

**Minutes of the First Meeting**

**THE KENOSHA COUNTY TRANSIT  
PLANNING ADVISORY COMMITTEE**

Date: February 24, 2009

TIME: 1:00 p.m.

PLACE: Community Idea Center  
Gateway Horizon Center  
4940 88<sup>th</sup> Avenue  
Kenosha, WI 53144

Committee Members Present

Bryan Albrecht ..... President, Gateway Technical College  
Todd Battle ..... President, Kenosha Area Business Alliance  
Keith Bosman ..... Mayor, City of Kenosha  
Kimberly Breunig ..... Supervisor, Kenosha County Board  
Len Brandrup ..... Director, City of Kenosha Department of Transportation  
Donna Brown ..... Urban Planning Manager,  
Wisconsin Department of Transportation—Southeast Region  
Dr. Arthur Cyr ..... Professor, Carthage College  
Carolyn Feldt ..... Manager, Elderly and Disability Services,  
Kenosha County Department of Human Services  
William Jordan ..... Amalgamated Transit Union, Local 998  
Dr. Lenny Klaver ..... Vice Chancellor, University of Wisconsin-Parkside  
Jeff Labahn ..... Director of City Development, City of Kenosha  
Jeff Marx ..... Transportation Supervisor, Kenosha Unified School District  
George E. Melcher ..... Director, Kenosha County  
Department of Planning and Development  
John Milisauskas ..... Manager, Kenosha County Job Center  
Bill Morris ..... Town Administrator, Town of Somers  
Ana Ortíz ..... Human Services and Outreach Coordinator, Spanish Center  
Dr. R. Scott Pierce ..... Superintendent, Central High School District of Westosha  
Michael Pollocoff ..... Village Administrator, Village of Pleasant Prairie  
Sarah Probasco (representing John Alley) ..... WETAP Program Manager,  
Wisconsin Department of Transportation  
Lorenza Rodriguez ..... Spanish Center  
Stan Torstenson ..... Citizen, Village of Twin Lakes  
Jennie Tunkieicz (representing Jim Kreuser) ..... Administrative Assistant,  
Kenosha County Executive’s Office  
Paula Williams ..... Executive Director, Kenosha Achievement Center

Guests Present

Valjean Abrahamson ..... Kenosha Achievement Center  
Steve Herr ..... Member, Kenosha Transit Commission  
Donald K. Holland ..... Chairman, Kenosha Transit Commission

Guests Present (continued)

Ronald Iwen .....Supervisor of Operations, Kenosha Area Transit  
Stephanie Phillips .....Transportation Coordinator, Kenosha Area Transit  
Ron Piorkowski .....Route Supervisor, Kenosha Area Transit  
Patricia Reikowski .....Wisconsin Department of Transportation, Southeast Region  
Louis Rugani .....Member, Kenosha Transit Commission

Staff Present

Albert A. Beck.....Principal Planner, SEWRPC  
Sonia Dubielzig.....Planner, SEWRPC  
Ken Yunker .....Executive Director, SEWRPC

**WELCOME AND INTRODUCTIONS**

Mr. Yunker called the meeting to order at 1:05 p.m. and thanked those in attendance for agreeing to serve on the Advisory Committee. He asked those present to introduce themselves, and indicated that roll call would be accomplished through the circulation of a sign-in sheet.

Mr. Yunker then provided an overview of the study and the role of the Advisory Committee in the preparation of the Kenosha County transit development plan. He indicated that the plan had been requested by the City of Kenosha Department of Transportation on behalf of both the City and the County. He explained that the Advisory Committee would guide and direct the work of Commission staff in the preparation of the plan, and the plan recommendations would be those of the Advisory committee. He noted that Commission staff would assume responsibility for the preparation of meeting minutes.

**CONSIDERATION OF OUTLINE FOR SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 281, “KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2010-2014”**

Mr. Yunker reviewed the proposed outline of the study report with the Committee. He informed the Advisory Committee that they would be asked to review a draft of each chapter of the report as it was prepared by Commission staff, and that Committee members should not hesitate to suggest changes to the draft material. When revisions to chapters are requested by the Committee, the changes would be included in the meeting minutes. He stated that the report outline represented what staff currently anticipated should be addressed by the study but that changes could be made as the study progressed. He also suggested that the Committee consider scheduling public informational meetings at selected points during the study such as after the Committee had reviewed information through the evaluation of transit services presented in Chapter V, and after the alternative transit service improvement plans presented in Chapter VI had been identified to the Committee. Committee members then had the following questions and comments on the report outline:

1. In response to a question from Mr. Jordan as to the time required to prepare the plan, Ms. Dubielzig stated that the plan would take about nine months to one year to complete. Mr. Yunker stated that the time required would depend in part on the issues that evolve during the study.
2. Mr. Milisauskas asked if the Advisory Committee would participate in the public informational meetings for the study. Mr. Yunker stated that Committee members would be encouraged to attend the meetings-. He explained that such meetings for other Commission studies had typically been held during late weekday afternoons and early evenings using an open house format where information about the study and pertinent findings is provided on meeting display

boards and in handouts, and staff makes a presentation summarizing that information during the meeting. Attendees, including Committee members, would be able to speak with, and ask questions of, staff members and of the Advisory Committee, leave written comments, or make an oral comment to a court reporter individually.

3. Mr. Brandrup noted that legislation allowing the creation of regional transit authorities was currently under consideration by the Wisconsin State Legislature as part of the 2009-2011 State budget, and that the bill would authorize the creation of a permanent regional transit authority (RTA) in Southeastern Wisconsin including all of Kenosha and Milwaukee Counties and the portion of Racine County east of IH 94. The proposed legislation was based in part on the recommendations of the existing temporary Southeastern Wisconsin Regional Transit Authority (RTA), for which he was a Board member, and on work done by the Wisconsin Legislative Council's special RTA committee, on which he also served. He explained that both of those bodies had recommended using local transit planning groups to develop transit service plans for each transit system included in the RTA, and that the service plans would serve as the basis for transit service operating and capital budgets and attendant local funding needs for the RTA. He stated that the recommended transit development plan prepared by this Advisory Committee could serve as the transit service plan used by the new permanent Southeastern Wisconsin RTA. To properly fulfill that purpose, he believed the Kenosha County transit development plan needed to include a regional perspective addressing not just local transit services but also connections to surrounding counties and to northern Illinois and the Chicago area, and that it should set the stage for transit improvements over the next five years as well as identify long-term goals for transit service.
4. In response to a question from Mr. Pollocoff on how the transit development plan relates to the regional transportation system plan and Kenosha County's comprehensive plan, Mr. Yunker stated that the transit development plan would represent an initial stage of the transit services recommended in the long-range year 2035 regional plan, and that the regional plan would be amended to reflect any new transit services recommended in the transit development plan. Ms. Dubielzig stated that staff would review the information presented in the Kenosha County comprehensive plan for inclusion in Kenosha County transit development plan.
5. Noting the previous transit development plan for the City of Kenosha transit system only ran through the year 2002, Mr. Battle asked what has guided transit operations and policy decisions for the transit system over the last seven years. Mr. Yunker responded that decisions for the City transit system had been driven largely by the crisis in transit funding where the levels of available funds for the system have barely been enough to maintain existing services and were not sufficient to allow for implementation of new or improved services. The limited service changes implemented by Kenosha Area Transit since 2002 were funded by adjusting existing services and reallocating financial resources. He explained that the transit funding crisis had contributed to the need to create an RTA with dedicated local funding for public transit.
6. Referring to the federal funds that were expected to be provided in the first half of 2009 for economic stimulus projects, Mr. Albrecht asked if there were improvements to the existing transit systems in Kenosha County that the Committee should be considering immediately to make use of those funds rather than waiting for the completion of the transit system development plan. Mr. Brandrup responded that while approximately \$80 million in Federal economic stimulus funds were expected to come to Wisconsin transit systems, the funds would be directed at funding existing capital equipment needs that had been long deferred, and that expected funding levels would not be enough to satisfy all these needs. For example, while the Milwaukee County Transit System was expected to receive around \$30 million and would use the funds to

buy replacement buses, that funding level would address less than one-half of the existing fleet replacement needs for the transit system. Mr. Yunker indicated that the stimulus funds also would not address the need for additional operating funds to support existing and expanded services. Mr. Holland noted that investing in new vehicles would help to reduce operating costs for the Kenosha transit system as old buses were more expensive to operate.

There being no further questions, the Committee gave its tentative approval of the report outline.

**CONSIDERATION OF CHAPTER I, "INTRODUCTION", OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 281, "KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2010-2014"**

Mr. Yunker reviewed with the Committee the first chapter of the Kenosha County transit development plan on a section-by-section basis, summarizing the study purpose and scope of work, and scheme of presentation for the study report. During the review, the following questions were raised and addressed:

1. Referring to the first bullet on page 2 which indicated the study would include analysis of the travel habits, patterns, and needs of Kenosha County residents, Mr. Milisaukas, asked if the study would also look at the needs of nonresidents commuting into the County. Mr. Yunker responded that staff would identify the transit needs of both, those traveling within the County as well as commuting into and out of the County. Mr. Brandrup noted that in his past discussions with Pace Suburban Bus Service in northern Illinois, Pace has indicated that it would be willing to extend its bus service into Kenosha County provided there was a contract agreement covering the costs of the service.
2. Mr. Rugani stated that bringing people into Kenosha County could have an impact on tourism and the revenues potentially brought into the area. He suggested having a representative from the Kenosha Area Convention and Visitors Bureau serve on the Advisory Committee. Mr. Yunker stated that this suggestion would be pursued with the City of Kenosha and Kenosha County staff.
3. Mr. Pollocoff asked how eastern and western Kenosha County were being defined for the study. Ms Dubielzig stated that IH 94 was being used as the dividing line between eastern and western Kenosha County. Ms. Feldt stated that definition was consistent with how funds from the State Supplemental Transportation Rural Assistance Program (STRAP) grants received by the Kenosha County were being used for Western Kenosha County Transit.
4. Mr. Cyr suggested that since the Commission was also preparing a transit plan for Racine County that would identify service changes for the City of Racine Belle Urban System, the Commission staff should look at providing a direct connection between the Racine and Kenosha transit systems. Mr. Yunker stated that the two bus systems formerly had such a connection at the University of Wisconsin-Parkside but that it was eliminated in 2007 when the University discontinued its funding for the Racine bus route serving the campus. He indicated that reestablishing Racine bus service to the University would be addressed in both the Racine and Kenosha County plans.
5. Mr. Albrecht asked if the transit system development plan would interface with Kenosha County's comprehensive plan. He also noted that the State had recently passed legislation that will require Gateway Technical College to provide more evening classes at its campuses, and asked if the transit development plan would consider the need for Kenosha Area Transit to provide evening transit services for Gateway students. Mr. Yunker indicated that County

comprehensive plan was a long-range plan which considers planned growth and development over the next 30 years, while this transit plan is a short-range plan considering improvements to the transit system to be made over the next three to five years. He added that the transit plan would represent a first stage of the comprehensive plan. He also stated that an expansion of evening bus service would be looked at for Kenosha Area Transit as one of the needed transit service improvements.

6. Noting that the Commission's 2001 travel data was nearly ten years old, Mr. Battle asked if anything would be done to update the information. Mr. Yunker indicated that more current travel data was not readily available, as the Commission's travel inventories were conducted every ten years with the next to be performed after the 2010 U. S. Census. He stated that the information on the major activity centers in the County presented in Chapter III of the plan will be current.

Mr. Melcher stated that he believed that it was important to try to capture the changes that have occurred in the land uses and activity centers in the County over the last 10 years. Mr. Brandrup stated that it would be important for Advisory Committee members to carefully review this information.

7. In response to a question from Mr. Herr, Mr. Yunker indicated that information on the impacts that different fuel prices could have on transit ridership and costs for alternative transit improvements would be developed through sensitivity analyses done by staff and presented to the Advisory Committee.

There being no further discussion on the chapter, a motion to approve Chapter I was made by Mr. Holland, seconded by Mr. Rugani, and approved unanimously by the Advisory Committee.

## **CONSIDERATION OF CHAPTER II, "EXISTING TRANSIT SERVICES", OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 286, "RACINE COUNTY PUBLIC TRANSIT PLAN: 2010-2014"**

Mr. Yunker reviewed with the Committee the second chapter of the Kenosha County transit development plan on a section-by-section basis. During the review, the following questions and comments were raised and addressed:

1. Referring to the fares charged by Kenosha Area Transit discussed on page 3 of the chapter, Mr. Battle asked if they were typical of those charged by similar transit systems. Mr. Beck stated that the performance evaluation of the transit system presented in Chapter V of the report would include a comparison of the fares for the Kenosha transit system with those charged on transit systems similar in size to the Kenosha transit system in Wisconsin and in other parts of the country. Mr. Melcher suggested that the Kenosha transit fares also be compared with those charged by Pace in northern Illinois. Mayor Bosman requested that the farebox recovery rate--the proportion of operating costs covered by farebox revenues--also should be compared along with the fares charged. Mr. Brandrup noted that fare levels are often driven by policy decisions with the fares charged reflecting decisions on what the community desires to accomplish with its transit system. Mr. Holland stated that the transit system considered who the principal users of the system were when it set passenger fares, and that since lower income and elderly persons tended to comprise a large proportion of passengers on the regular routes of the system, fares had been kept low.

2. Mr. Battle commented that the alignments for most of the regular routes of Kenosha Area Transit shown on Map 2-1 were downtown oriented and asked if that was appropriate for serving the needs of Kenosha area businesses and employers. He also noted that the current service hours for the routes shown in Table 2-1, make it difficult or impossible to use the system for jobs starting in the early morning hours. Mr. Yunker stated that the alignments and service hours for the Kenosha bus routes would be reviewed under the study and changes considered where it was deemed appropriate by the Committee.
3. Mr. Milisauskas asked for an explanation of the kneeling feature on Kenosha transit buses identified in Table 2-4. Mr. Brandrup stated that the feature allowed drivers to lower the front steps of the bus to make it easier for people to board.
4. Referring to Figure 2-2 displaying historic ridership and service levels for Kenosha Area Transit, Mr. Jordan asked why service levels had increased on the system in the late 1990s. Mr. Beck and Mr. Brandrup indicated that during that time, the transit system used funds provided by the Wisconsin Department of Transportation through a Federal Highway Administration (FHWA) Congestion Management and Air Quality Improvement Program grant to increase service levels during the weekday afternoon period. Mr. Yunker stated the service expansion occurred during a period when more Federal and State funds were made available through various transit funding programs, and that many transit systems in the State used the funds to expand transit services. He noted that more recently, State transit assistance funds have not kept pace with inflationary increases in transit costs. Ms. Dubielzig noted an error in Figure 2-2 where the label for the dashed line in the graph should have been “revenue vehicle hours”, not “revenue vehicle miles.”

[Secretary’s Note: A revised copy of Figure 2-2 with the correct label is included in Attachment 1.]

5. Referring to the text in the second full paragraph on page 6, Mr. Battle asked for confirmation that school trips made up over 50 percent of the ridership on Kenosha Area Transit. Mr. Brandrup indicated that currently about 57 percent of the trips on the system were made for school purposes. Mr. Yunker stated that the high proportion of school trips was typical for urban bus systems in Wisconsin.
6. Referring to the City funds for Kenosha Area Transit shown in Table 2-7, Mr. Pollocoff asked if the funds provided by the City of Kenosha for transit service were subject to the local budget caps imposed by the State. Mayor Bosman confirmed that they were.
7. Referring to the annual capital expenditures for Kenosha Area Transit shown in Table 2-8, Mr. Battle observed that the average capital expenditures for the system shown in the table were skewed somewhat by the costs of constructing a new transit garage and maintenance facility in 2005 and 2006. He asked what the ideal Federal transit funding level for capital projects would be for the transit system. Mr. Brandrup stated that he believed the transit system should be using between \$2.0 and \$2.5 million annually in Federal funds on needed capital equipment and facilities.
8. Referring to the expenditures for Western Kenosha County Transit discussed on page 10, Mr. Torstenson asked if Kenosha County required the local governmental units served by the system to help fund it. Ms. Feldt stated that at present, no funds were needed from the local communities served as the County was able to use State and County funding that it had allocated for the Care-A-Van Program to leverage the State STRAP funds it receives for Western Kenosha County Transit. She stated that this policy would be reexamined when the STRAP funds were exhausted.

Mr. Yunker noted that if Kenosha County becomes part of a permanent RTA in Southeastern Wisconsin, the needed local funding would be provided by the RTA.

9. Mr. Melcher asked how people were accessing the transit services provided by Western Kenosha County Transit, given the lack of sidewalks in the areas being served. Ms. Feldt stated that door-to-door service is provided to passengers who cannot use the fixed-route service, and many other passengers walk, drive, or get a ride to bus stops in the communities that are served by system routes.

[Secretary's Note: In March 2009, Kenosha County conducted an on-board bus survey of the passengers using the fixed-routes of Western Kenosha County Transit. The survey included a question asking how the riders got to the bus stop where they boarded the transit vehicle. The responses were as follows:

- Bus picked me up at home: 20 percent.
- Walked less than 1 block: 33 percent;
- Walked more than one block: 13 percent;
- Transferred from another route: 17 percent;
- Got a ride: 13 percent; and
- Drove: 4 percent.]

10. Mr. Torstenson asked Ms. Feldt about the actions being taken or considered to make more people aware of the transit services provided by Western Kenosha County Transit. Ms. Feldt indicated that more marketing and advertising of the services were needed and were being considered.
11. Referring to the discussion of the services provided by Amtrak and Metra provided on page 11, Mr. Battle asked if ridership data could be provided showing ridership for the stops in or closest to Kenosha County, and if Amtrak would ever reconsider adding a stop in Kenosha County. Mr. Yunker responded the Commission would provide ridership information for the both services. Mr. Herr stated that when Amtrak looked at adding a stop in the County in the past, it had indicated it did not want to add the stop due to concerns about increasing the total travel time between Milwaukee and Chicago.

[Secretary's Note: The following sentence was added after the last sentence in the second bullet on page 17:

“During 2008, about 200 passengers per day rode the Amtrak Hiawatha service using the station in the Village of Sturtevant in Racine County.”

The following sentence was added after the last sentence in the fourth bullet on page 17:

“Based on Fall 2006 passenger counts taken by Metra, about 840 passengers rode the line on an average weekday using the Kenosha station.”]

12. Ms. Brown noted that the chapter did not identify how the needs of the non-English speaking population of the County were being addressed by the City and County transit systems. Mr. Brandrup replied that both the City and the County work with the Spanish Center to provide information on the transit systems to the Hispanic population in the County. Ms. Brown then asked whether the transit systems have websites. Mr. Brandrup stated that both the City and County maintain websites that provide information on the services, hours of operation, fares, and policies for each transit service.

13. Referring to the text on page 13 discussing the transportation services offered by the Kenosha Achievement Center, Mr. Milisaukas asked that information be added describing the agency's employment related programs and transportation services funded through the Wisconsin Employment Transportation Assistance Program (WETAP) and the FTA Section 5316 Job Access and Reverse Commute (JARC) Program. Mr. Yunker stated that the text on page 13 and Table 2-12 would be revised to discuss the additional programs and services offered by the agency.

[Secretary's Note: A paragraph has been added at the end of the second bullet on page 13 of Chapter II, and Table 2-12 has been revised to identify the employment related transportation programs and services provided by the Kenosha Achievement Center. The additional text and revised table are included in Attachment 2.]

There being no further discussion on the chapter, a motion to approve Chapter II as amended was made by Mr. Melcher, seconded by Ms. Breunig, and approved unanimously by the Committee.

### **NEXT MEETING OF THE KENOSHA COUNTY TRANSIT PLANNING ADVISORY COMMITTEE**

The Committee discussed the date and time for the next meeting and agreed to schedule the meeting for Wednesday April 29<sup>th</sup> at 1:00 p.m. at the Community Idea Center. In response to a question from Mr. Jordan, Ms. Dubielzig stated that the drafts of Chapter III, "Land Use and Travel Patterns", and Chapter IV, "Public Transit Service Objectives and Standards", of the final report would be presented at the next meeting.

Mr. Torstenson asked if it would be possible to discuss at a future meeting the potential for establishing additional park-ride lots in Kenosha County. Mr. Yunker indicated that staff would report on the park-ride lots proposed for Kenosha County under the regional transportation system plan for the year 2035 in the meeting minutes. Mr. Brandrup stated that establishing additional park-ride lots in Kenosha County was an area where the RTA in southeastern Wisconsin could potentially become involved.

[Secretary's Note: Two park-ride lots that are also transit stations are proposed in eastern Kenosha County under the year 2035 regional transportation system plan: one located at the existing Metra commuter rail station in downtown Kenosha, and one located at a proposed commuter rail station in the Town of Somers where the Union Pacific railroad tracks cross 12<sup>th</sup> Street. No park-ride lots are proposed in western Kenosha County under the plan.]

### **ADJOURNMENT**

The meeting was adjourned at 2:50 p.m.

Respectfully submitted,

Kenneth R. Yunker  
Recording Secretary

KRY/AAB/ab  
4/23/09

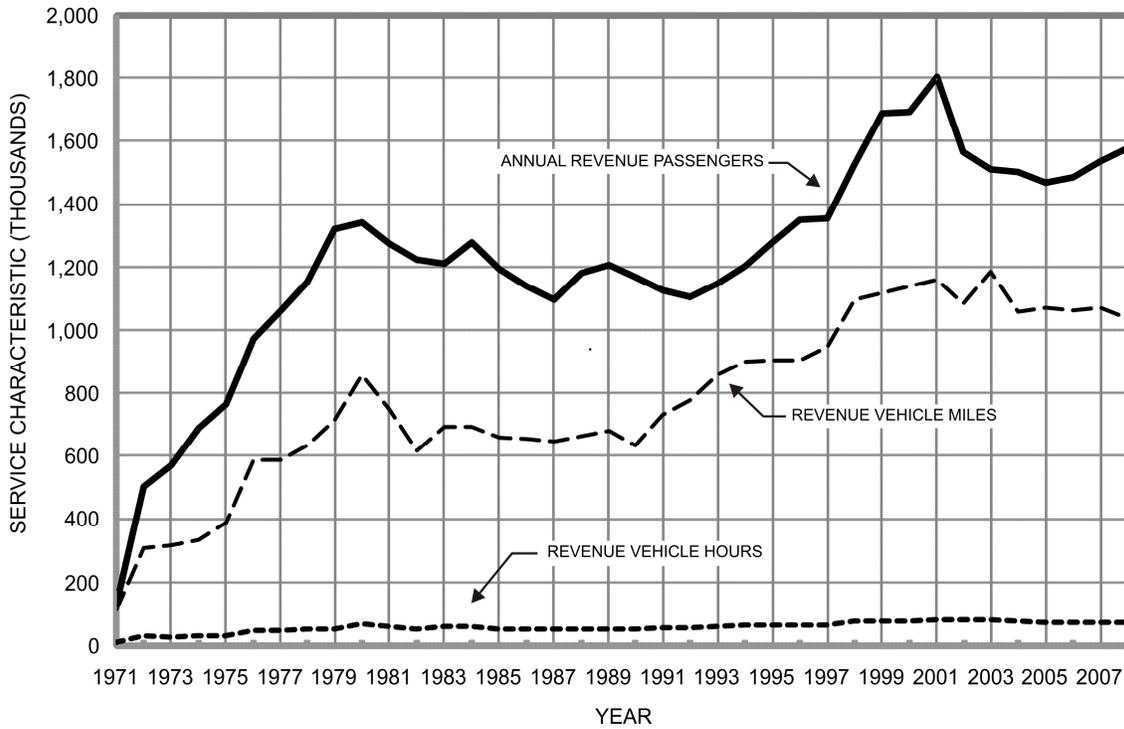
DOC#144208 v3: Kenosha TDP 09 - Meeting Minutes for 2/24/09

Attachment 1

SD/sd/rm  
4/21/09  
Doc# 123778

Figure 2-2 (revised)

**HISTORIC RIDERSHIP AND SERVICE LEVELS  
ON KENOSHA AREA TRANSIT: 1971-2008**



Source: City of Kenosha Department of Transportation and SEWRPC.

Attachment 2

The following paragraph was added at the end of the first paragraph on page 13 of the Chapter II.

In addition, the Kenosha Achievement Center, Inc., also provides transportation and other services through several programs funded through the Wisconsin Employment Transportation Assistance Program (WETAP) and the FTA Section 5316 Job Access and Reverse Commute (JARC) Program. The WETAP funds are used to provide a shuttle service between the City of Kenosha and the Naval Training Station in Great Lakes, Illinois which transports disabled persons who are employed in food service and other jobs on the base. The JARC funds are used for several projects including: a vehicle repair program targeted to assist low-income workers or job seekers who are at risk of losing employment options due to the loss of use of their vehicle; transportation for individuals enrolled in several customized employment training programs offered by Kenosha County; Job Jumpstart which provides transportation for individuals to access job interviews and for the first two weeks of a new job, principally between central Kenosha and employers in the surrounding industrial parks or in other outlying areas; and a bicycle purchase, repair, and loan program that takes in donated bicycles and loans or gives them to low-income job seekers for use in looking for, and traveling to, jobs. In 2009, the Kenosha Achievement Center, Inc., also began assisting Walworth County with developing employment related transportation services funded through the WETAP and JARC programs similar to those provided in Kenosha County including programs to provide for vehicle repairs, transportation for individuals enrolled in customized employment training, and transportation for individuals to access job interviews and for the first two weeks of a new job.

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Table 2-12 Revised

**MAJOR HUMAN SERVICES TRANSPORTATION PROVIDERS AND SERVICES  
 FOR ELDERLY AND DISABLED PERSONS IN KENOSHA COUNTY: 2009**

Name of Service Provider	Type of Provider	Type of Service or Program	Eligible Users	Days and Hours of Operation of Transportation Service	Service Area	Fare Per Trip	Type of Vehicles Used
Kenosha County Aging and Disability Services							
Care-A-Van Program	Public <sup>a</sup>	Advance reservation, door-to-door	Elderly or disabled individuals who live east of IH-94 who are unable to use Kenosha Area Transit buses or who live outside the fixed-route service area	Monday-Saturday: 6:00 a.m. - 7:30 p.m.	Kenosha County east of I-94	\$1.00 per one-way trip to and from nutrition sites; \$2.00 per one-way trip for all other trips	Accessible vans and buses provided by Kenosha Achievement Center
Volunteer Escort Program	Public <sup>b</sup>	Advance reservation, door-through-door	Ambulatory elderly or disabled individuals	Seven days a week depending upon volunteer availability	Kenosha County and surrounding counties	Round trip fare: \$7.00 for less than 20 miles, \$15.00 for more than 20 miles \$35.00 to Milwaukee One Way: \$4.00 for less than 10 miles, \$8.00 for more than 10 miles	Personal automobiles provided by volunteer drivers
Amer-A-Care	Private, for-profit	Advance reservation, door-through-door	General public	Monday-Friday: 7:00 a.m. to 3:00 p.m.	Kenosha, Racine, and Milwaukee Counties	Medicaid reimbursement and private pay based on mileage and starting and ending destinations	Accessible vans
Bucko Ambulatory Transport	Private, for-profit	Advance reservation, door-to-door	General public, ambulatory individuals only	Monday-Friday: 5:00 a.m. to 5:00 p.m.	Kenosha County and surrounding counties	Medicaid reimbursement and private pay	Non-accessible sedans and vans
CMB Taxi	Private, for-profit	Advance reservation, door-through-door	General public, ambulatory individuals only	24-hours a day, seven days a week	Kenosha County and surrounding counties	Zone-based fares set by City of Kenosha Taxi regulations, and Medicaid reimbursement	Non-accessible sedans
DRS Medical Transport	Private, nonprofit	Advance reservation, door-through-door	General public	Monday-Friday: 8:00 a.m. to 3:00 p.m. Saturdays as needed Sundays on call	Kenosha, western Racine, and Walworth Counties	Medicaid reimbursement and private pay: \$22 plus \$2 per mile	Wheelchair accessible vans
Erickson Ambulance	Private	Advance reservation, door-through-door	General public	24 hours a day, seven days a week	Kenosha and Racine Counties	Medicaid reimbursement and private pay	Non-accessible ambulances
Fulfilling a Need	Private, for-profit	Advance reservation, door-through-door	General public	Monday-Friday: 3:00 a.m. to 7:00 p.m. Saturday: 8:00 a.m. to 5:00 p.m.	Kenosha County and surrounding counties	Private pay	Non-accessible vans and sedans
K & S Medical Transport	Private, for-profit	Advance reservation, door-through-door	General public	Monday-Friday: 9:00 a.m. to 4:00 p.m.	Kenosha, Racine, Milwaukee Counties	Medicaid reimbursement and private pay	Wheelchair accessible vans
Kenosha Achievement Center, Inc.	Private, nonprofit	Fixed-route curb-to-curb subscription service for program participants	Participants in the services offered by the Kenosha Achievement Center, Inc. who are unable to use other transportation services	Monday-Friday: 6:30 a.m. to 9:30 a.m. 3:00 p.m. to 5:30 p.m.	Kenosha County and northern Lake County, Illinois	\$40 weekly contribution	Wheelchair accessible vans, and non-accessible vans and buses
		Great Lakes transportation shuttle/mobility manager	Disabled individuals employed by Goodwill-Navy in jobs at the Naval Training Center in Great Lakes, Illinois	Daily: 4:00 a.m. to 10:00 p.m.		Costs paid by Goodwill Navy with user co-pay of about \$8.00 per trip	Wheelchair accessible vans, and non-accessible vans and buses
		Customized training transportation shuttle	Individuals enrolled employment training programs offered by Kenosha County	Monday-Friday: 7:00 a.m. to 4:00 a.m. 5:00 p.m. to 6:30 p.m.	Kenosha County	No direct cost to users	Wheelchair accessible vans, and non-accessible vans and buses

Name of Service Provider	Type of Provider	Type of Service or Program	Eligible Users	Days and Hours of Operation of Transportation Service	Service Area	Fare Per Trip	Type of Vehicles Used
Kenosha Achievement Center, Inc. (continued)		Jumpstart transportation service	Individuals who need transportation to job interviews or to a new job (first two weeks only)	Monday-Friday as needed	Kenosha County	No direct cost to users	Automobiles
		Vehicle repair program	Low-income workers or job seekers who need repairs to their vehicle	--	Kenosha County	--	--
		Bicycle purchase, repair, and loan program	Low-income individuals for use in looking for, and traveling to, jobs	--	Kenosha County	--	--
LJH Ambulance	Private, for-profit	Advance reservation, and on demand, door-to-door for medical activities	General public	Every day, 24 hours a day	Kenosha County and surrounding counties	Medicaid reimbursement and private pay	Non-accessible ambulance
Medix Wheelchair service	Private, for-profit	Advance reservation, door-to-door	General public	Monday-Friday: 6:00 a.m. to 6:00 p.m.	Kenosha, Racine, Milwaukee, and Walworth Counties	Private pay only: \$31 for first 5 miles (\$26 if paid at time of service), then \$3 per mile	Wheelchair accessible vans
Recovery Medical Transport	Private, for-profit	Advance reservation, door-to-door	General public for medical purposes	Monday-Friday: 4:30 a.m. to 5:00 p.m.	Kenosha, Racine, and Milwaukee Counties	Medicaid reimbursement and private pay: \$25 one-way for less than 5 miles, then \$1.50 per mile	Wheelchair accessible vans
Southport Transportation	Private, for-profit	Advance reservation, door-through-door	General public, ambulatory individuals only	Seven days a week, including holidays: 5:00 a.m. to 10:00 p.m.	Kenosha County	Zone-based fares set by City of Kenosha Taxi regulations, and Medicaid reimbursement	Non-accessible vans and sedans

<sup>a</sup> Service provided by Kenosha Achievement Center, Inc.

<sup>b</sup> Recruitment of volunteer drivers and service scheduling contracted from the Kenosha Area Family and Aging Services, Inc.

Source: SEWRPC.