

SE RTA Timeline

Governor's Budget Proposal – SE RTA would be created if the governing body of Milwaukee County, or Kenosha County, or any municipality located within Racine County East of I-94 adopt a resolution authorizing the county or municipality to become a member. If Milwaukee or Kenosha County joined, then all municipalities would be part of the SE RTA. Racine County could join after the creation of the SE RTA. Allowed Waukesha, Washington and Ozaukee Counties to join upon approval of the SE RTA board of directors. Lastly, allowed the SE RTA to levy up to a 0.5 sales tax for transit.

Joint Committee on Finance – Deletes the Governor's provision, and replaced it with the following:

Milwaukee County Transit Authority

- The RTA board would be made up of the following members: 2 members appointed by the Milwaukee County Board Chair, 2 members appointed by the Mayor of Milwaukee, and 1 appointed by the Governor.
- RTA would have the same powers and authorities that would be provided under the Governor's recommendation for the SE RTA.
- Authority to impose up to 1.0% sales and use tax
- Revenues could be used to fund transit, parks, cultural and emergency services throughout Milwaukee County.
- 0.15% of revenues would be paid to the City of Milwaukee for public safety.
- Milwaukee County would be the fiscal agent for the RTA.
- The Milwaukee Downtown Connector study was enumerated as a major transit capital project.

KRM Authority

- Powers of the authority would be limited to the creation, construction and management of the KRM commuter rail line.
- KRM Board Membership
 - 2 members from Milwaukee County appointed by the Milwaukee County Board Chair
 - 2 members from the City of Milwaukee appointed by the Mayor of Milwaukee
 - 1 member from the City of Racine appointed by the Mayor of Racine
 - 1 member from Racine County appointed by the Racine County Board Chair
 - 1 member from the City of Kenosha appointed by the Mayor of Kenosha
 - 1 member from Kenosha County appointed by the Kenosha County Executive.
 - 1 member, who resides within the geographic area of the Authority, appointed by the Governor.
- Specify that the KRM would have to include a stop where the line intersects W. National Avenue in the City of Milwaukee.
- Provide that the KRM board impose up to a \$16/transaction vehicle rental fee within the jurisdictional area of the Authority, and be indexed annually to the CPI.

Assembly – Modified Joint Committee on Finance actions with the following:

Milwaukee Transit Authority

- Delete the proposed Milwaukee County Regional Transit Authority, and instead create a Milwaukee Transit Authority, with the same governing body specified under the JCF version.
- Milwaukee County Board would have the authority to adopt a resolution imposing a 0.5% sales and use tax for transit services.
- Provide the Milwaukee County Board with the authority to levy a 0.15% sales and use tax to the underlying municipalities, using the proportion of police and fire employees within each municipality.
- The board could take action upon a majority vote of the members present, unless bylaws require a larger number.

Southeastern Regional Transit Authority

- Rename the KRM Authority, in the JCF substitute amendment, the Southeastern Regional Transit Authority (SERTA).
- Increase the vehicle rental fee from \$16 to \$18 per rental transaction, continued to be indexed annually.
- \$1 derived from the rental fee would be provided both to the City of Kenosha and the City of Racine for their respective transit systems if they provide matching funds.
- SERTA board of directors would remain the same as proposed by JCF, except that the Kenosha County member would be appointed by the Kenosha County Board Chair.
- Require the KRM have a stop in the City of Milwaukee at the intersection of Lincoln Avenue and Bay Street.

Senate – Modified Joint Committee on Finance actions with the following:

Milwaukee County Sales Tax

- Delete the Milwaukee County Regional Transit Authority proposed by JCF.
- Provide Milwaukee County the authority to impose sales and use taxes at a rate of 1.0%, in addition to its current authority to impose such taxes at a rate of 0.5%.
- Require the county to use 85% of the revenues it receives from the new taxes for transit, parks, culture and emergency medical services, and that county cannot raise property taxes for such purposes.
- Require Milwaukee County to distribute the other 15% of the sales and use taxes to municipalities for police and fire on a per capita basis.

Southeastern Regional Transit Authority

- Rename the KRM Authority the Southeastern Regional Transit Authority.
- Modify the Kenosha County appointment to be made by the County Board chair.
- Require the KRM have a stop in the City of Milwaukee at the intersection of Lincoln Avenue and Bay Street.

Conference Committee

Milwaukee Transit Authority – Adopt the Assembly version, with some modifications:

- If the 0.5% sales and use taxes are imposed, require Milwaukee County to indicate on each taxpayer's property tax bill the amount of the reduction in property taxes associated with the requirement to remove transit expenditures from the property tax levy.
- 0.15% sales and use taxes for municipal public safety can be imposed only if the 0.5% sales tax is imposed. Distribution for the 0.15% would be based on the number of sworn police and fire officers in each municipality.
- Governance: 3 members appointed by the Milwaukee County Board Chair, 2 members appointed by the Mayor of Milwaukee, 2 members appointed by the Governor. Appointees of the County Board Chair and the Mayor have to be elected officials representing the County and City respectively.

Southeastern Regional Transit Authority – Adopt the Assembly version, with modifications:

- Specify that SERTA is the only entity that can apply to the FTA for federal new starts funding for the KRM rail project.
- Powers of the SERTA would be vested in its board of directors
 - A majority of the board constitutes a quorum.
 - Any action can be taken with a simple majority, unless the bylaws of SERTA require a larger number.

Governor's Vetoes

Milwaukee Transit Authority

- Vetoes the entire provision from the Conference Committee. Asked the legislature to start over.
- Milwaukee County would be unable to levy an additional sales tax.

Southeastern Regional Transit Authority

- Partial veto removing the transfer of \$1 from the \$18 car rental tax to the City of Racine and City of Kenosha for funding local transit (using City matching funds).
- Partial veto of the requirements of certain stops along the KRM line, because it jeopardizes the application to the FTA's New Starts grant program – this would violate FTA regulations.
- Although opposed to the use of the car rental tax, the Governor will not veto it because the SERTA needs to have a local funding source to move forward on the federal application process.
- Recommendation to the board of SERTA not to impose the full \$18/transaction tax until New Starts plans are approved by the FTA.