

# W I S C O N S I N C E N T E R D I S T R I C T

*Owners and Operators of The Milwaukee Theatre • Midwest Airlines Center • U.S. Cellular Arena*

*400 West Wisconsin Avenue Milwaukee, Wisconsin 53203*

*Phone 414.908.6000 • Fax 414.908.6010 • www.wcd.org*

January 9, 2008

Ms. Marisol Simon  
Federal Transit Administration, Region V  
200 W. Adams Street, Suite 320  
Chicago, IL 60606

Re: Milwaukee Connector Transit Study

Dear Ms. Simon:

Thank you for taking the time to meet with representatives of the Milwaukee Connector project Steering Committee on November 6, 2007. We appreciate the time that you and the staff from Region V and Washington D.C. spent with members of our Steering Committee to learn about a new direction in the project and upcoming steps to move forward.

As discussed with the group, the Connector project has evolved over recent years and is now looking at expanding the study into a county-wide Bus Rapid Transit (BRT) and downtown streetcar project. In order to complete the study, we will be re-visiting the alternatives analysis, expanding our public outreach to newly served areas and re-assessing study routes and technologies.

When we met with your staff, we asked several questions regarding how to move forward in an appropriate direction. One of those questions was in regards to the status of the Interstate Transfer funds (originally \$9.5m) that the project has utilized for previous study phases. It is our understanding that approximately \$3.5m in funds have not been accessed for the study from that account and in order to complete the new study analysis, additional funds are required.

Since meeting with your staff and representatives from the headquarters office in Washington D.C., we have received feedback on the status of the remaining study funds. It is our most recent understanding from FTA staff that there are no remaining funds in the Interstate Transfer account to meet the needs of the Connector Study. We appreciate the time that your staff and FTA headquarters representatives have spent researching this. Unfortunately this is not the response we were hoping for. In order to complete the study evaluation, additional funds will be required. Could you please provide us with additional information regarding the process for restoring these funds back into the Interstate Transfer account and the timing for doing so? Also, please advise us on any additional funding sources that may be utilized for the study. Any additional clarification you could provide would be appreciated.

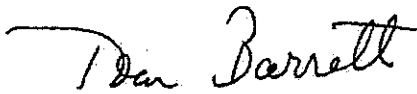
We are concerned that we have not received any correspondence or documentation from FTA or the USDOT confirming this depletion of the Interstate Transfer account. Any documentation and correspondence you may have previously transmitted notifying of the depletion of Interstate Transfer funds would be appreciated.

Ms. Marisol Simon  
Federal Transit Administration, Region V  
January 9, 2008  
Page 2

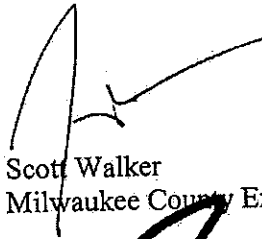
Thank you for the assistance that FTA has provided to the Milwaukee Connector project over the years. We are committed to moving forward with an improved transit solution for Milwaukee and look forward to our continued work with your office pending restoration of the Interstate Transfer funds or determination of an alternate funding source.

If you have any questions or need further clarification, contact our Steering Committee Chairman, Peter Beitzel at (414)287-4140.

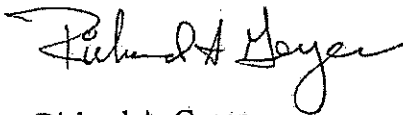
Very truly yours,



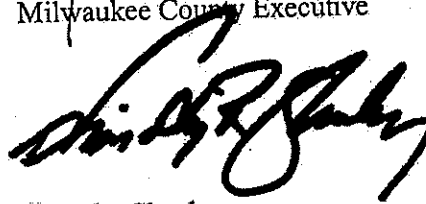
Tom Barrett  
Mayor, City of Milwaukee



Scott Walker  
Milwaukee County Executive



Richard A. Geyer  
President, Wisconsin Center District



Timothy Sheehy  
President, Metropolitan Milwaukee Association of  
Commerce

cc: Stewart McKenzie, FTA Region V  
Rhonda Reed, FTA Region V  
Kristen Clarke, FTA Office of Planning and Environment  
Representative Paul Ryan, Wisconsin 1st Congressional District  
Representative Tammy Baldwin, Wisconsin 2nd Congressional District  
Representative Ron Kind, Wisconsin 3rd Congressional District  
Representative Gwen Moore, Wisconsin 4th Congressional District  
Representative James Sensenbrenner, Jr., Wisconsin 5th Congressional District  
Representative Thomas Petri, Wisconsin 6th Congressional District  
Representative David Obey, Wisconsin 7th Congressional District  
Representative Steve Kagen, Wisconsin 8th Congressional District  
Senator Herb Kohl  
Senator Russell Feingold  
Peter Beitzel, Metropolitan Milwaukee Association of Commerce



U.S. Department  
of Transportation  
Federal Transit  
Administration

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-53232  
312-353-2789  
312-886-0351 (fax)

January 31, 2008

Mayor Tom Barrett  
Office of the Mayor  
200 E. Wells Street  
City Hall - Room 201  
Milwaukee, WI 53202

County Executive Scott Walker  
901 N. 9<sup>th</sup> Street  
Courthouse, Room 306  
Milwaukee, WI 53233-1458

Richard A. Geyer  
President, Wisconsin Center District  
400 West Wisconsin Avenue  
Milwaukee, WI 53203

Timothy Sheehy, President  
Metropolitan Milwaukee Association  
of Commerce  
756 North Milwaukee Street - Suite 400  
Milwaukee, WI 53202

RE: Milwaukee Connector Transit Study

Dear Gentlemen:

The Federal Transit Administration (FTA) is in receipt of your letter dated January 9, 2008, concerning the depletion of the Interstate Substitute Transit Program (Interstate Substitute) account that was used to fund the Milwaukee Connector Transit Study (the Project) by the Wisconsin Center District (WCD). You requested guidance on how to restore the Interstate Substitute account to fund an expanded study that would take the project in a new direction and sought suggestions for alternative funding sources. Finally you expressed concern that the WCD had not received any correspondence or documentation confirming the depletion of the Interstate Substitute account. The following information is intended to explain the events leading to the depletion of the Interstate Substitute account and your options at this point.

As reported to various WCD staff, its consultants and local political officials making inquiry into the matter with FTA over the course of two years (2004 to 2006) by letter and in telephone conversations, FTA reported a violation of the Anti-deficiency Act (31 U.S.C. Section 1341) to the President and to Congress in June 2003. The violation involved a shortfall of \$77 million among three Federal Transit accounts, including \$31 million in the Interstate Substitute account. Based on direction from the Office of Management and Budget, this action "froze" the Interstate Substitute account for three years and made it illegal for FTA to release or obligate funds from this account. We realize that WCD was unaware of this situation prior to the account being "frozen" which stalled the Project.

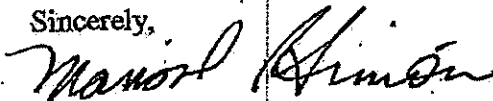
In the Fiscal Year 2005 Appropriations Act, Congress passed legislation permitting FTA to restore the balances to the deficient accounts if funds were to become available. Since Wisconsin had the only significant remaining balance in the Interstate Substitute account, FTA's goal was to honor an existing \$2.4 million grant application for the Project. FTA searched for other sources of funds. On June 7, 2006, FTA held a telephone conversation with WCD staff to discuss the status of the Project, as well as the project schedule. FTA learned that the study was all but complete and that \$2.4 million already requested in a pending grant application filed with FTA in July 2004 would be sufficient to cover the full cost of the study and some other related activities. Staff also discussed FTA's intention to award the pending grant application of \$2.4 million if at all possible. FTA was successful in securing the needed funds and awarded the grant to WCD on September 26, 2006.

Between the project's inception in 1995 and our final award in September 2006, the Project has received \$5.9 million in FTA funds. FTA understands that the study has evolved recently and that WCD wants to expand the scope of the project to encompass a larger study area for potential Bus Rapid Transit and streetcar projects. This expansion will obviously require additional funds.

As to your question about additional funding sources, FTA administers funds through two types of programs, formula and discretionary. A study of transportation alternatives, with some qualifications, is eligible for funding under both programs. Formula funds are given to the designated recipients in an urbanized zone area. Under our discretionary program, funding for studies of transportation alternatives for major capital programs that may lead to a request for New Start funding are eligible to receive Section 5339 (Alternative Analysis) funding. These funds must be appropriated by Congress.

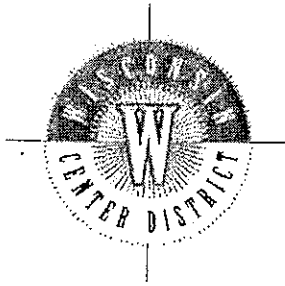
Hopefully this information addresses all of your questions and concerns. If we can be of further assistance, please, do not hesitate to call me at (312) 353-2789.

Sincerely,



Marisol Simon  
Regional Administrator

cc: Representative Paul Ryan, Wisconsin 1<sup>st</sup> Congressional District  
Representative Tammy Baldwin, Wisconsin 2nd Congressional District  
Representative Ron Kind, Wisconsin 3rd Congressional District  
Representative Gwen Moore, Wisconsin 4th Congressional District  
Representative James Sensenbrenner, Wisconsin 5th Congressional District  
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February 21, 2008

Ms. Marisol Simon  
Federal Transit Administration, Region V  
200 W. Adams Street, Suite 320  
Chicago, IL 60606

Re: Milwaukee Connector Transit Study

Dear Ms. Simon:

Thank you for your January 31, 2008 reply to our January 9, 2008 correspondence regarding the Milwaukee Connector Transit Study.

We are extremely disappointed at the removal of the appropriated federal funds for the Milwaukee Connector Transit Study without receiving written notification from FTA. Your January 31, 2008 letter references a telephone conversation on June 7 of 2006 with Wisconsin Center District (WCD) staff. The letter implies that during that conversation WCD staff indicated the \$2.4 million grant award would cover the full cost of the study and other related activities. We are uncertain as to how that conversation could give the indication that we would at no time in the future need the remaining funds for the project and that the removal of more than \$3.5 million in funds was appropriate. As you know, a project doesn't end in the planning phase. At a minimum, it was our understanding that the remaining \$3.5 million in funds could be used towards Preliminary Engineering. As we outlined in our letter dated January 9, 2008, the study has taken a recent positive step forward in reaching consensus and need the appropriated amount of study funds to proceed.

We are attaching background documentation on the original federal appropriation of funds. Substantial documentation and records were in place to allocate the funds. Thus, similar notification and documentation should have occurred with the removal of such funds. As requested in our letter dated January 9, 2008, we have not yet seen documentation on how the funds were taken from Milwaukee. Also, provide us with information on the appropriate appeals process to reinstate the funds taken from Milwaukee.

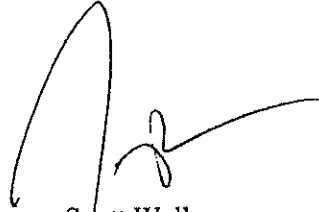
Securing funds to study the bus rapid transit alternatives that we outlined with you and your staff is an essential step towards investing the \$91.5m in funds designated for the results of the Milwaukee Connector Transit Study. We do not feel your letter sufficiently answered our questions regarding documenting and providing notice of the removal of funds. We understand that decisions are made at a federal level on these types of issues and are forwarding this to the FTA Headquarters office in Washington D.C. to seek additional assistance.

If you have any questions or need further clarification, contact our Steering Committee Chairman, Peter Beitzel at (414)287-4140.

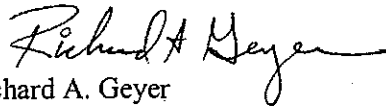
Very truly yours,



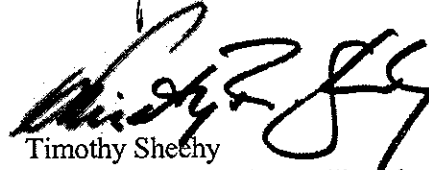
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Richard A. Geyer  
President Wisconsin Center District



Timothy Sheehy  
President, Metropolitan Milwaukee  
Association of Commerce

cc: Mr. James S. Simpson, FTA Administrator  
Mr. Stewart McKenzie, FTA Region V  
Ms. Rhonda Reed, FTA Region V  
Ms. Kristen Clarke, FTA Office of Planning and Environment  
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Representative Steve Kagen, Wisconsin 8th Congressional District  
Senator Herb Kohl  
Senator Russell Feingold  
Mr. Peter Beitzel, Metropolitan Milwaukee Association of Commerce

Chronology of Activities Associated with Federal Interstate Substitution Funding for Milwaukee

- 1956 I-94 transit way project included as part of Interstate I-94 project in Milwaukee.
- 1981 The I-94 transit way project was dropped by US DOT from Interstate Completion Cost est. (ICE).
- 1990/91 WisDOT gets \$289 Million restored to the ICE, even though they had no intention of completing the transit way.
- 1991 ISTEA legislation provided specific language authorizing WisDOT to consider the use of the \$289 Million for other than a transit way project. Legislation provided three choices:
1. Submit a request for Interstate Substitution funding for highway and/or transit project.
  2. Transfer some or all the money to National Highway System category for use anywhere in Wisconsin for highway improvements.
  3. Proceed to construct the transit way as original defined.
- 12/17/93 Gov. Thompson sends letter to Sec. Pena requesting item 1 above.
- 9/30/94 WisDOT is successful in getting an amendment to ISTEA legislation which will allow the use of the money as the Gov. requested.
- 10/7/94 Letter from USDOT Sec. Pena to Gov., Thompson states that he is approving the substitution of the \$288,793,800 for transit projects. The Appropriations Act for fiscal 1995, however, makes only \$240,922,312 available for FHWA accounts. **In addition however the appropriation act makes an additional \$9.5 million available for transit projects in FY 1995 general funds appropriated to the Federal Transit Administration (FTA). See Pena letter and follow up explanation letter.**

DEC 17 '93 03:20PM WISDOT-OPA 608 267 8983  
DEC 17 '93 03:51PM GOVERNORS OFFICE

P.3/5  
P.2/4



### TOMMY G. THOMPSON

Governor  
State of Wisconsin

December 17, 1993

OPTIONAL FORM 99 (7-90)

#### FAX TRANSMITTAL

# of pages >

The Honorable Frederico Peña  
Secretary of Transportation  
Washington, DC 20590

To <i>Jim Beckwith</i>	From
Dept./Agency	Phone #
Fax #	Fax #

NSN 7640-01-317-7368

5099-101

GENERAL SERVICES ADMINISTRATION

Dear Secretary Peña:

Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized Wisconsin to reconsider the use of funds authorized for Interstate highway construction in southeastern Wisconsin by specifically providing three options for Wisconsin in the use of these of these funds:

1. Submitting a request for an Interstate substitution highway and/or transit project under the provisions of 23 U.S.C. 103(e)(4).
2. Transferring some or all of the Interstate construction funds to Wisconsin's National Highway System categorical apportionment for use anywhere in the state on routes eligible for NHS funding.
3. Proceeding to construct the project as included in the 1991 Interstate Cost Estimate.

Pursuant to the authority provided in section 1045, on behalf of the state and the region, I hereby request that all of Wisconsin's remaining Interstate construction funding be made available to fund construction of a substitute transit facility for buses and multi-occupant vehicles along I-94, westerly from downtown Milwaukee to STH 164 near Waukesha.

It is our understanding that, based on precedent, it may not be possible to carry out the interest of section 1045 - which is to provide Wisconsin with an opportunity to use funding for other than the planned Interstate construction project - without additional Congressional action. It is our intent to seek the necessary legislation to ensure funding for this project from the general fund or the Mass Transit Account of the Highway Trust Fund. I hope we can count on your support with Congress in gaining timely funding for this commitment.



DEC 21 '93 03:21PM WISDOT-OPA

698 267 8993

P.4/5

DEC 17 '93 03:51PM GOVERNORS OFFICE

P.3/4

Secretary Peña  
December 17, 1993  
Page Two

An alternatives analysis for the East-West Corridor, funded entirely by the state, has been conducted over the past two years to provide the necessary information allow state and local officials to alternative ways of providing mobility in this corridor and to reach consensus about the alternative that best serves the region as a whole.

The alternatives analysis includes a Study Advisory Committee, consisting of the elected leaders of each of the 16 jurisdictions that are part of the identified East-West Corridor as well as the executive director of the Southeast Wisconsin Regional Planning Commission (the MPO), the chairman of the Regional Transportation Authority and the Secretary of the Wisconsin Department of Transportation. This group has met regularly throughout the study period to provide review and guidance.

On December 2, 1993, the SAC voted unanimously to recommend a preferred alternative to the WisDOT secretary for inclusion in the draft environmental impact statement (DEIS). An official Locally-Preferred Alternative (LPA) will be selected by the WisDOT Secretary in March of 1994, after a public hearing and comment period on the DEIS.

The recommended alternative incorporates a combination of busway, diamond lanes and light rail in three different parts of the corridor. This alternative would use Interstate substitution-transit funds for construction of a transit/multiple-occupant vehicle facility along I-94, which is the basis for this request. The growing need to make investments in support of mobility in this corridor, make it clear to me that economic vitality and quality-of-life in southeastern Wisconsin will be best served by investing these funds in a substitute transit project which provides meaningful alternatives to single-occupant-vehicle travel in this corridor.

For other components of the potential East-West Corridor project, the recommended alternative would use the \$200 million in Section 3 discretionary transit capital funding authorized in ISTEA for this project and would require additional Section 3 authorizations to fully fund construction.

The wide array of meetings and the work of the SAC over the course of the study, and the recommendation of the SAC of a preferred alternative, more than fulfill the requirement in section 1045 that the Governor's request be made after "consultation with appropriate local government officials."

DEC 21 '93 03:21PM WISDOT-OPR

603 267 8983

DEC 17 '93 03:52PM GOVERNORS OFFICE

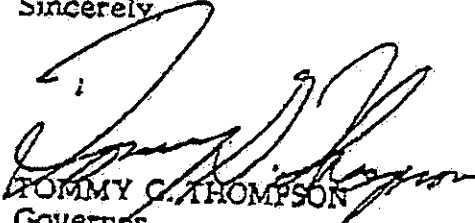
P.5/5

P.4/4

Secretary Peña  
December 17, 1993  
Page Three

Please feel free to contact me or the Wisconsin DOT for any additional information you or your staff may require. I look forward to working with you on this project.

Sincerely,



TOMMY C. THOMPSON  
Governor

TGT/pgt



## THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

OCT 7 1994

The Honorable Tommy G. Thompson  
Governor of Wisconsin  
Madison, WI 53702

Dear Governor Thompson:

This is in further reply to your letter requesting substitution for the I-94 East-West Transitway under the provisions of Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991. We have completed our review of your proposal, including your followup letter, and have found it to be in substantial conformance with the governing statutory requirements.

I am approving your request to substitute transit investment for the previously designated Interstate segment. The amount of Federal funds authorized by the substitution for transit projects is \$288,793,800. The Department of Transportation Appropriations Act for fiscal year (FY) 1995 includes a general provision that makes available \$240,922,312 that would have been apportioned under the Interstate Construction apportionment authorized for FY 1996. This funding will not be used in the calculation of Federal-aid highway equity account apportionments. In addition, the Appropriations Act makes available \$9.5 million in FY 1995 general funds appropriated to the Federal Transit Administration (FTA) for this project, applied against the authorized total of \$288,793,800.

The field offices of the FTA and the Federal Highway Administration are available to work with your representatives to discuss additional details of the approval action, further efforts to define the transit options, and other substitute project development procedures.

If I can be of further assistance, please contact me or Steven Palmer, Assistant Secretary for Governmental Affairs, at (202) 366-4573.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Federico Peña'.

Federico Peña



U.S. Department of Transportation  
Federal Highway Administration

*ERRATA FILE # 736HAM-WI*

# Memorandum

*cc: Red Clark  
on 8/3/95  
ty*

*CC ST. JOHN  
MARSHALL  
STERTZ  
MADRZAK*

**Subject:** INFORMATION: Wisconsin, I-94 East-West  
Transitway Substitution under Section 1045  
of the 1991 ISTEA

**Date:** JUL 27 1995

**From:** Director, Office of Engineering

**Reply to  
Attn. of:** HNG-13

**To:** Mr. Dale E. Wilken  
Regional Administrator (HRA-05)  
Olympia Fields, Illinois

This memorandum provides additional information and guidance on the substitution of transit project(s) for the I-94 East-West Transitway in Milwaukee under the provisions of Section 1045 of the 1991 ISTEA as amended by Section 335 of the FY 1995 Department of Transportation Appropriations Act. The information and guidance provided herein have been coordinated with the Federal Transit Administration (FTA).

The request from the Governor of the State of Wisconsin for substitution of the transitway project was approved by Secretary Peña on October 7, 1994. The amount of Federal funds authorized by the substitution action is \$288,793,800. A copy of the approval letter is attached.

The amount authorized is based on the Federal pro rata share (90 percent) of the costs included in the 1991 Interstate Cost Estimate (ICE) for the East-West Transitway. As a result of this substitution, the East-West Transitway is no longer eligible for Interstate funding and was removed from the ICE used to apportion Interstate Construction (IC) funds on October 1, 1994.

The appropriations act included a general provision that made \$240,922,312 available to the Milwaukee area from the Highway Trust Fund for the substitute transit projects. This is the amount that would have been apportioned to Wisconsin as IC funds authorized for FY 1996 if the substitution had not been made. This funding will not be used in the calculation of Federal-aid highway equity account apportionments.

In addition, the appropriations act made available \$9,500,000 of FY 1995 General Funds to the FTA for the Milwaukee substitute transit projects under the FTA's Interstate Substitute Transit program. This amount and the \$240,922,312 discussed above are both applied against the authorized total of \$288,793,800.

The \$240,922,312 of Federal funds made available from the Highway Trust Fund shall remain available for obligation until expended and are subject to any limitation on obligations for Federal-aid highway programs established in law. Accordingly, before the start of each fiscal year Wisconsin will be requested to provide to the Director of the FHWA Office of Fiscal Services the amount of

Federal funds (out of the \$240,922,312) anticipated to be obligated on substitute transit projects during the fiscal year. At the beginning of the fiscal year, the amount of Federal funds to be obligated with associated limitation will be set-aside for use on substitute transit projects during the fiscal year.

Fiscal procedures for Federal transit projects financed by Federal Highway funds should be followed as described in the joint FHWA/FTA memorandum (copy attached) dated June 19, 1992. A new program code will be assigned in conjunction with the first request for use of these funds. Questions regarding these procedures should be directed to Mr. Bruce Swinford, Chief, Program Analysis Division, HFS-30.

Section 1045(c), as amended, also provides that substitute transit projects must be under contract for construction or under construction within 4 years of the enactment of the 1991 ISTEA (that is December 18, 1995). If not, no funds shall be appropriated under the authority of Section 21(a)(2) of the Federal Transit Act for the substitute projects.

Construction shall be defined in accordance with Section 101, Title 23; that is, the term "construction" not only includes physical construction but shall include such activities as preliminary engineering and right-of-way acquisition. As you are aware, preliminary engineering activities may be initiated once the FHWA/FTA planning requirements are met, and the project's design concept and scope are included in a conforming plan and TIP. It may be necessary to accelerate the remaining steps in the planning process in order to ensure that this statutory deadline is met.

\* The substitute projects, including those projects funded with amounts made available from the Highway Trust Fund, will be administered by the FTA which will determine eligibility of individual projects. The Federal share of the cost of substitute transit projects shall be 85 percent in accordance with Section 103(e)(4)(D) of Title 23.

Questions on the administration of FTA substitution projects should be directed to Ms. Janet L. Sahaj of the FTA Office of Program Management at 202-366-2053.



William A. Weseman

**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable James Sensenbrenner, Jr.US House of RepresentativesWisconsin 5th Congressional District**Fax #**Washington (202) 225-3190Brookfield (262) 784-9437**Date**February 27, 2008**# of Pages with Cover**11**FAX**

Enclosed is a copy of the January 31, 2008 response letter that the representatives of the Milwaukee Connector Transit Study received from the Federal Transit Administration (FTA) regarding the removal of project funds. We are also enclosing original documentation regarding the appropriation of study funding, along with our most recent reply to FTA dated February 15, 2008. We are extremely disappointed that the FTA response letter does not sufficiently explain why more than \$3.5 million in funding was removed from our study. We are also disappointed that no clear direction or solution, other than standard processes, was offered.

We appreciate the help that you've given us to date in regards to this issue. We are frustrated at the impact these continued delays and roadblocks are creating for our transit initiatives. We are at a critical time with our transit funding and the FTA's disregard for notifying us regarding the funding removal is causing serious delays in moving forward with a solution that will utilize the \$91.5 million in federal funds designated for the Milwaukee Connector Transit Study results.

We need your help. As previously requested, any assistance your office could provide would be appreciated. If you have any questions or would like further information or background, please contact us.

Tom Barrett  
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President, Metropolitan Milwaukee  
Association of Commerce

**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Thomas PetriUS House of RepresentativesWisconsin 6th Congressional District**Fax #**Washington (202) 225-2356Fond du Lac (920) 922-4498**Date**February 27, 2008**# of Pages with Cover**11**FAX**

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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable David ObeyUS House of RepresentativesWisconsin 7th Congressional District**Fax #**Washington (202) 225-3240Wausau (715) 842-4488**Date**February 27, 2008**# of Pages with Cover**11**FAX**

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Association of Commerce



**Wisconsin Center District**

400 West Wisconsin Avenue  
Milwaukee, WI 53203

Telephone (414) 908-6071  
Facsimile (414) 908-6010

**To**

**Fax #**

The Honorable Steve Kagen, M.D.

Washington (202) 225-5729

US House of Representatives

Green Bay (920) 437-1978

Wisconsin 8th Congressional District

**Date**

February 27, 2008

**# of Pages with Cover**

11

**FAX**

Enclosed is a copy of the January 31, 2008 response letter that the representatives of the Milwaukee Connector Transit Study received from the Federal Transit Administration (FTA) regarding the removal of project funds. We are also enclosing original documentation regarding the appropriation of study funding, along with our most recent reply to FTA dated February 15, 2008. We are extremely disappointed that the FTA response letter does not sufficiently explain why more than \$3.5 million in funding was removed from our study. We are also disappointed that no clear direction or solution, other than standard processes, was offered.

We appreciate the help that you've given us to date in regards to this issue. We are frustrated at the impact these continued delays and roadblocks are creating for our transit initiatives. We are at a critical time with our transit funding and the FTA's disregard for notifying us regarding the funding removal is causing serious delays in moving forward with a solution that will utilize the \$91.5 million in federal funds designated for the Milwaukee Connector Transit Study results.

We need your help. As previously requested, any assistance your office could provide would be appreciated. If you have any questions or would like further information or background, please contact us.

Tom Barrett  
Mayor, City of Milwaukee

Scott Walker  
Milwaukee County Executive

Richard A. Geyer  
President, Wisconsin Center District

Timothy Sheehy  
President, Metropolitan Milwaukee  
Association of Commerce

**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Herb KohlUnited States Senate**Fax #**Washington (202) 224-9787Milwaukee (414) 297-4455**Date**February 27, 2008**# of Pages with Cover**11**FAX**

Enclosed is a copy of the January 31, 2008 response letter that the representatives of the Milwaukee Connector Transit Study received from the Federal Transit Administration (FTA) regarding the removal of project funds. We are also enclosing original documentation regarding the appropriation of study funding, along with our most recent reply to FTA dated February 15, 2008. We are extremely disappointed that the FTA response letter does not sufficiently explain why more than \$3.5 million in funding was removed from our study. We are also disappointed that no clear direction or solution, other than standard processes, was offered.

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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Russell FeingoldUnited States Senate**Fax #**Washington (202) 224-2725Middleton (608) 828-1203**Date**February 27, 2008**# of Pages with Cover**11**FAX**

Enclosed is a copy of the January 31, 2008 response letter that the representatives of the Milwaukee Connector Transit Study received from the Federal Transit Administration (FTA) regarding the removal of project funds. We are also enclosing original documentation regarding the appropriation of study funding, along with our most recent reply to FTA dated February 15, 2008. We are extremely disappointed that the FTA response letter does not sufficiently explain why more than \$3.5 million in funding was removed from our study. We are also disappointed that no clear direction or solution, other than standard processes, was offered.

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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Paul RyanUS House of RepresentativesWisconsin 1st Congressional District**Fax #**Washington (202) 225-3393Racine (262) 637-5689**Date**February 27, 2008**# of Pages with Cover**11**FAX**

Enclosed is a copy of the January 31, 2008 response letter that the representatives of the Milwaukee Connector Transit Study received from the Federal Transit Administration (FTA) regarding the removal of project funds. We are also enclosing original documentation regarding the appropriation of study funding, along with our most recent reply to FTA dated February 15, 2008. We are extremely disappointed that the FTA response letter does not sufficiently explain why more than \$3.5 million in funding was removed from our study. We are also disappointed that no clear direction or solution, other than standard processes, was offered.

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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Tammy BaldwinUS House of RepresentativesWisconsin 2nd Congressional District**Fax #**Washington (202) 225-6942Beloit (608) 362-2838**Date**February 27, 2008**# of Pages with Cover**11**FAX**

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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Ron KindUS House of RepresentativesWisconsin 3rd Congressional District**Fax #**Washington (202) 225-5739La Crosse (608) 782-4588**Date**February 27, 2008**# of Pages with Cover**11**FAX**

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President, Metropolitan Milwaukee  
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**Wisconsin Center District**400 West Wisconsin Avenue  
Milwaukee, WI 53203Telephone (414) 908-6071  
Facsimile (414) 908-6010**To**The Honorable Gwen MooreUS House of RepresentativesWisconsin 4th Congressional District**Fax #**Washington (202) 225-8135Milwaukee (414) 297-1086**Date**February 27, 2008**# of Pages with Cover**11**FAX**

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