

milwaukeeconnector



Study Sponsors

- Wisconsin Center District
- Metropolitan Milwaukee Association of Commerce
- Milwaukee County
- City of Milwaukee



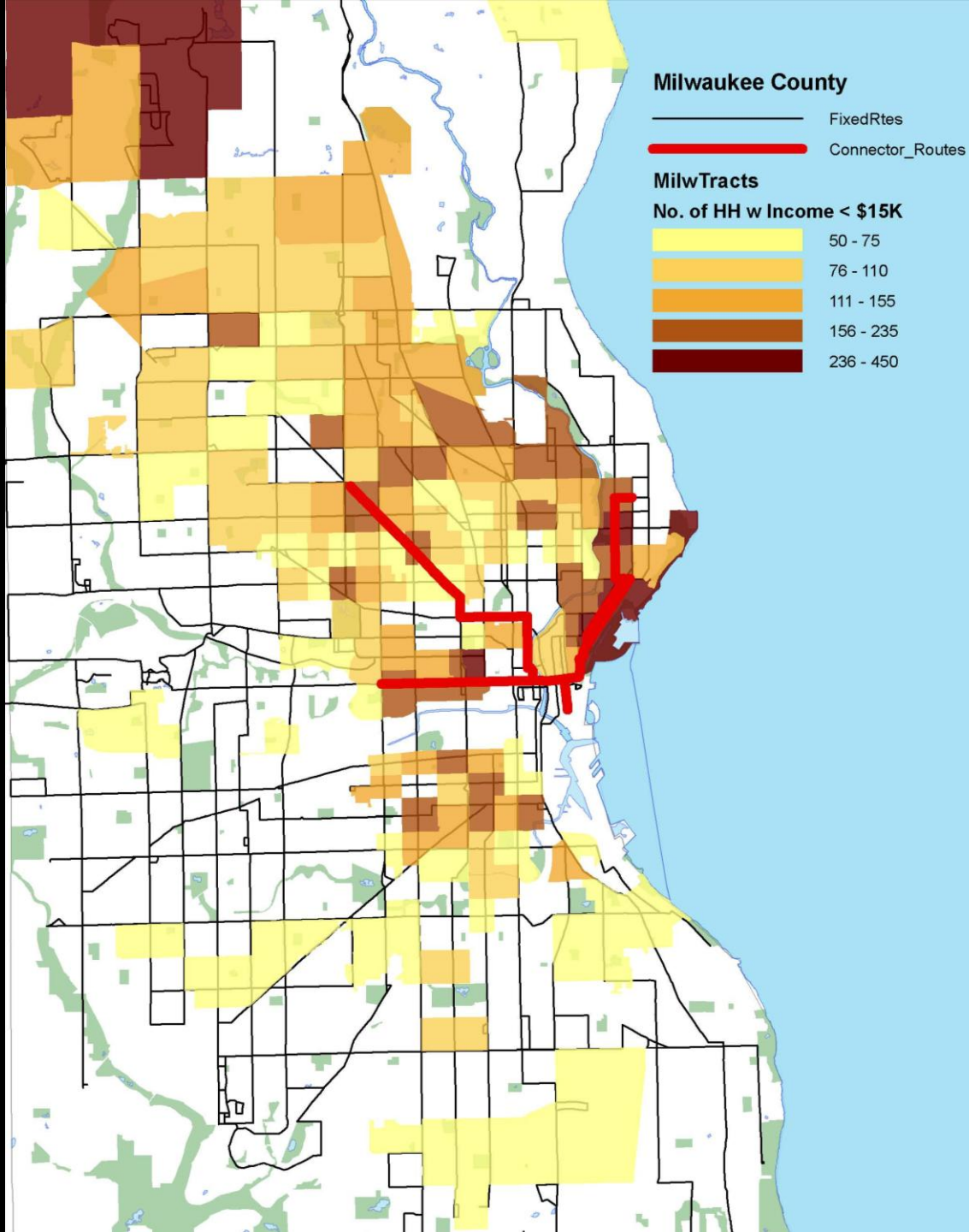
\$91m Funding Value

\$91 m in Federal Funds

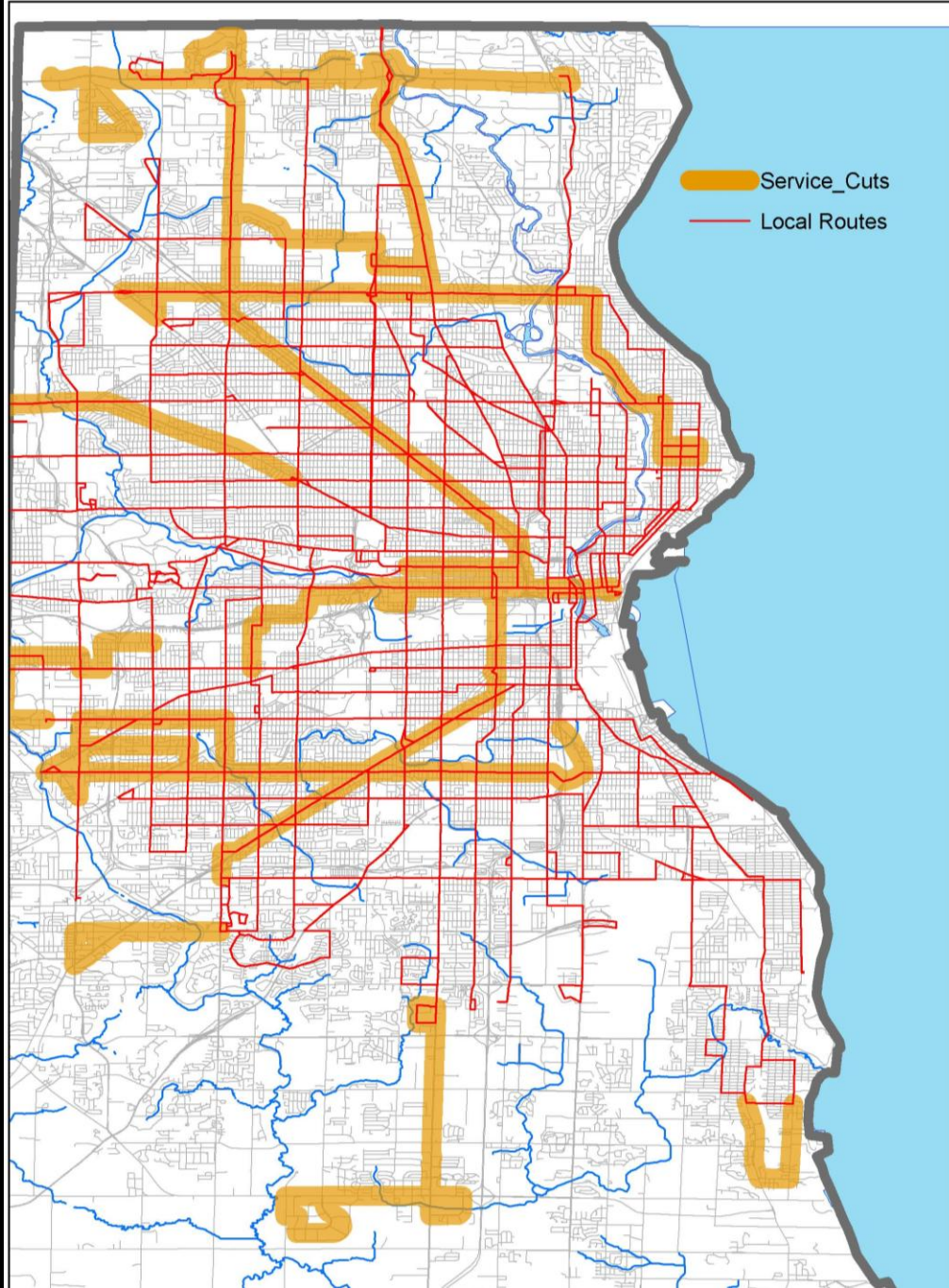
\$91m in 1989 \$ = \$147.5 in 2006 \$

(Loss of \$56.8m)

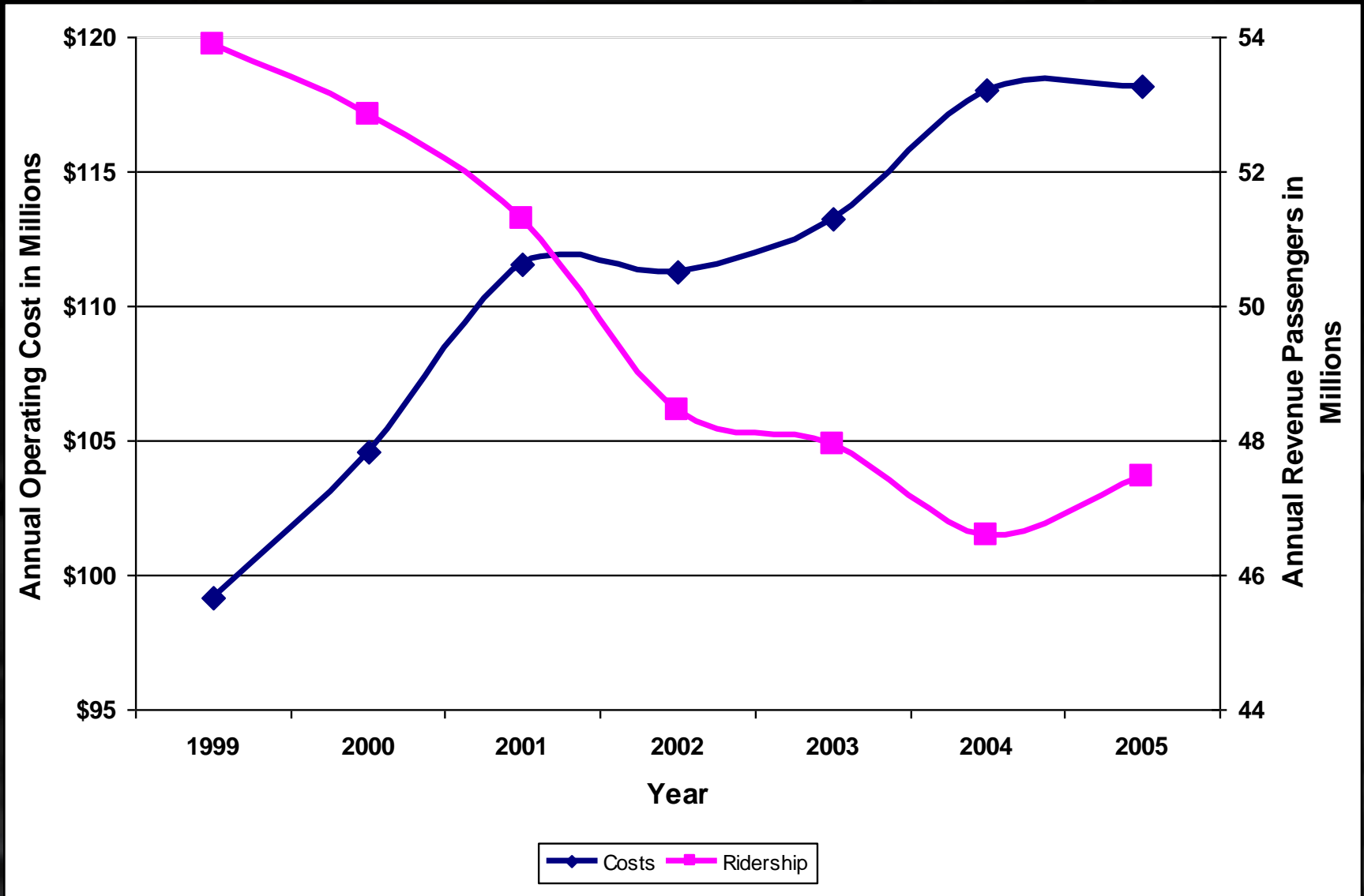
Inflation rate 61% inflation – all data based on US Statistical Abstracts as published in Consumer Price Index (CPI)



2000 to 2005 service reductions



MCTS Service Trends



Milwaukee vs. Peer Cities

	2000 Population (<u>millions</u>)	Status of <u>Modern Transit</u>
Dallas-Fort Worth	1,723,274	Operational - Expanding
San Diego	1,223,400	Operational - Expanding
San Jose	894,943	Operational - Expanding
Seattle-Tacoma	756,930	Operational - Expanding
Minneapolis	669,769	Operational - Expanding
Baltimore	651,154	Operational
MILWAUKEE	596,974	Initial Planning Phase
Denver	554,636	Operational - Expanding
Portland	529,121	Operational - Expanding
New Orleans	484,674	Operational
Cleveland	478,403	Operational - Expanding
Sacramento	407,018	Operational - Expanding
St. Louis	348,189	Operational - Expanding
Pittsburgh	334,563	Operational
Salt Lake City	181,743	Operational

The Connector is a dedicated transit system designed to link together attractions, hotels, and surrounding neighborhood areas, as well as shopping and business districts.



Recognizable, user friendly transit system for those who work, shop, play, visit, and live in and around Downtown.

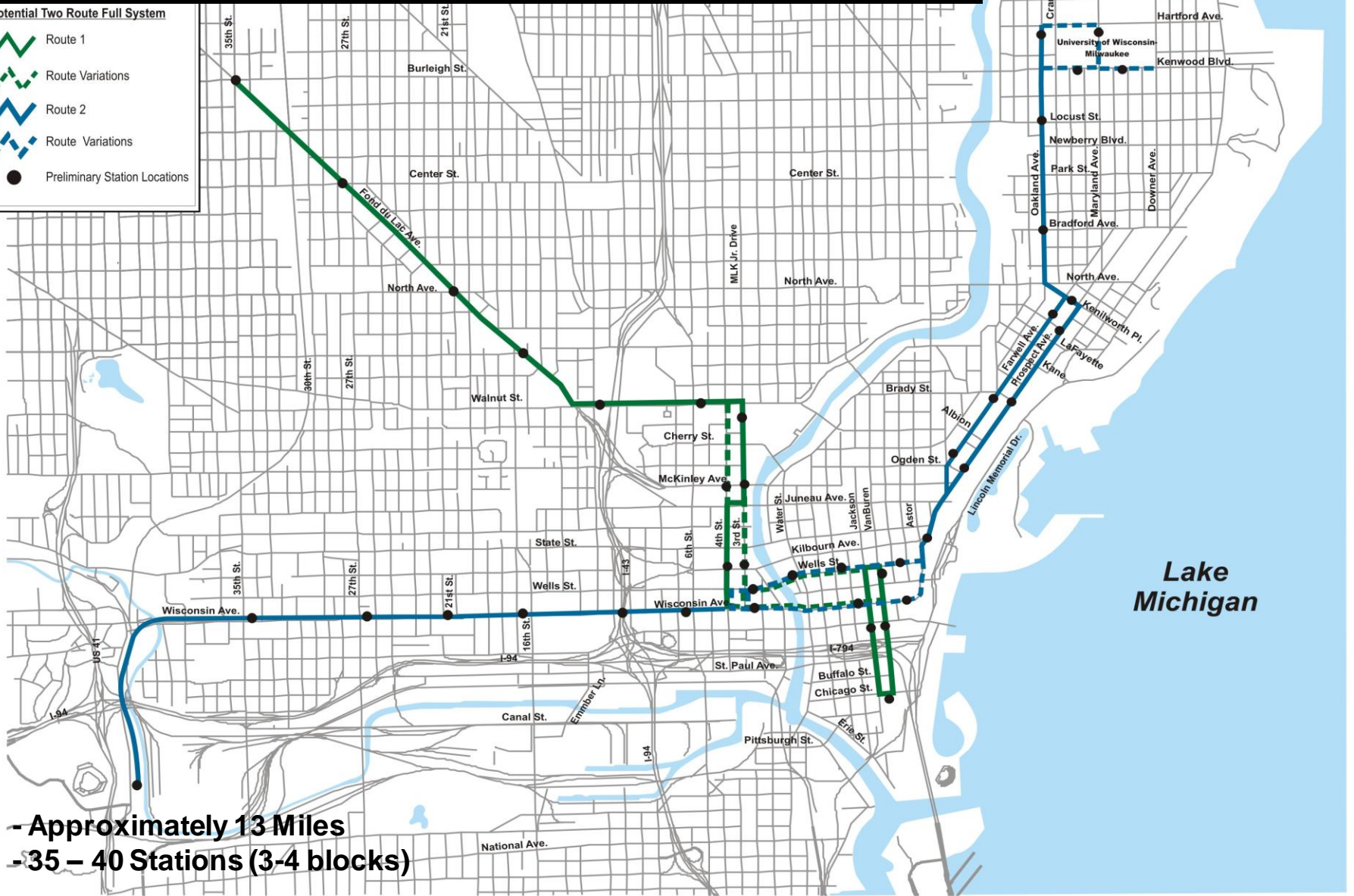
Locally Preferred Alternative Elements

1. Transit Route Selection
2. Choose Vehicle Technology
3. Refine Operations Planning & Cost
4. Refine Capital Costs
5. Governance
6. Complete Financial Plan
7. Economic Impact

Two-Route Build Option & Stations






Potential Two Route Full System

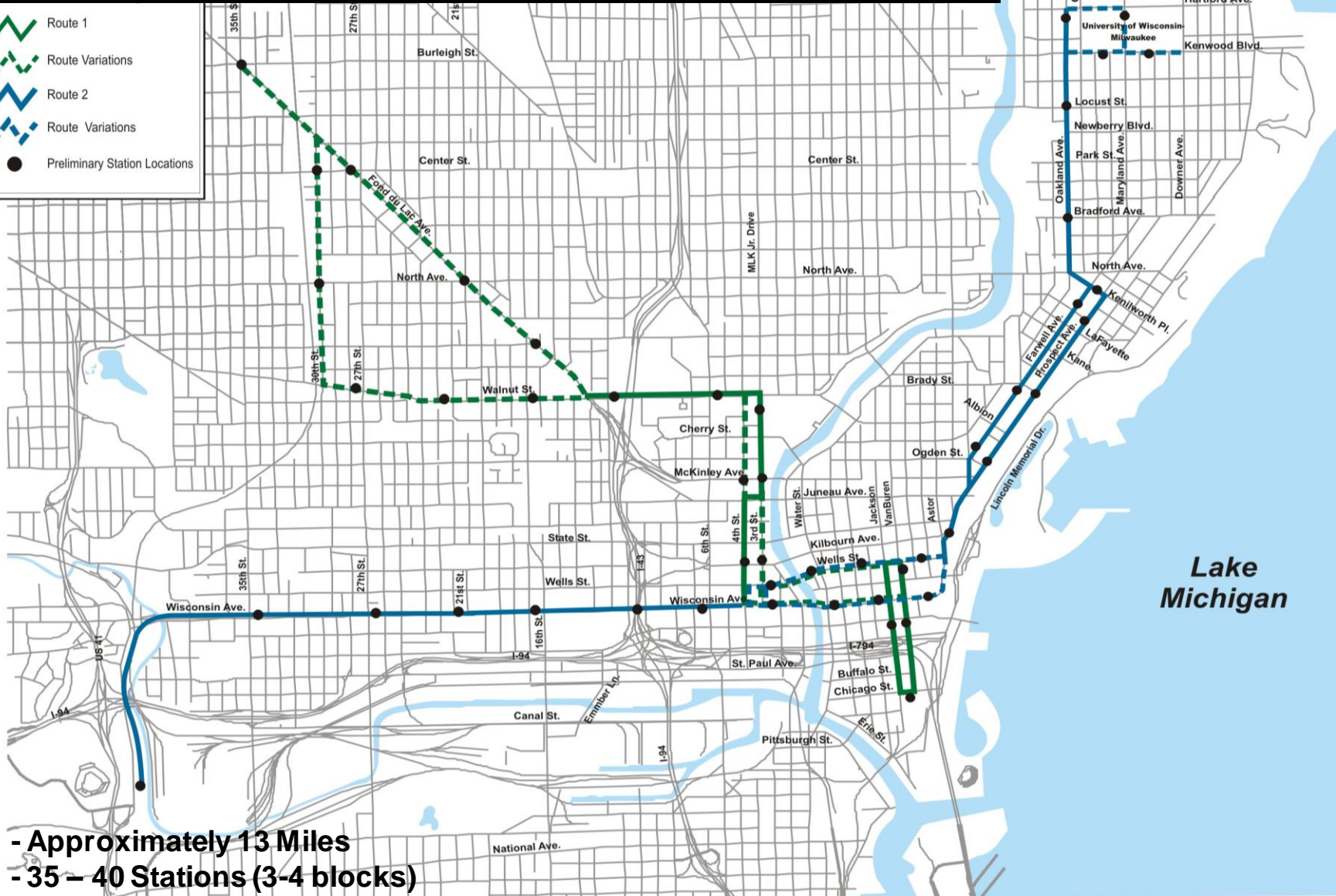
-  Route 1
-  Route Variations
-  Route 2
-  Route Variations
-  Preliminary Station Locations



- Approximately 13 Miles
- 35 – 40 Stations (3-4 blocks)

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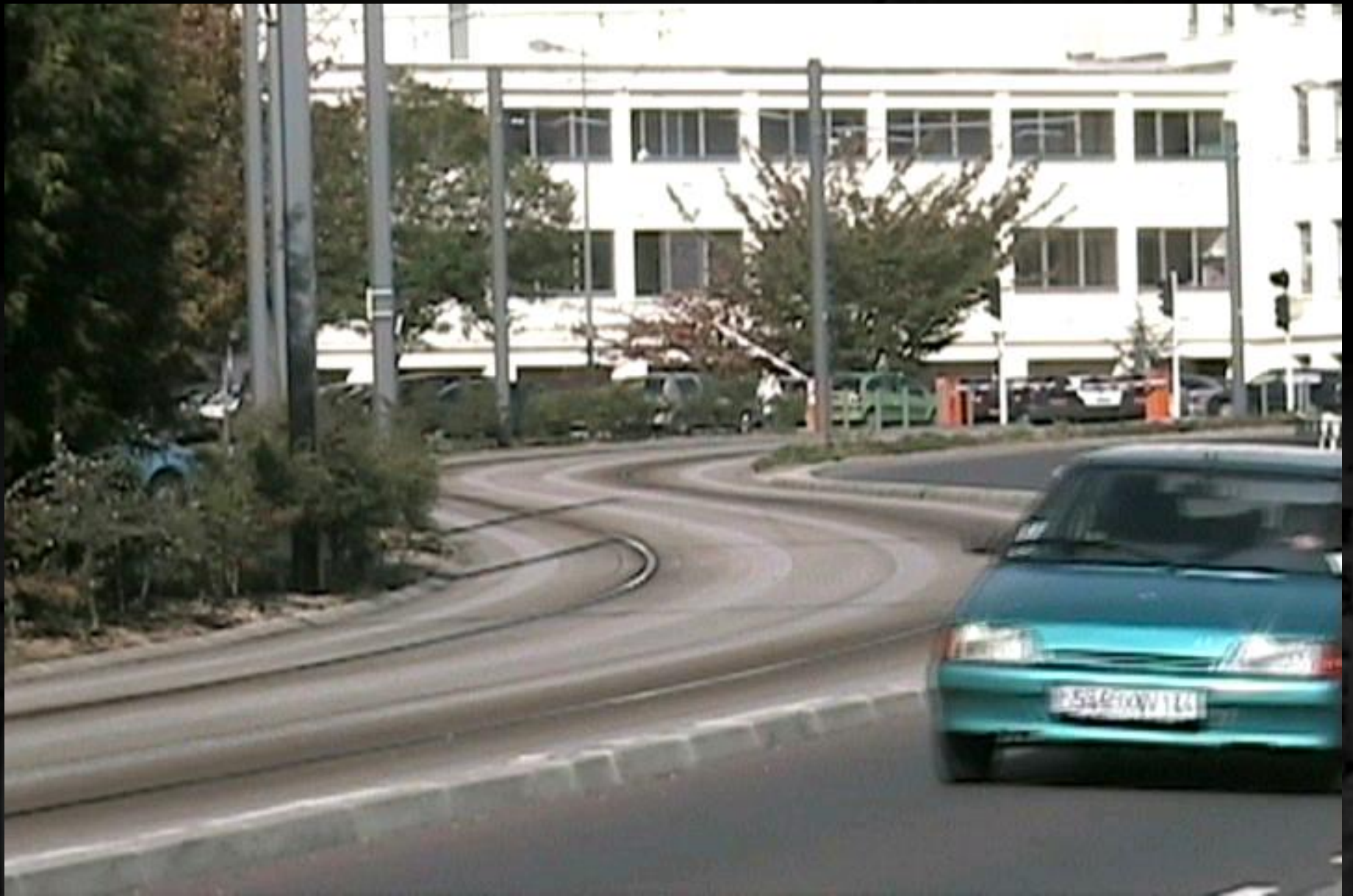
Vehicle Technology

Guided Street Tram Vehicle Characteristics

- 80 feet long
- 140-200 passengers
- 50 mph
- 30-year life
- Can operate off guidance
- Low 9" floor
- Flexible dual mode
- Replaces 1,200 diesel bus trips/day on Wisconsin Ave with 300 Tram trips









Operations Cost

Milwaukee Connector Operating Cost Scenarios

	Annual Operating & Maintenance Costs			
	2004	with Hybrid Bus	with GST	with Light Rail
System Components				
MCTS Bus Service	\$121.3	\$112.6	\$112.6	\$112.6
Connector Blue Line	X	\$5.6	\$5.4	\$12.9
Connector Green Line	X	\$4.0	\$3.9	\$9.3
<i>Fixed Guideway Total</i>	X	\$9.6	\$9.2	\$22.2
Transit System Total	\$121.3	\$122.2	\$121.8	\$134.8

- Savings from consolidating existing routes
- New FTA funds for fixed systems = est. \$1.4m
- New rides = new revenue

Route	Existing Daily Rides Transferring	New Daily Rides	Total Rides
13 Miles	41,000	12,625	53,625

- No new operating expenses

Capital Cost Estimates (millions)



Guided Street Tram

\$300 M

\$21 M per mile

Financing (in millions)

\$300M Financing Scenario

\$271 Infrastructure Cost

\$ 29 Vehicle Cost

\$300 Total Capital

- \$ 91 Existing Federal Funds

\$209

\$209 Required Funds

- \$ 25 CMAQ/STP Funds

- \$127 New Start Funds

\$ 57 Local Share

Financing Approach

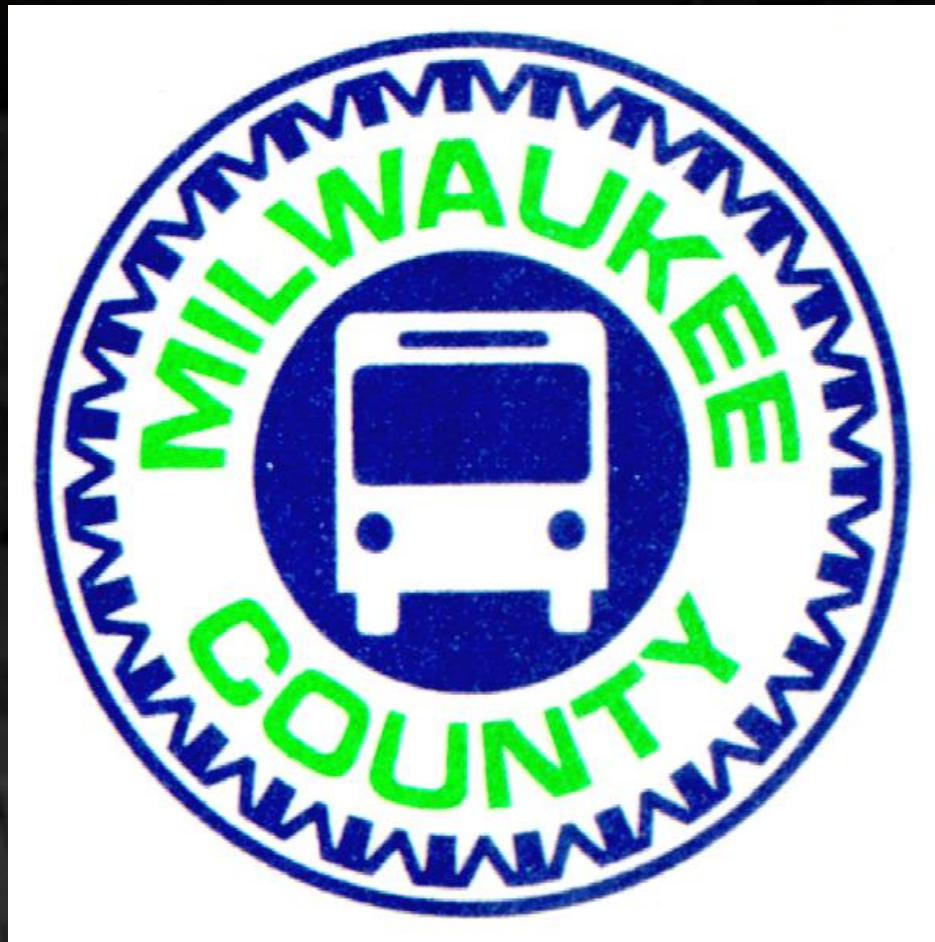
20 - Year Bond =

Approximately \$4m annually

Costs and Financing (\$300m System)

Capital Cost (in millions)	
Infrastructure	\$271
Vehicle Cost	\$29
<i>Total Capital</i>	<i>\$300</i>
Financing	
Total Capital	\$300
Existing ICE Funds	-\$91
CMAQ/STP Funds	-\$25
FTA New Starts Funds	-\$127
Remaining/Local Share	\$57
<i>Annual bond (20-year)</i>	<i>\$4</i>
Operations Cost (Annual)	
MCTS Bus Service	\$112.6
Connector (2-route)	\$9.2
Annual Operating Total	\$121.8
TOTAL ANNUAL COST	\$125.8
Funding	
FTA Fixed Guideway Formula Funds	-\$1.4
New Rides Revenue	-\$3.8
<i>Total Annualized Cost</i>	<i>\$120.6</i>
<i>2005 MCTS Budget</i>	<i>\$118.2</i>
Annual Operations Difference	\$2.4

Governance



Milwaukee County

Economic Benefits of Fixed Transit Routes

Portland

- Streetcars have become an investment in city-building
- Pearl District has seen \$1.8 billion in new development along streetcar line
- 3,000 new lofts created, often with restaurants and galleries below
- Transit has eliminated need for new full-block parking decks in downtown



Economic Benefits of Fixed Transit Routes

Denver - Central Corridor

- Runs through downtown connects business, Coors Field, Convention Center, Mile High Stadium, College Campus & 16th St. Mall
- New restaurants, theatres & parks along line
- Abandoned warehouses converted to lofts
- Vacant lots now pocket parks
- Shopping has sprung up along transit routes



Denver CO, July 2000 © Jon Bell

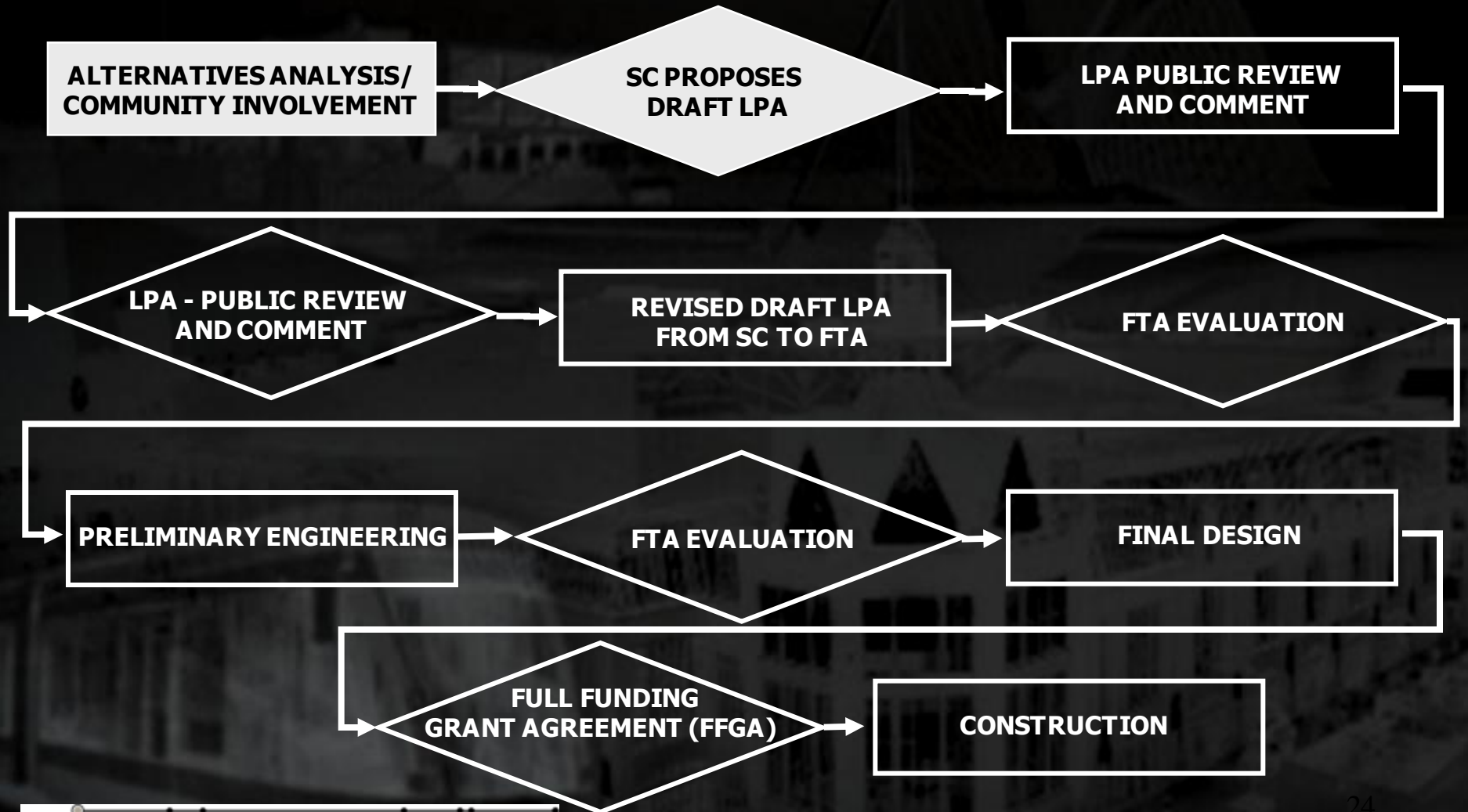
Economic Benefits of Fixed Transit Routes

Salt Lake City

- Built ahead of schedule and under budget
- 2020 Ridership estimates exceeded in first year
- Both major shopping malls in downtown experienced best holiday shopping season in years, after opening
- Surprising popularity on Saturdays & evenings show use of system for recreation, shopping & events



The FTA Project Development and Approval Process





milwaukee *connector*

Milwaukee Downtown Transit Connector Study

www.MilwaukeeConnector.com