



INTERDEPARTMENTAL CORRESPONDENCE-LEGISLATIVE REFERENCE BUREAU

MEMO

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**To:** Ald. Michael J. Murphy  
**From:** Leslie Silletti, Legislative Fiscal Analyst  
**Date:** January 22, 2008  
**Re:** **Menomonee Falls Property and Milwaukee County Transit Route 9 Information**

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You requested information relating to assessed property values in the Village of Menomonee Falls, the number of businesses that have relocated from the City of Milwaukee to Menomonee Falls, businesses within in the Menomonee Falls industrial park and the Milwaukee County Transit Route Number 9 that was recently eliminated. Please find below responses to these questions.

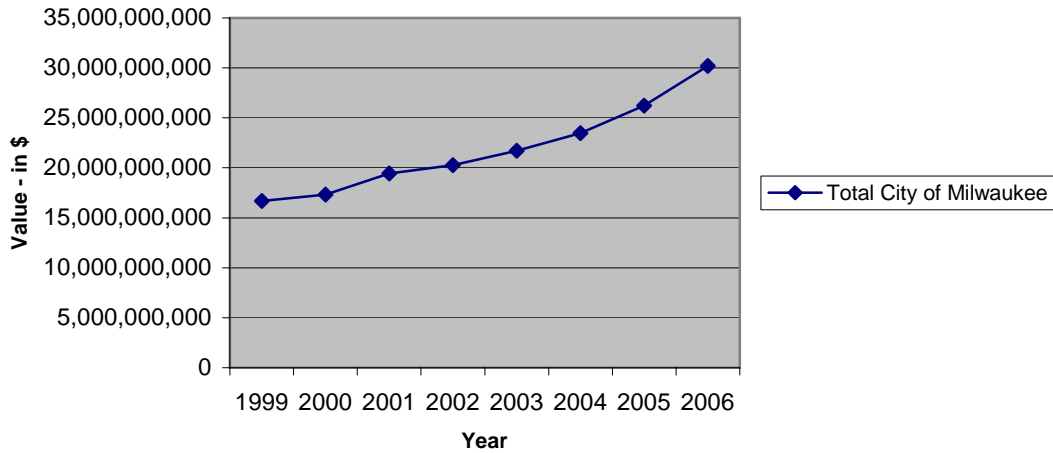
- 1. Total assessed property value in the Village of Menomonee Falls, as compared to the City of Milwaukee.** Please find attached graphs which illustrate total equalized value and equalized value by class of residential, commercial and manufacturing. Note that equalized value is estimated value of all taxable and real and personal property in each taxation district, by class, as of January 1<sup>st</sup> and certified by the WI Department of Revenue on August 15<sup>th</sup> of each year. The value represents market value (the most probable selling price). Both Milwaukee and Menomonee Falls experienced steady growth over during the 1997 – 2006 period: the average rate of growth for Milwaukee is 9%, and it is 8% for Menomonee Falls. The graph on page 2 illustrates this (note the different scales, which makes it possible to compare trend lines).
- 2. Businesses that have relocated to Menomonee Falls from Milwaukee.** I was unable to gather information relating to the number of businesses that have relocated from Milwaukee to Menomonee Falls. To research this question MEDC, DCD, the MMAC, the state assessor's office and the Village of Menomonee Falls' assessor were surveyed, and all stated this dataset does not exist. I was able to gather a list of *all* businesses in Menomonee Falls, and it appears it would be necessary to survey or do research on each business to answer this question. Similarly, the Village of Menomonee Falls assessor's office does not have a roll of businesses in its industrial corridor.
- 3. Route 9.** The entire local share, approximately \$100,000 of Milwaukee County Transit Route 9, was funded by Waukesha County, with a nearly equal share funded by the State of Wisconsin. I spoke with Robert Johnson, Waukesha County's Transit Director, who stated the Village of Menomonee Falls and the Village of Butler were asked to contribute funding to keep the route operational, and neither offered to provide any subsidy for the route. Additionally, when asked for contributions, local businesses came up with less than 10% of the local share. Mr. Johnson stated he believed that if a more substantial portion of the operating expenses would have been subsidized, the route might not have been eliminated. Milwaukee County would not fund the route, either. Please find attached the minutes from the public hearing to discontinue the route. The minutes contain ridership information.

Please contact me at ext. 2253 if you would like further information on any of these points.

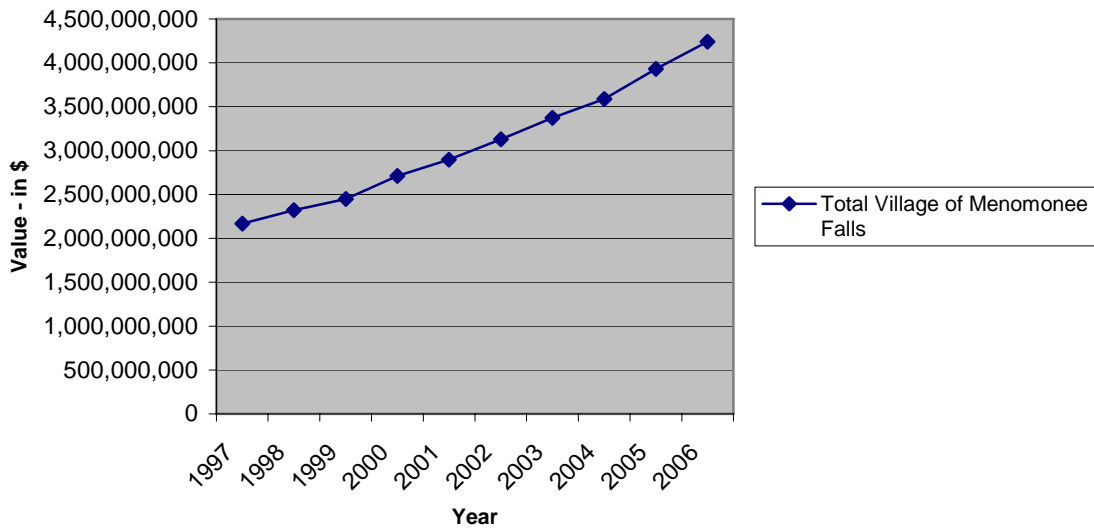
LCS08029  
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# Comparison of Total Equalized Value – City of Milwaukee and Village of Menomonee Falls

**Total Equalized Value - City of Milwaukee**

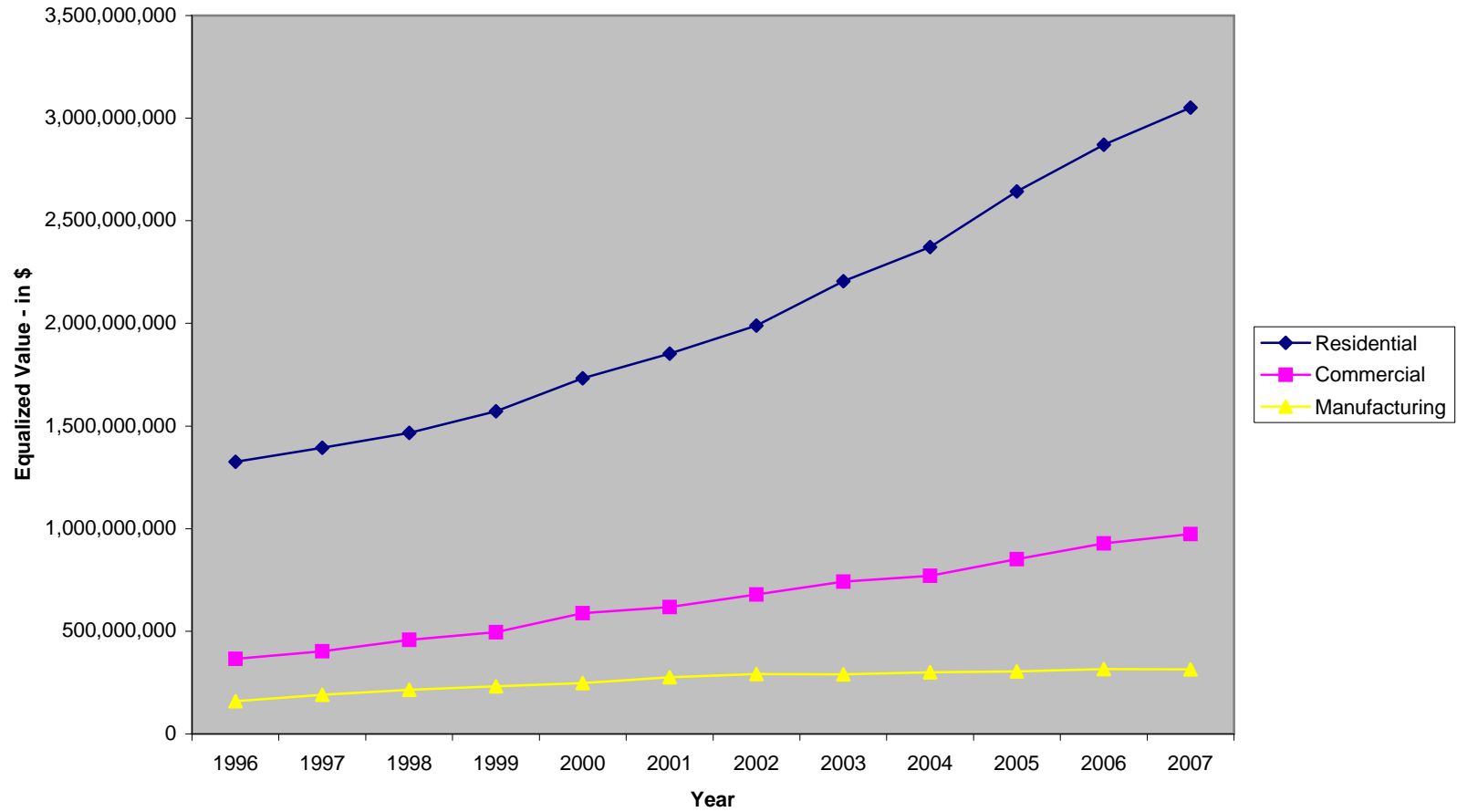


**Total Equalized Value - Village of Menomonee Falls**

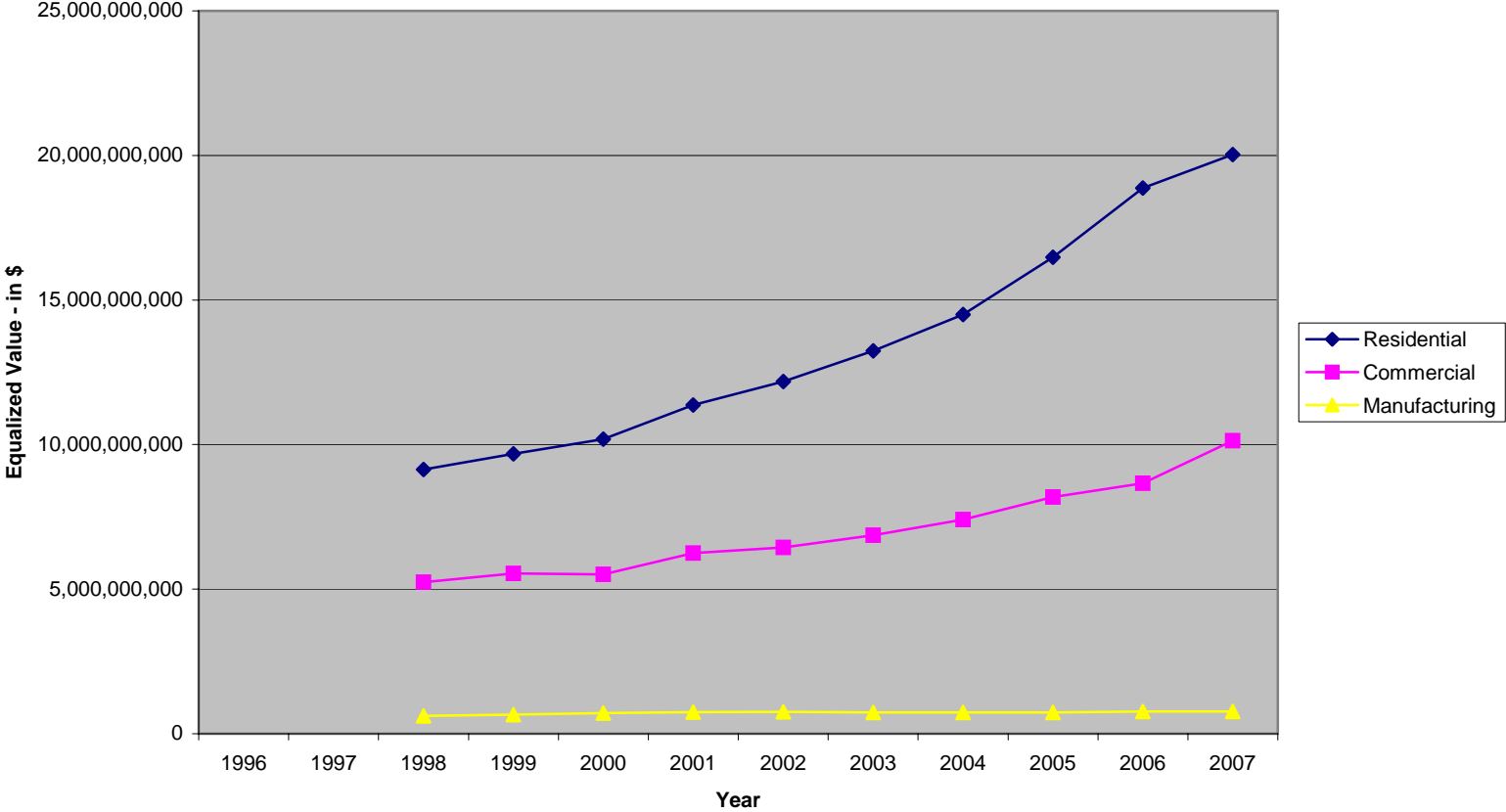


	97 to 98	98 to 99	99 to 00	00 to 01	01 to 02	02 to 03	03 to 04	04 to 05	05 to 06	AVG
<b>Menomonee Falls - Total Change</b>	7%	5%	11%	7%	8%	8%	6%	10%	8%	8%
<b>Milwaukee - Total Change</b>	no data	no data	4%	12%	4%	7%	8%	12%	15%	9%

Menomonee Falls - Equalized Value By Class, 1997-2007



Milwaukee - Equalized Value by Class, 1998 - 2007



Percentage Change by Class – Menomonee Falls and Milwaukee

Menomonee Falls	1996 to 1997	1997 to 1998	1998 to 1999	1999 to 2000	2000 to 2001	2001 to 2002	2002 to 2003	2003 to 2004	2004 to 2005	2005 to 2006	2006 to 2007
Residential	5%	5%	7%	10%	7%	7%	11%	8%	11%	9%	6%
Commercial	10%	14%	8%	19%	5%	10%	9%	4%	11%	9%	5%
Manufacturing	19%	13%	8%	6%	11%	6%	0%	3%	2%	3%	0%
TOTAL (3 classes)	7%	8%	8%	12%	7%	8%	9%	6%	10%	8%	5%

Milwaukee	1996 to 1997	1997 to 1998	1998 to 1999	1999 to 2000	2000 to 2001	2001 to 2002	2002 to 2003	2003 to 2004	2004 to 2005	2005 to 2006	2006 to 2007
Residential	no data	no data	6%	5%	12%	7%	9%	10%	14%	15%	6%
Commercial	no data	no data	6%	-1%	13%	3%	7%	8%	11%	18%	5%
Manufacturing	no data	no data	7%	7%	5%	2%	-3%	0%	0%	4%	0%
TOTAL (3 classes)	no data	no data	6%	3%	12%	6%	7%	9%	12%	15%	6%

Minutes  
Public Hearing  
Discontinue Milwaukee County Transit Route 9  
Held at the Butler Village Hall  
September, 26, 2007 at 3:30pm

Staff Present: Robert C. Johnson, Transit Director, Waukesha Metro Transit  
Andrew J. Johnson, Deputy Transit Director, Waukesha Metro Transit  
Brian E. Engelking, Marketing Director, Waukesha Metro Transit

County Supervisors Present: Pat Haukohl (District 9), Ken Herro (District 1), David Swan (District 15), Rodell Singert (District 34), Peter Wolff (District 20), and Jim Jeskewitz (District 7)

Others Present That Did Not Speak and Registered in Favor of Continuing the Route:

Bradley Richter, 4703 N. 126<sup>th</sup> Street, Butler  
Robert Ward, 12918 W. Colfax, Butler  
Katie Dercks, 4700 N. 132<sup>nd</sup> Street, Butler  
Rick Ensslin, 12805 W. Colfax Place, Butler  
Dave Bennett, 9028 W. Hampton Avenue, Milwaukee

Others Present:

Tim Rhode, 12621 W. Hampton Avenue, Butler  
Scott Williams, Milwaukee Journal/Sentinel  
Mike Sears, Milwaukee Journal/Sentinel  
Lee Esler, Waukesha County Board staff

Mr. R. Johnson welcomed everyone to the Public Hearing and explained that Milwaukee County Transit Route 9 had been performing poorly through December 2006 and carried about 70 passengers per day, with a subsidy per passenger of \$15.45, and averaged 7.66 passengers per revenue vehicle hour. The minimum standard is 10.0 passengers per revenue vehicle hour. Mr. R. Johnson also stated that during the first eight months of 2007, Route 9 performance had improved with ridership up over 50 percent. The total rides per revenue vehicle hour had increased to 10.32 and the subsidy per passenger had dropped to \$11.52.

Mr. R. Johnson explained the procedure for the public hearing, which would be conducted in two parts. During the first part, questions could be asked on an informal basis and staff would try to answer them. During the second part, formal testimony would be taken and staff would not respond to the testimony.

Mr. R. Johnson stated that two persons had submitted written comments. They were Jacob Bloodgood of 4420 N. Wilson Drive, Shorewood, stating that the elimination of the route would be a hardship for him as he is dependant on the bus to take him to work at Megnatek; and Mayor Tom Barrett of the City of Milwaukee, urging that Route 9 be continued because it provides transportation to jobs for Milwaukee County workers.

Several persons asked questions about the service which were answered by Mr. R. Johnson. After the questions were completed, Mr. R. Johnson called the names from the sign up slips for formal testimony.

Testimony

1. Chris Gerosa—with Molded Rubber and Plastic Corp. in Butler, WI.

Ms. Gerosa talked about being with the company for 26 years. She was there from the Route 9 inception. Molded Rubber and Plastic Corp. runs 3 shifts as a medical manufacturer with 100 employees. They have 3-4 employees who use the route 9 to get to and from work. This is fewer than they used to have; as employees continue to work they have saved money and purchased their own vehicles, however the 3-4 still need the ride. Molded Rubber and Plastic is willing to look at opportunities to subsidize the route depending of the other contributors and how much other sources were willing to help with, they would really like the route 9 to continue.

Public Hearing

Page 2

2. Joanne Jacks—Resident of The Regency and the Square in Butler, WI

Ms. Jacks is representing both facilities which are retirement homes. She said the seniors really need a way to get around now that their Aurora Pharmacy and Sentry Food Stores are both closing. She said it takes 7 minutes for the seniors to get from 132<sup>nd</sup> St. and Hampton Ave to 124<sup>th</sup> and Capitol on the route 9. Joanne also mentioned that they had a meeting at The Square and have a petition/letter stating that they want the Route 9 to continue. The letter was with Mark Smith who would be speaking later.

3. Brett Chambers—Cargill in Butler

Mr. Chambers said he started out in the early 70's with Cargill and was also there for the beginning of the Route 9. He stated there were over 20 employees both 1<sup>st</sup> shift and 2<sup>nd</sup> shift, 6 days a week. He said the route is beneficial to the area and the employees in bringing in workers from outside the community.

4. Mark Smith—Butler Square in Butler, WI

Mr. Smith read out loud a letter from the residents of The Square and said that they also had a petition signed by 27-28 people to support the continuation of the Route 9 (Mr. Smith turned in the petition after the meeting).

5. County Supervisor Pat Haukohl—Village of Butler/Elm Grove

Supervisor Haukohl wants the Route 9 to continue, would like to see a way for the communities to share the costs for this valuable route. She believes the ridership on the Route 9 has grown.

Mr. R. Johnson thanked everyone for their input and for coming to the meeting.

Submitted 09/27/07

Kristin Zillmer