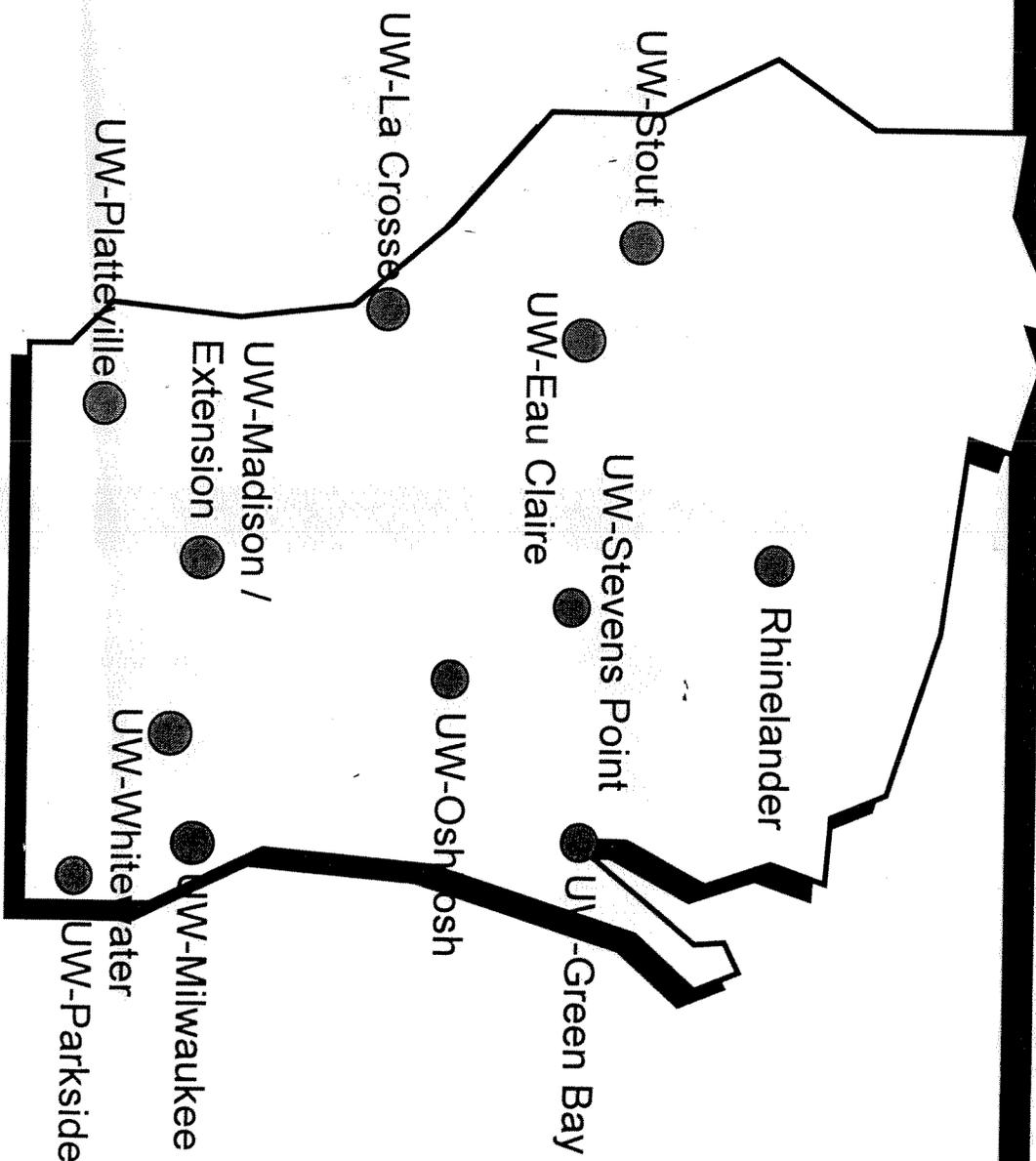


University of Wisconsin

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**WISCONSIN
FARMERS
UNION**

TESTIMONY BEFORE THE JOINT FINANCE COMMITTEE

REGARDING LRB 3178/1

DEPARTMENT OF TRANSPORTATION BUDGET

AT

UNIVERSITY OF WISCONSIN - MADISON

EXTENSION - THE WISCONSIN CENTER

MADISON, WI

RICHARD L. KELLER

DIRECTOR OF THE WISCONSIN FARMERS UNION

APRIL 10, 1995

Thank you, Mr. Chairman and Committee Members for the opportunity to make this statement. My name is Richard Keller. I operate a 200-acre dairy farm with my wife, Lois, located in southwest Dane County, Wisconsin.

On behalf of the thousands of Farmers Union members in Wisconsin, I am here to ask this committee for help. The proposal in the Governor's budget establishing an oil company franchise fee or any other taxation of motor fuel utilized for off-highway use creates a substantial economic burden for the family farmers of this state. We appeal for this panel to remove these provisions from the transportation budget.

I operate three tractors on my dairy farm, along with a number of other pieces of equipment utilizing internal combustion engines. Many dairy farms in this state, especially smaller operations, sometimes with older operators, still utilize gasoline-powered tractors and will be severely impacted by this new (quote) "fee." This fee is actually worse for farmers than a 5.3-cents-per-gallon tax would be. Presently, farmers do not pay fuel taxes when petroleum products are delivered to the farm. In the event that farmers purchase gasoline or diesel fuel and pay taxes, we can have these taxes rebated back to us at the end of the year. These provisions exist because it is unfair to tax farmers utilizing tractors in the field to maintain the state's highways.

Since the aforementioned franchise fee is not a tax, all gasoline delivered to the farm will be subject to the 5.3 cents fee. Furthermore, again because this is a fee and not a tax, we cannot get a rebate at the end of the year to recapture this new expense.

I am sure I do not have to tell you ladies and gentlemen how fragile some of the farms are economically in our state. Although the prices of a new pickup truck, gasoline, and many of our other input costs have doubled or tripled over the past 15 years, prices for milk and most other commodities have remained the same. Unlike service stations who can pass this increase on to their customers, farmers cannot control their prices in order to pass along increases in operating costs. This will directly come out of our bottom line which, in some cases, is nonexistent.

In addition to the direct expenses which will be incurred by farmers, the Wisconsin Farmers Union objects to the generally regressive nature of this type of tax. Not only does it have no relationship to the ability of a citizen to pay this fee, but it is especially burdensome for rural residents, whether farmers or not.

While many city dwellers and suburbanites may have only a 3- to 5-minute drive to reach their branch bank or ATM machine, many of our members travel 15 to 20 miles round trip or more just to do their banking. In my case, for example, it is a 50-mile round trip a number of times per year just to transact business with

Testimony-Richard Keller

April 7, 1995

Page 2

the USDA office in Madison. Shortly, this office will be moving to the world dairy center on the east side of Madison, increasing this distance to approximately 70 miles.

My wife and I put over 20,000 miles a year on the car. These are trips "just running around the area," we are not talking about a lot of long-distance travel. This can be 2 to 3 times more mileage than urbanites put on their automobiles. In other words, for rural residents like myself, the burden of this tax might be two to three times higher than that for some urban residents of this state.

In closing, let me again ask you to seriously consider alternatives for implementing this new franchise fee. We, as farmers, have endured decades of oppression by paying some of the highest real estate taxes in the nation. (I recently read that actually Wisconsin has the second highest tax on farmland in the country.) Now that we are on the brink of receiving tax justice by virtue of the removal of two-thirds of the state school operating costs from our real estate tax, please don't create new, unfair, and regressive tax to further burden the hard-working farmers of this state.

Once again, thank you very much for this opportunity to speak to your committee today.



REMARKS TO JOINT FINANCE COMMITTEE

April 10, 1995

By: David Lowe, Rock County Specialized Transit

Ladies and Gentlemen:

Thank you for the opportunity to address you today. I am here to speak to the Department of Transportation budget proposal in the area of transportation service to the elderly and disabled, specifically for the funding for the Elderly and Disabled Transportation Assistance Program for Counties (85.21).

In over 14 years of working in the field of Elderly and Disabled Transportation, I have become accustomed to receiving 3 per cent increases in the 85.21 allocation from D.O.T. However, during the past 18 months, I was led to believe that the Department was paying attention at the public forums throughout the state as part of Translinks 21. The final Translinks product recommended an increase for 85.21 of over \$200 million in today's dollars. It appeared that D.O.T. was listening to the thousands of elderly and disabled citizens who testified as to the importance of transportation in their lives.

D.O.T. personnel gave those of us working towards adequate funding for the Elderly and Disabled Transportation reason to believe that they saw the need for the types of increases called for in Translinks. Then, increases sufficient to assure safe and economical transportation for the at-risk adult population we serve disappeared. D.O.A. had asked for a no-increase budget, and D.O.T. had buckled instead of showing the support for the forward-looking Translinks final document.

Then came the budget before you now.. A budget which has an increase in spending of almost \$300 million. A budget which once again shows up with a \$150,000 increase for elderly and disabled transportation. An increase somewhere in the vicinity of .0005 (one two-thousandth) of the total increase. An increase that would be equitable if elderly and disabled transportation programs served about 2,500 citizens statewide. The fact is that we in Rock County serve more than 2,500 individuals per year.

A survey performed in the summer of 1994 indicated that 85.21 funded transportation programs serve about 20 per cent of their eligible client base of about 775,000. Therefore these programs serve about 77,500 individuals, about 1.5 per cent of the total population of Wisconsin. Simple equity would mean that these individuals, almost all of whom have no other form of transportation available to them, should have 1.5 per cent of the

D.O.T.s program budget set aside for service to them.

I am not naive enough to believe that this will occur, and that there will be a shift to providing adequate service to this segment of the transportation using public. But, I can see no reason that an equitable share in the percentages of increase cannot be accommodated.

Let's be realistic, the need for highway repair in Wisconsin won't go away. Neither will the pressure on D.O.T. to connect all parts of the state with freeways. The increase in spending that has been proposed and the tax (yes, tax) increase that is needed to provide it is realistic. We only hope for a fair share for those elderly and disabled individuals who need efficient transportation for medical needs, shopping and work trips. Increase the budget, and give those individuals and the program that serves them their fair share of the budget change by increasing the amount allocated to 85.21 by \$4.5 million over the biennium.

This is not enough to fully upgrade the programs and equipment needed to serve this special needs population, but it would be a start and would be fair to this group which cannot get to hearings like this because of the restrictions on travel that our programs must impose.

I thank you for your time and consideration of this request.



Wisconsin Urban Transit Association

1942 North 17th Street, Milwaukee, Wisconsin 53205

April 5, 1995

Members of the Joint Finance Committee
State of Wisconsin
Madison, WI 53707

Dear Joint Finance Committee Members:

On behalf of the Wisconsin Urban Transit Association, I would like to thank you for providing the opportunity to comment on the Governor's Budget Proposal for FY 95-97.

As we all know, a quality transportation system within the State of Wisconsin is an essential component of our economic vitality and quality of life. This is true whether you depend upon town roads in Marquette County, shared-ride taxis in Waupaca, county highways in Sauk County, or public transit in Green Bay.

The Governor's budget recommends an increase in transportation revenues through enactment of an oil franchise fee equating to an increase of approximately 5¢ per gallon on the cost of fuel. The Wisconsin Urban Transit Association can support such an increase if it does two things. First, treat all modes of travel fairly and equitably. Second, result in less dependency upon property taxes to fund transportation costs.

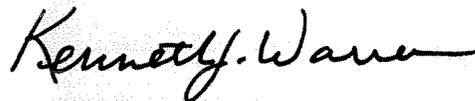
The proposed transportation budget significantly increases the percentage of State funds allocated to the state highway network (Table I), while decreasing the percentage of funds allocated to public transit, general transportation aids for local and town roads, local capital assistance, and county highway maintenance projects. New revenues generated by the proposed oil franchise fee should be equitably allocated to local transportation needs as well as state-wide highway needs. An increase in revenue of \$270 million can only be justified if a measurable reduction in property tax expenditures devoted to transportation needs can also occur.



Accordingly, the Wisconsin Urban Transit Association requests that the FY 95-97 proposed transportation budget allocation to Transit Aids be increased from \$154,560,900 to \$171,343,300 in order to provide state operating assistance at 50% of total operating costs. This would result in 7.9% of state generated transportation revenues to be devoted to public transit services operating within 63 communities throughout the State (see Table II). A modest increase from the current budget percentage of 7.5%. Without this increase, the future of public transit in Wisconsin will be bleak. Declining federal aids, state mandated property tax limits and decentralizing land use jeopardize public transit service throughout the State.

In addition to our specific modification to transit operating assistance, the Wisconsin Urban Transit Association advocates that other local transportation aids and assistance be increased, at a minimum, to the FY 93-95 percentage of budget. This would benefit all modes of travel and all property taxpayers within the State of Wisconsin.

Very truly yours,



Kenneth J. Warren
Chairperson

cc: Mr. Ed Huck, Wisconsin Alliance of Cities
cc: Mr. Rick Stadelman, Wisconsin Towns Association
cc: Mr. Dan Thompson, League of Wisconsin Municipalities
cc: Mr. Glenn Adzima, Wisconsin Association of Taxi Operators
cc: Mr. Tom Boguszewski, Wisconsin County Highway Association

Table I
1995-97 Proposed Transportation Budget
STATE FUNDS

	<u>FY 1995</u> <u>Doubled</u>	<u>% of</u> <u>Total</u>	<u>FY 95-97</u>	<u>% of</u> <u>Total</u>
<i>TRANSPORTATION AIDS</i>				
General Transportation Aids	\$537,293,400	29.1	\$585,501,500	26.9
Transit Aids	138,280,200	7.5	154,560,900	7.1
Elderly and Disabled Aids	11,823,800	6.4	12,361,300	5.7
Special Highway Aids	28,339,400	1.5	29,600,800	1.4
SUB-TOTAL	\$715,736,800	38.7	\$782,024,500	36.0
<i>LOCAL CAPITAL ASSISTANCE</i>	\$91,686,200	5.0	\$111,582,900	5.1
<i>TOTAL TRANSPORTATION AIDS AND LOCAL CAPITAL ASSISTANCE</i>	\$807,423,000	43.7	\$893,607,400	41.1
<i>STATE HIGHWAYS</i>	\$732,881,000	39.6	\$976,646,200	44.9
<i>DOT STATE OPERATIONS</i>	\$308,008,400	16.7	\$303,362,300	14.0
<i>TOTAL WISDOT BUDGET</i>	\$1,848,312,400		\$2,173,615,900	

TABLE II

Transit Aid Recipients

TRANSIT SYSTEMS

Appleton
Ashland
Beloit
Eau Claire
Fond du Lac
Green Bay
Janesville
Kenosha
LaCrosse
Ladysmith
Madison
Manitowoc
Merrill
Milwaukee County
Oshkosh
Racine
Rice Lake
Sheboygan
Stevens Point
Superior
Waukesha City
Waukesha County
Wausau

SHARED-RIDE TAXI

Amery
Baraboo
Beaver Dam
Berlin
Black River Falls
Chippewa Falls
Clintonville
Edgerton
Fort Atkinson
Grant County
Hartford
Jefferson
Lake Mills
Marshfield
Medford
Monroe
New Richmond
Onalaska
Outagamie County
Platteville
Plover
Port Washington
Portage
Prairie du Chien
Reedsburg
Rhineland
Ripon
River Falls
Shawano
Stoughton
Viroqua
Watertown
Waupaca
Waupun
West Bend
Whitewater
Wisconsin Rapids

AGEADVANTAGE

3601 Memorial Drive
Madison, Wisconsin 53704
Telephone 608-243-2450
Fax 608-243-2426
TDD 608-243-2427

Testimony

Lucille M. Baker, Exec. Director

Prepared for the Joint Committee on Finance
Public Hearing
Madison, WI
April 10, 1995

Thank you for the opportunity to address the Joint Committee on Finance on the important issue of Elderly and Disabled Transportation in the DOT budget. My name is Lucy Baker. I am the executive director of AgeAdvantAge, a non-profit agency that works with 12 county aging units in southern Wisconsin to plan and deliver community based services for primarily rural frail older people. Each of the counties we serve has a service system that is physically pinned together by one thing: transportation services for old and disabled people who can't drive.

While expensive MA transportation gets a lot of attention, it is not what old people who don't or can't drive use most often to get to the doctor's office, dialysis clinic, or meal site. What they use is ELDERLY AND DISABLED TRANSPORTATION, STATUTE 85.21 which is a small but important part of the DOT budget. It received only an inflationary increase, but it deserves more if we

AGE ADVANTAGE

are going to help maintain frail and disabled people independently and out of costly institutions. Consider the trends:

“Mobility options in the rural areas of the state are limited. There are over 150 communities with populations between 2,500 and 50,00 which do not have a public shared-ride taxi system...The elderly aged 65 and older accounted for nearly half of the total net gain in the state’s population over the last decade. The group over age 85 has grown most rapidly. About 14% of Wisconsin’s population is mentally or physically disabled. While we know that a large percentage of the elderly, disabled and low income are located in urban settings, there is still a sizable percentage in rural settings which need access to services if they are to maintain their independence.”

This quote is part of the needs summary from the DOT Translinks document called Rural and Specialized Passenger Transportation. On its own, it is an excellent statement of need. In context, the document dispiritedly goes on to say that “While the department believes that this is a legitimate use of the segregated trust funds, we cannot ignore the importance roads play in the rural areas and the impact a shortage of funds to maintain and improve those roads may have on the rural community.” It sets the tone for the flaccid leadership that DOT (which has never forgotten that it once was the Department of Highways) has shown in

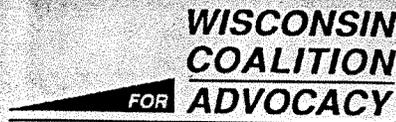
AGE ADVANTAGE

specialized transportation in Wisconsin. Despite their own Translinks plan that shows that funding for Elderly and Disabled Transportation needs to at least double to keep up with the growth in the non-driving public and despite their promise that a DOT budget with tax increases would benefit E and D transportation, it is highways that have grown, not specialized transit. It is this situation that is my chief concern in coming to you.

Roads DOMINATE the DOT budget. Elderly and Disabled transportation is a very small part (less than 1%) of the DOT budget. Highways continue to benefit from increases in fees to oil franchises in this budget. Elderly and Disabled Transportation has received only an inflationary increase in this budget.

I am asking you to resume the leadership you took when the legislature established the Elderly and Disabled Transportation program within DOT. Increase the level of E and D transportation to that proposed by the DOT Translinks plan: approximately \$8 million additional dollars for each year of the biennium.

Your past leadership in establishing the Elderly and Disabled transportation program has made getting to needed services a reality for many rural frail people. I hope that the testimony today convinces you that you have a better idea on where to spend a few million dollars of oil franchise fees.



Study Supports Need for \$16 Million Increase for Elderly and Disabled Transportation Program (85.21)

A statewide study was undertaken to determine the scope of counties' elderly and disabled transportation needs vs. actual funding allocations. A survey was mailed to the Elderly and Disabled Transportation Coordinators in each county with 67 of Wisconsin's 72 counties responding – a 93% response rate. Follow-up interviews were conducted with each respondent. Survey highlights include:

- Wisconsin is serving only 10% of the persons eligible for elderly and disabled transportation.
- Funds allocated by the 85.21 program represent only 27% of what is spent on elderly and disabled transportation in Wisconsin's counties.
- Many counties are only able to provide medical transportation with elderly and disabled transportation funds.
- The elderly and persons with disabilities cannot get transportation from 85.21 funds on weekends, evenings and to jobs.
- Counties are unable to plan and budget for vehicle replacement.
- Counties are forced to cap service and require unreasonable lead times for scheduling service to consumers.
- Rural counties face the biggest challenge.

Program Overview

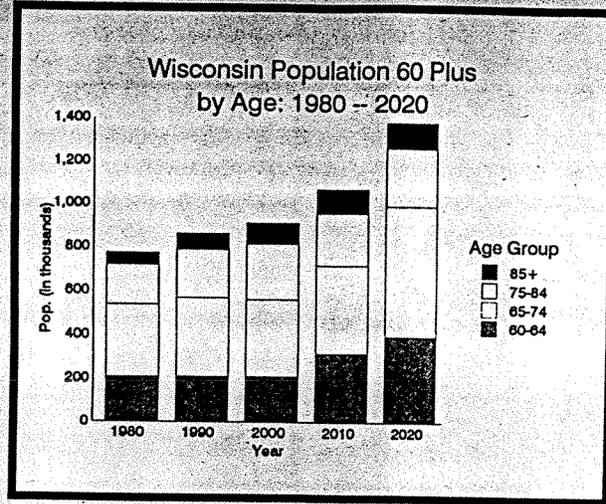
The availability of accessible, affordable transportation plays a major role in determining how independent, productive and integrated the elderly and people with disabilities can be. The Elderly and Disabled Transportation Program [85.21], created in 1978, assists counties with the delivery of services to improve and promote transportation for older adults and people with disabilities. At its inception, 85.21 funds were intended to meet a variety of travel needs including medical, nutrition, grocery, employment, social and personal trips. In practice, 85.21 has come to be used primarily for medical and nutrition trips. Even though the program states that a variety of trip purposes should be provided, the funds available each year cannot keep pace with the demands experienced in Wisconsin's counties.

Current Funding

Funding for the Elderly and Disabled Transportation Program (85.21) is only \$5 million each year of FY94-FY95 – a fraction of what is needed.

Statistics & Research Findings

WISCONSIN'S POPULATION CONTINUES TO AGE RAPIDLY. The age 85+ population, those with the greatest need for the long-term care services including transportation, is the fastest growing segment of Wisconsin's population. Those age 85+ increased by 37% between 1980 and 1990 and are expected to increase by 56% between 1990 and 2010. Not only are older people living longer, but increasing numbers of elderly and disabled persons are remaining in the community as opposed to receiving institutional care, thus increasing the demand for transportation, particularly escort and handicapped-accessible service.



Bureau on Aging, May 1994

PERCENTAGE OF ELIGIBLE ELDERLY & DISABLED POPULATION WHOSE TRANSPORTATION NEEDS ARE BEING SERVED

(BASED ON SURVEY RESPONSES)

COUNTIES RESPONDING	% SERVED
9 (13%)	less than 5%
7 (11%)	5-7.5%
15 (23%)	7.6-9.5%
13 (20%)	9.6%-11.5%
9 (13%)	11.6%-15%
9 (13%)	15.1%-25%
5 (7%)	25%+

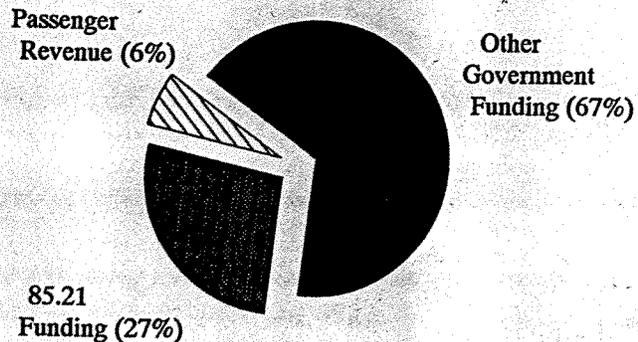
STATEWIDE AVERAGE 10%

COUNTIES ARE FORCED TO USE FUNDS OTHER THAN 85.21 DOLLARS FOR ELDERLY AND DISABLED TRANSPORTATION. Survey respondents indicated that 85.21 funds represent just 27% of the total amount spent on elderly and disabled transportation. An additional 200% of the 85.21 allocation comes from other government sources not ear-marked for this type of transportation.

TRANSPORTATION FUNDING ALLOCATIONS ARE INADEQUATE.

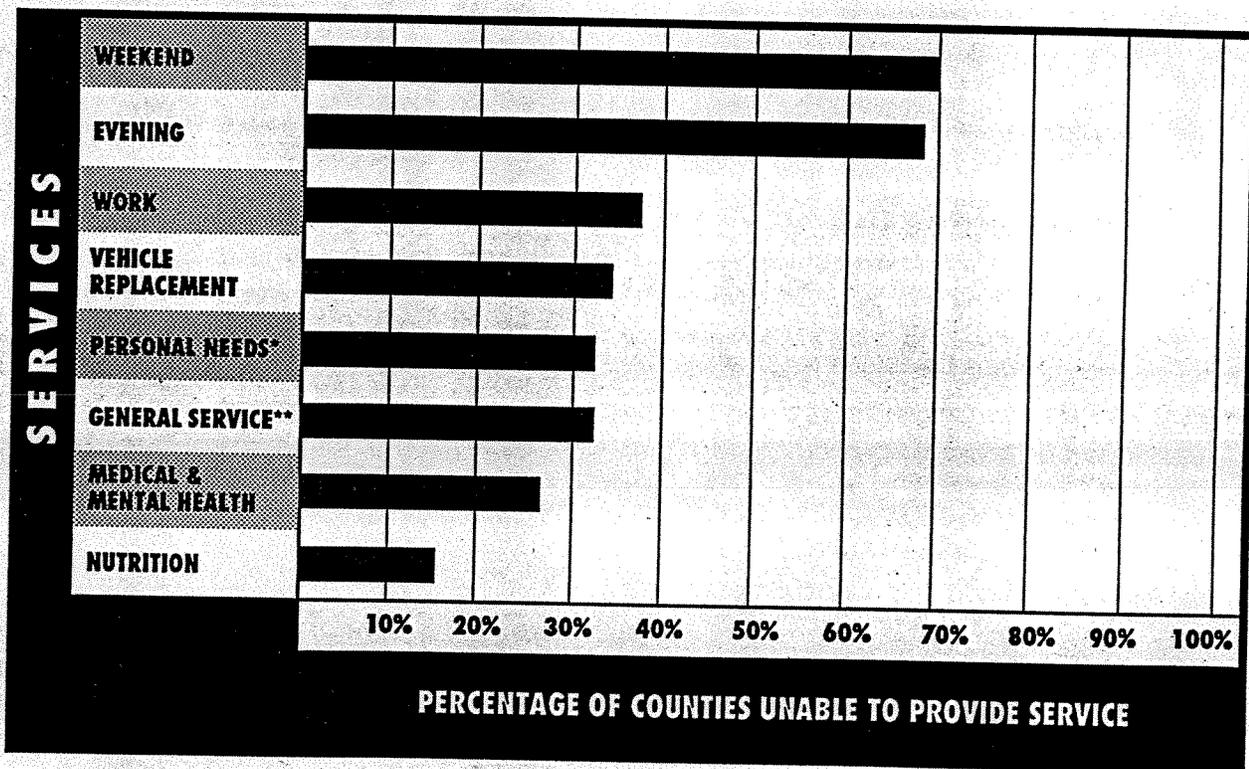
The number of persons needing services is fast outpacing the increases in program funding. Counties have seen only inflationary increases in program funding while at the same time have been mandated by the Americans with Disabilities Act (ADA) to increase transportation service to persons with disabilities. This, coupled with the fact that the elderly population in need of transportation services is on the rise, has resulted in a statewide average of just 10% of the eligible population being served.

Elderly & Disabled Transportation Funding Percentages



DUE TO A LACK OF FUNDING, A NUMBER OF NECESSARY TRANSPORTATION SERVICES ARE NOT BEING PROVIDED. In all categories, some counties indicated that there was an inability to provide service. Despite the fact that many counties have volunteer driver programs that enhance services and diligently stretch transportation dollars, two-thirds of the counties responding to the survey indicated that they are unable to provide services in the evening and on weekends. One-third of the counties surveyed said that they were unable to provide eligible persons with transportation to work, for personal needs or for general service nor were they able to replace vehicles when necessary.

In addition, persons with disabilities and the elderly in many counties are experiencing caps on the number of trips that they can take each month and long waits for transportation services.



* Personal Needs include: Business, general shopping, funerals, attorney visits, Benefit Specialist visits, etc.

** General Service: refers to non-prioritized transportation needs.

RURAL COUNTIES HAVE BEEN HARDEST HIT due, in large part, to a lack of resources. Many rural counties' transportation programs are the "only show in town" because of a lack of other transportation services (mass transit, inter-city transit, taxi, etc.) and those eligible for service generally need to travel greater distances to access services. In addition, rural counties have fewer hospitals and limited services for higher concentrations of older people who relocate in rural areas to retire.

What counties can do with additional funding:

- Provide service to the elderly and persons with disabilities who are not receiving service or are receiving inadequate service. Transportation programs do little outreach or advertising because they cannot serve the existing need and eligible participants do not request service because they know that they will be denied.
- Vehicle replacement could finally become a reality.
- Eliminate caps and waiting periods (rationing) for service. Counties would like to be able to remove restrictions on transportation services to provide more reliable and comprehensive service.
- Decrease the usage of non-transportation designated funds (Community Options Program, Medical Assistance, etc.) to meet the counties' transportation needs thereby expanding service in other areas.
- Increase the incidence of utilizing additional types and hours of services (i.e. evening and weekend service, etc.).
- Make special funding formula provisions for rural transportation demands and investigate increasing funding for minimum allocation counties.
- Provide a transportation coordinator to serve as dispatcher and assist in coordinating all transportation services in the county.

Recommendation

Allocate an additional \$16 million in the 1995/97 state budget for Wisconsin's Elderly and Disabled Transportation Program (85.21) to meet the counties' needs in providing transportation service to older persons and people with disabilities.

Action

Call or write your legislators asking them to increase funding for the Elderly and Disabled Transportation Program. Even better, arrange to meet with them to discuss the importance of adequately funding this program.

Lead Organizations

Coalition of Wisconsin Aging Group - Thomas L. Frazier 608/257-0023
Wisconsin Coalition for Advocacy - Lynn Breedlove 608/267-0214
Wisconsin Rural and Paratransit Providers - David Lowe 608/757-5054
Wisconsin Council for Developmental Disability - Jayn Wittenmyer 608/266-7826
United Cerebral Palsy - Michael Blumenfeld 608/257-1888
Wisconsin Association of Area Agencies on Aging - Richard Sicchio 715/365-2525
Wisconsin Association of Aging Unit Directors - Mark Weisensel 414/236-4668
American Association of Retired Persons - A. Rowland Todd 608/238-2289
Wisconsin Retired Educators' Association - Jane Elmer 608/831-5115



AMALGAMATED ~~TRANSIT~~ UNION

LOCAL 998 • AFFILIATED WITH AFL-CIO

734 North 26th Street Milwaukee, WI 53233 (414) 342-4300 Fax: (414) 342-1998

April 10, 1995

JOHN GOLDSTEIN,
President

ROBERT E. ECKERT,
Financial Secretary-Treasurer

LLOYD PERKINS, SR.
Vice-President

TRANSPORTATION BUDGET

Governor Thompson's Transportation budget proposes a 4.85% wholesale fuel tax or "oil company franchise fee" that will raise \$270 million in new revenues for the biennium. Of that amount, \$15 million or 5.5% would be applied to local transit operating assistance. Urban transit shared-ride taxi systems face both federal cuts (President Clinton proposed 30% less) and a local property tax squeeze. (See spread sheet for impact of proposed federal cuts on local systems). The dollar amount provided in the Governor's budget proposal is inadequate to deal with these problems.

Governor Thompson proposes to address federal revenue shortfalls in highway programs by increasing state funding to cover the difference. The same should be done for transit. The Amalgamated Transit Union (ATU) along with other transit advocates asked the Governor for one cent add-on to the state fuel tax to be dedicated to local transit funding. That penny would generate \$28 million annually for local transit and thus address both federal funding and local property tax problems.

To translate the one penny proposal to the oil company franchise fee concept would mean that transit should receive a 1% oil company franchise fee. The 1% fee would generate approximately the same revenue as the penny fuel tax, but would result in less than a one cent retail price increase according to Governor Thompson.

Additionally, the Governor's proposal abandons the 42% state transit operating cost share requirement. Appropriating transit aids by dollar amount rather than by percentage will encourage cuts in local transit service; i.e., local government entities operating transit systems will receive a higher percentage of assistance if they run less transit. Conversely, communities seeking to add service or initiate new service would have no additional state money available.

The 60 Wisconsin communities operating urban transit or shared-ride taxi systems need improvements not cuts. The importance of local transit is understood by citizens statewide and that understanding must be reflected in Wisconsin's transportation budget.

Sincerely,

Nick Rudelich
Nick Rudelich, Legislative Director

ATU Local 998

NR:vbc

opeiu9aflcio

UNION FIGURES

WISCONSIN URBAN TRANSIT SYSTEMS
PROJECTED PUBLIC FUNDING DISTRIBUTIONS
CY 1985

** ASSUMES NO STATE REVENUE INCREASE

	OPERATING		PRESENT FEDERAL		PROPOSED FEDERAL		STATE SHARE		% OF EXPENSE		LOCAL SHARE		% OF EXPENSE		FAREBOX REVENUES		% OF EXPENSE		PRESENT FED & STATE SHARES AS % OF EXPENSE		PROPOSED FED & STATE SHARES AS % OF EXPENSE		
	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	EXPENSE	SHARE	
URBANIZED AREA BUS SYSTEMS																							
MILWAUKEE CO.*	\$88,830,940.00	\$4,491,292.33	5.05%	\$3,143,904.63	3.53%	\$38,470,015.19	43.30%	\$13,734,151.63	15.46%	\$32,135,480.85	36.17%	\$13,734,151.63	15.46%	\$32,135,480.85	36.17%	48.363%	46.846%						
MILWAUKEE USS	\$8,210,783.00	\$0.00	0.00%	\$0.00	0.00%	\$3,970,980.98	48.363%	\$2,453,546.18	29.882%	\$1,786,255.84	21.755%	\$2,453,546.18	29.882%	\$1,786,255.84	21.755%	48.363%	46.363%						
WAUKESHA CO.	\$2,521,326.00	\$170,718.98	6.77%	\$119,503.29	4.74%	\$1,058,956.92	42.00%	\$807,152.09	32.013%	\$484,498.00	19.216%	\$807,152.09	32.013%	\$484,498.00	19.216%	48.771%	46.740%						
WAUKESHA CITY	\$1,784,045.00	\$170,715.27	9.56%	\$119,500.69	6.68%	\$749,298.90	42.00%	\$539,691.45	30.251%	\$324,339.38	18.180%	\$539,691.45	30.251%	\$324,339.38	18.180%	51.569%	48.698%						
MADISON*	\$23,896,567.00	\$873,419.52	3.65%	\$611,393.67	2.55%	\$10,663,438.21	44.707%	\$6,602,860.43	27.631%	\$5,736,609.87	24.006%	\$6,602,860.43	27.631%	\$5,736,609.87	24.006%	46.362%	47.266%						
MONONA	\$154,226.00	\$0.00	0.00%	\$0.00	0.00%	\$64,774.92	42.00%	\$68,050.67	37.640%	\$31,400.41	20.360%	\$68,050.67	37.640%	\$31,400.41	20.360%	42.000%	42.000%						
GREEN BAY	\$4,150,504.00	\$726,421.21	17.502%	\$508,494.85	12.251%	\$1,743,211.68	42.000%	\$751,365.74	18.103%	\$929,463.87	22.394%	\$751,365.74	18.103%	\$929,463.87	22.394%	59.502%	54.251%						
APPLETON	\$3,935,090.00	\$688,955.56	17.508%	\$482,268.89	12.256%	\$1,652,737.80	42.000%	\$885,473.95	22.502%	\$707,922.69	17.990%	\$885,473.95	22.502%	\$707,922.69	17.990%	59.508%	54.256%						
RACINE	\$4,265,046.00	\$746,468.35	17.502%	\$522,527.85	12.251%	\$1,791,319.32	42.000%	\$775,300.06	18.178%	\$951,956.27	22.320%	\$775,300.06	18.178%	\$951,956.27	22.320%	59.502%	54.251%						
RACINE-COMMUTER	\$703,263.00	\$0.00	0.00%	\$0.00	0.00%	\$295,370.46	42.000%	\$162,889.78	23.162%	\$245,002.76	34.839%	\$162,889.78	23.162%	\$245,002.76	34.839%	42.000%	42.000%						
KENOSHA	\$2,942,291.00	\$514,959.77	17.502%	\$360,471.84	12.251%	\$1,235,762.22	42.000%	\$553,788.55	24.791%	\$537,291.76	18.261%	\$553,788.55	24.791%	\$537,291.76	18.261%	59.502%	54.251%						
LA CROSSE	\$2,233,829.00	\$390,964.75	17.502%	\$273,675.33	12.251%	\$938,208.18	42.000%	\$553,788.55	24.791%	\$537,291.76	18.261%	\$553,788.55	24.791%	\$537,291.76	18.261%	59.502%	54.251%						
OSHKOSH	\$2,344,452.00	\$410,325.99	17.502%	\$287,228.19	12.251%	\$984,669.84	42.000%	\$571,460.18	24.375%	\$377,996.00	16.123%	\$571,460.18	24.375%	\$377,996.00	16.123%	59.502%	54.251%						
SUPERIOR	\$777,812.00	\$136,132.66	17.502%	\$95,292.86	12.251%	\$326,575.61	42.000%	\$228,575.61	29.387%	\$86,422.69	11.111%	\$228,575.61	29.387%	\$86,422.69	11.111%	59.502%	54.251%						
EAU CLAIRE	\$1,688,585.00	\$295,536.15	17.502%	\$206,875.30	12.251%	\$709,205.70	42.000%	\$447,373.71	26.494%	\$236,452.56	14.003%	\$447,373.71	26.494%	\$236,452.56	14.003%	59.502%	54.251%						
SHEBOYGAN	\$2,653,474.00	\$464,411.02	17.502%	\$325,087.71	12.251%	\$1,114,459.08	42.000%	\$509,732.36	19.210%	\$564,871.55	21.288%	\$509,732.36	19.210%	\$564,871.55	21.288%	59.502%	54.251%						
WAUSAU	\$1,862,310.00	\$325,941.50	17.502%	\$228,159.05	12.251%	\$782,170.20	42.000%	\$440,231.46	23.639%	\$313,966.84	16.859%	\$440,231.46	23.639%	\$313,966.84	16.859%	59.502%	54.251%						
JANESVILLE	\$1,491,735.00	\$261,083.46	17.502%	\$182,758.42	12.251%	\$626,528.70	42.000%	\$332,403.31	22.283%	\$271,719.53	18.215%	\$332,403.31	22.283%	\$271,719.53	18.215%	59.502%	54.251%						
BELOIT	\$1,106,122.00	\$193,593.47	17.502%	\$135,515.43	12.251%	\$464,571.24	42.000%	\$298,907.35	27.023%	\$149,049.94	13.475%	\$298,907.35	27.023%	\$149,049.94	13.475%	59.502%	54.251%						
SMALL URBAN AREA BUS SYSTEMS																							
MANITOWOC	\$1,019,312.00	\$285,407.36	28.000%	\$199,785.15	19.600%	\$428,111.04	42.000%	\$197,298.03	19.356%	\$108,495.57	10.644%	\$197,298.03	19.356%	\$108,495.57	10.644%	70.000%	61.600%						
FOND DU LAC	\$1,301,419.00	\$364,397.32	28.000%	\$255,078.12	19.600%	\$546,595.98	42.000%	\$258,201.53	19.840%	\$132,224.17	10.160%	\$258,201.53	19.840%	\$132,224.17	10.160%	70.000%	61.600%						
STEVENS POINT	\$710,021.00	\$198,805.88	28.000%	\$139,164.12	19.600%	\$298,208.82	42.000%	\$162,275.30	22.855%	\$50,731.00	7.145%	\$162,275.30	22.855%	\$50,731.00	7.145%	70.000%	61.600%						
MERRILL	\$301,131.00	\$84,316.68	28.000%	\$59,021.66	19.600%	\$126,475.02	42.000%	\$30,917.12	20.267%	\$59,422.18	19.733%	\$30,917.12	20.267%	\$59,422.18	19.733%	70.000%	61.600%						
BAY AREA RURAL	\$151,069.00	\$42,299.32	28.000%	\$29,609.52	19.600%	\$63,448.98	42.000%	\$30,321.06	20.071%	\$14,999.64	9.929%	\$30,321.06	20.071%	\$14,999.64	9.929%	70.000%	61.600%						
RICE LAKE	\$180,945.00	\$50,664.60	28.000%	\$35,465.22	19.600%	\$75,996.90	42.000%	\$35,159.42	19.431%	\$19,125.89	10.570%	\$35,159.42	19.431%	\$19,125.89	10.570%	70.000%	61.600%						
LADYSMITH	\$122,744.00	\$34,368.32	28.000%	\$24,057.82	19.600%	\$51,552.48	42.000%	\$21,562.44	17.567%	\$15,260.76	12.433%	\$21,562.44	17.567%	\$15,260.76	12.433%	70.000%	61.600%						
BUS TOTALS	\$159,339,041.00	\$11,921,199.46	7.482%	\$8,344,839.62	5.237%	\$69,252,749.80	43.463%	\$31,542,937.22	19.796%	\$46,621,829.55	29.280%	\$31,542,937.22	19.796%	\$46,621,829.55	29.280%	50.944%	48.700%						

* Proposed federal share column incorporates 30% operating assistance cut as proposed by Pres. Clinton

SHARED RIDE TAXI SYSTEMS		OPERATING EXPENSE	PRESENT FEDERAL SHARE	PRESENT % OF EXPENSE	PROPOSED FEDERAL SHARE	PROPOSED % OF EXPENSE	STATE SHARE	% OF EXPENSE	LOCAL SHARE	% OF EXPENSE	FAREBOX REVENUES	% OF EXPENSE	PRESENT FED & STATE SHARES AS % OF EXPENSE	PROPOSED FED & STATE SHARES AS % OF EXPENSE
MARSHFIELD	\$350,340.00	\$66,067.12	18.858%	\$46,246.98	13.201%	\$147,142.80	42.000%	\$12,426.56	3.547%	\$124,703.52	35.595%	60.858%	55.201%	
WIS RAPIDS	\$387,027.00	\$74,889.72	19.350%	\$52,422.81	13.545%	\$162,551.34	42.000%	\$0.00	0.000%	\$149,585.94	38.650%	61.350%	55.545%	
CHIPPEWA FALLS	\$373,516.00	\$104,584.48	28.000%	\$73,209.14	19.600%	\$156,876.72	42.000%	\$23,613.68	6.322%	\$88,441.12	23.678%	70.000%	61.600%	
PLATTEVILLE	\$82,857.00	\$23,199.96	28.000%	\$16,239.97	19.600%	\$34,799.94	42.000%	\$6,857.25	8.276%	\$17,999.85	21.724%	70.000%	61.600%	
RIVER FALLS	\$134,427.00	\$37,639.56	28.000%	\$26,347.69	19.600%	\$56,459.34	42.000%	\$8,347.92	6.210%	\$31,990.18	23.790%	70.000%	61.600%	
BARABOO	\$268,253.00	\$62,629.03	23.347%	\$43,840.32	16.343%	\$112,666.26	42.000%	\$16,057.62	5.866%	\$76,900.09	28.667%	65.347%	58.343%	
STOUGHTON	\$70,980.00	\$9,071.95	12.781%	\$6,350.37	8.947%	\$29,812.31	42.001%	\$0.00	0.000%	\$32,095.74	45.218%	54.782%	50.948%	
RHINELANDER	\$224,100.00	\$4,957.09	2.212%	\$3,469.96	1.548%	\$84,122.00	42.000%	\$1,075.66	0.480%	\$123,945.23	55.308%	44.212%	43.548%	
PORTAGE	\$450,115.00	\$113,910.60	25.307%	\$79,737.42	17.715%	\$189,048.00	42.000%	\$0.00	0.000%	\$147,156.10	32.693%	67.307%	59.715%	
SHAWANO	\$100,573.00	\$22,898.46	22.768%	\$16,028.92	15.938%	\$42,240.66	42.000%	\$4,383.98	4.359%	\$31,049.90	30.873%	64.768%	57.938%	
HARTFORD	\$113,708.00	\$31,838.24	28.000%	\$22,286.77	19.600%	\$47,784.65	42.024%	\$10,538.46	9.268%	\$23,575.08	20.733%	70.024%	61.624%	
RIPON	\$124,892.00	\$34,969.76	28.000%	\$24,478.83	19.600%	\$52,453.39	41.999%	\$5,767.51	4.618%	\$31,700.09	25.382%	69.999%	61.599%	
BEAVERDAM	\$358,800.00	\$66,277.54	18.472%	\$46,394.28	12.930%	\$150,696.00	42.000%	\$12,764.39	0.000%	\$141,826.46	39.528%	60.472%	54.930%	
BERLIN	\$117,212.00	\$32,819.36	28.000%	\$22,973.55	19.600%	\$49,229.04	42.000%	\$0.00	0.000%	\$22,400.39	19.111%	70.000%	61.600%	
WHITewater	\$148,394.00	\$40,990.32	28.000%	\$28,693.22	19.600%	\$61,485.48	42.000%	\$3,236.24	2.212%	\$40,679.96	27.788%	70.000%	61.600%	
REEDSBURG	\$192,320.00	\$41,366.11	21.509%	\$28,956.28	15.056%	\$80,774.40	42.000%	\$7,185.68	4.798%	\$37,743.52	25.202%	70.000%	61.600%	
FORT ATKINSON	\$111,776.00	\$31,129.28	28.000%	\$21,790.50	19.600%	\$46,693.92	42.000%	\$0.00	0.000%	\$70,179.49	36.491%	63.508%	57.056%	
JEFFERSON	\$150,329.00	\$37,191.39	24.740%	\$26,033.98	17.318%	\$63,138.18	42.000%	\$4,602.66	4.140%	\$38,750.39	34.855%	70.000%	61.600%	
BLACK RIVER FALLS	\$141,953.00	\$38,652.38	27.229%	\$27,056.67	19.060%	\$59,620.26	42.000%	\$0.00	0.000%	\$43,680.36	30.771%	66.740%	59.318%	
WAUPACA	\$35,301.00	\$9,883.93	27.999%	\$6,918.75	19.599%	\$14,826.07	41.999%	\$4,889.89	13.852%	\$5,700.05	16.147%	69.988%	61.060%	
GRANT COUNTY	\$79,942.00	\$22,383.76	28.000%	\$15,668.63	19.600%	\$33,575.64	42.000%	\$11,342.97	14.189%	\$12,639.63	15.811%	70.000%	61.600%	
MEDFORD	\$184,108.00	\$33,437.69	18.162%	\$23,406.39	12.713%	\$77,325.36	42.000%	\$0.00	0.000%	\$73,346.79	39.839%	60.162%	54.713%	
MONROE	\$73,924.00	\$20,669.15	27.960%	\$14,468.41	19.572%	\$31,048.08	42.000%	\$11,677.04	15.796%	\$10,500.16	14.204%	69.960%	61.572%	
NEW RICHMOND	\$310,130.00	\$86,836.40	28.000%	\$60,785.48	19.600%	\$130,254.60	42.000%	\$34,489.56	11.121%	\$58,549.44	18.879%	70.000%	61.600%	
WEST BEND	\$64,668.00	\$18,107.04	28.000%	\$12,674.93	19.600%	\$27,161.21	42.000%	\$15,799.69	24.432%	\$3,600.07	5.567%	70.001%	61.601%	
AMERY	\$68,771.00	\$19,255.88	28.000%	\$13,479.12	19.600%	\$28,863.82	42.000%	\$6,436.97	9.360%	\$14,194.33	20.640%	70.000%	61.600%	
CLINTONVILLE	\$73,364.00	\$20,548.25	28.001%	\$14,363.78	19.601%	\$30,821.26	42.000%	\$4,229.88	19.391%	\$7,785.31	10.609%	70.001%	61.601%	
Plover	\$67,871.00	\$19,003.88	28.000%	\$13,302.72	19.600%	\$28,505.82	42.000%	\$19,776.14	14.404%	\$10,585.16	15.596%	70.000%	61.600%	
EDGERTON	\$108,576.00	\$30,401.28	28.000%	\$21,280.90	19.600%	\$45,601.92	42.000%	\$11,772.90	10.843%	\$20,799.90	19.157%	70.000%	61.600%	
LAKE MILLS	\$73,986.00	\$20,716.08	28.000%	\$14,501.26	19.600%	\$31,074.12	42.000%	\$17,396.33	23.513%	\$4,800.21	6.488%	70.000%	61.600%	
VIROQUA	\$123,011.00	\$34,443.08	28.000%	\$24,110.16	19.600%	\$51,664.62	42.000%	\$16,902.94	13.741%	\$20,000.36	16.259%	70.000%	61.600%	
ONALASKA	\$212,160.00	\$59,404.80	28.000%	\$41,583.36	19.600%	\$89,107.20	42.000%	\$17,396.33	23.513%	\$40,000.65	18.854%	70.000%	61.600%	
WAUPUN	\$37,561.00	\$10,517.08	28.000%	\$7,361.96	19.600%	\$15,774.87	41.998%	\$4,929.13	13.123%	\$6,339.17	16.877%	69.988%	61.598%	
WATERTOWN	\$313,040.00	\$87,651.20	28.000%	\$61,355.84	19.600%	\$131,476.80	42.000%	\$43,233.95	13.811%	\$50,678.05	16.189%	70.000%	61.600%	
PRAIRIE DU CHIEN	\$100,000.00	\$25,000.00	25.000%	\$19,600.00	19.600%	\$42,000.00	42.000%	\$15,000.00	15.000%	\$15,000.00	15.000%	70.000%	61.600%	
SEYMOUR	\$39,270.00	\$10,995.99	28.001%	\$7,697.19	19.601%	\$16,493.01	41.999%	\$4,280.82	10.901%	\$7,500.18	19.099%	70.000%	61.600%	
TAXI TOTALS	\$6,014,439.00	\$1,449,271.78	24.097%	\$1,014,490.25	16.868%	\$2,526,090.28	42.000%	\$362,665.21	6.030%	\$1,686,412.30	28.039%	66.097%	58.868%	
STATE TOTALS	\$165,353,480.00	\$13,370,471.24	8.086%	\$9,359,329.87	5.660%	\$71,778,840.08	43.409%	\$31,905,602.43	19.295%	\$48,308,241.85	29.215%	51.495%	49.070%	