



Legislation Details (With Text)

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Title:	Substitute resolution relating to the proposed Kenosha-Racine-Milwaukee commuter rail service and local public transit service within the City of Milwaukee and Milwaukee County for purposes of supporting a balanced transit system.		
Sponsors:	ALD. HINES JR.		
Indexes:	BUS SERVICE, LOCAL TRANSIT, RAILROADS, TRANSPORTATION		
Attachments:	1. Fiscal note, 2. Letter from Roundys, 3. 5-24-07 statement by Ald. Hines on Transportation Gridlock, 4. 5-25-07 Ald. Bauman news release on Walker Transit plan, 5. 6-1-07 Ald. Bauman news release on JFC vote on RTA fee		

Date	Ver.	Action By	Action	Result	Tally
5/30/2007	0	COMMON COUNCIL	ASSIGNED TO		
6/1/2007	0	STEERING & RULES COMMITTEE	HEARING NOTICES SENT		
6/7/2007	0	STEERING & RULES COMMITTEE	HELD TO CALL OF THE CHAIR	Pass	7:0
5/1/2014	1	STEERING & RULES COMMITTEE	RECOMMENDED FOR PLACING ON FILE	Pass	7:0
5/13/2014	1	COMMON COUNCIL	PLACED ON FILE	Pass	15:0

070340 SUBSTITUTE 1

ALD. HINES

Substitute resolution relating to the proposed Kenosha-Racine-Milwaukee commuter rail service and local public transit service within the City of Milwaukee and Milwaukee County for purposes of supporting a balanced transit system.

This resolution:

1. Directs the Intergovernmental Relations Division-Department of Administration to lobby the State Legislature and Governor Doyle for introduction and passage of state enabling legislation that would permit local jurisdictions (cities and counties) that operate transit systems to levy local sales taxes of up to one-half of one percent for the purpose of supporting the development, maintenance, operation or expansion of local public transit or commuter rail systems within these jurisdictions.
2. Directs the Intergovernmental Relations Division to lobby the State Legislature and Governor Doyle to support funding for the development of the KRM commuter rail service by authorizing the Southeastern Wisconsin Regional Transit Authority to increase its current rental-car transaction fee by \$13 per rental (not including car-dealer rentals or car leases).

This resolution does not create or raise taxes to fund commuter rail or local public transit.

Whereas, A balanced, multi-modal transportation system is vital to the economic future of the City of Milwaukee and the Milwaukee region; and

Whereas, Development of commuter rail service, including the proposed Kenosha-Racine-Milwaukee line ("KRM"), and maintenance and expansion of local transit are critical to the Milwaukee region's economic future in that commuter rail and local transit provide vital links between jobs and the people who need them; and

Whereas, Over the last decade, the Milwaukee County Transit System ("MCTS") has experienced fare increases, diminishment of services and route reductions; and, if continued, these challenges threaten the viability of public transit service in the City of Milwaukee and Milwaukee County; and

Whereas, MCTS is one of the few large city transit systems in the nation that does not have a dedicated funding source (e.g., local-option sales tax) for the local share of capital and operating costs; and

Whereas, In the "Milwaukee County Transit System Development Plan: 2007-2011" (Newsletter 1), the Southeastern Wisconsin Regional Planning Commission concludes that "without renewed increases in State transit assistance...and the creation of a dedicated local source of operating funds, the transit system may need to cut service by up to another 35 percent by the year 2010"; and

Whereas, A dedicated funding source for KRM and local transit in the City of Milwaukee and Milwaukee County could be used to develop commuter rail and to maintain and expand local transit in the City of Milwaukee and the Milwaukee region; and

Whereas, The Wisconsin Statutes do not currently contain the enabling legislation necessary for the City of Milwaukee, Milwaukee County or other jurisdiction to adopt a local sales tax to support local public transit service; and

Whereas, The existence of state enabling legislation for local-option taxes does not necessarily mean that municipalities will feel compelled to implement such taxes, as evidenced by the fact that the local motor vehicle registration fee authorized by the Wisconsin Statutes since 1967 has only been used by 4 Wisconsin cities over its 40-year history; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the Intergovernmental Relations Division-Department of Administration is directed to:

1. Lobby the State Legislature for introduction and passage of state enabling legislation that would permit local jurisdictions (cities and counties) that operate transit systems to levy local sales taxes of up to one-half of one percent for the purpose of supporting the development, maintenance, operation or expansion of local public transit or commuter rail systems within these jurisdictions.
2. Lobby Governor Doyle to support this enabling legislation.
3. Lobby the State Legislature and Governor Doyle to support funding for the development of the KRM commuter rail service by authorizing the Southeastern Wisconsin Regional Transit Authority to increase its current rental-car transaction fee by \$13 per rental (not including car-dealer rentals or car leases).

; and, be it

Further Resolved, That the Common Council supports this local-option sales tax enabling legislation; and, be it

Further Resolved, That this resolution does not create or raise taxes to fund commuter rail or local public transit.

LRB07327-2

JDO

06/05/2007