Introduction to Milwaukee County Transit System Development Plan

- Evaluation of existing transit system
  - Assessment of transit system and route performance
  - Comparison of MCTS to “peer” transit systems
  - Identification of unmet transit service needs

- Preparation of short-range (5-years) plan of service improvements and expansion

Who is preparing the plan?

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been asked by Milwaukee County to develop the plan. The Commission is preparing the plan together with the Milwaukee County Transit System (MCTS) and Milwaukee County Department of Transportation and Public Works staff.
Advisory Committee

The Milwaukee County Transit Planning Advisory Committee oversees the work of the Milwaukee County Transit System Development Plan.

- Members of the Committee are appointed by the Milwaukee County Executive
- The Committee guides technical staff in the preparation of the plan, including the design and evaluation of transit improvement proposals.
- The Committee will propose to Milwaukee County a recommended transit system development plan, identifying improvements for MCTS which should be implemented over the next five years.

Milwaukee County Transit Planning Advisory Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
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<tbody>
<tr>
<td>Peter W. Beitzel</td>
<td>Vice President, International Trade, Transportation, and Business Development, Metropolitan Milwaukee Association of Commerce</td>
</tr>
<tr>
<td>Rodney A. Clark</td>
<td>Director, Bureau of Transit &amp; Local Roads, Wisconsin Department of Transportation</td>
</tr>
<tr>
<td>Anita Gulotta-Connelly</td>
<td>Acting Managing Director, Milwaukee County Transit System</td>
</tr>
<tr>
<td>Leticia Keltz</td>
<td>Support Services Manager, United Migrant Opportunity Services</td>
</tr>
<tr>
<td>Don Natzke</td>
<td>Director, Milwaukee County Executive’s Office for Persons with Disabilities</td>
</tr>
<tr>
<td>Beth Nichols</td>
<td>Executive Director, Downtown Milwaukee Management District</td>
</tr>
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<td>Jeffrey S. Polenske</td>
<td>City Engineer, City of Milwaukee</td>
</tr>
<tr>
<td>Gary Portenier</td>
<td>Program Planning Coordinator, Milwaukee County Department on Aging</td>
</tr>
<tr>
<td>Richard Riley</td>
<td>Amalgamated Transit Union, Local 998</td>
</tr>
<tr>
<td>Nancy Senn</td>
<td>Transportation Planning Manager, Milwaukee County Department of Transportation and Public Works</td>
</tr>
<tr>
<td>James G. White</td>
<td>Supervisor, Milwaukee County</td>
</tr>
</tbody>
</table>
Steps in the Plan Process

Steps Completed to Date

☑ Inventory and analysis of population, employment, land use, and travel patterns in Milwaukee County and the four-county Milwaukee metropolitan area

☑ Review of the existing transit system and trends in operation

☑ Development of transit objectives and standards to evaluate system performance

☑ Assessment of transit system and route performance

☑ Comparison of MCTS performance to similar transit systems

☑ Initial identification of unmet transit service needs

☑ Projection of the transit system’s future financial condition

Next Steps

☐ Obtain public opinion on transit system performance, unmet needs, and service improvement ideas

☐ Finalize identification of unmet transit service needs

☐ Develop alternative transit service improvement plans, including costs of different plans

☐ Additional public meetings to obtain public input on service improvement plans

☐ Develop final recommended transit service improvement plan
Why Do We Need A Strong Transit System in Milwaukee County?

A good public transit system is essential in the Milwaukee area:

- To provide a necessary and desirable alternative to the automobile in heavily traveled corridors and areas;
- To contribute to efficiency in the transportation system, including reduced highway traffic volume and congestion and attendant air pollutant emissions and energy consumption;
- To support and encourage higher density development, which results in efficiencies for public infrastructure and services;
- To meet the travel needs of the significant portion of the population (16 percent of households) without access to an automobile; and
- To meet the needs of business and industry, enhancing economic development and enhancing the quality of life of County residents by providing job and labor force accessibility and permitting a reduction in household expenditures on transportation, enabling greater household savings, other expenditures, and a higher standard of living.
Key Findings to Date: Executive Summary

- **MCTS outperforms its peers.** The transit system ranks significantly better than comparable transit systems nationwide for all measures of ridership and financial performance identified in the plan.

- **Good coverage of County.** Within Milwaukee County, MCTS provides excellent coverage of residential areas, employment locations, and major activity centers.

- **Inadequate hours and frequency of service.** Although the transit system provides excellent coverage, it does provide limited hours and infrequent buses on many routes, particularly on weekends.

- **Lengthy travel times.** Because most of the service is provided by local buses in mixed traffic with frequent stops, transit travel time is slow.

- **Limited service to surrounding counties.** Transit service is not available to take Milwaukee County residents to many jobs and activity centers in surrounding counties, or if available, is very limited in hours, frequency, and travel times.

- **Dependent on State operating funding.** The transit system depends heavily on State operating funding, which has not kept pace with inflation. MCTS has had to increase fares, cut service, and use up its “bank” of Federal capital funds for operating expenses.

- **Potential service cuts of 35 percent may be needed if current funding trends continue.** Without increases in State transit assistance funds sufficient to address cost inflation, and without a dedicated local funding source for transit, MCTS can expect to deplete its “bank” of remaining Federal capital funds. It would then face implementing drastic service cuts--up to a 35 percent reduction by 2010.
Population

Since 1960, Milwaukee County’s total population has decreased by about 9 percent, modestly reducing the size of the market for MCTS transit service. By comparison, the total population in adjacent Ozaukee, Washington, and Waukesha Counties has increased by about 138 percent.

Much of central Milwaukee County has residential densities capable of supporting fixed-route bus service. Newer residential areas on the northwest side of the City of Milwaukee and in the Cities of Franklin and Oak Creek present challenges for providing fixed-route bus service.

Some population groups with limited access to the automobile may be categorized as “transit-dependent”. The highest residential concentrations of these persons are in the east-central and northwestern portions of the County.

The concentrations of the transit-dependent persons generally coincides with that for the total minority population in Milwaukee County.
Transit-Supportive Areas and Major Activity Centers

- Total employment in Milwaukee County has increased by about 17 percent from 1960 to 2003. This compares with an increase of 550 percent during the same period in bordering Ozaukee, Washington, and Waukesha Counties. The job growth in these bordering counties and in the northern, western, and southern portions of Milwaukee County has led to the creation of new transit services, largely sponsored and funded by Waukesha and Ozaukee Counties, designed to connect Milwaukee County residents to jobs.

- Areas with transit-supportive residential densities (at least seven dwelling units per acre) and/or employment densities (at least four jobs per acre) can be found throughout Milwaukee County, except in the far southern portion.

- Most Milwaukee-area major activity centers for medical, school, shopping, government, recreation and intercity rail and bus passenger transport are located within Milwaukee County. However, the major activity centers related to employment (large employers and major office and industrial parks) are widely dispersed throughout the four-county Milwaukee area.

Source: SEWRPC.
Travel surveys undertaken by the Regional Planning Commission indicate that average weekday total intra-county person trips—those made entirely within Milwaukee County—increased by about 14 percent from 1963 to 2001.

Inter-county trips—those made between Milwaukee County and one of the other six counties in the Southeastern Wisconsin Region—increased by about 210 percent from 1963 to 2001.

Despite the large increase in inter-county trips from 1963 to 2001, the majority (77 percent, or 2.5 million trips) of all Milwaukee County person trips were made entirely within the County in 2001.

About two-thirds of all the Milwaukee County inter-county person trips in 2001 were made between Milwaukee and Waukesha Counties. Most of these trips occurred between central Milwaukee County and eastern Waukesha County.

DISTRIBUTION OF AVERAGE WEEKDAY INTERCOUNTY PERSON TRIPS BETWEEN MILWAUKEE COUNTY AND SURROUNDING COUNTIES: 2001

Note: Trips are displayed by the number of "round trips" made by residents of each county, leaving from and returning to each county. For example, a Waukesha County resident commuting from Waukesha to Milwaukee for work and returning to Waukesha after work is counted twice in the arrow from Waukesha to Milwaukee.

Source: SEWRPC.
Existing Transit Services

The MCTS fixed-route bus services currently include:

- Freeway flyer service on 9 high-speed bus routes connecting outlying residential areas in the County and downtown Milwaukee. Service is limited to weekday morning and afternoon peak periods;

- Local and shuttle bus service over 31 local and shuttle routes operating over arterial and collector streets with frequent stops; and

- Special school day bus services, including nine high school and middle school routes and three UBUS routes.

Transit Plus paratransit service is available throughout Milwaukee County for disabled individuals who are unable to use the fixed-route bus service.

- Transit Plus provides curb-to-curb taxicab service for ambulatory disabled individuals, and door-to-door van service for disabled individuals who require an accessible vehicle and/or some driver assistance.

- Available during the same periods as the Milwaukee County Transit System fixed-route bus service.

- Disabled individuals can also use the accessible bus service provided on all regular routes of the transit system.

The MCTS routes connect with other bus routes sponsored by other local governments in southeastern Wisconsin.

- Some connecting bus routes can be used by Milwaukee County residents to access jobs and major activity centers outside Milwaukee County, including MCTS routes funded by Ozaukee and Waukesha Counties (Route No. 143 and Route Nos. 8, 9, and 10 west of the Milwaukee-Waukesha County line), and routes operated by Wisconsin Coach Lines, Inc. and the Waukesha Metro Transit System funded by Waukesha County and/or the City of Waukesha.

- There are also connecting bus routes which do not provide service that can be used by Milwaukee County residents for reverse commute travel, including the Kenosha-Racine-Milwaukee service sponsored by the City of Racine; the West Bend-Milwaukee service sponsored by Washington County; and the Oconomowoc-Milwaukee, Mukwonago-Milwaukee, and Menomonee Falls-Milwaukee services sponsored by
Historic Ridership and Service Levels

- About 45 percent of the travel made on the transit system is to and from work, 25 percent to and from school, 10 percent for shopping, and the other 20 percent for medical, social, recreational, and other purposes.

- Transit ridership is highly linked with the level of service provided, such as hours of operation, and frequency of service.

- As shown in the figures to the right, since the year 2000, the transit system has cut annual vehicle miles by 17 percent and annual vehicle hours by 16 percent; increased adult cash fares twice; and raised the price of weekly passes four times.

- Ridership on the bus system declined by 12 percent between 2000 and 2005.

- Several factors have contributed to the general decline of ridership on the transit system since the early 1980's. These factors include:
  - The decrease in population in Milwaukee County
  - The decline in residential and employment density in the County
  - An increase in automobile ownership and use
  - Fare increases and service reductions implemented by the transit system during the period

ANNUAL RIDERSHIP AND SERVICE LEVELS FOR FIXED-ROUTE BUS SERVICE PROVIDED BY MCTS:

- Ridership data for 1975 through 1977 have been adjusted to include passengers using a weekly pass to transfer to make the ridership comparable to that reported from 1978 to the present.

- Service data for 1975 through 1984 have been adjusted to remove deadhead vehicle miles and vehicle hours to make the service comparable to that reported from 1985 to the present.

- Ridership and service data for 1978 reflect less than 12 months of operation due to a bus operator's strike.

- Service data for 1975 through 1984 have been adjusted to remove deadhead vehicle miles and vehicle hours to make the service comparable to that reported from 1985 to the present.

Source: Milwaukee County Transit System and SEWRPC.
Operating and Capital Costs

Total operating expenses for the transit system have risen since the system began public operation in 1975, as displayed in the figures above. The increase in operating expenses since 1990 reflects bus service expansion between 1995 and 2000, and changes to the Transit Plus paratransit service to comply with Federal ADA requirements.

Since 2000, fares and other operating revenues paid for about 32 percent of average annual operating costs for the combined bus and paratransit system.

The transit system is heavily dependent on State funding, with the State providing about 63 percent of all Milwaukee County Transit System public operating funding.

About 80 percent of capital expenditures are funded through Federal transit capital assistance programs, and the remaining 20 percent come from Milwaukee County.

Source: Milwaukee County Department of Public Works, Milwaukee County Transit System and SEWRPC.
Drawdown of Federal Funds

- In 2001, MCTS had a “bank” of $37 million in unspent Federal Transit Administration (FTA) funds intended for capital projects. This bank existed because the transit system had not fully spent the Federal transit capital assistance funds it had been allocated in previous years, and the unspent funds were still available to Milwaukee County.

- From 2001 to 2006, MCTS increased its use of these funds to support capitalized maintenance items included in its operating costs. By drawing upon these funds, the transit system was able to limit the need for increases in County tax levy funding, fare hikes, and service reductions. As shown in the figure below, the balance of these funds had been drawn down to about $12 million at the beginning of 2006.
Planning Objectives and Standards

The following five transit service objectives serve as a basis for assessing the performance of the transit system, identifying unmet transit service needs, and designing and recommending improvements:

1. The public transit system should effectively serve the existing land use pattern and support the implementation of planned land uses, meeting the demand and need for transit services, and particularly the needs of the transit-dependent population;

2. The transit system should promote effective utilization of transit service and operate service that is reliable and provides for user convenience and comfort;

3. The transit system should promote the safety and security of its passengers, operating equipment and facilities, and personnel;

4. The public transit system should promote efficiency in the total transportation system; and

5. The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Each of the above transit service objectives is supported by a planning principle and a set of standards intended to quantify the achievement of each objective.
Evaluation of Transit System: Outperformed Peer Transit Systems

The Wisconsin Department of Transportation (WisDOT) completed a management performance audit of MCTS in 2003, which included a comparison of the performance of the transit system to that for a peer group of 13 similar transit systems in the United States.

The peer transit systems all operated within metropolitan areas with populations similar to Milwaukee County, were located in a northern climate, and had a similar bus fleet size.

The peer comparison concluded that the Milwaukee County Transit System outperformed its peers for all measures of ridership and financial performance, as shown in the table below.

While noting MCTS’ exceptional performance, the audit referred to the service reductions which were implemented since 2000 and warned that further transit system reductions could potentially damage the system's performance.

### Comparison of Ridership and Financial Performance Measures Between MCTS and Peer Group: 2000

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Operating Data</th>
<th>Peer Group Descriptive Statistics</th>
<th>Milwaukee County Transit System</th>
<th>Minimum</th>
<th>Average</th>
<th>Maximum</th>
<th>Milwaukee County Transit System Rank</th>
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<tr>
<td>Service Effectiveness</td>
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<tr>
<td>Passengers per Capita</td>
<td>71.2</td>
<td>13.0</td>
<td>30.4</td>
<td>46.0</td>
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<tr>
<td>Passenger Revenue Vehicle Mile</td>
<td>3.5</td>
<td>1.7</td>
<td>2.3</td>
<td>3.1</td>
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<tr>
<td>Revenue Vehicle Hour</td>
<td>45.5</td>
<td>25.3</td>
<td>30.7</td>
<td>41.2</td>
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<td>Service Efficiency</td>
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<tr>
<td>Operating Expense per Revenue Vehicle Mile</td>
<td>$5.35</td>
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<td>Operating Expense per Revenue Vehicle Hour</td>
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<td>Total Effectiveness</td>
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<td>Operating Expense per Passenger</td>
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<td>$2.61</td>
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<td>Total Operating Assistance per Passenger</td>
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<td>$2.20</td>
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<td>Farebox Recovery Rate for All Service</td>
<td>33.8</td>
<td>15.2</td>
<td>21.5</td>
<td>35.0</td>
<td>2</td>
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* Based on data obtained from the Federal Transit Administration National Transit Database for 2000, published in the Wisconsin Department of Transportation’s Transit System Management Performance Audit of the Milwaukee County Transit System: 2003.

Key performance indicators were developed based on information reported by thirteen other urban bus systems selected in the Performance Audit.

1 Rank of 1 is best, 14 is worst.

Source: Wisconsin Department of Transportation
Evaluation of Transit System: Excellent Coverage of Residential Areas

The transit service objectives and standards were applied in a systemwide evaluation of MCTS transit. This evaluation identified excellent performance for the transit system for its overall coverage of the County’s residential areas and special population groups.

- About 91 percent of the total County population resides within a convenient one-quarter mile walk of a local route of the system.
- Virtually all of the census block groups within the County with concentrations of transit-dependent persons are within a one-quarter mile walk of a local route.
- All of the census tracts within the County with above-average minority populations are within a one-quarter mile walk of a local route.

The following population groups were categorized as transit dependent:
1) School-age children (age 12-16),
2) Elderly persons (age 65 and older),
3) Persons in low-income families,
4) Persons with disabilities,
5) Households with no vehicle available.

Source: U.S. Bureau of the Census and SEWRPC.
Evaluation of Transit System: Excellent Coverage of Transit-Supportive Areas and Major Activity Centers

- The systemwide evaluation also identified excellent performance for the overall coverage provided by the transit system of the activity centers and transit-supportive land areas in Milwaukee County.

- In total, 81 of the 86 major employers, 22 of the 25 office and industrial parks, and 68 of the 70 other activity centers in the County are within a one-quarter mile walk of a local route.

- The majority of the transit-supportive areas in Milwaukee County (areas with the residential and employment densities considered necessary to support fixed-route bus service) are within a one-quarter mile walk of a local route.
Evaluation: Route Effectiveness

Staff also evaluated the transit system on a route-by-route basis to measure route performance. Each route of the transit system was reviewed on several measures, including the ridership and service efficiency and effectiveness of each route. The route performance evaluation found that, in terms of route effectiveness, most MCTS routes perform very well, as shown on the charts below:

- On weekdays, 26 of 31 local routes meet or exceed the performance standard for route effectiveness (22 boarding passengers per revenue hour)
- Freeway flyer and UBUS routes mostly do not meet the performance standard for route effectiveness. The low performance levels for the freeway flyer and UBUS routes may be attributed to “deadhead” trips operated in the nonpeak direction to put vehicles in position to make a peak direction trip.

- On Saturdays, 26 of 30 routes exceed the performance standard for route effectiveness (15 passengers per bus hour on Saturdays)
- On Sundays, 26 of 28 routes exceed the route effectiveness performance standards defined for Sunday (10 passengers per bus hour)
Evaluation of the Transit System: Unmet Need to Unserved Areas and Activity Centers

The map below identifies areas within and just outside Milwaukee County with transit-supportive residential and employment densities, or major activity centers that are not served at all by the routes of the transit system. Problem areas include the western, southern, northwest, and northeast portions of the County, and in particular:

- In the Cities of Franklin and Oak Creek, the Franklin Industrial and Business Parks and the Southbranch Industrial Park
- In the far northwestern portion of Milwaukee County, the Towne Corporate Park of Granville
- Areas with transit-supportive employment densities along the western edge of Milwaukee County

MCTS provided bus service to many of these areas during the last 10 years by regular or shuttle routes of the transit system. However, the services were not as effective as the other routes and service of the transit system, and were part of the service reductions over the past several years.
Evaluation of Transit System: Unmet Need for Longer Service Hours

The maps below display the local route segments over which less than 20 hours of service is provided on weekdays, Saturdays, and Sundays. Of most concern are the local route segments over which less than 16 hours of service is provided, as these routes would not serve the starting and ending times of second and third shifts.

- On weekdays, 25 of 31 local routes meet the desirable standard of 20 hours of service.
- On Saturdays, only 14 out of 31 local routes meet the desirable standard of 20 hours of service.
- On Sundays, only 9 out of 30 local routes meet the desirable standard of 20 hours of service.
- Freeway flyer routes do not meet the desirable standard of 20 hours of service, as they operate only during weekday peak periods, with no midday or evening service. UBUS routes do not meet the desirable standard, either.
Evaluation of Transit System: Unmet Need for More Frequent Service

MCTS uses a grid system of local routes, so transfers between one or more routes are generally required to complete a trip by public transit. The frequency of service on the routes directly affects the convenience of transferring and the travel time by transit.

- Only the central portion of the County currently enjoys desirable headways for local and shuttle routes (see map below)
- During weekday peak periods when most work and school trips are made, less than 30 percent of the County population, and less than 37 percent of the jobs in the County, are served by routes with desirable headways of 10 minutes or less
- No freeway flyer or UBUS routes have headways that conform with desirable headways

The low service frequency is largely the result of service reductions over the past five years.

Source: Milwaukee County Transit System and SEWRPC.
Unmet Need: Evaluation of Transit System for Faster Travel Times

Transit travel time is generally between 2 to 4 times more than automobile travel time for comparable trips. Ratios of transit-to-automobile travel times between selected locations within the County during weekday morning peak period and midday off-peak period are displayed on the maps below.

The lengthy transit travel time is a result of the following:

- Local bus routes with low operating speeds operating in mixed traffic provide the majority of transit service in the system
- Lack of tools such as traffic signal priority to extend green lights for buses, and reserved lanes for buses at peak hours to increase bus travel speeds.
- Service cuts since 2000 reduced service frequency or eliminated route segments or entire routes. The grid system of routes operated by MCTS needs good service frequencies to make transfers between routes convenient and keep waiting and overall travel times low. The recent service cuts lengthened wait times particularly during off-peak periods.

Source: SEWRPC.
Unmet Need: Limited Service Connecting to Outlying Counties

Milwaukee County residents have unmet needs for travel between Milwaukee County and the other surrounding counties of Southeastern Wisconsin:

- **Lack of Service**: Many major activity centers and significant job concentrations outside Milwaukee County do not have public transit service connecting to Milwaukee County residents.

- **Limited Service Hours and Frequency**: The transit services currently available to connect Milwaukee County residents with jobs and activity centers in the surrounding counties with rare exception have limited weekday service hours and are operated with infrequent trips.

- **Lengthy Travel Times**: Transit service connecting Milwaukee County residents with surrounding counties in many cases involves slower local bus service, and/or requires use of a connecting local bus route in Milwaukee County.

- **Coordination of Transit Fares and Information**: While discounted fares for passengers transferring between the different transit systems are offered, the discounts and transfer arrangements are not uniform among all the transit services connecting with the Milwaukee County Transit System.

Milwaukee County’s policy is not to provide any transit services connecting with the surrounding counties unless it receives financial assistance for the service. This includes the transit services that would allow Milwaukee County residents to access job sites and activity centers in the other counties. The transit services that exist today for intercounty transit travel by Milwaukee County residents are sponsored and funded by the surrounding counties.

The lack of a regional transit authority and adequate transit funding has hindered the implementation of service connecting Milwaukee County residents to the other counties of Southeastern Wisconsin.
Potential Future Direction

MCTS is heavily dependent on State funding: the State has historically provided about 65 percent to 70 percent of public operating funding.

- Between 2000 and 2005, the State increased operating assistance funding by less than 1.5 percent per year (less than inflation).
- Milwaukee County annual funding remained about the same ($17-18 million).
- MCTS reduced service by 15 percent and increased fares 17 to 30 percent between 2000 and 2005.
- In order to avoid more service cuts and fare hikes, Milwaukee County tapped into its balance of Federal transit funds (see chart below), drawing them down from $37 million in 2001 to $15 million in 2005.

Milwaukee County’s balance of unspent Federal transit funds may be expected to be depleted by 2010.
Potential Future Direction—Examples of Possible Service Cuts

As part of the evaluation, planning staff developed a potential future for the transit system, with the following assumptions:

- Future Federal funding for capital and operating increases at 4 to 5 percent annually (in accordance with Federal authorizing legislation)
- State transit operating assistance increases at 2 percent per year
- County property tax levy for MCTS bus and paratransit is held to 2005 levels ($17 million)
- Bank of Federal funds is depleted, and annual Federal funds received of about $21 million must be expended on capital projects ($14 million), leaving $7 million for annual operating funding
- Fare increases of 15 to 20 percent over 5 year period

Result: The transit system would need to cut bus service by about 35 percent by the year 2010. Transit Plus paratransit service could also be affected.

To illustrate what this forecast 35 percent reduction could mean, two service reduction options were developed and are shown below.

<table>
<thead>
<tr>
<th>Option A</th>
<th>Option B</th>
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<tbody>
<tr>
<td>Eliminate weekday and Saturday service after 10:00 p.m. and limit Sunday service to between 9:00 a.m. and 6:00 p.m.</td>
<td>Maintain service hours</td>
</tr>
<tr>
<td>Eliminate 7 of 31 local routes</td>
<td>Eliminate 10 of 31 local routes</td>
</tr>
<tr>
<td>Cut back or restructure service on 17 local routes</td>
<td>Cut back or restructure service on 14 local routes</td>
</tr>
<tr>
<td>Eliminate Freeway Flyer and UBUS routes</td>
<td>Eliminate Freeway Flyer and UBUS routes</td>
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</table>
## Your Suggestions For Service Changes: Vote Your Preference!

<table>
<thead>
<tr>
<th>Potential Service Improvements or Changes</th>
<th>Number of “Votes”</th>
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<tbody>
<tr>
<td>New routes in Milwaukee County</td>
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<td>New routes in bordering counties</td>
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<td>Route extensions in Milwaukee County</td>
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<td>Route extensions in bordering counties</td>
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<td>Freeway Flyer service</td>
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<td>Express bus service</td>
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<tr>
<td>More frequent service</td>
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<td>Better transfer connections</td>
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<td>Longer service hours/weekend service</td>
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<tr>
<td>Reduce travel time for long trips</td>
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<tr>
<td>Restore services that were cut since the year 2000</td>
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<tr>
<td>Go back to fares charged in the year 2000</td>
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Your Suggestions For Service Changes: Where do You Have a Problem?
Your Suggestions For Service Changes: Comments