

Preliminary Draft

SEWRPC Community Assistance Planning Report No. 279

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2006-2010

Chapter III

EXISTING TRANSIT SYSTEM

INTRODUCTION

A thorough understanding of the existing transit system is essential to the preparation of any transit system development plan. This understanding should be based upon pertinent information describing the existing transit system services and their operating characteristics, the existing operating equipment and facilities, trends in system ridership and service levels, and the financial requirements and funding sources for the transit system. Information on other major transit services that operate within the service area and interface with the transit system should also be provided.

This chapter documents the important information for the Milwaukee County Transit System and the other public transit systems operating in the four-county Milwaukee area that is necessary for the preparation of a sound transit system development plan. Presented first is a description of the Milwaukee County Transit System including services including service operations, fares, equipment and facilities, ridership, and public investment. This is followed by descriptions of the transit services provided by other public transit operators with services interfacing with the Milwaukee County Transit System--Ozaukee, Washington, and Waukesha Counties, and the Cities of Racine and Waukesha. The final section identifies and briefly describes other major transit services operating in Milwaukee County including taxicab services, intercity bus and rail service and specialized transportation services for elderly and disabled persons.

THE MILWAUKEE COUNTY TRANSIT SYSTEM

The Milwaukee County Transit System was created from the privately owned fixed-route bus system operated by the Milwaukee and Suburban Transport Company, Inc. All assets of the private company, including operating rights

to all the routes and the operating equipment and facilities, were acquired by Milwaukee County which on July 1, 1975 formally began operation of the old private bus system as the newly created Milwaukee County Transit System. The following sections describe a description of current transit system administration and operations, equipment and facilities, ridership, and funding.

Administrative Structure

The Milwaukee County Transit System is owned by Milwaukee County and operated by the private contract management firm of Milwaukee Transport Services, Inc., a private nonprofit corporation. Oversight of the management firm is provided by staff within the Milwaukee County Department of Parks and Public Infrastructure and the Milwaukee County Transportation Public Works and Transit Committee, a standing committee of the Milwaukee County Board of Supervisors. Under this arrangement, Milwaukee Transport Services, Inc., assumes full responsibility for day-to-day operating and management decisions and operates the transit system with private sector employees, while the County assumes the principal role in determining the transit budget and transit policy issues including the fares charged, services operated, and operating equipment and facilities. The County is responsible for providing the management firm with the capital equipment and facilities and the public funds needed for operating the transit system. The overall management arrangement and policy making structure for the Milwaukee County Transit System is illustrated in Figure 3-1.

Fixed Route Bus Service

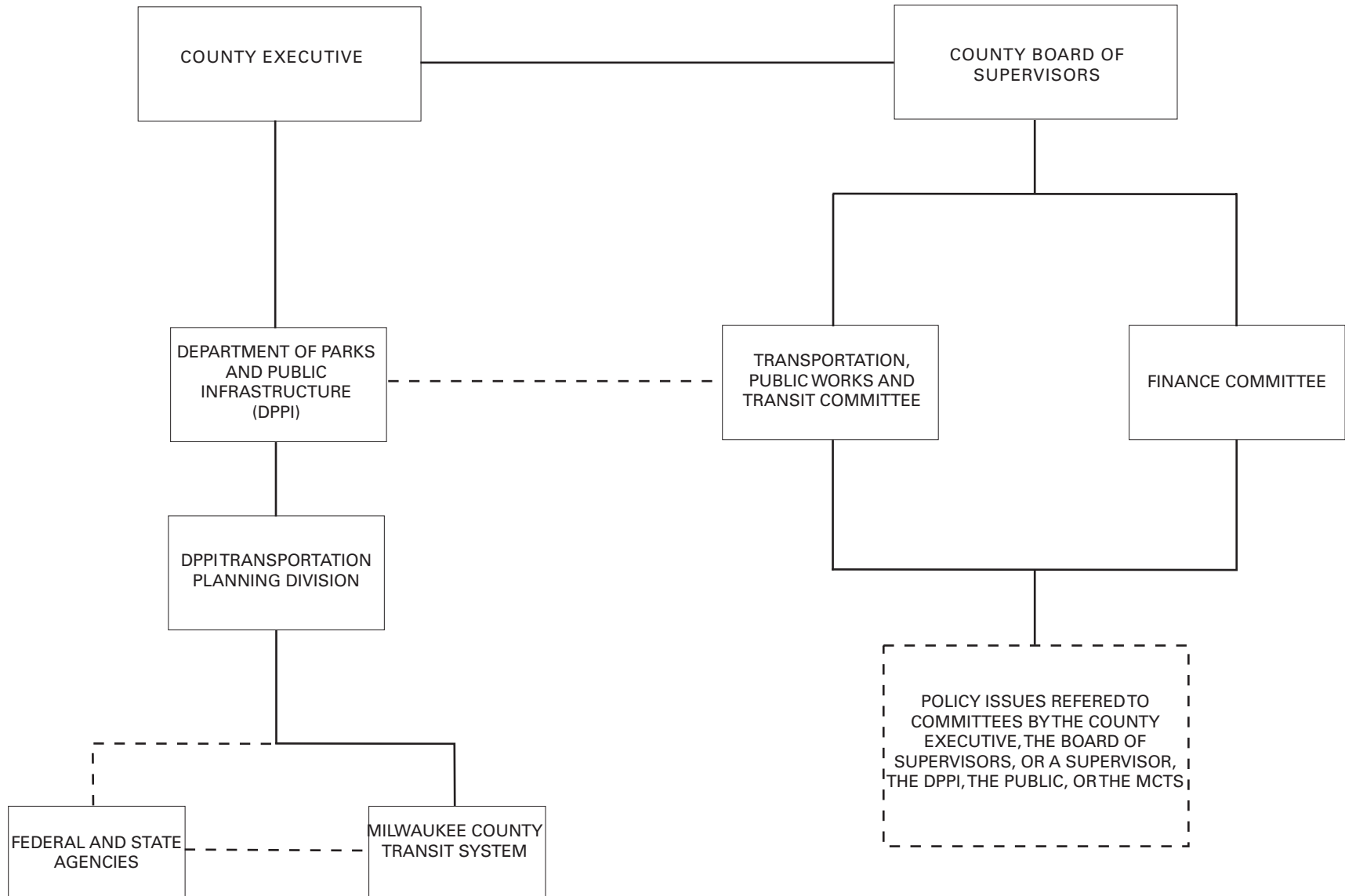
Routes and Operating Characteristics:

The fixed-route bus service provided by the Milwaukee County Transit System during 2004 is illustrated on Map 3-1 and the basic characteristics for the transit system are summarized in Table 3-1. The regular transit services provided by the system in 2004 include:

- Rapid “Freeway Flyer” bus service. This service consists of buses operating between outlying areas or park-ride lots and the Milwaukee Central Business District (CBD) over the freeway system and arterial streets, making a limited number of stops between the outlying route terminus and downtown Milwaukee (see Map 3-2). Freeway Flyer routes are designed to provide high speed direct service to downtown Milwaukee from outlying residential areas in the County that are generally not served by other bus routes or served with only infrequent “end of the line” local bus service. Service is provided only during the weekday morning and afternoon peak periods and principally in the peak direction of travel. The transit system currently operates nine Freeway Flyer routes serving 12 outlying park-ride lots where there is no parking charge for passengers using automobiles to get to or from the route. On some Freeway Flyer routes, riders may also board or alight at bus stops located along arterial streets before buses get on or after they get off the freeway system.

FIGURE 3-1

ADMINISTRATIVE AND POLICY-MAKING STRUCTURE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM



**EXISTING PUBLIC TRANSIT SERVICE PROVIDED BY
 THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004**

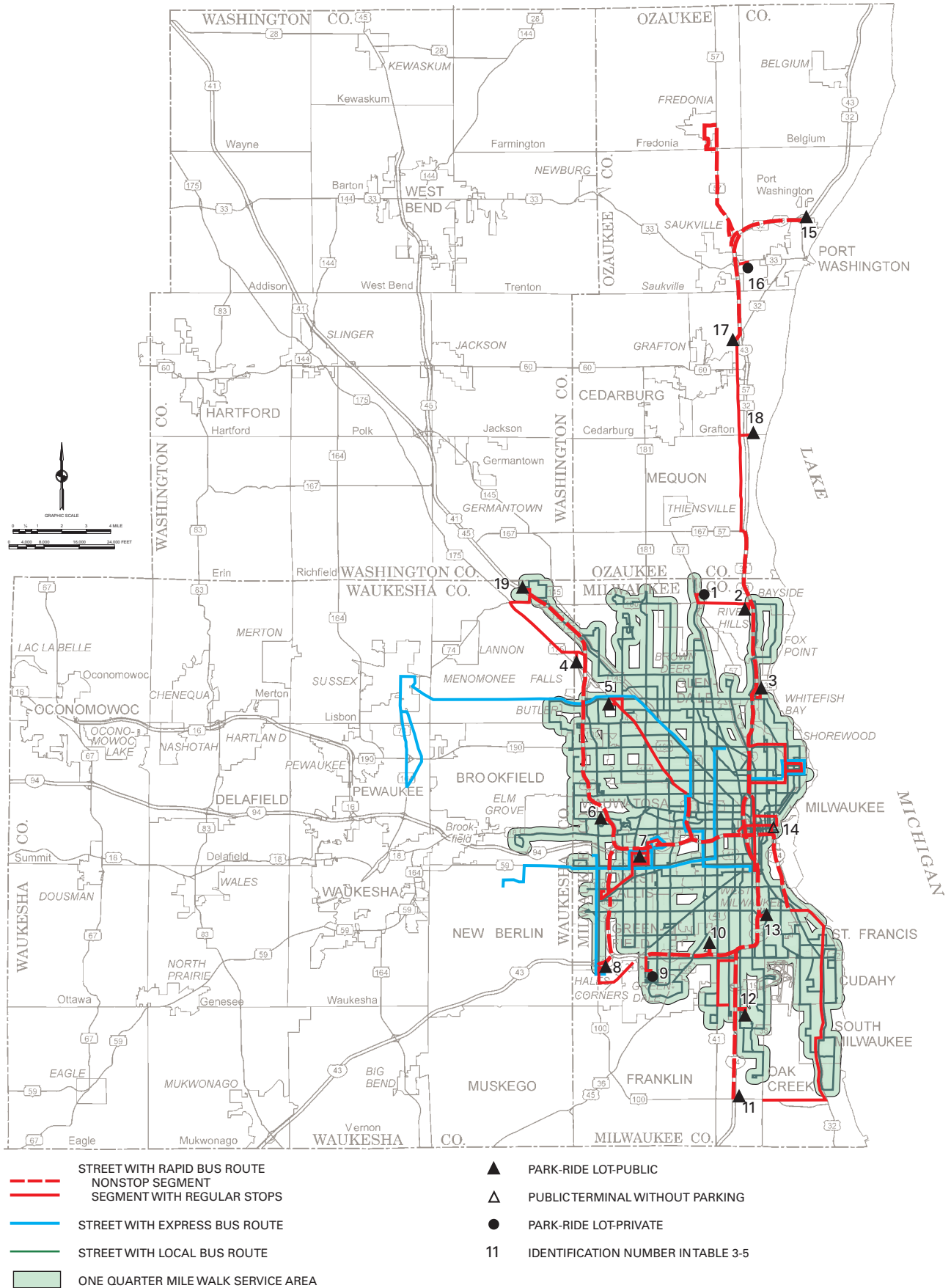


Table 3-1

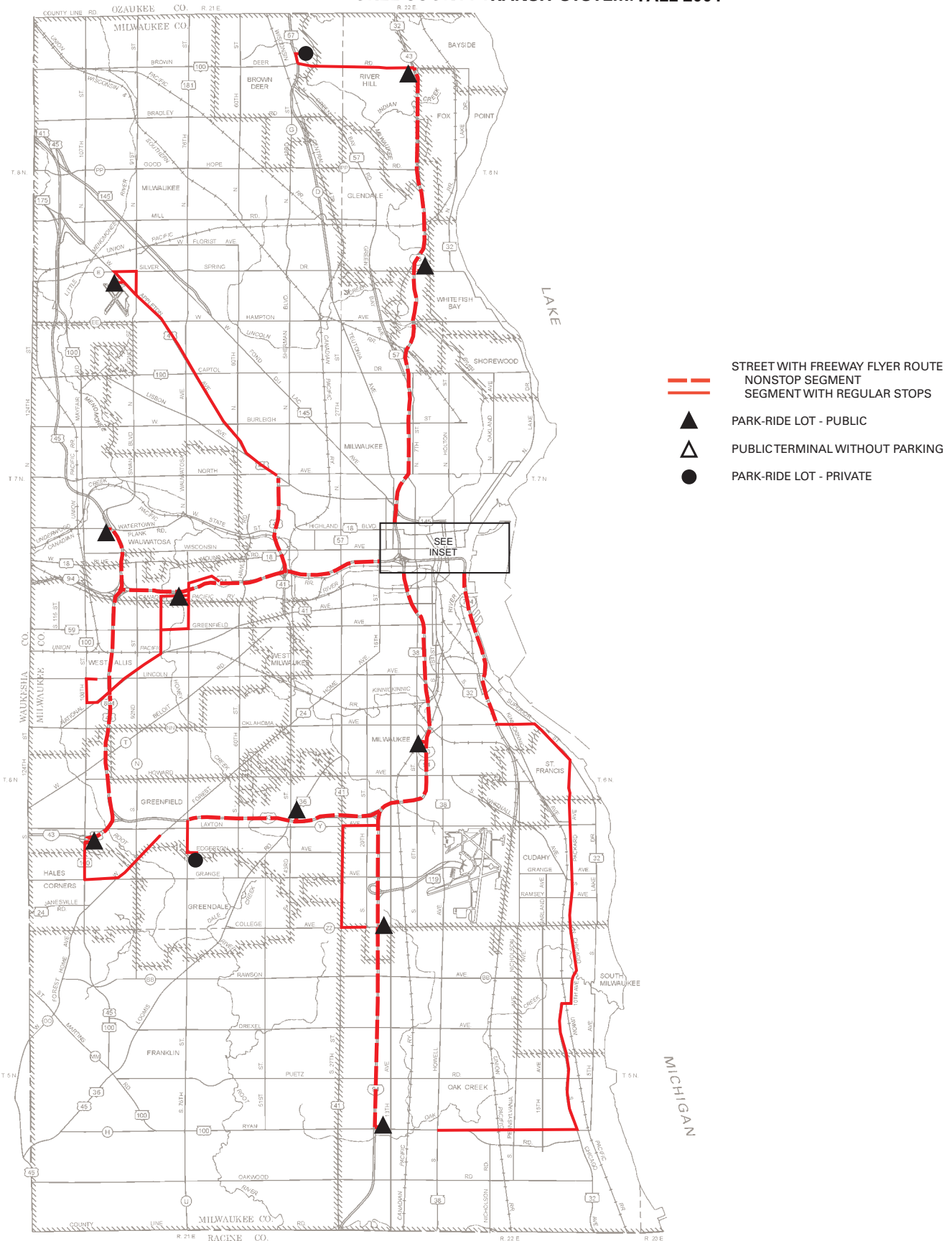
**SELECTED CHARACTERISTICS OF THE FIXED-ROUTE BUS SERVICE
 PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004**

Characteristic	Weekday	Saturday	Sunday/ Holiday
Number of Bus Routes			
Regular Service			
Freeway Flyer	9	--	--
Express	--	--	--
Regular Local and Shuttle	31	30	29
Schoolday			
High/Middle School	8	--	--
UBUS	3	--	--
Subtotal	51	30	29
Contract Service.....	8	2	3
Total	59	32	32
Round Trip Route Miles			
Regular Service			
Freeway Flyer	238	--	--
Express	--	--	--
Regular Local and Shuttle	862	877	839
Schoolday			
High/Middle School	123	--	--
UBUS	84	--	--
Subtotal	1,307	877	839
Contract Service.....	239	88	158
Total	1,546	965	997
Hours of Operation			
Regular Service			
Freeway Flyer	5:30 a.m.-9:00 a.m. 3:15 p.m.-7:00 p.m.	No Service	No Service
Express	No Service	No Service	No Service
Regular Local and Shuttle	3:45 a.m.-2:30 a.m.	4:00 a.m.-2:30 a.m.	4:30 a.m.-2:30 a.m.
Schoolday			
High/Middle School	6:15 a.m.-8:00 a.m. 2:45 p.m.-4:15 p.m.	No Service	No Service
UBUS	6:45 a.m.-9:15 p.m.	No Service	No Service
Peak Vehicle Requirements	398	214	167

Source: Milwaukee County Transit System and SEWRPC.

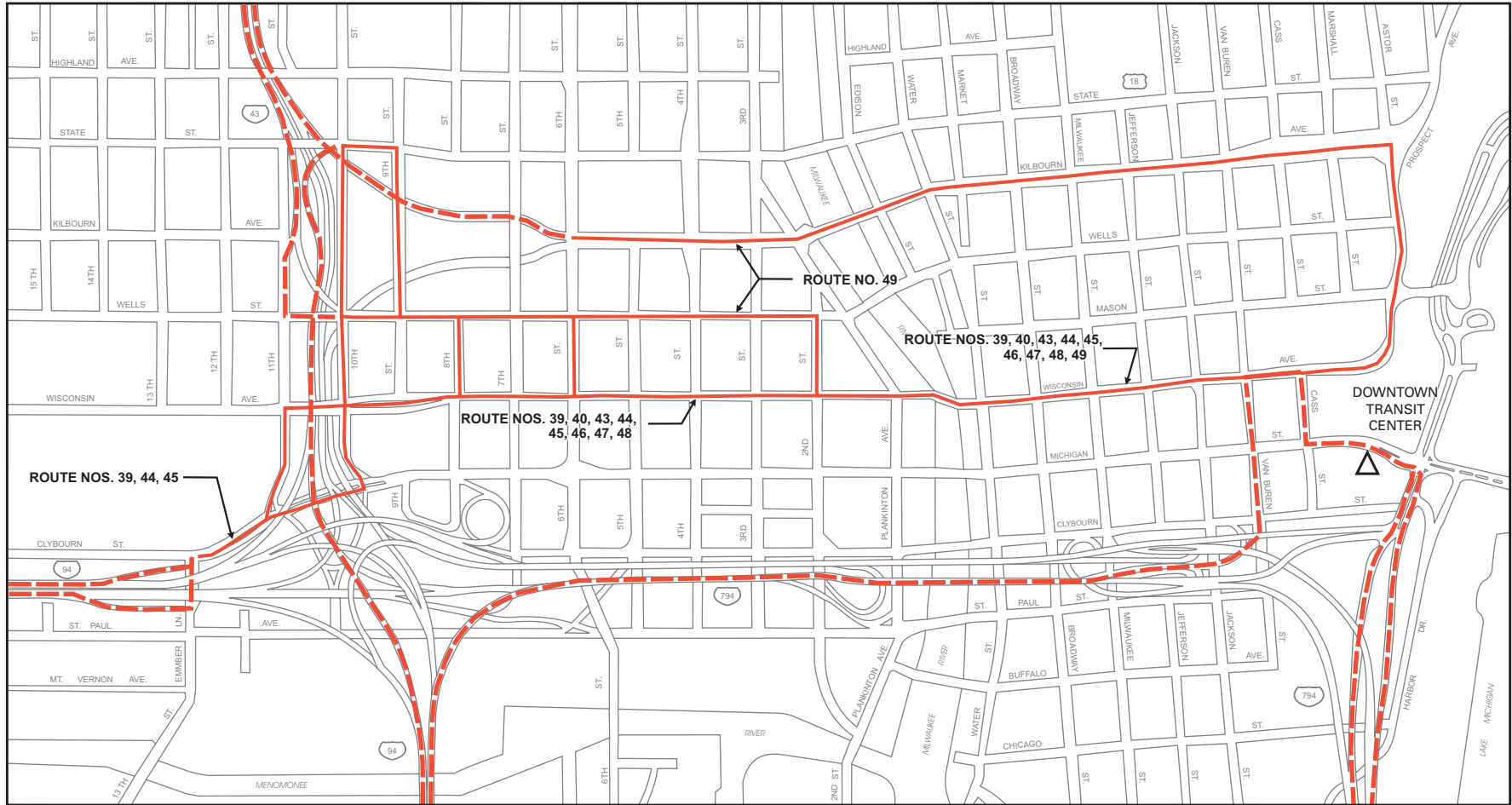
Map 3-2

**RAPID FREEWAY FLYER BUS SERVICE PROVIDED BY
THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004**



Source: Milwaukee County Transit System and SEWRPC.

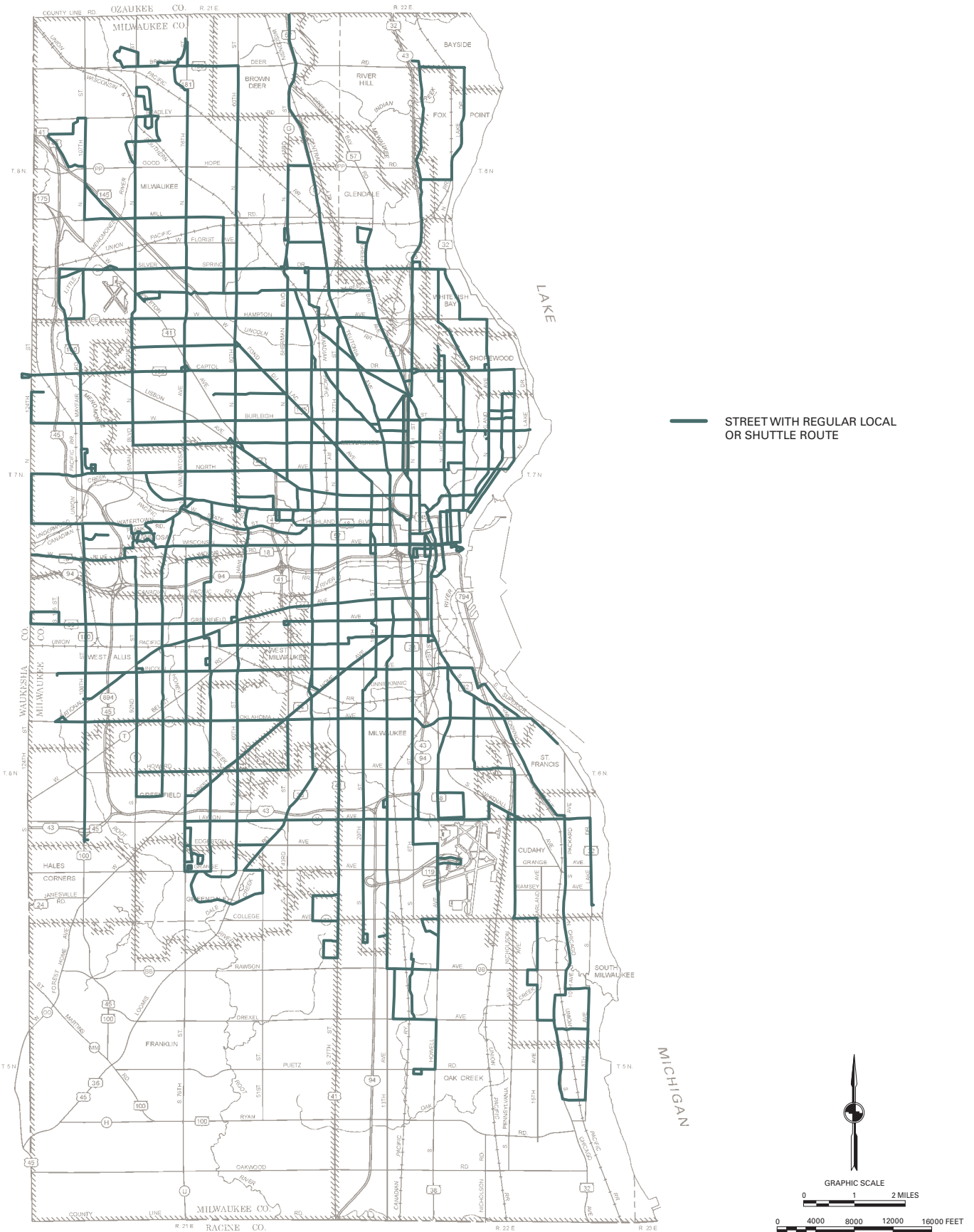
Map 3-2 Inset



- Regular local and shuttle bus service (see Map 3-3). Local bus service is operated primarily over arterial and collector streets with frequent stops, typically at about one-eighth mile intervals. Local shuttle bus service is operated primarily on collector streets to connect passengers using regular local routes to employment centers such as industrial and office parks. The local routes form a grid that serves as the basic network of the transit system and are designed so that most passengers do not have to transfer more than once to reach their destination. The transit system currently operates 31 local service routes, 12 of which either pass through or terminate in the Milwaukee CBD. Many of the cross town routes have branches at the ends of the route. This allows the transit system to adjust service levels for outlying areas of the county where residential and employment densities are lower than in the central portions of the County served by the routes. The regular local bus service is available seven days a week with most routes operating on both weekdays and weekends. Local shuttle bus service is operated only during weekday peak periods.
- Special school day bus services including high school/middle school routes and UBUS routes (see Map 3-4). Six high school/middle school routes are operated primarily over arterial and collector streets to and from public schools and generally have a service schedule limited to one or two trips in the mornings and afternoons on schooldays only. Three UBUS routes are operated over the freeway system and arterial streets between outlying areas and park-ride lots to and from the University of Wisconsin-Milwaukee (UWM) campus and make a limited number of stops between the outlying route terminus and the UWM campus. The UBUS routes operate on only weekdays and only during the fall and spring semesters at the UWM.

The Milwaukee County Transit System provides contract bus services that should be considered apart from the regular bus services funded by Milwaukee County. The contract service routes are operated for, and funded by, other counties in the Milwaukee area or by local business (see Map 3-5) and include Route No. 143, operated for Ozaukee County, and Route Nos. 6, 8, 9, 10 (between the Milwaukee-Waukesha County line and the Brookfield Square Shopping Center), 79, and 106 operated for Waukesha County. These two counties are responsible for providing the Federal, State, and local funds needed to pay for the portion of the operating expenses for these routes not covered through passenger revenues. The Ozaukee County service contract is administered by staff in the Ozaukee County Highway Department and the Waukesha County service contract is administered by staff at the City of Waukesha Metro Transit System for Waukesha County. The transit system also operates a special circulator service during the summer period from Memorial Day through Labor Day over a loop route serving the Milwaukee CBD and Milwaukee's lower east side. The Milwaukee Trolley Loop operates using special buses that resemble historic trolleys and is funded through passenger fares and money contributed by the local businesses served and neighborhood organizations.

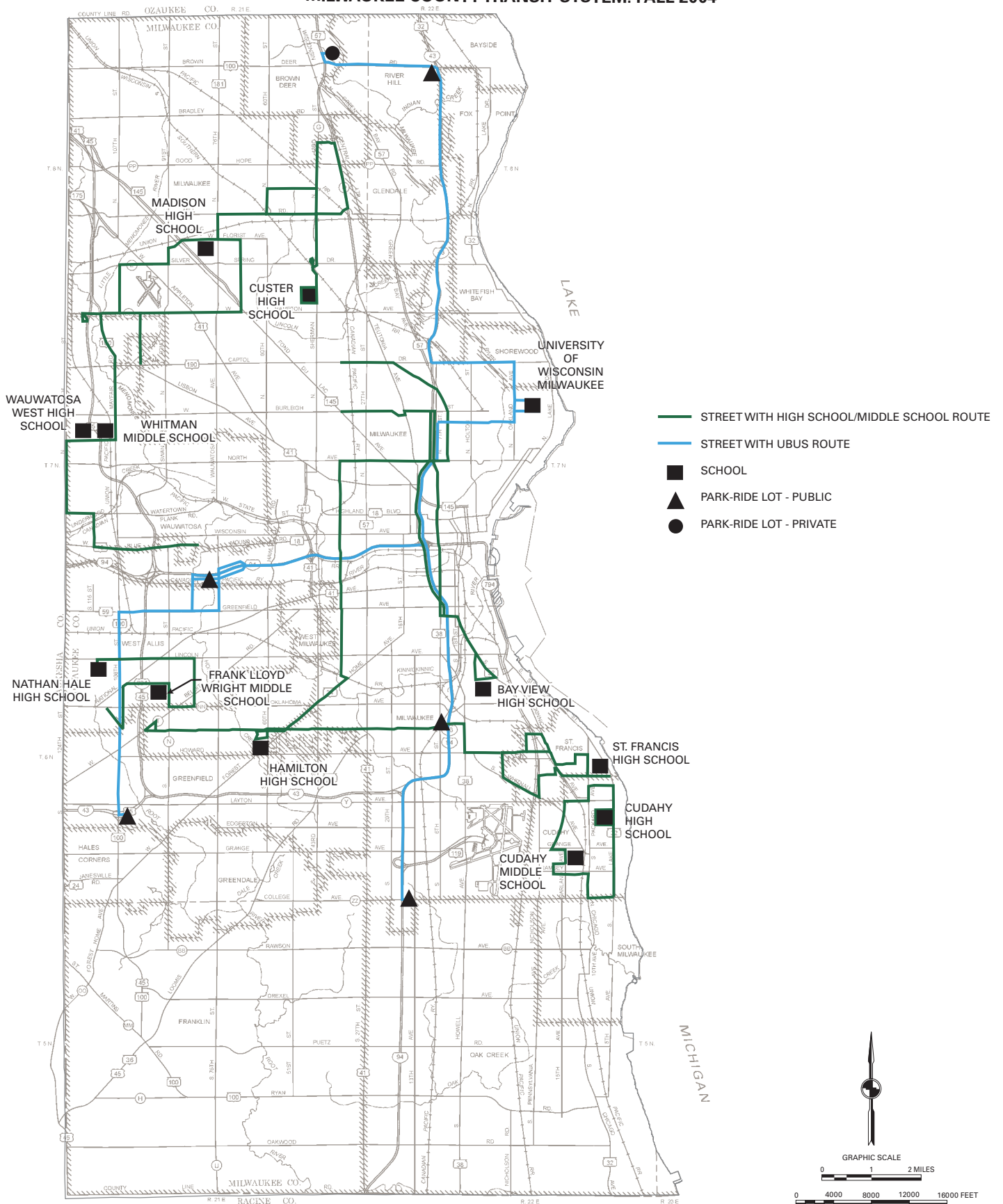
**REGULAR LOCAL AND SHUTTLE BUS SERVICE PROVIDED
BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004**



Source: Milwaukee County Transit System and SEWRPC.

Map 3-4

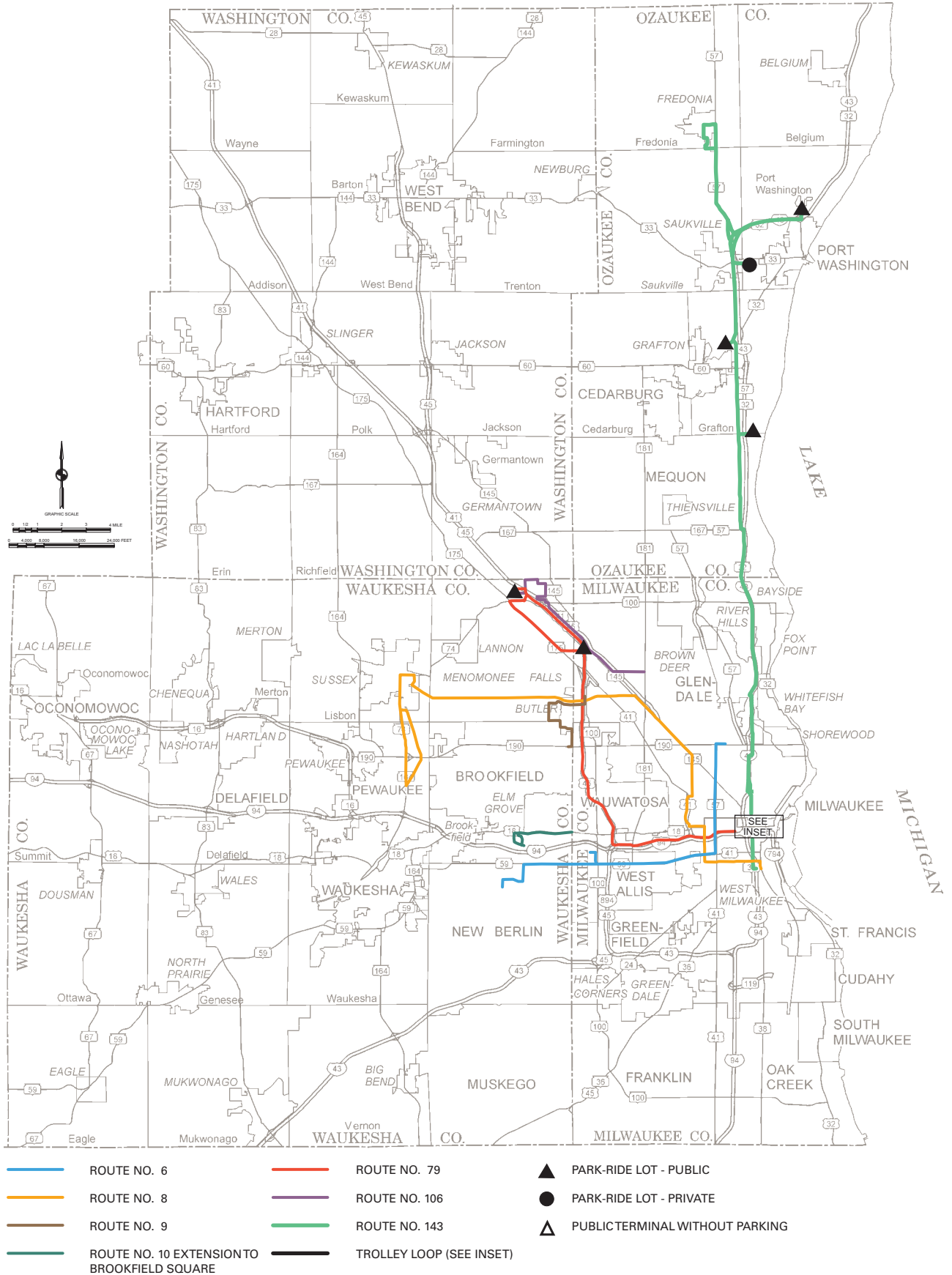
SCHOOLDAY BUS SERVICES PROVIDED BY THE
MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004



Source: Milwaukee County Transit System and SEWRPC.

Map 3-5

SPECIAL CONTRACT BUS SERVICES PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004



Source: Milwaukee County Transit System and SEWRPC.

Finally, the transit system also provides special event service using routes serving Miller Park for Milwaukee Brewers games, Henry W. Maier Festival Park for Summerfest and other festivals held at the site, and State Fair Park for the Wisconsin State Fair (see Map 3-6). The transit system has designed 20 routes to serve high attendance events at these sites, the majority of which are operated over the freeway system. Not all routes are operated for each special event at the above sites.

As shown in Table 3-1, a total of 37, or about 75 percent, of the 49 regular routes operated on weekdays provide essentially local bus service, that is, service with frequent stops and relatively slow travel speeds. On weekends and holidays, the only routes operated are the regular local routes with the exception of when routes are operated for special events at the lakefront, Miller Park, and State Fair Park. The current 2004 transit system does not operate any express routes as part of its regular service. Prior to 2003, the transit system provided limited-stop express bus service over several routes that operated both within and outside Milwaukee County as shown on Map 3-7. The express routes were operated primarily over arterial streets in major travel corridors with stops usually located at intersecting bus routes and major activity centers. Two of the express routes--Route No. 1 Metrolink and Route No. 2 Metrolink--operated entirely within Milwaukee County, linking the County's northwest and southwest sides to the Milwaukee CBD. A third express route--Route No. 3 Metrolink--was operated in 1997 and 1998 as one of several congestion mitigation measures funded by the Wisconsin Department of Transportation (WisDOT) during the resurfacing of IH 94 in Milwaukee and Waukesha Counties. The route operated between the Brookfield Square Shopping Center in Waukesha County, the Milwaukee CBD, and the UWM. Express service was also provided over a portion of Route No. 30--Route No. 30X--operated west of the CBD. The Route No. 1 express service was the most extensive and was provided during both weekday peak and off-peak hours and on weekends. The Route No. 3 express service was also provided during both weekday peak and off-peak hours but not on weekends while the service over Route Nos. 2 and 30X was provided only during both weekday peak hours and in the peak direction of travel. Route Nos. 1, 2, and 30X were eliminated as part of the service reductions implemented in late 2001 and 2002 to meet overall Milwaukee County budgetary constraints. Route No. 3 was eliminated in 1998 after the resurfacing of IH 94 in Milwaukee and Waukesha Counties was completed and special WisDOT funding for operation of the route was no longer available.

Service Levels:

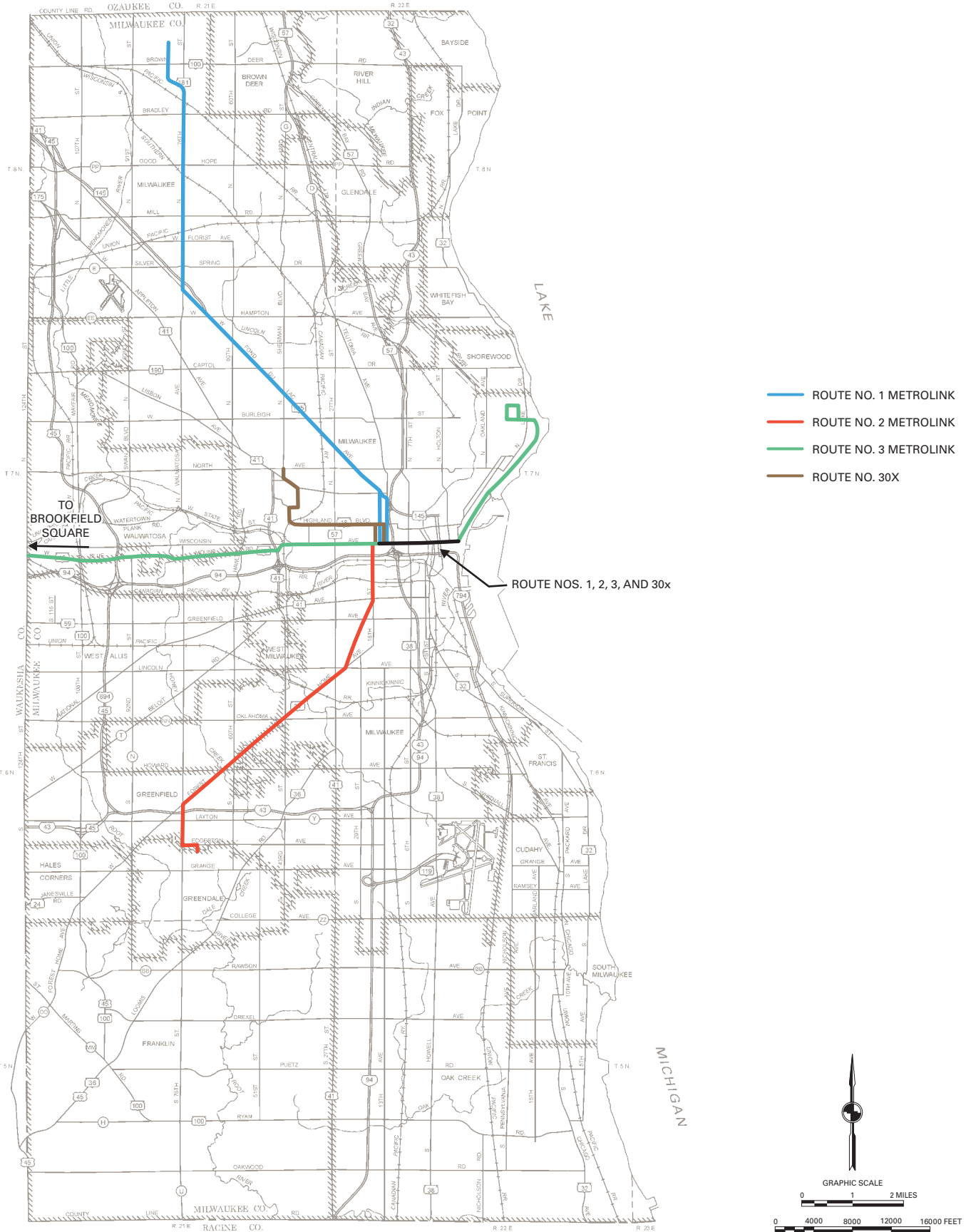
The bus routes of the transit system operate with service levels--headways--that are determined individually for each route based on actual ridership demand. In general, the most frequent service is provided in the central portion of the County between Capitol Drive on the north, Oklahoma Avenue on the south, 60th street on the west, and Lake Michigan on the east. Weekday headways for regular local bus service in this area are generally between 5 and 20 minutes during peak periods, between 10 and 30 minutes during the midday period, and between 15 and 30 minutes during the evening period before 10:00 p.m. and on weekends. On the routes serving the outer portions of the

INSET TO MAP 3-6



Map 3-7

EXPRESS BUS SERVICE FORMERLY PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM



County, service frequencies are longer. Headways on the regular local routes outside central Milwaukee County are generally between 15 and 60 minutes on weekdays and on weekends where service is available. Headways on UBUS routes generally range from 15 to 60 minutes during weekday peak and midday periods and headways on freeway flyer routes generally range from 10 to 30 minutes during weekday peak periods. On the local routes serving high schools and middle schools throughout the County, only one or two bus trips are operated on school days. The average headway on each route on weekdays and weekends are illustrated in Figure 5-__ in the service evaluation material presented in Chapter V.

Service Area:

The regular local service area for the Milwaukee County transit system (see Map 3-1) includes all areas within a one-quarter mile--a maximum walking distance for fixed route bus passengers based on accepted transit industry standards--of a local bus route operated by the transit system, including both regular and contract local bus routes. This service area includes the vast majority of the City of Milwaukee and most of the suburban communities in Milwaukee County. Only the Cities of Oak Creek and Franklin in southern Milwaukee County, and the Villages of River Hills and Hales Corners in the northeastern and southwestern, respectively, portions of the County are left largely unserved by the County's local bus routes. The service area also includes small portions of Waukesha County in the City of Brookfield and the Village of Elm Grove and Menomonee Falls that are served by contract local bus routes operated by the transit system. The total local service area in 2004 is estimated to encompass approximately 161 square miles, have a total estimated year 2000 population of about 866,000 persons, and include approximately 635,000 jobs based on 2000 employment data.

Fares:

The current fares charged for fixed route bus service are shown in Table 3-2. The base adult cash fare is currently \$1.75 per trip with reduced fares offered for students, elderly persons, and disabled individuals. Convenience fares are also available in the form of tickets and passes which offer a discount from the comparable cash fare. Free transfers are issued upon request at the time the fare is paid, and may be used to transfer to any route, including the route from which the transfer was issued, during the one-hour period after the transfer is issued.

The historic trends in the base adult cash fare and the price of an adult weekly pass for the Milwaukee County Transit System since it began public operation in 1975 are shown in Figure 3-2 in both actual dollars and constant 1975 dollars. The last fare increase implemented by Milwaukee County was in January 2004 when the base adult cash fare was raised from \$1.50 to \$1.75 per trip, or by about 17 percent. With the past fare increases, the current adult cash fare in constant 1975 dollars is about the same as the adult cash fare of \$0.50 per trip that was in effect when the County began public operation of the system in 1975, and the current price of an adult weekly pass in constant 1975 dollars is slightly less than that price of an adult weekly pass in 1975.

Table 3-2

FARES FOR MILWAUKEE COUNTY TRANSIT SYSTEM FIXED-ROUTE BUS SERVICE: FALL 2004

Fare Category by Service Type	Fare Type		
	Cash (per one-way trip)	Tickets	Pass
Regular Service			
Adults Ages 12 to 64.....	\$1.75	10 for \$13.00	\$13.00 per week ^a
Students			
With UPASS.....	--	--	\$38 per semester ^b
With Student Fare Permit	\$1.30	10 for \$11.00	\$5.00 per school year
Children Ages 6-11 (Under age 6 free when accompanied by an adult)	\$0.85	10 for \$8.50	--
Elderly (65 and older) and Disabled Persons	\$0.85	10 for \$8.50	--
Commuter Value Pass	--	--	\$42 per month ^c
Freeway Flyer Service.....	\$2.05	10 for \$16.00	\$13.00 per week plus \$0.30 cash
Contract Service			
Trolley Loop			
Adults Ages 12 to 64.....	\$1.00	--	--
Elderly (65 and older) and Disabled Persons	\$0.50	--	--
Waukesha County Service			
Route Nos. 6, 8, 9, 10 (extension to Brookfield Square), and 106.....	Applicable cash fare stated above	Applicable ticket fare stated above	Applicable pass fare stated above
Route No. 79.....	\$2.25 plus \$0.35 zone charge	10 for \$16.00 plus \$0.35 zone charge	\$13.00 per week plus \$0.30 zone charge
Ozaukee County Service			
Route No. 143.....	\$2.25	Applicable regular ticket fare plus \$0.75 , or applicable premium ticket fare plus \$0.25	Weekly pass fare plus \$0.75 , or UPASS or commuter value pass fare plus \$0.25
Transfers			
With Milwaukee County Transit System Routes ^d To Freeway Flyer routes	\$0.30 when transferring to route	\$0.30 when transferring to route	\$0.30 when transferring to route
To All other routes	Free	Free	Free
With Trolley Loop Route	Applicable cash fare stated above ^e	Applicable cash fare stated above ^e	Applicable cash fare stated above ^e
With Waukesha County contract service routes			
Route Nos. 6, 8, 9, 10 (extension to Brookfield Square), and 106.....	Free	Free	Free
Route No. 79.....	\$0.30 when transferring to route plus \$0.35 zone charge	\$0.30 when transferring to route plus \$0.35 zone charge	\$0.30 when transferring to route plus \$0.35 zone charge
With Ozaukee County contract service Route No. 143.....	\$0.75 when transferring to route	\$0.75 when transferring to route	\$0.75 when transferring to route
With other transit operators			
Coach USA/Wisconsin Coach Lines, Inc.....	\$0.50 discount applied toward applicable fare with a valid transfer	\$0.50 discount applied toward applicable fare with a valid transfer	\$0.50 discount applied toward applicable fare with a valid transfer
Washington County Commuter Express.....	Applicable cash fare stated above ^e	Applicable ticket fare stated above ^e	Applicable pass fare stated above ^e
Waukesha Metro Transit	\$0.25 with a valid transfer	\$0.25 with a valid transfer	\$0.25 with a valid transfer

^a The weekly pass is good for unlimited riding for one week.

^b The UPASS is good for unlimited riding during a semester. It is paid for by participating colleges and universities for use by eligible students.

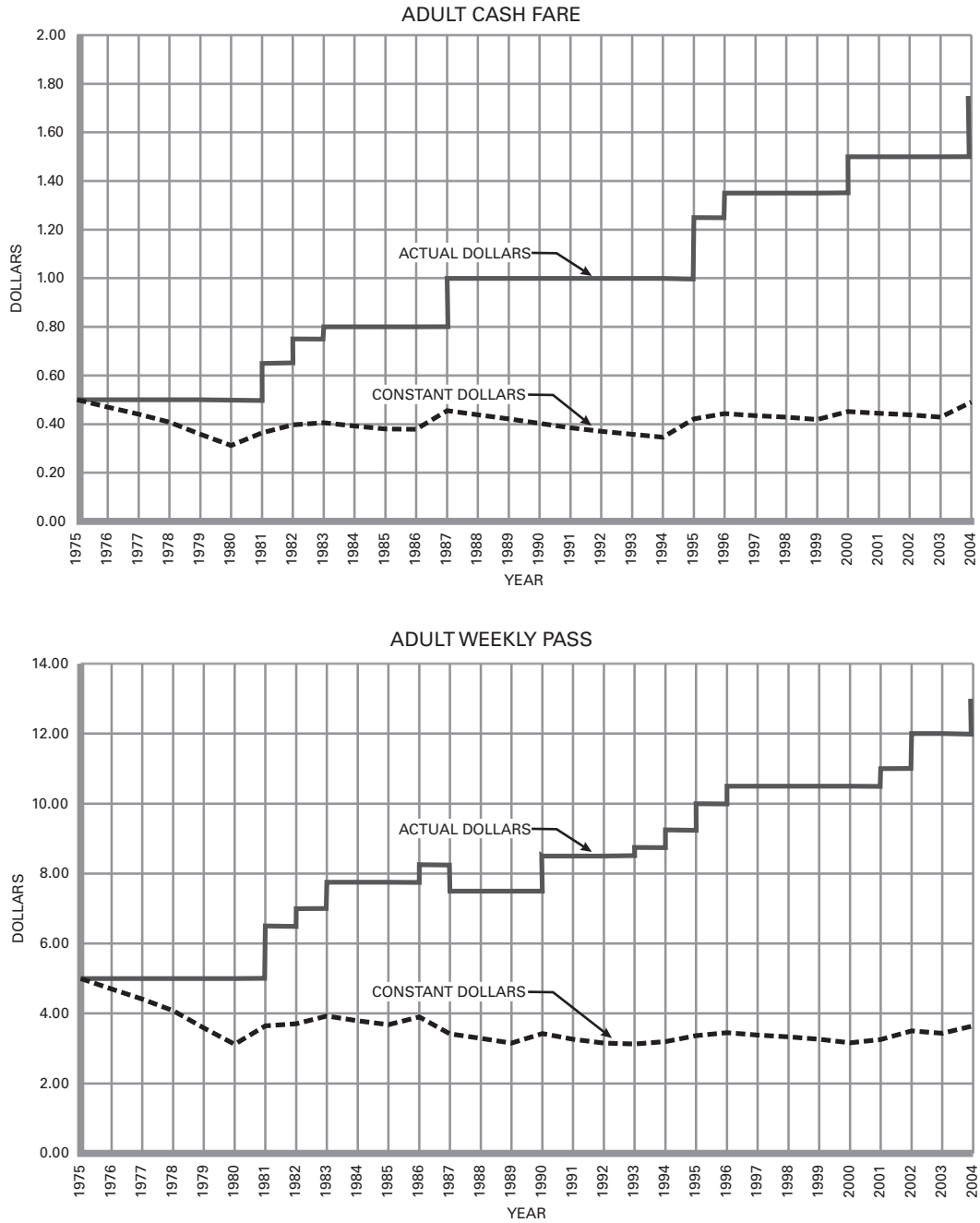
^c The commuter value pass is good for unlimited riding during the monthly period indicated on the pass. It is paid for by a participating employer which may charge each employee up to \$19 per month for the pass.

^d Free transfers for Milwaukee County Transit System routes are currently issued at the time the cash or ticket fares are paid and are valid for one hour. Passengers transferring to Freeway Flyer routes must also pay a premium fare of \$0.30.

^e There is currently no special transfer fare policy in effect for passengers transferring between these services and Milwaukee County Transit System bus routes. Transferring passengers must pay the appropriate full cash, ticket or pass fare.

Figure 3-2

HISTORIC FARES FOR FIXED ROUTE BUS SERVICE CHARGED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1975-2004



Source: Milwaukee County Transit System and SEWRPC.

Transit Plus Paratransit Service for Disabled Individuals

The Milwaukee County Transit System also provides paratransit service to serve the travel needs of disabled individuals through the Transit Plus paratransit system. The Transit Plus service is provided in accordance with Federal regulations implementing the public transit requirements of the Americans with Disabilities Act of 1990 which states that each public entity operating a fixed route transit system must ensure that paratransit service is available as a complement to its fixed route bus service for disabled individuals. Such paratransit service must provide for transit service that is directly comparable to that provided by the public entity's fixed-route bus system

The current eligibility requirements for, and service characteristics of, the Transit Plus service are summarized in Table 3-3. The service is designed to provide to disabled individuals who have a disability that prevents them from using the fixed-route bus service provided by the Milwaukee County Transit System. Transit Plus service includes taxicab service for ambulatory disabled individuals who do not require an accessible vehicle can travel with a minimal level of assistance, and van service for disabled individuals who require an accessible vehicle and/or some driver assistance in making a trip. Taxicab service is provided as curb-to-curb service with users picked-up and dropped-off at the closest streetside or driveway location where passengers can safely board or alight the taxi vehicle and prospective users may call for service the same day it is needed. To provide the taxicab service, the transit system contracts with one private taxicab company, American United Taxicab Services. The Transit Plus van service is provided as door-to-door service with drivers assisting, if needed, users through the first exterior door at the both the origin and destination locations. Prospective users of the van service are required to make reservations at a minimum the day prior to when service is needed. Reservations for service may also be made up to 14 days in advance of the time service is needed and subscription trips made to/from the same location at the same time on a regular basis are also allowed on a limited basis. To provide the van service, the transit system contracts with two private paratransit service providers, Transit Express, Inc. and Laidlaw Transit Services, Inc. The Transit Plus paratransit service is available during the same service periods as the Milwaukee County Transit System fixed-route bus service, and serves trips made throughout Milwaukee County and small areas in adjacent Waukesha and Ozaukee Counties that are served by local Milwaukee County Transit System bus route providing service throughout the day. This represents a larger service area than that for the Milwaukee County Transit System fixed-route bus service.

Disabled individuals can also use accessible bus service provided on the regular bus routes. All of the buses currently used by the Milwaukee County Transit System to provide fixed-route bus service are accessible to individuals using wheelchairs. During 2004, disabled passengers using wheelchairs made approximately 38,600 passenger trips on the fixed-route bus system, about three times the approximately 12,600 passenger trips made on the bus system in 1999 by passengers using wheelchairs.

Table 3-3

OPERATING AND SERVICE CHARACTERISTICS OF THE PARATRANSIT SERVICE FOR DISABLED INDIVIDUALS PROVIDED BY TRANSIT PLUS: FALL 2004

Characteristic	Description ^a
Eligible Users	<p>Disabled individuals whose physical or cognitive disability prevents them from using bus service provided by the Milwaukee County Transit System including those:</p> <ul style="list-style-type: none"> • Who cannot independently board, ride or get off a bus • Who could use an accessible fixed route bus, but none is available for the trip desired • Who have a disability related condition or an environmental barrier that makes it impossible to independently travel to or from a fixed route bus stop
	<p>Eligible users may have a personal care attendant travel with them if the attendant is needed by the user to travel safely or to provide assistance to the user at the trip destination. Eligible users may bring along one companion, who is not a personal care attendant, traveling to the same destination as the user. Additional companions are allowed only on a space available basis</p>
Type of Service	<p><u>Taxicab Service</u> Taxicab service is offered to disabled individuals who are ambulatory, those who can travel with minimal assistance, and those who can transfer between a wheelchair and the taxi seat. Service is provided curb-to-curb with passengers picked-up and dropped-off at the closest location where passengers can safely board or alight the taxi vehicle.</p>
	<p><u>Van Service</u> Van service is offered to those who need accessible vehicles and/or driver assistance. Service is door-to-door with drivers allowed to assist passengers through the first exterior door at the both the origin and destination locations.</p>
Response Time	<p><u>Taxicab Service</u> No advance reservation requirement. Trip reservations may be made the same day that travel is desired</p>
	<p><u>Van Service</u> Trip reservations must be accepted no less than the day prior to when service is needed. Reservations may also be made up to 14 days in advance of the time service is needed. Subscription service is allowed on a limited basis.</p>
Restrictions or Priorities Placed on Trips	None
Fares	<p><u>Taxicab Service</u> Cash: \$3.25 per one-way trip Tickets: 10 for \$32.50 Fares for taxicab trips are on a time- and mileage-based meter charge and the total trip charge may exceed \$3.25. In this case, the rider is responsible for the initial \$3.25 fare plus any amount exceeding \$14.60. There is no fare charged for personal care attendants or service animals. Companions traveling with disabled riders are charged \$0.75 per one-way trip. There may be extra charges for packages, wait time between destinations, and travel to/from the airport</p>
	<p><u>Van Service</u> Cash: \$3.25 per one-way trip Tickets: 10 for \$32.50 There is no fare charged for personal care attendants or service animals. Companions traveling with disabled riders are charged \$3.25 per one-way trip.</p>
Hours and Days of Operation	<p><u>Taxicab Service</u> 24 hours a day, seven days a week</p>
	<p><u>Van Service</u> 4:30 a.m. - 1:00 a.m., seven days a week</p>
Service Area	Milwaukee County
Vehicles	<p><u>Taxicab Service</u> 50 nonaccessible taxicabs</p>
	<p><u>Van Service</u> 215 accessible vans or buses</p>

^aUnless otherwise noted, the description applies to both the taxicab and van services provided under the Transit Plus paratransit system.

Source: Milwaukee County Transit System and SEWRPC.

Table 3-4

FIXED-ROUTE BUS FLEET OF THE MILWAUKEE COUNTY TRANSIT SYSTEM: WINTER 2005

Type of Bus		Number of Buses in Active Fleet	Length (feet)	Seats per Bus	Year of Manufacture	Special Equipment			Age (Years)
Make	Model					Air Conditioning	Wheelchair Lift/Ramp	Kneeling Feature	
New Flyer Industries.....	D40LF	146	40	39	1996	Yes	Yes	Yes	9
New Flyer Industries.....	D30LF	9	30	25	1998	Yes	Yes	Yes	7
New Flyer Industries.....	D40LF	90	40	39	2000	Yes	Yes	Yes	5
Chance Bus, Inc.	V524	4	29	22	2000	Yes	Yes	Yes	5
New Flyer Industries.....	D40LF	69	40	39	2001	Yes	Yes	Yes	4
New Flyer Industries.....	D40LF	40	40	39	2002	Yes	Yes	Yes	3
New Flyer Industries.....	D30LF	20	30	25	2002	Yes	Yes	Yes	3
Gillig Corporation ^a ...	Low Floor	5	40	37	2002	Yes	Yes	Yes	3
New Flyer Industries.....	D40LF	51	40	39	2003	Yes	Yes	Yes	2
New Flyer Industries.....	D40LF	30	40	39	2004	Yes	Yes	Yes	1
New Flyer Industries.....	D40LF	30	40	39	2005	Yes	Yes	Yes	Less than 1
Total		479	--	--	--	--	--	--	Average 5.1

^aBuses owned by Ozaukee County and used exclusively to provide service on Route No. 143.

Source: Milwaukee County Transit System and SEWRPC.

Equipment and Facilities

The current 2005 bus fleet of the Milwaukee County Transit System is listed in Table 3-4. The location of the administrative offices, heavy maintenance facility, and operating garage facilities used by the transit system are shown on Map 3-8. The park-ride lots and passenger terminals served by the routes of the transit system are identified in Table 3-5. The equipment and facilities of the transit system may be summarized as follows:

- The bus fleet used to provide fixed-route service currently consists of a total of 479 heavy-duty, diesel-powered buses. A total of 446 buses, or about 93 percent of the fleet, are 40 feet in length. Five of the 40-foot long are buses owned by Ozaukee County and used by the transit system in the operation of contract service over Route No. 143. The bus fleet also includes 29, 30-foot long buses used in the operation of shuttle and other routes where maximum passenger loads do not justify a large vehicle, and 4 trolley buses used for the downtown trolley loop route. All of the buses in the 2004 fleet are air-conditioned and 464 are equipped with wheelchair lifts or ramps to make them accessible to disabled persons. The bus fleet is relatively new, with an average age of about 5.1 years.
- The administrative offices of the private contract management firm that operates the Transit System for Milwaukee County, Milwaukee Transport Services, Inc., are in the Hillside Administrative Facility located at 1942 N. 17th Street in the City of Milwaukee. The facility consists of a single building built in 1985 and includes the executive offices and the support departments of the management firm used in the day-to-day operation of both the fixed-route and paratransit services provided by the transit system. Services for the general public performed in this building include providing telephone information and the sale of tickets and weekly passes. The facility also includes meeting rooms, which are used for various staff and public meetings.
- The offices of the Milwaukee County Department of Parks and Public Infrastructure are located in the Milwaukee County-City Campus building at 2711 W. Wells Street in the City of Milwaukee. The Department staff is responsible for determining the transit budget and transit policy issues, and for providing oversight of the activities of the private management firm. The meetings of the Milwaukee County Board of Supervisors and its various committees, including the Transportation Public Works and Transit Committee and the Finance Committee, are held in the Milwaukee County Courthouse at 901 N. Ninth Street in the City of Milwaukee.
- Major maintenance on the revenue and service vehicles and other operating equipment used by the transit system is performed at the Hillside Fleet Maintenance Facility located at 1525 W. Vine Street in

Map 3-8

FIXED FACILITIES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004

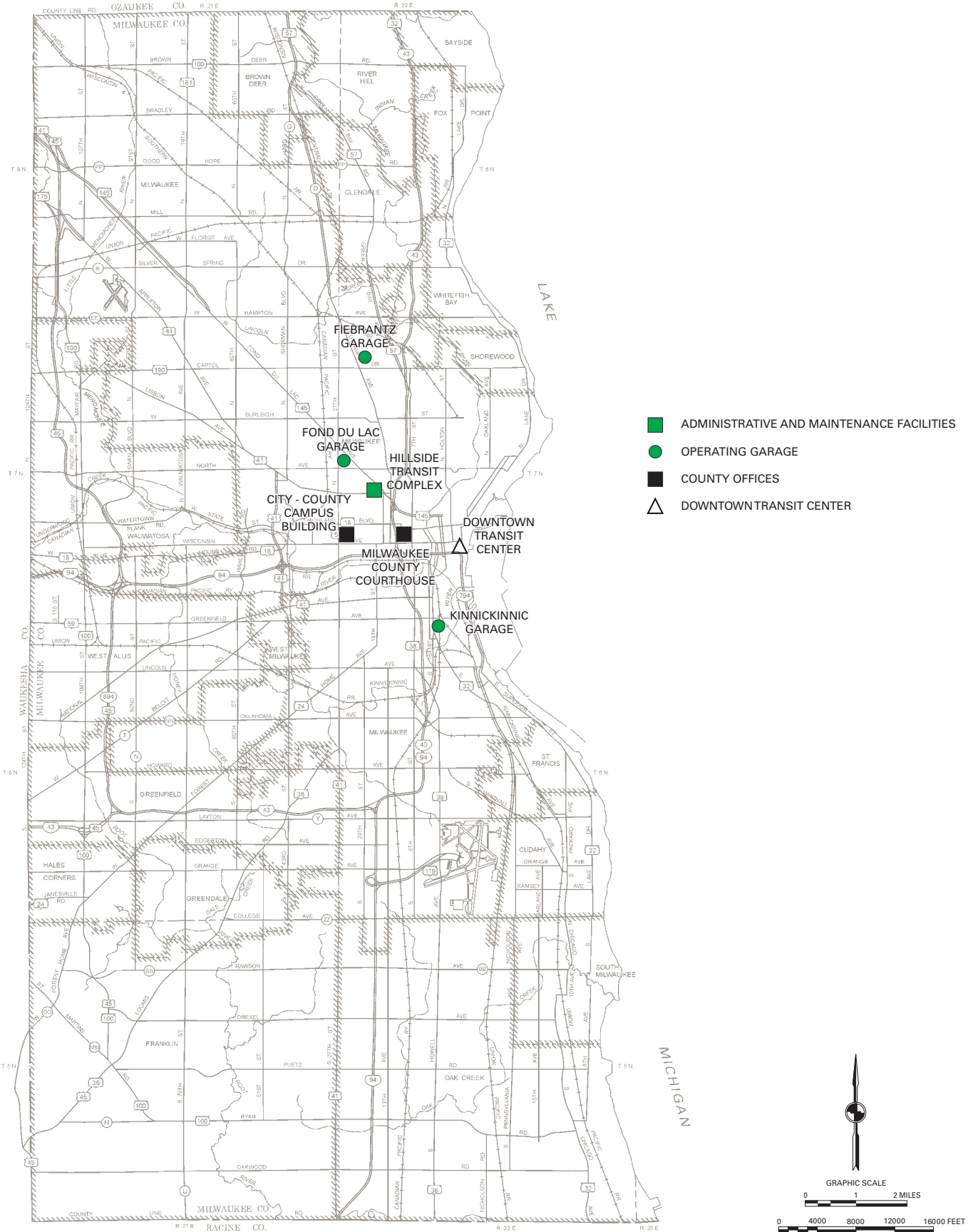


Table 3-5

**PARK-RIDE AND TERMINAL FACILITIES SERVED
BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL: 2004**

Number On Map 3-1	Location	Ownership	Total Auto Parking Spaces Available	Autos Parked on an Average Weekday: 2004	Percent of Spaces Used
<u>Milwaukee County</u>					
1	Kohl's Department Store (STH 57 and W. Brown Deer Road, Brown Deer).....	Private	100	60	60
2	River Hills Transit Station (IH 43 and W. Brown Deer Road, River Hills).....	Public	360	80	22
3	Northshore Transit Station (IH 43 and W. Silver Spring Drive, Glendale).....	Public	195	87	45
4	Good Hope Road Transit Station (USH 45 and W. Good Hope Road, Milwaukee).....	Public	135	33	24
5	Timmerman Transit Station (N. 93 rd Street and W. Appleton Avenue, Milwaukee).....	Public	140	51	36
6	Watertown Plank Road Transit Station (USH 45 and W. Watertown Plank Road, Wauwatosa).....	Public	240	131	55
7	State Fair Park Transit Station (IH 94 and S. 76 th Street, Milwaukee).....	Public	285	176	62
8	Whitnall Transit Station (IH 43 and S. 108 th Street, Hales Corners).....	Public	360	202	56
9	Southridge Shopping Center (S. 76 th Street and Edgerton Avenue, Greendale).....	Private	80	65	61
10	Loomis Road Transit Station (IH 43/894 and W. Loomis Road, Greenfield).....	Public	410	97	24
11	Ryan Road Transit Station (IH 94 and W. Ryan Road, Oak Creek).....	Public	305	137	45
12	College Avenue Transit Station (IH 94 and W. College Avenue, Milwaukee).....	Public	650	286	44
13	Holt Avenue Transit Station (IH 43 and W. Holt Avenue, Milwaukee).....	Public	230	103	45
14	Downtown Transit Center (E. Michigan Street and Lincoln Memorial Drive, Milwaukee)	Public	N/A ^a	N/A ^a	N/A ^a
<u>Ozaukee County</u>					
15	Port Washington Park-Ride Lot (IH 43 and STH 32-CTH H, Port Washington).....	Public	50	19	38
16	Wal-Mart Store (IH 43 and STH 33, Saukville).....	Private	50	N/A ^a	N/A ^a
17	Grafton Park-Ride Lot (IH 43 and CTH V, Grafton).....	Public	85	30	35
18	Pioneer Road Park Ride Lot (IH 43 and CTH C, Grafton).....	Public	65	47	72
<u>Waukesha County</u>					
19	Pilgrim Road Park-Ride Lot (USH 41 and Pilgrim Road, Menomonee Falls).....	Public	70	56	80
--	Total	--	3,810	1,660	44

^aData not available.

Source: Wisconsin Department of Transportation, Milwaukee County Transit System, and SEWRPC.

the City of Milwaukee, adjacent to Hillside Administrative Facility. The facility consists of a single building built in 1987 and includes the various shops and service areas used by the transit system to maintain, repair, and rebuild the buses and other vehicles in the transit system fleet, as well as equipment such as bus stop shelters and signs. The building also includes employee facilities and classrooms for training.

- The transit system utilizes three bus operating garages in the daily operation of fixed-route bus service including the Fiebrantz Garage located at 1990 W. Fiebrantz Avenue, the Fond du Lac Garage located at 3343 W. Fond du Lac Avenue, and the Kinnickinnic Garage located at 1710 S. Kinnickinnic Avenue, all in the City of Milwaukee. Each garage facility consists of several buildings that are used for bus storage, service and light maintenance, and fueling and cleaning, plus buildings housing driver facilities. The operating garages were acquired from the former private transit company in 1975 and underwent significant rehabilitation and reconstruction during the 1970's and 1980's to reconstruct, modernize, and improve the facilities. The bus storage buildings at these facilities can provide indoor storage for approximately 600 buses.
- A downtown terminal used exclusively for the routes of the Milwaukee County Transit System is located at 909 East Michigan Street in the Milwaukee CBD. Constructed in 1992, the Downtown Transit Center includes an interior passenger waiting area and provides an off-street marshalling area for approximately 30 buses which layover at the facility between scheduled bus trips. The transit center also includes facilities for bus operators and rooms that are used for public meetings and private parties or events.
- A total of 19 park-ride lots and passenger terminals in Milwaukee, Ozaukee, and Waukesha Counties are directly served by the routes of the system. These facilities include 16 publicly constructed park-ride lots specifically designed to serve as change of mode facilities for express bus service or for carpooling, two privately-owned shopping center parking lots, and the Downtown Transit Center as discussed above.
- Approximately 700 bus passenger waiting shelters have been placed at various locations in Milwaukee County. Most of the shelters are of a modular design with the size of the shelter being determined by the number of back and sidewall panels used.

Ridership and Service Levels

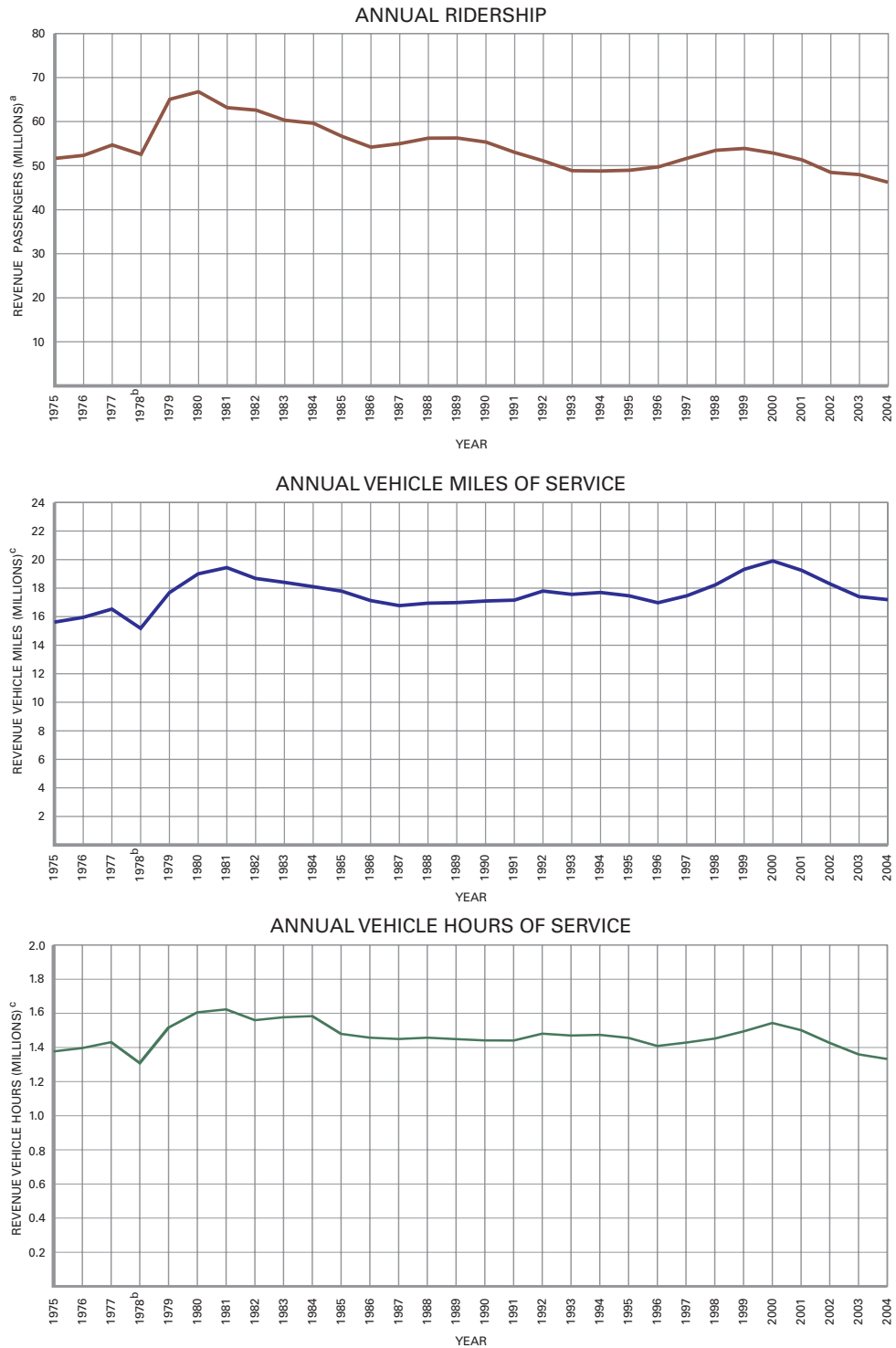
The historic trends in transit ridership and service levels for the Milwaukee County Transit System since it began public operation in 1975 are shown in Figures 3-3. The transit system experienced steadily increasing transit ridership each year from 1975 through 1980, with the exception of in the year 1978 in which transit service was interrupted by a 39-day transit operators strike that occurred during May and June. The period was one of major transit service improvement and expansion occurring immediately after the County began operation of the transit system during which the County also kept fares stable and placed new buses in service over much of the transit system. Toward the end of this period in 1979 and 1980, the price of gasoline increased substantially which influenced some people to use public transit instead of their automobile. Between 1975 and 1980, ridership increased by about 30 percent from an estimated 51.5 million revenue passengers in 1975 to about 66.8 million revenue passengers in 1980, and transit revenue vehicle miles of service increased by about 24 percent from an estimated 15.6 million miles in 1975 to about 19.4 million miles in 1980.

There was a steady decline in ridership on the bus system during the years 1981 through 1994, with ridership declining by about 1 to 5 percent per year except for between 1987 and 1989. Ridership increased slightly during these years after the system implemented a policy of deep fare discounts for weekly pass users, reducing the price of a monthly pass from \$8.25 in 1986 to \$7.50 in 1987. Ridership declined again after weekly pass prices were raised to \$8.50 in 1990. Overall, ridership declined from about 63.2 million revenue passengers in 1981 to about 48.8 million revenue passengers in 1994, or by about 23 percent. Key factors contributing to the ridership decreases were fare increases implemented in eight of the 14 years, with the base adult cash fare doubling from \$0.50 to \$1.00 per ride and the price of an adult weekly pass increasing by about 42 percent from \$6.50 to \$9.25. Transit revenue vehicle miles of service decreased steadily from 1982 through 1987, declining by about 14 percent, before increasing by about 5 percent between 1988 and 1994. New express and shuttle bus services implemented in 1992 and 1993 accounted for the most of the service increase.

From 1995 through 1999, there was a brief period when both ridership and service increased on the transit system. Ridership increased by about 10 percent from about 48.8 million revenue passengers in 1994 to about 53.9 million revenue passengers in 1999, and service increased by about 9 percent from about 17.7 million revenue vehicle miles in 1994 to about 19.3 million revenue vehicle miles in 1999. The increases stemmed from several actions including: an expansion of bus service, including additional bus routes and more frequent service on some existing routes, that was intended to act as congestion mitigation measures during the resurfacing of the IH 94 freeway in 1997 and 1998; the implementation of new bus services directed at serving outlying employment centers in Milwaukee and Waukesha Counties; and the effects of new pass programs initiated to stimulate ridership including the UPASS program implemented in 1994 which provided bus passes to students at the University of Wisconsin-Milwaukee at a

Figure 3-3

ANNUAL RIDERSHIP AND SERVICE LEVELS FOR FIXED ROUTE BUS SERVICE PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1975-2004



^aRidership data for 1975 through 1977 have been adjusted to include passengers using a weekly pass to transfer so as to make the ridership data for these years comparable to that reported from 1978 to the present day.

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

^cService data for 1975 through 1984 have been adjusted to remove an estimate of deadhead vehicle miles and vehicle hours so as to make the service data for these years comparable to that reported from 1985 to the present day.

greatly reduced price from regular bus fares and the Commuter Value Pass which offered employees at participating major employers a pass similar to the UPASS.

Other factors have also contributed to the general decline of ridership on the Milwaukee County Transit System since the early 1980s. These factors include the location of housing and jobs outside Milwaukee County, the primary service area for the system; the continued decline of population and employment density in the areas served; and the increase in automobile ownership and use, particularly in terms of the number of households with two or more vehicles. There has also been an inability, due to a lack of funding, to significantly improve and expand transit service to better serve Milwaukee County and more of the metropolitan area, provide faster service with more express and rapid routes, and increase service frequencies to make it reasonably convenient and attractive to use transit.

Information on the ridership and service levels on the Milwaukee County Transit System for the most recent five-year period--1999 through 2003--for which audited financial data is also available is shown in Table 3-6. Since 2000, the predominant trend on the transit system has been one of service cuts and fare increases, principally due to overall Milwaukee County budgetary constraints, resulting in steadily and consistently declining ridership. The magnitude of the service reductions are illustrated by the comparison of transit system operating characteristics for the years 2000 and 2004 as presented in Table 3-7. Since 2000, the number of regular bus routes and their route miles has been reduced by about 30 and 38 percent, respectively, and average weekday service levels have been reduced by about 16 percent. The base adult cash fare has been increased twice from \$1.35 per ride in 1999 to \$1.75 per ride in 2004, a total increase of \$0.40 or 30 percent, and the price of a weekly pass has been raised three times from \$10.50 in 1999 to \$13.00 in 2004, a total increase of \$2.50 or 24 percent. As a result of these actions, ridership on the bus system has declined by about 9 percent from about 52.9 million revenue passengers in 2000 to about 48.0 million revenue passengers in 2003, and service has declined by about 13 percent from about 19.9 million revenue vehicle miles in 2000 to about 17.4 million revenue vehicle miles in 2003. During 2004, ridership decreased by about 3 percent to about 46.6 million revenue passengers, and service decreased by about 2 percent to about 17.1 million revenue vehicle miles.

Figure 3-4 shows the trends in passengers carried on the paratransit service provided through the Milwaukee County Transit System since the County first began providing it in 1978 under the User-Side Subsidy Program administered by the Milwaukee County Department of Public Works. The ridership trends for paratransit service are quite different from that for the County's fixed-route bus service, with the trend being one of regular increases in use over time. Paratransit ridership grew steadily from its inception through the mid-1980s when changes were made in the User-Side Subsidy Program in the methods vendors used to report and be compensated for trips made by eligible service users. Ridership then grew only at a modest rate through the mid-1990s when additional changes were made

Table 3-6

**ANNUAL RIDERSHIP AND SERVICE LEVELS ON THE BUS AND
 PARATRANSIT SERVICES OF THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1999-2003**

Bus Service						
Characteristic	Year					Average Annual
	1999	2000	2001	2002	2003	
Service Provided						
Revenue Vehicle Miles	19,320,900	19,906,000	19,246,100	18,280,200	17,397,800	18,530,200
Revenue Vehicle Hours	1,493,900	1,543,100	1,501,200	1,426,200	1,359,700	1,464,800
Revenue Passengers.....	53,889,100	52,855,800	51,306,400	48,455,300	47,952,300	50,891,800
Service Effectiveness						
Revenue Passengers per Vehicle Mile.....	2.79	2.66	2.67	2.65	2.76	2.71
Revenue Passengers per Vehicle Hour.....	36.10	34.30	34.20	34.00	35.30	34.80

Paratransit Service						
Characteristic	Year					Average Annual
	1999	2000	2001	2002	2003	
Service Provided						
Revenue Vehicle Miles	7,461,200	5,461,700	5,007,100	5,237,500	5,379,800	5,385,200
Revenue Vehicle Hours	740,700	401,600	383,800	374,700	354,600	407,100
Revenue Passengers.....	888,900	994,300	1,027,000	1,048,000	1,060,500	1,003,700
Service Effectiveness						
Revenue Passengers per Vehicle Mile.....	0.12	0.18	0.21	0.20	0.20	0.19
Revenue Passengers per Vehicle Hour.....	1.20	2.50	2.70	2.80	3.00	2.50

Total Transit System						
Characteristic	Year					Average Annual
	1999	2000	2001	2002	2003	
Service Provided						
Revenue Vehicle Miles	26,782,100	25,367,700	24,253,200	23,517,700	22,777,600	24,215,400
Revenue Vehicle Hours	2,234,600	1,944,700	1,885,000	1,800,900	1,714,300	1,871,900
Revenue Passengers.....	54,778,000	53,850,100	52,333,400	49,503,300	49,012,800	51,895,500
Service Effectiveness						
Revenue Passengers per Vehicle Mile.....	2.05	2.12	2.16	2.10	2.15	2.14
Revenue Passengers per Vehicle Hour.....	24.50	27.70	27.80	27.50	28.60	27.70

Source: Wisconsin Dept. of Transportation, Bureau of Transit and Local Roads, Milwaukee County Department of Parks and Public Infrastructure, Milwaukee County Transit System, and SEWRPC.

Table 3-7

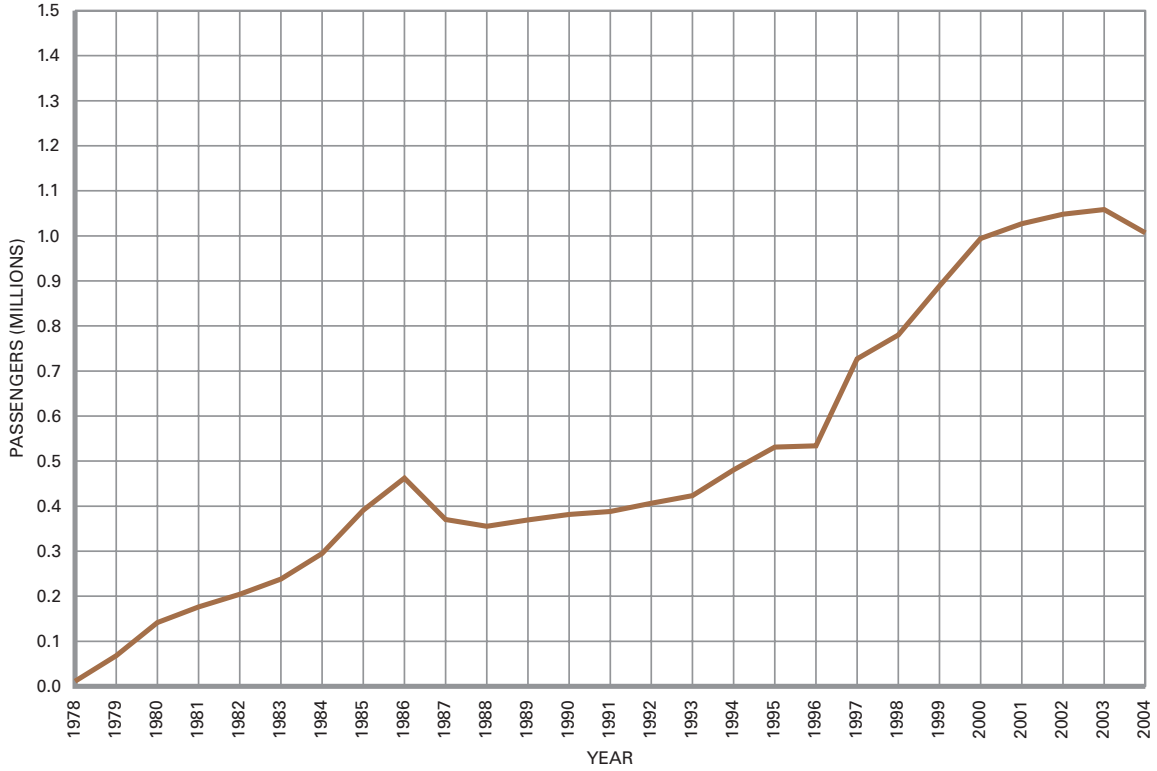
**COMPARISON OF SELECTED CHARACTERISTICS OF THE
 FIXED-ROUTE BUS SERVICE PROVIDED BY THE
 MILWAUKEE COUNTY TRANSIT SYSTEM: 2000 AND 2004**

Characteristic	Weekday Service 2000	Weekday Service 2004	Change: 2000-2004	
			Number	Percent
Number of Bus Routes				
Regular Service				
Freeway Flyer	10	9	-1	-10.0
Express.....	3	--	-3	-100.0
Regular Local and Shuttle.....	42	31	-11	-26.2
Schoolday				
High/Middle School	10	6	-4	-40.0
UBUS.....	5	3	-2	-40.0
Subtotal	70	49	-21	-30.0
Contract Service	7	8	1	14.3
Total	77	57	-20	-26.0
Round Trip Route Miles				
Regular Service				
Freeway Flyer	264	238	26	- 9.8
Express.....	77	--	77	-100.0
Regular Local and Shuttle.....	993	862	131	-13.2
Schoolday				
High/Middle School	140	123	-17	-12.1
UBUS.....	137	84	-53	-38.7
Subtotal	1,611	1,307	-304	-18.9
Contract Service	188	239	51	27.1
Total	1,799	1,546	-253	-14.1
Service Provided				
Revenue Vehicle Miles.....	64,200	54,200	10,000	-15.6
Revenue Vehicle Hours.....	4,980	4,190	790	-15.9
Peak Vehicle Requirements.....	461	398	63	-13.7

Source: Milwaukee County Transit System and SEWRPC.

Figure 3-4

**ANNUAL RIDERSHIP ON THE PARATRANSIT SERVICE
PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1978-2004**



Source: Milwaukee County Department of Parks and Public Infrastructure, Milwaukee County Transit System, and SEWRPC.

to the program to start bringing it into compliance with the paratransit service requirements of the Americans with Disabilities Act of 1990 (ADA) and more disabled individuals became aware of and began using the service. Since 1997, significant ridership increases have occurred as the number of trips made on the service more than doubled from about 533,800 rides in 1997 to about 1,060,500 rides in 2003. During this period, the service underwent a major restructuring to reach full ADA compliance including transferring administration of the service to the private management firm for the transit system and renaming the service as Transit Plus in 2000. The service restructuring included reducing the number of contract service providers to two, and increasing the capacity of the service so it could serve all trip requests. Ridership on the Transit Plus service decreased by about 5 percent to about 1,003,400 rides during 2004. This ridership level represents just over 2 percent of the total annual revenue passengers carried on the County's fixed-route and paratransit services combined.

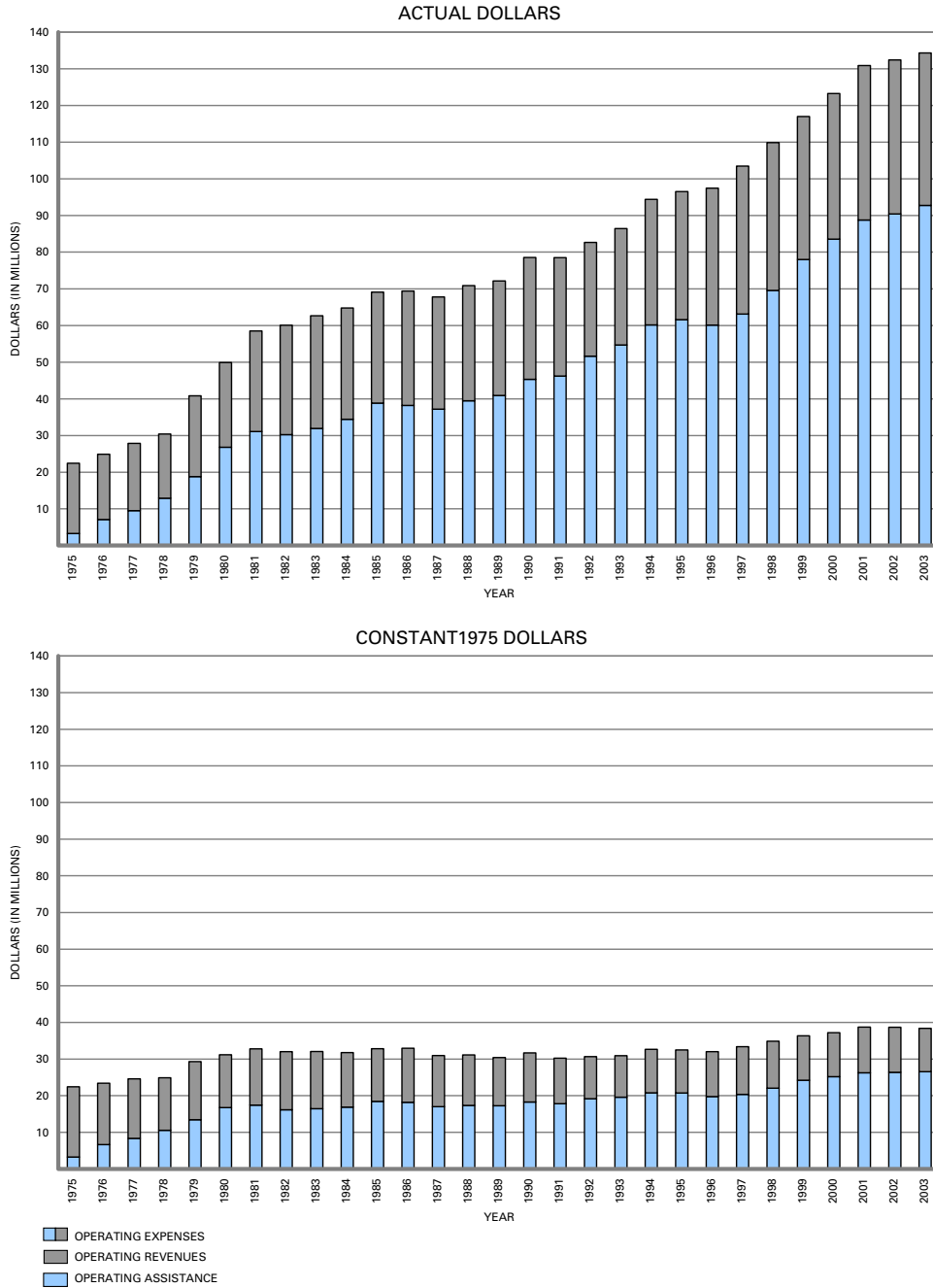
Operating and Capital Costs

The operating expenses of the bus and paratransit services provided by the Milwaukee County Transit System are funded through a combination of farebox revenues, and Federal, state, and local funds. Capital expenditures are funded through a combination of Federal and local funds. The historic trends in the total operating expenses, revenues, and operating assistance for the transit system since the initiation of public operation in 1975 through 2003 are shown in Figure 3-5. Figure 3-6 presents trends in operating assistance levels for the bus and paratransit systems and for the transit system as a whole since 1990 when federal legislation was enacted that made significant changes to federal requirements regarding the provision of transit and other services for disabled persons. Information on the trends in operating expenses, revenues, operating assistance for the bus and paratransit systems and the transit system as a whole for the most recent five-year period from 1999 through 2003 for which audited financial data is available are shown in Table 3-8 and in Figure 3-8. Information on total transit system capital expenditures over this same recent period is shown in Table 3-9. The following observations may be made based upon an examination of this information:

- Total operating expenses for the transit system have risen steadily since the system began public operation in 1975. Operating expenses grew most rapidly in the early years of public operation (1975-1981) as transit service was improved and expanded over that provided under the formerly private operation. During the 1980's as service improvements were scaled back, total system operating costs grew at a slower rate and were actually relatively stable when viewed in constant dollars. Operating expenses have steadily increased since 1990 as the transit system added service in several areas including: new express and shuttle bus services implemented in 1992 and 1993; adding service on selected routes in 1997 and 1998 as congestion mitigation efforts during IH 94 resurfacing; and implementing new bus routes in 1999 and later years directed at serving outlying employment centers in Milwaukee and Waukesha Counties. In addition, the costs associated with the Transit Plus paratransit service increased significantly during the 1990's, in

Figure 3-5

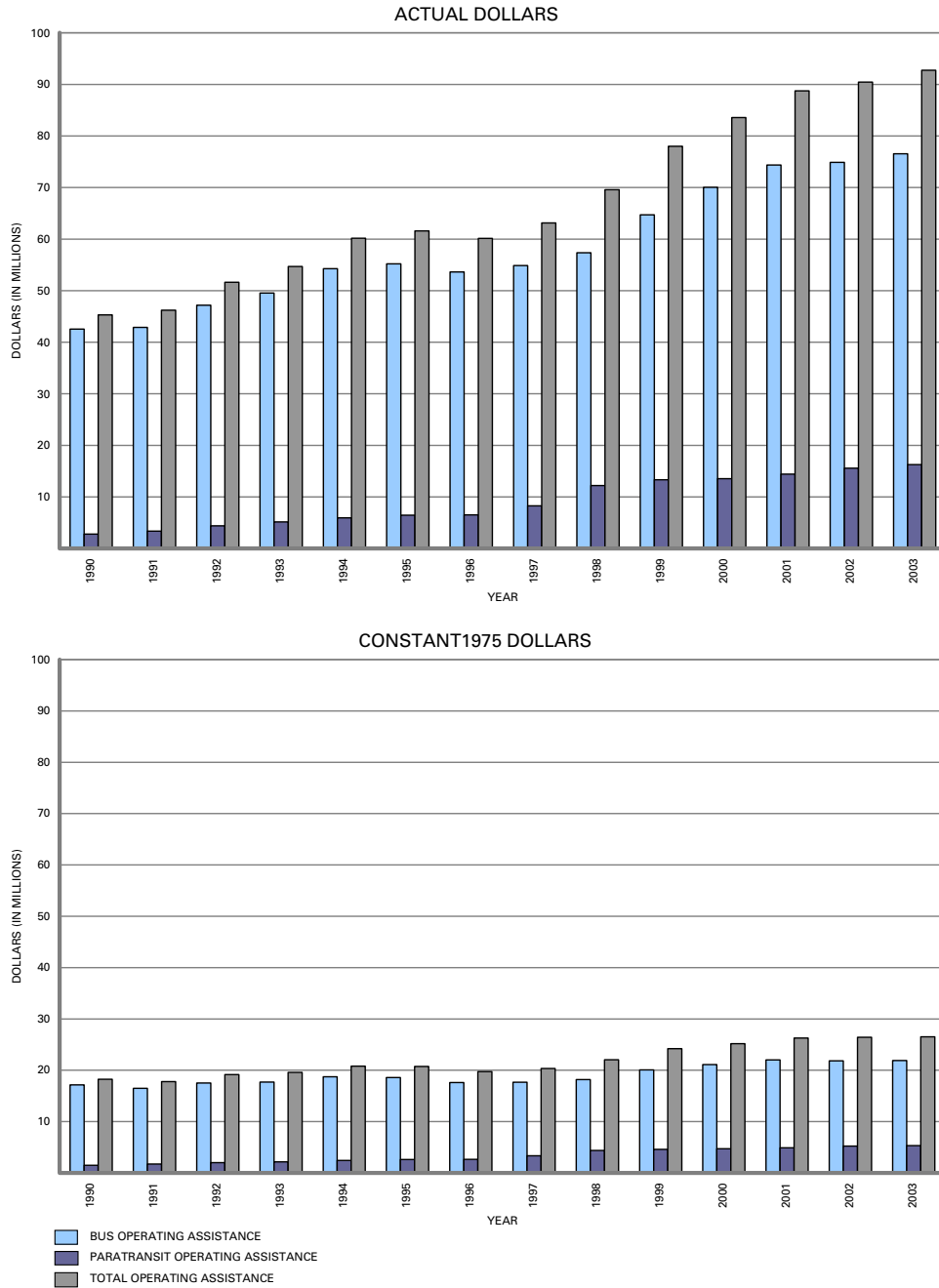
TOTAL ANNUAL OPERATING EXPENSES, OPERATING REVENUES, AND OPERATING ASSISTANCE FOR THE BUS AND PARATRANSIT SERVICES PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1975-2003



Source: Milwaukee County Department of Parks and Public Infrastructure, Milwaukee County Transit System, and SEWRPC.

Figure 3-6

TOTAL ANNUAL OPERATING ASSISTANCE FOR THE BUS AND PARATRANSIT SERVICES PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1990-2003



Source: Milwaukee County Transit System and SEWRPC.

Table 3-8

**ANNUAL OPERATING EXPENSES, OPERATING REVENUES, AND OPERATING ASSISTANCE FOR THE
BUS AND PARATRANSIT SERVICES PROVIDED BY MILWAUKEE COUNTY TRANSIT SYSTEM: 1999-2003**

Bus System ^a						
Characteristic	Year					Five-year Average
	1999	2000	2001	2002	2003	
Service Provided						
Total Vehicle Miles	21,529,300	22,196,300	21,849,100	20,756,200	19,745,200	21,215,200
Total Vehicle Hours	1,598,800	1,650,500	1,621,100	1,541,900	1,468,400	1,576,100
Revenue Passengers	53,889,100	52,855,800	51,306,400	48,455,300	47,952,300	50,891,800
Costs, Revenues, and Assistance						
Operating Expenses	\$102,202,300	\$107,652,100	\$114,309,100	\$114,555,300	\$115,730,700	\$110,889,900
Revenues						
Passenger Revenues	\$36,684,900	\$36,282,300	\$38,491,100	\$36,288,700	\$35,502,300	\$36,649,900
Other	\$815,700	\$1,339,000	\$1,449,300	\$3,404,400	\$3,691,400	\$2,140,000
Total	\$37,500,600	\$37,621,300	\$39,940,400	\$39,693,100	\$39,193,700	\$38,789,900
Required Operating Assistance	\$64,701,700	\$70,030,800	\$74,368,700	\$74,862,200	\$76,537,000	\$72,100,100
Percent of Expenses Recovered through Revenues						
	36.7	34.9	34.9	34.6	33.9	35.0
Sources of Operating Assistance						
Federal	\$9,195,900	\$10,954,400	\$16,087,400	\$11,934,400	\$14,186,300	\$12,471,700
State	\$44,882,300	\$47,101,000	\$47,408,200	\$51,046,100	\$51,532,900	\$48,394,100
County	\$10,623,500	\$11,975,400	\$10,873,100	\$11,881,700	\$10,817,800	\$11,234,300
Total	\$64,701,700	\$70,030,800	\$74,368,700	\$74,862,200	\$76,537,000	\$72,100,100
Per Trip Data						
Operating Cost	\$1.90	\$2.04	\$2.23	\$2.36	\$2.41	\$2.18
Revenue	0.70	0.72	0.78	0.82	0.81	0.76
Total Operating Assistance	1.20	1.32	1.45	1.54	1.60	1.42
Local Operating Assistance	0.20	0.23	0.21	0.25	0.23	0.22

Paratransit System ^b						
Characteristic	Year					Five-year Average
	1999	2000	2001	2002	2003	
Service Provided						
Total Vehicle Miles	5,840,100	5,461,700	5,007,100	5,237,500	5,379,800	5,385,200
Total Vehicle Hours	520,700	401,600	383,800	374,700	354,600	407,100
Revenue Passengers	888,900	994,300	1,027,000	1,048,000	1,060,500	1,003,700
Costs, Revenues, and Assistance						
Operating Expenses	\$14,835,000	\$15,627,200	\$16,583,800	\$17,900,400	\$18,632,100	\$16,715,700
Passenger Revenues	\$1,535,700	\$2,080,200	\$2,180,700	\$2,318,600	\$2,396,200	\$2,102,300
Required Operating Assistance	\$13,299,300	\$13,547,000	\$14,403,100	\$15,581,800	\$16,235,900	\$14,613,400
Percent of Expenses Recovered through Revenues						
	10.4	13.3	13.1	13.0	12.9	12.6
Sources of Operating Assistance						
Federal	\$806,400	\$5,000	\$1,581,500	\$1,661,100	\$2,477,400	\$1,306,300
State	\$7,342,300	\$7,975,700	\$7,638,900	\$8,214,500	\$8,412,200	\$7,916,700
County	\$5,150,600	\$5,566,300	\$5,182,700	\$5,706,200	\$5,346,300	\$5,390,400
Total	\$13,299,300	\$13,547,000	\$14,403,100	\$15,581,800	\$16,235,900	\$14,613,400
Per Trip Data						
Operating Cost	\$16.69	\$15.72	\$16.15	\$17.08	\$17.57	\$16.65
Revenue	1.73	2.10	2.13	2.21	2.26	2.09
Total Operating Assistance	14.96	13.62	14.02	14.87	15.31	14.56
Local Operating Assistance	5.79	5.60	5.05	5.44	5.04	5.37

Table 3-8 (continued)

Total Transit System ^{ab}						
Characteristic	Year					Five-year Average
	1999	2000	2001	2002	2003	
Service Provided						
Total Vehicle Miles	27,369,400	27,658,000	26,856,200	25,993,700	25,125,000	26,600,500
Total Vehicle Hours	2,119,500	2,052,100	2,004,900	1,916,600	1,823,000	1,983,200
Revenue Passengers	54,778,000	53,850,100	52,333,400	49,503,300	49,012,800	51,895,500
Costs, Revenues, and Assistance						
Operating Expenses	\$117,037,300	\$123,279,300	\$130,892,900	\$132,455,700	\$134,362,800	\$127,605,600
Passenger Revenues	\$39,036,300	\$39,701,500	\$42,121,100	\$42,011,700	\$41,589,900	\$40,892,100
Required Operating Assistance	\$78,001,000	\$83,577,800	\$88,771,800	\$90,444,000	\$92,772,900	\$86,713,500
Percent of Expenses Recovered through Revenues	33.4	32.2	32.2	31.7	31.0	32.0
Sources of Operating Assistance						
Federal	\$10,002,300	\$10,959,400	\$17,668,900	\$13,595,500	\$16,663,700	\$13,778,000
State	\$52,224,600	\$55,076,700	\$55,047,100	\$59,260,600	\$59,945,100	\$56,310,800
County	\$15,774,100	\$17,541,700	\$16,055,800	\$17,587,900	\$16,164,100	\$16,624,700
Total	\$78,001,000	\$83,577,800	\$88,771,800	\$90,444,000	\$92,772,900	\$86,713,500
Per Trip Data						
Operating Cost	\$2.14	\$2.29	\$2.50	\$2.68	\$2.74	\$2.46
Revenue	0.72	0.74	0.80	0.85	0.85	0.79
Total Operating Assistance	1.42	1.55	1.70	1.83	1.89	1.67
Local Operating Assistance	0.29	0.33	0.31	0.36	0.33	0.32

^a Ridership and service data taken from monthly financial and statistical reports prepared by the Milwaukee County Transit System. Financial information taken from National Transit Database reports filed annually by the transit system.

^b Ridership and service data taken from monthly financial and statistical reports prepared by the Milwaukee County Transit System for 2000 through 2003, and from the annual report filed for the Wisconsin Department of Transportation Section 85.21 program for 1999. Financial information taken from National Transit Database reports filed annually by the transit system and from Milwaukee County budget documents.

Source: Milwaukee County Department of Parks and Public Infrastructure, Milwaukee County Transit System, and SEWRPC.

Table 3-9

**ANNUAL CAPITAL PROJECT EXPENDITURES BY FUNDING
 SOURCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1999-2003**

Characteristic	Capital Expenditures by Year					Five-year Average
	1999	2000	2001	2002	2003	
Capital Project Type						
Fleet Expansion, Replacement, or Rehabilitation	\$2,700,000	\$22,500,000	\$7,800,000	\$15,000,000	\$13,300,000	\$12,260,000
Facility Renovation or Replacement	--	--	350,000	2,500,000	370,000	644,000
Facility Expansion or Additions	--	--	--	--	--	--
Other	900,000	550,000	1,730,000	2,700,000	--	1,176,000
Total	\$3,600,000	\$23,050,000	\$9,880,000	\$20,200,000	\$13,670,000	\$14,080,000
Source of Funds						
Federal	\$2,961,000	\$19,115,000	\$7,904,000	\$16,160,000	\$10,936,000	\$11,415,200
County	639,000	3,935,000	1,976,000	4,040,000	2,734,000	2,664,800
Total	\$3,600,000	\$23,050,000	\$9,880,000	\$20,200,000	\$13,670,000	\$14,080,000

Source: Milwaukee County Department of Parks and Public Infrastructure, Milwaukee County Transit System, and SEWRPC.

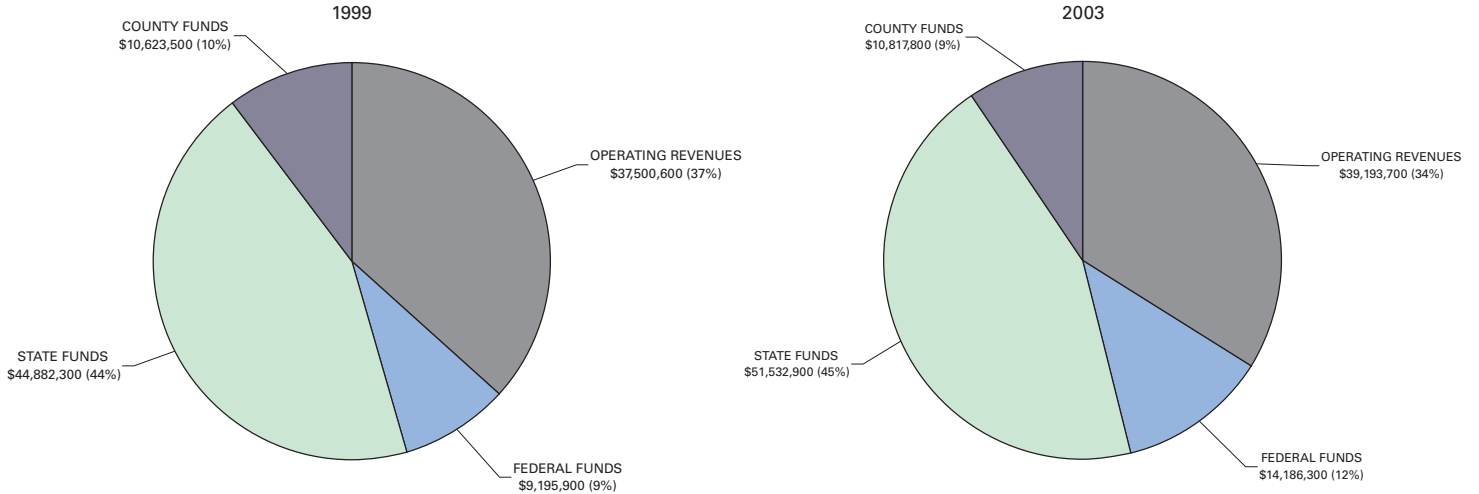
particular since 1997 as the service was modified to fully comply with federal ADA paratransit service requirements. This included adding service to provide for enough capacity to accommodate ridership demands. Since 2000, the service cuts and fare increases implemented on the bus system have not been enough to fully offset inflationary increases in system operating expenses and the increases in paratransit service costs. To minimize the local tax levy for the transit system, the transit system increased the total amount of Federal Transit Administration (FTA) formula transit assistance funds it applied toward the annual transit system budget since 2000. As noted below, this was done by drawing down the County's balance of unspent FTA formula funds that remained available from previous years.

- From 1999 through 2003, the average annual operating expenditures for the County bus and paratransit systems have totaled about \$127.6 million. Of this total, about \$40.9 million, or 32 percent, came from farebox and other revenue. The remaining \$86.7 million, or 68 percent of total expenses, constituted the average annual public operating assistance which has been funded as follows: \$13.8 million, or 11 percent of total expenses, through Federal transit assistance programs; \$56.3 million, or 44 percent of total expenses, through State transit assistance programs; and 16.6 million, or 13 percent of total expenses, through County operating assistance funds generated by local property taxes. Approximately two-thirds of the County funds were used to support the operating costs of fixed route bus service, with the other one-third going toward the operating costs of paratransit service.
- The proportions of total system operating expenses funded by passenger and other revenues, Federal funds, and County tax dollars have changed somewhat between 1999 and 2003, as illustrated in Figure 3-7. State transit assistance funds covered about 45 percent of the total system operating expenses in both 1999 and 2003. In 1999, operating revenues amounted to about \$39 million, or about 33 percent of total system operating costs; Federal funds amounted to about \$10 million, or about 9 percent of operating costs; and County funds amounted to about \$15.7 million, or about 13 percent of operating costs. By 2003, total system operating revenues had increased by 7 percent to about \$41.6 million but the share of expenses covered by them decreased to about 31 percent, or two percent less than in 1999. Total operating revenues for the Transit Plus paratransit service, however, increased by 60 percent from about \$1.5 million in 1999 to about \$2.6 million in 2003, which increased the proportion of Transit Plus operating costs covered by revenues from 10 percent in 1999 to 13 percent in 2003. The total Federal funds used in 2003 were increased by 66 percent to about \$16.6 million, which funded about 12 percent of the 2003 total system operating costs, or three percent more than in 1999. With the increase in Federal funds used by the system, total County funding in 2003 increased by only 3 percent to \$16.1 million, and the proportion of total operating expenses funded by the County in 2003 decreased by two percent to about 12 percent of operating costs. Notably, while most of the total increase in Federal funds between 1999 and 2003 went to

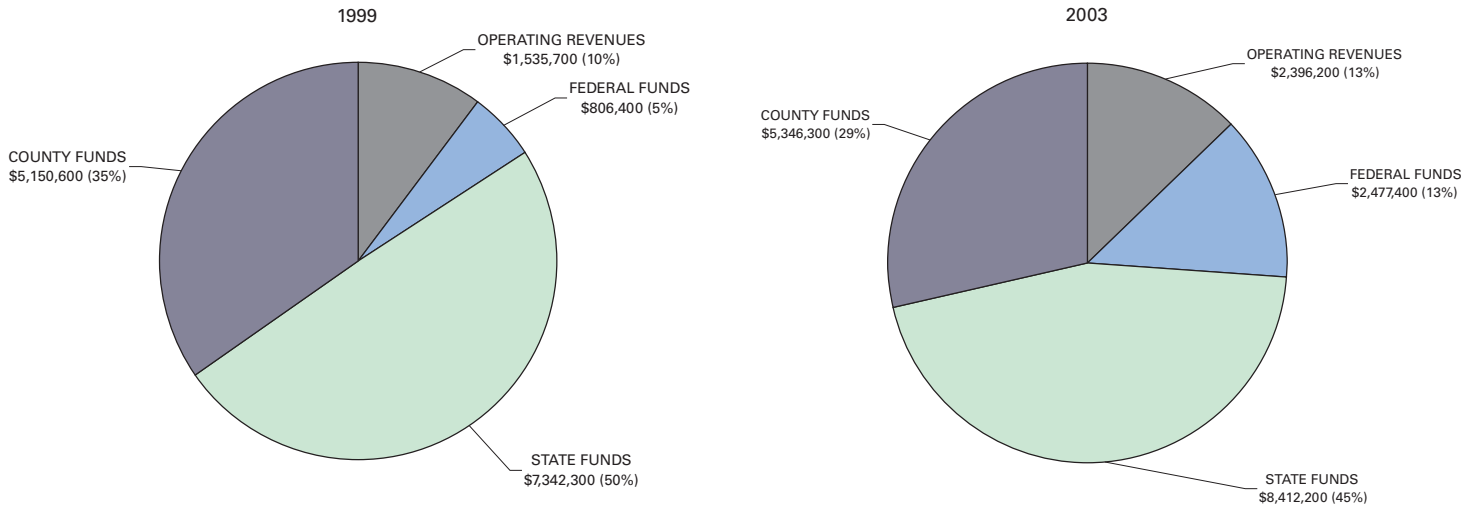
Figure 3-7

**DISTRIBUTION OF TOTAL ANNUAL OPERATING EXPENSES
 FOR THE BUS AND PARATRANSIT SERVICES PROVIDED BY
 THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1999 AND 2004**

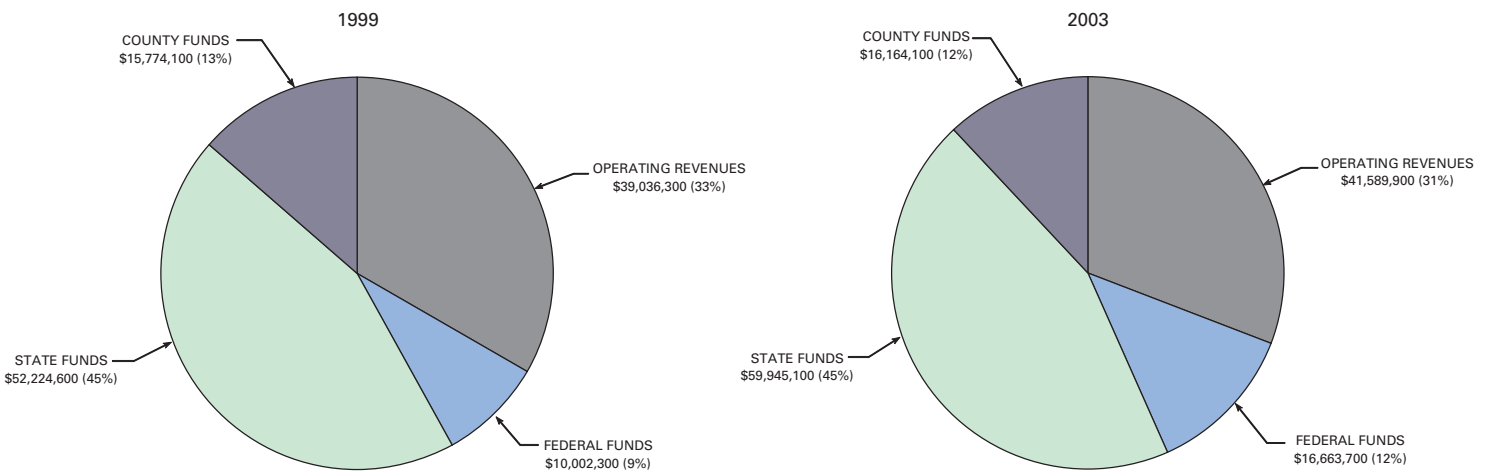
BUS SYSTEM



PARATRANSIT SYSTEM



TOTAL SYSTEM



the County bus system, about 25 percent went to cover a larger proportion of Transit Plus operating expenses--about 13 percent in 2003 compared with about 5 percent in 1999. The additional Federal funds in combination with increased 2003 passenger revenues resulted in only a slight increase from 1999 to 2003 in the total amount of County funds needed for the Transit Plus service, and a decrease in the proportion of Transit Plus operating costs covered by County funds from 35 percent in 1999 to 29 percent in 2003.

- Notably, the County was able to increase the Federal funds used by the system from 1999 to 2003 because it had not fully spent the allocations of Federal Transit Administration (FTA) Section 5307 formula program transit assistance funds it receives annually. The unspent funds from each annual allocation are available for up to three years past the year of allocation, and are carried forward from previous years and added to subsequent annual allocations to create the total balance of FTA Section 5307 funds that are available to Milwaukee County each year. At the beginning of 1999, Milwaukee County had a total balance of approximately \$32 million in Section 5307 funds which it could draw upon as needed for the transit system. For the past few years, the transit system has been able to use the Federal carryover Section 5307 funds to avoid the need for increases in County tax levy funding and to limit the extent of service reductions and fare increases. As the County increases its use of these Federal funds, the balance of available carryover funds decreases each year. With the increase in the Federal funds used by the transit system from 1999 through 2003, the balance of FTA Section 5307 carryover funds decreased to about \$20.9 million by the beginning of 2004. Transit system officials have projected that the balance of available funds will be insufficient to fully fund all transit system needs in 2008. Extensive service cuts and additional fare increases are likely to be needed at that time if property taxes cannot be increased or an alternative source of funds is not established to finance the transit system.
- The average annual capital expenditures on the transit system over the five-year period 1999 through 2003 totaled about \$14.1 million. The vast majority of these funds were expended for bus fleet replacement or rehabilitation. Of this total, about \$11.4 million, or about 80 percent, came from Federal transit capital assistance programs, and the remaining \$2.6 million, or about 20 percent, came from Milwaukee County.

CONNECTING PUBLIC BUS SERVICES

The focus of this transit System development plan is on the transit service needs of Milwaukee County residents and how they can best be served by the transit services provided by the Milwaukee County Transit System within Milwaukee County. The plan, however, will also review the other publicly sponsored bus services that connect with

Milwaukee County Transit System. While these services bring many workers and students from the surrounding counties into Milwaukee County, they also provide transit links to major activity centers, in particular job centers, in adjacent counties that serve as trip destinations for Milwaukee County residents. None of the connecting transit services carry passengers between points located entirely within Milwaukee County as that is the market served by the Milwaukee County Transit System. The service characteristics of the major connecting public bus services are summarized in Table 3-10 and the service are briefly described in the following sections.

The Ozaukee County Express Bus Service

Ozaukee County currently provides bus service over one route operated between the Cities of Port Washington and Fredonia and central Milwaukee County, including the Milwaukee CBD. The route, shown on Map 3-9, is operated by the Milwaukee County Transit System as Route No. 143. The buses used for the service are owned by Ozaukee County which also provides the public funds needed to cover the costs not funded through passenger revenues. Ozaukee County initiated the route in 1996 to serve Ozaukee County residents commuting to jobs in the Milwaukee CBD and to bring Milwaukee County residents to jobs in Ozaukee County. The Milwaukee County transit System has operated the route since 2002. In Milwaukee County, the route includes stops along N. Port Washington Rd., N. 7th and 8th Streets, and 6th Street between E. Capitol Dr. and Mitchell Street to serve Milwaukee County residents commuting to Ozaukee County jobs. Stops along E. and W. Kilbourn and Wisconsin Avenues to serve Ozaukee County residents commuting to jobs in the Milwaukee CBD. In Ozaukee County, the route serves four park-ride facilities located along IH 43 and has other stops along Port Washington Road and in the Village of Fredonia to serve major employers. Connections to employers not directly served by Route 143 are provided through the Ozaukee County Taxi, the countywide public shared-ride taxi system sponsored by Ozaukee County. The taxi system operates shuttle routes for Route No. 143 passengers between the park-ride lots in Saukville and Grafton and major employers in these communities. Taxi service to employers not on the shuttle routes can also be arranged by passengers calling the taxi system for service.

Washington County Commuter Express Bus

Washington County currently provides bus service over three routes shown on Map 3-10 with stops in Milwaukee County: the Downtown Express route operated between the City of West Bend the Milwaukee CBD; one the Milwaukee County Regional Medical Center and Mayfair Mall Express route operated between the City of West Bend the Regional Medical Center and Mayfair Mall in the City of Wauwatosa in western Milwaukee County; and one the Germantown Shuttle operated between the City of Milwaukee's northwest side and the Maple Road (Germantown) Industrial Park. The routes are operated by a private transit company, Riteway Bus Services, Inc., under contract with Washington County which provides the public funds needed to cover the net costs of the services. Like Ozaukee County, Washington County initiated bus services between Washington and Milwaukee Counties to serve Washington County residents commuting to jobs in the Milwaukee CBD and to bring Milwaukee

Table 3-10

MAJOR PUBLIC BUS SERVICES WHICH CONNECT WITH THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2004

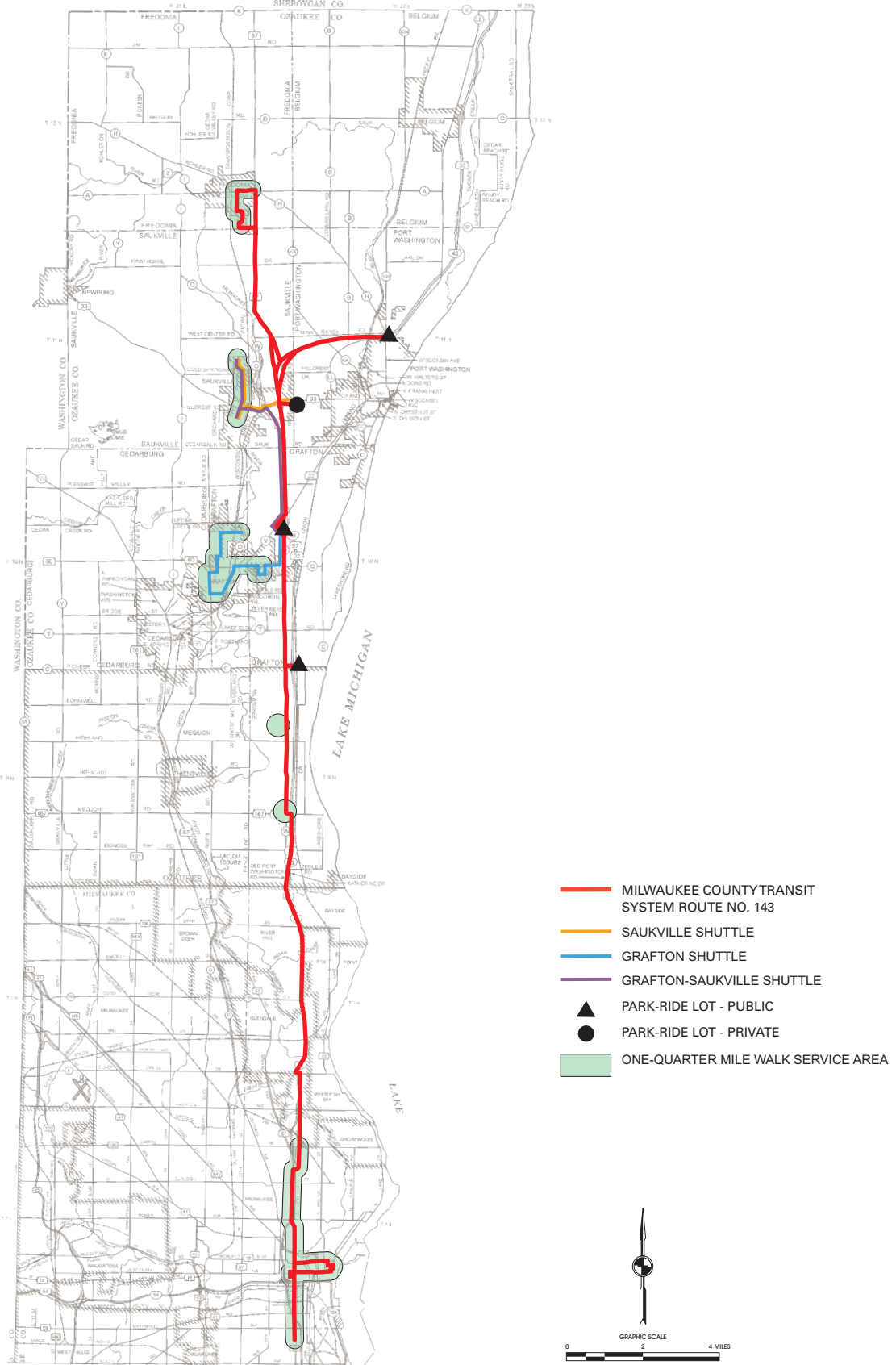
Service Provider	Name of Service	Days and Hours of Operation	Fares ^a	Service Area	Vehicles Used	2004 Average Weekday Ridership (One-way Trips)
Ozaukee County	Ozaukee County Express	Weekdays: 5:00 a.m.-9:30 a.m. 12:45 p.m.-6:30 p.m. 9:00 p.m.-11:00 p.m. Sundays: 9:00 p.m.-11:00 p.m.	Adults (ages 12-65): \$2.25 Elderly (ages 65 and over) and disabled: \$1.00	Mequon, Cedarburg, Grafton, Saukville, Port Washington, and Fredonia areas	Urban transit buses	340
	Ozaukee County Taxi (connecting shuttle service)	Weekdays: 5:45 a.m.- 6:45 a.m. 2:30 p.m.- 3:30 p.m. 9:30 p.m.-10:30 p.m. Sundays: 9:30 p.m.- 1:15 p.m.	All shuttle passengers: \$0.75	Grafton and Saukville areas	Vans	20
Washington County	Washington County Commuter Express	Weekdays: 5:30 a.m.-10:00 a.m. 1:30 p.m.- 8:30 p.m. 9:30 p.m.- 1:15 p.m.	<u>Milwaukee Express Routes:</u> Adults (ages 12-65): \$2.50 <u>Germantown Shuttle:</u> Adults (ages 12-65): \$1.50	West Bend, Jackson, and Germantown areas	Over-the-road motor coaches	190
	Washington County Taxi (connecting shuttle service)	Weekdays: 6:00 a.m.-10:00 p.m. Saturdays: 6:00 a.m.-10:00 p.m. Sundays: 8:00 a.m.- 4:00 p.m.	All shuttle passengers: \$1.00	Hartford, Slinger, Jackson, and West Bend areas	Vans	Less than 10
Waukesha County ^b	Milwaukee County Transit System	<u>Route Nos. 6 and 8</u> Daily: 5:00 a.m.-7:00 a.m. 5:00 p.m.-7:00 p.m. <u>Route Nos. 9 and 106</u> Weekdays: 5:30 a.m.-8:30 a.m. 1:30 p.m.-4:30 p.m. 9:30 a.m.-11:30 a.m. <u>Route No. 79</u> Weekdays: 6:00 a.m.-8:15 a.m. 3:45 p.m.-6:15 p.m. <u>Route No. 10^d</u> Weekdays: 5:30 a.m.-10:45 p.m. Saturday: 8:30 a.m.-10:30 p.m. Sundays: 9:45 a.m.- 7:45 p.m.	Adults (ages 12-64): \$1.50 ^c Students (ages 6-11): \$1.10 ^c Elderly (ages 65 and over) and disabled: \$0.75	Portions of Brookfield, Butler, Elm Grove, Menomonee Falls, New Berlin, Pewaukee, and Sussex	Urban transit buses	1,000
	Wisconsin Coach Lines, Inc.	<u>Route No. 901</u> Weekdays: 5:30 a.m.-10:45 p.m. <u>Route Nos. 905 and 905</u> Weekdays: 6:00 a.m.-18:00 a.m. 4:45 p.m.-6:15 p.m.	Adults (ages 12-64): \$2.25-2.75 Elderly (ages 65 and over) and disabled: \$1.15-1.40	Portions of Brookfield, Delafield, Hartland, Mukwonago, Neshotah, Oconomowoc, Pewaukee, and Waukesha	Over-the-road motor coaches	1,000
	Waukesha Metro Transit System	<u>Route No. 1</u> Weekdays: 5:30 a.m.-10:45 p.m. Saturday: 8:30 a.m.-10:30 p.m. Sundays: 9:45 a.m.- 7:45 p.m. <u>Route No. 218</u> Weekdays: 5:30 a.m.-8:00 a.m. 2:00 p.m.-5:30 p.m. 10:00 p.m.-11:45 p.m.	Adults (ages 18-64): \$1.25 Students (ages 5-17): \$1.00 Elderly (ages 65 and over) and disabled: \$0.75	Portions of Brookfield, and New Berlin	Urban transit buses	340
City of Racine	Wisconsin Coach Lines, Inc.	Weekdays: 5:30 a.m.-10:45 p.m. Saturday: 8:30 a.m.-10:30 p.m. Sundays: 9:45 a.m.- 7:45 p.m.	Adults (ages 12-64): \$1.00-4.00 Elderly (ages 65 and over) and disabled: \$0.50-2.00	Portions of Kenosha, Racine, and Milwaukee	Over-the-road motor coaches	220

^aFares shown are cash fares per one-way trip.

^bThe City of Waukesha Metro Transit System administers the contracts with the Milwaukee County Transit System and Wisconsin Coach Lines, Inc. for Waukesha County.

Map 3-9

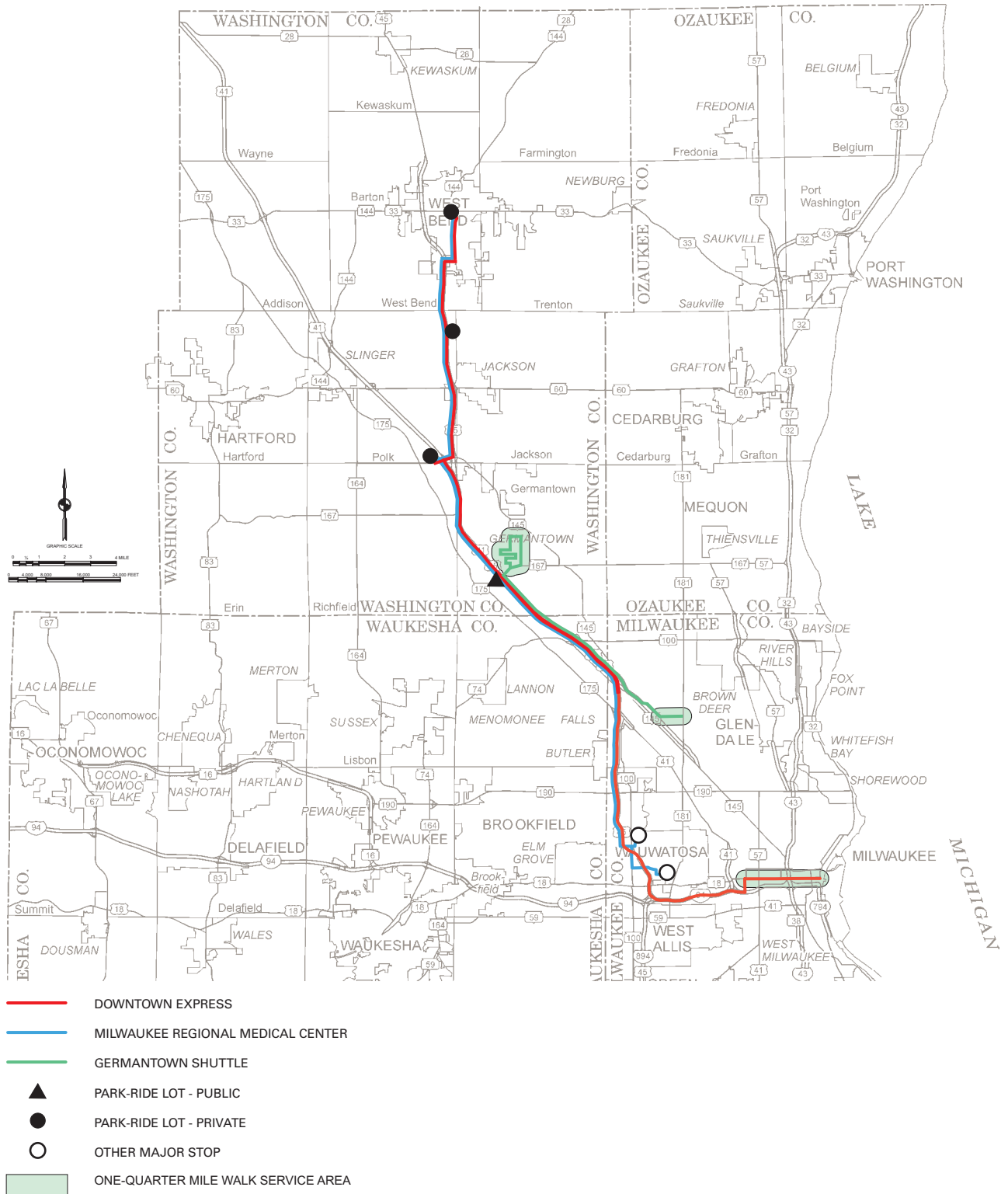
OZAUKEE COUNTY EXPRESS BUS SERVICE
AND CONNECTING TAXI SERVICE: FALL 2004



Source: Milwaukee County Transit System and SEWRPC.

Map 3-10

WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICES: FALL 2004



Source: Washington County Transit Services and SEWRPC.

County residents to jobs in Washington County. The County has made several service adjustments since the bus service was initiated in 1998, including eliminating in 2002 most of the services designed for Milwaukee County residents commuting to Washington County jobs. In Milwaukee County, the Downtown Express route currently stops along E. and W. Wisconsin Avenue, and the Medical Center/Mayfair Mall Express route currently stops at the medical college and hospitals in the Regional Medical Center, both to serve Washington County residents commuting to Milwaukee County. The Germantown shuttle route is the only remaining bus service for Milwaukee County residents that need to commute to jobs in Washington County. The bus route operates between a stop at 76th and W. Mill Road and the employers in the Maple Road Industrial Park. Germantown shuttle passengers working at employers located in Hartford, Slinger, Jackson, and West Bend can still get shuttle service to their employer through the Washington County Taxi, the countywide public shared-ride taxi system sponsored by Washington County. Taxi service to shuttle workers to employers in these communities must be arranged by either the employer or its employee calling the taxi system for service.

Waukesha County Transit System

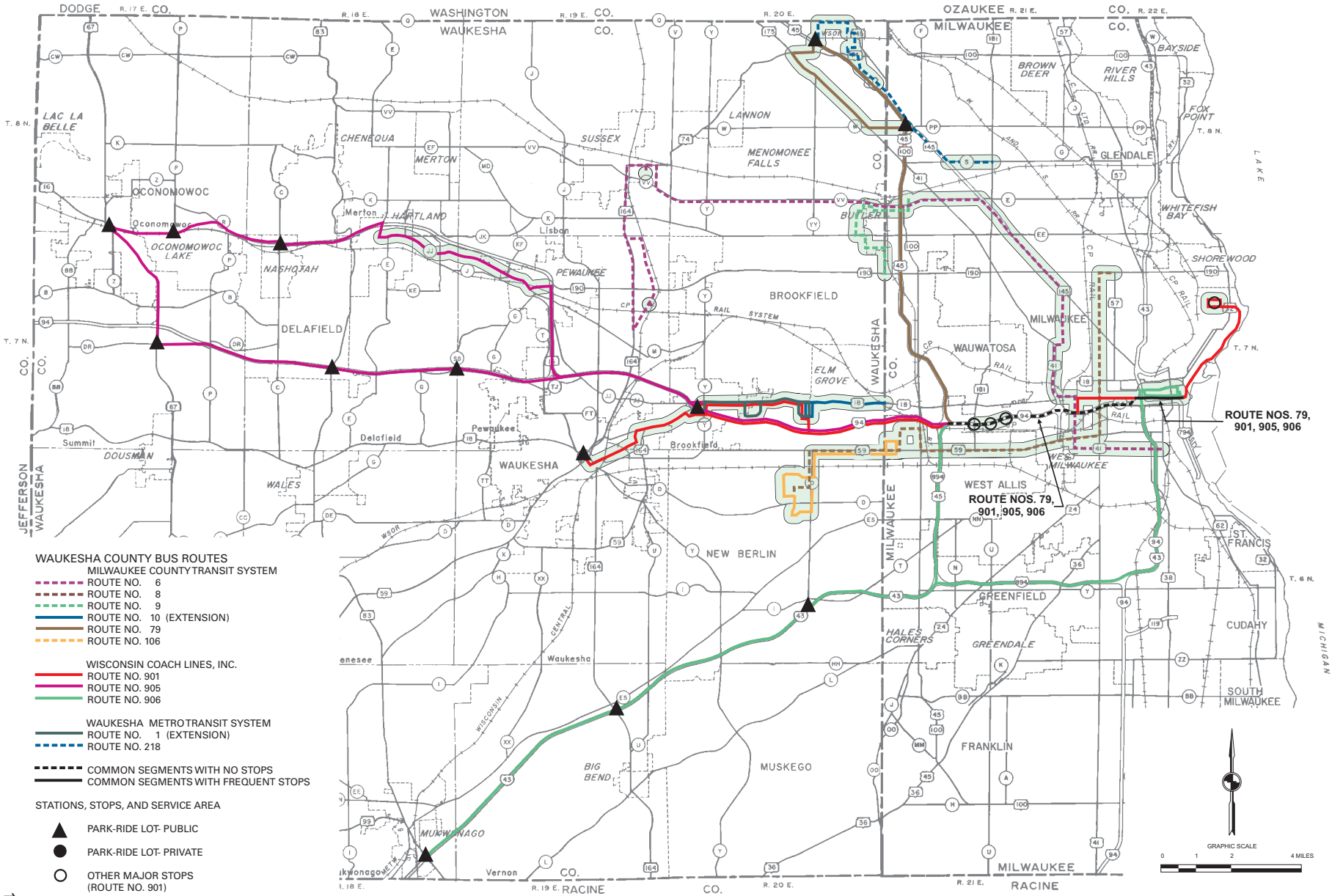
The Waukesha County transit system provides bus service over 11 routes which primarily provide service for work commuting between Waukesha and Milwaukee Counties. Waukesha County contracts for all of its bus service from two public transit operators, the Milwaukee County Transit System and the City of Waukesha Metro Transit System, and from one private transit company, Wisconsin Coach Lines, Inc. The staff of the City of Waukesha Metro Transit System administers the service contracts for Waukesha County including monitoring the service operations, ridership, and costs of each route. As shown on Map 3-11, the system includes four rapid "freeway flyer" routes operating between Menomonee Falls, Waukesha, Oconomowoc, and Mukwonago and the Milwaukee CBD. These routes serve 11 park-ride facilities in Waukesha County and also have stops to accommodate walk access along routes segments operated through the City of Waukesha, the Hartland-Pewaukee area, in the Bluemound Road corridor, and in the Village of Menomonee Falls. In Milwaukee County, stops for these routes are primarily along E. and W. Wisconsin Avenue, and E. and W. Wells and Michigan Streets. The Waukesha -Milwaukee route has additional stops near State Fair Park and at the University of Wisconsin-Milwaukee. The system also includes two extensions of regular local routes operated by the Milwaukee County Transit System and the City of Waukesha Transit System to serve employers and business along W. Bluemound Road, and five local shuttle routes designed to bring Milwaukee County residents out to jobs at employers in eastern Waukesha County.

Kenosha-Racine-Milwaukee Commuter Bus

The City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, provides commuter bus service between the Cities of Kenosha and Racine and downtown Milwaukee. The bus service is provided through a contract with a private transit operator, Wisconsin Coach Lines, Inc., with the four public entities agreeing to act as sponsors for the Federal and State transit assistance funds used to cover the net costs of the

Map 3-11

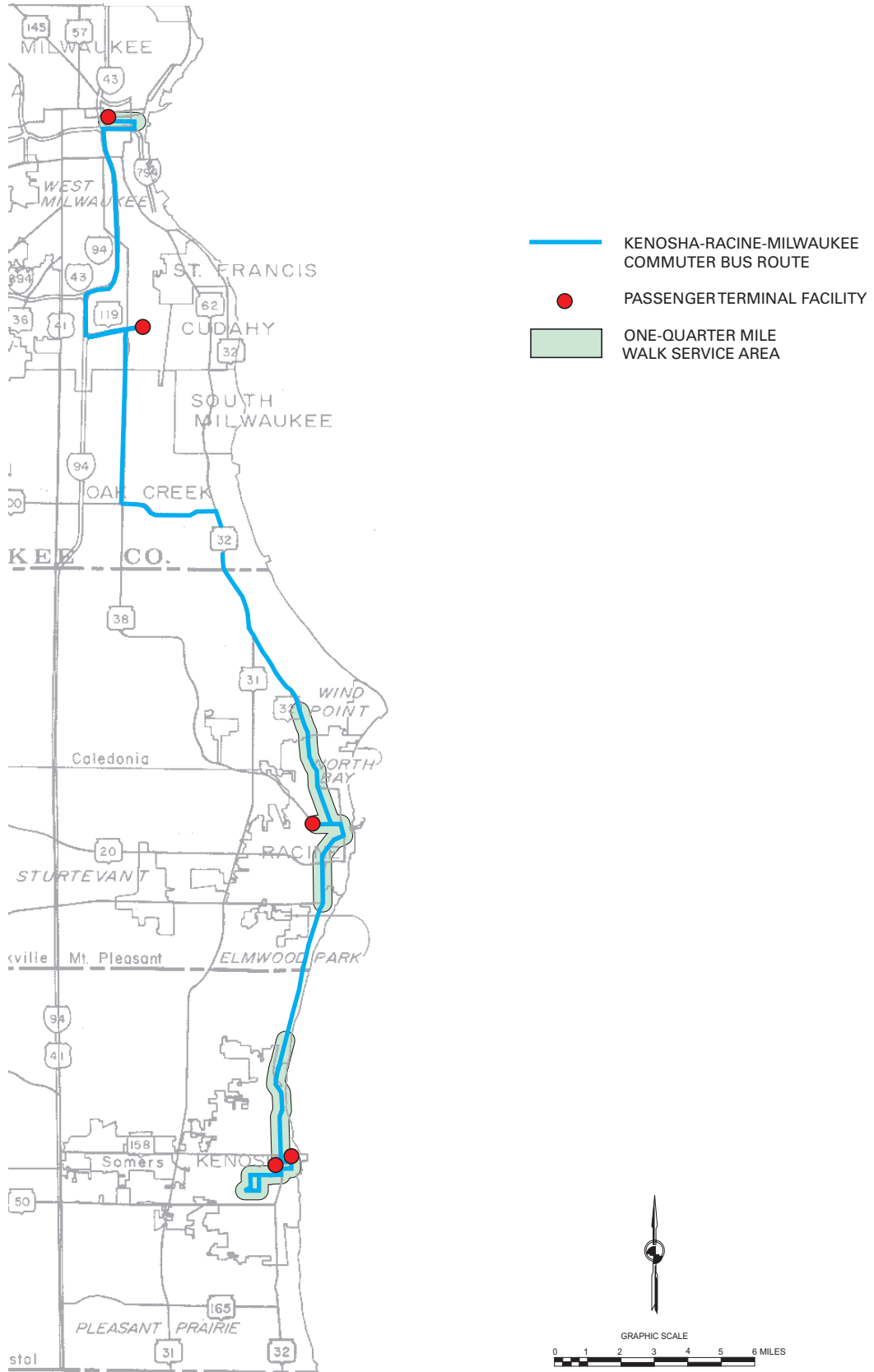
WAUKESHA COUNTY TRANSIT SYSTEM: FALL 2004



15a Source: City of Waukesha Metro Transit System and SEWRPC.

Map 3-12

KENOSHA-RACINE-MILWAUKEE COMMUTER BUS ROUTE: FALL 2004



Source: Wisconsin Coach Lines, Inc. and SEWRPC.

service. The service is oriented principally towards serving Racine and Kenosha passengers commuting to and from the Milwaukee area, but is also used to travel between Racine and Kenosha. As shown on Map 3-12, the route includes stops at the central transfer terminal for the Kenosha Transit System and the Kenosha Metra commuter rail station in downtown Kenosha, the central transfer terminal for the Racine Belle Urban System in downtown Racine, and Milwaukee County's General Mitchell International Airport. The route also includes local stops along segments in the Cities of Racine and Kenosha and in Southern Milwaukee County. In downtown Milwaukee, stops for the routes are along E. and W. Michigan Street and at the Greyhound Bus Depot.

OTHER TRANSIT SERVICES

Additional transit services for the general public or special population groups are provided within the Milwaukee County and include the following:

- Taxicab Service

Taxicab service for general purpose travel by the general public in Milwaukee County is provided by five private companies including: All City Veteran Taxi, American United Taxi Cab Services, Balisteri Car Service, Yellow Cab Co-Op, and Yellow Cab of Milwaukee. The taxicab service provided by these companies is available 24-hours a day, seven days a week for trips made throughout Milwaukee County. In addition, 13 other private companies specialize in providing service to and from Milwaukee County's General Mitchell International Airport. Fares are mileage-based with additional charges for more than one passenger, waiting, and help with shopping bags or luggage.

- Interregional Transit Services

At the end of 2004, interregional transit services serving Milwaukee County included both intercity passenger train and intercity bus services. Intercity passenger train service was provided by Amtrak over Canadian Pacific Railway trackage with a stop in the Milwaukee CBD. Amtrak operated seven weekday "Hiawatha Service" trains in each direction between Milwaukee and Chicago with a stop in the Village of Sturtevant in Racine County. Beginning in early 2005, these trains also stopped at a new passenger station near General Mitchell International Airport. Amtrak also operated one weekday train, the Empire Builder, in each direction between Chicago, Milwaukee, St. Paul-Minneapolis, and Seattle.

Intercity bus service was provided through Milwaukee County at the end of 2004 by four carriers: Badger Coaches, Inc.; Greyhound Lines, Inc.; Lamers Bus Lines, Inc.; and Coach USA, Inc. The bus service provided by Badger Coaches included six weekday round-trips between Madison and General

Mitchell International Airport with other stops in Milwaukee County in the Milwaukee CBD and at IH 94 and S. 84th Street in West Allis. The bus service provided by Greyhound in Southeastern Wisconsin included total of 23 weekday one-way bus trips serving Milwaukee with Greyhound using its Depot in the Milwaukee CBD as a regional hub where passengers have the opportunity to transfer between buses. Most of these trips were Chicago-based, going to and from Minneapolis, Green Bay, Marquette, and Calumet. The bus service provided by Lamers Bus Lines on a daily basis included one bus trip in each direction between Milwaukee and Wausau via Fond du Lac. Daily service provided by Coach USA, Inc., included 14 round-trips between the Goerkes Corners Public Transit Station in Waukesha County and Chicago O'Hare International and Midway Airports with in Milwaukee County stops at the Amtrak Depot in the Milwaukee CBD, the Coach USA bus terminal on S. 13th Street, and at General Mitchell International Airport. Together, the four intercity motor coach carriers operated a combined total of 65 weekday one-way bus trips.

- Employment-related Transportation Services

Special transit services serving employment-related trips are provided in Milwaukee County through three programs. The JobRide Program operated by the Milwaukee County Private Industry Council, A Workforce Development Board, Inc., (PIC-WDB) is the principal job access van program currently serving the Milwaukee area. The program was designed to address transportation problems within the Milwaukee metropolitan area that have developed as a result of an increasing mismatch between the place of residence of potential workers in central Milwaukee County and the location of new jobs on the fringes of Milwaukee County or in the surrounding counties. The job locations served are in outlying locations that are poorly served or unserved by fixed-route bus service. The program has set eligibility requirements and also follows strict rules for service operation including the fares to be charged and areas and time periods served.

The Milwaukee Careers Cooperative (MCC) Inc., and Esperanza Unida, Inc., also provided job access van transportation services in the Milwaukee area. MCC has past experience as a contract service provider for the JobRide program and has developed its current service to address deficiencies in the JobRide service, in particular those related to limited periods of eligibility, restrictions prohibiting service for part-time workers, and the lack of flexibility in the fares charged or the time periods of service availability. The Esperanza Unida, Inc. van service is operated as part of the agency's employment center and services primarily Hispanic persons. The service serves jobs in Milwaukee and Waukesha Counties which are not served by public transit or JobRide.

- Specialized Transportation Services

Specialized transportation services serving the County's elderly and disabled population are also provided with the principal service provider being the Milwaukee County Department on Aging. The Department of Aging sponsors three programs that serve frail, ambulatory older adults who are unable to use conventional public transit service. These programs include:

1. Group Transportation Services which provides weekly grocery shopping services to eligible older persons who live at more than sixty-five congregate housing sites in Milwaukee County. Other service commitments include trips to the Asian American Community Center.
2. Individualized Transportation Services which provides service on a non-group basis for medical appointments, grocery shopping, Senior Meal Program nutrition sites, nursing home visitation, and a limited number of other trip purposes that require prior approval of the Department on Aging contract manager. Some non-medical trips occur as "shared" rides, for which the contact service provider charges substantially lower rates than for individual rides.
3. Meal Site Transportation Services which provides service for eligible older persons to designated meal sites of the Milwaukee County Senior Meal Program. Transportation services occur on a group basis.

All elderly Milwaukee County residents are eligible for service under these programs regardless of income. The services provided, however, are targeted to those having the greatest economic or social need. Each program provides service only on weekdays on an advanced-scheduled, door-to-door basis. Most trips, especially non-repetitive individual rides, require scheduling three to five days in advance. Many repetitive trips, especially group grocery rides and Senior Meal Program nutrition rides, remain as "standing orders", and only require notice of trip cancellation. Only trips made within Milwaukee County are served unless the trip request outside the County is authorized by the Department on Aging. A co-payment of \$2.00 is required each way for rides to medical appointments and contributions are accepted for all other rides. The Department on Aging contracts for service from Transit Express Service, Inc., a management company, that subcontracts with Transit Express, Inc., a private, for-profit transportation provider. The company uses a fleet of accessible vans to provide the service offered under each program. During 2004, the three programs totaled provided about 2,000 elders with about 128,000 one-way rides at a total cost of about \$1,286,000, or about \$10.04 per ride.

A number of other specialized transportation services are also provided in the County. However, the eligibility for those services is usually limited to clientele of the sponsoring agency or organization.

SUMMARY

This chapter has presented pertinent information on the existing Milwaukee County Transit System, as well as on other major transit services provided in the study area during 2004. A summary of the most important findings concerning the transportation services identified follows.

1. The principal provider of public transit service in Milwaukee County is the Milwaukee County Transit System. The transit system has been owned by Milwaukee County since July 1975 when the County acquired the assets of the former private bus company serving the County. The system is operated by a private contract management firm, Milwaukee Transport Services, Inc., with oversight of the management firm provided by staff within the Milwaukee County Department of Parks and Public Infrastructure and the Milwaukee County Transportation Public Works and Transit Committee. Under this arrangement, the management firm assumes full responsibility for day-to-day transit system operating and management decisions while the County assumes the principal role in determining the transit budget and transit policy and is responsible for providing the management firm with the capital equipment and facilities and the public funds needed for operating the transit system.
2. In the fall of 2004, fixed route bus service was provided by the Milwaukee County Transit System over a system of 49 regular service bus routes serving Milwaukee County including nine rapid transit “freeway flyer” routes, 31 regular local and shuttle bus routes, and nine school day routes. The local routes form a grid that serves as the basic network of the transit system and are designed so that most passengers do not have to transfer more than once to reach their destination. A total of 21 of the 49 regular service routes (9 freeway flyer and 12 local bus routes) directly serve the Milwaukee CBD. Service over the freeway flyer routes is provided only during the weekday morning and afternoon peak periods and principally in the peak direction of travel. Regular local bus service is available seven days a week with most routes operating on both weekdays and weekends while local shuttle bus service is operated only during weekday peak periods. In general, the most frequent service is provided on the routes serving the central portion of the County where weekday headways for regular local bus service are generally between 5 and 20 minutes during peak periods, between 10 and 30 minutes during the midday period, and between 15 and 30 minutes during the evening period before 10:00 p.m. The transit system also operates contract bus services for other counties in the Milwaukee area and local business,

and provides special event service using customized routes for professional sporting events, lakefront festivals, and the Wisconsin State Fair. The transit system maintains a fleet of 473 buses to provide all of its fixed-route services.

3. The base adult cash fare for using the local, shuttle and school day routes of the transit system was \$1.75 per trip while a fare of \$2.05 per trip was charged for using the freeway flyer routes. Reduced fares were charged for elderly and disabled individuals and for students, and convenience fares were also available in the form of tickets and passes which offered a discount from cash fares. Free transfers between local routes and from freeway flyer routes to local routes were issued upon request at the time the fare is paid on the first route used. Transfers between local and freeway flyer routes are subject to a premium fare charged for using the freeway flyer service.
4. The transit system also provided the Transit Plus paratransit service to serve the travel needs of disabled individuals who were unable to use the fixed-route bus service provided by the Milwaukee County Transit System. Transit Plus service included curb-to-curb taxicab service for ambulatory disabled individuals who do not require an accessible vehicle and can travel with a minimal level of assistance, and door-to-door van service for disabled individuals who require an accessible vehicle and/or some driver assistance in making a trip. The Transit Plus paratransit service is available during the same service periods as the Milwaukee County Transit System fixed-route bus service, and serves trips made throughout Milwaukee County and small areas in adjacent Waukesha and Ozaukee Counties. Disabled individuals could also use the accessible bus service provided on all regular routes of the Milwaukee County Transit System.
5. For the most part, the transit system experienced steadily increasing transit ridership each year from 1975 through 1980 which was a period of major transit service improvement and expansion. There was a steady decline in ridership on the bus system during the years 1981 through 1994 with fare increases implemented in eight of the 14 years during this period contributing to the ridership decreases. From 1995 through 1999, there was a brief period when both ridership and service increased on the transit system as a result of an expansion of bus service and the effects of new pass programs, including the UPASS and the Commuter Value Pass, initiated to stimulate ridership. Since 2000, the predominant trend on the transit system has been one of service cuts and fare increases, as the number of regular bus routes and their route miles has been reduced by about 30 and 38 percent, respectively; average weekday service levels have been reduced by about 16 percent; adult cash fares have been increased twice from \$1.35 per ride in 1999 to \$1.75 per ride in 2004; and the price of a weekly pass has been raised three times from \$10.50 in 1999 to \$13.00 in 2004. Ridership on the bus system, consequently,

declined by about 9 percent from about 52.9 million revenue passengers in 2000 to about 48.0 million revenue passengers in 2003, and service has declined by about 13 percent from about 19.9 million revenue vehicle miles in 2000 to about 17.4 million revenue vehicle miles in 2003. During 2004, ridership was estimated to decrease by about 3 percent and service levels were estimated to decrease by about 2 percent from those in 2003.

Other factors have also contributed to the general decline of ridership on the Milwaukee County Transit System since the early 1980s. These factors include the location of housing and jobs outside Milwaukee County, the primary service area for the system; the continued decline of population and employment density in the areas served; and the increase in automobile ownership and use, particularly in terms of the number of households with two or more vehicles. There has also been an inability, due to a lack of funding, to significantly improve and expand transit service to better serve Milwaukee County and more of the metropolitan area, provide faster service with more express and rapid routes, and increase service frequencies to make it reasonably convenient and attractive to use transit.

6. The ridership trends for paratransit service provided by the Transit Plus program and its predecessor the User-Side Subsidy Program were quite different from that for the County's fixed-route bus service, with the trend being one of regular increases in use over time. Paratransit ridership grew steadily from its inception through the mid-1980s, then grew only at a modest rate through the mid-1990s when changes were made to the program to start bringing it into compliance with the paratransit service requirements of the Americans with Disabilities Act of 1990 (ADA). Between 1997 and 2003, the number of trips made on the service more than doubled from about 533,800 rides in 1997 to about 1,060,500 rides in 2003 as more disabled individuals became aware of and started using the service. During this period, the service underwent a major restructuring, completed in 2000, to reach full compliance with ADA requirements and was renamed Transit Plus. Ridership on the Transit Plus service was estimated to have decreased by about 3 percent to about 1,023,000 rides during 2004. This ridership level represents about 2 percent of the total annual revenue passengers carried on the County's fixed-route and paratransit services combined.
7. Total operating expenses for the transit system have risen steadily since the system began public operation in 1975. Increases in operating expenses since 1990 reflect an expansion of bus service in several areas and modifications to the paratransit service to fully comply with federal ADA service requirements. From 1999 through 2003, the average annual operating expenditures for the County bus and paratransit systems totaled about \$127.6 million. Of this total, about \$40.9 million, or 32 percent, came from farebox and other revenue. The remaining \$86.7 million, or 68 percent of total expenses,

constituted the average annual public operating assistance which has been funded as follows: \$13.8 million, or 11 percent of total expenses, through Federal transit assistance programs; \$56.3 million, or 44 percent of total expenses, through State transit assistance programs; and 16.6 million, or 13 percent of total expenses, through County operating assistance funds generated by local property taxes. Approximately two-thirds of the County funds were used to support the operating costs of fixed route bus service, with the other one-third going toward the operating costs of paratransit service.

8. The average annual capital expenditures on the transit system over the five-year period 1999 through 2003 totaled about \$14.1 million. The vast majority of these funds were expended for bus fleet replacement or rehabilitation. Of this total, about \$11.4 million, or about 80 percent, came from Federal transit capital assistance programs, and the remaining \$2.6 million, or about 20 percent, came from Milwaukee County.
9. Notably, Milwaukee County increased the amount of Federal transit assistance funds used by the system from 1999 to 2003. This increase was possible because it had not fully spent the entire amount of Federal Transit Administration (FTA) Section 5307 formula program transit assistance funds it had been allocated in previous years, and the unspent funds from previous annual allocations had been carried forward and were still available to Milwaukee County. For the past few years, the transit system has been able to use these carryover Section 5307 funds to avoid the need for increases in County tax levy funding and to limit the extent of service reductions and fare increases. As the County increased its use of these Federal funds from 1999 through 2003, the balance of available Section 5307 carryover funds decreased from about \$32 million at the beginning of 1999 to about \$20.9 million at the beginning of 2004. Transit system officials have projected that the balance of available Section 5307 funds will be insufficient to fully fund all transit system needs in 2008. Extensive service cuts and additional fare increases are likely to be needed at that time if property taxes cannot be increased or an alternative source of funds is not established to finance the transit system.
10. Other publicly sponsored bus services that connect with Milwaukee County Transit System were also identified as these services provide transit links to major activity centers, in particular job centers, in adjacent counties that serve as trip destinations for Milwaukee County residents. In the fall of 2004, these services included Ozaukee County Express bus and shuttle services, Washington County Commuter Express bus and shuttle services, the Waukesha County transit system, and Kenosha-Racine-Milwaukee commuter bus service.
11. Additional transit services for the general public were also provided within Milwaukee County in the

fall of 2004. Taxicab service was provided by five private taxicab companies for general purpose travel by the general public in Milwaukee County and by 13 other private companies that specialized in service to and from Milwaukee County's General Mitchell International Airport. Interregional transit services serving Milwaukee County included both intercity passenger train service provided by Amtrak and intercity bus service provided through Milwaukee County by four carriers: Badger Coaches, Inc.; Greyhound Lines, Inc.; Lamers Bus Lines, Inc.; and Coach USA, Inc. Special transit services serving employment-related trips were provided in Milwaukee County through three programs including the JobRide Program operated by the Milwaukee County Private Industry Council and programs operated by the Milwaukee Careers Cooperative (MCC) Inc., and Esperanza Unida, Inc.

12. Specialized transportation services serving the County's elderly and disabled population are also provided in the County, with the principal service provider being the Milwaukee County Department on Aging. The Department sponsors three programs that serve frail, ambulatory older adults who are unable to use conventional public transit service: Group Transportation Services, Individualized Transportation Services, and Meal Site Transportation Services. All elderly Milwaukee County residents 60 years of age and older are eligible for service under these programs, although the service is targeted to those having the greatest economic or social need. Each program provides service only on weekdays on an advanced-scheduled, door-to-door basis.

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