mlh  
12/06/07

Doc # 133249v1: Board Minutes for 11/19/07 with Attachments

Attachment 1

**From:** Polanco, Joanna [JPOLAN@milwaukee.gov]  
**Posted At:** Friday, June 08, 2007 3:09 PM  
**Conversation:** Certified Copy report - 070242  
**Posted To:** SEWISRTA  
  
**Subject:** Certified Copy report - 070242



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To Whom It May Concern:

Enclosed find a certified copy of legislation recently approved by the Milwaukee Common Council. This is sent for your information.

If you need any further information, please feel free to contact this office.

Joanna Polanco  
Council File Specialist  
City Hall, Room 205  
286-3926

# City of Milwaukee

Office of the City Clerk

200 E. Wells Street

Milwaukee, Wisconsin 53202

Certified Copy of Resolution

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FILE NO: 070242

**Title:**

**Substitute resolution expressing the City of Milwaukee's support for extension of the proposed southeastern Wisconsin commuter rail service to include the 30th Street Rail Corridor to the northern boundary of Milwaukee County.**

**Body:**

Whereas, A 2006 study by the University of Wisconsin-Milwaukee Center for Economic Development found that there has been no net job growth in Milwaukee's inner city since 1994; and

Whereas, In recent years, Milwaukee County Transit System bus service has been reduced, and bus fares raised, in an effort to avoid property tax increases; and

Whereas, These service reductions and fare increases have disproportionately affected low-income residents of the City of Milwaukee, where the 25% of all households and 33% of African-American households (2000 Census) who do not own motor vehicles must rely on public transportation to reach jobs, education and health care and otherwise meet their day-to-day needs; and

Whereas, Lack of employment growth and low rates of car ownership in Milwaukee's central city mean that residents could greatly benefit from improved mass-transit access to jobs in outlying areas; and

Whereas, The development of commuter rail service effectively links workers with employment opportunities; and

Whereas, The presence of commuter rail service stimulates development in the vicinity of rail stations; and

Whereas, In July, 2005, the Wisconsin Legislature created the Southeastern Wisconsin Regional Transit Authority ("RTA") and designated the RTA as the agency responsible for coordinating transit and commuter rail in Milwaukee, Racine and Kenosha counties; and

Whereas, An intergovernmental steering committee working on behalf of the RTA and the Southeastern Wisconsin Regional Planning Commission has recommended implementation of commuter rail service along a 33-mile, 9-station route between the Kenosha Metra station and the Downtown Milwaukee Amtrak station; and

Whereas, Section 59.58(6), Wis. Stats., which creates and empowers the RTA, does not limit the

commuter rail system to this route, but merely states that the RTA “shall be responsible for coordination of transit and commuter rail programs in the region” (where “region” is defined as Milwaukee, Racine and Kenosha counties), meaning that it is within the purview of the RTA to study and possibly fund and operate commuter rail service along other routes in the 3-county region; and

Whereas, The planned Kenosha-Racine-Milwaukee commuter rail line, with a northern terminus at the Downtown Milwaukee Amtrak station, will not serve residents in greatest need of improved transit service and access to jobs or spur new development in the area where it’s needed most, namely, the North Side of Milwaukee; and

Whereas, Extension of commuter rail service from Downtown Milwaukee up the 30th Street Rail Corridor to the northern boundary of Milwaukee County, a distance of approximately 14 miles, would provide vital transportation links between areas of high unemployment in the central city and areas of job growth in outlying areas of Milwaukee County, and would also stimulate development along the Corridor, particularly in the vicinity of rail stations; and

Whereas, Governor Jim Doyle, Mayor Tom Barrett and County Board Chairman Lee Holloway have all indicated their desire to stimulate new development along the 30th Street Rail Corridor; and

Whereas, Extension of the proposed commuter rail service up the 30th Street Rail Corridor would bring balance to the commuter rail system, which, as currently proposed, would have the majority of its route-miles in Kenosha and Racine counties, even though the bulk of local funding for the service would come from Milwaukee County and the need for improved transit and access to jobs is greatest in Milwaukee County; and

Whereas, Because it uses separate rights-of-way (namely, existing rail lines), commuter rail can operate at relatively high speeds without interfering with or disrupting local street traffic, thereby providing a more effective transit connection between central-city neighborhoods and outlying areas of Milwaukee County; and

Whereas, Commuter rail service within Milwaukee County would not reduce the level of existing bus service on city streets because commuter rail service represents an entirely new transit service providing a high speed backbone that would connect with, not replace existing bus service; and

Whereas, There is strong bi-partisan support at the state and local level for development of commuter rail systems in Southeastern Wisconsin; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee supports extension of the proposed Kenosha-Racine-Milwaukee commuter rail service within Milwaukee County to serve the 30th Street Rail Corridor to the northern boundary of Milwaukee County, a distance of approximately 14 miles; and, be it

Further Resolved, That the City of Milwaukee supports the development of transit-oriented residential and commercial developments along the 30th Street Rail Corridor; and, be it

Further Resolved, That the City of Milwaukee supports the development of a passenger station on the proposed Kenosha-Racine-Milwaukee commuter rail line at East Greenfield Avenue in Milwaukee; and, be it

Further Resolved, That the Intergovernmental Partnership, the KRM Project Steering Committee, the Southeastern Wisconsin Regional Transit Authority and the Southeastern Wisconsin Regional Planning Commission are all requested to take the actions necessary to expand the Kenosha-Racine-Milwaukee commuter rail project to include commuter rail service along the 30th Street Rail Corridor to the northern boundary of Milwaukee County; and, be it

Further Resolved, That the City's representatives on the KRM Steering Committee and the RTA board are directed to advocate for extension of the proposed commuter rail line to include service along the 30th Street Rail Corridor to the northern boundary of Milwaukee County.



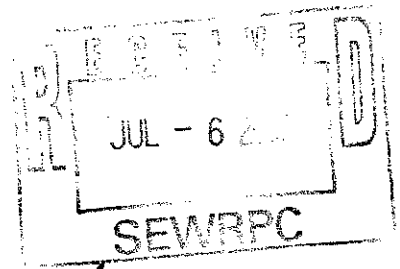
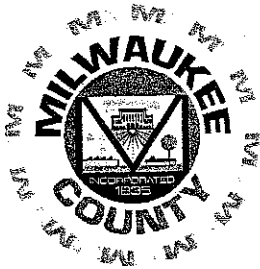
**I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution Passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on May 30, 2007.**

Handwritten signature of Ronald D. Leonhardt in black ink.

**Ronald D. Leonhardt**

**June 08, 2007**

**Date Certified**



# Milwaukee County

County Executive Scott Walker  
Board Chairman Lee Holloway

July 3, 2007

Regional Transit Authority of Southeastern Wisconsin  
Karl Ostby, Chairman  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Ostby,

A recent press release issued June 27, 2007, by the Regional Transit Authority (RTA) praised the members of the State Senate for passing a budget that includes funding for the KRM. While this new project is important to the transportation needs of the region, support for the existing transit system in our area is more important.

The mission statement at the bottom of your press release states, "The RTA is responsible for identifying a permanent, dedicated funding source for the local share of capital and operating costs for commuter rail **and public transit** in the region." We believe the mission statement of the RTA requires you to support aid for the Milwaukee County Transit System and other rubber-tired bus-based transit systems in the region.

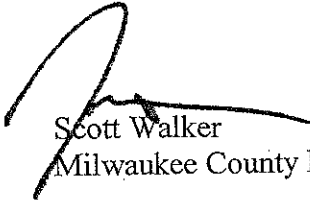
We are asking you both to personally lobby the State Legislature to approve, in the final version of the State Budget, the 2.5% increase in transit funding, as recommended by the Road to the Future Committee. While the Governor's Budget did provide a 2% increase for Mass Transit, these revenues will not be sufficient to avoid route cuts or fare increases.

Recently, we asked the transportation leadership in the Assembly for assistance with securing additional transit support. In addition, we recognize we may have a long haul in front of us as the Budget heads toward Conference Committee. The increase in State operating assistance may not be a long-term solution for transit, but it will help as we all work toward identifying a workable solution for this statutory charge of the RTA.

Now that Milwaukee County, through its elected State legislators, has secured this in the Senate version of the budget, we ask that you support our efforts just as vigorously as you have lobbied for KRM. Rather than focus your efforts exclusively on the KRM project, we ask you to help secure the funding necessary to save a transit option that, without additional assistance, could face severe route cuts and fare increases by 2010. Please continue to help with your core mission of identifying dedicated funding for transit systems in Southeastern Wisconsin, *including those*

*that are already in operation.* We request your assistance in properly funding our existing mass transit system in Milwaukee County.

Sincerely,



Scott Walker  
Milwaukee County Executive



Lee Holloway  
Milwaukee County Board Chairman

Attachment

Cc: Milwaukee County Board of Supervisors  
Milwaukee County Transportation and Public Works Director George Torres  
Gary Becker, Mayor, City of Racine  
Julia Taylor, President, Greater Milwaukee Committee

**For More Information:**

H. Carl Mueller, 414-390-5500

## STATEMENT OF RTA CHAIRMAN KARL OSTBY

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**Milwaukee, Wis. (June 27, 2007)** – Southeastern Wisconsin Regional Transit Authority (RTA) chairman Karl Ostby issued the following statement today:

We are very pleased to see the result of last night's State Senate budget vote which included the local funding mechanism for the KRM commuter rail. In particular, we thank Senator John Lehman for sponsoring the budget amendment and the Senate Democrats for their unanimous support of this critical investment in our region's economic future. Today, we are one step closer to making commuter rail a reality for southeastern Wisconsin.

Momentum is building for KRM and we are now focused on the next step in the budget process. Moving forward, we will continue to communicate the widespread business and community support for the KRM – including the unanimous endorsement of the Milwaukee 7, among other civic, business and labor organizations – to members of the Assembly, as well as the Conference Committee, where the transportation budget will eventually be finalized.

### About the Southeastern Wisconsin RTA

The Southeastern Wisconsin Regional Transit Authority (RTA) was created by the Wisconsin State Legislature and Governor in July 2005 to serve Kenosha, Milwaukee, and Racine counties. The RTA is responsible for identifying a permanent, dedicated funding source for the local share of capital and operating costs for commuter rail and public transit in the region.

###