At the request of Ozaukee County, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is preparing a short-term, five-year plan for public transit services for the County. This newsletter summarizes the alternatives to improve transit service in the County that were developed by the plan’s Advisory Committee, with input from Ozaukee County businesses and from two public involvement meetings. Public comments on these alternatives, submitted by Monday, March 19, 2018, will be considered when developing a final recommended Ozaukee County public transit plan for 2019-2023.

TELL US WHAT YOU THINK!
We want to hear your opinion of the alternatives for improving public transit in Ozaukee County. You are invited and encouraged to attend any of the three public involvement meetings. Times and locations for the public meetings can be found on the back of this newsletter. The public meetings will be in an “open house” format, allowing you to attend at any time during the meeting. To provide comments, please attend one of the public meetings, where you will have the opportunity to leave written comments or speak to a court reporter or staff member to provide oral comments. If you are unable to attend a meeting, you can send written comments in any of the following ways by March 19, 2018:

- Plan Website: www.sewrpc.org/OzaukeeTransit
- E-mail: ozaukeetransitplan@sewrpc.org
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

All comments submitted by March 19, 2018, will be considered when developing a recommended Ozaukee County public transit plan.

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EXISTING PUBLIC TRANSIT SERVICES IN OZAUKEE COUNTY

OZAUKEE COUNTY EXPRESS

The Ozaukee County Express provides weekday-only, peak, traditional and reverse commute service on Route 143. In the traditional commute direction (southbound in the morning and northbound in the evening), Route 143 provides nine morning trips to downtown Milwaukee and nine afternoon/evening trips to Ozaukee County. In the reverse commute direction, there are four morning trips to Ozaukee County and two return afternoon trips to Milwaukee. Fares are currently $3.50 each way in cash, or $2.50 if paying with stored value on an M-card smartcard. Passengers can transfer to or from the Shared-Ride Taxi for $1.00. Passengers can transfer to an MCTS route at no additional charge or transfer to the Express from an MCTS route by paying the difference between the two fares, which is typically $0.50, if using the M-CARD. In 2016, there were 106,500 passenger trips made on Route 143.
EXISTING PUBLIC TRANSIT SERVICES IN OZAUKEE COUNTY

OZAUKEE COUNTY SHARED-RIDE TAXI

The Ozaukee County Shared-Ride Taxi provides countywide mobility for all residents of Ozaukee County. It provides curb-to-curb and door-to-door service for the general public and door-to-door and lobby-to-lobby service for people with disabilities. Service is provided on a shared-ride basis, with riders guaranteed service if they submit a request with 24-hour notice, although same-day requests can be accommodated if there is available capacity. Starting in 2017, the service area was extended slightly to three specific locations in Milwaukee County where the Taxi offers transfers from relatively frequent, all-day MCTS services. This extension provides Ozaukee County employers with improved access to the portion of the Milwaukee County workforce without reliable access to an automobile. The hours of operation are weekdays from 5:00 a.m. to 10:00 p.m., Saturdays from 8:30 a.m. to 10:00 p.m., and Sundays from 8:00 a.m. to 6:00 p.m. Fares for a one-way trip depend on the number of zones a passenger travels through on their trip. The adult fare is between $3.00 and $6.75, students pay between $2.75 and $6.00, and seniors and people with disabilities pay between $2.50 and $5.50. In 2016, the Shared-Ride Taxi provided 113,600 passenger trips.
PERFORMANCE EVALUATION OF EXISTING TRANSIT SERVICES

As part of the Ozaukee County Transit Development Plan, the existing County transit services were evaluated by comparing the performance of the Ozaukee County Express and the Ozaukee County Shared-Ride Taxi to a series of standards developed by the Advisory Committee. These standards were developed to evaluate how effectively the existing County transit services fulfilled the three objectives the Advisory Committee identified for the transit system.

A number of these standards required comparing the two transit services to peer systems from across the country, which were identified as peers because they had similar service types, routes, ridership, budgets, and served areas of a similar density to the Ozaukee County Transit System. The results of this performance evaluation are summarized in the following table, although not all standards are included in this table.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Standard</th>
<th>Express</th>
<th>Shared-Ride Taxi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Activity Centers: Maximize the number of major activity centers and facilities for transit-dependent persons served by transit. This is measured by the number of activity centers within one-quarter mile of a local bus or shuttle route, one-half mile of a commuter bus route, or within the service area of a shared-ride taxi service.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Population: Maximize the population served by transit. Residents are considered served if they are within a three mile driving distance of a fixed-route transit stop, or within the service area of a shared-ride taxi service.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Employment: Maximize the number of jobs served by transit. This is measured by one-half mile walk of a commuter bus route, or within the service area of a demand-response service.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Frequency and Availability: All fixed-route transit services should be operated at least every 30 minutes during the weekday peak periods. Shared-Ride Taxi services should have a maximum advance reservation requirement of 24 hours, and have less than three percent of same day service denied.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Travel Speeds: Average travel speeds for each trip should be more than 10 miles per hour for the Shared-Ride Taxi services, and more than 25 miles per hour for commuter bus service.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Passenger Demand: The ratio of passengers to seats should not exceed 1.00 for the Shared-Ride Taxi and 1.50 for the commuter express.</td>
<td>Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Ridership and Service Effectiveness: Transit services should not be more than 20 percent below the median of the peer comparison group on four measures: passengers per capita, total passengers per vehicle hour, total passengers per vehicle mile, and passenger miles per vehicle mile.</td>
<td>Partially Fulfilled</td>
<td>Partially Fulfilled</td>
<td></td>
</tr>
<tr>
<td>On-Time Performance: Transit services should have more than 70 percent of trips on time – defined as being between zero minutes early and three minutes late for commuter bus service and 30 minutes early or late for Shared-Ride Taxi service.</td>
<td>Not Fulfilled</td>
<td>Partially Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Travel Time: The ratio of transit to automobile travel time should be kept reasonable for similar trips, which is 2.00 for the Express bus and 1.75 for the Shared-Ride Taxi.</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Fare Structure: The fare policies for transit services should provide for premium services, as well as discounted fares for priority population groups and frequent riders.</td>
<td>Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Operating Expenses: Transit services should not exceed the median increases experienced by peer transit systems on five measures: Annual increases in the operating expenses per total and revenue vehicle mile, Operating expense per total and revenue vehicle hour, and Operating assistance per passenger</td>
<td>Partially Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
<tr>
<td>Cost Effectiveness: The operating cost per passenger and the operating expense per passenger mile should not be more than 20 percent above, and the farebox recovery ratio more than 20 percent below, the median for peer transit system.</td>
<td>Not Fulfilled</td>
<td>Fulfilled</td>
<td></td>
</tr>
</tbody>
</table>
PEOPLE AND JOBS SERVED IN OZAUKEE COUNTY

TRADITIONAL COMMUTE TRIPS

43,100 residents (50 percent of all County residents) live within a three-mile drive or taxi ride of a park and ride lot served by the Express.

REVERSE COMMUTE TRIPS

Nearly all the employers in the County are within a 15-minute ride on the Shared-Ride Taxi of an Express stop, with approximately 49,100 jobs (96 percent of all Ozaukee County jobs) within that area.
ALTERNATIVES FOR THE OZAUKEE COUNTY TRANSIT SYSTEM

Following the performance evaluation of the County’s existing transit services, a series of possible alternatives for future transit services were developed. In June 2017, the County held two public meetings as well as a business-focused meeting to gather input on features that should be considered in the development of alternatives. Therefore, the following alternatives have been designed to improve the performance of the Ozaukee County Transit System based on the evaluation of the transit system’s performance, and in careful consideration of the comments and ideas related to this planning effort received from the Advisory Committee, Ozaukee County businesses, and the public. The following alternatives are organized in three categories: employment-related transit services targeting Ozaukee County businesses; fixed-route service alternatives for the Ozaukee County Express; and Shared-Ride Taxi service alternatives.

EMPLOYMENT-RELATED TRANSIT SERVICES TARGETING OZAUKEE COUNTY BUSINESSES

On-Demand Services – Partnership with a Transportation Network Company (Lyft/Uber)

On-demand transit service could be provided through a private contract with a demand-responsive transportation network company such as Lyft or Uber. An employee could arrange a ride using a smartphone with a distinct coupon code provided to employees, which would allow the County and employers to track usage. In addition, specific pick-up and drop-off locations would be designated, or “geo-fenced” so that the coupon code would only work for those trips. This arrangement would ensure that employers or the County are only responsible for the costs associated with employment-related rides. Payment for the subsidized portion of the rides could come from the County, or directly from the employer being served.

Without subsidies from private businesses or the County, the cost of using a private transportation network company for a daily commute would be relatively high given the current fare structures for Lyft and Uber. It is possible that costs could be reduced with subsidies from private businesses or the County. If this alternative is selected, it would require further discussions with transportation network companies and Ozaukee County businesses to ensure service, predict potential ridership, and estimate project costs.

On-Demand Shared-Ride Taxi

This alternative would enhance the existing Shared-Ride Taxi service by providing a more demand-responsive system for employees needing transportation to or from their workplace. One option under this alternative would reduce the required advance reservation time to two hours (from 24 hours currently). An on-demand service using the Ozaukee County Shared-Ride Taxi is expected to serve approximately 38,500 additional passengers in 2022, and operating this service would cost approximately $542,500 in 2022, with $53,100 needing to be generated locally. It is estimated that reducing the reservation window to 15 minutes would generate approximately 8,900 additional passengers in 2022, requiring three new vehicles (approximately $89,000 each), which is not included in the operating expenses.

Extended Shared-Ride Taxi Hours

A potential unmet need that has been raised during the Advisory Committee meetings and the first round of outreach in June 2017 is the lack of transportation options for individuals outside of the current Shared-Ride Taxi service hours. This includes both transportation to social activities and second and third-shift employment. To address this concern, this alternative considers the potential extension of service hours of the Shared-Ride Taxi until 12:00 a.m. on both weekdays and weekends, and beginning service at 4:00 a.m. on weekdays. The operating expenses for the extended service hours would be $133,600 in 2022, which would result in an additional local cost of $11,900. Ridership as a result of the extended service hours is anticipated to be about 9,800 in 2022.
Flexible Shuttles
Based on input received from businesses during development of this plan, there is interest in a shuttle service to help employers in Ozaukee County attract and retain labor from Milwaukee County by improving connections between areas of higher unemployment and business parks and corridors. This alternative would include two routes with flexible service, meaning that the shuttle could deviate up to 0.75 miles from the route to provide direct access to businesses near the route. The Cedarburg Road route would provide up to eight one-way trips per day (four trips in the morning and four trips in the afternoon) and would serve destinations such as the Mequon business park, downtown Cedarburg, MATC-Mequon, and employers in Grafton and Saukville. The route along Port Washington Road would serve destinations including Ascension Columbia St. Mary’s, Aurora Medical Center, and the Port Washington Industrial Park, providing up to ten one-way trips per day (five morning trips and five afternoon trips). Although flexible shuttles can efficiently provide transit service to less densely developed areas by allowing a set route to be modified to respond to customer needs, these modifications may cause the service to be less viable for work trips due to the potential variability in trip times. The annual cost of the service is estimated to be approximately $214,000 in 2022, with $75,700 needing to be generated locally. The capital cost to purchase two mini-buses (estimated at $55,000 each), is not included in this total.
Expanded MCTS Service Including Routes 12 and 68 to Serve Key Employment Destinations

Two potential expansions of MCTS local routes were considered to serve Ozaukee County employers. The first expansion includes two optional extensions of MCTS Route 12 to the Mequon business park and the Mequon Town Center. The extension of MCTS Route 12 would lengthen an existing route, with one option serving both the business park in Mequon and the Mequon Town Center, and the second option limiting service to the Mequon business park. The second expansion considered a potential new Route 68 to serve Concordia University and MATC-Mequon. The service expansions are shown below.
The extension of MCTS Route 12 to both the Mequon business park and the Mequon Town Center, as envisioned, would provide all day service on weekdays from 5:00 AM to 7:30 PM. The annual operating cost would be approximately $372,100 in 2022, with the local share estimated at $121,900. Service frequencies would be approximately every 50 minutes. Ridership is anticipated to be about 31,600 in 2022.

The second option for extending MCTS Route 12 would be to only serve the Mequon business park with weekday service during peak commute times from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. The total operating assistance for extending the service to the Mequon business park would be approximately $415,100, of which the local share would be $161,100 in 2022. Service frequencies would be approximately every 25 minutes. Ridership is anticipated to be about 32,500 in 2022.

The second proposed MCTS Route expansion would offer a new Route 68 starting at Bayshore Town Center and traveling north along Port Washington Road to Highland Road. This extension would serve Concordia University, and end with a stop at the MATC-Mequon campus. This route could replace Route 42U, which has historically underperformed compared to other MCTS Routes. It would offer weekday service approximately every 30 to 40 minutes from 6:00 AM to 12:00 AM and weekend service every 30 minutes from 6:00 AM to 11:00 PM on Saturdays and from 8:00 AM to 7:00 PM on Sundays. The operating expenses would be $868,200 in 2022, of which the local share would be approximately $318,300. Ridership is anticipated to be about 50,300 in 2022.

Expand Reverse Commute Options from Milwaukee County to Ozaukee County

If the County is interested in expanding reverse commute services from Milwaukee County to Ozaukee County, this alternative proposes three additional trips; one in the morning, one in the early afternoon, and one in the evening. The three additional trips would serve approximately 2,300 riders. It is possible that expanded marketing and coordination with employers could increase ridership. Operating expenses would total approximately $78,000 in 2022, of which $30,000 would be local funds.

Expand Outreach and Marketing of Transit Options

This alternative seeks to increase awareness about transit options in Ozaukee County by expanding the target audience to potential employers in Ozaukee County and residents in Milwaukee County. If the audience and messaging is expanded, the amount of time and money required to conduct a more extensive transit marketing campaign is expected to increase. One option for consideration is the hiring of a mobility manager to initiate and sustain a marketing campaign, as well as work with businesses to promote transit, analyze and evaluate transportation services, coordinate transportation services across county lines, and share information on transit services. The cost of a mobility manager varies by County, organization, and experience, but could range from $35,000 to $60,000. Federal grants could pay for up to 80 percent of this cost.
FIXED-ROUTE SERVICE ALTERNATIVES FOR THE OZAUKEE COUNTY EXPRESS

No Changes to the Ozaukee County Express

Under the “no change” alternative, the existing Ozaukee County Express would continue to operate as is. This alternative serves as the base against which the remaining fixed-route service alternatives will be compared. Operating expenses for this service are expected to be relatively stable, with an inflation-based growth rate of two percent each year. Fare increases were assumed in 2018 and 2022, so that fare costs keep pace with inflation. Ridership is expected to stay constant at 110,000 but may fluctuate if an unexpected spike in gas prices occurs or the economy of the Region changes significantly. If the two fare increases are implemented, the local funding for the Ozaukee County Express will be about the same in 2022 as in 2018. The increases in the County’s level of assistance from 2015 to 2018 is due to a change in how Federal and State funds are distributed between the Express and Shared-Ride Taxi that began in 2016. More detail is provided by the table on this page.

Improvements and Funding Sources for Bus Stops Within Ozaukee County

This alternative provides cost estimates for seven bus stop improvements along the Port Washington Road segment of Route 143, which could be partially covered using funding from the Federal Transit Administration. The improvements would increase accessibility for all individuals using Route 143, including persons with disabilities, by providing bus pads and connecting sidewalks. The initial estimated cost is $178,000, based on previous projects completed by MCTS, although further engineering studies would be needed to refine the costs. Federal grants could pay for up to 80 percent of those costs.

Implement Bus on Shoulder Along IH 43

This alternative would allow buses to use the outside shoulder on IH 43 when the general traffic lanes are congested, increasing the reliability of Route 143 during peak travel times. Numerous other metropolitan areas have implemented bus on shoulder. Generally, the shoulder is used by buses when traffic in the general travel lanes slows to less than 35 mph. Based on a review of travel speeds, congestion levels, shoulder widths, and structural impediments, Commission staff identified segments of Route 143 that would potentially benefit from bus on shoulder and reduce travel times on Route 143. If the County decides to pursue this alternative, final implementation will likely occur beyond the planning horizon of this five-year plan, as changes in State law and some roadway improvements to accommodate bus on shoulder use would be required. However, initial steps could be taken to coordinate with key stakeholders, including the Wisconsin Department of Transportation and MCTS, to refine the needed improvements and potential costs.

Increased Service Frequency and Service Hours

Another alternative considers improving the hours and frequency of the existing service. The proposed increases include two additional runs during peak ridership periods—one in the morning at 6:30 a.m., and one in the afternoon at approximately 4:40 p.m. This alternative could add 6,600 riders in 2022 for an expected cost of $102,600, with the local share estimated at $29,700.

Increase Fares at a Rate Greater than Inflation to Reduce the County’s Level of Assistance

If the County needs to reduce its financial support for the Ozaukee County Express or State funding is cut, the County would likely need to increase fares at a rate greater than inflation to make up the difference. Raising fares would slightly discourage ridership, which would result in 2,900 fewer revenue passengers than the “no change” alternative. Raising fares by $0.75 over the course of the plan would reduce the local level of assistance required by approximately $10,000 in 2022.

Reduced Service on the Ozaukee County Express

If the County needs to reduce its financial support for the Ozaukee County Express or State funding is cut, the County could consider eliminating a pair of round trips with less than nine passengers per run. No longer operating these runs could reduce local operating expenses by approximately $37,300 and ridership by approximately 1,300 passengers in 2022. This alternative would reduce schedule flexibility for passengers, including options for Milwaukee County residents working in Ozaukee County or Ozaukee County residents working in Milwaukee.
**SHARED-RIDE TAXI SERVICE ALTERNATIVES FOR THE OZAUKEE COUNTY TRANSIT SYSTEM**

**No Changes to the Ozaukee County Shared-Ride Taxi**

If services remain unchanged through 2022, it is expected that ridership will increase by 19 percent to 122,900 in 2022 due to employment growth and expected increases in the senior population. Fares are assumed to rise with inflation, necessitating a $0.25 increase in 2020. Under this alternative the local share is expected to increase by about $56,000 between 2015 and 2022. The table displays further detail regarding expected operating revenues and expenses if no significant changes are made to the Shared-Ride Taxi service during the plan timeframe.

**Increase Fares at a Rate Greater than Inflation on the County Shared-Ride Taxi Service**

If the County needs to reduce its level of assistance to the Shared-Ride Taxi service, it would likely need to increase fares. Given that the operating expenses are a function of the amount of service provided, and that the amount of service provided by a shared-ride taxi service is dependent on the number of rides provided, the County would need to increase fares to encourage fewer rides and reduce its expenses. To keep the level of local assistance at or below 2015 levels ($298,600), the County could increase fares by $0.25 in 2018, 2019, and 2022, resulting in an increase of $0.75 over the plan timeframe. These fare increases are estimated to reduce local assistance by $83,400 and ridership by 8,200 passengers in 2022.

**Merging the Ozaukee County and Washington County Shared-Ride Taxi Services**

At the request of the Ozaukee and Washington County Boards of Supervisors, Commission staff prepared a memorandum for consideration at a Joint Meeting of the Ozaukee County and Washington County Public Works Committees on November 16, 2017. The memorandum included an assessment of the benefits, costs, and impacts of combining the Ozaukee County and Washington County transit systems and serves as the basis for the following discussion. The two Public Works Committees voted against a motion to continue investigating a regional transit partnership between the Counties at the November 16, 2017, meeting. However, the information is included in the description of plan alternatives in the event a merger of the transit systems is reconsidered during the five-year planning horizon. Fully merging the two transit systems would require the creation of a transit commission, the only option allowed under current State law for the creation of a multi-county transit system. A merger of the Ozaukee County and Washington County transit systems could result in future annual ridership increases between 6,700 and 10,600 passengers as riders would have greater access to both counties’ employment opportunities, medical facilities, and other resources.

Excluding any one-time startup costs and any potential savings at the contractor level or in county staffing, it is estimated that merging the transit services would increase the combined costs of the counties by $22,800 to $36,400 annually. Should both Ozaukee County and Washington County determine to proceed with a merger, the counties would need to determine how to proceed on a number of items including, but not limited to, the transfer of assets, vehicle storage, maintenance, branding, and fare structure.

**FOR MORE INFORMATION**

In addition to the information presented in this newsletter, the plan website (sewrpc.org/OzaukeeTransit) contains detailed information about the alternatives as well as other work completed to date for the plan. You can also submit comments or request a briefing by staff.

**Kevin Muhs, Deputy Director**  
SEWRPC | (262) 953-4288

**Jennifer Sarnecki,**  
**Principal Transportation Planner**  
SEWRPC | (262) 953-3202

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**Projected Annual Operating Statistics for the Ozaukee Shared-Ride Taxi – No Change Alternative**

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Actual</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2015</td>
<td>2018</td>
</tr>
<tr>
<td>Services Provided</td>
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</tr>
<tr>
<td>Revenue Vehicle Miles</td>
<td>1,151,900</td>
<td>1,275,500</td>
</tr>
<tr>
<td>Revenue Vehicle Hours</td>
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<td>59,900</td>
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<tr>
<td>Revenue Passengers</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
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<td>116,600</td>
</tr>
<tr>
<td>Passengers per Revenue Vehicle Mile</td>
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<td>0.09</td>
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<tr>
<td>Passengers per Revenue Vehicle Hour</td>
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<td>1.98</td>
</tr>
<tr>
<td>Expenses and Revenues</td>
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<td></td>
</tr>
<tr>
<td>Operating Expenses*</td>
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<td>$1,877,000</td>
</tr>
<tr>
<td>Farebox Revenues*</td>
<td>$496,500</td>
<td>$549,200</td>
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<tr>
<td>Percent of Expenses Recovered Through Revenues</td>
<td>28.0</td>
<td>29.3</td>
</tr>
<tr>
<td>Operating Assistance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal*</td>
<td>$2,100</td>
<td>$92,000</td>
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<tr>
<td>State*</td>
<td>$974,800</td>
<td>$938,500</td>
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<tr>
<td>County*</td>
<td>$298,600</td>
<td>$293,200</td>
</tr>
<tr>
<td>Total*</td>
<td>$1,275,500</td>
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<tr>
<td>Per Trip Data</td>
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<tr>
<td>Operating Expenses*</td>
<td>$16.33</td>
<td>$16.10</td>
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<tr>
<td>Farebox Revenue*</td>
<td>$4.58</td>
<td>$4.71</td>
</tr>
<tr>
<td>Total Operating Assistance*</td>
<td>$11.76</td>
<td>$11.35</td>
</tr>
</tbody>
</table>

*Expenses and revenues are expressed in estimated year-of-expenditure dollars.
PUBLIC INVOLVEMENT MEETINGS ON ALTERNATIVES FOR THE OZAUKEE COUNTY TRANSIT SYSTEM

Please Join Us to Learn More and Provide Feedback!

**Wednesday, February 28, 2018**
5:00 – 7:00 PM
Ozaukee County Fairgrounds
W67 N866 Washington Ave.
Cedarburg, WI 53012
Ozaukee Pavilion - North

**Thursday, March 1, 2018**
6:00 – 8:00 PM
Port Washington State Bank
206 N. Franklin Street
Port Washington, WI 53074
Lakeview Community Room

**Tuesday, March 6, 2018**
2:30 – 5:00 PM
Villard Square Public Library
5190 N. 35th Street
Milwaukee, WI 53209
Community Room

A short presentation will be made 30 minutes after the start of each meeting. More information about this advisory plan is available on the study website at sewrpc.org/OzaukeeTransit.

Free transit access to Ozaukee County locations is available via the Ozaukee Shared-Ride Taxi by calling (262) 238-8294 (TAXI) with 24 hours advance notice. The meeting locations are wheelchair-accessible. Persons needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.