

# RTA A vibrant regional transit network in SE WI

November 2009

Jobs • Economic Growth • Quality of Life

## Regional Transit Authority Created

The Southeast Regional Transit Authority (SERTA) was created on June 29, 2009 in the state budget to manage and provide the local funding for Kenosha-Racine-Milwaukee Commuter Rail (KRM). This is an historic achievement! The creation of SERTA is a vital step forward and provides an important regional framework to build on.

**Crucial additions to SERTA are needed in 2009** We must quickly build on SERTA now and add these vital transit components:

- **Adequate, stable, dedicated funding for bus systems** in Milwaukee, Racine, and Kenosha.
- **A regional framework** that encompasses bus systems and KRM Commuter Rail.

Without these additions, transit services will be drastically cut, over \$100 million in federal funding for KRM will be at serious risk, and KRM will not likely advance through the federal funding and approval process. Our economy, businesses, and families will suffer.

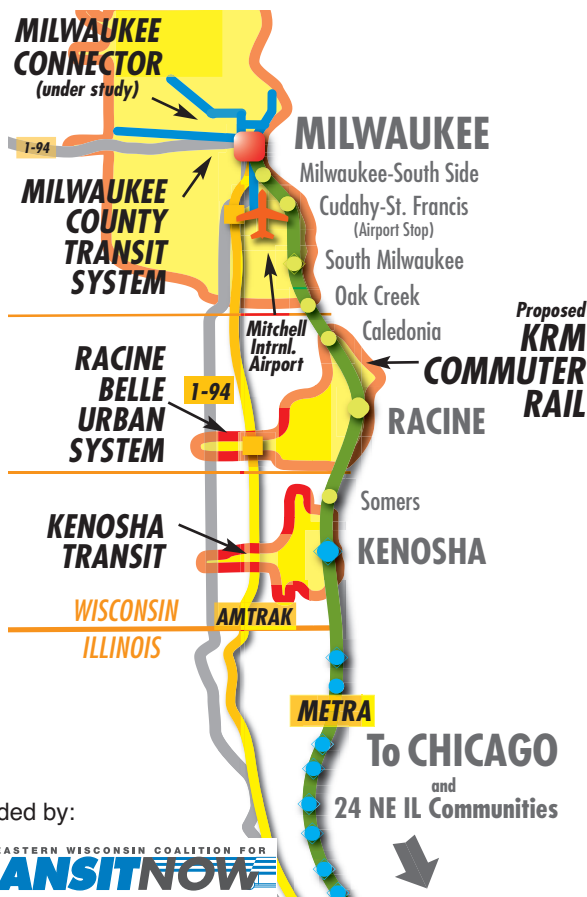
## One More Crucial Step: Integrate buses into RTA.

A fully integrated RTA with buses and commuter rail is urgently needed in 2009 to give communities the means to invest in transit and **ensure job connections, spur job creation and real estate development, and talented work force that supports business economic growth.**

Here's what we would gain:

- **Save our bus systems and avoid massive cuts in transit service that will cut people off from jobs.**
- **GROW JOBS.** Grow nearly 4000 jobs to build KRM. Support and assist in the creation of up to 71,000 jobs over 25 years, 17,500 would not be realized without KRM.
- **Link people to over 1 million jobs.**
- **Build global economic competitiveness:** A regional transit network is essential to attract business, economic development, and visitors.
- **Improve property values and expand tax base to generate revenues for government services.**
- **Connect 3 of Wisconsin's 5 largest cities and link them with the dynamic Milwaukee-Chicago economic corridor.**
- **Lower the cost of living.** Transit is an affordable alternative to spikes in fuel prices. Access to good transit saves families thousands of dollars annually and keeps local dollars working in our communities instead of exporting it overseas for oil.
- **Build healthier and stronger communities with modern, clean, easy, affordable access to jobs, school, fun.**

## Potential Transit Network in SE WI



Provided by:

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## Legislative Action Required in 2009

- Without a dedicated funding source, existing transit systems will face major service reductions and KRM Commuter Rail and other major initiatives and their jobs and economic benefits will pass us by.

Over for more information

# Transit Essential Support for a Strong Economy & Healthy Communities

*Transit plays a pivotal role in our growth as a vibrant economic region and state, and our success in competing in the global marketplace.*

**A permanent regional transit authority with a dedicated funding source will improve and enhance our current transit systems and create a dynamic, multi-modal network in southeast Wisconsin that will grow jobs, spur development and support:**

## **Connecting People to Jobs**

- **Transit cuts are harming accessibility to jobs.** Between 2001 and 2007 in Milwaukee and Waukesha counties alone, 40,500 jobs became inaccessible by transit due to service cuts. The total is projected to exceed 100,000 by 2010. **Milwaukee is facing 35% service cuts, and Racine and Kenosha will face 20% cuts that will continue to spiral downward.**
- An adequately funded regional transit system can efficiently and reliably link workers to jobs, helping to reduce poverty and unemployment and their significant costs to society.
- KRM commuter rail would connect workers to nearly **1 million jobs** within 1 mile of stations and employers to over **325,000 in workforce**.
- KRM is an affordable alternative during I-94 rebuild.

## **Economic Growth**

- **We're falling behind.** Other regions in the U.S. have invested in transit and are reaping the rewards while we are falling further behind. Transit is a vital infrastructure component that builds the local and regional economy, returning many times the original investment.
- **Transit is a top attractor for businesses and the talent that they require to be successful.** We need to help

assure a talented workforce and reverse our brain drain by investing in transit to build a globally competitive regional economy.

- **Spur development near KRM stations that would create jobs and increase property valuation by up to \$7.8 billion** over the next 25 years.
- Transit enhancements will strengthen physical bi-state linkages between the metro Milwaukee and metro Chicago economies. The Kenosha-Racine-Milwaukee Commuter Rail (KRM) line would link a diverse high density economic corridor from Milwaukee to Chicago.
- **For every dollar invested in transit, over \$4.50 is gained in returns to the community.**

## **Sustainability & Cost Savings**

- Dedicated transit funding will support investments such as KRM Commuter Rail that fill major transportation system gaps **using existing right-of-way** by linking and enhancing densely populated lakeshore corridor and urban transit systems that currently have few connections.
- Transit investments can catalyze sustainability and a green economy, while saving money for and families by reducing travel costs. People need alternatives to the high cost of commuting: 18% - 42% of household income is for transportation. **Transit can reduce household commuting costs by up to 65%,** or 10-20% of total household income.

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## **STATUS: Local transit systems and KRM Commuter Rail at Risk**

### **Local Transit:**

#### **Funding Shortages = Eventual bankruptcy**

**Our Transit Systems are facing a financial crisis that will result in service being cut dramatically starting in 2010 if a dedicated funding source is not found.**

Bus systems are struggling with growing demand, increasing costs (such as fuel and health care,) and stagnant revenues from local, federal, and state sources. Service cuts are the result, which negatively impacts access to jobs and employees' access to workers.

### **KRM Commuter Rail:**

#### **Bus funding critical**

The KRM Environmental Impact Study is complete and approved by the FTA. **The application for federal project approvals and funding can be made soon, but KRM will only gain federal approvals if buses are adequately funded and integrated with KRM in a regional framework.**



**For more information or to schedule a briefing please visit: [www.transitnow.org](http://www.transitnow.org)  
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