Transit brings us together. The ability to move around and connect within our communities is part of a self-sufficient and dignified life.

Everyone has a place in our communities!

Say YES to transit!!!

www.wisdomwi.org
Transit connects us

Access to public transit in urban and rural areas of Wisconsin connects people to:

• Jobs
• School
• Health Care
• Friends and Family
• Shopping
• Faith Communities
How do Wisconsinites use public transportation?

- Work: 48%
- Education: 23%
- Shopping/Tourism: 18%
- Medical: 11%

Transit Rides in Wisconsin By Purpose
Wisconsin Department of Transportation Study
Not everyone drives a car!

• Low-wage workers
• Seniors
• Persons living with disabilities
• The “Millennials”
• You can talk and text on Transit !!!
Not everyone can afford a car

• 1/3 of the income of low-wage workers and those with fixed incomes goes toward transportation costs ...

• The average annual cost of owning a car is $10,000, a price tag that is out of reach for many in Wisconsin ...

• 24% of African-American households, 17% of Latino households, and 13% of Asian-American households do NOT have access to a car ...

• Public transit is critical in connecting people to jobs and to safety net programs in our community such as food pantries, community clinics, etc...
More than four in five seniors believe public transportation is a better alternative to driving alone ...

By 2030, more than one fourth of the state’s population will be over age 65 in nearly 20 our most populated counties ...

On average, we live 7 years past when we quit driving...

77% of Wisconsin residents surveyed believe it’s important to expand transit for seniors and people with disabilities ...

More than ever, seniors and disabled persons are living lives independent and outside of institutional care. Access to transit is one of the key factors that allows for this self-sufficiency.
Some are *too young* to drive

In many communities across Wisconsin, public transit has become the way many students get to K-12 school, stay involved in extra-curricular activities, and connect to their first jobs.
Some don’t want to drive

• Trends are showing us that in Wisconsin more young people are using transit than ever before ...

• Less young people are choosing to own a vehicle or are even obtaining a drivers license ...

• Vehicle miles driven annually in Wisconsin are no longer increasing and have declined since 2004...

• Residents are choosing to drive less and are opting for ride share, public transit, and walking/biking to get where they need to go ...
We All Gain from Transit

- Every $1 invested in public transportation generates $4 in economic activity ...
- Transit offers less congestion. Even in small regions public transportation saved 2 million hours of delay and $31 million annually ...
- The health impact in communities that have public transit include: lower rates of respiratory and heart disease, lower accident rates, and higher quality of life due to greater physical activity ...
- Transit jobs are some of the few remaining family supporting jobs left for veterans and the underemployed...
State Funding for Transit is Broken!

Transportation has had a strong history of bi-partisan support! Changes in WI transit funding IN THE LAST 3 YEARS have left too many stranded ...

It’s about priorities! Legislators, governors, and other elected officials in the past decade on both sides of the aisle have cut transit aid in WI while funding for new highway construction has increased significantly ...

The result of this funding inequity is shortened travel times for some and decreased mobility choices for others...
Racine Belle Urban System (BUS)

Total Fixed Route Rides Per Revenue Hour **

** Per WisDot Annual Operations Report Form DT 1489
How a 2.23 Percentage Point Drop in WisDOT Allocated Funding Impacted Us in 2012 & 2013

* 2.23% of roughly $8 million is ~$178,000

* Finding $178,000 more local share would require a 16.2 percentage increase in City of Racine funding while the ability of cities and villages to raise revenues is capped.

* Ultimately BUS service on the street was cut by 5.8% along with a 33% fare increase in 2012. In 2013 service was cut another 3.9%. Costs continue to go up --- funding goes down --- people suffer.
Transit Funding - Why was it important before and not now?

State Funding Increases for Transit, 2007-2013

- 2007-09: 7.8%
- 2009-11: 6.9%
- 2011-13: -1.3%

Transit Program Policy Issue Paper, Wisconsin Transportation Finance & Policy Commission
Local Communities Have Their Hands Tied

• Transit demand doesn’t recognize municipal and county boundaries ...

• Property tax has been capped, forcing local municipalities to make tough decisions resulting in transit cuts and increased fares...

• Regional Transit Authorities (RTAs) that would allow for regional planning and funding where outlawed. The state legislature has taken away reasonable alternative options resulting in service gaps and operational inefficiencies...
A Bipartisan State Group Researching Transportation Funding Alternatives is on Record Recommending:

• Restoration of the $9.3 million cut to public transit made in the 2011-2013 state budget...

• Restoration of an additional $9.5 million annually to bring transit funding back to previous percentage levels...

• State Transit assistance to continue to be funded from the “Transportation Fund”...

• Authorization that allows for Regional Transit Authorities to plan and raise local revenue for local transportation needs...
What YOU can do!

- BE AN ACTIVE PART OF THIS TRANSIT TASK FORCE...
- Invite WISDOM or BUS representatives to offer presentations to a group you are a part of...
- Talk to your State and Local officials about restoring transit funding ...
- Try transit, engage riders, share your story, collect stories, talk to businesses that rely on transit for employees and customers ...
- Attend community events, prayer vigils, forums ...
- Write a letter ‘To the Editor’ ...

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