



Trains & Trolleys: Highway robbery of tax dollars for a RTA in the Madison metro area

#1: TRAINS WILL CAUSE MORE CONGESTION, POLLUTION, AND FRUSTRATION!

- Will nine, 70 to 80-ton Diesel Locomotives starting/stopping/idling getting 1.25 gallons per mile 17 hours a day, pushing or pulling 70 ton passenger cars stopping traffic nearly 8,000 times a day be "green," or leave a huge 'carbon footprint'? Cause *more*, or *less* pollution?
- Feds demand trains have right-of-way; all traffic (including emergency vehicles) stopped in both directions at nearly 60 RR street crossings- nearly 8,000 a day between 6 a.m. and 11 p.m. Idling engines = wasted fuel & more pollution.
- An unelected, appointed RTA Commission can raise sales, property, wheel, food/beverage, recycle, car rental, dry cleaning, etc, to keep the trains going - regardless of how many people actually use the trains.
- Transport 2020 report states even with trains, traffic congestion will increase, yet rail advocates claim it will decrease.
- If trains are later discontinued, due to outrageous costs for so few riders, **all Federal funds must be repaid**-one reason RTA's in other cities keep raising taxes and cannibalizing bus service to support trains.
- Goal #1 of Transport 2020 is "Promote Efficient Land Use." Private property rights, local zoning control will be crushed to force housing, commercial development along rail corridor and limit property development elsewhere in the county.
- Removing the 5% of vehicles that cause 50% of the pollution ("oil burners") has larger impact on pollution, at far less cost, as today's vehicles are 98% cleaner than in 1960.
- Multi-Modal? T2020 ignores cars, trucks, roads - buses become "train feeders" by Pro-rail Transport 2020, though roads used 24/7 by 96% of public. Any road money allowed is maintenance only- no new roads.

#2: TRAINS CAN'T COMPETE WITH CARS!

- Cars have convenience, comfort, efficiency, flexibility, freedom, privacy, safety, advanced technology and are quicker than transit. Individuals cover 90% the cost of private car ownership pay 51¢/gallon in taxes, plus license, registration, insurance, maintenance, fees. Trains are nearly all tax subsidized.
- Your commuting time by train could double or triple with multiple transfers between buses and trains. Buses feed trains, trains unload to buses, and then you walk to work. You could transfer twice or more for one trip to work and then repeat the nightmare at night.
- By car, truck bicycle or walking you'll wait for the trains at the 64 RR crossings blocking your roads, bike paths, sidewalks, pedestrian walkovers to and from work anywhere from 80 to 160 times a day, over 9,000 RR crossings.
- Working poor with cars get better jobs, have wider geographic range, not limited by transit schedules, enjoy faster upward mobility
- **Regional** Transit Authority? 16.3 miles of track in Madison/Middleton is barely interurban let alone REGIONAL. Most RTA's are multi-county, supported by multi-millions of people!
- Most-used, efficient bus routes like U. Ave. and E. Wash will not be allowed to "compete" with trains, will "feed" trains.
- You'll be *unable* to ride the train in one trip from East to West (or the reverse), since there is *double track only between Whitney Way and Fair Oaks*. You must get off, wait 10-20 min. for the train to complete the entire route & return. In January? Brrrrrrr!
- Ask yourself: Who's going to ride this train in a straight line from Middleton to tiny Town of Burke-terminating >4 miles short of Sun Prairie?

#3: IT COSTS TOO MUCH!

- **\$38 million/yr.** (Madison Planning Organization area only) **forever in new sales taxes to benefit less than .02% of county's population** (Transport2020 predicts 5,500 train passengers (11,000 Round Trip) divided by Dane's 477,000 people)
- T2020 study: **Enhanced bus system could add a passenger/ride for \$1.50, (@ \$6.50 subsidy); Trains for \$65 /passenger/ride (@\$43 subsidy) ...Which makes the most sense?** Source: Parsons-Brinkerhoff T2020 2002, pp 7-6,10-22.
- Transit is 80-90% taxpayer supported while serving less than 5% of the commuting population
- Total cost to move passengers on first day? T2020 is silent. \$900 Million, \$1.14 Billion?
- Cost /passenger mile subsidy for cars/trucks is **1/2 ¢ per passenger mile**. Commuter rail subsidy is **61¢ per passenger mile**, 120 times greater than cars/ trucks. Source: NTS Statistics 2008.
- Costs overruns to build the train infrastructure are not covered by the Feds. Guess who will pay for them?
- Rail systems built in last 40 years lose billions of tax dollars annually. Chicago CTA lost \$400 million in 08, faces \$16 billion to rebuild system, requested another 1% sale tax increase and \$5/parking place tax
- MN's 2001 "Hiawatha" train cost **\$713 million** (\$905 million today) **for 12 miles of track**, cost **\$18 million to operate in '08**, runs from heavily populated *downtown Minneapolis to Airport to Mall of America*. T2020 says \$255 million for 16.3 miles of track from lightly populated Middleton to Town of Burke, will cost: \$10 million/yr to run! *Are these realistic figures??*
- Phoenix AZ. area (pop.: millions) built Metra, opened 12/27/08, cost **\$1.4 billion for 20 track miles**, yet T2020 claims Madison's system will be less to build, less to run for far fewer riders. *Fact or Fantasy???*
- **Dane County, 1238 sq. miles, population only 355 people per sq. mile, lacks population density for trains.**