

**REVIEW OF YEAR 2035 REGIONAL
TRANSPORTATION PLAN IMPLEMENTATION:
PUBLIC TRANSIT AND ARTERIAL STREET AND HIGHWAY ELEMENTS**

YEAR 2035 PLAN RECOMMENDATIONS

The year 2035 regional transportation plan was completed in June 2006. With respect to public transit, the plan recommended significant improvement and expansion, specifically, a doubling of bus service from 69,000 bus-miles per weekday in 2005 to 138,000 bus-miles in the year 2035. The plan acknowledged that implementation of these recommendations would likely require annual increases in State funding of public transit similar to that which occurred in the 1990's and the implementation of local dedicated public transit funding. The plan anticipated public transit service expansion would begin in the year 2008, following the next State biennial budget for the years 2007-2009.

With respect to arterial streets and highways, the arterial street highway element of the recommended year 2035 regional transportation plan proposed a total of 3,637 route-miles of arterials. Approximately 88 percent, or 3,189 of these route-miles, were recommended to be resurfaced and reconstructed to their same capacity. Approximately 360 route-miles--less than 10 percent of the total recommended year 2035 arterial street and highway system--were recommended at the time of their reconstruction for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 88 route-miles--about 2 percent of the total arterial street mileage--were proposed new arterial facilities. Thus, over the 30 year planning period, the plan envisioned capacity expansion of about 12 percent of the total arterial system and about a 10 percent expansion in added lane miles of arterials. The plan acknowledged that existing revenues for arterial street and highway construction and reconstruction would need to continue to increase with inflation to implement the plan.

PLAN IMPLEMENTATION TO DATE

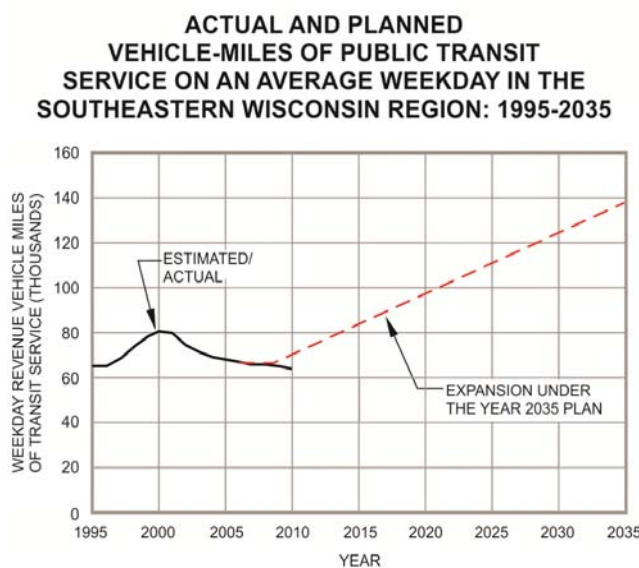
Regional transportation plan implementation through the last complete calendar year--2010--was recently evaluated. This period of about 4.5 years represents about 15 percent of the approximate 30 year planning period of the year 2035 plan.

As noted above, with respect to public transit, the regional plan envisioned that the proposed significant expansion of public transit would likely require State legislation to create local dedicated public transit funding and a renewal of adequate annual State financial assistance to transit. As such action typically only occurs as part of a State biennial budget, the plan anticipated that no expansion could be expected to

occur until 2008 upon passage of the State 2007-2009 biennial budget in mid-2007, the first budget following plan adoption. In the 2009-2011 State budget, Governor Doyle proposed a regional transit authority (RTA) with a 0.5 percent sales tax local dedicated funding, but the State Legislature rejected his proposal, and it was not included in the budget forwarded to the Governor for approval. The budget did include a 0.5 percent sales tax dedicated transit funding for the Milwaukee County Transit System, but the Governor vetoed this provision in the budget. The 2009-2011 State budget did create a three county--Kenosha, Racine, and Milwaukee--commuter rail authority with vehicle rental fee dedicated funding. Another attempt was made to pass RTA legislation in April of 2010 during the regular session of the Wisconsin State legislature. The legislation came very close to passing, but was not adopted into State law. Without such legislation, the expansion of public transit service recommended in the regional plan may not be implemented, and transit service is likely to continue to decline.

As shown in Figure 1, the amount of transit service in Southeastern Wisconsin has declined from about 67,400 bus-miles of service per average weekday from the time of plan adoption in 2006 to 64,500 bus-miles of service per average weekday in 2010, a decrease of about 4 percent in fixed-route bus service. Demand-responsive or shared-ride taxi, transit service has remained about the same over this period at about 74,000 vehicle-miles of weekday service. The amount of fixed route bus service increase envisioned in the 2035 plan by 2010 was 6 percent.

Figure 1



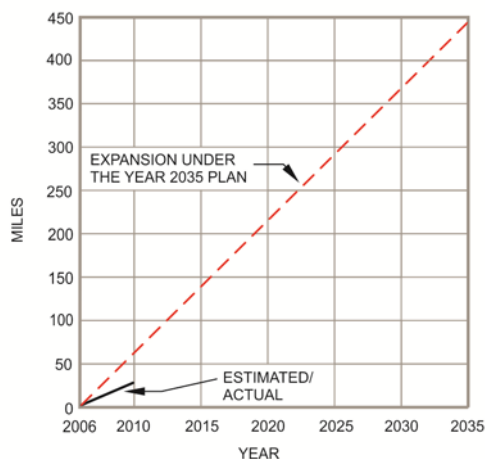
Source: SEWRPC.

The regional plan also recommended that public transit fare increases not exceed the rate of general price inflation. Table 1 shows the fares for the Region's transit systems for the years 2006 through 2010 and for the years 2000 through 2005 as fare increases are not made every year. Fare increases over the last few years and past decade have substantially exceeded general inflation of about 10 percent from 2006 to 2010 and 24 percent from 2000 to 2010.

With respect to arterial streets and highways, between the completion and adoption of the regional transportation plan in June, 2006 and the end of the year 2010 approximately 13 miles of planned new arterial facilities, and 15 miles of arterial facilities planned to be widened to carry additional traffic lanes have been constructed and are open to traffic. These 28 miles of arterial facilities represent about 6 percent of the total 448 miles of planned new and widened arterial facilities under the regional plan and were implemented within approximately 15 percent of the planning period (See Figure 2).

Figure 2

ACTUAL AND PLANNED MILES OF ARTERIAL STREET AND HIGHWAY CAPACITY EXPANSION IN THE SOUTHEASTERN WISCONSIN REGION: 2006-2035



Source: SEWRPC.

Table 1
FARES CHARGED ON THE PUBLIC BUS SYSTEMS IN THE REGION : 2000-2010

| Fare Category | Year | | | | | | | | | | |
|----------------------------------------------------------|------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| City of Kenosha Area Transit System | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.00 | \$1.25 | \$1.25 |
| Monthly Pass | \$22.00 | \$22.00 | \$22.00 | \$22.00 | \$28.00 | \$28.00 | \$28.00 | \$28.00 | \$28.00 | \$34.00 | \$34.00 |
| Western Kenosha County Transit | | | | | | | | | | | |
| Base Adult Cash Fare | -- | -- | -- | -- | -- | -- | -- | \$2.00-\$3.00 | \$2.00-\$3.00 | \$2.00-\$3.00 | \$2.00-\$3.00 |
| 11-Ride Punch Card | | | | | | | | \$20.00 | \$20.00 | \$20.00 | \$20.00 |
| Monthly Pass | -- | -- | -- | -- | -- | -- | -- | \$10.00 | \$10.00 | \$10.00 | \$10.00 |
| Kenosha-Racine-Milwaukee Commuter Bus | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.00-\$4.00 | \$1.25-\$4.25 | \$1.25-\$4.25 | \$1.25-\$4.25 |
| Book of 10 Tickets | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$9.00-\$36.00 | \$11.25-\$38.25 | \$11.25-\$38.25 | \$11.25-\$38.25 |
| Ozaukee County Express Bus | | | | | | | | | | | |
| Base Adult Cash Fare | \$2.00 | \$2.00 | \$2.00 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | \$3.00 | \$3.00 | \$3.25 |
| MCTS Weekly Pass | -- | \$11.00 plus \$0.50 per ride | \$12.00 plus \$0.75 per ride | \$12.00 plus \$0.75 per ride | \$13.00 plus \$0.75 per ride | \$13.00 plus \$0.75 per ride | \$14.00 plus \$0.75 per ride | \$16.00 plus \$0.75 per ride | \$16.00 plus \$0.75 per ride | \$16.50 plus \$1.00 per ride | \$17.50 plus \$1.00 per ride |
| MCTS Monthly Pass | -- | -- | -- | -- | -- | -- | -- | -- | -- | \$60.00 plus \$0.75 per ride | \$64.00 plus \$0.75 per ride |
| Upass (student fee per semester) | \$31.00 | \$33.00 | \$35.00 | \$35.00 | \$38.00 | \$38.00 | \$38.00 | \$41.00 | \$41.00 | \$42.00 | \$45.00 |
| MCTS Commuter Value Pass (employee portion per month) | \$15.00 | \$16.00 | \$17.00 | \$17.00 | \$19.00 | \$19.00 | \$25.67 | \$29.50 | \$29.50 | \$30.50 | \$32.50 |
| Milwaukee County Transit System | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.35 | \$1.50 | \$1.50 | \$1.50 | \$1.75 | \$1.75 | \$1.75 | \$1.75 | \$2.00 | \$2.00 | \$2.25 |
| Freeway Flyer Cash Fare | \$1.60 | \$1.80 | \$1.80 | \$1.80 | \$2.05 | \$2.05 | \$2.25 | \$2.25 | \$2.75 | \$3.00 | \$3.25 |
| Weekly Pass | \$10.50 | \$11.00 | \$12.00 | \$12.00 | \$13.00 | \$13.00 | \$14.00 | \$16.00 | \$16.00 | \$16.50 | \$17.50 |
| Monthly Pass | -- | -- | -- | -- | -- | -- | -- | -- | -- | \$60.00 | \$64.00 |
| Upass | \$31.00 | \$33.00 | \$35.00 | \$35.00 | \$38.00 | \$38.00 | \$38.00 | \$41.00 | \$41.00 | \$42.00 | \$45.00 |
| MCTS Commuter Value Pass (monthly employee portion) | \$15.00 | \$16.00 | \$17.00 | \$17.00 | \$19.00 | \$19.00 | \$25.67 | \$29.50 | \$29.50 | \$30.50 | \$32.50 |
| City of Racine Belle Urban System | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.00 | \$1.00 | \$1.00 | \$1.25 | \$1.25 | \$1.25 | \$1.25 | \$1.50 | \$1.50 | \$1.50 | \$1.50 |
| Monthly Pass | \$30.00 | \$30.00 | \$30.00 | \$40.00 | \$40.00 | \$40.00 | \$40.00 | \$50.00 | \$50.00 | \$50.00 | \$50.00 |
| Washington County Commuter Express | | | | | | | | | | | |
| Base Adult Cash Fare | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$3.25 | \$3.25 | \$3.25 | \$3.25 |
| Book of 10 Tickets | \$21.25 | \$21.25 | \$21.25 | \$21.25 | \$21.25 | \$21.25 | \$21.25 | \$27.50 | \$27.50 | \$27.50 | \$27.50 |
| Waukesha County Transit System | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.00-2.50 | \$1.00-2.50 | \$1.00-2.50 | \$2.25-2.75 | \$2.25-2.75 | \$2.50-3.00 | \$2.50-3.00 | \$2.50-3.00 | \$2.75-\$3.25 | \$3.25-\$4.00 | \$3.25-\$4.00 |
| Upass (student fee per semester) | \$31.00 | \$33.00 | \$35.00 | \$35.00 | \$38.00 | \$38.00 | \$38.00 | \$41.00 | \$41.00 | -- | -- |
| Book of 10 Tickets | \$9.00 - \$22.50 | \$9.00 - \$22.50 | \$9.00 - \$22.50 | \$20.25 - \$24.75 | \$20.25 - \$24.75 | \$22.50 - \$27.00 | \$22.50 - \$27.00 | \$22.50 - \$27.00 | \$24.75 - \$29.25 | \$29.25-\$36.00 | \$29.25-\$36.00 |
| City of Waukesha Metro Transit System | | | | | | | | | | | |
| Base Adult Cash Fare | \$1.00 | \$1.00 | \$1.25 | \$1.25 | \$1.25 | \$1.50 | \$1.50 | \$1.75 | \$1.75 | \$2.00 | \$2.00 |
| Monthly Pass | \$24.00 | \$24.00 | \$38.00 | \$38.00 | \$38.00 | \$38.00 | \$38.00 | \$40.00 | \$40.00 | \$44.00 | \$44.00 |

Source: Public Transit Operators and SEWRPC.

Thus, with respect to regional transportation plan implementation through the year 2010, both public transit and arterial street and highway plan elements are lagging behind in proposed implementation. Public transit fixed route bus service has declined, and the proposed annual number of miles of arterial capacity expansion has not occurred. Nearly all public transit funding is operating funding. Consequently, inadequate funding levels result in a reduction in service. Nearly all arterial street and highway funding is capital funding. Inadequate funding results in the deferral of capital projects.

POTENTIAL IMPLICATIONS OF 2011-2013 STATE BUDGET

The 2011-2013 State budget provides for a 10 percent reduction in State operating funding for public transit systems. The estimated possible impact of this State transit funding reduction is shown in Table 2. The potential transit service reductions range from 6 to 10 percent in 2012. This is a significant reduction in service given the 4 percent reduction in transit service which has occurred since 2006 and the 17 percent reduction in service which occurred between 2000 and 2006. Increases in local or Federal funding could potentially offset the reductions in State funding and the projected service reductions and fare increases. The 2011-2013 State budget also dissolved the Kenosha-Racine-Milwaukee County commuter rail authority and terminated the commuter rail project.

The Governor's proposed 2011-13 Wisconsin State budget included about a 3 percent increase in expenditures for highways, from about \$3.16 billion in the 2009-11 biennium—excluding one-time additional expenditures of about \$388 million in the 2009-2011 biennium of American Recovery and Reinvestment Act (ARRA) funding—to about \$3.24 billion in the 2011-13 biennium¹. The 2011-13 highway expenditures include a total of about \$420 million in appropriations for the Zoo Interchange and I-94 North-South Corridor freeway projects in southeastern Wisconsin. The final approved 2011-13 budget also includes about a 2.1% decrease in aid to municipal and county governments to maintain and improve local roads and streets, from about \$841.6 million in the 2009-11 biennium to about \$824.2 million in the 2011-13 biennium.

Thus, under the State 2011-2013 budget, plan recommended highway capacity expansion may be expected to continue at its recent pace lagging somewhat behind planned levels. However, public transit service may be expected to significantly decline under the State 2011-2013 budget, continuing a trend since regional plan adoption in 2006, and since the year 2000. The historic and projected decline in transit

¹ The highway expenditures in 2011-13 represent Wisconsin Department of Transportation (WisDOT) and Wisconsin Legislative Fiscal Bureau (LFB) analyses of Governor Walker's proposed 2011-13 Wisconsin State budget. WisDOT and LFB have not yet released analyses of the final approved 2011-13 Wisconsin State budget.

Table 2
POTENTIAL SERVICE REDUCTIONS AND FARE INCREASES NEEDED FOR PUBLIC THE TRANSIT
SYSTEMS IN THE REGION TO OFFSET PROPOSED REDUCTIONS IN STATE TRANSIT ASSISTANCE IN 2012

| Transit Services | Estimated 2011 State Aid Contract Amounts ^a | | | | | | 2012 Actions | | |
|-----------------------------------------|--------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| | Operating Cost | Operating Revenues | Public Funding | | | | Proposed 10 Percent Reduction in State Transit Assistance ^b | Potential Service Reduction Needed to Offset Reduced State Transit Assistance ^c | Potential Fare Increase Needed to Offset Reduced State Transit Assistance ^d |
| | | | Federal | State | Local | Total | | | |
| Bus Systems | | | | | | | | | |
| Kenosha-Racine-Milwaukee Counties..... | \$ 1,236,896 | \$ 262,000 | -- | \$ 723,584 | \$ 251,312 | \$ 974,896 | \$ -72,358 | -10% | 60% |
| City of Kenosha..... | \$ 7,352,929 | \$ 1,264,650 | \$ 2,314,318 | \$ 1,917,716 | \$ 1,856,245 | \$ 6,088,279 | \$ -191,772 | -6% | 47% |
| Milwaukee County..... | \$ 171,404,608 | \$ 59,380,989 | \$ 18,648,933 | \$ 68,583,168 | \$ 24,791,518 | \$ 112,023,619 | \$ -6,858,317 | -8% | 29% |
| Ozaukee County (Bus & Taxi)..... | \$ 2,653,128 | \$ 454,465 | \$ 424,200 | \$ 1,115,153 | \$ 659,310 | \$ 2,198,663 | \$ -111,515 | -8% | 60% |
| City of Racine..... | \$ 7,855,638 | \$ 1,662,600 | \$ 2,472,545 | \$ 2,048,828 | \$ 1,671,665 | \$ 6,193,038 | \$ -204,883 | -6% | 38% |
| Washington County (Bus & Taxi)..... | \$ 3,269,347 | \$ 589,500 | \$ 612,723 | \$ 1,281,463 | \$ 785,661 | \$ 2,679,847 | \$ -128,146 | -7% | 55% |
| City of Waukesha & Waukesha County..... | \$ 9,746,971 | \$ 2,068,656 | \$ 1,013,993 | \$ 4,657,565 | \$ 2,006,757 | \$ 7,678,315 | \$ -465,757 | -8% | 52% |
| Subtotal | \$ 203,519,517 | \$ 65,682,860 | \$ 25,486,712 | \$ 80,327,477 | \$ 32,022,468 | \$ 137,836,657 | \$ -8,032,748 | -- | -- |
| Shared-Ride Taxi Systems | | | | | | | | | |
| City of Hartford..... | \$ 237,874 | \$ 64,346 | \$ 83,300 | \$ 68,819 | \$ 21,409 | \$ 173,528 | \$ -6,882 | -6% | 31% |
| City of Port Washington..... | \$ 277,929 | \$ 62,750 | \$ 103,542 | \$ 74,006 | \$ 37,631 | \$ 215,179 | \$ -7,401 | -6% | 36% |
| City of West Bend..... | \$ 1,142,058 | \$ 350,000 | \$ 379,397 | \$ 351,559 | \$ 61,102 | \$ 792,058 | \$ -35,156 | -7% | 28% |
| City of Whitewater..... | \$ 204,459 | \$ 58,583 | \$ 69,961 | \$ 60,839 | \$ 15,076 | \$ 145,876 | \$ -6,084 | -6% | 30% |
| Subtotal | \$ 1,862,320 | \$ 535,679 | \$ 636,200 | \$ 555,223 | \$ 135,218 | \$ 1,326,641 | \$ -55,522 | -- | -- |
| Region Total | \$ 205,381,837 | \$ 66,218,539 | \$ 26,122,912 | \$ 80,882,700 | \$ 32,157,686 | \$ 139,163,298 | \$ -8,088,270 | -- | -- |

^a Figures assume a 3 percent increase in operating costs, a 3 percent increase in State operating assistance, and no changes in service levels, ridership, and operating revenues over the amounts used to prepare the 2010 State aid contracts for each transit system.

^b Reflects a reduction of 10 percent in State transit operating assistance as included in the Governor's proposed 2011-2013 State budget.

^c Reflects an estimate of the percentage reduction in transit service that would be needed to reduce transit operating expenses to offset the proposed reduction in State transit assistance funds and keep local funding approximately the same as estimated for 2011. The estimate assumes that there would be a 5 percent reduction in ridership and passenger revenues for each 10 percent reduction in service.

^d Reflects an estimate of the percentage increase in passenger fares that would be needed to increase operating revenues by an amount approximately equal to the proposed reduction in State transit assistance funds. The estimate assumes that there would be a 3 percent reduction in ridership for each 10 percent increase in passenger fares.

Source: SEWRPC.

service is not consistent with the regional plan recommended improvement and expansion of public transit service.

IMPACTS ON MINORITY AND LOW INCOME POPULATIONS

The minority population utilizes public transit to a significantly greater extent than the white population of Southeastern Wisconsin, and as a result, represents a greater proportion of transit ridership than it does of total population. According to the year 2000 U.S. Census, in Milwaukee County between 5 and 19 percent of the minority population uses public transit to travel to and from work, with the highest use proportion--19 percent--by the African-American population. Only 3 percent of the white population uses public transit for work travel (See Table 3). Data is not available for mode of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data for all urban areas in the State of Wisconsin is available from the 2009 National Household travel survey and shows a similar pattern as for work trips in Southeastern Wisconsin. The Wisconsin urban area minority population utilizes public transit for more of its travel across all types of trips--8 percent--compared to the Wisconsin urban area white population--less than one percent.

As a result, shown in Table 4, the minority populations represent a greater proportion of public transit ridership in Southeastern Wisconsin than they represent of total population.

Also, residents with lower household incomes generally represent a greater proportion of public transit ridership than they represent of the total population (See Table 5). The only exception is Waukesha County.

However, the automobile is by far the dominant mode of travel for the entire population of Southeastern Wisconsin. Table 3 shows the mode of travel reported in the year 2000 U.S. Census for travel to and from work for minority and white populations of the Region. Even in Milwaukee County where public transit use is the greatest, minority populations use the automobile for 75 to 84 percent of their travel to and from work. This compares to 90 percent of the white population. Automobile travel is the dominant mode of travel for all trips by both the Wisconsin urban area minority population--76 percent--and white population--86 percent, as is the case for Southeastern Wisconsin travel for work purposes.

The County-to-County commuting patterns of the minority and white populations in the Region are also very similar, as shown in Table 6.

Table 3

DISTRIBUTION OF EMPLOYED PERSONS BY COUNTY OF RESIDENCE, RACE, AND MODE OF TRAVEL: 2000

| Race | Mode of Travel | County of Residence | | | | | | |
|------------------------------------------|----------------|---------------------|-----------|---------|--------|----------|------------|----------|
| | | Kenosha | Milwaukee | Ozaukee | Racine | Walworth | Washington | Waukesha |
| White alone, NonHispanic | Drive alone | 84.2 | 80.3 | 85.1 | 86.0 | 81.3 | 85.7 | 87.4 |
| | Carpool | 9.9 | 9.2 | 7.4 | 8.4 | 8.4 | 8.4 | 6.8 |
| | Bus | 0.5 | 3.5 | 0.3 | 0.7 | 0.3 | 0.4 | 0.6 |
| | Other | 3.1 | 4.7 | 3.5 | 2.4 | 5.7 | 2.2 | 2.0 |
| | Worked at home | 2.4 | 2.3 | 3.7 | 2.4 | 4.2 | 3.3 | 3.2 |
| | Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Black or African American alone | Drive alone | 67.7 | 59.9 | 83.4 | 65.1 | 64.3 | 85.4 | 83.4 |
| | Carpool | 15.6 | 15.6 | 12.4 | 18.1 | 18.9 | 14.6 | 12.5 |
| | Bus | 5.6 | 18.8 | 0.0 | 8.8 | 0.0 | 0.0 | 0.9 |
| | Other | 9.5 | 3.7 | 2.2 | 6.4 | 16.8 | 0.0 | 2.5 |
| | Worked at home | 1.6 | 1.9 | 2.0 | 1.6 | 0.0 | 0.0 | 0.8 |
| | Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Asian alone | Drive alone | 81.2 | 69.6 | 67.4 | 73.4 | 73.8 | 87.1 | 79.7 |
| | Carpool | 10.9 | 14.0 | 25.1 | 24.2 | 11.3 | 10.2 | 14.4 |
| | Bus | 0.0 | 5.2 | 0.0 | 1.2 | 0.0 | 0.0 | 1.3 |
| | Other | 5.9 | 9.5 | 1.8 | 1.1 | 14.5 | 2.7 | 1.4 |
| | Worked at home | 2.1 | 1.7 | 5.7 | 0.2 | 0.4 | 0.0 | 3.2 |
| | Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Other race alone or Two or more races | Drive alone | 72.7 | 60.2 | 70.7 | 71.9 | 63.4 | 74.7 | 76.7 |
| | Carpool | 19.0 | 22.9 | 18.4 | 19.5 | 25.4 | 20.7 | 16.7 |
| | Bus | 0.9 | 10.1 | 1.1 | 3.7 | 1.1 | 0.0 | 1.7 |
| | Other | 5.5 | 5.8 | 5.6 | 4.3 | 7.0 | 0.0 | 3.5 |
| | Worked at home | 1.9 | 1.0 | 4.3 | 0.6 | 3.0 | 4.6 | 1.3 |
| | Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Hispanic | Drive alone | 71.3 | 58.6 | 70.4 | 68.8 | 64.4 | 81.4 | 75.4 |
| | Carpool | 20.7 | 24.4 | 15.9 | 21.5 | 22.4 | 14.8 | 15.6 |
| | Bus | 1.2 | 10.3 | 1.1 | 3.7 | 1.2 | 0.0 | 1.0 |
| | Other | 5.1 | 5.8 | 8.7 | 5.3 | 9.7 | 2.0 | 5.9 |
| | Worked at home | 1.6 | 0.9 | 3.9 | 0.8 | 2.3 | 1.7 | 2.1 |
| | Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Source: U.S. Census Bureau and SEWRPC.

Table 4

**COMPARISON OF THE PERCENTAGES
OF MINORITY POPULATIONS AND MINORITY POPULATION TRANSIT RIDERSHIP
IN MILWAUKEE AND WAUKESHA COUNTIES, AND THE CITIES OF KENOSHA, RACINE, AND WAUKESHA**

| Location of Transit Operators | Year 2000 Percent Minority Population | Year 2001 Percent Minority Transit Ridership |
|-------------------------------|---------------------------------------|----------------------------------------------|
| Milwaukee County..... | 38 | 59 |
| Waukesha County..... | 6 | 12 |
| City of Kenosha..... | 21 | 30 |
| City of Racine..... | 37 | 52 |
| City of Waukesha..... | 13 | 22 |

Source: US Census Bureau and SEWRPC

Table 5
COMPARISON OF HOUSEHOLD INCOME OF THE
POPULATIONS AND PUBLIC TRANSIT RIDERSHIP OF MILWAUKEE AND
WAUKESHA COUNTIES AND CITIES OF KENOSHA, RACINE, AND WAUKESHA

| | Household Income of Population Year 2000 (percent) | Household Income of Transit Ridership Year 2001 (percent) |
|-------------------------|----------------------------------------------------------|-----------------------------------------------------------------|
| Milwaukee County | | |
| Under \$30,000 | 38.6 | 60.1 |
| \$30,000 to \$49,999 | 24.7 | 27.3 |
| Over \$50,000 | 36.6 | 12.6 |
| Waukesha County | | |
| Under \$30,000 | 17.3 | 10.9 |
| \$30,000 to \$49,999 | 19.4 | 21.1 |
| Over \$50,000 | 63.5 | 68.0 |
| City of Kenosha | | |
| Under \$30,000 | 35.1 | 54.6 |
| \$30,000 to \$49,999 | 23.5 | 27.8 |
| Over \$50,000 | 41.5 | 17.6 |
| City of Racine | | |
| Under \$30,000 | 39.8 | 65.2 |
| \$30,000 to \$49,999 | 24.8 | 27.7 |
| Over \$50,000 | 35.3 | 17.3 |
| City of Waukesha | | |
| Under \$30,000 | 25.4 | 60.5 |
| \$30,000 to \$49,999 | 24.5 | 25.5 |
| Over \$50,000 | 52.0 | 14.0 |

Table 6
PERCENTAGE DISTRIBUTION OF EMPLOYED REGION RESIDENTS
BY COUNTY OF RESIDENCE, COUNTY OF WORK, AND RACE: YEAR 2000

| Race | County of Residence | County of Work | | | | | | | | Total |
|-------------------|------------------------|----------------|-----------|---------|--------|----------|------------|----------|-------|-------|
| | | Kenosha | Milwaukee | Ozaukee | Racine | Walworth | Washington | Waukesha | Other | |
| Total Minority | Kenosha | 80.6 | 6.5 | -- | 11.3 | -- | -- | 1.6 | -- | 100.0 |
| | Milwaukee | 0.3 | 85.5 | 1.8 | 0.6 | 0.3 | 1.1 | 9.9 | 0.5 | 100.0 |
| | Ozaukee | -- | 35.7 | 50.0 | -- | -- | 7.1 | 7.1 | 0.1 | 100.0 |
| | Racine | 5.9 | 7.6 | 0.8 | 82.4 | 0.8 | -- | 1.7 | 0.8 | 100.0 |
| | Walworth | -- | 3.6 | -- | 3.6 | 82.1 | -- | 3.6 | 7.1 | 100.0 |
| | Washington | -- | 23.5 | 5.9 | -- | -- | 47.1 | 17.6 | 5.9 | 100.0 |
| | Waukesha | -- | 30.8 | -- | 1.1 | -- | 1.1 | 65.9 | 1.1 | 100.0 |
| White | Kenosha | 79.2 | 4.2 | 0.2 | 12.9 | 1.3 | -- | 1.6 | 0.6 | 100.0 |
| | Milwaukee | 0.4 | 79.7 | 1.7 | 1.4 | 0.2 | 1.0 | 14.9 | 0.7 | 100.0 |
| | Ozaukee | -- | 34.7 | 52.2 | 0.2 | 0.2 | 4.5 | 5.5 | 2.7 | 100.0 |
| | Racine | 6.8 | 16.1 | 0.5 | 68.7 | 2.1 | 0.3 | 5.2 | 0.3 | 100.0 |
| | Walworth | 2.0 | 5.6 | -- | 5.6 | 71.6 | 0.3 | 7.6 | 7.3 | 100.0 |
| | Washington | 0.2 | 22.6 | 7.3 | 0.2 | 0.2 | 50.8 | 15.6 | 3.1 | 100.0 |
| | Waukesha | 0.2 | 32.0 | 0.7 | 0.7 | 0.7 | 1.6 | 62.4 | 1.7 | 100.0 |

Source: U.S. Census Transportation Planning Package and SEWRPC.