



Briefing on SERTA Responsibilities and Recent History of RTA Consideration in Southeastern Wisconsin



November 23, 2009



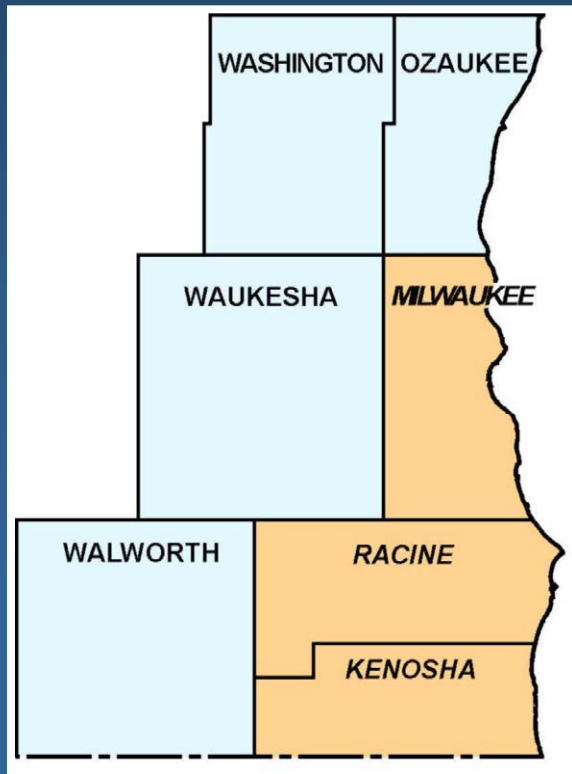
Intergovernmental Partnership

- **Created in March 2005 in advance of RTA creation to conduct necessary technical studies of KRM commuter rail (Transit Alternatives Analysis, DEIS, and New Starts Application)**
- **Partnership members**
 - **County Executives of Kenosha, Milwaukee, and Racine Counties**
 - **Mayors of the Cities of Kenosha, Milwaukee, and Racine**
 - **Secretary of the Wisconsin Department of Transportation**
 - **Chairman of SEWRPC**
- **Technical Steering Committee of Partnership staff representatives**



Southeastern Wisconsin Regional Transit Authority

- **“Temporary”, “Limited Purpose”, Three County Regional Transit Authority (RTA) Created in 2005-2007 State Budget**



- **7 Members**
- **25 meetings**
- **Recommendations – November 15, 2008**
- **www.sewisrta.org**



Southeastern Wisconsin Regional Transit Authority Recommendations

- **The RTA recommended that it continue as the permanent RTA for the 3 counties.**
 - **Initial Region**
 - **Kenosha County**
 - **Milwaukee County**
 - **“Urbanized portion” of Racine County, currently defined as the part of the County east of IH 94**
 - **Potential Future Expansion to other Southeastern Wisconsin Counties**



Southeastern Wisconsin Regional Transit Authority Recommendations (continued)

- **The RTA recommended that it be enabled to levy up to 0.5 percent sales tax for transit**
 - **All revenue generated from a sales tax would stay within each county and be used to pay for transit service within each county.**
 - **Current funding for county/municipal transit from the property tax would be removed from property tax levies, providing property tax relief.**



Southeastern Wisconsin Regional Transit Authority Recommendations (continued)

- **The RTA recommended that it be empowered to subcontract with the current operators for local bus transit service, or assume operations as appropriate, and upon agreement with the existing transit operators**
 - **Responsibilities would include public transit, paratransit, shuttle, vanpooling, and ridesharing.**
 - **Establish a local transit planning group in each County consisting of members appointed by local elected officials to develop a 5 year transit service plan and budget for their County that will guide the transit service to be provided within their County and between their County and other Counties.**



Southeastern Wisconsin Regional Transit Authority Recommendations (continued)

- **The RTA recommended that the present board structure be retained**
 - **Appointed board (by elected officials)**
 - **One each by Cities and Counties of Milwaukee, Racine, and Kenosha**
 - **One by Governor**
 - **7 members with super-majority 6-to-1 vote required**



Milwaukee County Advisory Referendum

- **November 4, 2008**
- **Approval of 1% sales tax and remove current property tax funding**
 - **Public Transit**
 - **Parks**
 - **Emergency Medical Services**



Governor's Southeastern Wisconsin Regional Transit Authority Proposed Legislation

- **2009-2011 State Budget**
 - **Recommended creation of a permanent RTA for Southeastern Wisconsin.**
 - **Kenosha County**
 - **Milwaukee County**
 - **“Urbanized portion” of Racine County, defined as the part of the County east of IH 94**
 - **Waukesha, Ozaukee, and Washington Counties or any of their individual municipalities**



Governor's Southeastern Wisconsin RTA Proposed Legislation (continued)

- **To join the RTA, the governing bodies would need to adopt a resolution authorizing its membership.**
 - **Kenosha County**
 - **Milwaukee County**
 - **Any municipality located in the urbanized portion of Racine County**
 - **Waukesha, Ozaukee, and Washington Counties or their individual municipalities**



Governor's Southeastern Wisconsin RTA Proposed Legislation (continued)

- **Recommended that the RTA be enabled to levy up to 0.5 percent sales tax for transit**



Governor's Southeastern Wisconsin RTA Proposed Legislation (continued)

- **Recommended that the RTA be empowered to subcontract with the current operators for local bus transit service, or assume operations as appropriate, and upon agreement with the existing transit operators**



Governor's Southeastern Wisconsin RTA Proposed Legislation (continued)

- **Recommended an appointed board (by elected officials)**
 - **Cities of Kenosha, Milwaukee, and Racine**
 - **Counties of Kenosha and Milwaukee**
 - **Two by Governor**



Wisconsin State Legislature Actions

- **Rejection of Governor's Proposed RTA Legislation**
- **Proposed Substitute Legislation**
 - **Milwaukee County Transit Authority**
 - **Kenosha-Racine-Milwaukee County Commuter Rail Authority (Southeastern Regional Transit Authority—SERTA)**



Wisconsin State Legislature Actions (continued)

- **Proposed Milwaukee County Transit Authority**
 - **Creation would require Milwaukee County Board approval**
 - **Governance**
 - **3 – Milwaukee County Board Chairman**
 - **2 – City of Milwaukee Mayor**
 - **2 – Governor**
 - **Contract with Milwaukee County to provide transit service**
 - **Funded by 0.5 percent sales tax, replacing property tax**
- **Governor vetoed Milwaukee County Transit Authority**



Southeastern Regional Transit Authority (SERTA)

- **Created in 2009 - 2011 State budget**
- **Consists of Counties of Kenosha, Racine, and Milwaukee**
 - **Appointed Board**
 - **Two each by City and County of Milwaukee**
 - **One each by Cities and Counties of Kenosha and Racine**
 - **One by Governor**
 - **Action requires majority vote of members present and voting (Quorum of 5)**
 - **May be modified by bylaws**



Southeastern Regional Transit Authority (SERTA)

- **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**
 - **Key upcoming decision of whether, and when, to move forward on KRM commuter rail, beginning with FTA application**



Southeastern Regional Transit Authority (SERTA)

- **Authority to enact up to an \$18 vehicle rental fee per transaction**
 - **Indexed annually to inflation**
 - **Up to \$2 of fee may be used for SERTA administration**
- **Balance of funds of “temporary” and “limited authority” Southeastern Wisconsin Regional Transit Authority to be transferred to SERTA**
 - **To be used to assist in KRM commuter rail planning**
- **Up to \$50 million bonding authority**



Southeastern Regional Transit Authority (SERTA)

- **Kenosha County and Racine County transit operators are to provide their annual and long term transit plans to SERTA**