

Department of Public Works

City Hall
730 Washington Avenue
Racine, Wisconsin 53403
262.636.9121 – Public Works
262.636.9191 - Engineering



Mark H. Yehlen, PE
Commissioner of Public Works

Thomas M. Eeg, P.E.
Asst. Comm. of Public Works/Operations

John C. Rooney, P.E.
Asst. Comm. of Public Works/Engineering

August 25, 2011

To: Racine Public Works and Public Services Committee

From: Al Stanek, Parking & Transit Systems Manager

Subject: Requested Authorization to pursue an 80% US DOT Congestion Mitigation Air Quality (CMAQ) Grant to Replace 1997 Vintage Transit Vehicles

The City of Racine has been informed of a grant opportunity to fund replacement vehicles for the Belle Urban System (BUS).

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has informed us that the dissolution of the SE WI Transit Authority and resulting withdrawal of an application to cover the engineering costs of the proposed Kenosha/Racine/Milwaukee (KRM) Commuter Rail project has made \$15 million of CMAQ funding available for transit related projects in Racine, Kenosha and Milwaukee Counties.

These funds were programmed to be encumbered in 2012 and 2013 which has generated the need for a "fast-track" application and approval process. Formal application materials arrived August 23 and are to be submitted by September 13.

We are requesting authorization to apply for funding to replace as many as 14 replacement vehicles. The maximum grant award is estimated to be \$5.95 million with a maximum required local share of \$1.19 million. The purchase of replacement vehicles had been projected to be staggered over a multiple year period with local share for 11 vehicles already programmed in the Capital Improvements Program (CIP). We are requesting authorization to accelerate the fleet replacement program to take advantage of this opportunity. Federal funding for replacement vehicles has been diminishing over the past several years and a reduction in the federal 80% share has been suggested as something that may occur in the near future.

As of today, half of the vehicles in the current BUS fleet have already exceeded their expected service life (12 years) by several years. By the time replacement vehicles can be delivered they will be 15 to 16 years old and each approaching 700,000 miles. Replacement parts are rare and expensive.

11-6839