

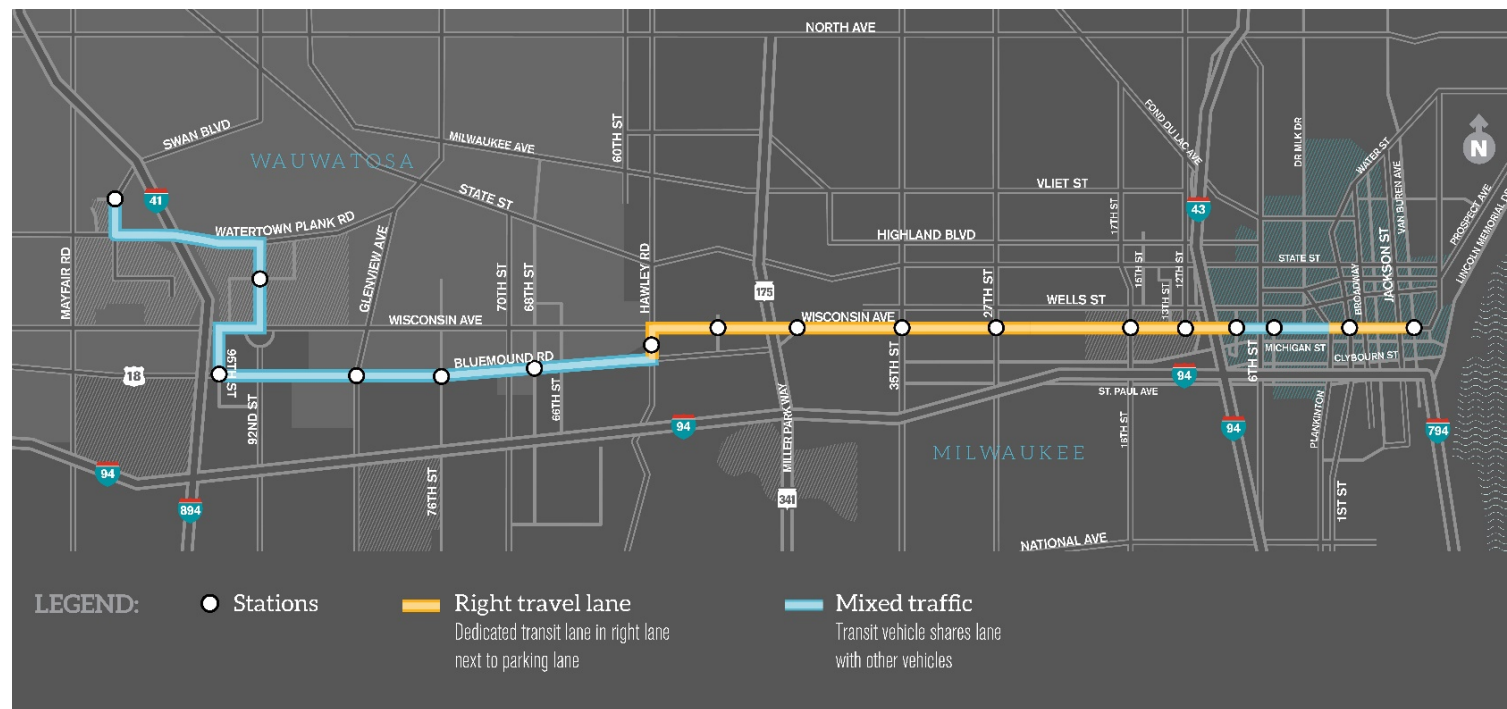
Bus Rapid Transit Project Update

May 2021



THE EAST-WEST BUS RAPID TRANSIT CORRIDOR

- 9-mile regional, modern bus rapid transit service
- Connects downtown, Near West Side, Marquette University, Wauwatosa and the MPMC
- Provides improved access to region's most vital, most traveled and most congested corridor by building on existing MCTS routes
- Key part of regional transportation plan
- Provides opportunities to spur development of and connections to more corridors in region



Why Bus Rapid Transit?

- BRT plays a vital role in a **healthy, multimodal** transportation system that connects people to **jobs**, and businesses to their **customers**
- BRT is **cost-effective** and has been proven to increase transit use with **improved service** frequencies, travel time and reliability
- BRT supports millions of dollars in **economic development**
- BRT meets a critical need to **mitigate traffic congestion**



COUNTLESS ATTRACTIONS
including the county zoo, Miller Park,
Bucks' arena, art museum and Summerfest

- The East-West BRT is projected to average over 9,500 daily riders by 2035 and increase overall transit ridership in the corridor by 17 percent. Ridership will be fueled by activity generators within the half-mile station area around the preferred route including ...

Why Bus Rapid Transit – Populations Served

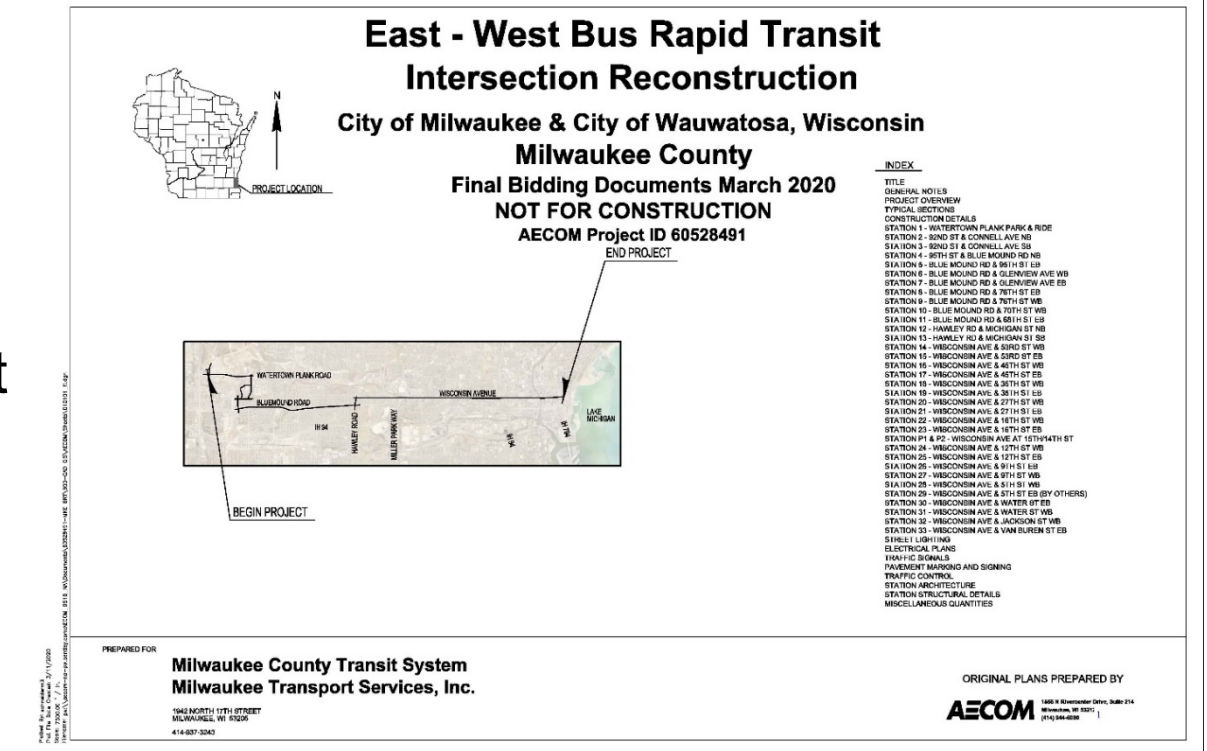
BRT Population Statistics

Place	Population	% Zero-Car Households	% Minority Population	% Population below Poverty
East-West Corridor (within ½-mile)	69,821	21%	37%	23%
City of Wauwatosa	46,838	8%	12%	6%
City of Milwaukee	598,078	18%	63%	29%
Milwaukee County	953,401	14%	46%	22%
State of Wisconsin	5,724,692	7%	17%	13%

Census, ACS 2010-2014

100% Design and Engineering

- Completed in March 2020
- Submitted to Federal Transit Administration (FTA) for review
- Shared with City of Milwaukee, City of Wauwatosa, and Wisconsin Department of Transportation (WisDOT)
- Review from FTA, Milwaukee, Wauwatosa, and WisDOT throughout design process
- Comments received throughout and project refined



Station Design

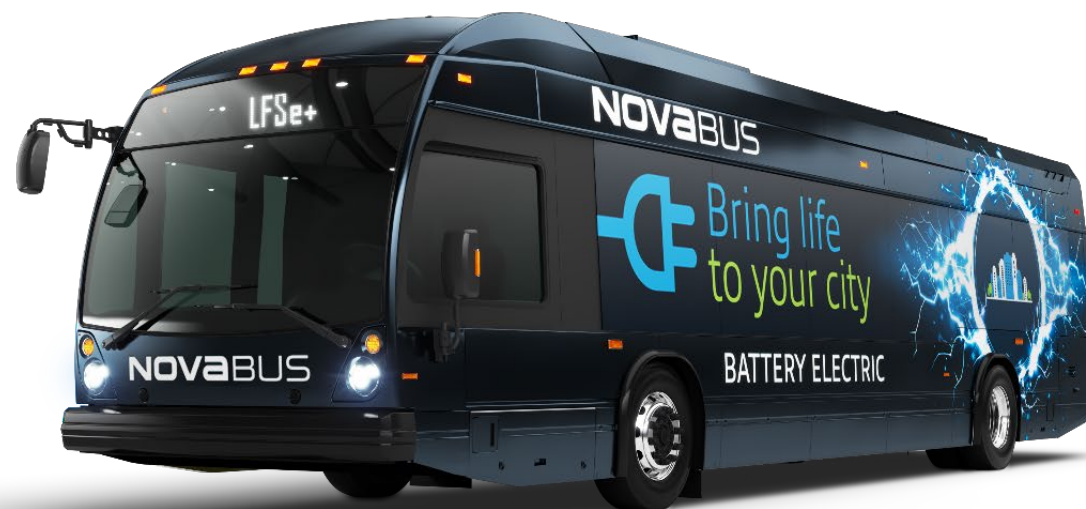


East-West BRT Station Rendering

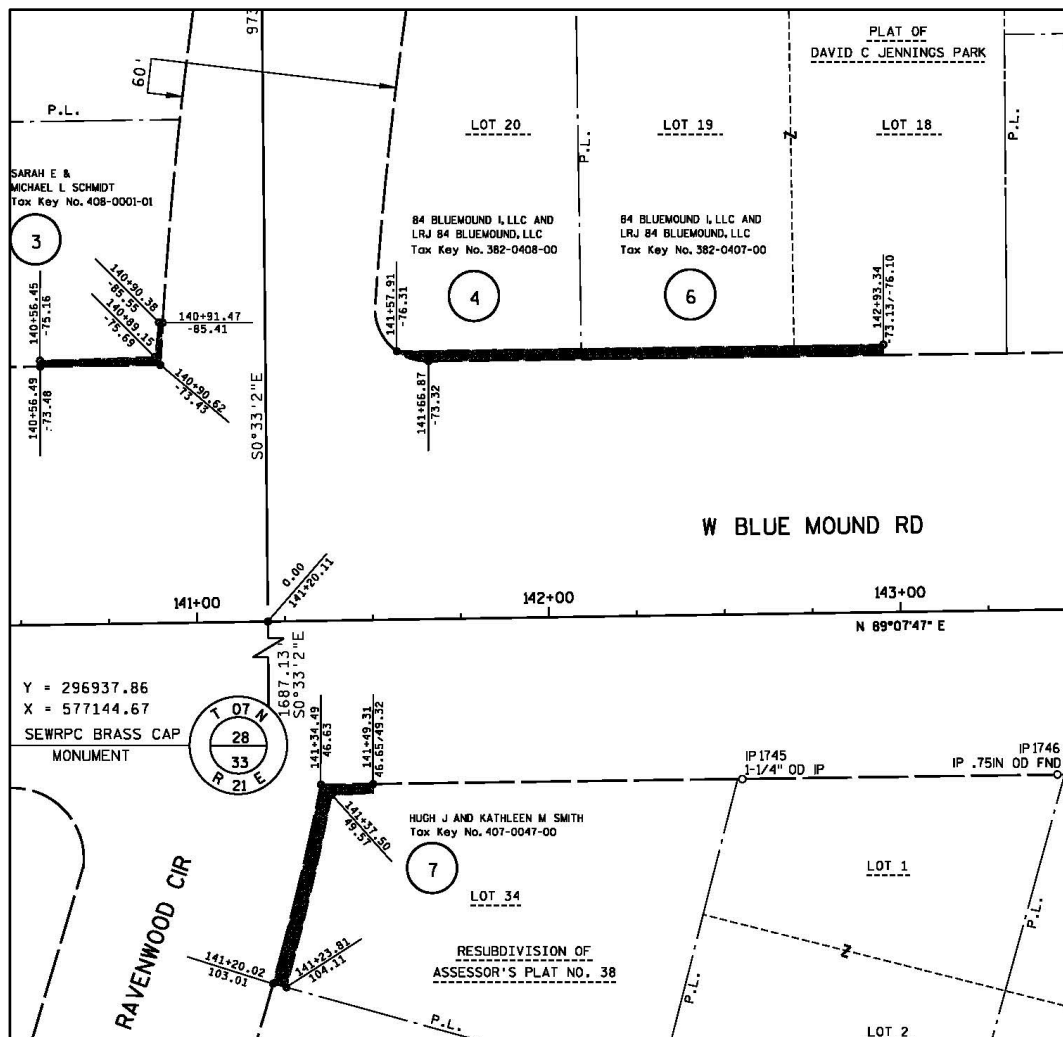
- Standard station aesthetic and features for all stations
 - Transparent façade
 - Lighting
 - ADA compliant
 - Weather-protectant shelter
 - Off-board fare collection
 - Real-time information
- On-going coordination with property owners adjacent to station locations
- Branding efforts since May 2019 kickoff

Vehicle Selection

- Nova Bus selected to produce 11 all-electric vehicles
- A division of Volvo Group Canada, Inc. with manufacturing in the U.S.
- Several components of the bus will be built and assembled locally at businesses in Pleasant Prairie, Racine, Greendale, Pewaukee, Elkhart Lake, and Manitowoc



Right-of-Way – TLE Agreements



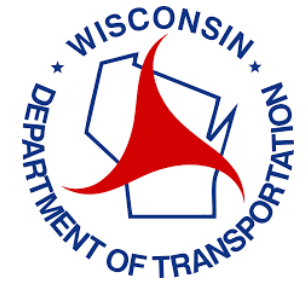
- No permanent ROW acquisition
- Early property owner outreach
- 33 TLE for 33 parcels
 - TLEs are for 16 stations and 4 curb ramps
 - Project team procuring real estate contractor to complete TLE negotiation and agreements
- Current activities:
 - 100% complete

✓ **COMPLETE**

Third Party Agreements with WisDOT, City of Milwaukee, and City of Wauwatosa



- Meetings with technical staff and elected
- Review/comment on 60%, 90%, 99%, and 100% plans
- IGA/MOU signed
 - City of Milwaukee – 1/13/2020
 - MOU (Construction) – 1/13/2020
 - **IGA (Operations) – Pending**
 - City of Wauwatosa – 2/4/2020
 - WisDOT – 4/13/2020
 - Bublr Bike – 7/16/2020



Project Costs and Expenses

- Capital Cost (\$55.05 million)
 - Federal share (cannot exceed 80%): 79% - Capital Investment Grants (CIG) Program Small Starts \$40.9M; Section 5307 Urbanized Formula Funds \$2.3M
 - Milwaukee County match: 21%
 - ✓ \$11.7 million committed through Milwaukee County Bus Replacement Funds, Milwaukee County Signal Prioritization Project, Milwaukee County 2019 Capital Budget, Milwaukee County Bonding, and Vehicle Registration Fee Revenue.

SCC #	Description	YOE \$ (million)	Expended to Date	
			\$	%
10	Guideway & Track Elements	\$1.54	\$0.0	0.0%
20	Stations, Stops, Terminals, Intermodal	\$3.31	\$0.0	0.0%
30	Support Facilities: Yards, Shops, Admin. Bldgs	\$-	\$0.0	0.0%
40	Sitework & Special Conditions	\$16.87	\$0.0	0.0%
50	Systems	\$7.35	\$0.0	0.0%
60	Row, Land, Existing Improvements	\$0.24	\$0.0	0.0%
70	Vehicles	\$15.22	\$0.0	0.0%
80	Professional Services	\$8.20	\$4.4	53.7%
90	Unallocated Contingency	\$2.32	\$0.0	0.0%
100	Finance Costs	\$-	\$0.0	0.0%
	Project Total	\$55.05	\$4.4	8.0%

Federal Appropriation and Grant Execution

- US DOT Secretary Chao Appropriated \$40.9M in May 2020
- ✓ Executed Small Starts Grant Agreement December 14, 2020



Paving the way for solicitation of construction contractor and
Spring/Summer Construction 2021

Construction Contract

- Apparent low bidder for construction is Zenith Tech (\$15.2 M)
- Contract execution expected on 5/11/21
- Construction expected to begin in early June 2021

PROJECT PHASES



2020

- Final Design Activities
 - 100% designs
 - Utility coordination
 - Continued stakeholder engagement
- FTA Risk Assessment
- Begin vehicle procurement
- Small Starts Grant Agreement
- Milwaukee County Board Approval

2021

- Begin Construction (June)

2022

- Vehicle delivery and testing
- Finalize Construction
- Fall – Start of revenue service

For more information:

www.eastwestbrt.com

Or contact:

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