

**REDUCTIONS IN STATE TRANSIT OPERATING ASSISTANCE INCLUDED IN PROPOSED 2011-2013 WISCONSIN BUDGET**

Transit Services	Estimated 2011 State Aid Contract Amounts <sup>a</sup>						Proposed 10 Percent Reduction in State Transit Assistance <sup>b</sup> in 2012
	Operating Cost	Operating Revenues	Public Funding				
			Federal	State	Local	Total	
<b>Bus Systems</b>							
Kenosha-Racine-Milwaukee Counties.....	\$ 1,236,896	\$ 262,000	--	\$ 723,584	\$ 251,312	\$ 974,896	\$ -72,358
City of Kenosha.....	\$ 7,352,929	\$ 1,264,650	\$ 2,314,318	\$ 1,917,716	\$ 1,856,245	\$ 6,088,279	\$ -191,772
Milwaukee County.....	\$ 171,404,608	\$ 59,380,989	\$ 18,648,933	\$ 68,583,168	\$ 24,791,518	\$ 112,023,619	\$ -6,858,317
Ozaukee County (Bus & Taxi).....	\$ 2,653,128	\$ 454,465	\$ 424,200	\$ 1,115,153	\$ 659,310	\$ 2,198,663	\$ -111,515
City of Racine.....	\$ 7,855,638	\$ 1,662,600	\$ 2,472,545	\$ 2,048,828	\$ 1,671,665	\$ 6,193,038	\$ -204,883
Washington County (Bus & Taxi).....	\$ 3,269,347	\$ 589,500	\$ 612,723	\$ 1,281,463	\$ 785,661	\$ 2,679,847	\$ -128,146
City of Waukesha & Waukesha County.....	\$ 9,746,971	\$ 2,068,656	\$ 1,013,993	\$ 4,657,565	\$ 2,006,757	\$ 7,678,315	\$ -465,757
Subtotal	\$ 203,519,517	\$ 65,682,860	\$ 25,486,712	\$ 80,327,477	\$ 32,022,468	\$ 137,836,657	\$ -8,032,748
<b>Shared-Ride Taxi Systems</b>							
City of Hartford.....	\$ 237,874	\$ 64,346	\$ 83,300	\$ 68,819	\$ 21,409	\$ 173,528	\$ -6,882
City of Port Washington.....	\$ 277,929	\$ 62,750	\$ 103,542	\$ 74,006	\$ 37,631	\$ 215,179	\$ -7,401
City of West Bend.....	\$ 1,142,058	\$ 350,000	\$ 379,397	\$ 351,559	\$ 61,102	\$ 792,058	\$ -35,156
City of Whitewater.....	\$ 204,459	\$ 58,583	\$ 69,961	\$ 60,839	\$ 15,076	\$ 145,876	\$ -6,084
Subtotal	\$ 1,862,320	\$ 535,679	\$ 636,200	\$ 555,223	\$ 135,218	\$ 1,326,641	\$ -55,522
<b>Region Total</b>	<b>\$ 205,381,837</b>	<b>\$ 66,218,539</b>	<b>\$ 26,122,912</b>	<b>\$ 80,882,700</b>	<b>\$ 32,157,686</b>	<b>\$ 139,163,298</b>	<b>\$ -8,088,270</b>

<sup>a</sup> Figures assume a 3 percent increase in operating costs, a 3 percent increase in State operating assistance, and no changes in service levels, ridership, and operating revenues over the amounts used to prepare the 2010 State aid contracts for each transit system.

<sup>b</sup> Reflects a reduction of 10 percent in State transit operating assistance as included in the Governor's proposed 2011-2013 State budget.

Source: SEWRPC.

**SOURCES OF STATE TRANSIT FUNDS IN METROPOLITAN  
 AREAS OF SIMILAR SIZE AS THE MILWAUKEE AREA AND  
 WHICH HAVE SUBSTANTIAL STATE OPERATING FUNDING<sup>a</sup>**

Metropolitan Area	Transit Operator	Source of State Transit Funds Used for System Operation
Pittsburgh, PA	Port Authority of Allegheny County	Funding obtained primarily from the Public Transportation Trust Fund which is funded through a dedicated portion of state sales tax revenues and several other sources including: an allocation from the Pennsylvania Turnpike Commission; an annual executive authorization of state lottery proceeds; funds generated by the Public Utility Realty Act; and other sources including vehicle leasing fees, vehicle rental taxes, and a tire tax <sup>b</sup> .
Norfolk, VA	Hampton Roads Transit	Funding obtained from the state Mass Transit Trust Fund which receives 14.7 percent of the state Transportation Trust Fund revenues. Transportation Trust Fund revenues come from Federal Aid Highway grants, a statewide tax of \$0.175 per gallon of motor fuel, vehicle registration fees, a 3 percent motor vehicle sales tax, and a 5 percent retail sales tax.
Milwaukee, WI	Milwaukee County Transit System	Funding obtained from state Transportation Trust Fund revenues. The Transportation Trust Fund is funded primarily through motor fuel taxes and vehicle registration fees.
Providence, RI	Rhode Island Public Transit Authority	Funding obtained through a \$0.0975 per gallon statewide motor fuel tax.
Buffalo, NY	Niagara Frontier Transportation Authority	Funding obtained from general funds and the State Transit Operating Assistance (STOA) Program. A petroleum business tax is used to generate the STOA program funds used for transit systems outside the metropolitan New York area.
Memphis, TN	Memphis Area Transit Authority	Funding obtained through a portion of the \$0.21 per gallon statewide motor fuel tax.
Charlotte, NC	Charlotte Area Transit System	Funding obtained through allocations from the state Highway Fund and discretionary transfers from the state Highway Trust Fund <sup>c</sup> .
Indianapolis, IN	Indianapolis Public Transportation Corporation	Funding obtained from the State Public Mass Transportation Fund that received 0.635 percent of the State's general sales and use tax revenue. These funds are allocated to transit agencies using a performance-based formula. The formula uses operating expenses, passenger trips, total vehicle miles, and locally-derived income to compute the allocations.

<sup>a</sup>Transit systems in metropolitan areas of 800,000 to 2.1 million population (Milwaukee area has 1.3 million population) which have between 20 to 70 percent of their annual public transit operating funding provided by State funding (Most of these systems do not have a local dedicated funding source--Buffalo and Charlotte have local dedicated funding.).

<sup>b</sup>The public utility realty tax is levied in lieu of local real estate taxes against certain entities furnishing utility services. The other revenue sources include funds generated from a 1.22% sales and use tax, and special fees of \$1 per tire, \$2 per vehicle rental, and 3% on vehicle leases.

<sup>c</sup>Both the Highway Fund and the Highway Trust Fund are supported by the statewide motor fuel tax of \$0.325 per gallon. The Highway Trust Fund also receives revenues generated through highway-user fees including motor vehicle sales taxes and registration fees, and federal-aid appropriations.

Source: SEWRPC.