



Public Transit: A Need for Action



November 24, 2009



Outline

- **Need for a good public transit system**
- **Public transit funding crisis**
- **Need for regional transit service**
- **Regional Transit Authority (RTA) legislation**



Southeastern Wisconsin Needs a Good Public Transit System

- **To meet the travel needs—work, education, healthcare, shopping—of the significant portion of the population (11% of households) without an automobile.**
- **To provide a necessary and desirable alternative in heavily traveled corridors and areas.**
- **To support higher density and infill development and redevelopment, which results in efficiencies for public infrastructure and services, including transportation.**



Southeastern Wisconsin Needs a Good Public Transit System (continued)

- **To contribute to efficiency in the transportation system, including reduced highway traffic and congestion, air pollution and energy consumption.**
- **To enhance economic development/quality of life**
 - **To connect workers with jobs**
 - **To access opportunities for higher education**
 - **To provide choice**
 - **To reduce household expenditures on transportation, permitting greater savings, other expenditures, and higher standard of living**



Public Transit Funding Crisis

- **Last 8 years**

	<u>Service Reductions</u>	<u>Fare Increases</u>
Milwaukee County	19%	50%
Waukesha County	39%	50-75%
Waukesha City	21%	100%
Racine City	18%	50%
Kenosha City	11%	25%

- **Reductions include routes, service hours, frequency, and express service**
 - **40,000 jobs now not accessible by transit**
- **Projections for next five years**
 - **35% reduction – Milwaukee County**
 - **20-25% reductions for other systems**

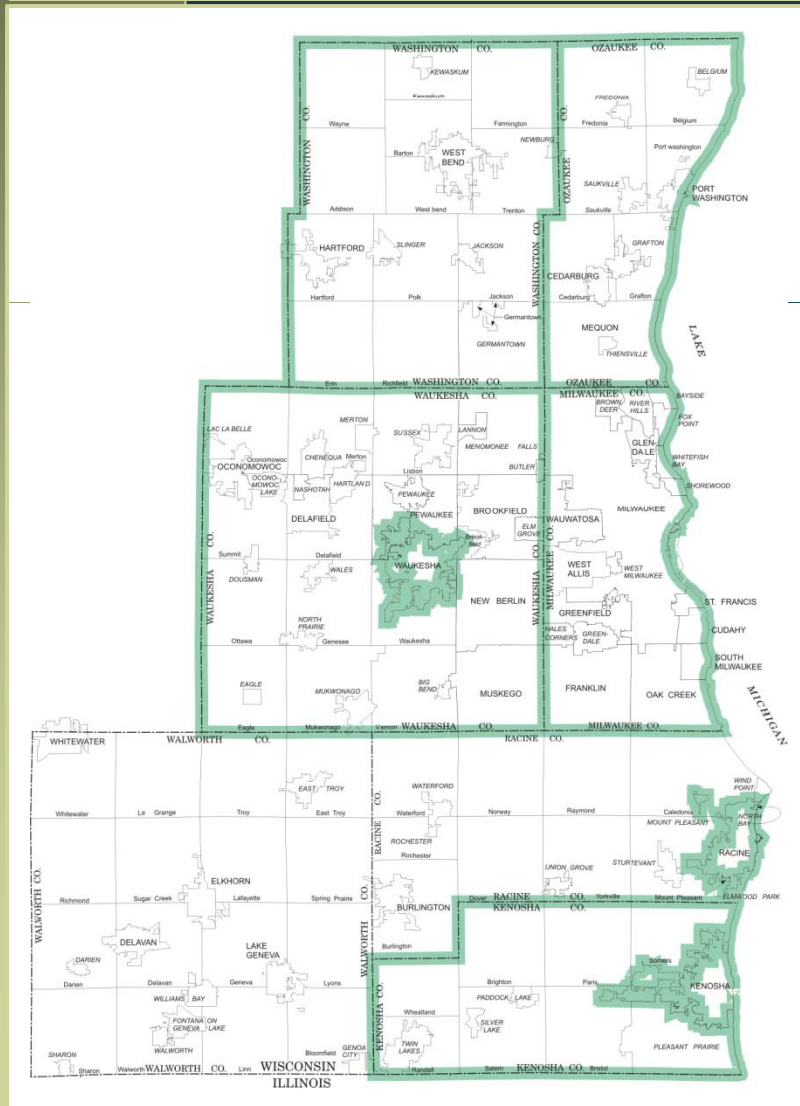


Public Transit Funding Crisis – Why?

- **Federal and State funding provide 70 to 80% of transit annual operating funding**
 - **Have not increased with inflation**
- **No ability to replace Federal and State funds with local property taxes**
- **Nearly 100% of Federal funds intended for capital projects are being spent on operating funding**
 - **\$40 million “bank” of Federal capital funding has been spent down in Milwaukee county**



Existing Public Transit Systems



- 8 existing public transit systems
- Compared to their peers, very efficient and effective
 - Milwaukee County Transit System
 - Total operating cost per rider
 - 31% below average of their 22 peers
 - 5th lowest
 - Net operating cost per rider
 - 32% below average
 - 4th lowest



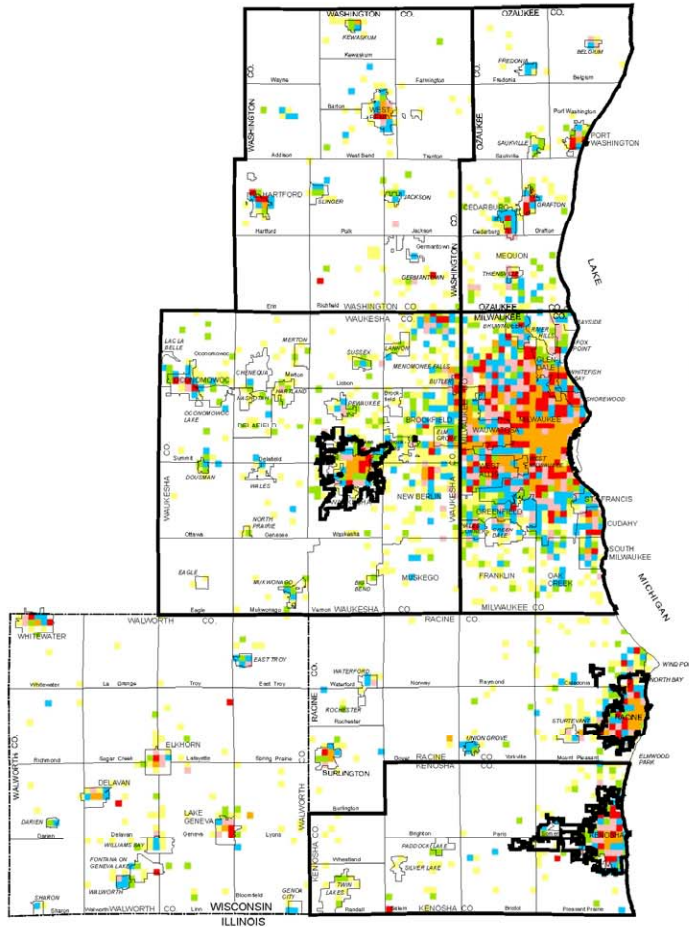
Nearly Every Other Metro Area Has Dedicated Local Transit Funding

Name	2000 Population (in millions)	Source of Local Dedicated Funding
St. Louis, MO	2.08	0.25% Sales tax
Denver, CO	1.98	1.0% Sales tax
Cleveland, OH	1.79	1.0% Sales tax
Pittsburgh, PA	1.75	Sales tax
Portland, OR	1.58	0.6618% payroll tax
Cincinnati, OH	1.50	0.3% payroll tax
Norfolk, VA	1.39	- -
Sacramento, CA	1.39	0.5% Sales tax
Kansas City, MO	1.36	0.375% Sales tax
San Antonio, TX	1.33	0.5% Sales tax
Las Vegas, NV	1.31	0.25% Sales tax
Milwaukee, WI	1.31	- -
Indianapolis, IN	1.22	- -
Providence, RI	1.18	6.25 cents per gallon gas tax
Columbus, OH	1.13	0.25% Sales tax
New Orleans, LA	1.01	1.0% Sales tax
Buffalo, NY	0.98	0.125% Sales tax
Memphis, TN	0.97	- -
Austin, TX	0.90	1.0% Sales tax
Salt Lake City, UT	0.89	Sales tax
Jacksonville, FL	0.88	1.0% Sales tax
Louisville, KY	0.86	0.2% payroll tax
Charlotte, NC	0.76	0.5% Sales tax



Need for Regional Transit Service

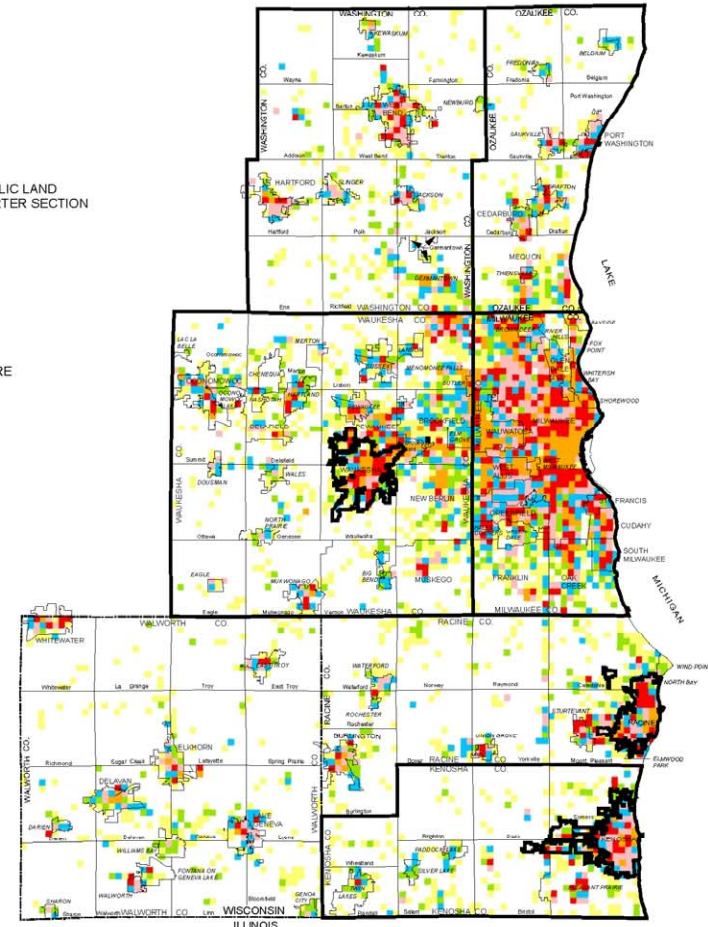
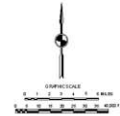
1972 JOB DENSITY



2000 JOB DENSITY

JOBS PER U.S. PUBLIC LAND SURVEY ONE-QUARTER SECTION

- 0-9
- 10-49
- 50-99
- 100-249
- 250-499
- 500-999
- 1,000 OR MORE





Governor's Proposed Regional Transit Authority Legislation

- **Governor and State legislators developing legislation for a regional transit authority**
 - **Provides 0.5% sales tax to fund public transit in Milwaukee County**
 - **Provides alternatives for dedicated funding in Racine and Kenosha**
 - **Provides potential for a regional transit authority which would include all counties in the Southeastern Wisconsin**
 - **Legislation expected to be introduced in January 2010**
 - **Support will be needed to make this proposed legislation a reality**