MINUTES OF THE TWENTY-THIRD MEETING

SOUTHEASTERN WISCONSIN REGIONAL TRANSIT AUTHORITY

DATE: August 18, 2008
TIME: 8:00 a.m.
PLACE: General Mitchell International Airport Terminal
Mitchell Gallery of Flight Museum – Sijan Room
Upper Concourse Level
Milwaukee, Wisconsin

Board Members
Karl Ostby, Chairman ................................................................. Kenosha County Representative
Len Brandrup ................................................................................ City of Kenosha Representative
Joseph “Jody” Karls ................................................................. City of Racine Representative
Sharon Robinson ................................................................. City of Milwaukee Representative
Julia Taylor ................................................................ Governor’s Representative from City of Milwaukee
George A. Torres ................................................................. Milwaukee County Representative

Board Members Excused
David Eberle ................................................................. Racine County Representative

Staff Members
Philip C. Evenson ................................................................. Executive Director, SEWRPC
Kenneth R. Yunker ................................................................. Deputy Director, SEWRPC
Albert A. Beck ................................................................. Principal Planner, SEWRPC

Consultant Team (Transit Advocacy and Communications)
H. Carl Mueller
Lori Richards

Guests
Dan Boehm .................................................. Director of Administration, Milwaukee County Transit System
Anita Gullotta-Connelly ....................................... Managing Director, Milwaukee County Transit System
Brian Dranzik ................................................................. Fiscal and Policy Administrator, Milwaukee County Department of Transportation and Public Works
Kristine Martinsek ................................................................. Owner, Martinsek and Associates
Alan Richards ................................................................. Mayor, City of St. Francis
Karen Schmiechen ................................................................. Planner, Wisconsin Department of Transportation, Southeast Region
Albert Stanek ................................................................. Chief, Intercity Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
Jeff Stone ................................................................. Wisconsin State Representative
ROLL CALL AND INTRODUCTIONS

Chairman Ostby called the meeting to order at 8:00 a.m. Roll call was taken, and the presence of a quorum was confirmed. He noted that Mr. Eberle would not be present for the meeting due to a prior commitment.

APPROVAL OF AGENDA

There were no changes made to the meeting agenda.

REVIEW AND APPROVAL OF MINUTES OF THE JULY 21, 2008, MEETING

A motion to approve the minutes of the July 21st meeting as presented was made by Ms. Taylor, seconded by Mr. Karls, and carried unanimously by the Board.

CORRESPONDENCE AND COMMENTS RECEIVED ON WEBSITE

No correspondence or comments had been received since the last Board meeting.

REVIEW OF GOVERNANCE, FUNCTIONS, AND FUNDING OF OTHER RTAS AROUND THE NATION

Chairman Ostby requested Commission staff to review the table and presentation (see Attachments 1 and 2) on the governance structure, functions, and sources of local funding for RTAs that had been distributed to the Board. Mr. Yunker stated that staff had compiled this information for 13 RTAs serving multicounty areas in other parts of the nation as well as for the Northeastern Illinois RTA serving the Chicago metropolitan area. He led the Board through a page-by-page review of the presentation, pointing out the similarities and differences in the RTAs that were covered. He noted that most of the RTAs examined were governed by an appointed board of about 10 members, with the appointment authority being shared among multiple public entities; that it was most common for the RTA to serve as both a transit funding and operating agency; that a sales tax was the most commonly used dedicated funding source; and that some RTAs included only portions of counties.

The Board had the following comments and questions on the table and presentation:

1. In response to a question from Ms. Robinson on the sales tax rates levied for RTAs, Mr. Yunker stated that rates typically ranged from 0.5 to 1.0 percent. Mr. Evenson noted that the rates reflected on a number of factors including the level of State transit assistance funds available, and that some areas exempt certain items and services from the tax. Mr. Yunker stated that a sales tax of 0.5 percent in the RTA counties would allow for removing existing transit costs from the property tax and could provide for some service expansion but not the amount recommended by the regional transportation system plan for the year 2035. He noted that the funds generated by a 0.5 percent sales tax would address the current financial crisis facing the Milwaukee County Transit System.
2. Mr. Brandrup stated his concern that a 0.5 percent sale tax rate may not provide an adequate funding level to fully address the needs of the Milwaukee County Transit System. He referred to his experiences with Texas transit systems that had to deal with sales tax rates that did not generate sufficient local funding. He suggested that the RTA report leave the sales tax rate open, and indicate the rate should be identified and supported by a service plan prepared for each transit system. Chairman Ostby also suggested that the tax rate could vary by area or county.

UPDATE ON THE LEGISLATIVE COUNCIL RTA STUDY COMMITTEE

Mr. Brandrup briefed the Board on the work to date of the Wisconsin Legislative Council Special Committee on Regional Transportation Authority. He stated that the Committee had been formed to review, and provide recommendations on, approaches to forming RTAs to promote regional cooperation on transportation issues. He noted that in its work, the Committee would look at: funding mechanisms that could potentially be used to support an RTA; methods of creation of an RTA and the representation and participation of member units of government on an RTA; types of transportation services that an RTA could be authorized to administer; and the scope and limits of other RTAs in the United States. He stated that it was the goal of the Committee to prepare draft enabling legislation for the creation of RTAs in Wisconsin for consideration in the next session of the State Legislature.

Mr. Brandrup indicated that the Committee had met for the first time on August 8, 2008, to hear presentations from staff of the American Public Transit Association (APTA) on state and local finance for public transportation, and from the Federal Transit Administration (FTA) staff on the functions of the agency and on FTA grant programs. He distributed a copy of the agenda for the second meeting scheduled for September 17, 2008, at which the Committee would hear presentations from staff of the Wisconsin Department of Transportation on the various transit programs it administers and from staff of the National Transit Institute on the structure and funding of RTAs in other areas. He indicated that the Committee would welcome input from the Southeastern Wisconsin RTA on the topics it was studying and on the draft RTA legislation it would be preparing.

[Secretary’s Note: A copy of the Committee roster and the agenda for the second meeting on September 17, 2008 has been included in Attachment 2. Meeting agendas and materials are posted on the Wisconsin State Legislature Legislative Council website at:

http://www.legis.wisconsin.gov/lc/committees/study/2008/RTA/index.htm]

In response to a question from Ms. Robinson on the anticipated timeline for completing the draft RTA legislation, Mr. Brandrup stated that, in addition to the September meeting, the Committee had scheduled monthly meetings through December 2008, and hoped to have the draft RTA legislation completed by the December meeting. Representative Stone and Mr. Mueller stated that legislation drafted by committees of the State Legislature Council had a much better chance of being approved in the Legislature. Ms. Ulichny indicated that the bipartisan structure of the Committee may help in drafting the bill.

Ms. Robinson asked if the RTA legislation drafted by the Wisconsin Alliance of Cities last January would be used as the base for the draft RTA legislation prepared by the Committee. Mr. Brandrup stated that he suspected that some of the Alliance of Cities bill might be used for the new bill. He stated that the bill was intended to be useful to any area in the state having an interest in creating an RTA, including rural areas, and would be written with very broad language.
In response to a question from Ms. Taylor pertaining to the degree to which the Governor would be involved with the draft legislation, Mr. Brandrup and Representative Stone confirmed that the Governor would be involved with the draft bill at some point during its preparation by the Committee. Mr. Stanek noted that the Governor had indicated he supports the creation of RTAs in a report dealing with energy independence and the use of “clean” sources of energy in Wisconsin issued in March 2008. Mr. Yunker stated the creation of RTAs with taxing authority had also been identified as a recommended policy in the report issued in July by the Governor’s Task Force on Global Warming. Ms. Taylor asked that the Board be provided with copies of these reports or with where they are available on the State website.

[Secretary’s Note: The report addressing energy independence for Wisconsin entitled “Clean Energy Wisconsin - A Plan for Energy Independence” can be downloaded from the Department of Commerce website at:
http://www.commerce.state.wi.us/NEWS/releases/2008/042.html.

The reference to the creation of RTAs can be found on page 15 of that report. The report issued by the Governor’s Task Force on Global Warming entitled “Wisconsin Strategy for Reducing Global Warming” can be downloaded from the Department of Commerce website at:


The reference to the creation of RTAs can be found on page 30 of that report.]

UPDATE ON OUTREACH ACTIVITIES BY MUELLER COMMUNICATIONS FOR THE ROLLOUT OF THE FINAL RTA REPORT

Mr. Mueller briefed the Board on the work related to the rollout of the final RTA report to the Governor and State legislature that his company had performed since the last Board meeting. He stated that staff had been actively conducting interviews and surveys of community and business leaders to gauge their positions on the issues related to the RTA, and the surveys were about 30 percent complete. He noted that staff had found nearly unanimous support for the KRM commuter rail project and enacting a sales tax to fund public transit. He indicated the Board should view the responses gathered to date cautiously as they were from the community and business leaders and not necessarily representative of the views of the general public. He stated that meeting with the RTA appointing authorities and public officials are being scheduled.

Mr. Torres discussed the possible implications of holding an advisory referendum on enacting a one percent sales tax in Milwaukee County for funding the costs of public transit, parks, and emergency medical services should the Milwaukee County Board of Supervisors override the veto of the referendum by Milwaukee County Executive Scott Walker. He asked if the Board was ready to consider alternatives to a sales tax should the referendum be held and the voters defeat it. Chairman Ostby and Mr. Evenson indicated that the draft RTA report could identify and discuss the advantages and disadvantages of the top three potential funding sources for public transit and the KRM project including a sales tax, a tax on motor fuels, and the property tax.

Mr. Brandrup and Mr. Mueller commented that the potential referendum would be advisory and would cover funding for more that just public transit and the KRM project. Ms. Taylor noted that there was no plan or proposal identifying how the money generated by the one percent sales tax would be divided
among the three target areas. She did not believe the referendum issue should drive the Board’s decision on a dedicated funding source for public transit and the KRM project.

Mr. Torres stated that with the supermajority requirement for approval of its actions, the Board needed to take a realistic position with its funding recommendation and should identify a source of funding that is politically acceptable to all on the Board. He suggested that if the advisory referendum on the one percent sales tax in Milwaukee County is held and it fails to pass, Milwaukee County and the City of Milwaukee could oppose an RTA recommendation for using the sales tax. Ms. Robinson agreed with Mr. Torres and indicated that she questioned whether a dedicated sales tax would be supported if it was recommended by the RTA.

**REPORTS ON OTHER ACTIVITIES RELATIVE TO THE WORK OF THE RTA**

No reports or information on other activities were discussed by the Board.

**CONSIDERATION OF NEXT MEETING DATE AND PLACE**

Chairman Ostby stated that the next scheduled meeting was at 8:00 a.m. on Monday, September 15, 2008. Mr. Evenson stated staff would reserve the auditorium at the Racine County Ives Grove Office Complex for the meeting.

**ADJOURNMENT**

There being no further business to come before the Board, the meeting was adjourned at 9:00 a.m. on a motion by Mr. Karls, seconded by Mr. Torres, and carried unanimously by the Board.

Respectfully submitted,

Kenneth R. Yunker
Recording Secretary
### COMPARISON OF REGIONAL TRANSIT AUTHORITIES AND PUBLIC TRANSIT SYSTEMS IN METROPOLITAN AREAS SIMILAR IN POPULATION TO THE MILWAUKEE AREA REGARDING GOVERNANCE, FUNCTIONS, AND FUNDING

<table>
<thead>
<tr>
<th>Metropolitan Area</th>
<th>Transit Authority/Agency</th>
<th>Service Area</th>
<th>Year 2000 Urbanized Area Population (millions)</th>
<th>Transit Technologies Used</th>
<th>Governance</th>
<th>Functions/Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago, IL</td>
<td>Regional Transit Authority of Northern Illinois (RTA)</td>
<td>Six counties</td>
<td>8.3</td>
<td>Bus, Heavy Rail, and Commuter Rail</td>
<td>Governed by a 15-member board of directors appointed from within the six-county region as follows: five directors by the Mayor of the City of Chicago; four directors by the suburban members of the Cook County Board; one director from Suburban Cook County appointed by the President of the Cook County Board; and one director each from DuPage, Kane, Lake, McHenry and Will counties appointed by the Chairman of their respective county board. The Chairman of the RTA Board—the 16th member—is elected by at least 12 of the appointed members. The board membership is not population proportional.</td>
<td>The RTA is a funding and oversight entity for public transit services in northern Illinois including the Chicago metropolitan area. It provides funding to, and financial oversight for, the three public transit operators serving the Chicago metro area: the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus. The local funds distributed by the RTA are generated by a 1 to 1.25 percent sales tax collected in Cook County, and a 0.75 percent sales tax collected in the 5 suburban counties.</td>
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<tr>
<td>St. Louis, MO</td>
<td>Bi-State Development Agency (Metro)</td>
<td>1 county plus portions of 2 other counties in 2 states</td>
<td>2.08</td>
<td>Bus and Light Rail</td>
<td>Governed by a 10-member board of Commissioners. Five members are appointed by the Governor of Missouri, with 3 of the 5 nominated jointly by the City and County of St. Louis County; two members are appointed by the Governor of Illinois, 2 members are appointed by the Madison County (Illinois) Executive, and 1 member is appointed by the St. Clair County (Illinois) Executive. The board membership is not population proportional.</td>
<td>Metro directly operates all public transit services in the St. Louis metropolitan area except in the City of St. Charles MO. (St. Charles Area Transit) and in Madison County, IL. (Madison County Transit) which operate transit services entirely separate from Metro. Metro transit services in St. Clair County, IL are provided under a service contract with St. Clair County. Metro uses revenues generated by a 0.25 percent sales tax collected by the cities, counties, and transit districts in the Metro service area to fund transit operations.</td>
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<td>Denver, CO</td>
<td>Regional Transportation District (RTD)</td>
<td>4 counties plus portions of 3 other counties</td>
<td>1.98</td>
<td>Bus and Light Rail</td>
<td>Governed by a 10-member board of directors elected from districts to 4-year, staggered terms. The board membership is population proportional with approximately 165,000 voters per district director.</td>
<td>The RTD directly operates all public transit services in the Denver metropolitan area. The RTD uses revenues generated by a 1.0 percent sales tax collected by the District in the Denver metropolitan area to fund transit operations.</td>
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<td>Cleveland, OH</td>
<td>Greater Cleveland Regional Transit Authority (RTA)</td>
<td>1 county plus portions of 4 other counties</td>
<td>1.79</td>
<td>Bus, Heavy Rail, and Light Rail</td>
<td>Governed by a 10-member board of trustees. Four members appointed by the Mayor of Cleveland and confirmed by the City Council; three members appointed by the Cuyahoga County Commissioners, with at least one residing in the City of Cleveland; and three members elected by the mayors, city managers, and township trustees of the suburban municipalities in the RTA district. The board membership is not population proportional.</td>
<td>The RTA directly operates all public transit services in Cuyahoga County and some service extends into adjacent counties. Other public transit systems are operated in the adjacent counties in the metro area. Most of the RTA's local revenue comes from a 1 percent Cuyahoga County sales tax; the surrounding counties do not contribute.</td>
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<tr>
<td>Pittsburgh, PA</td>
<td>Port Authority of Allegheny County</td>
<td>1 county plus portions of 4 other counties</td>
<td>1.75</td>
<td>Bus, Light Rail, and Inclined Plane</td>
<td>Governed by a 9-member board of directors appointed by the chief executive of Allegheny County and confirmed by the Allegheny County Council. One member must be a County Council representative. The board membership is not population proportional.</td>
<td>The Port Authority's transit system covers Allegheny County, with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Pittsburgh. The Port Authority also owns and operates several transit and highway bridges and tunnels, and three limited access expressways. Its revenues are generated by five separate sales and use taxes levied by Allegheny County and the State of Pennsylvania.</td>
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<td>Portland, OR</td>
<td>Tri-County Metropolitan Transportation District of Oregon (Tri-Met)</td>
<td>Portions of 3 counties</td>
<td>1.58</td>
<td>Bus and Light Rail</td>
<td>Governed by a 7-member board of directors appointed by the Governor. Each board member represents, and must reside in, a specific geographic area in the Tri-Met service area. The board membership is population proportional.</td>
<td>Tri-Met directly operates public transit services in parts of Multnomah, Washington, and Clackamas Counties with one route extending into Vancouver, WA. (Several other public transit systems are operated in these three counties and in adjacent counties within communities that have withdrawn from Tri-Met.) Tri-Met uses revenues generated by a 0.6618 percent payroll tax collected by the district to fund transit operations.</td>
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<td>Cincinnati, OH</td>
<td>Southwest Ohio Regional Transit Authority (SORTA)</td>
<td>1 county plus portions of 3 other counties</td>
<td>1.50</td>
<td>Bus</td>
<td>Governed by a 9-member board appointed by the Hamilton County Board of Commissioners. The Cincinnati City Council nominates 4 of the 9 members but the County Board is not obligated to confirm them. There currently is no representation for the areas outside Hamilton County.</td>
<td>SORTA directly operates all public transit services in Hamilton County with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Cincinnati. Local funding comes from revenues generated by a 0.3 percent payroll tax collected in the City of Cincinnati plus funds provided by the suburban governmental units receiving transit services. Separate local funding agreements are required for SORTA transit routes serving areas outside Hamilton County.</td>
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<td>Norfolk, VA</td>
<td>Hampton Roads Transit</td>
<td>7 cities in one county</td>
<td>1.39</td>
<td>Bus and Ferryboat</td>
<td>Governed by a 9-member board of Commissioners appointed as follows: one from each of the seven cities served by the transit system, a representative from the Virginia State Legislature, and the Chairman of the Virginia Department of Rail and Public Transportation. The board membership is not population proportional.</td>
<td>Hampton Roads Transit directly operates all public transit services in the Norfolk metropolitan area. The seven communities in the district provide funds for the transit system through their local budget processes.</td>
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<td>Kansas City, MO</td>
<td>Kansas City Area Transportation Authority</td>
<td>7 counties in 2 states</td>
<td>1.36</td>
<td>Bus</td>
<td>Governed by a 10-member board of directors appointed by the Mayor of Kansas City and the Counties in the district in Kansas and Missouri. The Board includes five members from each state. At least three board members are from the City of Kansas City. The board membership is not population proportional.</td>
<td>The Transit Authority directly operates all public transit services in Jackson and Clay Counties, Missouri and one route in Platte County, Kansas. Local funding is provided through Kansas City, Mo. from a 0.5 percent sales tax initiated in the early 1970s and a 0.375 percent sales tax implemented in 2004. Two other public transit systems—Johnson County Transit and Unified Government Trans—serve the Kansas portion of the district.</td>
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<td>Columbus, OH</td>
<td>Central Ohio Transit Authority (COTA)</td>
<td>1 county plus portions of 3 utility counties</td>
<td>1.13</td>
<td>Bus</td>
<td>Governed by a 13-member board of trustees with seven appointed by the Mayor of the City of Columbus. Two members are appointed by the Franklin County Commissioners. The remaining four members are appointed by the 10 other member communities on an alternating basis. The board membership is not population proportional.</td>
<td>COTA directly operates all public transit services in Franklin County and provides very limited service in the surrounding counties. COTA is funded by a permanent 0.25 percent sales tax as well as another 10-year, 0.25 percent sales tax that went into effect January 1, 2008.</td>
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<td>Austin, TX</td>
<td>Capital Metropolitan Transportation Authority (CMTA)</td>
<td>Portions of 3 counties</td>
<td>0.90</td>
<td>Bus</td>
<td>Governed by a 7-member board of directors including: two council members appointed by the Austin City Council; one commissioner appointed by the Travis County Commissioners' Court; one representative appointed by the mayors of the suburban cities of Travis County; one representative appointed by a panel made up of the mayors of the suburban cities of Williamson County, the County Judge, and the presiding officer of each municipal utility district outside Travis County in the CMTA service area; and two members-at-large appointed by the Capital Area Metropolitan Planning Organization. The board membership is not population proportional.</td>
<td>CMTA directly operates all public transit services in the greater Austin area. In its rural areas, CMTA utilizes rural public transit services provided in the surrounding counties which are coordinated with CMTA service. CMTA is funded by a 0.25 percent sales tax collected in all member communities.</td>
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<td>Salt Lake City, UT</td>
<td>Utah Transit Authority (UTA)</td>
<td>Portions of 6 counties</td>
<td>0.69</td>
<td>Bus and Light Rail</td>
<td>Governed by a 16-member board of trustees appointed by the city and county governments that fund the UTA including: seven from the municipalities within Salt Lake County and the municipalities of Grantsville and Tooele; 1 from unincorporated Salt Lake County, 1 from Salt Lake City; 2 from the municipalities in Utah County; 2 from the municipalities in Davis County; 2 from the municipalities in Weber County and the municipalities of Brigham City, Willard, and Perry; and 1 from the Utah Transportation Commission (ex-officio). The board membership is not population proportional.</td>
<td>UTA directly operate all public transit services in the greater Salt Lake City area, providing service in Salt Lake County and the five adjacent counties. UTA is funded by sales taxes collected in the member communities.</td>
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<td>Louisville, KY</td>
<td>Transit Authority of River City (TARC)</td>
<td>1 county plus portions of four others in two states</td>
<td>0.88</td>
<td>Bus</td>
<td>Governed by an 8-member board of directors appointed by the Mayor of the Louisville Metro (City/County) government. The board membership is not population proportional.</td>
<td>TARC directly operates all public transit services in the Louisville Metro area (Jefferson County, KY). TARC also serves limited areas in five adjacent counties, four in Kentucky and one in Indiana. TARC is funded by a 0.2 percent payroll tax collected in Jefferson County. Separate local funding agreements are required for TARC transit routes serving areas outside Jefferson County.</td>
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<tr>
<td>Charlotte, NC</td>
<td>Charlotte Area Transportation System (CATS)</td>
<td>1 county plus portions of four others in two states</td>
<td>0.78</td>
<td>Bus and Light Rail</td>
<td>Governed by the 26-member Metropolitan Transit Commission (MTC). The Commission has 16 voting members including the mayor and manager of the City of Charlotte; the chairman of the Board of Commissioners and manager of Mecklenburg County; and the mayors and managers of the three towns in Mecklenburg County. The MTC also has 10 non-voting members including eight representing the local governments outside Mecklenburg County and two representing the North Carolina and South Carolina Departments of Transportation. The board membership is not population proportional.</td>
<td>CATS directly operates all public transit services in Mecklenburg County, NC, including the City of Charlotte. CATS also provides express bus and limited local bus services between Charlotte and Mecklenburg County and the surrounding counties including York County, SC. CATS is funded by a 0.5 percent sales tax collected in Mecklenburg County. Separate local funding agreements are required for CATS transit routes serving areas outside Mecklenburg County.</td>
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</table>

*In Cook County, the RTA collects a 1 percent sales tax on general merchandise and a 1.25 percent sales tax on selected food, drugs and medical appliances.*

*Portion of State taxes of 1.22 percent on sales, $1 per tire, $2 per vehicle rental, and 3 percent of vehicle leases; and Allegheny County taxes of 10 percent on alcoholic drinks and $2 per vehicle rental.*

*UTA sales tax rates vary in the district as follows: 0.68375 percent levied county-wide by Salt Lake County; 0.65 percent and 0.526 percent levied by participating cities in Box Elder and Utah Counties, respectively; 0.5 percent levied county-wide by Davis and Weber Counties; 0.3 percent levied by participating cities in Tooele County; and 0.276 percent levied by non-participating cities and areas in Utah County.*

Source: SEWRPC.
Comparison of Regional Transit Authorities (RTAs)

August 18, 2008

Comparison of RTAs

• 13 RTAs serving metro areas similar in size to Southeastern Wisconsin
• Northeastern Illinois RTA
**Governance**

- **Board size**
  - Ranges from 7 to 16
  - Median is 10
  - Average is 11
- **Elected or Appointed**
  - 12 of 14 have appointed boards
  - 1 has elected board
  - 1 board has members serving by virtue of their office (City Mayors and Managers and County Executive and Manager)

**Governance (continued)**

- **Non-voting members**
  - 2 of 14 RTAs
    - State DOT (2)
    - Outside local units of government (1)
- **RTA appointing authority**
  - Shared authority (9 of 12 RTAs)
  - Sole authority (3 of 12 RTAs)
    - Governor (1)
    - County Executive (1)
    - City/County Mayor(1)
Governance (continued)

- RTA appointing authorities
  - Municipal (10)
  - County (10)
  - Governor (2)
  - State Legislature (1)
  - State DOT (1)
  - Metropolitan Planning Organization (1)
  - Other RTA members (1)

Functions

- 12 of 14 serve as transit funding and operating agency
  - 1 is funding agency only
    - Northeastern Illinois RTA
    - Its transit operators are regional—Metra, Pace, CTA
  - 1 is operating agency only
    - Hampton Roads Transit
    - Local governments provide funding
Functions (continued)

- Transit Operations
  - 12 of 14 provide all the transit service within their service area
    - Exception—2 of these 12 have communities which have opted out of RTA
  - 1 (Austin) contracts for rural transit service in the outlying portions of the RTA area with counties which provide rural transit service
  - 1 (Northeastern Illinois) is a funding agency only (Metra, CTA, and Pace Transit operators)
  - Several provide transit service between their RTA area and communities/counties outside the RTA area under contract with (and subsidized by) the outside communities/counties

Funding Source

- Source of Dedicated funding (13 RTAs)
  - Sales tax – 10
  - Payroll tax – 3
- 7 Multi-county RTAs
  - 2 have different levels of taxes by counties
  - 5 include portions of counties, and 2 include entire counties
Summary

- Governance
  - Most common is appointed board with 10 members and shared appointment authority

- Functions
  - Most common is RTA serving as transit funding and operation agency

- Funding
  - Most common is sales tax dedicated funding
  - Most multi-county RTAs have differential tax levels or include parts of counties
Special Committee on Regional Transportation Authority

Rep. Al Ott, chair;
Sen. Robson, vice chair;
**Sen. Lehman (Kenosha);**
Reps. Stone (Milwaukee), Toles (Milwaukee), Vos (Racine).

**Public Members:**
Larry Arft, Beloit city manager;
Len Bandrup, director of transportation for City of Kenosha;
Gary Becker, Racine mayor;
Gerald Derr, Columbus, chair, Town of Bristol;
Brett Geboy, Eau Claire Area Chamber of Commerce;
Dick Granczalek, La Crosse Area Chamber of Commerce;
**Anita Gulotta-Connelly, Milwaukee County Transit System;**
Tim Hanna, Appleton Mayor;
Richard Johnson, Janesville, retired, WI School for the Visually Handicapped;
Chuck Kamp, General Manager, Madison Metro Transit;
Scott McDonnell, chair, Dane County Board;
Delora Newton, Greater Madison Chamber of Commerce;
Brian Ohm, UW Madison professor;
Fritz Rug, Pewaukee, Waukesha County Board;
Dick Wagner, Madison, former chair, Dane County Board;
**Tom Walker, Madison, WI Transportation Builders Association**

August 7, 2008 Meeting presentation links:
http://www.legis.state.wi.us/lc-committees/study/2008/RTA/

- Art Guzzetti, Vice President-Policy, American Public Transportation Association
- Stewart McKenzie, Community Planner, Federal Transit Administration, U.S. Department of Transportation
- Angelica Salgado, Transportation Specialist, Federal Transit Administration, U.S. Department of Transportation

Next meeting: September 17, 2008
NOTICE OF COMMITTEE MEETING

SPECIAL COMMITTEE ON REGIONAL TRANSPORTATION AUTHORITY

Representative Al Ott, Chair

Wednesday, September 17, 2008
10:00 a.m.

412 East, State Capitol

- Testimony by Rod Clark, Director, Bureau of Transit, Local Roads, Railroads, and Harbors, Department of Transportation.
- Testimony by Paul Larrousse, Director, National Transit Institute.
- Discussion of committee assignment.

Terry C. Anderson
Director

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