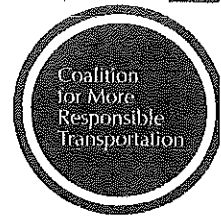


Support Public Transportation

Public transit offers freedom of movement and transportation independence



Young people want to live and work in the kinds of places where they can get around without a car.¹



Wisconsin's population of seniors is rapidly growing; we are outliving our ability to drive.²



59% of respondents with disabilities said inadequate transportation restricts their ability to find a job.³



The unemployment rate for the blind/visually impaired is 70%, that rate across all disabilities is about 60%.⁴

Solution: Invest in 21st Century Transportation Infrastructure

1. Better access to work, school, and services by investing in public transportation: Public transportation provides an important connection to work, entertainment, healthcare and other services. One third of Wisconsin's bus fleet is past its useful life,⁵ while many transit systems face cuts to service territory or route frequency. We must increase state public transit funding by \$36 million per year, in line with the Transportation Policy and Finance Commission's "Keep Wisconsin Moving" report recommendations.

2. Clearing the way for more regional transportation collaboration: Communities are currently unable to raise revenue for local transportation priorities on a regional basis, and political boundaries like county lines pose barriers to more effective collaboration. One long-identified solution is the creation of Regional Transportation Authorities (RTAs). Statewide RTA-enabling legislation would give local governments more control in addressing their transportation needs.

3. A "Fix it First" approach to roads and bridges: Prioritize maintenance of existing roads and bridges over building new highway infrastructure. We should increase local road and bridge assistance by \$40 million per year, in line with the recommendations of the Transportation Policy and Finance Commission's "Keep Wisconsin Moving" report.

4. A moratorium on new highway expansion projects: Adding highway lanes or building new highways is unlikely to reduce congestion or improve safety. Expanding highways predictably brings new drivers to the road, and often leads to a quick return to the congested conditions the expansion project was originally supposed to solve. Spending on big-ticket highway projects has increased leaving less money to meet other pressing transportation needs and driving up long-term maintenance costs.



② Carpenter



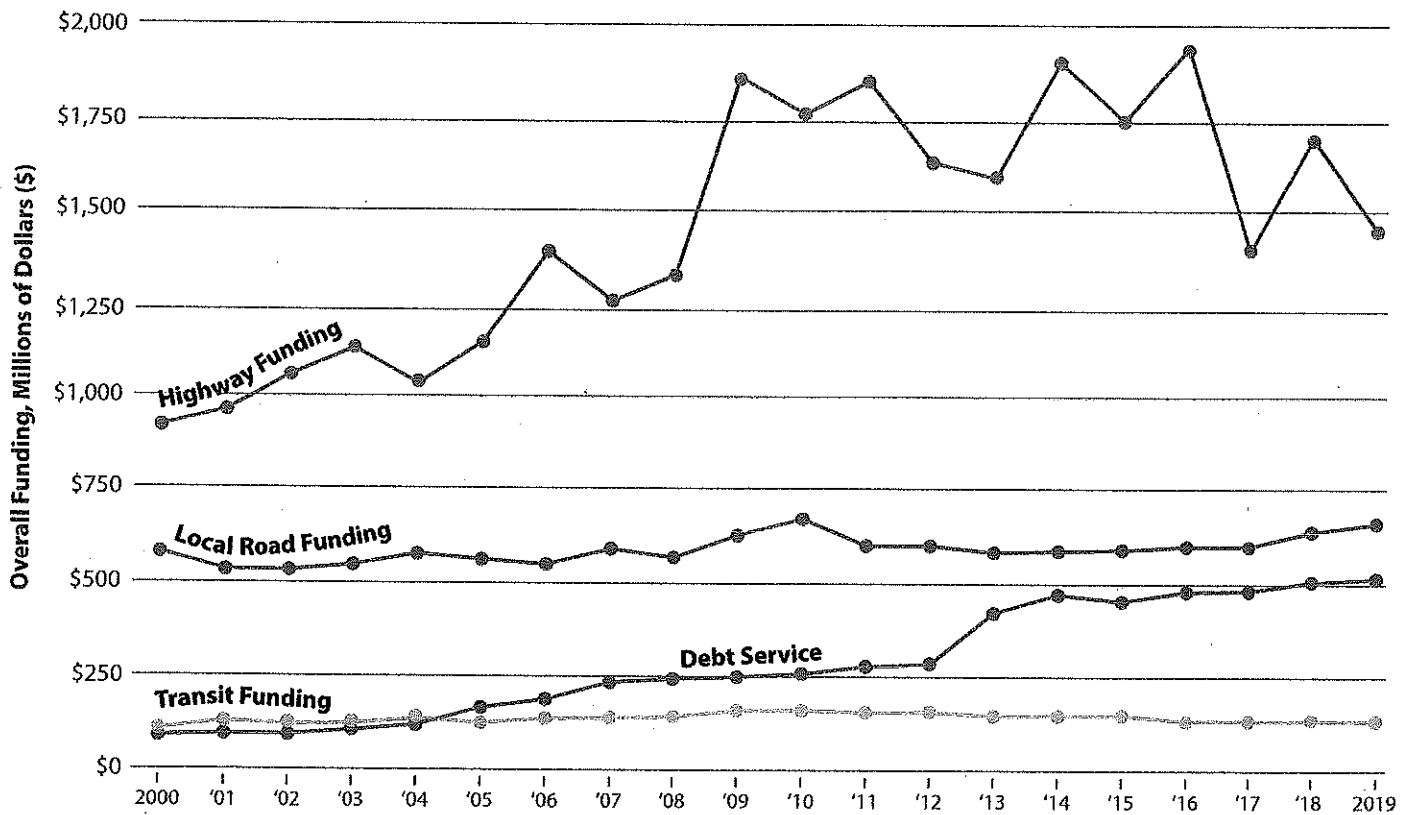
Decades of Misplaced Priorities Have Hurt Wisconsin



Decades of misplaced spending priorities have left Wisconsin's transportation infrastructure in rough shape. For the past twenty years, **state leaders have spent heavily on expanding Wisconsin's major highways**, often based on questionable justifications and without a clear understanding of the long-term costs and benefits of these big-ticket projects. With revenue stagnant, we have been left with fewer resources to meet urgent needs.

Now, **roads across the state are deteriorating** – particularly at the local level – and our **public transportation systems are struggling** to get people to the places that matter – work, school, the doctor's office. Our focus on expanding roadway capacity has also encouraged more people to drive, worsening congestion and generating **emissions harmful to public health and the environment**.

Wisconsin Transportation Spending (2000-2019)



Source: Wisconsin Department of Transportation: 2018-2019 Budget Trends
 Highway funding includes major highway development, state highway rehabilitation, southeast Wisconsin megaprojects, major interstate and bridge construction and highway operations (maintenance).
 Local road funding includes local road and bridge assistance and general transportation aids.

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Stop Cuts in Transit Service and Transit Workers' Health Insurance Benefits and Protect Drivers' and Passengers' Safety or Risk Job Actions by ATU Local 998

WHEREAS, the transportation budget proposed by the Joint Finance Committee (JFC) gave significant increases to local roads and para transit but failed miserably to provide transit funding that will stop the downward spiral in transit service in Milwaukee County, i.e., the JFC provided a \$2.7 million increase in state transit funding compared to the \$36 million supported by transit advocates.

WHEREAS, during the Walker administration, there were deep cuts to public transit funding that led to service cuts. Not only does the JFC fail to provide a budget that will reverse these cuts but its budget will lead to further cuts in transit.

WHEREAS, public transit is not an amenity; it is a vital public service that allows people without cars to get to their jobs and conduct their essential activities of daily living, such as medical appointments.

WHEREAS, when transit routes are cut and the transit service area is diminished, the para transit service area is also diminished.

WHEREAS, the union contract for Local 998 has not been resolved because of proposals backed by County Executive Chris Abele to increase health insurance co-pays, harming families with significant health care costs, and because of unresolved driver and passenger safety issues which must be addressed with help from the Sheriff's Department.

WHEREAS, the Democratic Party strongly supports reliable, comprehensive public transit and union contracts that fairly compensates transit workers and provides for their safety.

WHEREAS, the JFC put \$20 million into the budget to widen I-94 in Milwaukee County even though Milwaukee County and Milwaukee have rejected the need for this widening.

WHEREAS, unless this downward spiral in transit service and transit worker benefits is halted, a job action by ATU Local 998 is very possible.

THEREFORE, RESOLVED, the Democratic Party of Milwaukee County asks that the state legislature reject the deeply flawed JFC transit budget, and shift the \$20 million from the unwanted I-94 expansion into public transit.

FURTHER, RESOLVED, transit service should not be decreased on any routes including Job Lines.

FURTHER RESOLVED, Chris Able be asked to speak out forcefully on the failure of the JFC transit budget and use his influence to correct these failures.

FURTHER RESOLVED, no transit worker should be forced to take a decrease in compensation or an increase in health care costs.

FURTHER RESOLVED, these problems are quickly resolved so Milwaukee can present itself to the 2020 Democratic National Convention as a good union town with good transit service.

Passed unanimously by the Democratic Party of Milwaukee County on June 17, 2019