

Jensen, Janelle

From: Dan Boehm <DBoehm@mcts.org>
Sent: Wednesday, October 14, 2020 4:24 PM
To: Haas, Jason; Johnson Jr, Willie; Moore Omokunde, Supreme; Taylor, Sequanna; Czarnezki, Joseph; Rolland, Shawn; Sumner, Liz; Cullen, Eddie; Wasserman, Sheldon; Clancy, Ryan
Cc: Weishan, John; Brown-Martin, Donna; Esch, Julie; Smith, Kenneth; Cady, Steve; Jensen, Janelle; Nathaniel F. Holton; thosch@mcts.org
Subject: Transit (5600) Questions at Finance Committee on 10/14/2020
Attachments: N-S Transit Enhancement Study Fact Sheet.pdf; North-South Transit - Kickoff Meeting Minutes (00253893).pdf; 2020.10.14 Cty Brd Finance Committee Information Request.xlsx

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Finance Committee Chair Haas, and Committee members;

Thank you for your interest in Transit, and the Transit budget presentation on Wednesday, October 14th. I prepared responses to the many good questions that were asked, as described below.

Question #1 – Page 310 of CEX Recommended budget includes language about the N-S 27th Street Corridor Transit Enhancement Study. What is the source of information about COVID's impact on residents in this area?

Answer #1 – The budget narrative was drafted from various materials descriptive of the projects that MCTS will be pursuing in 2021. The section in question was a compilation of information from the N-S Transit Enhancement Study Fact Sheet (attached PDF), as well as is inclusive of information mentioned in the minutes from the N-S Transit Enhancement study Meeting (attached PDF). The PDFs have been highlighted to direct your attention to the appropriate sections.

Question #2 – The budget presentation includes a statement about hiring/promoting people of color into Manager/Supervisor positions in the past six (6) months, can you provide supporting materials, and identify the % of managers/supervisor overall who are minority, and also who are female?

Answer #2 – The MCTS Chief D&I Officer is providing this information in a multi-tab Excel workbook (attached). Demographic and gender information, without names, is included for over 90 managers/supervisors, along with the information about one new hire and seven promotions in the past 6 months, followed by information about the current 'employee snapshot' overall.

Question #3 – Is MCTS receiving any COVID related grants in addition to the \$54.9 million CARES Act dollars allocated to Milwaukee County for transit under an FTA formula?

Answer #3 – There are no additional federal, state or local grants for MCTS due to COVID. We have received assistance in the form of reusable masks for employees and passengers distributed to MCTS via FEMA and FTA. Between July and August we received 143,500 such masks in 4 different shipments, a portion of which were obtained by the Amalgamated Transit Union (ATU) Secretary/Treasurer. We are assisting ATU in storing and distributing these masks to other ATU properties in SE Wisconsin.

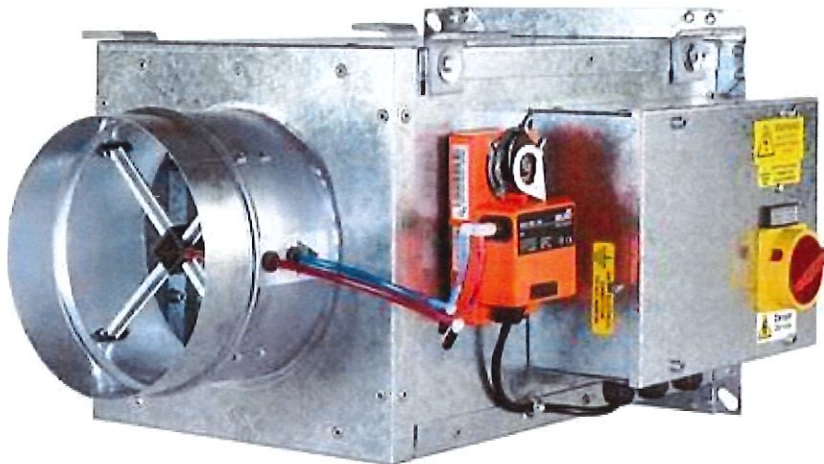
We have also worked closely with Milwaukee County to obtain PPE that came to the County from the State; we received the following items that originated in a shipment from the State using the County Sci Quest System:

- 200 boxes (50 each box) paper masks = total 10,000
- 15 cases of 12 per case spray cleaner OXIFER = total 180 bottles
- 30 boxes (100 per box) of XXL Nitrile gloves = 30,000 total gloves
- 5 cases (1,000) each Large Nitrile gloves = total 5,000 gloves

Furthermore, we have also received and distributed tens of thousands of disposable masks from Rebel Converting, the local Company that is behind the 'mask up Mke' initiative.

Question # 4 – the description of Capital Project WT15001 includes a mention of VAV boxes associated with an HVAC replacement projects. What are VAV boxes?

Answer #4 – this description likely originated with A&E, who perform planning and design work for County facilities. An on-line search revealed the following information about VAV boxes: *A Variable Air Volume (VAV) box is a part of an HVAC system in commercial buildings. A VAV box is integral to the ductwork connecting primary ductwork to secondary ductwork. In many cases, a Variable Air Volume box is nothing but an assembly of a sheet metal box with a damper and controls inside a control panel.*



As a part of answering Question #4, I included a photo of a VAV box as shown on-line.

Please let me know if I have missed any of your questions, or if there is additional information that you would like to have about any of the topics above or the transit budget in general. Thank you.

-db

Daniel A. Boehm

President & Managing Director

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[Milwaukee County Transit System](#)

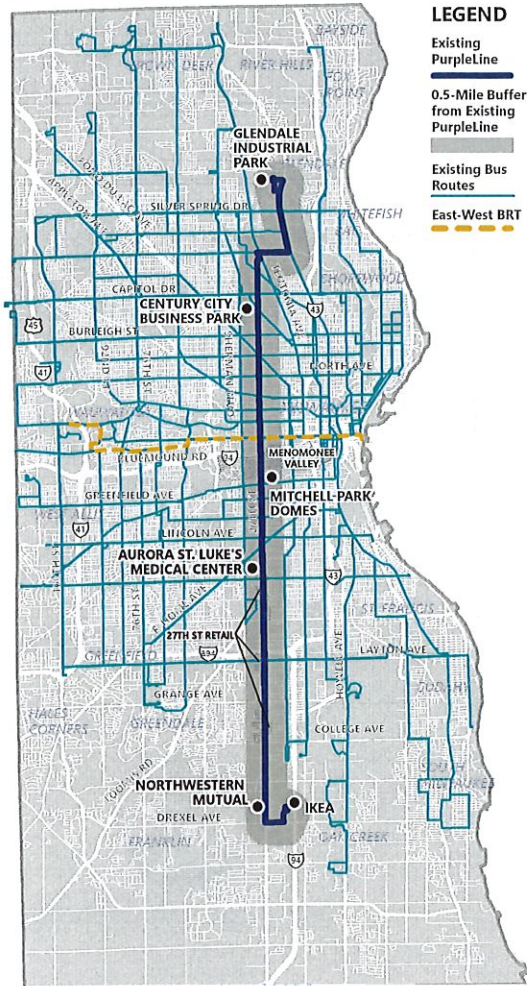
1942 N 17th Street

Milwaukee, WI 53205

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Fact Sheet

Existing MCTS PurpleLine Bus Service



About the Study

Milwaukee County and the Southeastern Wisconsin Regional Planning Commission are beginning a transit study along and near 27th Street to enhance transit service, increase frequency, add amenities and potentially expand the existing Milwaukee County Transit Service (MCTS) PurpleLine service area. Both rail and bus services will be evaluated. These transit improvements are expected to increase transit ridership along the corridor and will serve those residents and businesses along the preferred alternative.

More than 118,000 people live within one-half mile of the **PurpleLine**, which provides essential transit trips to the following destinations:



49,223 jobs and
2 job centers



4 Major Medical Facilities



63 K-12 schools



31 grocery stores and
5 big box discount stores



12 community resource centers
(includes community service centers, senior centers, social security offices, food pantries, and youth centers)

Regional Connectivity

An enhanced North-South transit service will expand connectivity in Milwaukee County and build upon the recent approval of Federal investment in the Milwaukee East-West Bus Rapid Transit (BRT) corridor (see eastwestbrt.com for details) to provide faster transit service with modern amenities for riders throughout the County.

Return on Investment

Every \$1 invested in public transportation generates \$4 in economic returns.*

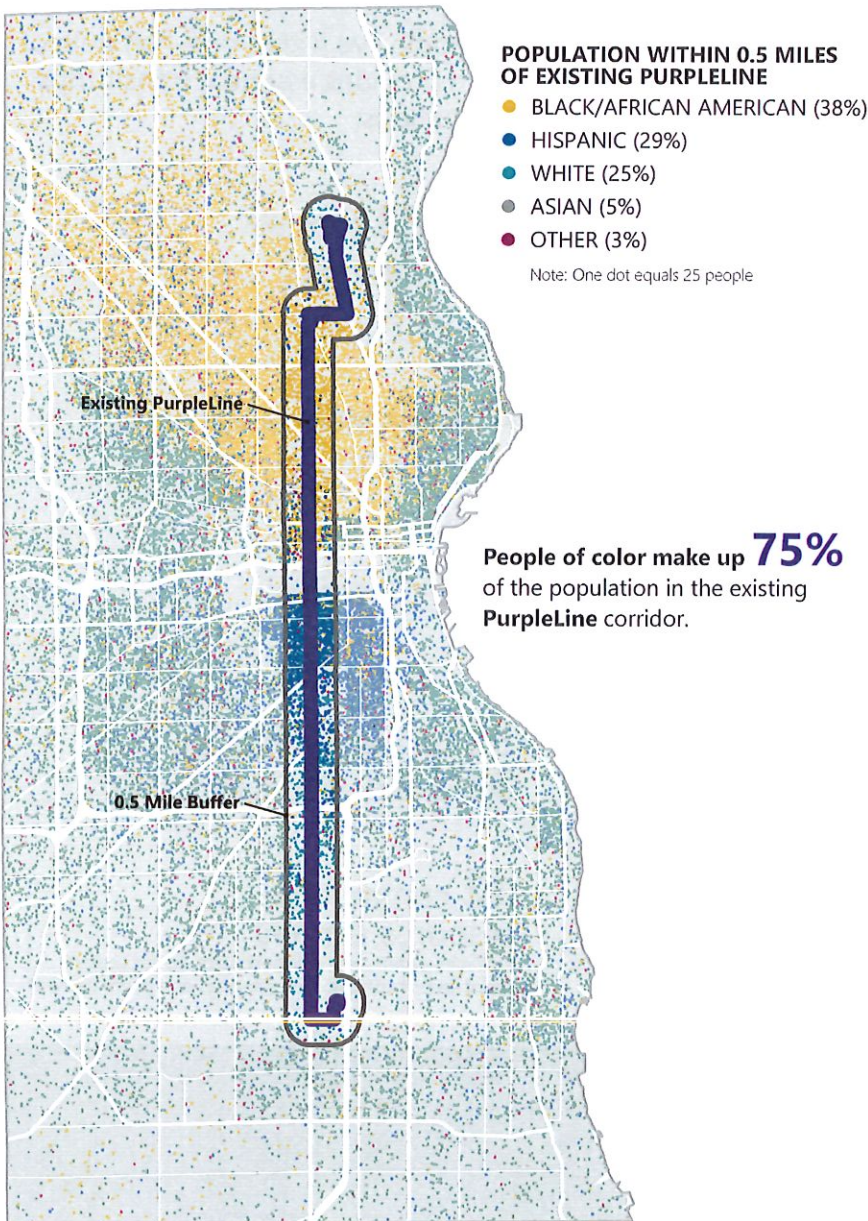
Every \$1 billion invested in public transportation supports and creates more than 50,000 jobs.*

* www.apta.com/news-publications/public-transportation-facts

Investing in Transit Access and Racial Equity

In 2019, Milwaukee County made a commitment to achieving racial and health equity and declared racism a public health crisis. The County resolved to “Advocate for policies that improve health in communities of color”. In the city of Milwaukee, **the 27th Street Corridor is home to many racially and ethnically diverse communities**, but often Milwaukee is listed among the most segregated metro areas in the nation. This segregation, supported by historic and systemic racism, has led to disparities in access to convenient transportation solutions for employment, education, healthcare, grocery stores and other essential services—which when available can positively impact health and economic opportunity. **A transit investment into the 27th Street area could be a catalyst for development and job growth within the corridor—and the region.**

Milwaukee County Population by Race and Ethnicity



Enhanced transit service along this corridor would **improve access for people of color and low-income residents** who are more likely to rely on transit.

63%

of families in poverty in Milwaukee County live within a ½ mile of the **PurpleLine**



Nearly **1 in 5 households** without a car in Milwaukee County are within a ½ mile of the **PurpleLine**

Service During COVID-19

During the Spring 2020 COVID-19 virus outbreak, the **MCTS PurpleLine carried more riders per weekday than any other MCTS route** for the first three months of the pandemic. To meet the demand for essential travel with a ten-rider-per-bus limit, **14% to 18% more service was added** to the PurpleLine on weekdays and weekends.

MILWAUKEE COUNTY
NORTH-SOUTH TRANSIT ENHANCEMENT STUDY
PROJECT MANAGEMENT TEAM – KICK-OFF MEETING
MEETING MINUTES

DATE: May 21, 2020
TIME: 10:30 a.m.
PLACE: Microsoft Teams – Web Meeting

MEETING ATTENDEES

Milwaukee County
John Rodgers

Milwaukee County Transportation System (MCTS)
Dan Basile
Tom Winter
Jeff Sponcia
Brittany Bertsch
David Locher

SEWRPC
Kevin Muhs
Chris Hiebert
Carrie Cooper
Jennifer Sarnecki
Liz Callin

PROJECT MANAGEMENT TEAM INTRODUCTION, LOGISTICS, AND DECISION-MAKING

John Rodgers began the meeting by providing background about the study and explained that the initial kick-off meeting is intended to discuss processes in order to get things started. He also explained that this group is intended to be the project management team for the study. He underscored that the County is dedicated to improving environmental and social justice and that this study should reflect that through analysis and community involvement. Carrie Cooper provided a map of initial potential alternatives for the study as well as some initial demographic data for the area within ½ mile of the existing Purple Line Express Bus Route.

Carrie Cooper proposed that this team meet monthly and the team agreed.

Carrie Cooper proposed decision-making process for the study: SEWRPC will be producing documents then pass on to John Rogers and then he will bring these forward to this project management team for review and approval. The team agreed on that process.

The group discussed the official name for the study and agreed upon, *Milwaukee County North-South Transit Enhancement Study*. Jeff Sponcia explained that MCTS completed an internal analysis of four other transit corridors in the County before the 27th Street corridor was confirmed as the next general corridor

to study for transit enhancement and offered to share this information with the team. John Rodgers agreed and said he would set up a SharePoint Site for the project to share files.

Why 27th Street?

John Rodgers provided more background about why the 27th Street corridor has been chosen for the next corridor to study for transit enhancement, including that it is one of the highest ridership corridors for MCTS (which continues to be true during the COVID-19 pandemic), the concentration of environmental justice populations in the vicinity of the corridor, the high density of jobs along the corridor, the VISION 2050 recommendation that both rapid transit and commuter rail be implemented in the corridor, and that communities along this corridor have experienced the highest rates of COVID-19 infection and fatality in Milwaukee County, all of which underscore the need for investment in this area.

He explained that this information should be taken into account when developing the purpose and need for the study as well as in the development of the range of alternatives being considered.

Jeff Sponcia added that the Purple Express Bus Route has proven even more critical since the COVID-19 pandemic began and is currently the route with the highest ridership in the system. He stated schedule adjustments were made and additional midday service was added to accommodate passenger needs during COVID-19.

TECHNICAL AND COMMUNITY ADVISORY COMMITTEES

Based on previous discussions with Milwaukee County, Carrie Cooper proposed that the technical advisory group for the study be comprised of representatives from local governments along the corridor, the Wisconsin Department of Transportation, and the project management team. She then proposed that a separate community advisory group, comprised of representatives from various community organizations and stakeholder groups along the corridor be formed, separate from the technical advisory committee. The team agreed on this structure. John Rodgers said the earliest he would imagine the technical advisory group could meet would be July, given the impacts of current events and the recent changes in administration at the County.

Carrie Cooper proposed that next steps to prepare for outreach to local elected officials and members of the technical advisory group would be to develop a fact sheet about the study and the corridor, including more demographic, economic, and transportation data about the corridor.

The team also discussed the map of potential alternatives and decided to omit the Fond Du Lac Avenue corridor from the alternatives, agreeing that a separate transit enhancement study for the corridor connecting northwest Milwaukee to downtown would be more appropriate and could take place in the future.

ELECTED OFFICIALS

Kevin Muhs explained that he had completed a jurisdictional analysis to develop a list of elected officials/districts along the corridor and said he would share it with the team. The team agreed that the next step will be setting up one-on-one meetings with elected officials and local government staff along the corridor.

PUBLIC OUTREACH

Carrie Cooper explained that a new logo and some high-level branding would be developed for the study and that SEWRPC has a graphic designer on staff that will lead this work. She also explained that SEWRPC will use Wix.com to build out a project website (suggested url: mkenorthsouth.com). She suggested that more detailed branding could be developed during a further phase of study or project development. She also explained that SEWRPC will eventually look to use social media accounts to share information, and work with marketing and communications staff from MCTS and Milwaukee County. She noted that elected officials would get their own e-blasts to send along to their constituents.

As it relates to public meetings, Carrie Cooper explained that—with the assumption that all or most of public involvement will need to take place virtually due to COVID-19 precautions—public meetings could be conducted via GoToWebinar, SEWRPC staff would look into different options for interactive mapping and engagement, and that YouTube videos could be developed to share information about the study. She also stated there would be a public comment form on the website, and that the public comment period would be open throughout the study. She said that project staff would put a mechanism in place to respond to comments within three days of receipt. Jeff Sponcia suggested looking into Remix for interactive mapping and public involvement. Tom Winter suggested that, in light of the County passing the ordinance about public health and racial equity, the team may want to use some kind of racial equity tool to analyze the route. Carrie Cooper mentioned the City of Madison's racial equity tool for reference. John Rodgers said that Milwaukee County may develop their own tool and that they would share related information to the group.

ACTION ITEMS

Milwaukee County

- Set up a SharePoint Site and Teams Group
- Share information about racial equity tool (via SharePoint or email)
- Set up monthly project management team meetings (Teams)

MCTS

- Share internal analysis done on other transit corridors

SEWRPC

- Prepare fact sheet about the study and the corridor, including more demographic, economic, and transportation data
- Prepare more detailed analysis of demographic, economic, and transportation data using a ½ mile buffer around all potential alternatives
- Share information identifying overlapping Supervisory and Aldermanic Districts, and the associated elected officials

KJM/CTH/CLC/ETC/etc

27th Street Transit - Kickoff Meeting Minutes (00253893).DOCX

Gender_De	Race_Desc	Department_Desc
Male	Asian	ACCOUNTING
Female	White	ACCOUNTING
Male	White	ACCOUNTING
Female	White	EXECUTIVE
Male	White	EXECUTIVE
Female	White	EXECUTIVE
Male	White	EXECUTIVE
Male	White	EXECUTIVE
Male	White	EXECUTIVE
Female	White	EXECUTIVE
Male	Two or More Races	EXECUTIVE
Male	White	EXECUTIVE
Female	White	EXECUTIVE
Male	White	EXECUTIVE
Female	White	EXECUTIVE
Male	Black or African American	EXECUTIVE
Female	White	EXECUTIVE
Female	White	EXECUTIVE
Male	White	EXECUTIVE
Female	White	HUMAN RESOURCES
Female	Black or African American	HUMAN RESOURCES
Male	White	HUMAN RESOURCES
Male	Black or African American	INFO TECH
Male	White	INFO TECH
Male	White	INFO TECH
Male	White	MAINTENANCE
Female	White	MAINTENANCE
Male	White	MAINTENANCE
Male	White	MAINTENANCE
Male	White	MAINTENANCE
Male	White	MAINTENANCE
Male	White	MAINTENANCE
Male	Black or African American	MAINTENANCE
Female	White	MAINTENANCE
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Male	Black or African American	MAINTENANCE
Male	White	MAINTENANCE
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Male	Black or African American	MAINTENANCE
Male	White	MAINTENANCE
Male	White	MAINTENANCE
Female	White	MARKETING
Male	White	MARKETING
Male	Black or African American	MARKETING

Male	White	MATERIALS MANAGEMENT
Male	White	SCHEDULE
Female	White	SCHEDULE
Male	White	TRANSIT PLUS
Male	Black or African American	TRANSIT PLUS
Female	Black or African American	TRANSPORTATION
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Male	Two or More Races	TRANSPORTATION
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Male	Black or African American	TRANSPORTATION
Male	White	TRANSPORTATION
Male	White	TRANSPORTATION
Female	Black or African American	TRANSPORTATION
Male	Hispanic	TRANSPORTATION
Male	Black or African American	TRANSPORTATION
Male	White	TRANSPORTATION
Male	Black or African American	TREASURY
Male	Asian	TREASURY
Female	Hispanic	TREASURY
Male	White	TREASURY

Effective Date	Description	Gender Desc	Race Desc	New Department Desc
20-Sep-20	PROMOTION	Female	White	MAINTENANCE
1-Sep-20	NEW HIRE	Male	Black or African American	INFO TECH
30-Aug-20	PROMOTION	Male	White	TRANSPORTATION
14-Jun-20	PROMOTION	Male	White	TRANSPORTATION
14-Jun-20	PROMOTION	Female	Black or African American	TRANSPORTATION
5-Apr-20	PROMOTION	Female	Black or African American	TRANSPORTATION
5-Apr-20	PROMOTION	Female	Black or African American	TRANSPORTATION
5-Apr-20	PROMOTION	Male	Black or African American	TRANSPORTATION

CODE	JOB CATEGORY	Number				Percent
		White	Minority	Female	TOTAL	White
100	Officials and managers	59	34	26	93	63%
200	Professionals	21	10	14	31	68%
500	Administrative support workers	26	17	25	43	60%
600	Craft workers	75	39	2	114	66%
700	Operatives	145	586	327	731	20%
800	Laborers and helpers	9	19	5	28	32%
	TOTAL	335	705	399	1040	32%

37% of Managers are People of Color

Minority	Female
37%	28%
32%	45%
40%	58%
34%	2%
80%	45%
68%	18%
68%	38%

Data as of September 30, 2020

"Current Mgrs and Supervisors" includes all employees with a 100 EEO code, which constitutes all Man:

"New Hires and Promotions" are all employees hired or promoted into 100-level positions between Ma

"Employee Snapshot" provides demographic data on employees as of September 30, 2020.

agers and Supervisors

rch 31, 2020 and September 30, 2020