



RECORD OF PUBLIC COMMENTS

WAUKESHA TRANSIT DEVELOPMENT PLAN: ALTERNATIVE SERVICE CHANGES

**COMMENTS RECEIVED AUGUST 20
THROUGH SEPTEMBER 7, 2012**

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RECORD OF PUBLIC COMMENTS

**WAUKESHA METRO
TRANSIT DEVELOPMENT PLAN:
ALTERNATIVE SERVICE CHANGES**

COMMENTS RECEIVED AUGUST 20
THROUGH SEPTEMBER 7, 2012

Prepared by the

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
www.sewrpc.org

September 2012

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RECORD OF PUBLIC COMMENTS

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN: ALTERNATIVE SERVICE CHANGES

INTRODUCTION

This report documents the comments received on the Waukesha Metro Transit Development Plan from August 20, 2012 through September 7, 2012, and consists of a summary of the comments received and a series of appendices:

- Written and oral comments received from August 20, 2012 through September 7, 2012 (Appendix A).
- Attendance records of the public informational meeting held August 27, 2012 (Appendix B).
- Materials announcing the public informational meeting and summary materials distributed at the meeting (Appendix C).
- Newspaper articles concerning Waukesha Metro Transit and the short-range transit planning effort published during the comment period (Appendix D).

Background

Commission staff solicited public input on the Waukesha Metro Transit Development Plan in two ways. First, Commission and transit system staff held a public informational meeting on August 27, 2012, at the Waukesha Downtown Transit Center. The purpose of the meeting was to distribute information and provide an update on the plan to interested parties and to obtain comments on transit system improvement alternatives. A total of 30 people attended the public meeting which is documented in Appendices A and B. Commission and transit system staff were also present at the meeting to answer questions from the public on all aspects of the study.

The second way that the Commission solicited public comment was through advertising and outreach, as documented in Appendix C. A display advertisement regarding the public informational meetings was published in the Waukesha Freeman, the principal newspaper for the City of Waukesha. Displays announcing the meeting were also placed in the advertising frames on the interior of all Metro buses. A newsletter summarizing work completed on the plan to date, *Waukesha Metro Transit Development Plan Newsletter 1* (see Appendix C), was prepared by Commission staff. *Newsletter 1* summarized the work completed to-date on the plan as of August 2012 and included a description of the existing Waukesha Metro transit service, an overview of the evaluation of the existing Metro transit bus services, and a description of the three alternative transit service improvement plans. *Newsletter 1* was available on-line through the website the Commission maintained for the study and was distributed as a handout at the public informational meeting.

COMMENTS RECEIVED REGARDING THE WAUKEHSA METRO TRANSIT DEVELOPMENT PLAN

From August 20, 2012 through September 7, 2012, a total of 19 comments were made regarding the Waukesha Metro Transit System, the transit system development plan, or the alternative service improvements. The comments were provided in several ways including: on comment forms available at the August 27, 2012, public informational meeting; to the court reporter present at the meeting; via letter, e-mail, or through the Commission website; or orally to transit system and Commission staff present at the public informational meeting. The specific comments are provided in Appendix A.

A total of 16 comments were provided to staff or the court reporter at the August 27, 2012, public informational meeting. The comments included:

- Three Commenters requested extended service hours on the weekends and weeknights.
- Two Commenters voiced support for improving and expanding the system (Alternative 2).
- Two Commenters requested that Route 15 be preserved.
- One Commenter wished handicapped individuals would take Metrolift.
- One Commenter suggested running an expanded service on Sunday.
- One Commenter indicated that the transit system is great, and nothing should be changed.
- One Commenter suggested increasing the City's local share of the transit system's budget to avoid service cuts.
- One Commenter supported eliminating Route 15.
- One Commenter was against the formation of any type of regional transit authority.
- One Commenter indicated that Routes 1, 3 and 4 have a commonly used transfer point at Main and Barstow, which should be considered when planning any changes to those routes.
- One Commenter encouraged the system to continue purchasing Clean Diesel buses as opposed to electric or hybrid.
- One Commenter requested more buses to reduce crowding.

Eight written comments were provided on the comment forms or in personal letters at the August 27, 2012, public informational meeting. The comments included:

- Two Commenters expressed support for keeping Route No. 15.
- One Commenter indicated that the Metro transit service was great, and nothing should be changed.
- One Commenter indicated that the bus service provided mobility for a relative who cannot drive a car.
- One Commenter indicated that the bus service should be expanded to run later in the evening to service people who work second shift and who commute to jobs in New Berlin and Milwaukee.
- One Commenter indicated that buses are late too often.
- One Commenter indicated that disabled individuals should use Metrolift.
- One Commenter requested service be provided to the Majestic Theater and Meadowbrook Marketplace and also noted other problems including: buses constantly running late, front seats on buses being occupied by passengers who were neither elderly or disabled, and problems with schedule adherence caused by serving passengers using wheelchairs.

Three comments were submitted through the website maintained by the Commission for the City transit development plan. The comments included:

- A dentist office that expressed support for keeping Route No. 15, noting that it had many patients with physical and cognitive disabilities that rely on Route No. 15 to get to appointments.
- One commenter that noted Route No. 15 buses were often speeding on Larchmont Drive and requested the route be relocated to Sunset Drive.
- One Commenter who indicated they used the bus because they were disabled and requested that service be provided to the Majestic Theater.

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Appendix A

**COMMENTS RECEIVED FROM AUGUST 20, 2012 THROUGH SEPTEMBER 7, 2012
REGARDING THE WAUKESHA METRO TRANSIT DEVELOPMENT PLAN: 2013-2017**

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Appendix A-1

WRITTEN COMMENTS RECEIVED BY ONLINE COMMENT FORM AND E-MAIL

Beck, Albert A.

From:
Sent: Saturday, August 25, 2012 2:56 PM
To: waukeshametrotdp
Subject: Waukesha Metro Transit route 15

We have lived on Larchmont Dr. for over 34 years and feel that a bus route should not be on Larchmont Dr., as this is a residential area. We have noted that seldom is a person riding the bus. The bus is mostly empty. Can't this bus be re-routed, perhaps onto Sunset Dr. Also, our concern is the speed at which this bus travels. It seems to be going well over the 25 mph. A change in the bus route would be greatly appreciated.

Sincerely,
George & Marlene Blair

Robert Johnson

From: Kristin Zillmer on behalf of Transit Web E-Mail
Sent: Monday, August 27, 2012 8:17 AM
To: Robert Johnson
Subject: FW: Meeting on Monday, August 27, 2012

Comments for you.

From: Michael Reuter
Sent: Sunday, August 26, 2012 6:34 PM
To: Transit Web E-Mail
Subject: Meeting on Monday, August 27, 2012

I can't be at the meeting; the paper said we could submit comments online, but I don't see where.

So, here are my suggestions:

1. Many times when I drive by a bus, it has it's hazards on to pull to the curb and pull away. This is very dangerous and confuses drivers. Use turn signals, not hazards.

2. I see so many buses so empty all the time. I think you need smaller vehicles. It just seems to be a waste of money, although I don't know the books. I am sure buses serve certain people. but it seems that tax money is wasted when buses are empty almost every time I see them.

Thanks,

Mike Reuter, Waukesha resident

Beck, Albert A.

From: website@sewrpc.org
Sent: Tuesday, August 28, 2012 4:45 PM
To: waukeshametrotdp
Subject: Waukesha Metro Transit Development Plan Comment Form

Addto mailing: yes
Notify me newsletter: yes
Notify public meetings: yes
Request briefing: no
First Name: Linda
Last Name: Winchester
Email:
Organization:
Mailing Address: 801 N. East Ave #303
City: Waukesha
State: WI
Zipcode: 53186-4829
phone:

comments: I currently use Waukesha Metro Transit for appointments, shopping, and I would like to use it to go to the Majestic Theatre. I believe currently only the Metrolift goes there. I need the bus because I have a disability.

ClientIP: 99.24.188.235
SessionID: 3tdfxmyxwvwe44v5rcgvhtxd
[See Current Results](#)

Beck, Albert A.

From: waukeshametrotdp
Sent: Wednesday, August 29, 2012 3:38 PM
To: Beck, Albert A.
Subject: FW: Waukesha Metro Transit Development Plan Comment Form

From: website@sewrpc.org [SMTP:WEBSITE@SEWRPC.ORG]
Sent: Wednesday, August 29, 2012 3:37:21 PM
To: waukeshametrotdp
Subject: Waukesha Metro Transit Development Plan Comment Form
Auto forwarded by a Rule

Addto mailing: no
Notify me newsletter: yes
Notify public meetings: no
Request briefing: yes
First Name: Donald
Last Name: Wade
Email:
Organization: Wade Family Dentistry
Mailing Address: 1547 East Racine Avenue
City: Waukesha
State: Wisconsin
Zipcode: 53186
phone:

comments: Our dental practice is located on Racine Avenue in the City of Waukesha on Route 15. We have many patients who use Route 15 to get to and from our practice, who do not have other means of transportation. Cutting this route would create a major hardship for these patients as we are the only practice in the City of Waukesha that accepts the State of Wisconsin Medicaid insurance and see numerous patients with mental or physical disabilities. These patients often cannot get to this office without the bus or by contracting with one of the agencies who provide transportation. These other agencies seem overwhelmed with the number of rides they are providing now. In addition, these patients face numerous obstacles due to the lack of access to care and cutting Route 15 would throw up another unnecessary roadblock at a time when we should be providing more help for them, not less. We would urge the Commission to reconsider any cuts to Route 15.

ClientIP: 64.83.177.233
SessionID: t2lnlzia0piqbyfviqcgwlm
[See Current Results](#)

Appendix A-2

WRITTEN COMMENTS SUBMITTED AT PUBLIC MEETINGS

WRITTEN COMMENT PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: Mary Almasi
Affiliation: _____
Mailing Address: 1957 Rambling Rose Rd
Waukesha, WI
53186

Comment:

Concerned for handicapped
brother who uses the bus
as he cannot drive a car
The bus gives him mobility.

Thank you

WRITTEN COMMENT PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: Maria Cizel
Affiliation: _____
Mailing Address: 1001 Delafield Street
Apartment #315
Waukesha, WI 53188

Comment:

Metro Transit is doing
a great job. Please do not
change anything. Keep
going.

WRITTEN COMMENT PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: EUGENE MCGARGILL
Affiliation: WCTC
Mailing Address: 215 E. PARK AVE
WAUKESHA WI 53186

Comment:

SHOULD ~~EXPAND~~ EXPAND NIGHT
SERVICE TO 11:30. ESPECIALLY TO
NEW BERLIN + MILWAUKEE
FOR PEOPLE WHO WORK 2nd SHIFT

WRITTEN COMMENT PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: Darius Mikolajczak
Affiliation: _____
Mailing Address: 267 W. Main #14
Waukesha, WI 53186

Comment:

I think the Route #15 should be kept
as there are more people using it
now than there were in 1210. I use
it at least twice a week and see
more passengers using it.
Stagger times buses run. For example
9:00, next one, 10:10, next 11:20, etc.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: Mike NOGIN
Affiliation: fider
Mailing Address: 1803 S Hesperd CT APT 222
Waukesha WI
53186

Comment:

iride 15 TO my JOB
on EAST SUBSET AVE.
Please do Eliminate 15
Thanks

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PLAN:
2013 - 2017
August 27, 2012
Waukesha Metro Transit Center

Name: Pat Reiners
(Pat Reiners)
Affiliation: _____
Mailing Address: 222 Wilson Ave.
Waukesha

Comment:

being dropped off at stop to
wait for bus coming from terminal
Many times wait is long and
could have gone to terminal to
get bus. Drivers are late
too often!!

handicap people TAKE
METROLIFT

These are the things I feel need improvement by Waukesha Metro.

1. Schedules- Schedules should be staggered by 10 minutes every hour. For example, bus leaves at 8:50, next time it should leave at 10:00, 11:10, etc.
2. Drivers that are continually late should be trained to be on time. It is very inconvenient for passengers to have buses running late. It means less time to complete your tasks if you plan on being able to catch a bus in an hour. It is also not very pleasant to have to stand in the heat, rain, snow, and cold for an extra 5-10 minutes. It also makes a difference in catching a Milwaukee bus at Brookfield Square, or getting to appointments etc. on time.
3. The seats in the front of the bus that are supposed to be for seniors and handicapped should not be used by young people, people with children, people with groceries, etc. unless they are handicapped or seniors. They should be asked to move if someone who qualifies to sit there by law gets on the bus.
4. There should be new leadership at Waukesha Metro. We need someone in charge that cares about the passengers. As it is now, the passengers are of no concern to the people that make the decisions.

There are some drivers that are consistently late no matter what route they are on, no matter the weather conditions, etc. _____ is one of the worst offenders. Drivers that are always late make all the buses that have to wait for transfers late and inconvenience the passengers both on that bus and others.

The scheduling needs to change due to the fact that there have been many new stops added to the routes, new shopping centers, Walmart, etc. More and more handicapped people using wheelchairs is another reason schedules have to be changed. It takes time to get them on the bus, strapped in, etc. If schedules are changed, everyone will adjust to it. At least everyone will know what time to expect them to appear, and what time they will get to their destination.

I am a senior, almost 76. I am so tired of getting on the bus to discover the front seats occupied by young people, people with children, etc. I have to go up the stairs to find a seat. There is a federal law regarding elderly and handicapped and it ought to be posted as it is on the Milwaukee buses and it ought to be enforced. If a senior or handicapped person gets on the others should be asked to move.

All suggestions made by passengers now fall on deaf ears. Buses should go to or close to the Majestic Theater. There are no sidewalks along the area from the current bus stop to the theater. There is a new shopping area across from Brookfield Square that has no stop anywhere close to it. There is a new road built to serve this area and it would be easy for the route # 1 buses to go straight across Bluemound, go down to the end of that road, make a left turn, go the end of that block and make another left turn onto Ruf Road and out to Bluemound. Meadowbrook Shopping Center is also not served.

Appendix A-3

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETINGS

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STATE OF WISCONSIN
<p>PUBLIC COMMENTS IN RE:</p> <p style="text-align: center;">WAUKESHA METRO TRANSIT DEVELOPMENT PLAN 2013-2017</p>
<p>TRANSCRIPT OF PUBLIC COMMENTS, before SHEILA FINNEGAN-MARTINEZ, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, at Waukesha Metro Transit Center, 212 East Saint Paul Avenue, Waukesha, Wisconsin, on August 27, 2012, commencing at 4:00 p.m. and concluding at 7:00 p.m.</p>
<p>CERTIFIED TRANSCRIPT</p>
<p>735 North Water Street, Suite M185 Milwaukee, WI 53202 (414) 224-9533 (800) 456-9531</p>

TRANSCRIPT OF PUBLIC COMMENTS, 08/27/2012 3

1	(Continued)	
2	PUBLIC COMMENTS BY:	Page
3	MR. MIKE NOGNUN	
4	18033 Heperd Court, Apartment 222	
5	Waukesha, Wisconsin 53186.....	11
6	MR. AARON WASSER, Customer	
7	234 West Main Street, #213	
8	Waukesha, Wisconsin 53186.....	11
9	MR. LUKE COUTU, Rider	
10	533 Brasted Place, #1	
11	Waukesha, Wisconsin 53186.....	14
12	MS. SHELLY VEES	
13	1219 South Grandview Boulevard, #101A	
14	Waukesha, Wisconsin 53188.....	16
15	* * * * *	
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TRANSCRIPT OF PUBLIC COMMENTS, 08/27/2012 2

1	A P P E A R A N C E S	
2	SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by	
3	MR. ALBERT A. BECK,	
4	MR. KEVIN J. MUHS,	
5	W239 N1812 Rockwood Drive	
6	P.O. Box 1607,	
7	Waukesha, Wisconsin 53187-1607.	
8	* * * * *	
9	PUBLIC COMMENTS BY:	Page
10	MS. PAT REINERS	
11	222 Wilson Avenue,	
12	Waukesha, Wisconsin.....	4
13	MR. EDWARD BAGEMEHL	
14	445 Madison Street	
15	Waukesha, Wisconsin 53188.....	4
16	MS. MARIA CIZEL	
17	1001 Delafield Street, Apartment #315	
18	Waukesha, Wisconsin 53188.....	4
19	MS. MARY ALMASI	
20	1957 Rambling Rose Road	
21	Waukesha, Wisconsin 53186.....	4
22	MR. MATTHEW PAUL STEIN, Rider/Passenger	
23	700 East North Street, Apartment #2	
24	Waukesha, Wisconsin 53188.....	4
25	MR. EUGENE McGARGILL, WCTC	
	215 East Park Avenue	
	Waukesha, Wisconsin 53186.....	7
	MS. DORIS MIKOLAJCZAK	
	267 West Main Street, #14	
	Waukesha, Wisconsin 53186.....	7
	MR. FRANK S. KINATEDER, Tax Payer/Client	
	710 Oak Ridge Court	
	Waukesha, Wisconsin 53188.....	7

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TRANSCRIPT OF PUBLIC COMMENTS, 08/27/2012 4

1	TRANSCRIPT OF PUBLIC COMMENTS	
2	MS. PAT REINERS: Being dropped off at	
3	stop to wait for bus coming from terminal, many	
4	times wait is long and could have gone to terminal	
5	to get bus. Drivers are late too often!! Handicap	
6	people take Metrolift!	
7	MR. EDWARD BAGEMEHL: Have they	
8	considering extending services on Sunday? Because	
9	Sundays are kind of a day, too, that a lot of	
10	people need to get around, also. And that's been a	
11	problem for some people that work on Sunday.	
12	And, I mean, I said more services on	
13	Sunday. Rather than having it actually -- more	
14	buses on Sunday than there actually is, because	
15	they run at such odd times, that sometimes people	
16	need to make other arrangements to get to where	
17	they need to go. Have they considered that?	
18	MS. MARIA CIZEL: Metro Transit is doing	
19	a great job. Please don't change anything.	
20	Keep going.	
21	MS. MARY ALMASI: Concerned for	
22	handicapped brother who uses the bus, as he cannot	
23	drive a car. The bus gives him mobility. Thanks.	
24	MR. MATTHEW PAUL STEIN: I would like to	
25	say that I like the system improved, not	

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04:58 1 disapproved, about having routes extended is what
04:58 2 is the proposal to -- seems like the best way I see
04:58 3 to figure to do or keep it the same, than having
04:58 4 it -- helping keeping better on-time performance.

04:58 5 And, also, to maybe think about having
04:59 6 better weekend service; of having earlier starts of
04:59 7 the days and extending the hours on the weekends a
04:59 8 little bit more than during the daytime. Maybe
04:59 9 having an hour later in the evening.

04:59 10 And maybe sticking with the current type
04:59 11 of bus fleet that we have with the low-floor
04:59 12 areas -- from having hip surgery -- to get in and
04:59 13 out of to -- and the ride helps with it, too, with
04:59 14 the improved capital improvement vehicles, too.
04:59 15 The buses are more comfortable and easier access
05:00 16 for somebody with a disability with having -- with
05:00 17 having my mobility the way it is, it sure helped
05:00 18 when I ended up having to have my surgery, having
05:00 19 the low floors on the routes, too, because I knew I
05:00 20 wouldn't have to use steps to get in and out of the
05:00 21 buses.

05:00 22 And, also, if they can still keep service
05:00 23 over by ALDI's area and Arcadian, which would be
05:00 24 nice.

05:02 25 I like to see how that they're studying

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05:02 1 everything in depth. It makes me feel that they're
05:02 2 being fiscally responsible for the system, which I
05:02 3 appreciate.

05:03 4 And, also, if they could extend it later,
05:03 5 it would be nice; through the week, at least --
05:03 6 service. I would be willing to pay extra for bus
05:03 7 fare if they would be able to, even if it would be
05:03 8 a quarter or maybe, like, 10 more dollars for a bus
05:03 9 pass. If they would make extended service, I would
05:03 10 be willing to pay it, since I am in the market for
05:03 11 getting into the job force, and it would help me be
05:03 12 able to work different shifts, too.

05:03 13 And I do use the buses for everything I
05:03 14 do in my transportation needs, since the bus is my
05:04 15 main mode of transportation in the City of
05:04 16 Waukesha, and past the City of Waukesha to
05:04 17 Brookfield and to the Milwaukee County area, with
05:04 18 the connections in Brookfield Square to the
05:04 19 Milwaukee County Route 10.

05:05 20 Thank you for listening to the riders.
05:05 21 It's much appreciated, as a valued rider since 1998
05:05 22 of Waukesha Metro Transit Authority. Keep up the
05:05 23 great work with your ideas and innovations of the
05:06 24 transit system of the Waukesha area. Much
05:06 25 appreciated.

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05:14 1 MR. EUGENE MCGARGILL: Should expand
05:14 2 night service to 11:30, especially to New Berlin
05:14 3 and Milwaukee, for people who work second shift.

05:15 4 MS. DORIS MIKOLAJCZAK: I think the Route
05:15 5 15 should be kept, as there are more people using
05:15 6 it now than there were in 1210 (sic). I use it at
05:15 7 least twice a week and see more passengers using
05:15 8 it. Stagger times buses run. For example, 9:00,
05:15 9 next one 10:10, next 11:20, et cetera.

05:19 10 MR. FRANK S. KINATEDER: Okay. What I
05:19 11 would like -- I would like to see people have
05:19 12 transportations to school and to work and, you
05:19 13 know, at a reasonable cost. I think bussing is
05:19 14 something that's reasonable.

05:19 15 You know what I've found over the years,
05:19 16 a lot of people think, "I have to have a car, I
05:19 17 have to have my own car. I have to drive by
05:19 18 myself." And it's, like, they don't want to use
05:20 19 transportation.

05:20 20 Now, as I'm looking over here, the City
05:20 21 only spends a million-two-hundred-thousand dollars,
05:20 22 according to that chart, and that doesn't seem to
05:20 23 me to be a -- I don't have off the top of my head,
05:20 24 you know, what the total budget is. Somebody told
05:20 25 me it's 50 million a year for the City. And, you

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05:20 1 know, I mean, the other thing would be what do the
05:20 2 roads cost? What are we paying for costs? What
05:20 3 are we paying for the police department? What are
05:20 4 we paying for the fire department? How do we break
05:20 5 some of this down? A million dollars doesn't seem,
05:20 6 to me, to be that high.

05:20 7 In this economy, I would like to see
05:20 8 people have ability to get to work or get to the
05:20 9 hospital or kids get to school. And, I mean, you
05:20 10 know, you see at the high schools, kids are driving
05:20 11 cars. And I'm, like, "Why are you buying a car for
05:20 12 the kid? Oh, they have to have their own car?
05:21 13 They don't want to drive a bus?" And I'm, like,
05:21 14 "why?" I mean, I always took the bus to high
05:21 15 school when I went to high school in New Berlin.
05:21 16 And, you know, otherwise, you just walk somewhere.
05:21 17 You walk if you need to get around.

05:21 18 You know, I just would like to see the
05:21 19 lower-end people have some ways to get to the
05:21 20 places, and a million dollars doesn't seem to be
05:21 21 that much. What routes are we cutting back?

05:21 22 My sister works at a company on Sunset
05:21 23 and Waukesha, and she was telling me one guy -- it
05:21 24 takes him an hour to get to work. He lives near
05:21 25 Summit, and it takes him an hour to get to work to

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05:21 1 the company down on Sunset. I mean, it's not that
05:21 2 far, but sometimes -- if you cut more buses, it's
05:22 3 going to be taking some of the people longer to get
05:22 4 to their places, I would guess.

05:22 5 And, you know, what I've heard over the
05:22 6 years and complain -- a lot of time, they don't
05:22 7 like to see empty buses. But, I mean, people don't
05:22 8 want to use the buses. We all feel that we have to
05:22 9 have our own car. And it's just, like, why can't
05:22 10 you, you know, use the bus, and, you know, try to
05:22 11 save. Especially given some people that don't have
05:22 12 the money and, you know, the ability to get around.

05:22 13 I mean, that just -- I'm looking at a
05:22 14 million dollars. I don't think that that's that
05:22 15 big an amount. I mean, I don't know what our
05:22 16 budget costs for the police department, what it
05:22 17 costs for the fire department, and what it maybe
05:22 18 costs for the roads or some of that. What are we
05:22 19 paying for the parks? Should we, you know, up the
05:22 20 fees a little bit more on swimming or something?
05:23 21 So, you know, it is interesting that -- I mean, we
05:23 22 are pretty spoiled.

05:23 23 And the other thing is urban sprawl.
05:23 24 What I noticed in Europe is they don't allow their
05:23 25 cities to sprawl out, and, you know, they have a

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05:23 1 lot of buses and trains. That's how they get
05:23 2 around. I mean, they do have vehicles, but I'm
05:23 3 just trying to -- I would like to have people --
05:23 4 and I guess I raise the point -- the airport here
05:23 5 in Waukesha. I was told that the private planes
05:23 6 that take off and land there don't pay anything to
05:23 7 land or take-off from the airport. That's what I
05:23 8 was told. I don't know if that's true.

05:23 9 And I don't know -- the county looks like
05:23 10 it puts -- or is that the state? What the county
05:23 11 puts into it and what does the county put into the
05:23 12 airport? And, you know, I mean, that's for private
05:23 13 people. Why can't they pay more? It's
05:23 14 subsidizing, apparently, a lot of federal, and it's
05:24 15 just, like, if you can afford an airplane, can't
05:24 16 you pay a fee? You know, a \$10 landing fee;
05:24 17 somewhere we would get a fee. Some people don't
05:24 18 like to pay any of this stuff.

05:24 19 But thank you. It was a lot of stuff to
05:24 20 read. But I just didn't think, you know, that a
05:24 21 million dollars for the City didn't seem, to me, to
05:24 22 be a big -- and, of course, if we take apart the
05:24 23 school district budgets, I'm sure that's a -- I
05:24 24 think that's over, like, 120 million a year for the
05:24 25 school districts, the last time I saw those

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05:24 1 numbers. So that's a quite a bit higher, just -- I
05:24 2 mean, it seemed to me, a number of years ago, it
05:24 3 was 120 million on school districts that they spend
05:24 4 on the school districts. And I don't know if they
05:24 5 breakout what's spent on the athletic facilities,
05:25 6 the courts, and all the sports and, you know, just
05:25 7 to see what some of those come out to.

05:25 8 I mean, transportation -- I just think I
05:25 9 want to see people have the ability to get around,
05:25 10 and maybe more advertising for it, and, you know,
05:25 11 maybe I'm wrong on the county airport, but I was
05:25 12 just told a number of years ago -- and I took some
05:25 13 class -- that they don't pay anything to take off
05:25 14 or land. I just thought, wow, that's weird.

05:25 15 And I've flown quite a bit around the
05:25 16 world, different places around the world and the
05:25 17 United States, but I've never flown in or out of
05:25 18 Waukesha Airport; it's never been a schedule that
05:25 19 they made for me. So I don't know what that budget
05:25 20 would be. So, well, thank you for listening to me,
05:25 21 and thank you for your work.

05:31 22 MR. MIKE NOGNUN: I ride 15 to my job on
05:31 23 East Sunset Avenue. Please do not eliminate 15.
05:31 24 Thanks.

05:44 25 MR. AARON WASSER: Well, it's a few

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05:44 1 things. I suppose it's possible that the
05:44 2 realignment of the Route 2 and Route 12 stopping at
05:44 3 Brookfield Square is possible; although, on
05:44 4 Route -- there are a lot of people who transfer
05:44 5 between Route 1 and Route 2 at Westbrook, so that
05:44 6 might actually make some people mad. Personally, I
05:44 7 don't do it myself, but I do see a lot of that
05:44 8 happening.

05:45 9 As for the Route 15, I do agree with its
05:45 10 elimination. Before Kmart went out of business,
05:45 11 both the Route 3 and the Route 15 serviced many of
05:45 12 the same areas.

05:45 13 I do not want to see a formation of the
05:45 14 regional transit authority; I do not, for any
05:45 15 reason. Not only are these people unelected, but
05:45 16 they also have the power to raise taxes on us and
05:45 17 to dictate us and to dictate us what we can and
05:46 18 cannot do with our transportation funds.

05:46 19 And the main reason being is that these
05:46 20 people that the citizens of Waukesha do not elect,
05:46 21 for any reason, anybody on the Waukesha County
05:46 22 Council proposing or voting for will find their
05:46 23 job -- will find themselves out of office come
05:46 24 election time.

05:46 25 Oh, yes. The route -- the stop over by

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05:46 1 Main and Barstow, a lot of people transfer between
05:47 2 the route because the buses wind up falling behind
05:47 3 schedule; weather, construction, et cetera. A lot
05:47 4 of people transfer between the Route 1 and Route 3,
05:47 5 and the Route 4 at the stop over by Panos at
05:47 6 Barstow and Main Street. So they will -- so the
05:47 7 planner should seriously take that into
05:47 8 consideration before they change the Route 1, the 3
05:47 9 and the 4 segments around that area. I think
05:47 10 that's everything.

06:05 11 I've been going over the list of buses.
06:05 12 It seems there are some that run purely on
06:05 13 electricity. There is a -- it looks like there is
06:05 14 also a hybrid vehicle. I would recommend that the
06:05 15 Waukesha County Council and Waukesha Metro sticks
06:05 16 with the newer generation of clean diesel buses as
06:05 17 consumer -- as Popular Mechanics points out, that
06:05 18 these cleaner diesel buses with each new generation
06:05 19 of diesel engines puts out less pollution that is
06:05 20 actually harmful.

06:05 21 As for the hybrids and the 100 percent
06:06 22 pure electric buses, I would stay away from those,
06:06 23 as both Popular Mechanics and Consumer Reports --
06:06 24 both report that as far as hybrid and electrical
06:06 25 vehicles, when it comes to the climate control

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06:13 1 so expansion of service is always nice, too. So
06:14 2 expansion is good. But, I mean, I just want to
06:14 3 make sure -- I don't want any service taken away.
06:14 4 I don't want to see any weekend service taken away,
06:14 5 which it doesn't sound like that's happening, but I
06:14 6 just wanted to just kind of make sure of that and
06:14 7 stuff.

06:14 8 I know in 2010, there was a meeting, and
06:14 9 the mayor was want to go take evening and weekend
06:14 10 service away. I don't want that happening. But
06:14 11 that meeting was, like, a -- I think that meeting
06:14 12 was in -- I want to say the fall of 2010, so that
06:14 13 kind of fell through because other riders,
06:14 14 including myself, complained at the meeting. So at
06:14 15 least we were able to keep the current amount of
06:14 16 service.

06:14 17 And I just wanted to make sure that we
06:14 18 are able to keep this current amount of service, at
06:14 19 least. Like I say, expansion is always good, too.
06:14 20 If they decrease any service, then that would just,
06:15 21 like, not be good, and it would -- it would cause
06:15 22 problems, and stuff like that.

06:15 23 So I just want to make sure that Waukesha
06:15 24 keeps the bus service running and stuff, and I
06:15 25 still want to be able to connect, like, to -- on

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06:06 1 systems, the air conditioning and the ability to
06:06 2 keep the heat on for hybrid and electric vehicles,
06:06 3 cannot be -- doesn't work that well.

06:06 4 So if the Waukesha County Council is
06:06 5 wise, they would stick with the clean, newer
06:06 6 generations of cleaner-burning diesel gas engines
06:07 7 than go with the hybrids.

06:07 8 Once again, as with the proposing and
06:07 9 voting for the Waukesha Transit Authority, if I
06:07 10 find out that any of the aldermen -- any of my
06:07 11 aldermen either propose to purchase the hybrid or
06:07 12 the electric bus, they will not get my vote in the
06:07 13 next elections. Okay. That will do it.

06:11 14 MR. LUKE COUTU: My thing is -- one of
06:13 15 the changes I just want to make so that the -- I
06:13 16 mean, don't cut away service like big parts, and I
06:13 17 just want to make sure I can still depend on it on
06:13 18 weekdays, and I ride it on the weekend, too. In
06:13 19 other words, I don't want to see any reduction in
06:13 20 any service whatsoever.

06:13 21 Like, if they cut weekend service or
06:13 22 anything like that, I'm in trouble. I mean,
06:13 23 because weekends -- I work during the week. And
06:13 24 weekends, I like to do fun stuff: go to the lake
06:13 25 or sometimes shopping or all over the place. And

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06:15 1 the Milwaukee County Transit System and stuff.

06:15 2 What would be coolest is, like, later bus
06:15 3 service like Milwaukee has. I don't know if that
06:15 4 would be possible. Like, for example, if I'm at
06:15 5 Summerfest or something late, or State Fair, and I
06:15 6 leave on the last bus or shuttle from the
06:15 7 State Fair, or a later one, or sometimes -- like
06:15 8 when I went to Goerke's, I ended up having to call
06:15 9 a cab to go home. And later service would be
06:15 10 helpful in those situations, I guess. And if
06:16 11 that's not possible, those later times, I guess
06:16 12 I'll just save money for a cab. But just some
06:16 13 suggestions.

06:16 14 If they're able to expand, great. If
06:16 15 not, like I say, I just don't want anything
06:16 16 decreased. I wouldn't be able to ride the bus like
06:16 17 what I do now. So that's my main thing.

06:41 18 MS. SHELLY VEES: Hopefully, we can
06:52 19 expand the bus routes, that way it's not being so
06:52 20 overcrowded and not being able to stretch out more.
06:52 21 And I'm hoping that it would work out for us. And
06:52 22 hopefully, that this whole construction gets done
06:52 23 soon that way we don't have to worry about it. And
06:52 24 it might end up helping the bus hours to have a
06:52 25 schedule the way it should be; that way they're on

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11:18 new [i] - 13:18 New [i] - 7:2, 8:15 newer [i] - 13:16, 14:5 next [i] - 7:9, 14:13 nice [i] - 5:24, 6:5, 15:1 night [i] - 7:2 NOGNUN [i] - 3:2, 11:22 North [i] - 2:17 Notary [i] - 1:11, 18:6, 18:21 noticed [i] - 9:24 number [i] - 11:2, 11:12 numbers [i] - 11:1	8:3, 8:4, 9:19 people [i] - 4:6, 4:10, 4:11, 4:15, 7:3, 7:6, 7:11, 7:16, 8:8, 8:19, 9:3, 9:7, 9:11, 10:3, 10:13, 10:17, 11:9, 12:4, 12:6, 12:15, 12:20, 13:1, 13:4 percent [i] - 13:21 performance [i] - 5:4 personal [i] - 18:9 personality [i] - 12:9 place [i] - 14:25 Place [i] - 3:6 places [i] - 8:20, 9:4, 11:16 PLAN [i] - 1:5 planes [i] - 10:5 planner [i] - 13:7 PLANNING [i] - 2:2 point [i] - 10:4 points [i] - 13:17 police [i] - 8:3, 9:16 pollution [i] - 13:19 Popular [i] - 13:17, 14:14, 16:7 otherwise [i] - 8:16 overcrowded [i] - 16:20 own [i] - 7:17, 8:12, 9:9	Q quarter [i] - 6:8 quite [i] - 11:1, 11:15 R raise [i] - 10:4, 12:16 Rambling [i] - 2:15 rather [i] - 4:13 RE [i] - 1:3 read [i] - 10:20 realignment [i] - 12:2 reason [i] - 12:15, 12:19, 12:21 reasonable [i] - 7:13, 7:14 recommend [i] - 13:14 recorded [i] - 18:8 reduced [i] - 18:9 reduction [i] - 14:19 REGIONAL [i] - 2:2 regional [i] - 12:14 Registered [i] - 1:10, 18:5 REINERS [i] - 2:8, 4:2 relative [i] - 18:11, 18:12 report [i] - 13:24 Reporter [i] - 1:11, 18:6 Reports [i] - 13:23 responsible [i] - 6:2 ride [i] - 5:13, 11:22, 14:18, 16:16 rider [i] - 2:21 Rider [i] - 3:6 Rider/Passenger [i] - 2:16 riders [i] - 6:20, 10:13 Ridge [i] - 2:23 Road [i] - 2:15 roads [i] - 8:2, 9:18 Rockwood [i] - 2:3 Rose [i] - 2:15 Route [i] - 6:19, 7:4, 12:2, 12:4, 14:11 pure [i] - 13:22 purely [i] - 13:12 put [i] - 10:11 puts [i] - 10:10, 10:11, 13:19	13:12 running [i] - 15:24 S Saint [i] - 1:13 save [i] - 9:11, 16:12 saw [i] - 10:25 schedule [i] - 11:18, 13:3, 16:25 school [i] - 7:12, 8:9, 8:15, 10:23, 10:25, 11:3, 11:4 schools [i] - 8:10 seal [i] - 18:16 second [i] - 7:3 see [i] - 5:2, 5:25, 7:7, 7:11, 8:7, 8:10, 8:18, 9:7, 11:7, 11:9, 12:7, 12:13, 14:19, 15:4 seem [i] - 7:22, 8:5, 8:20, 10:21 segments [i] - 13:9 seriously [i] - 13:7 service [i] - 5:6, 5:22, 6:6, 6:9, 7:2, 14:16, 14:20, 14:21, 15:1, 15:3, 15:4, 15:10, 15:16, 15:18, 15:20, 15:24, 16:3, 16:9 serviced [i] - 12:11 services [i] - 4:8, 4:12 set [i] - 18:15 SHEILA [i] - 1:10, 18:5 SHELLY [i] - 3:8, 16:13 shift [i] - 7:3 shifts [i] - 6:12 shopping [i] - 14:25 shuttle [i] - 16:6 sic [i] - 7:6 sister [i] - 8:22 situations [i] - 10:10 sometimes [i] - 4:15, 9:2, 14:25, 16:7 swimming [i] - 9:20 System [i] - 16:1 system [i] - 4:25, 6:2, 6:24 systems [i] - 14:1	spoiled [i] - 9:22 sports [i] - 11:6 sprawl [i] - 9:23, 9:25 Square [i] - 6:18, 12:3 s8 [i] - 18:1 stagger [i] - 7:8 starts [i] - 5:6 state [i] - 10:10 STATE [i] - 1:1, 18:1 State [i] - 1:11, 16:5, 16:7, 18:7, 18:22 States [i] - 11:17 stay [i] - 13:22 STEIN [i] - 2:16, 4:24 steps [i] - 5:20 stick [i] - 14:5 sticking [i] - 5:10 sticks [i] - 13:15 still [i] - 5:22, 14:17, 15:25 stop [i] - 4:3, 12:25, 13:5 stopping [i] - 12:2 Street [i] - 2:11, 2:13, 2:17, 2:21, 3:4, 13:6 stretch [i] - 16:20 studying [i] - 5:25 stuff [i] - 10:18, 10:19, 14:24, 15:7, 15:22, 15:24, 16:1 subsiding [i] - 10:14 suggestions [i] - 16:13 Summerfest [i] - 16:5 Summit [i] - 8:25 Sunday [i] - 4:8, 4:11, 4:13, 4:14 Sundays [i] - 4:9 Sunset [i] - 8:22, 9:1, 11:23 suppose [i] - 12:1 surgery [i] - 5:12, 5:18 swimming [i] - 9:20 System [i] - 16:1 system [i] - 4:25, 6:2, 6:24 systems [i] - 14:1	T take-off [i] - 10:7 Tax [i] - 2:20 taxes [i] - 12:16
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terminal [i] - 4:3, 4:4 themselves [i] - 12:23 thousand [i] - 7:21 took [i] - 8:14, 11:12 top [i] - 7:23 total [i] - 7:24 trains [i] - 10:1 TRANSCRIPT [i] - 15:9, 4:1 transfer [i] - 12:4, 13:1, 13:4 transit [i] - 6:24, 12:14 TRANSIT [i] - 1:4 Transit [i] - 1:12, 4:18, 5:22, 14:9, 15:1 transportation [i] - 6:14, 6:15, 7:19, 11:4, 12:18 transportations [i] - 7:12 trouble [i] - 14:22 true [i] - 10:8 try [i] - 9:10 trying [i] - 10:3 twice [i] - 7:7 two [i] - 7:21 type [i] - 5:10	WALKESHA [i] - 1:4 Walkesha [i] - 1:12, 1:13, 2:4, 2:6, 2:11, 2:13, 2:15, 2:17, 2:19, 2:21, 2:23, 3:3, 3:5, 3:7, 3:9, 6:16, 6:22, 6:24, 8:23, 10:5, 11:18, 12:20, 12:21, 13:15, 14:4, 14:9, 15:23 ways [i] - 8:19 WGTC [i] - 2:19 weather [i] - 13:3 week [i] - 8:5, 7:7, 14:23 weekdays [i] - 14:18 weekend [i] - 5:8, 14:18, 14:21, 15:4, 15:9 weekends [i] - 5:7, 14:23, 14:24 weird [i] - 11:14 West [i] - 2:21, 3:4 Westbrook [i] - 12:5 whatsoever [i] - 14:20 whereof [i] - 16:15 whole [i] - 15:22 willing [i] - 6:6, 6:10 Wilson [i] - 2:9 wind [i] - 1:32 WISCONSIN [i] - 1:1, 2:2, 18:1 Wisconsin [i] - 1:12, 1:13, 2:4, 2:11, 2:13, 2:15, 2:17, 2:19, 2:21, 2:23, 3:3, 3:5, 3:7, 3:9, 18:7, 18:17, 18:22 Wisconsin..... 4 [i] - 2:9 wise [i] - 14:5 witness [i] - 18:15 words [i] - 14:19 works [i] - 8:22 world [i] - 11:16 worry [i] - 16:23 wow [i] - 11:14 writing [i] - 18:9	U under [i] - 18:9 undetected [i] - 12:15 United [i] - 11:17 up [i] - 5:18, 9:22, 9:19, 13:2, 16:8, 16:24 urban [i] - 9:23 uses [i] - 4:22	V valued [i] - 6:21 VEES [i] - 3:8, 16:18 vehicle [i] - 13:14 vehicles [i] - 5:14 10:2, 12:25, 14:2 vote [i] - 14:12 voting [i] - 12:22, 14:3 W W239 [i] - 2:3 wait [i] - 4:3, 4:4 walk [i] - 8:16, 8:17 WASSER [i] - 3:4, 11:25	Y year [i] - 7:25, 10:24 years [i] - 7:15, 9:6, 11:2, 11:12
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Appendix B

**ATTENDANCE RECORD FOR PUBLIC INFORMATIONAL
MEETING HELD ON AUGUST 27, 2012**

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SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting / Reunión de Información Pública
Waukesha Metro Transit Development Plan

August 27, 2012
Waukesha Metro Transit Center
212 East St. Paul Avenue
Waukesha, WI

Name/Nombre	Address/Dirección	Community/Comunidad
1. <u>Matthew P. ...</u>	<u>5006 ...</u>	<u>Waukesha, WI 53188</u>
2. <u>Rachel ...</u>	<u>2244 ...</u>	<u>Waukesha</u>
3. <u>David ...</u>	<u>118 E St Paul Ave</u>	
4. <u>Alan ...</u>	<u>W18436788 ...</u>	<u>Waukesha, WI</u>
5. <u>Maria ...</u>	<u>1803 ...</u>	<u>Waukesha</u>
6. <u>Mariacris ...</u>	<u>1006 ...</u>	<u>Waukesha</u>
7. <u>James ...</u>	<u>1818 ...</u>	<u>Waukesha, WI 53188</u>
8. <u>Gerald ...</u>	<u>633 E. North ...</u>	<u>Waukesha, WI 53188</u>
9. <u>John ...</u>	<u>201 D. ...</u>	<u>53188</u>
10. <u>James ...</u>	<u>222 Wilson Ave</u>	<u>53186</u>
11. <u>Pat ...</u>	<u>222 Wilson Ave</u>	<u>53186</u>
12. <u>Frank ...</u>	<u>19825 W. Coffee Rd</u>	<u>Waukesha, WI 53186</u>
13. <u>DAVE ...</u>	<u>Waukesha</u>	<u>53186</u>
14. <u>Pat ...</u>	<u>Algonquin</u>	<u>IL 60009</u>
15. <u>Michael ...</u>	<u>Waukesha, WI</u>	<u>53188</u>
16. <u>Mary ...</u>	<u>1957 Rembling Road</u>	<u>Waukesha, WI 53186</u>
17. <u>Margaret ...</u>	<u>210 NW ...</u>	<u>Waukesha, WI 53188</u>
18. <u>Frank ...</u>	<u>710 Oak Ridge Ct.</u>	<u>Waukesha, WI 53188</u>
19. <u>Doris ...</u>	<u>367 W. Main</u>	<u>Waukesha 53186</u>
20. <u>KARON ...</u>	<u>23 W MAIN ST.</u>	<u>WAUKESHA</u>
21. <u>Debra ...</u>	<u>812N EAST AVE</u>	<u>Waukesha 53186</u>
22. <u>STEPHAN ...</u>	<u>316 MAPLE WAY S.</u>	<u>WAUKESHA</u>
23. <u>J. ...</u>	<u>2218A ...</u>	<u>Waukesha</u>
24. <u>Barbara ...</u>	<u>216 Frame Ave</u>	<u>Waukesha</u>
25. <u>Eric ...</u>	<u>1215 LAMBETH</u>	<u>Waukesha</u>
26. <u>Shelly ...</u>	<u>1219 ...</u>	<u>Waukesha 53188</u>
27. <u>Robert ...</u>	<u>1104 E Main St</u>	<u>Waukesha, WI 53186</u>
28. <u>David ...</u>	<u>222 Wilson Ave</u>	<u>Waukesha, WI</u>
29. <u>Ekkehard ...</u>	<u>1100 E. MAIN</u>	<u>WAUKESHA, WI</u>
30. <u>Luke ...</u>	<u>532 Brewster Pl.</u>	<u>Waukesha, WI</u>

Staff Present

SEWRPC Staff

Kenneth R. Yunker Executive Director
Albert A. Beck Principal Planner
Kevin Muhs Transportation Engineer

Waukesha Metro Staff

Robert C. Johnson Transit Director
Kevin Jay Dispatcher
Kristin Zillmer Customer Service Representative

Brown and Jones Reporting

Sheila Finnegan-Martinez Registered Professional
and Notary Public

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Appendix C

**ANNOUNCEMENTS FOR PUBLIC INFORMATIONAL
MEETING HELD ON AUGUST 27, 2012 AND
SUMMARY MATERIALS DISTRIBUTED AT MEETING**

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Appendix C-1

PAID NEWSPAPER ADVERTISEMENT

PUBLIC INFORMATIONAL MEETING FOR THE WAUKESHA METRO TRANSIT DEVELOPMENT PLAN

You are invited to attend a public informational meeting on the City of Waukesha Metro Transit Development Plan. The plan is being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City of Waukesha. The plan will recommend transit service and capital improvements for the City of Waukesha transit system over the five-year period from 2013 to 2017. Meeting information is shown below.

**Monday, August 27, 2012, 4:00-7:00 p.m.
Waukesha Downtown Transit Center Lobby
212 E. St. Paul Avenue, Waukesha**

The meeting will be held in "open house" format, allowing you to attend at any time during the three-hour timeframe. Information will be provided on the findings of an evaluation of the existing transit system and on alternative transit routing and service changes. Your feedback on unmet transit service needs and alternative changes is very valuable to the preparation of this plan. More information about the plan is available on the study website at:

www.sewrpc.org/SEWRPC/Transportation/TransitDevelopmentPlans/CityWaukesha.htm.

A court reporter will be available to record oral comments on the alternatives and other aspects of the plan. Written comments will be accepted through September 7, 2012, and may be submitted at the meeting or by U.S. mail, email, and fax using the address and telephone number listed below. Comments may also be submitted using the study website identified above.

The meeting location is handicapped accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of 72 hours before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Southeastern Wisconsin Regional Planning Commission, PO Box 1607, Waukesha, Wisconsin 53187-1607
Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: waukeshametrotdp@sewrpc.org

Waukesha Freeman
August 21, 2012

MEETING NOTICE POSTED INSIDE WAUKESHA METRO TRANSIT BUSES

PUBLIC INFORMATION MEETING

WAUKESHA METRO TRANSIT DEVELOPMENT PROGRAM

You are invited to attend a public information meeting on the City of Waukesha Metro Transit Development Program. The plan is currently being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) at the request of the City of Waukesha. The plan will recommend transit service and capital improvements for the transit system over a five-year period from 2013 to 2017. The meeting will be held:

Monday, August 27, 2012, 4:00-7:00p.m.

Waukesha Downtown Transit Center Lobby

212 E. St. Paul Avenue, Waukesha

The meeting will be held in an "open house" format, allowing you to attend at any time during the time frame for the meeting. There will be exhibits to view and staff will be available to explain three different alternatives. A court reporter will be available to record oral comments on the plan.

To review chapters of the plan, go to www.waukeshametro.org.

Accessibility: The meeting location is accessible to persons with special needs. For accommodations, please contact the SEWRPC office at (262) 547-6721 a minimum of 72 hours before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



CITY OF WAUKESHA TRANSIT DEVELOPMENT PLAN: 2013-2017



NEWSLETTER 1

AUGUST 2012

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City of Waukesha, is preparing a short-range transit development plan for the Waukesha Metro Transit (WMT) system covering the years 2013-2017. This study includes:

- Evaluating the existing transit system to review its characteristics and identify areas of good and poor performance;
- Identifying alternative transit service options and capital improvements for the transit system; and
- Preparing a planning document that will help City officials implement the transit recommendations of the study through annual transit budgets and capital and operations programming.

WAUKESHAMETRO TRANSIT (WMT)

Currently WMT operates 11 fixed bus routes and paratransit service for disabled individuals unable to use the bus routes. All 11 fixed routes pass through the Downtown Transit Center located on the north side of the Waukesha Central Business District. WMT buses meet at the Transit Center on a “pulse” schedule to facilitate transfers between routes.

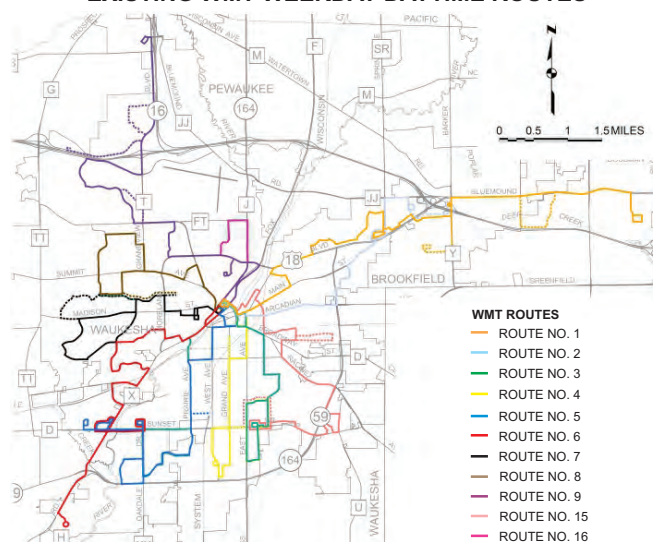
- **Service Hours:** The fixed routes run from 5:30 a.m. to 9:30 p.m. on weekdays, from 8:15 a.m. to 10:15 p.m. on Saturdays, and from 9:15 a.m. to 7:15 p.m. on Sundays.
- **Service Frequency:** Buses on Route Nos. 1, 4, and 8 depart every 30 minutes on weekdays while buses on the other routes depart every 30 minutes during weekday peak periods, and every 60 minutes during weekday off-peak periods. On Saturdays, buses depart every 30 minutes on Route No. 1 and every 60 minutes on the other routes. On Sundays, buses depart every 30 minutes on Route No. 1 and every 60 minutes on the other routes (Nos. 2, 4, 5/6, and 7/8) operated.
- **Fares:** Adults pay \$2.00 cash fare. Seniors and people with disabilities pay \$1.00 and students pay \$1.35.

CITY OF WAUKESHA TRANSIT COMMISSION

The City of Waukesha Transit Development Plan is being developed under the guidance of the City of Waukesha Transit Commission. The Waukesha Transit Commission will make the study's final recommendations. A list of the Transit Commission members can be found on the City of Waukesha Transit Development Plan Website: www.sewrpc.org/sewrpc/transportation/transitdevelopmentplans/citywaukesha.htm.

The City of Waukesha operates the Metrolift paratransit service to fulfill the travel needs of those unable to use the WMT fixed-route bus service. The curb-to-curb transportation service is available to persons with disabilities during the same hours as the fixed-route service and serves the entire area within a three-quarter mile distance of all bus routes. The service complies with Federal requirements that fixed-route transit systems provide paratransit service to disabled persons as a complement to fixed-route service. Metrolift service is available during the same hours as the fixed-route service for a fare of \$4.00 per one-way trip.

EXISTING WMT WEEKDAY DAYTIME ROUTES



PUBLIC TRANSIT SERVICE OBJECTIVES AND STANDARDS

The following transit service objectives provide a basis for measuring the performance of the transit systems, identifying unmet transit service needs, and designing and recommending improvements:

1. Public transit should serve those areas of the City and its immediate environs which can be efficiently served, including those areas which are fully developed to medium or high densities and, in particular, the transit-dependent population in those areas;
2. The public transit system should promote utilization of its service by being safe, reliable, convenient, and comfortable;
3. The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Key Findings from the Evaluation of WMT

- In 2011, WMT provided excellent coverage of the population, employment, and activity centers in the Waukesha area. The existing transit system served the vast majority (89%) of both the population and jobs in the City of Waukesha. Limited service was provided outside the City.
- A 2012 State management performance audit found that the system is about average for ridership and financial performance when compared to similar peer transit systems in Wisconsin and around the country, but its practices and programs make it one of the best transit systems in the Midwest.
- Six routes (Nos. 1, 3, 4, 5, 8, and 9) have performance measures that generally exceed the acceptable performance levels and could continue to be operated without change, while the remaining routes (Nos. 2, 6, 7, and 15) have some performance measures that do not meet targets and merit study of possible changes.
- The highest passenger activity occurs on route segments that serve the Downtown Transit Center, major commercial areas, or multi-family housing complexes.
- Overcrowding is not generally a problem on WMT buses. Passenger loads indicate that buses with as few as 20 seats could be operated on some routes.

Operating Funds

The transit system's operating expenses are estimated

to total about \$5.14 million in 2012. The figure below shows the sources and distribution of the transit system's operating funds.

POTENTIAL WMT SERVICE CHANGES

The evaluation of the transit system concluded that the level of service provided by the system was appropriate, and that the majority of routes performed at acceptable levels. To improve system performance and efficiency, three alternative service plans are being considered for 2013-2017.

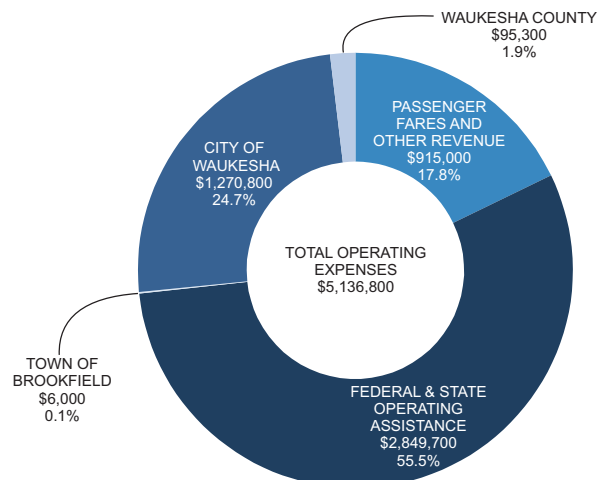
Alternative 1 - No Changes to the Existing System

With the existing system largely performing at acceptable levels, continuing to operate the system in its current state is a viable option. In addition, this "no change" alternative serves as a basis for comparison to the other alternatives. Fares in this alternative (like all alternatives considered) would need to be increased in 2015 to keep pace with higher operating costs. Commission staff estimate a 10% increase in operating costs from the 2012 budget will be needed in 2017 to continue to operate the existing transit system, and an accompanying 33% jump in City funding (from \$1.27 million to \$1.69 million).

Alternative 2 - Desirable Service Levels

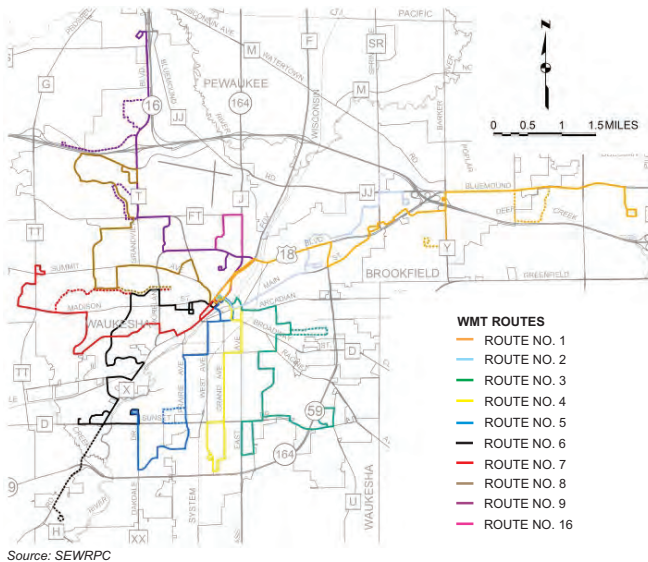
The second alternative details potential routing and service changes to provide a reasonable level of service expansion. This alternative proposes increases in both the quality and extent of WMT transit services by significantly modifying or extending Route Nos. 1, 2, 3, 6, 7, and 8 to reach new destinations such as the proposed Woodman's Market, the Majestic Theater (on the weekends), and multiple shopping centers. Some unproductive service (Route No. 15) is eliminated to improve system efficiency.

WHO PAYS FOR WAUKESHA METRO TRANSIT'S OPERATING EXPENSES?



Source: City of Waukesha 2012 Budget

ALTERNATIVE 2 WMT WEEKDAY DAYTIME ROUTES: 2013-2017



These changes represent a 7% increase in service levels (in bus operating miles and hours) over the expected service levels in 2012, and are projected to generate a 4% increase in ridership by 2017 (to 675,400 revenue passengers). The total cost of operating the transit system is estimated to increase by 17% by the year 2017 under this alternative, with the City of Waukesha's contribution expected to increase 42%, to \$1.80 million.

Alternative 3 - Fiscally Constrained Service Levels

Alternative 3 identifies potential service changes if public funding levels for the transit system were reduced due to decreases in Federal and State funding and City funding remaining at similar levels as in 2012. Due to potential funding limitations, this alternative focuses service on the highest performing routes operating in the core of the City, while reducing or eliminating service to outlying, lower-density areas. This includes eliminating Route No. 15, modifying Route Nos. 1, 2, 3, and 9, combining Route Nos. 5 and 6 to operate in a loop as currently operated on weekday evenings and weekends, combining Route Nos. 7 and 8 to operate in a loop as currently operated on Sundays, and reducing service to Waukesha high and middle schools.

If this alternative was implemented, the transit system's service levels would decrease about 16 to 20 percent by 2017, and ridership is projected to fall by 10% (to 582,600 revenue passengers). The total cost of operating the system would be \$4.92 million by 2017 (a decrease of 4%). The City of Waukesha's funding level would increase about 10% compared to the 2012 level, to \$1.4 million in funding in 2017. Should no additional City funding be available over from 2013-2017

(holding the current \$1.27 million contribution constant), Commission staff estimate that further service reduction would be necessary, such as shortening the evening service period or eliminating all service on Sundays.

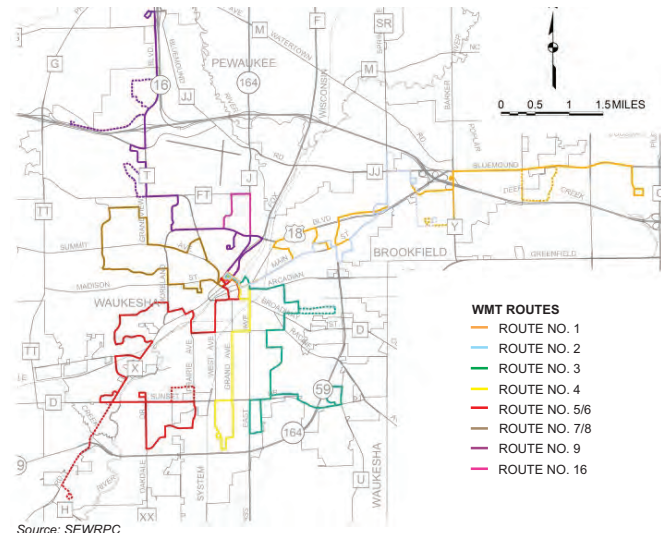
Analysis of Dial-a-Ride Transit (DART) Service

The transit development plan also studied the possibility of replacing all or some of the existing transit system with a shared-ride taxi, or DART, service that would transport passengers between their specific origin and destination on demand without fixed routes or schedules. Metrolift service currently operates in this fashion, and Commission staff reviewed the feasibility of modifying the Metrolift service to provide DART service to the general public.

A comparison between existing WMT service and DART services in Southeastern Wisconsin indicated that WMT costs were on the low end of those experienced by DART systems. WMT spends about \$6.80 per passenger, while DART services across the region spend between \$6.68 to \$22.78 per passenger. In addition, the comparison showed that WMT provides more than 6 times the number of rides of the largest DART service in the region.

Staff noted that due to the operating cost per passenger of WMT, the density of WMT's service area, and the existing Federal labor protection agreement that limits the contracting out of transit services, it would likely not be cost-effective for the City to convert its existing fixed-route service entirely to DART service. DART service may be appropriate as a replacement for bus service in areas or during periods with low transit ridership, but the Federal labor protection agreement would need to be modified first.

ALTERNATIVE 3 WMT WEEKDAY DAYTIME ROUTES: 2013-2017



Analysis of Alternative Vehicle Types

Commission staff also reviewed alternative vehicle types and sizes for the transit system. While smaller buses (19 to 22 seats) may have enough capacity for the passenger loads on some routes, this analysis determined that the use of smaller diesel buses would not significantly reduce the emission of air pollutants, would require expansion of the vehicle parts inventory to accommodate a mixed vehicle fleet, and would provide no cost advantage due to the shorter lifespan of the smaller vehicles available. Alternative fuel buses (hybrid, CNG, electric) would not be cost-effective at this time, but staff recommended the use of the current 35-foot diesel buses be reevaluated if fuel costs rise significantly in the future.

FOR MORE INFORMATION

You are invited to attend an upcoming public informational meetings on the City of Waukesha Transit Development Plan. At the meeting, you can learn more about the alternatives described in this newsletter, discuss the plan with Southeastern Wisconsin Regional Planning Commission and Waukesha Metro Transit staffs, and comment on the plan and the service alternatives under consideration.

If you cannot attend the meeting, please visit the plan website to view the information presented, request a briefing by project staff, or comment on the project. You can submit written comments via mail, e-mail, or fax through September 7, 2012.

Website: www.sewrpc.org/sewrpc/transportation/transitdevelopmentplans/citywaukesha.htm

E-mail: waukeshametrotdp@sewrpc.org

Fax: (262) 547-1103

Mail: PO Box 1607, Waukesha, WI 53187

Kenneth R. Yunker, Executive Director
Southeastern Wisconsin Regional Planning Commission
Phone: (262) 547-6721

Albert Beck, Principal Planner
Southeastern Wisconsin Regional Planning Commission

PUBLIC INFORMATIONAL MEETING

The public meeting will be in an "open house" format, allowing you to attend at any time during the three-hour timeframe for the meeting. Attendees will have the opportunity to leave written comments, or speak to a court reporter, City of Waukesha staff, or Commission staff to submit oral comments.

Monday, August 27, 2012, 4:00-7:00pm
Waukesha Downtown Transit Center Lobby
212 E. St. Paul Avenue, Waukesha

The meeting location is wheelchair-accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of 3 business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Introduction to Waukesha Metro Transit Development Plan

The study will perform the following functions:

- Analyze public transit needs by examining land use patterns, concentrations of employment, and travel habits and patterns, particularly for the transit-dependent population.
- Evaluate the current operations of the Waukesha Metro Transit System.
- Identify and recommend alternative transit service improvements that address the performance evaluation findings and the identified transit service needs.
- Recommend service and capital improvements for Waukesha Metro Transit.

Who is preparing the plan?

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been asked by the City of Waukesha to develop the plan. The Commission is preparing the plan under the guidance of the City Transit Commission.



Waukesha Transit Commission Board

Mike Liburdi

Eric Payne (Alderman)

Joe Pieper (Alderman)

Chad O'Donnell

Steve Kassens

Public Transit Service Objectives and Standards

The transit service objectives provide a basis for measuring the performance of the transit systems, identifying unmet transit service needs, and designing and recommending improvements. The following objectives were adopted by the Waukesha Transit Commission:

1. Public transit should serve those areas of the City and its immediate environs which can be efficiently served, including those areas which are fully developed to medium or high densities and, in particular, the transit-dependent population in those areas;
2. The public transit system should promote utilization of its service by being safe, reliable, convenient, and comfortable;
3. The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Waukesha Metro Transit

Service Characteristics: 2012

- Service Hours for Fixed Routes

Weekdays: 5:30 a.m. to 9:30 p.m.

Saturdays: 8:15 a.m. to 10:15 p.m.

Sundays: 9:15 a.m. to 7:15 p.m.

- Service Frequency

- Weekday peak periods: Buses depart every 30 min.

- Weekday off-peak periods: Buses on Routes 1, 4, and 8 depart every 30 min. Buses on all other routes depart every 60 min.

- Saturdays: Buses on Route 1 depart every 30 min., while buses on all other routes depart every 60 min.

- Sundays: Buses on Route 1 depart every 30 min. Buses on Routes 2, 4, 5/6, and 7/8 depart every 60 min.

- Fares

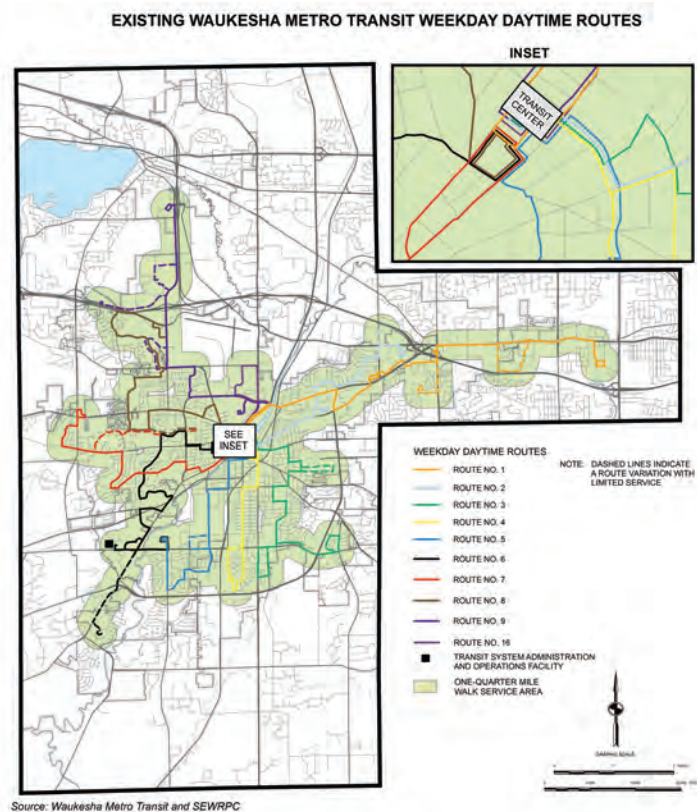
Adult cash fare: \$2.00

Seniors and people with disabilities: \$1.00

Students: \$1.35

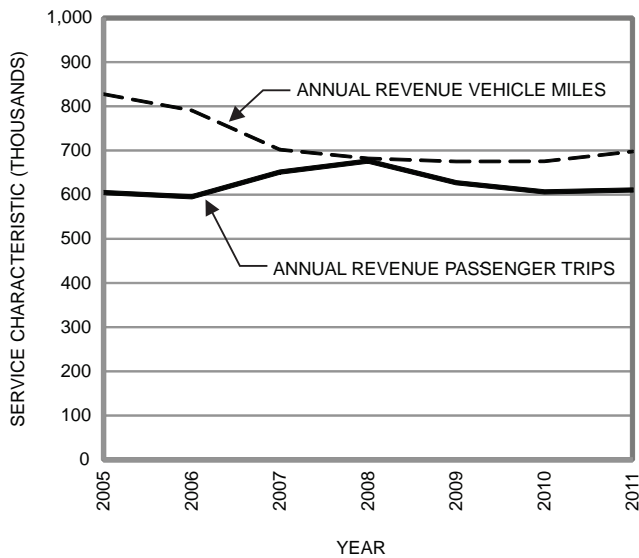
- Metrolift paratransit service

- Operated by City of Waukesha, Metrolift provides curb-to-curb transportation to persons with disabilities who cannot use Waukesha Metro Transit's fixed routes.
- Fulfills Federal requirements for Waukesha Metro Transit to provide paratransit service to complement its fixed-route service.
- Available during same hours as fixed-route service.
- Fare: \$4.00

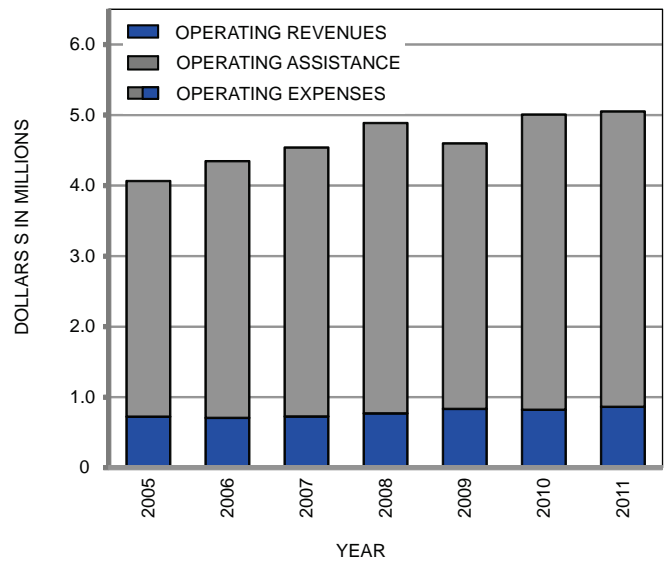


Waukesha Metro Transit: Annual Service Levels and Expenses

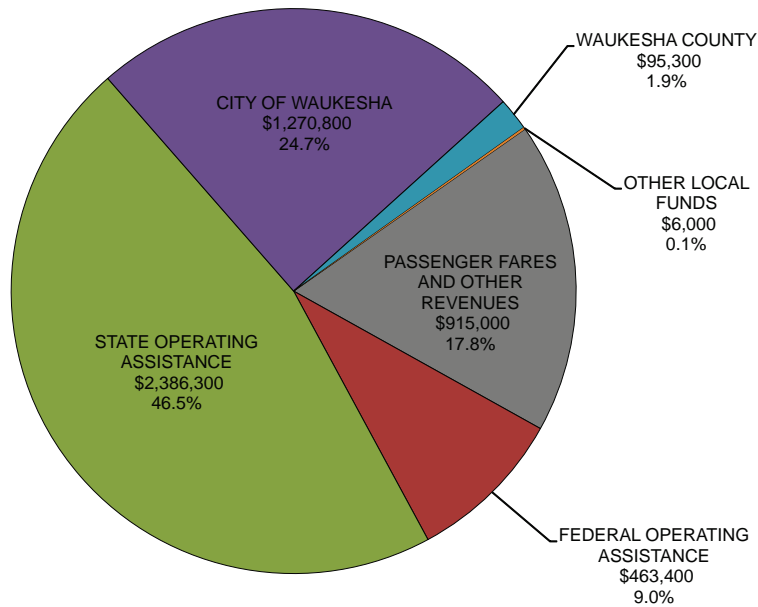
ANNUAL RIDERSHIP AND SERVICE: 2005-2011



ANNUAL OPERATING EXPENSES AND REVENUES: 2005-2011



WHO PAYS FOR WAUKESHA METRO TRANSIT'S OPERATING EXPENSES?



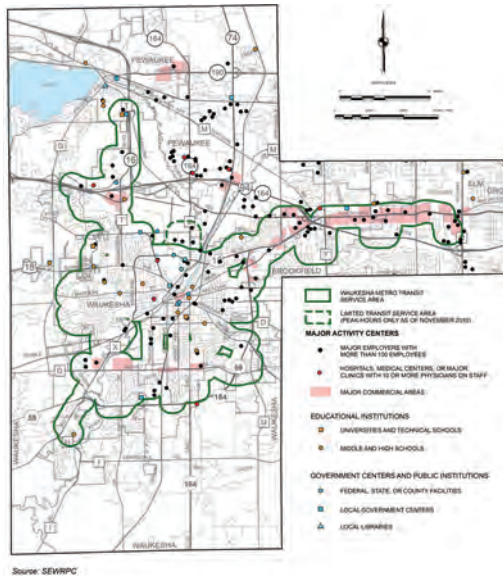
**2012 ANNUAL OPERATING BUDGET:
\$5,136,800**

Evaluation of Waukesha Metro Transit

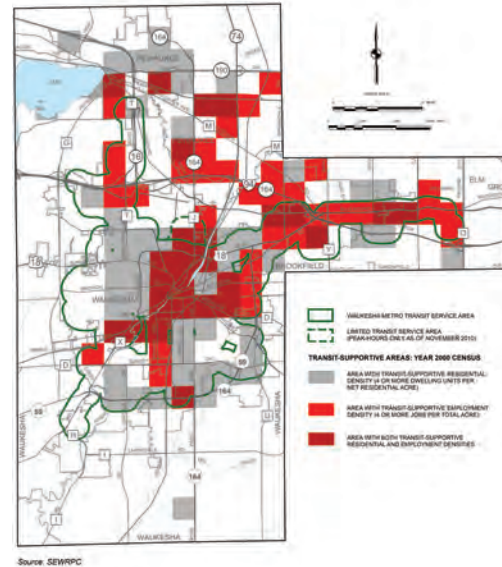
SERVICE TO POPULATION, EMPLOYMENT, AND ACTIVITY CENTERS

- In 2010, WMT provided excellent coverage of the population, employment, and activity centers in the Waukesha area serving 89% of both the population and jobs in the City of Waukesha. Limited service was provided outside the City.

MAJOR ACTIVITY CENTERS WITHIN AND OUTSIDE THE WALK ACCESS SERVICE AREA FOR WAUKESHA METRO TRANSIT: 2010

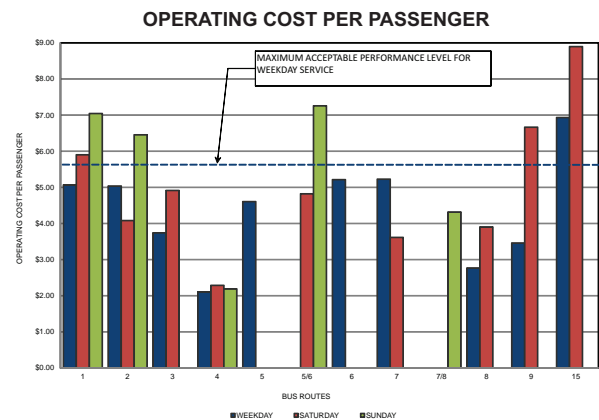
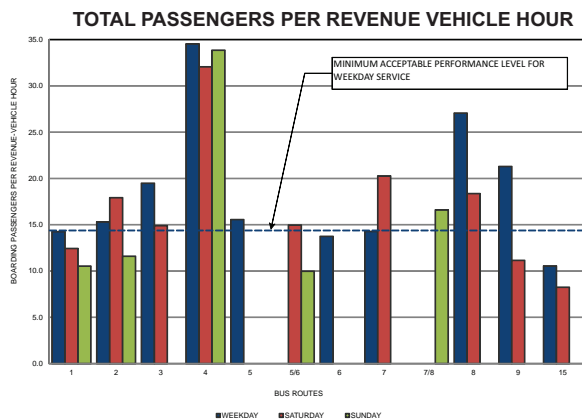


TRANSIT-SUPPORT AREAS FOR FIXED-ROUTE TRANSIT SERVICES WITHIN AND OUTSIDE THE WALK SERVICE AREA FOR WAUKESHA METRO TRANSIT: 2010



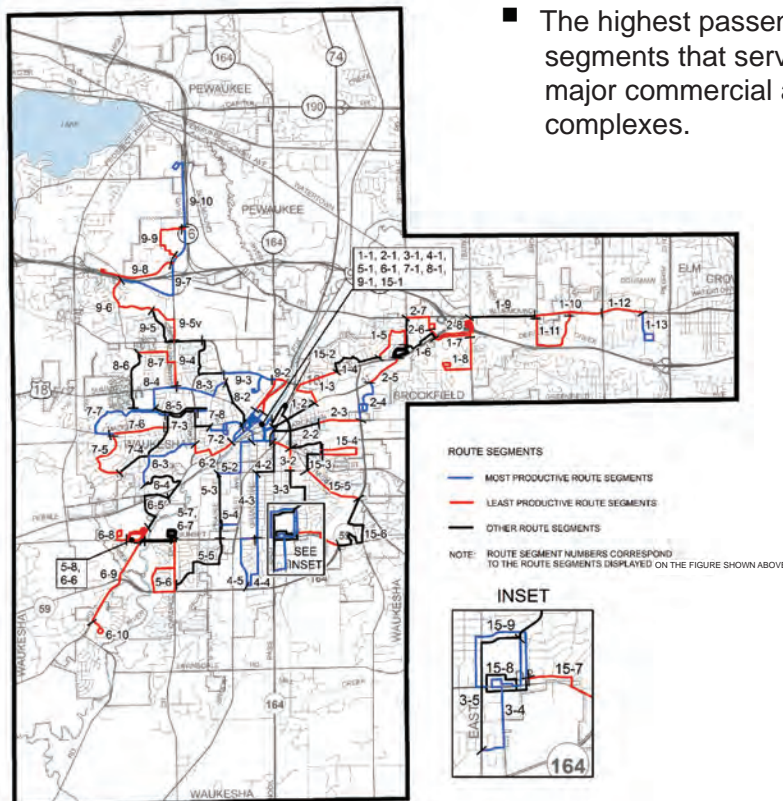
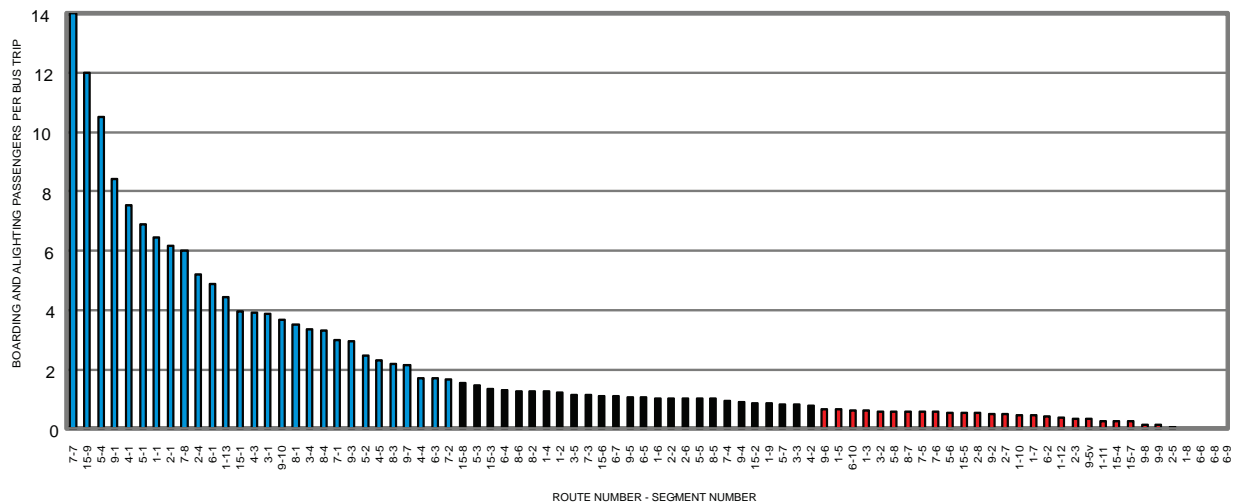
ROUTE PERFORMANCE

- Six routes (Nos. 1, 3, 4, 5, 8, and 9) have acceptable performance levels and could continue to be operated without change, while the remaining routes (Nos. 2, 6, 7, and 15) have some performance measures that merit study of possible changes.



Evaluation of Waukesha Metro Transit System

PRODUCTIVE AND UNPRODUCTIVE ROUTE SEGMENTS: MARCH 2010



- The highest passenger activity occurs on route segments that serve the Downtown Transit Center, major commercial areas, or multi-family housing complexes.

Source: Waukesha Metro Transit and SEWRPC.

Evaluation of Waukesha Metro Transit System

Comparison to Peer Transit Systems

Transit Systems in National Peer Group

- Altoona Metro Transit (Altoona, Pennsylvania)
- Battle Creek Transit (Battle Creek, Michigan)
- Cambria County Transit Authority (Johnstown, Pennsylvania)
- Decatur Public Transit System (Decatur, Illinois)
- Dubuque – KeyLine (Dubuque, Iowa)
- Great Falls Transit District (Great Falls, Montana)
- Saginaw Transit Authority Regional Service (Saginaw, Michigan)

Transit Systems in Wisconsin Peer Group

- Eau Claire Transit System
- Janesville Transit System
- La Crosse Municipal Transit Utility
- Oshkosh Transit System
- Sheboygan Transit System
- Wausau Area Transit System

COMPARISON OF KEY INDICATORS OF RIDERSHIP AND FINANCIAL PERFORMANCE FOR WAUKESHA METRO TRANSIT AND OTHER BUS SYSTEMS IN THE WISCONSIN AND NATIONAL PEER GROUPS: 2004 AND 2008

Performance Measure	Operating Data ^d								
	Waukesha Metro Transit			Average ^b for Bus Systems in Wisconsin Peer Group ^c			Average ^b for Bus Systems in National Peer Group ^c		
	2004	2008	Average Annual Percent Change	2004	2008	Average Annual Percent Change	2004	2008	Average Annual Percent Change
Ridership									
Total Passengers ^e	730,247	819,046	2.9	787,836	859,947	2.2	702,962	713,474	0.4
Service Levels									
Revenue Vehicle Miles	784,376	682,177	-3.4	587,141	586,294	0.0	578,534	554,330	-1.1
Revenue Vehicle Hours	58,566	51,488	-3.2	41,984	41,111	-0.5	44,969	41,827	-1.8
Service Effectiveness									
Passengers per Capita	10.81	12.04	2.7	12.98	13.63	1.2	8.92	8.58	-1.0
Revenue Vehicle Hours per Capita	0.87	0.76	-3.3	0.70	0.66	-1.4	0.55	0.52	-1.2
Passengers per Revenue Vehicle Mile	0.93	1.20	6.6	1.35	1.47	2.2	1.31	1.23	-1.6
Passengers per Revenue Vehicle Hour	12.47	15.91	6.3	19.04	20.75	2.2	16.62	16.34	-0.4
Service Efficiency									
Operating Expense per Revenue Vehicle Mile	\$4.55	\$6.31	8.5	\$4.50	\$5.62	5.7	\$5.56	\$6.30	3.1
Operating Expense per Revenue Vehicle Hour	\$60.92	\$83.54	8.2	\$63.34	\$80.35	6.1	\$70.99	\$83.70	4.2
Cost Effectiveness									
Operating Expense per Passenger	\$4.89	\$5.25	1.8	\$3.58	\$4.12	3.5	\$4.48	\$5.22	3.9
Operating Revenue per Passenger	\$0.94	\$0.84	-2.7	\$0.59	\$0.75	6.0	\$0.72	\$0.84	4.1
Net Cost per Passenger	\$3.95	\$4.41	2.8	\$2.99	\$3.37	3.0	\$3.76	\$4.38	3.9
Farebox Recovery Rate	19.2	16.0	-4.4	16.8	16.5	-0.4	16.4	15.8	-0.9

^a Based on ridership, service, and financial data obtained from the Federal Transit Administration National Transit Database and Waukesha Metro Transit for the years 2004 and 2008. Performance measures are for fixed-route bus operations only.

^b Averages reflect the mean of the individual performance measure values calculated for each transit system in the peer group.

^c Key performance indicators were developed based on information reported by six other urban bus systems in Wisconsin identified above.

^d Key performance indicators were developed based on information reported by seven other urban bus systems in the United States identified above.

^e This measure of ridership counts all passengers each time they board a transit vehicle. Passengers who transfer one or more times to different routes of a transit system are counted as two or more passengers in completing a single trip between a specific origin and destination.

Source: SEWRPC.

Waukesha Metro Transit System

Alternative Service Changes

Alternative service changes were grouped into three plans:

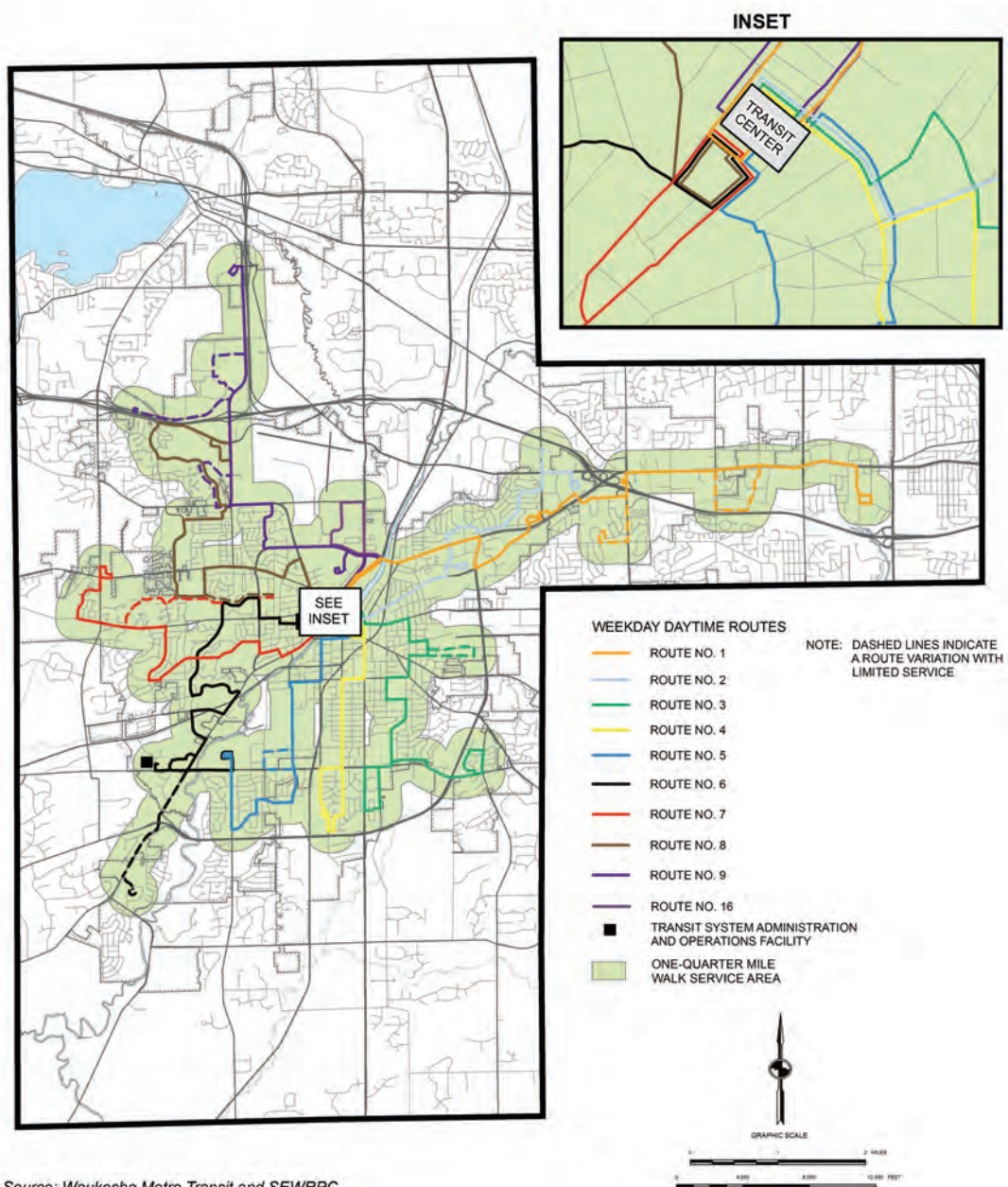
- **Alternative 1 - Existing System**
Keep the existing 2012 transit system without any changes
- **Alternative 2 - Desirable Service**
Proposes modest expansion of the transit system to provide some service expansion while eliminating unproductive services
- **Alternative 3 - Fiscally Constrained Service**
Reflects potential for reductions in Federal and State transit assistance and limited local funding over planning period

Public Funding Assumptions for the Alternatives

- Combined Federal/State transit funds expected to fund about 55.5 percent of total transit system operating expenses under the 2012 budget
- Operating expenses increase with inflation (2%/yr)
- Federal and State transit assistance funds remain flat over next five years
- Combined percentage would decrease to about 52.5 percent in 2013 and to about 50.5 percent in 2017

Waukesha Metro Transit System Alternative 1

- WisDOT management performance audit of existing transit system identified Waukesha Metro as “one of the best transit systems in the Midwest” in terms of policies and practices
- Alternative would keep the existing 2012 transit system without any changes
- 2010 population served estimated at about 65,100 persons



Waukesha Metro Transit System

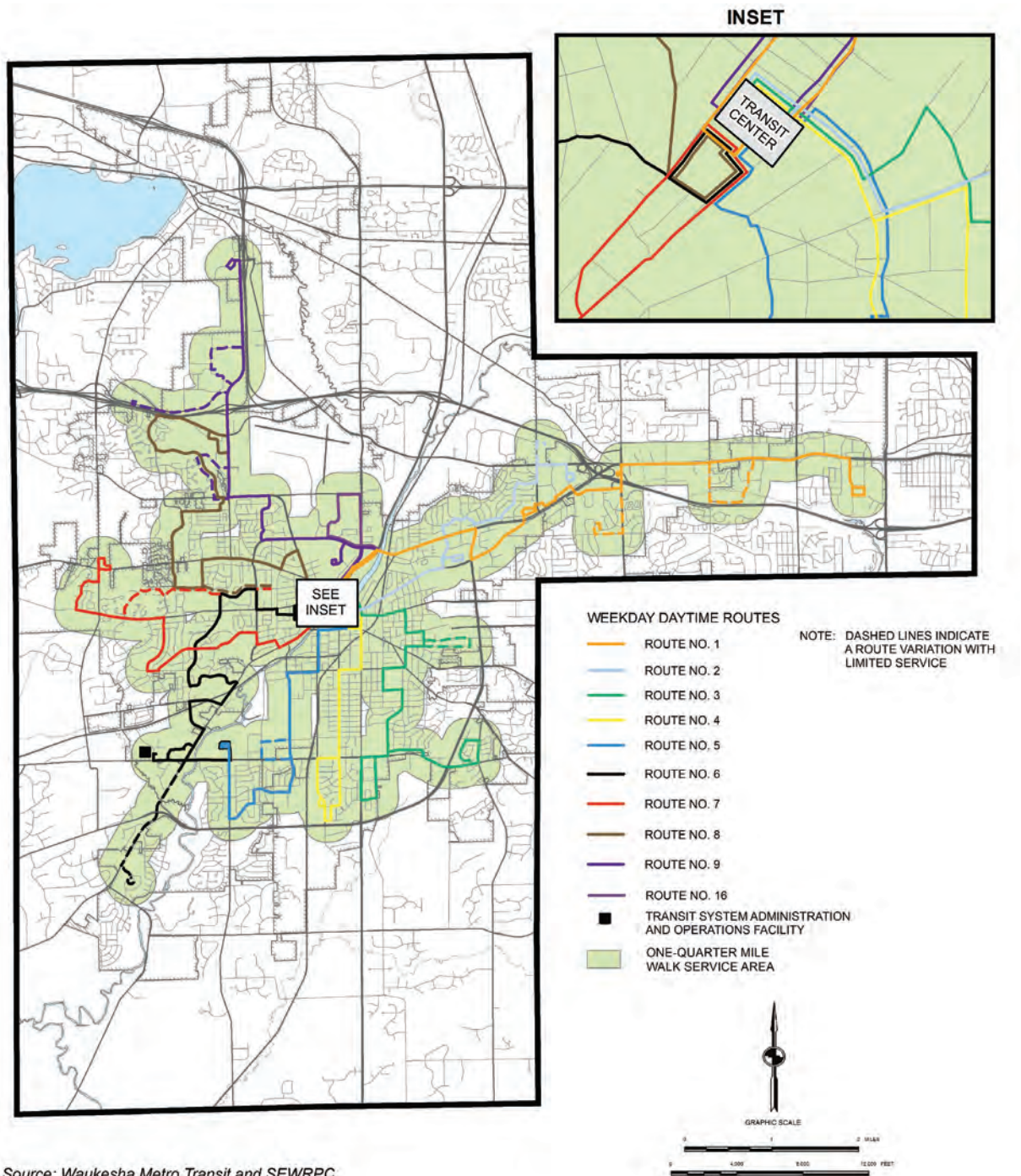
Alternative 2 - Desirable Service

- Routing and service changes (see below) are intended to largely maintain existing system routes and service levels but would also provide for some expansion
- Savings from eliminating unproductive services would be used to fund new and improved services

Bus Route	Alignment Changes	Impact on Service
1	<ul style="list-style-type: none"> Restructure route between downtown terminal and the Westbrook Shopping Center 	<ul style="list-style-type: none"> Changes would reduce travel times between downtown terminal and the Brookfield Square Shopping Center
2	<ul style="list-style-type: none"> Restructure route between East Ave. and Main St. and the Westbrook Shopping Center 	<ul style="list-style-type: none"> Changes would allow route to serve proposed new Woodman's Market. Les Paul Pkwy. and Main St. Changes would replace service currently provided by Route No 1 over Greenway Ter., Stardust Dr., Avalon Dr. and Ruben Dr.
3	<ul style="list-style-type: none"> Restructure route between downtown terminal and Hartwell Avenue and College Ave Extend route to Minooka Parkway Estates Subdivision over Larchmont Dr. and Sunset Dr. 	<ul style="list-style-type: none"> Changes allow route to replace service currently provided by Route No 15 to east side industrial area and to the Minooka Park Estates Subdivision
4	<ul style="list-style-type: none"> No Changes 	- -
5	<ul style="list-style-type: none"> Eliminate route segments along Sunset Dr. serving the Fox Run Shopping Center and Badger Drive. 	<ul style="list-style-type: none"> Segments identified as having low ridership in performance evaluation
6	<ul style="list-style-type: none"> Restructure route to follow Route No. 7 alignment between downtown terminal and Cambridge Ave. and Grandview Blvd. Change route extension to Waukesha West High School to operate for only four round trips on schooldays 	<ul style="list-style-type: none"> Change would facilitate providing two-way service over route segments serving the Merrill Crest subdivision
7	<ul style="list-style-type: none"> Restructure route to follow Route No. 6 alignment between downtown terminal and Cambridge Ave. and Grandview Blvd. Extend route to the Heritage Hills subdivision and the Meadowbrook Marketplace Shopping Center 	<ul style="list-style-type: none"> Change would serve new residential area and shopping center and facilitate providing two-way service over segments of Route Nos. 6 and 7 serving the Merrill Crest subdivision Change would eliminate service over Comanche Ln. and Crestwood Dr., and over Madison St. between University Dr. and Grandview Blvd.
8	<ul style="list-style-type: none"> Extend route to Silvernail Plaza and Grandview Plaza Shopping Centers 	<ul style="list-style-type: none"> Change would eliminate unproductive route segments and would replace service to Pebble Valley subdivision provided by Route No. 9
9	<ul style="list-style-type: none"> Eliminate route segments operated over Pebble Valley Rd., University Drive, and Silvernail Rd. (segments to be served by restructured Route No. 8 as noted above) 	<ul style="list-style-type: none"> Change would provide for more direct routing to the Pewaukee campus of the Waukesha County Technical College
15	<ul style="list-style-type: none"> Eliminate route 	<ul style="list-style-type: none"> Segments with significant ridership incorporated into restructured Route No. 3 (see above)
16	<ul style="list-style-type: none"> No Changes 	- -

Source SEWRPC.

Waukesha Metro Transit System Alternative 2 - Desirable Service



Source: Waukesha Metro Transit and SEWRPC

- The proposed changes would increase annual revenue bus miles and hours by about 7 percent from the 2012 budget
- 2010 population served estimated at about 65,100 persons

Waukesha Metro Transit System

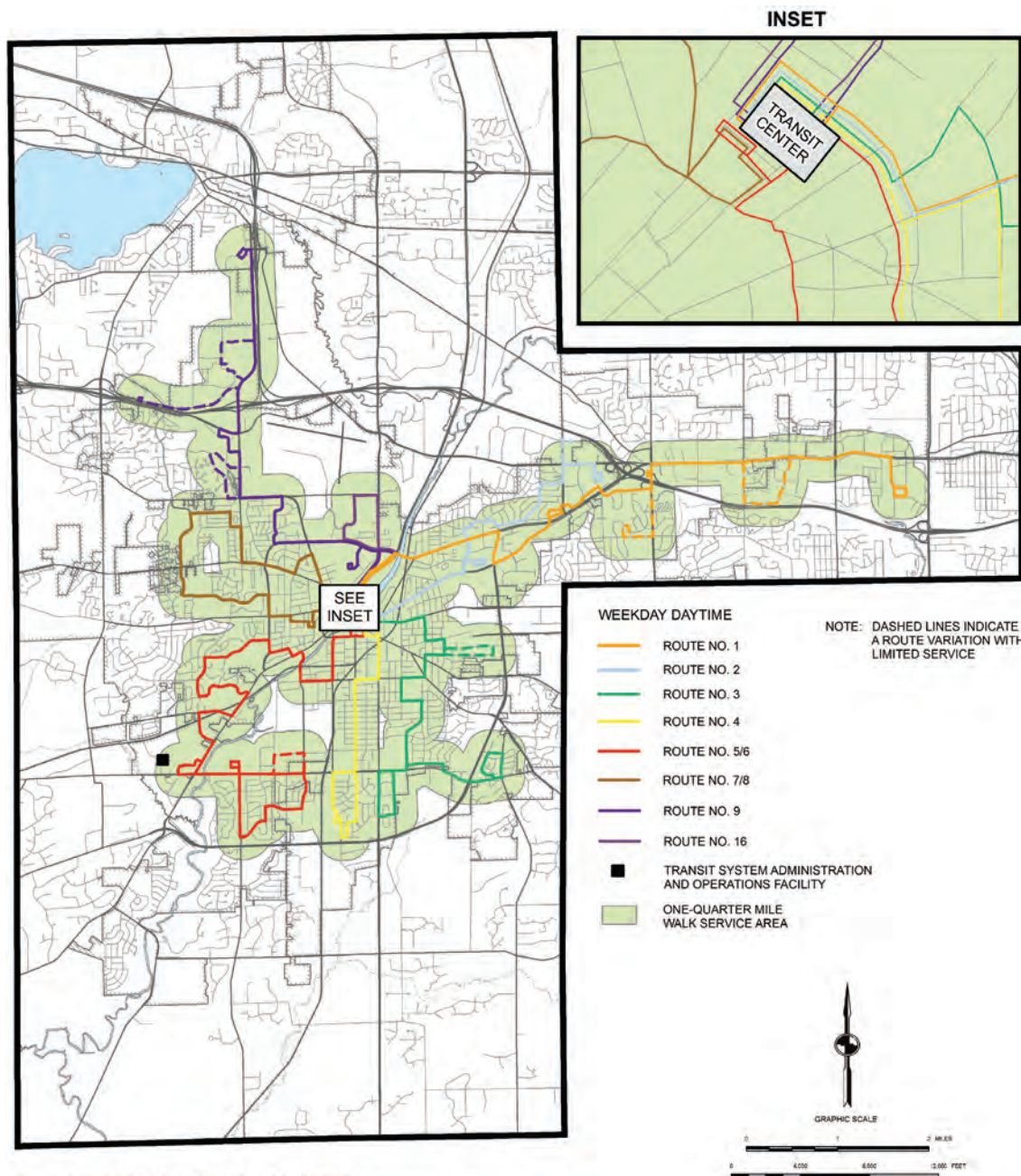
Alternative 3 - Fiscally Constrained Service

- Alternative envisions reductions in Federal and State transit assistance and possible limits on local funds
- A substantially reduced system of routes would need to be operated with service focused on the core areas of the City which have high residential and employment densities and good existing ridership
- Proposed routing and service changes shown below

Bus Route	Routing Changes	Service Changes
1	<ul style="list-style-type: none"> Restructure route between downtown terminal and the Westbrook Shopping Center 	<ul style="list-style-type: none"> Changes would reduce travel times between downtown terminal and the Brookfield Square Shopping Center
2	<ul style="list-style-type: none"> Restructure route between East Ave. and Main St. and the Westbrook Shopping Center 	<ul style="list-style-type: none"> Changes would allow route to serve proposed new Woodman's Market, Les Paul Pkwy. and Main St. Changes would replace service currently provided by Route No 1 over Greenway Ter., Stardust Dr., Avalon Dr. and Ruben Dr.
3	<ul style="list-style-type: none"> Restructure route between downtown terminal and Hartwell Avenue and College Ave. Extend route to Minooka Parkway Estates Subdivision over Larchmont Dr. and Sunset Dr. 	<ul style="list-style-type: none"> Changes allow route to replace service currently provided by Route No 15 to east side industrial area and to the Minooka Park Estates Subdivision
4	<ul style="list-style-type: none"> No Changes 	- -
5	<ul style="list-style-type: none"> Combine with Route No. 6 and operate as Route No. 5/6 	<ul style="list-style-type: none"> Change would reduce service on weekdays to levels currently provided on evenings and weekends Service to Waukesha West High School reduced and provided schooldays only
6	<ul style="list-style-type: none"> Combine with Route No. 5 (see above) 	<ul style="list-style-type: none"> Change would reduce service on weekdays to levels currently provided on evenings and weekends Service to Waukesha West High School eliminated
7	<ul style="list-style-type: none"> Combine with Route No. 8 and operate as Route No. 7/8 does on Sundays. 	<ul style="list-style-type: none"> Change would reduce service on weekdays and Saturdays to the levels currently provided on Sundays
8	<ul style="list-style-type: none"> Combine with Route No. 7 (see above) 	<ul style="list-style-type: none"> Change would reduce service on weekdays and Saturdays to the levels currently provided on Sundays
9	<ul style="list-style-type: none"> Eliminate route segments operated over Pebble Valley Rd., University Drive, and Silvernail Rd. (segments to be served by restructured Route No. 8 as noted above) 	<ul style="list-style-type: none"> Change would provide for more direct routing to the Pewaukee campus of the Waukesha County Technical College
15	<ul style="list-style-type: none"> Eliminate route. 	<ul style="list-style-type: none"> Segments with significant ridership incorporated into restructured Route No. 3 (see above)
16	<ul style="list-style-type: none"> No Changes 	- -

Source SEWRPC.

Waukesha Metro Transit System Alternative 3 - Fiscally Constrained Service



Source: Waukesha Metro Transit and SEWRPC

- Proposed changes would reduce annual revenue bus miles and hours by between 16 and 20 percent from the 2012 budget
- Changes would reduce the 2010 service area population to about 55,900 persons, or by about 9,600 persons (15 percent)

Waukesha Metro Transit System Capital Costs

Current Waukesha Metro Transit fleet includes:

- 23 35-foot long fixed-route buses
- 7 25- to 29-foot long paratransit vehicles

Capital Improvement Program (CIP) for transit system proposes replacing or rehabilitating 10 of the 23 large buses between 2012 and 2017 and retiring 3 others. No paratransit vehicles are scheduled for replacement or rehabilitation over period

Total five-year capital projects and their estimated costs(see table below)

- **Alternative 1 (Existing System)**
Total costs \$6.41 million (\$1.28 million annually)
Local share \$1.11 million (\$222,900 annually)
- **Alternative 2**
One additional bus needed for system with proposed changes
Total costs \$6.82 million (\$1.36 million annually)
Local share \$1.18 million (\$236,800 annually)
- **Alternative 3**
One less bus needed for system with proposed changes
Total costs \$6.00 million (\$1.04 million annually)
Local share \$1.04 million (\$208,900 annually)

Year	Equipment or Project Description	Unit Cost ¹	Alternative 1 - Existing 2012 System ²		Alternative 2 - Alternative Series ³		Alternative 3 - Fleetly Consistent Series ⁴	
			Quantity	Total Cost ⁵	Quantity	Total Cost ⁵	Quantity	Total Cost ⁵
2013	Replacement of 1998 Gillig Low-floor Buses ⁶	\$ 410,000	6	\$ 2,460,000	7	\$ 2,870,000	5	\$ 2,050,000
	Replace Make-up Air Units	-	2	40,000	2	40,000	2	40,000
	Skidsteer	85,000	1	85,000	1	85,000	1	85,000
	Upgrade Furnishings at Metro Offices	-	-	40,000	-	40,000	-	40,000
	Replace ID badge machine	8,500	1	8,500	1	8,500	1	8,500
	Replace Floor Scrubber	12,000	1	12,000	1	12,000	1	12,000
	Replace Transit Van	25,000	1	25,000	1	25,000	1	25,000
	Subtotal			\$ 2,670,500		\$ 3,060,500		\$ 2,250,500
2014	Rehab/Rebuild 2007 Bluebird Paratransit Buses	\$ 50,000	4	\$ 200,000	4	\$ 200,000	4	\$ 200,000
	Replace Maintenance Software	40,000	-	40,000	-	40,000	-	40,000
	Replace AC Reclaimer/Recycler	10,000	-	10,000	-	10,000	-	10,000
	Generator for Downtown Transit Center	40,000	-	40,000	-	40,000	-	40,000
	Outdoor Security Cameras at Downtown Transit Center	75,000	-	75,000	-	75,000	-	75,000
	Subtotal			\$ 365,000		\$ 365,000		\$ 365,000
2015	Rehab/Rebuild 2008 Gillig Buses	\$ 50,000	3	\$ 150,000	3	\$ 150,000	3	\$ 150,000
	Replace Back-up Generator	30,000	-	30,000	1	30,000	-	30,000
	Subtotal			\$ 180,000		\$ 180,000		\$ 180,000
2016	Replace 2004 Gillig Buses	\$448,000	7	\$ 3,136,000	7	\$ 3,136,000	7	\$ 3,136,000
2017	Replace AVI, computer Equipment	-	-	60,000	-	60,000	-	60,000
	Total Cost			\$ 6,410,500		\$ 6,627,500		\$ 5,601,500
	Federal Capital Assistance Funds:			\$ 5,297,100		\$ 5,637,400		\$ 4,956,800
	Local Share of Costs:			1,114,400		1,184,100		1,644,700
	Average Annual Costs over Planning Period:							
	Total Costs.....			\$ 1,282,300		\$ 1,364,300		\$ 1,200,300
	Federal Share ⁷			1,059,400		1,127,500		991,400
	Local Share.....			222,900		236,800		208,900

¹ The existing 2012 transit system has 13 1998 Gillig buses in the bus fleet. Four of the 1998 buses are being replaced in 2012 with Federal funds applied for in 2011 and the remaining City share included in the approved City Budget. The other 3 Gillig buses will be retired.

² Under Alternative 2, one additional 1998 Gillig bus would need to be replaced and only two of the 1998 Gillig buses would be retired. The remainder of the capital projects would not change.

³ Under Alternative 3, two fewer 1998 Gillig buses would need to be replaced and two more of the 1998 Gillig buses could be retired. The remainder of the capital projects would not change.

⁴ Costs are expressed in estimated year of expenditure dollars.

⁵ Assumes 83 percent FTA funding for bus purchases to account for a 90 percent Federal share for ADA-related bus accessibility features and an 80 percent Federal share for the vehicle. An 80 percent Federal share was assumed for all other capital projects.

Source: Waukesha Metro Transit and SEWRPC.

Waukesha Metro Transit System Comparison of Alternatives

Comparative evaluation of alternatives conducted considering service,ridership, cost, and funding in the year 2017 (see table below)

Characteristic	2012 Budget	Forecast 2017 ^a								
		Alternative 1 - Existing 2012 Service			Alternative 2 - Desirable Service			Alternative 3 - Fiscally Constrained Service		
		Number	Difference from		Number	Difference from		Number	Difference from	
			Alternative 1	Alternative 2		Status Quo	Alternative 2		Status Quo	Alternative 1
Fixed-Route Bus Service Revenue Vehicle Hours	53,100	53,100	-3,600	8,600	56,700	3,600	12,200	44,500	-8,600	-12,200
Ridership Revenue Passengers	630,000	598,500	-58,200	31,700	656,700	58,200	89,900	566,800	-31,700	-89,900
Total Passengers ^b	775,000	733,200	-71,300	35,900	804,500	71,300	107,200	697,300	-35,900	-107,200
Total Passengers per Revenue Vehicle Hour	14.6	13.8	-0.4	-1.9	14.2	0.4	-1.5	15.7	1.9	1.5
Total System Total Passengers ^b	794,300	751,600	-72,800	37,400	824,400	72,800	110,200	714,200	-37,400	-110,200
Total Operating Expenses ^a	\$ 5,136,800	\$ 5,636,000	\$ -387,000	\$ 715,000	\$ 6,023,000	\$ 387,000	\$ 1,102,000	\$ 4,921,000	\$ -715,000	\$ -1,102,000
Total Operating Revenues	\$ 915,000	\$ 988,300	\$ -85,200	\$ 62,600	\$ 1,073,500	\$ 85,200	\$ 147,800	\$ 925,700	\$ -62,600	\$ -147,800
Total Public Assistance ^a	\$ 4,221,800	\$ 4,647,700	\$ -301,800	\$ 652,400	\$ 4,949,500	\$ 301,800	\$ 954,200	\$ 3,995,300	\$ -652,400	\$ -954,200
Cost Recovery Rate	17.8%	17.5%	-0.3%	-1.3%	17.8%	0.3%	- 1.0%	18.8%	1.3%	1.0%
Required Public Assistance Total	\$ 4,221,800	\$ 4,647,700	\$ -301,800	\$ 2,162,600	\$ 4,949,500	\$ 301,800	\$ 2,464,400	\$ 2,485,100	\$ -2,162,600	\$ -2,464,400
City of Waukesha	\$ 1,270,800	\$ 1,689,800	\$ -106,400	\$ 291,300	\$ 1,796,200	\$ 106,400	\$ 397,700	\$ 1,398,500	\$ -291,300	\$ -397,700
Total Operating Expense per Total Passenger	\$ 6.47	\$ 7.50	\$ 0.19	\$ 0.61	\$ 7.31	\$ -0.19	\$ 0.42	\$ 6.89	\$ -0.61	\$ -0.42
Public Assistance per Total Passenger										
Total	\$ 5.32	\$ 6.18	\$ 0.18	\$ 0.59	\$ 6.00	\$ -0.18	\$ 0.41	\$ 5.59	\$ -0.59	\$ -0.41
City of Waukesha Share	\$ 1.60	\$ 2.25	\$ 0.07	\$ 0.29	\$ 2.18	\$ -0.07	\$ 0.22	\$ 1.96	\$ -0.29	\$ -0.22

^a The forecasts of ridership, service levels, and financial data for the transit system for the years 2013 through 2017 were prepared by Commission staff based on the following assumptions:

1. All proposed routing and service changes would be implemented and in effect by January 1, 2013.
2. Systemwide average operating costs per total vehicle hour for the bus system would increase by about 5 percent in 2013 due to system contraction, then increase by 2 percent annually.
3. Increases in the total property tax levy for the bus and paratransit services provided by Waukesha Metro Transit would be limited to no more than 1 percent per year over the planning period.
4. The base adult cash fare for the bus system would increase in 2015 from \$2.00 to \$2.25 per trip (12.5%). Metrolift fares would increase in 2012 from \$3.75 to \$4.00 per trip (6.7%) and again in 2015 from \$4.00 to \$4.25 per trip (6.3%).
5. The annual allocation of Federal Section 5307/5340 funds to Waukesha County would remain at the 2011 level of about \$974,600 from 2012 through 2017, and that allocation would continue to be divided equally between the City of Waukesha and Waukesha County resulting in a total of about \$487,300 in Section 5307/5340 funds being available each year to the City. Of this amount, about \$463,400 would be used for capital needs associated with system operations and the remainder used for capital and planning projects.
6. The combined Federal Section 5307/5340 program capital assistance funds and State 85.20 program operating assistance funds used by the transit system are expected to fund about 55.5 percent of total transit system operating expenses under the 2012 budget. This percentage would be expected to decrease to about 52.5 percent in 2013 and then by 0.5 percent per year over the planning period to about 50.5 percent in 2017.

^b Total passengers represent counts of all passengers boarding transit vehicles including transfer and free passengers.

Source SEWRPC.

Advantages and disadvantages of each alternative are being considered by the Waukesha Transit Commission.

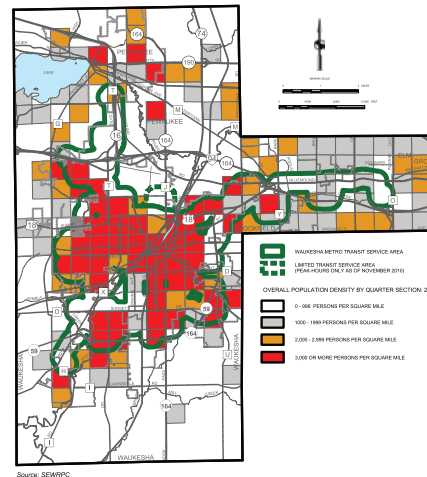
Waukesha Metro Transit System

Other Analyses Done for Plan

ANALYSIS OF DIAL-A-RIDE TRANSIT (DART) SERVICE

Commission staff examined feasibility of providing Dial-A-Ride (DART) service in the Waukesha Metro Transit service area by expanding Waukesha Metrolift service. Shared-ride taxi service is an example of DART

- Research indicates DART services generally serve small urban areas with densities of less than 2,000 persons/square mile
- 2010 Population densities within the central portions of the Metro service area exceed 3,000 persons/square mile (see map) making existing Metro service area inappropriate to be served by only a DART/taxi system.
- DART/taxi service could still be appropriate as a replacement for bus service in limited areas, or during periods, with low transit ridership
- DART/taxi total costs and costs per passenger will be lower than a bus system only if transit ridership is low
- Bus service can have a lower cost per passenger and lower total costs when transit ridership is high as buses have more passenger capacity than taxis and bus service is designed to carry multiple trips



Transit System	2010 Estimated		
	Total Passengers ^a	Total Operating Expenses	Total Operating Expense Per Passenger
City of Waukesha Metro Transit	736,800	\$ 5,007,300	\$ 6.80
Shared-ride Taxi Systems in Region			
Hartford Taxi	20,600	\$ 226,600	\$ 11.00
Ozaukee County Taxi Service	74,600	\$ 1,348,000	\$ 18.07
Port Washington Transport Taxi	19,200	\$ 268,900	\$ 14.01
Washington County Taxi Service	84,000	\$ 1,913,200	\$ 22.78
West Bend Taxi	120,400	\$ 1,108,800	\$ 9.21
Whitewater Taxi System	29,700	\$ 198,500	\$ 6.68

^a Reflects the total number of passengers boarding the transit vehicles operated by each transit system during the year. For the fixed-route bus service provided by Waukesha Metro Transit, the figure includes passengers transferring between bus routes.

Source: SEWRPC.







- DART/Taxi systems tend to have higher costs per passenger than bus systems as they generally serve an individual ride. A DART/taxi system with high transit ridership will require more vehicles/drivers than a bus system which will increase the cost of operation
- Replacing bus service with DART/taxi service within the existing Waukesha Metro Transit service area may not result in lower costs or improve efficiency of transit system (see table)
- Analysis of replacing evening and Sunday bus service with DART service for all routes except Route Nos. 1 and 4 was conducted for 2012 transit system budget
- Concluded that the savings from reducing bus service would not offset higher costs for providing DART service due to need to operate more dial-a-ride vehicles than buses and need to use existing bus drivers per Federal labor protection agreement

Waukesha Metro Transit System

Other Analyses Done for Plan

ANALYSIS OF ALTERNATIVE VEHICLES FOR FIXED-ROUTE SERVICE

Commission staff examined alternative bus types, sizes, and fuel types for the Metro bus system (see table below)

Vehicle Category	Diesel		Diesel Electric Hybrid	Compressed Natural Gas (CNG)	Electric	
						
Typical Vehicle Size ¹	35 or 40 feet	25 to 27 feet	35 or 40 feet	35 or 40 feet	35 feet	22 feet
Number of Seats	30 to 40 seats	19 to 22 seats	30 to 40 seats	30 to 40 seats	30 to 40 seats	22 seats
Minimum Useful Life	12 years (heavy-duty)	7 years (medium-duty)	12 years (heavy-duty)	12 years (heavy-duty)	12 years (heavy-duty)	7 years (medium-duty)
Total Capital Cost ²	\$315,000 – \$400,000	\$150,000 – \$190,000	\$500,000 – \$600,000	\$400,000 – \$460,000	\$560,000 – \$1,200,000	\$300,000
Local Share of Capital Cost ³	\$63,000 – \$80,000	\$30,000 – \$38,000	\$100,000 – \$120,000	\$80,000 – \$92,000	\$112,000 – \$240,000	\$60,000
Fuel/Energy Efficiency ⁴	4.0 – 4.5 mpg	5.5 – 6.5 mpg	30% better than heavy-duty diesel	20% worse than heavy-duty diesel	1 – 2 kilowatt-hours/mile	0.7 – 1.4 kilowatt-hours/mile
Fuel Cost ⁵	\$4.00/diesel gallon	\$4.00/diesel gallon	\$4.00/diesel gallon	\$1.30/diesel-gallon equivalent (DGE)	\$0.10/kilowatt-hour	\$0.10/kilowatt-hour
Fuel/Energy Cost Per Mile	\$0.90 – \$1.00/mile	\$0.60 – \$0.70/mile	\$0.70 – \$0.80/mile	\$0.35 – \$0.40/mile	\$0.10 – \$0.20/mile	\$0.07 – \$0.14/mile
Maintenance Cost Per Mile ⁶	\$0.75/mile	\$0.85/mile	\$0.60 – \$1.20/mile	\$0.70 – \$1.30/mile	N/A	N/A
Infrastructure Cost/ Special Considerations	Environmental Protection Agency rules that took effect in 2007 require all heavy-duty diesel-engine vehicles to comply with strict standards that reduce emissions by 90 percent. Large buses tend to damage pavement slightly more than small buses. There is a negative public perception that excessive capacity exists on 35-foot buses used by Waukesha Metro Transit. Buses with as few as 20 seats may be adequate for some of the existing Waukesha Metro Transit routes.		Batteries typically must be replaced at least once during the 12-year life of a hybrid bus. This cost is included in the estimated maintenance cost per mile. Hybrid buses tend to have lower noise levels than diesel buses. Hybrid buses may also be available in sizes as small as 22 feet with 22 seats. Additional training for drivers and maintenance staff will likely be required for hybrid buses.		CNG fueling infrastructure may cost as much as \$2 million ⁷ . Federal rebates for CNG fuel may reduce the cost by \$0.57/DGE. CNG fuel price is generally more stable than diesel fuel price. Indoor air quality and cleanliness in garages tend to be better with CNG than with diesel. Additional training for drivers and maintenance staff will likely be required for CNG buses.	
Availability of Vehicles	Very High Availability		High Availability	High Availability	Limited Availability	

¹ The 25- to 27-foot diesel buses could be similar to the medium-duty small buses currently used to provide Waukesha Metro Transit Metrolift paratransit service or could be similar to "cutaway" style vehicles typically used to provide paratransit (pictured). Waukesha Metro Transit acquired 3 new cutaway vehicles in 2011 for use in paratransit service. Ebus is the only current manufacturer of a 22-foot electric bus.

² Capital cost estimates for diesel, diesel electric hybrid, compressed natural gas (CNG) and 35-foot electric buses were based on actual bus purchases in the "2010 Public Transportation Vehicle Database" published by the American Public Transportation Association (APTA) in June 2010. The capital cost estimate for a 22-foot electric bus was provided by Ebus. For all bus types, much of the variation in bus purchase price can be attributed to equipment included in the bus build (e.g., fareboxes, passenger counters, message signs, and radios), with the size of the bus generally having a minimal effect on bus purchase price.

³ Per Federal Transit Administration (FTA) Circular 9303.1D, 83 percent federal funding is assumed for the capital cost of each bus, with the remaining 17 percent local funding share required to be provided by the City of Waukesha.

⁴ The fuel efficiency of the 35- and 40-foot heavy-duty diesel bus was calculated from vehicle mileage and fuel usage data for 2008 and 2009 prepared by Waukesha Metro Transit staff. The 25- to 27-foot medium-duty diesel bus fuel efficiency was estimated from interviews with staff of King County Metro Transit Authority in Seattle, Washington, and from "Transit Cooperative Research Program Synthesis 41: The Use of Small Buses in Transit Service" published by the Transportation Research Board in 2002. The diesel electric hybrid bus fuel efficiency was estimated in "Transit Bus Life Cycle Cost and Year 2007 Emissions Estimation" published by the FTA in July 2007. CNG bus fuel efficiency was estimated in "Compressed Natural Gas (CNG) Transit Bus Experience Survey: April 2009 – April 2010" published by the FTA in September 2010. For the electric buses, two electric bus manufacturers provided energy efficiency estimates: DesignLine USA for the 35-foot bus and Ebus for the 22-foot bus.

⁵ Diesel fuel cost estimates were derived from the State Urban Mass Transit Operating Assistance application for 2012 prepared by Waukesha Metro Transit. CNG fuel costs were estimated in "Compressed Natural Gas (CNG) Transit Bus Experience Survey: April 2009 – April 2010" published in September 2010. Electricity costs were estimated based on actual electricity rates charged to Waukesha Metro Transit by We Energies in August 2010.

⁶ Maintenance costs include parts (including engine rebuilds and battery replacement) and labor. Maintenance cost estimates were based on information provided by Waukesha Metro Transit staff and "Transit Bus Life Cycle Cost and Year 2007 Emissions Estimation" published by the FTA in July 2007. Limited maintenance cost data is available for electric buses—likely due to the limited availability of electric buses—although DesignLine USA asserts that maintenance costs could be up to 25% lower for electric buses than for heavy-duty diesel buses.

⁷ Waukesha Metro Transit's existing bus garage would have to be retrofitted to install CNG fueling infrastructure, such as pressurized tanks and ventilation for natural gas dispersion. A cost estimate of about \$2 million for this infrastructure was provided by Waukesha Metro Transit based on a study conducted by the University of Wisconsin Milwaukee in the 1990s.

Source: SEWRPC.

Major conclusions of analysis:

- **Vehicle Size:** Smaller diesel buses (19 to 22 seats) may have enough seating capacity for peak times on some, but not all, of the existing Waukesha Metro Transit routes and could be used instead of larger buses. However, smaller diesel buses would create issues with operating a mixed vehicle fleet (spare parts inventories, vehicle assignment, spare vehicles, driver training)
- **Air pollutant emissions:** Use of smaller diesel buses would not significantly reduce air pollutants emitted from buses. Transit system will only consider "clean" diesel buses like it currently operates for replacement vehicles
- **Vehicle Fuel Type:** Alternative fuel buses (hybrid, CNG, electric) are not yet widely used and have several issues that would need to be considered before committing to them as they could increase system costs
- **Capital Costs for Small Vehicles:** No cost advantage for buying smaller vehicles. Cost of small buses about one-half that of a large one but small buses have shorter lifespan (7 years versus 12-15 years). Savings in capital costs for small buses offset by their shorter lifespan. Maintenance costs for small buss would also be higher than for a large bus

Continuing to provide fixed-route bus service with 35-foot diesel buses for the immediate future appears to be best option. Continued use of diesel buses should be evaluated in future relative to the costs of diesel fuel and experience of other transit systems with hybrid buses

SUMMARY PRESENTATION ON TRANSIT SERVICE IMPROVEMENT ALTERNATIVES




***Waukesha Metro Transit
Operations Analysis and Service
Change Plan: 2013-2017***



Alternative Transit Service Changes

#206543v1



Introduction to Presentation

- **Review of Significant Findings of Transit System Performance Evaluation**
- **Feasibility of Changing to Demand-Responsive Dial-A-Ride System**
- **Service Improvement Alternatives**
- **Comparison of Alternatives**
- **Next Steps**

2



Major Findings of Transit System Performance Evaluation

Areas with Excellent Performance

- Existing transit system serves the vast majority (89%) of both the population and jobs in the City of Waukesha
- Limited service provided outside the City, largely to some densely populated residential areas and employment concentrations in the City and Town of Brookfield
- 2006 State management performance audit found that system is about average when compared to similar “peer” transit systems from around the country and in Wisconsin for ridership and financial performance

3



Findings of Transit System Evaluation (continued)

- Six routes (Nos. 1, 3, 4, 5, 8, and 9) have performance measures that generally exceed the acceptable performance levels and could continue to be operated without change
- The remaining routes (Nos. 2, 6, 7, and 15) have some performance measures that do not meet targets and merit study of possible changes
- The highest passenger activity occurs on route segments that serve the Downtown Transit Center, major commercial areas, or multi-family housing complexes.
- Overcrowding is not a problem on buses; buses with as few as 20 seats could be operated on some routes

4



Feasibility of Changing to Demand-Responsive Dial-A-Ride System

- **Commission staff reviewed the feasibility of providing Dial-A-Ride (DART) service in the Waukesha Metro Transit service area**
 - **DART service typically provided as public transit using automobiles and accessible vans or small buses to transport passengers between their specific origins and destinations**
 - **DART vehicles do not operate over fixed routes or on fixed schedules except to satisfy special demand**
 - **Shared-ride taxi service is an example of DART service that is widely used in Wisconsin**

5



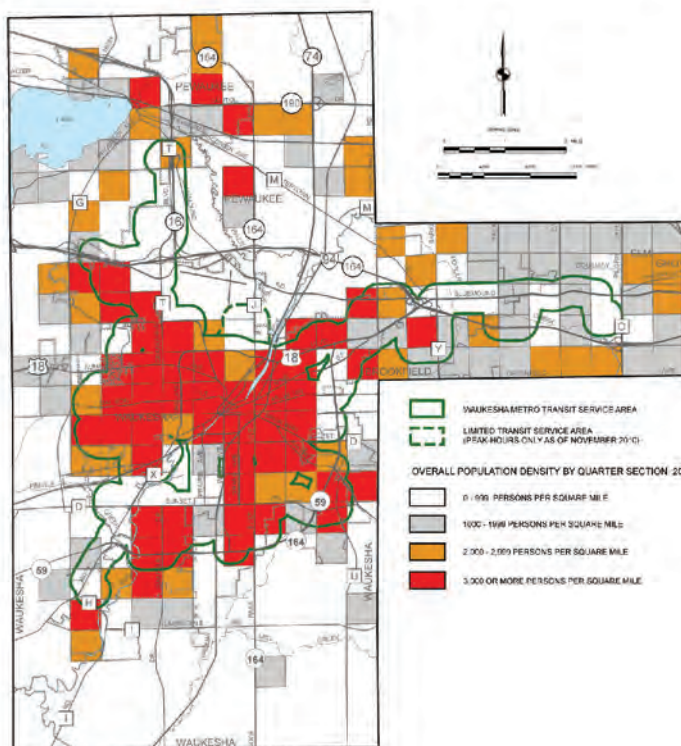
Feasibility of Demand-Responsive Dial-A-Ride System (continued)

- **Research indicates that the population density within the existing Metro service area is too high for DART service**
 - **DART services generally serve small urban areas with densities of less than 2,000 persons/square mile**
 - **2010 Population densities within the central portions of the Metro service area generally exceed 3,000 persons/square mile (see Map 1)**
 - **DART service could still be appropriate as a replacement for bus service in areas, or during periods, with low transit ridership**

6

Map 1

2010 POPULATION DENSITY WITHIN THE EXISTING WAUKESHA METRO TRANSIT SYSTEM SERVICE AREA



Source: SEWRPC

SDistrict

05/2012

11/18/2012 Waukesha Transit Map 1: Population in the WMT Transit Service Area 2010

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Feasibility of Demand-Responsive Dial-A-Ride System (continued)

- **DART/taxi total costs and costs per passenger will be lower than a bus system only if transit ridership is low**
 - Bus service has a higher cost per vehicle mile than taxi service due, in part, to higher operator wages and higher bus capital/maintenance costs
 - Bus service can have a lower cost per passenger and lower total costs when transit ridership is high
 - Buses have more passenger capacity than taxis and service is designed to carry multiple trips
 - DART/Taxi systems tend to have higher costs per passenger than bus systems as they generally serve an individual ride
 - A DART/taxi system with high transit ridership will require more vehicles/drivers than a bus system increasing costs of operation



Feasibility of Demand-Responsive Dial-A-Ride System (continued)

- Replacing bus service with DART/taxi service within the existing Waukesha Metro Transit service area may not result in lower costs or improve efficiency of transit system (see Table 1)
- Analysis of replacing evening and Sunday bus service with DART service for all routes except Route Nos. 1 and 4 was conducted for 2012 transit system budget
 - Assumed no change in Federal transit funding level; a 10 percent reduction in State transit operating assistance; and taxi fares higher than bus fares
 - Concluded that the savings from reducing bus service would not offset higher costs for providing DART service due to need to operate more dial-a-ride vehicles than buses and need to use existing drivers per Federal labor protection agreement

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6/26/2012
Doc# 204405v2

Table 1

COMARISON OF OPERATING COSTS PER PASSENGER FOR THE WAUKESHA METRO TRANSITSYSTEM AND SHARED-RIDE TAXI SYSTEMS IN THE REGION: 2010 ESTIMATED

Transit System	2010 Estimated			Public Operating Revenues
	Total Passengers ^a	Total Operating Expenses	Total Operating Expense Per Passenegr	
City of Waukesha Metro Transit	736,800	\$ 5,007,300	\$ 6.80	\$ 822,600
Shared-ride Taxi Systems in Region				
Hartford Taxi	20,600	\$ 226,600	\$ 11.00	\$ 67,500
Ozaukee County Taxi Service	74,600	\$ 1,348,000	\$ 18.07	\$ 158,200
Port Washington Transport Taxi	19,200	\$ 268,900	\$ 14.01	\$ 48,000
Washington County Taxi Service	84,000	\$ 1,913,200	\$ 22.78	\$ 309,700
West Bend Taxi	120,400	\$ 1,108,800	\$ 9.21	\$ 350,000
Whitewater Taxi System	29,700	\$ 198,500	\$ 6.68	\$ 57,300

^a Reflects the total number of passengers boarding the transit vehicles operated by each transit system during the year. For the fixed-route bus service provided by Waukesha Metro Transit, the figure includes passengers transferring between bus routes.

Source: SEWRPC.



Alternatives Considered

- **Three alternative service plans developed**
 - **Alternative 1 - Status Quo Alternative**
 - Keep existing 2012 transit system
 - **Alternative 2 - Desirable Service**
 - Proposes modest expansion of the transit system to provide some service expansion while eliminating unproductive services
 - **Alternative 3 - Fiscally Constrained Service**
 - Reflects potential for limited local funding over planning period
- **Table 2 presents the proposed service changes identified under Alternatives 2 and 3**
- **Performance in 2017 of all alternatives is compared in Table 3**

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AAB/ab
06/04/12
Doc #204462v1

Table 2

SUMMARY OF PROPOSED ROUTING AND SERVICE CHANGES UNDER ALTERNATIVES 1 AND 2

Bus Route	Alternative 1		Alternative 2	
	Alignment Changes	Impact on Service	Routing Changes	Service Changes
1	• Restructure route between downtown terminal and the Westbrook Shopping Center	• Changes would reduce travel times between downtown terminal and the Brookfield Square Shopping Center	• Restructure route between downtown terminal and the Westbrook Shopping Center	• Changes would reduce travel times between downtown terminal and the Brookfield Square Shopping Center
2	• Restructure route between East Ave. and Main St. and the Westbrook Shopping Center	• Changes would allow route to serve proposed new Woodman's Market, Les Paul Pkwy, and Main St. • Changes would replace service currently provided by Route No 1 over Greenway Ter., Stardust Dr., Avalon Dr. and Ruben Dr.	• Restructure route between East Ave. and Main St. and the Westbrook Shopping Center	• Changes would allow route to serve proposed new Woodman's Market, Les Paul Pkwy, and Main St. • Changes would replace service currently provided by Route No 1 over Greenway Ter., Stardust Dr., Avalon Dr. and Ruben Dr.
3	• Restructure route between downtown terminal and Hartwell Avenue, and College Ave • Extend route to Minooka Parkway Estates Subdivision over Larchmont Dr. and Sunset Dr.	• Changes allow route to replace service currently provided by Route No 15 to east side industrial area and to the Minooka Park Estates Subdivision	• Restructure route between downtown terminal and Hartwell Avenue, and College Ave • Extend route to Minooka Parkway Estates Subdivision over Larchmont Dr. and Sunset Dr.	• Changes allow route to replace service currently provided by Route No 15 to east side industrial area and to the Minooka Park Estates Subdivision
4	• No Changes	---	• No Changes	---
5	• Eliminate route segments along Sunset Dr. serving the Fox Run Shopping Center and Badger Drive.	• Segments identified as having low ridership in performance evaluation	• Combine with Route No. 6 and operate as Route No. 5/6	• Change would reduce service on weekdays to levels currently provided on evenings and weekends • Service to Waukesha West High School reduced and provided school days only
6	• Restructure route to follow Route No. 7 alignment between downtown terminal and Cambridge Ave. and Grandview Blvd • Change route extension to Waukesha West High School to operate for only four round trips on schooldays	• Change would facilitate providing two-way service over route segments serving the Merrill Crest subdivision	• Combine with Route No. 5 (see above)	• Change would reduce service on weekdays to levels currently provided on evenings and weekends • Service to Waukesha West High School eliminated
7	• Restructure route to follow Route No. 6 alignment between downtown terminal and Cambridge Ave. and Grandview Blvd • Extend route to the Heritage Hills subdivision and the Meadowbrook Marketplace Shopping Center	• Change would serve new residential area and shopping center and facilitate providing two-way service over segments of Route Nos. 6 and 7 serving the Merrill Crest subdivision • Change would eliminate service over Comanche Ln. and Crestwood Dr., and over Madison St. between University Dr. and Grandview Blvd.	• Combine with Route No. 6 and operate as Route No. 7/8 does on Sundays.	• Change would reduce service on weekdays and Saturdays to the levels currently provided on Sundays.
8	• Extend route to Silverdale Plaza and Grandview Plaza Shopping Centers	• Change would eliminate unproductive route segments and would replace service to Pebble Valley subdivision provided by Route No. 9	• Combine with Route No. 7 (see above)	• Change would reduce service on weekdays and Saturdays to the levels currently provided on Sundays.

Table 2 (continued)

Bus Route	Alternative 1		Alternative 2	
	Alignment Changes	Impact on Service	Routing Changes	Service Changes
9	• Eliminate route segments operated over Pebble Valley Rd., University Drive, and Silvermail Rd. (segments to be served by restructured Route No. 8 as noted above)	• Change would provide for more direct routing to the Pewaukee campus of the Waukesha County Technical College	• Eliminate route segments operated over Pebble Valley Rd., University Drive, and Silvermail Rd. (segments to be served by restructured Route No. 8 as noted above)	• Change would provide for more direct routing to the Pewaukee campus of the Waukesha County Technical College
15	• Eliminate route	• Segments with significant ridership incorporated into restructured Route No. 3 (see above)	Eliminate route.	• Segments with significant ridership incorporated into restructured Route No. 3 (see above)
16	• No Changes	- -	• No Changes	- -

Source SEWRPC.

Table 3

COMPARISON OF KEY CHARACTERISTICS FOR WAUKESHA METRO TRANSIT UNDER THE ALTERNATIVE SERVICE PLANS

Characteristic	2012 Budget	Forecast 2017 ^a								
		Alternative 1 - Existing 2012 Service			Alternative 2 - Desirable Service			Alternative 3 - Fiscally Constrained Service		
		Number	Difference from		Number	Difference from		Number	Difference from	
			Alternative 1	Alternative 2		Status Quo	Alternative 2		Status Quo	Alternative 1
Fixed-Route Bus Service										
Revenue Vehicle Hours	53,100	53,100	-3,600	8,600	56,700	3,600	12,200	44,500	-8,600	-12,200
Ridership										
Revenue Passengers	630,000	566,500	-63,500	31,700	658,700	58,200	69,900	566,800	-31,700	-89,900
Total Passengers ^b	775,000	733,200	-41,800	35,900	804,500	71,300	107,200	697,300	-35,900	-107,200
Total Passengers per Revenue Vehicle Hour	14.6	13.8	-0.4	-1.9	14.2	0.4	-1.5	15.7	1.9	1.5
Total System										
Total Passengers ^b	794,300	751,600	-42,700	37,400	824,400	72,800	110,200	714,200	-37,400	-110,200
Total Operating Expenses ^a	\$ 5,136,800	\$ 5,636,000	\$ -387,000	\$ 715,000	\$ 6,023,000	\$ 387,000	\$ 1,102,000	\$ 4,921,000	\$ -715,000	\$ -1,102,000
Total Operating Revenues	\$ 915,000	\$ 988,300	\$ -85,200	\$ 62,600	\$ 1,073,500	\$ 85,200	\$ 147,800	\$ 925,700	\$ -85,200	\$ -147,800
Total Public Assistance ^a	\$ 4,221,800	\$ 4,647,700	\$ -301,800	\$ 652,400	\$ 4,949,500	\$ 301,800	\$ 954,200	\$ 3,995,300	\$ -652,400	\$ -954,200
Cost Recovery Rate	17.8%	17.5%	-0.3%	-1.3%	17.8%	0.3%	-1.0%	18.8%	1.3%	1.0%
Required Public Assistance										
Total	\$ 4,221,800	\$ 4,647,700	\$ -301,800	\$ 2,162,600	\$ 4,949,500	\$ 301,800	\$ 2,484,400	\$ 2,485,100	\$ -2,162,600	\$ -2,484,400
City of Waukesha	\$ 1,270,800	\$ 1,689,800	\$ -106,400	\$ 291,300	\$ 1,796,200	\$ 106,400	\$ 397,700	\$ 1,398,500	\$ -291,300	\$ -397,700
Total Operating Expense per Total Passenger	\$ 6.47	\$ 7.50	\$ 0.19	\$ 0.61	\$ 7.31	\$ -0.19	\$ 0.42	\$ 6.89	\$ -0.61	\$ -0.42
Public Assistance per Total Passenger										
Total	\$ 5.32	\$ 6.18	\$ 0.18	\$ 0.59	\$ 6.00	\$ -0.18	\$ 0.41	\$ 5.59	\$ -0.59	\$ -0.41
City of Waukesha Share	\$ 1.60	\$ 2.25	\$ 0.07	\$ 0.29	\$ 2.18	\$ -0.07	\$ 0.22	\$ 1.96	\$ -0.29	\$ -0.22

^a The forecasts of ridership, service levels, and financial data for the transit system for the years 2013 through 2017 were prepared by Commission staff based on the following assumptions:

1. All proposed routing and service changes would be implemented and in effect by January 1, 2013.

2. Systemwide average operating costs per total vehicle hour for the bus system would increase by about 5 percent in 2013 due to system contraction, then increase by 2 percent annually.

3. Increases in the total property tax levy for the bus and paratransit services provided by Waukesha Metro Transit would be limited to no more than one percent per year over the planning period.

4. The base adult cash fare for the bus system would increase in 2015 from \$2.00 to \$2.25 per trip (12.5%). Metrolift fares would increase in 2012 from \$3.75 to \$4.00 per trip (6.7%) and again in 2015 from \$4.00 to \$4.25 per trip (6.3%).

5. The annual allocation of Federal Section 5307/5340 funds to Waukesha County would remain at the 2011 level of about \$974,600 from 2012 through 2017, and that allocation would continue to be divided equally between the City of Waukesha and Waukesha County resulting in a total of about \$487,300 in Section 5307/5340 funds being available each year to the City. Of this amount, about \$463,400 would be used for capital needs associated with system operations and the remainder used for capital and planning projects.

6. The combined Federal Section 5307/5340 program capital assistance funds and State 85.20 program operating assistance funds used by the transit system are expected to fund about 55.5 percent of total transit system operating expenses under the 2012 budget. This percentage would be expected to decrease to about 52.5 percent in 2013 and then by 0.5 percent per year over the planning period to about 50.5 percent in 2017.

^b Total passengers represent counts of all passengers boarding transit vehicles including transfer and free passengers.

Source SEWRPC.



Public Funding Assumptions

- **Combined Federal/State transit funds expected to fund about 55.5 percent of total transit system operating expenses under the 2012 budget**
- **Combined percentage would decrease to about 52.5 percent in 2013 and to about 50.5 percent in 2017**
 - **Operating expenses increase with inflation (2%/yr)**
 - **Federal and State transit assistance funds remain flat over next five years**
 - **Results in smaller Federal/State funding shares for all State transit systems**

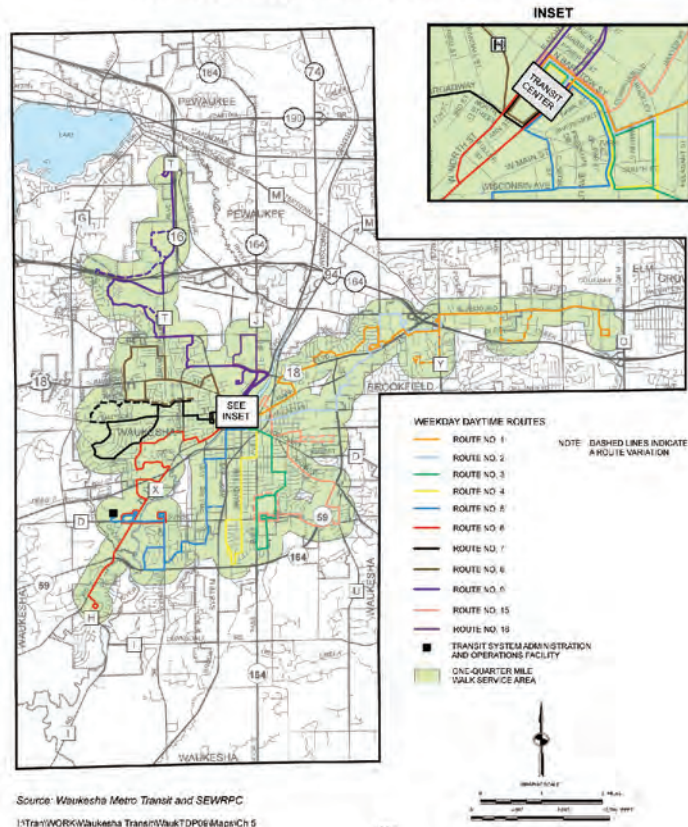
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Alternative 1 – Status Quo Alternative

- **WisDOT 2011 management performance audit of existing transit system**
 - **“one of the best transit systems in the Midwest”**
- **Maintain existing 2012 transit system over period without any changes**
- **2010 population served estimated at about 65,100 persons**
- **Existing 2012 transit system shown on Map 2**

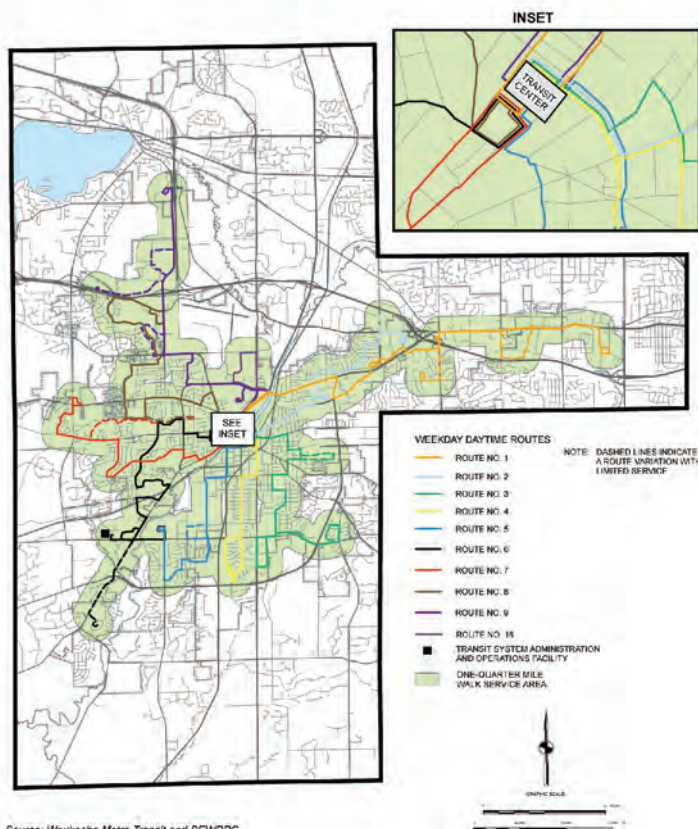
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Alternative 2 – Desirable Service

- **Alternative 2 routing and service changes intended to largely maintain existing system routes and service levels and provide for some expansion**
- **Elimination of some unproductive services with savings used to fund new and improved services**
- **The proposed changes would increase annual revenue bus miles and hours by about 7 percent from the 2012 budget**
- **Alternative 2 transit system is shown on Map 3**

WAUKESHA METRO TRANSIT WEEKDAY DAYTIME ROUTES UNDER ALTERNATIVE 2



Source: Waukesha Metro Transit and SEWRPC



Alternative 2 (continued)

- **The major routing changes would include:**
 - **Modifying Route No. 1 to provide for faster travel into and out of downtown Waukesha**
 - **Modifying Route No. 2 to serve the proposed new Woodman's Market and the Majestic Theater in the Town of Brookfield on weekends**
 - **Restructure Route No. 3 to incorporate segments serving east side industrial area and Minooka Park Estates subdivision presently served by Route No.15; Route No. 15 would be eliminated**
 - **Swap alignments of Route Nos. 6 and 7 on the west side of the City to enable Route No. 7 to be extended to serve the Meadowbrook Marketplace Shopping Center and new residential development**



Alternative 2 (continued)

- **Reduce service over Route No. 6 to Waukesha West High School to four round trips on schooldays**
- **Extend Route No. 8 north over Pebble Valley Road, University Drive, and Silvernail Road to serve the Silvernail Plaza and Grandview Plaza Shopping Centers**
- **Eliminating segments on Route No. 9 operated over Pebble Valley Road, University Drive, and Silvernail Road to provide more direct service to the Pewaukee campus of the Waukesha County Technical College**
- **No changes are proposed for Route Nos. 4 and 16 which would continue to operate as at present**
- **The routing changes would reduce the 2010 service area population by about 400 persons to about 65,100 persons**

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Alternative 3 – Fiscally Constrained Service

- **Alternative 3 envisions possible limits on local funds**
 - **Commission staff attempted to maintain the level of local funds provided under the transit system's 2012 operating budget**
 - **Substantially reduced system of routes would be operated with service focused on the core areas of the City which have high residential and employment densities and good existing ridership**
 - **Service to outlying, lower-density areas would be significantly reduced or eliminated**

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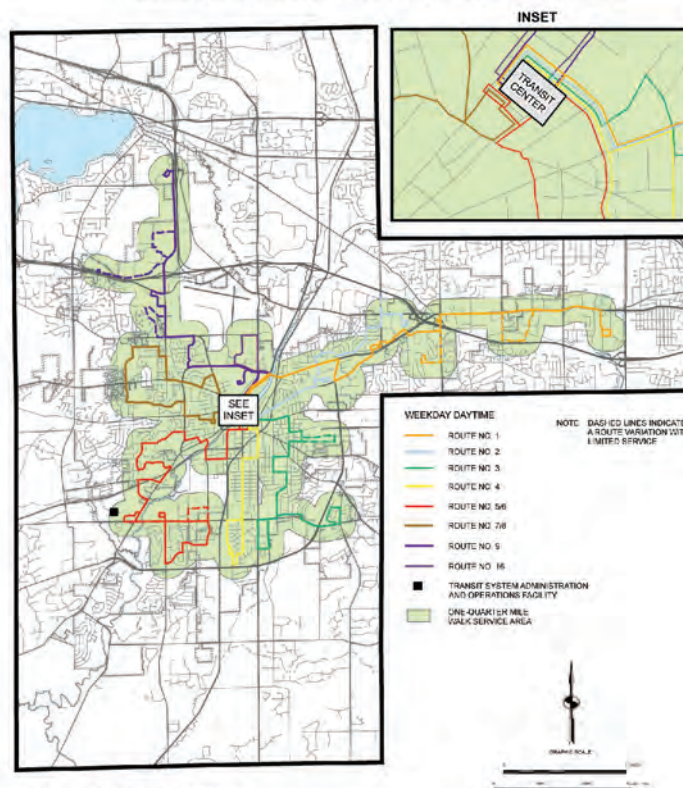
Alternative 3 – Fiscally Constrained Service (continued)

- The major routing changes would include:
 - Modifying the alignments for Route Nos. 1, 2, 3, and 9 as proposed under Alternative 2
 - Combining Route Nos. 5 and 6 to operate as a large loop as currently operated on weekday evenings and weekends
 - Combining Route Nos. 7 and 8 to operate as a large loop as currently operated on Sundays
 - Eliminating Route No. 15
 - Reducing service to Waukesha high and middle schools including service to Waukesha West High School and other special school day trips
- Alternative 3 transit system shown on Map 4

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Map 4

WAUKESHA METRO TRANSIT WEEKDAY DAYTIME ROUTES UNDER ALTERNATIVE 3



Source: Waukesha Metro Transit and SEWRPC

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Alternative 3 – Fiscally Constrained Alternative (continued)

- **Proposed changes would reduce annual revenue bus miles and hours by between 16 and 20 percent from the 2012 budget**
- **Changes would reduce the 2010 service area population to about 55,900 persons, or by about 9,600 persons (15 percent)**

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Capital Needs

- **The current Waukesha Metro Transit fleet includes:**
 - **23 35-foot long fixed-route buses seven**
 - **7 25- to 29-foot long paratransit vehicles**
- **The capital improvement program (CIP) for the transit system proposes replacing or rehabilitating 10 of the 23 large buses between 2012 and 2017 and retiring 3 others**
- **No paratransit vehicles are scheduled for replacement or rehabilitation**
- **Other equipment also needed for operations and maintenance**

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Capital Needs (continued)

- **The total five-year capital projects and their estimated costs are shown in Table 4**
 - **Alternative 1 (Existing System):**
 - **Total costs \$6.41 million (\$1.28 million annually)**
 - **Local share \$1.11 million (\$222,900 annually)**
 - **Alternative 2:**
 - **Total costs \$6.82 million (\$1.36 million annually)**
 - **Local share \$1.18 million (\$236,800 annually)**
 - **Alternative 3:**
 - **Total costs \$6.00 million (\$1.04 million annually)**
 - **Local share \$1.04 million (\$208,900 annually)**

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9/21/2012
Doc #204505v2

Table 4

PROPOSED CAPITAL EQUIPMENT EXPENDITURES FOR WAUKESHA METRO TRANSIT: 2013-2017

Year	Equipment or Project Description	Unit Cost ¹	Alternative 1 - Existing 2012 System ²		Alternative 2 - Desirable Service ³		Alternative 3 - Fiscally Constrained Service ⁴	
			Quantity	Total Cost ⁵	Quantity	Total Cost ⁵	Quantity	Total Cost ⁵
2013	Replacement of 1998 Gillig Low-floor Buses ⁶	\$ 410,000	6	\$ 2,460,000	7	\$ 2,870,000	5	\$ 2,050,000
	Replace Make-up Air Units	--	2	40,000	2	40,000	2	40,000
	Skidsteer	85,000	1	85,000	1	85,000	1	85,000
	Upgrade Furnishings at Metro Offices	--	--	40,000	--	40,000	--	40,000
	Replace ID Badge machine	8,500	1	8,500	1	8,500	1	8,500
	Replace Floor Scrubber	12,000	1	12,000	1	12,000	1	12,000
	Replace Transit Van	25,000	1	25,000	1	25,000	1	25,000
	Subtotal	--	--	\$ 2,670,500	--	\$ 3,080,500	--	\$ 2,260,500
2014	Rehab/Rebuild 2007 Bluebird Paratransit Buses	\$ 50,000	4	\$ 200,000	4	\$ 200,000	4	\$ 200,000
	Replace Maintenance Software	40,000	--	40,000	--	40,000	--	40,000
	Replace AC Reclaimer/Recycler	10,000	--	10,000	--	10,000	--	10,000
	Generator for Downtown Transit Center	40,000	--	40,000	--	40,000	--	40,000
	Outdoor Security Cameras at Downtown Transit Center	75,000	--	75,000	--	75,000	--	75,000
	Subtotal	--	--	\$ 365,000	--	\$ 365,000	--	\$ 365,000
2015	Rehab/Rebuild 2008 Gillig Buses	\$ 50,000	3	\$ 150,000	3	\$ 150,000	3	\$ 150,000
	Replace Back-up Generator	30,000	--	30,000	1	30,000	--	30,000
	Subtotal	--	--	\$ 180,000	--	\$ 180,000	--	\$ 180,000
2016	Replace 2004 Gillig Buses	\$448,000	7	\$ 3,136,000	7	\$ 3,136,000	7	\$ 3,136,000
2017	Replace AVL computer Equipment	--	--	\$ 60,000	--	\$ 60,000	--	\$ 60,000
Total Cost		--	--	\$ 6,411,500	--	\$ 8,821,500	--	\$ 6,001,500
Federal Capital Assistance Funds		--	--	\$ 5,297,100	--	\$ 5,637,400	--	\$ 4,956,800
Local Share of Costs		--	--	1,114,400	--	1,184,100	--	1,044,700
Average Annual Costs over Planning Period		--	--	\$ 1,282,300	--	\$ 1,364,300	--	\$ 1,200,300
Federal Share ⁷		--	--	1,059,400	--	1,127,500	--	991,400
Local Share		--	--	222,900	--	236,800	--	208,900

¹ The existing 2012 transit system has 13 1998 gillig buses in the bus fleet. Four of the 1998 buses are being replaced in 2012 with Federal funds applied for in 2011 and the remaining City share included in the approved City Budget. The other 3 Gillig buses will be retired.

² Under Alternative 2, one additional 1998 Gillig buses would need to be replaced and only two of the 1998 Gillig buses would be retired. The remainder of the capital projects would not change.

³ Under Alternative 3, two fewer 1998 Gillig buses would need to be replaced and two more of the 1998 Gillig buses could be retired. The remainder of the capital projects would not change.

⁴ Costs are expressed in estimated year of expenditure dollars

⁵ Assumes 83 percent FTA funding for bus purchases to account for a 90 percent Federal share for ADA-related bus accessibility features and an 80 percent Federal share for the vehicle. An 80 percent Federal share was assumed for all other capital projects

Source: Waukesha Metro Transit and SEWRPC









Capital Needs – Vehicle Type Analysis

- **Alternative bus types, sizes, and fuel types analyzed by Commission staff**
- **Bus types and significant findings in Table 5**
 - **Vehicle size**
 - **Smaller diesel buses (19 to 22 seats) may have enough seating capacity for peak times on some, but not all, of the existing Waukesha Metro Transit routes and could be used instead of larger buses**
 - **Use of smaller diesel buses would have issues associated with operating a mixed vehicle fleet (spare parts inventories, vehicle assignment, spare vehicles, driver training)**

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Table 5
COMPARISON OF ALTERNATIVE BUS TYPES AND SIZES FOR CITY OF WAUKESHA METRO TRANSIT

Vehicle Category	Diesel		Diesel-Electric Hybrid	Compressed Natural Gas (CNG)	Electric	
						
Typical Vehicle Size ¹	35 or 40 feet	25 to 27 feet	35 or 40 feet	35 or 40 feet	35 feet	22 feet
Number of Seats	30 to 40 seats	19 to 22 seats	30 to 40 seats	30 to 40 seats	30 to 40 seats	22 seats
Minimum Useful Life	12 years (heavy-duty)	7 years (medium-duty)	12 years (heavy-duty)	12 years (heavy-duty)	12 years (heavy-duty)	7 years (medium-duty)
Total Capital Cost ²	\$115,000 – \$100,000	\$150,000 – \$190,000	\$500,000 – \$600,000	\$100,000 – \$160,000	\$560,000 – \$1,200,000	\$300,000
Local Share of Capital Cost ³	\$63,000 – \$80,000	\$30,000 – \$38,000	\$100,000 – \$120,000	\$80,000 – \$92,000	\$112,000 – \$240,000	\$60,000
Fuel/Energy Efficiency ⁴	4.0 – 4.5 mpg	5.5 – 6.5 mpg	30% better than heavy-duty diesel	20% worse than heavy-duty diesel	1 – 2 kilowatt-hours/mile	0.7 – 1.4 kilowatt-hours/mile
Fuel Cost ⁵	\$4.00/diesel gallon	\$4.00/diesel gallon	\$4.00/diesel gallon	\$1.30/diesel-gallon equivalent (DGE)	\$0.10/kilowatt-hour	\$0.10/kilowatt-hour
Fuel/Energy Cost Per Mile	\$0.90 – \$1.00/mile	\$0.60 – \$0.70/mile	\$0.70 – \$0.80/mile	\$0.35 – \$0.40/mile	\$0.10 – \$0.20/mile	\$0.07 – \$0.14/mile
Maintenance Cost Per Mile ⁶	\$0.75/mile	\$0.85/mile	\$0.60 – \$1.20/mile	\$0.70 – \$1.30/mile	N/A	N/A
Infrastructure Cost/ Special Considerations	<ul style="list-style-type: none"> • Environmental Protection Agency rules that took effect in 2007 require all heavy-duty diesel-engine vehicles to comply with strict standards that reduce emissions by 90 percent. • Large buses tend to damage pavement slightly more than small buses. • There is a negative public perception that excessive capacity exists on 35-foot buses used by Waukesha Metro Transit. • Buses with as few as 20 seats may be adequate for some of the existing Waukesha Metro Transit routes. 		<ul style="list-style-type: none"> • Batteries typically must be replaced at least once during the 12-year life of a hybrid bus. This cost is included in the estimated maintenance cost per mile. • Hybrid buses tend to have lower noise levels than diesel buses. • Hybrid buses may also be available in sizes as small as 22 feet with 22 seats. • Additional training for drivers and maintenance staff will likely be required for hybrid buses. 	<ul style="list-style-type: none"> • CNG fueling infrastructure may cost as much as \$2 million⁷. • Federal rebates for CNG fuel may reduce the cost by \$0.57/DGE. • CNG fuel price is generally more stable than diesel fuel price. • Indoor air quality and cleanliness in garages tend to be better with CNG than with diesel. • Additional training for drivers and maintenance staff will likely be required for CNG buses. 	<ul style="list-style-type: none"> • Electric buses have limited range (100–120 miles per charge for a 35-foot bus and 45 miles per charge for a 22-foot bus). A Waukesha Metro Transit bus typically travels between 150 and 250 miles on an average weekday. • Electric buses require overnight or on-route charging. Overnight chargers range from about \$20,000 for a slow charger (serves 1 bus overnight) to about \$60,000 for a fast charger (serves 5–6 buses). On-route chargers allow electric buses to stay in service longer, but are more costly. • Electric buses tend to have lower noise levels than diesel buses. • Indoor air quality and cleanliness in garages tend to be better with electricity than with diesel. • Additional training for drivers and maintenance staff will likely be required for electric buses. 	
Availability of Vehicles	Very High Availability		High Availability	High Availability	Limited Availability	

¹ The 25- to 27-foot diesel buses could be similar to the medium-duty small buses currently used to provide Waukesha Metro Transit's Metrolink paratransit service or could be similar to "crossover" style vehicles typically used to provide paratransit (situstand). Waukesha Metro Transit acquired 3 new crossover vehicles in 2013 for use in paratransit service. This is the only current manufacturer of a 22-foot electric bus.

² Capital cost estimates for diesel, diesel-electric hybrid, compressed natural gas (CNG) and 35-foot electric buses were based on actual bus purchases in the "2010 Public Transportation Vehicle Database" published by the American Public Transportation Association (APTA) in June 2010. The capital cost estimate for a 22-foot electric bus was provided by Blue Bird. For all bus types, much of the variation in bus purchase price can be attributed to equipment included in the bus build (e.g., fareboxes, passenger counters, message signs, and ramps), with the size of the bus generally having a minimal effect on bus purchase price.

³ The federal Transit Administration (FTA) Circular 9030.20, 85 percent federal funding is assumed for the capital cost of each bus, with the remaining 15 percent local funding share required to be provided by the City of Waukesha.

⁴ The fuel efficiency of the 35- and 40-foot medium-duty diesel bus was calculated from vehicle mileage and fuel usage data for 2009 and 2010 provided by Waukesha Metro Transit staff. The 25- to 27-foot medium-duty diesel bus fuel efficiency was estimated from interviews with staff of King County Metro Transit Authority in Seattle, Washington, and from "Transit Cooperative Research Program Synthesis 41: The Use of Small Buses in Transit Service" published by the Transportation Research Board in 2005. The diesel-electric hybrid bus fuel efficiency was estimated in "Transit Bus Life Cycle Cost and Year 2007 Emissions Estimate" published by the FTA in July 2007. CNG bus fuel efficiency was estimated in "Compressed Natural Gas (CNG) Transit Bus Experience Survey, April 2008 – April 2010" published by the FTA in September 2010. For electric buses, fuel efficiency was estimated in "Electric Transit Bus Efficiency Estimates, December 2009 – December 2010" published by the FTA in July 2007. Limited maintenance cost data is available for electric buses in Waukesha Metro Transit's existing bus purchase contract, but is not included in the table. A cost estimate of about \$2 million for the infrastructure was provided by Waukesha Metro Transit based on a study conducted by the University of Wisconsin-Milwaukee in 1990's.

⁵ Maintenance costs include parts (including engine rebuilds and battery replacement) and labor. Maintenance cost estimates were based on information provided by Waukesha Metro Transit staff and "Transit Bus Life Cycle Cost and Year 2007 Emissions Estimate" published by the FTA in July 2007. Limited maintenance cost data is available for electric buses in Waukesha Metro Transit's existing bus purchase contract, but is not included in the table. A cost estimate of about \$2 million for the infrastructure was provided by Waukesha Metro Transit based on a study conducted by the University of Wisconsin-Milwaukee in 1990's.

⁶ Source: SEWRPC.



Capital Needs – Vehicle Analysis (continued)

- **Air pollutant emissions for small vehicles**
 - No advantage to using small versus large diesel buses regarding
 - EPA rules require significantly reduced emissions from all new diesel buses; no longer emit large volumes of pollutants
 - Small diesel buses do not emit significantly less air pollutants; emissions largely related to the engine/drivetrain and fuel type used
 - Transit system currently operates such “clean” diesel buses; will only consider them for replacement vehicles

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Capital Needs – Vehicle Analysis (continued)

- **Capital Costs for small vehicles**
 - No cost advantage to using small buses
 - Cost of a small buses about one-half that of a large one but small buses have shorter lifespan
 - Savings in capital costs for small buses offset by the shorter lifespan for small buses
 - Few bus manufacturers produce small buses with the 12-year, 500,000 mile useful life of larger heavy-duty buses
 - Every 7 years versus every 12-15 years; means small buses replaced more often
 - Maintenance costs for small buss would also be higher than for a large bus

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Capital Needs – Vehicle Analysis (continued)

- **Vehicle fuel type**
 - **Alternative fuel buses (hybrid, CNG, electric) not yet widely used**
 - **Issues should be considered before committing to such vehicles:**
 - **Fuel cost savings tend to be offset by the required higher capital investment**
 - **Use of CNG vehicles will require a new fueling system and infrastructure at the City bus garage (estimated cost: \$2 million)**
 - **Maintenance costs for hybrid and CNG buses vary widely and substantial savings generally would not be expected; additional training for maintenance staff would be needed; insufficient data available to make conclusions on electric vehicle maintenance costs**

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Capital Needs – Vehicle Analysis (continued)

- **Issues to be considered (continued)**
 - **Hybrid and electric buses provide for quieter operation but require battery replacement which adds to operating costs**
 - **Electric buses have limited operating range under a single charge; likely to require overnight and/or on-route charging**
 - **Use of CNG and electric buses tend to result in cleaner garages with better indoor air quality**

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Capital Needs – Vehicle Analysis (continued)

- **Conclusions for Vehicle Analysis**
 - Continuing to provide fixed-route bus service with 35-foot diesel buses in the immediate future appears to be the best option
 - Continued use of diesel buses should be evaluated in future relative to the costs of diesel fuel and experience of other transit systems with hybrid buses
 - Waukesha should monitor Wisconsin transit operators using hybrid buses
 - Madison Metro Transit
 - Oshkosh Transit System

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Comparison of Alternatives

- **Comparative evaluation of alternatives conducted considering service, ridership, cost, and funding in the year 2017 (see Table 3)**
 - **Alternative 1 (existing 2012 system)**
 - Existing transit system would have productivity and cost measures close to those for Alternative 2 with desirable service expansion
 - Existing system would require much higher total and local public funding requirements than Alternative 3 fiscally constrained system

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Comparison of Alternatives (continued)

- **Alternative 2 (desirable service)**
 - Would provide for both an expansion of transit service and the elimination of unproductive portions of existing system operations
 - Costs of route extensions and restructuring paid for largely by savings achieved through elimination of unproductive services
 - Proposed service expansion would still require a 41 percent increase in the City's public funding for the transit system by 2017

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Comparison of Alternatives (continued)

- **Alternative 3 (fiscally constrained service)**
 - Would eliminate poorly performing routes and services in the outlying portions of the City; limit service to portions of City with densest development and highest transit-dependent person concentrations
 - Would improve productivity and the cost recovery rates over Alternative 2; total and City public funds in 2017 would be significantly below that for both Alternative 2 and existing system.
 - However, would greatly reduce service (about 16 percent below the existing system and about 22 percent below Alternative 2) and have much lower ridership than with the existing system or under Alternative 2

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Next Steps

- **Waukesha Transit Commission reviews alternatives**
- **Commission staff revise alternatives as necessary**
- **Public informational meeting held to obtain comment on study findings to date**
- **Public comments reviewed by Waukesha Transit Commission with potential changes identified by comments**
- **Recommended plan selected and final chapters prepared and reviewed**

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Appendix D

**NEWSPAPER ARTICLES CONCERNING WAUKESHA METRO TRANSIT
AND THE WAUKESHA METRO TRANSIT DEVELOPMENT PLAN: 2013-2017**

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NEWSPAPER ARTICLES



Public meeting on Waukesha transit set for Monday

By **Laurel Walker** of the Journal Sentinel
Aug. 26, 2012

Waukesha - Waukesha residents with opinions about the city's transit system - as it stands now, as it might be expanded for a cost, or as it might be scaled back for some savings - can get some information and speak up at a public information meeting Monday.

Various alternatives for service over the next five years have been prepared by the Southeastern Wisconsin Regional Planning Commission. Exhibits will be on display and staff present to take comments and answer questions from 4 to 7 p.m. at the lobby of the Waukesha Transit Center, 212 E. St. Paul Ave.

Advance information is available online at www.waukeshametro.org. Comments can be submitted online, by telephone or by fax.

In preparing the five-year transit plan for Waukesha, regional planners also looked at an alternative transit system that was advocated by then-candidate-for-mayor Jeff Scrima. He campaigned in 2010 against what he called an inefficient transit system and encouraged a look at smaller buses, door-to-door service and other options.

Planners did so and found that the "dial-a-ride" alternative would not lower costs or improve efficiency. Typically, those kinds of services are used in less dense areas, while Waukesha's population density is much higher.

Scrima at first downplayed the findings, saying, "Our system should be evaluated by an outside nongovernment entity."

While SEWRPC did a good job evaluating, he said, "it is through the lens of a governmental agency."

In the long run, Scrima said, smaller buses responding to specific ride requests would save money and provide better service, but the challenge is that the city already has an existing infrastructure with large buses. Changing that system would require a big investment.

Robert Johnson, transit director, said, "Those are expensive alternatives."

Scrima said, "We did have some good things that came out of the SEWRPC report. Notably, they identified some of the routes that are clearly underperforming."

Among major findings of the study was that the city's existing transit system serves the vast majority - 89% - of both the population and jobs in the city. Six routes exceed performance standards and could continue without change, while four routes fall short and might merit change, planners concluded.

Service alternatives

Among the alternatives presented in the study:

Maintaining the status quo, a system that the state Department of Transportation's management performance audit last year described as "one of the best transit systems in the Midwest."

Making a few changes that largely will maintain the existing system but eliminating some unproductive services and using the savings to fund new and improved services. Still, the added services would require a 41% increase in the city's share of transit funding by 2017.

The changes would serve the planned Woodman's Market on the east side and Majestic Theater in the Town of Brookfield on weekends; reduce service to Waukesha West High School and Pebble Valley subdivision while providing more direct service to the Waukesha County Technical College campus in Pewaukee and the Silvernail Plaza and Grandview Plaza shopping centers; and swap route alignments to better serve Meadowbrook Marketplace and new residential development on the west side.

Making some service trims on the assumption that budget cuts are in the offing. Mostly, service would focus on the core areas of the city with high residential and employment densities and reduce or eliminate service to outlying, lower density areas such as the Pebble Valley, Merrill Crest and Racine Ave. residential areas. The changes would cut revenue by an estimated 16% to 20% and reduce the population served by about 15%.

The report suggests the city continue to provide fixed-route bus service using 35-foot diesel buses in the immediate future but monitor the use of hybrid buses in Madison and Oshkosh.

Next step

Johnson said that once the public has had its say on the alternatives, the Transit Commission is expected to weigh in, perhaps at its Sept. 6 meeting.

Johnson said he does not expect cuts or increases next year in state transit funding and does not know what the federal funding level will be.

Fares are not expected to increase next year, Johnson said.

Milwaukee Journal-Sentinel Online
August 26, 2012

CRE Guide: Community Spotlight - Waukesha

The Business Journal by **Kathy Bergstrom**, Special To The Business Journal

Date: Tuesday, August 28, 2012, 6:00am CDT

Waukesha Mayor Jeff Scrima points to factors like quality of life, buying power and the city's business-friendly attitude as factors in the Waukesha County community's growth.

"The private sector knows best what they need and the city of Waukesha is ideally located. We have a strong employment, housing, education, transportation and quality of life base here," Scrima said.

Among the new developments in Waukesha is a Woodman's Food Market store under construction on the former Spancrete Industries Inc. site at 1600 E. Main St. And Gaco Western, which makes waterproofing and insulation products, earned Waukesha Plan Commission approval Aug. 22 for an 85,000-square-foot expansion of its factory at 1245 Chapman Drive. In the city's downtown, a loft-style 42-unit apartment project called Kendal Lofts is under construction at 456 W. Main St.

A Waukesha native, Scrima was elected to a four-year term as mayor in 2010. He was a real estate broker and also served on a Downtown Waukesha Business Improvement District committee prior to being elected mayor.

Scrima answered questions from The Business Journal about commercial development.

Q: Downtown Waukesha seems to be a success story in attracting businesses and development. How would you rate your downtown, why do you think it has been successful and what else would you like to see happen there?

A: "Things are getting brighter in Waukesha. Specifically in our downtown during the last two years, we have made significant progress. The city wisely invested in the restoration of the Frame Park river walk and also a new transit center, which has been the catalyst for new downtown development and events. Our downtown is really the best kept secret in all of southeastern Wisconsin. We have the largest and most diverse farmers market in the county. We have a music event called Friday Night Live, which runs every Friday night May until October and we've been averaging about 4,000 to 5,000 people downtown every Friday night. We close down Main Street and turn it into a pedestrian plaza. It is a family event in which people can come out and socialize and listen to local musicians. We call it our community's front porch.

"We also recently landed a national community art project in partnership with the Gibson Guitar Corp. called GuitarTown, and that launched June 1 of this year. We have 10 10-foot tall outdoor sculptural guitars and 20 regular-size playable guitars, which have been painted by Wisconsin artists that are on display in our downtown. The mixed-use style town centers are the future of retail development and we happen to have the real thing. We have a historic downtown, open air drivable streets, green spaces, walkways. We have condominiums. We have a boutique hotel. We have office space and unique retail."

Q: You've expressed support for a hotel and convention center downtown. Is anything happening with that proposal?

A: "There was community support for the concept just over a year ago, a feasibility study was conducted by a company called Partners in Development. They have done projects with The Marcus Corp. That feasibility study determined that downtown Waukesha would be an excellent location for a midsize convention center with a Hilton hotel. They especially liked the setting with the river walk, the transit center and then the renaissance happening in the downtown. Since that time, the local business owner who controls most of that parcel came to the city and asked for (tax incremental financing) money upfront. We gave that careful consideration and did not believe that would be responsible, and we are confident that the private sector can and should front the money for that specific type of development. However, we did offer a pay-as-you-go TIF, which presents no risk to the city, which is similar to how we provided assistance to Woodman's. So we are confident that the project money can move forward. It's up to the private sector at this point."

Q: Woodman's Markets is building a store in Waukesha. What impact do you think that will have on the city?

A: "We are delighted that Woodman's will be opening in our community. As you're probably aware, they broke ground about two months ago. They'll be opening next year. They will add more than 200 jobs to our community and revitalize our east side. We suspect that there will be a lot of spin-off development that will occur around the Woodman's, because they are a magnet and it will draw in residents from other communities to come into Waukesha to shop. We'll have people from Brookfield and New Berlin coming to Waukesha to the new Woodman's store."

Q: What challenges do you have attracting commercial development and tax base to your community?

A: "It's certainly a competitive world, as it should be. Our philosophy is first of all to aggressively pursue developers. Our role is to assist them in meeting their goals. Nobody knows what's best for business than business. Our commitment is to not only assist them in meeting their goals but also to make the approval and construction

process swift, simple and certain, and that's our motto here. A lot of people know it because I say it all the time, 'swift, simple and certain.'

"The simple truth is that private investment capital flows to the path of least resistance and businesses and investors have choices on where to locate, and we are committed to assisting them in meeting their goals and making it swift, simple and certain here in Waukesha. This last year with city incentives, SPX Transformer Solutions/ Waukesha Electric and Weldall Manufacturing expanded, adding 325 new family-supporting jobs to our community, and these are well-paying family-supporting careers. Woodman's, with city incentives, will be adding more than 200 jobs.

"A company called Gaco Western, they're a technology leader in waterproofing and insulation products, they will be expanding their facility, which is currently located on the south side of Waukesha. The site of the expansion will more than double what they currently have, increasing by 85,000 square feet. They're seeking — because of the growth they've had and their success they've had — to consolidate their operations in the Wisconsin area into one facility. The jobs that they offer range from warehouse positions all the way up to Phd senior research chemists. We're proud of that. It adds to the momentum of renewal that we have happening in our community."

Q: When a new business considers moving to your community, what are the selling points you pitch to them?

A: "Before I got into office, the city's taxes were increasing at an average of more than 5 percent per year. In 2011, for the first time, we held to a 0 percent increase. And this year we came within \$61,000 out of our \$51 million operating budget in meeting our 0 percent goals. So we understand what our families are experiencing, what our businesses are experiencing. We're aligning ourselves with that as far as city operations and values. Businesses often want to locate in a community that's been good for their employees. In 2010, Money magazine ranked us 50th on its list of 100 best places to live in the United States. We're confident that were going to be on that list again. (Waukesha placed 99th in the 2012 list) In 2010 and 2011, America's Promise Alliance ranked Waukesha one of the 100 best communities for young people.

"Last year, the National Recreation and Park Association granted Waukesha its Gold Medal award. We are the only community with a population between 50,000 and 100,000 to receive the Gold Medal Award. Last year the Wisconsin Library Association designated our city library as the Wisconsin Library of the Year. We also have a strong transit system. The Wisconsin DOT system management performance review just came out, and we scored very high on that for our transit system. We have diversity of housing and employment opportunities in the city, which ends up being a strength and helps us weather the larger economic bumps because people can still find housing and find work here in the city."

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Business Journal
August 28, 2012