



OFFICE OF THE COUNTY CLERK

JOSEPH J. CZARNEZKI • COUNTY CLERK

MEMO

DATE: June 25, 2014
TO: The Honorable County Board of Supervisors
FROM: Joseph J. Czarnezki, County Clerk
SUBJECT: Vetoed File Returned

The County Executive has returned to my office the following file:

File No. 14-312 – A resolution providing policy guidance on the future operation and management of the Milwaukee County Transit/Paratransit System (MCTS).

This resolution was adopted by a vote of 12 ayes – 5 noes at your meeting of May 22, 2014.

The County Executive has vetoed this resolution and attached is a copy of his veto message wherein he states his objection.

This matter is now before your honorable body.

Joseph J. Czarnezki, County Clerk



OFFICE OF THE COUNTY EXECUTIVE

Chris Abele

MILWAUKEE COUNTY EXECUTIVE

DATE: June 25, 2014

TO: The Honorable Milwaukee Board of Supervisors

FROM: Chris Abele, Milwaukee County Executive

RE: Veto of County Board File No. 14-312, a resolution delaying clarity on the future of transit operations in Milwaukee County

I am vetoing County Board File No. pursuant to the authority granted to me by Article IV, Section 23(a) of the Wisconsin Constitution and Section 59.17(6) of the Wisconsin Statutes.

The County Board adopted a resolution on May 22, 2014 that delays much needed clarity on the future of transit service in Milwaukee County.

Since February I have been asking Supervisors to provide policy direction on how you want to proceed with management and operations of our transit system. As I've been saying from the beginning, my preference and the advice of experts in this field is that a professional transit provider gives us the best opportunity to improve transit service in Milwaukee County.

In three budgets, despite facing significant deficits, I've refused to raise fares or cut routes and I appreciate the Board's support in that effort. When we first received CMAQ funding, it was clear that was only a temporary solution. The contract rejected earlier this year would have more than made up the funding cuts we've received from the state. While that \$15 million a year opportunity is lost, our best option is to reissue an RFP.

I have heard from numerous Supervisors that they would like to see a new RFP started as soon as possible. However, last month the full Board refused to endorse a new RFP – sending a mixed message to the public and once again delaying a clear decision. As I have stated numerous times before, we cannot responsibly issue another RFP until Supervisors pass a clear policy directing us to pursue a single path of outsourcing instead of insourcing.

We are now entering a potential emergency situation where the Board's lack of clarity will greatly hinder our ability to provide an efficient and sustainable transit service to the 151,000 riders a day who rely on us. The only clear guidance so far is to insource the transit system – bringing in over 1,000 employees by the end of the year, while at the same time having been denied additional resources to aid in the process. As you might imagine, this leaves bus drivers and bus riders with levels of uncertainty that are unfair, unsafe and unreasonable.

I also have concerns this resolution puts the County on the path of violating federal procurement rules by mandating that any future provider has to be locally run and non-for-profit. At a minimum this message indicates a clear bias toward a prescribed business structure that restricts competition and does not

MILWAUKEE COUNTY COURTHOUSE, 901 NORTH 9TH STREET, ROOM 306, MILWAUKEE, WI 53233
TELEPHONE (414) 278-4211 FAX (414) 223-1375 COUNTY.MILWAUKEE.GOV/COUNTYEXECUTIVE

represent a true unrestricted RFP process. The FTA has been very clear in our discussions that any bidding of our transit management or operations must be open, adding requirements that limit bidding competition could put our federal funding at risk.

I am asking Supervisors to sustain this veto, pass a clear policy that stops insourcing and work with me on a new RFP as requested in Resolution File 14-311. The future of our transit system is too important to continue to delay.