

..Number

051714

..Version

PROPOSED SUBSTITUTE

..Reference

..Sponsor

ALD. BAUMAN

..Title

Substitute resolution expressing the City of Milwaukee's support for development of commuter rail service within Milwaukee County.

..Analysis

This resolution expresses the Common Council's support for:

1. Extending 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. The length of this extension, from the downtown Milwaukee Amtrak depot to the northern boundary of Milwaukee County, would be approximately 14 miles.
2. Using the \$91.5 million in federal funds reserved for public transit improvements in the Milwaukee area to construct a commuter rail route within Milwaukee County to serve the 30th Street Rail Corridor to the northern boundary of Milwaukee County.
3. The development of transit-oriented residential and commercial developments along the 30th Street Rail Corridor, as well as the construction of commuter rail passenger stations at various locations, including the corporate headquarters of Miller Brewing Company and Harley-Davidson, Inc., the Tower Automotive site and the Master Lock and DRS manufacturing facilities.

This resolution also authorizes and directs all City departments to take the actions necessary to expand the Kenosha-Racine-Milwaukee Commuter Rail Study to include the 30th Street Rail Corridor extending to the northern boundary of Milwaukee County and to ensure that the \$91.5 million in federal funding is used to construct a commuter rail route serving this corridor.

Finally, this resolution directs the City's representative on the Milwaukee Transit Connector Study's Steering Committee to vote in favor of the "no build" option and to vote against moving any "build" option into the preliminary engineering phase.

..Body

Whereas, It has been 11 years since \$241 million in federal transportation aid (Interstate Cost Estimate or "ICE" funding) was allocated to the Milwaukee area pursuant to USDOT Appropriations Act for FY 1995; and

Whereas, A substantial portion of this allocation -- \$91.5 million -- was, in 1999, designated for mass transit improvements in Milwaukee; and

Whereas, This \$91.5 million has remained unused, collecting no interest, as costs for transit vehicles and transit-system construction have risen substantially; and

Whereas, At the same time, service has been reduced and fares raised on the Milwaukee County Transit System 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, The \$91.5 million in federal transit funds could be used to fund a portion of the construction of the Kenosha-Racine-Milwaukee commuter rail route, as well as an extension of commuter rail service through Milwaukee along the existing rail line that serves the north side of Milwaukee, the corporate headquarters of Miller Brewing Company and Harley-Davidson, Inc., the Tower Automotive site, and the Master Lock and DRS manufacturing facilities (the "30th Street Rail Corridor") and extends to the northern boundary of Milwaukee County; and

Whereas, The Letter of Agreement on the Allocation of ICE Dollars and on Milwaukee Transportation Projects dated April 20, 1999 between the State of Wisconsin, City of Milwaukee and Milwaukee County that allocated the \$91.5 Million of ICE funds "to the projects that result from the study of local transportation options as determined by the Wisconsin District's Transportation Study." also provided that "the parties also agree to keep communications ongoing and to revise this agreement in the event that any of the mentioned projects fails to materialize through the study and public processes"; 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

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, Development of the Kenosha-Racine-Milwaukee commuter rail line is already entering the preliminary engineering phase; and

Whereas, A multi-county regional transportation authority has already been established to develop funding sources for the commuter rail system; 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 Common Council 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 Common Council supports the use of the \$91.5 million in federal funds reserved for public transit improvements in the Milwaukee area to construct a commuter rail route within Milwaukee County to serve the 30th Street Rail Corridor extending to the northern boundary of Milwaukee County; and, be it

Further Resolved, That the Common Council supports the development of transit-oriented residential and commercial developments along the 30th Street Rail Corridor, as well as the construction of commuter rail passenger stations that would serve the corporate headquarters of Miller Brewing Company and Harley-Davidson, Inc., the Tower Automotive site and the Master Lock and DRS manufacturing facilities, among other locations; and, be it

Further Resolved, That all City departments are authorized and directed to take the actions necessary to:

1. Expand the Kenosha-Racine-Milwaukee Commuter Rail Study to include commuter rail service along the 30th Street Rail Corridor to the northern boundary of Milwaukee County.

2. Ensure that the \$91.5 million in federal funds reserved for public transit improvements in the Milwaukee area is used to construct a commuter rail route within Milwaukee County serving this corridor.

; and, be it

Further Resolved, That the City's representative on the Milwaukee Transit Connector Study's Steering Committee is directed to vote in favor of the "no build" option and to vote against moving any "build" option into the preliminary engineering phase.

..Requestor

..Drafter
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JDO
10/12/2006