

Assembly Democrats

2009-11 Budget Amendment Request

Date: June 10, 2009

Legislators: Rep. Mason, Rep. Turner, Rep. Barca, Rep. Grigsby, Rep. Richards, Rep. Sinicki ,
Rep. Colon & Rep. Zepnick

Staff Contact: Vicky Selkove

Statement of Amendment Intent: Amend the motions on KRM authority and Milwaukee Regional Transit Authority passed by the Joint Finance Committee. These changes are proposed to put these motions in a position where they are more likely to be approved by the Federal Transportation Authority.

Agency: DOT

Summary:

1. Establish and rename the KRM Authority as the SERTA (South Eastern Regional Transit Authority). Specify it is the only entity in Milwaukee, Racine & Kenosha that can apply as an RTA to the FTA. .
2. Rename the Milwaukee Regional Transit Authority the Milwaukee Transit Authority (MTA).
3. Authorize the Milwaukee County Board to assess a .65¢ sales tax for Milwaukee County. Mandate ½ ¢ has to go to the Milwaukee Transit Authority for transit.
4. Require the Milwaukee County Board to adopt by majority vote that ½ ¢ of the sales tax go to the Milwaukee Transit Authority only if the Milwaukee County Board agrees to opt into of the Milwaukee Transit Authority and SERTA.
5. If the Milwaukee County Board adopts the ½ ¢ sales tax for transit then funding for transit shall be removed from the Milwaukee County property tax levy.
6. Authorize the Milwaukee County Board to approve up to .15% of the sales tax go to Milwaukee County municipalities prorated on a formula based on the number of police and fire employees within each municipality.
7. Designate that a ½ ¢ sales tax in Milwaukee County will be dedicated to transit through the Milwaukee Transit Authority.

8. Require the Milwaukee Transit Authority, the Racine Belle Urban System, and the Kenosha Transit System to each vote to become part of the SERTA.
9. Require the Milwaukee Transit Authority, the Racine Belle Urban System, and the Kenosha Transit System all submit their plans to SERTA for approval and for unified submission to the Federal Transportation Authority.
10. Increase the approved car rental tax to \$18. Designate that \$1 per vehicle from this vehicle rental tax will go to the City of Racine for the Belle Urban System & \$1 per vehicle go to the City of Kenosha for the Kenosha Transit Authority to support their local transit systems. Each city will then be required to generate new funds to match new car rental tax revenues. The \$1 for the respective cities will not be released by SERTA until the City of Racine and the City of Kenosha have demonstrated an established funding source to produce the matching funds.
11. Specify that \$2 per vehicle of the rental car tax funds shall continue to go to the SERTA. The SERTA Board can allocate up to \$16 per vehicle of the remaining rental car tax revenues shall go for maintenance, construction and operations of KRM and that a smaller amount of the \$16 per vehicle can be allocated for preliminary engineering.
12. Restore the language from Governor Doyle's budget proposal to provide \$100 million in bonding authority.
13. Include language specifying that municipalities in Racine and Kenosha Counties, outside of the cities of Racine & Kenosha, shall not have a KRM transit stop in those municipalities until they each provide for a sustainable mechanism to generate new funding to contribute to the Belle Urban System or the Kenosha Transit Authority.
14. Replace language in the Joint Finance motion that would allow the Kenosha County Executive to appoint one Kenosha County member to the SERTA and instead allow the Kenosha County Board Chair to appoint one Kenosha County member to the SERTA.
15. Make sure employees of any RTA are covered by the Municipal Employees Relations Act.
16. Add a KRM stop in the City of Milwaukee at the intersection of Lincoln Avenue and Bay Street.

Fiscal Impact:

Funding Source (*if applicable*):