Washington County Transit Development Plan

Washington County and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) are jointly preparing a short-range, five-year plan for public transit services in Washington County.

These boards will guide you through the work completed so far on the plan. Please do not hesitate to ask any of the SEWRPC staff if you have questions, and let us know what you think by submitting written comments or speaking with the court reporter in this room.

What’s Been Completed?

☑ Evaluation of the performance of the Washington County Commuter Express and Shared-Ride Taxi

☑ Development and evaluation of transit service alternatives for the Commuter Express and Shared-Ride Taxi that address the performance evaluation and unmet transit service needs identified by the Advisory Committee

What’s Next?

☐ Prepare a five-year recommended transit service improvement plan for Washington County

☐ The Washington County Board of Supervisors may consider implementing some or all of the recommended transit service improvement plan

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) was established in 1960 as the official areawide planning agency for the southeastern region of the State. It was created to provide objective information and professional planning initiatives to help solve problems and to focus regional attention on key issues of regional consequence. Regional planning provides a meaningful technical approach to the proper planning and design of public works systems, including transit.
The Washington County Transit Development Plan is being developed under the guidance of an Advisory Committee formed specifically for the plan. Representatives from units of government in Washington County and a variety of agencies with an interest in transportation in the County are participating in the Committee.

After receiving your input on the transit service alternatives presented at this meeting, the Advisory Committee will develop a recommended transit service plan for Washington County.

### Members of the Advisory Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>R.J. Bast</td>
<td>Director of Operations, GoRiteway Transportation Group</td>
</tr>
<tr>
<td></td>
<td>Operator, Washington County Commuter Express</td>
</tr>
<tr>
<td>John Bloor</td>
<td>Executive Director, The Threshold, Inc.</td>
</tr>
<tr>
<td>Andrew Dresang</td>
<td>Manager of Community Relations, Froedtert Health</td>
</tr>
<tr>
<td>Justin Drew</td>
<td>Director of Planning and Zoning, City of Hartford</td>
</tr>
<tr>
<td>Jeffrey Euclide</td>
<td>Chief Nurse Executive, Aurora Medical Center of Washington County</td>
</tr>
<tr>
<td>Wes Gaedtke</td>
<td>F.D.S. Enterprises, Inc.</td>
</tr>
<tr>
<td></td>
<td>Operator, West Bend Taxi</td>
</tr>
<tr>
<td>Daniel R. Goetz</td>
<td>Supervisor, Washington County Board</td>
</tr>
<tr>
<td></td>
<td>Chairperson, Washington County Board of Supervisors Transportation Committee</td>
</tr>
<tr>
<td>Richard P. Gundrum</td>
<td>Supervisor, Washington County Board</td>
</tr>
<tr>
<td></td>
<td>Chairperson, Aging and Disability Resource Center Board of Washington County</td>
</tr>
<tr>
<td></td>
<td>Trustee, Village of Slinger</td>
</tr>
<tr>
<td>Jim Haggerty</td>
<td>Village Engineer, Village of Slinger</td>
</tr>
<tr>
<td>Mike Hermann</td>
<td>Director of Parks and Recreation, City of Hartford</td>
</tr>
<tr>
<td></td>
<td>Operator, Hartford City Taxi</td>
</tr>
<tr>
<td>Brydie Hill</td>
<td>Executive Director, Interfaith Caregivers of Washington County</td>
</tr>
<tr>
<td>Steve Johnson</td>
<td>President, Specialized Transportation Services, Inc.</td>
</tr>
<tr>
<td></td>
<td>Operator, Washington County Shared-Ride Taxi</td>
</tr>
<tr>
<td>Daniel Ludwig</td>
<td>Director of Public Works, Village of Germantown</td>
</tr>
<tr>
<td>Linda Olson</td>
<td>Director, Aging and Disability Resource Center of Washington County</td>
</tr>
<tr>
<td>Mark Piotrowicz</td>
<td>City Planner/Operations Manager, West Bend Department of Community Development</td>
</tr>
<tr>
<td>Deborah Reinbold</td>
<td>Programs &amp; Communications Coordinator, Washington County Economic Development Corporation</td>
</tr>
<tr>
<td>Steve Schmeling</td>
<td>Manager, West Bend Vehicle Maintenance Department</td>
</tr>
<tr>
<td>Joshua Schoemann</td>
<td>Administrator, Washington County</td>
</tr>
<tr>
<td>Daniel W. Stoffel</td>
<td>Supervisor, Washington County Board</td>
</tr>
<tr>
<td></td>
<td>Commissioner, Southeastern Wisconsin Regional Planning Commission</td>
</tr>
<tr>
<td>Thomas H. Wenzel</td>
<td>Vice President, Tavern League of Washington County</td>
</tr>
<tr>
<td>Thomas Wondra</td>
<td>Highway Commissioner, Washington County Highway Department</td>
</tr>
</tbody>
</table>
To begin the study, the Committee inventoried existing transit services, including the four public transit services within Washington County, non-profit human transportation services providers, and a private taxi company.

**Existing Transit Services in Washington County**

**Commuter Express**
- Two commuter bus routes to the Milwaukee Regional Medical Center, the Milwaukee County Research Park, the Veterans Administration Medical Complex, and downtown Milwaukee
- Weekday, traditional-commute service
- 8 morning trips to downtown Milwaukee, 10 evening return trips from downtown Milwaukee, and 4 trips each way to the Milwaukee Regional Medical Center
- $3.75 one-way, or $32.50 for 10 one-way tickets
- 127,600 passenger trips made in 2011

**Shared-Ride Taxi**
- Door-to-door service in the County and a portion of Menomonee Falls using a fleet of sedans and accessible vans; does not serve trips entirely within Hartford or entirely within West Bend
- 24-hour Advance Reservation, requiring passengers to schedule trips one day in advance
- Monday - Thursday: 5 am - 10 pm 
  Friday & Saturday: 5 am - 1 am
  Sunday: 8 am - 4 pm
- Distance-Based Fares:
  - $4.25 - $9.00 for Adults
  - $3.25 - $8.00 for Students
  - $2.50 - $5.75 for Seniors and People with Disabilities
- 99,600 passenger trips made in 2011.

**Hartford City Taxi**
- Curb-to-curb service within the City of Hartford, and within one mile of its borders in Washington County and 10 miles of its borders in Dodge County
- Demand Response, providing service as soon as 30 minutes after receiving a request
- Monday - Friday: 6 am - 9 pm
  Saturday: 8 am - 8 pm
  Sunday: 9 am - 4 pm
- $3.00 per trip
- 21,000 passenger trips made in 2011.

**West Bend Taxi**
- Curb-to-curb service within the City of West Bend, and within two miles of its borders
- Demand Response, providing service as soon as 30 minutes after receiving a request
- Monday - Saturday: 6 am - 10 pm
  Sunday: 8 am - 4 pm
- $4.00 per trip for Adults
  $3.00 per trip for Minors, Seniors, and People with Disabilities
- 123,000 passenger trips made in 2011.

**Other Services**
- 24-hour taxicab service is provided within the County by A-Taxi, which charges distance-based fares.
- Interfaith Caregivers of Washington County and The Threshold provide transportation for seniors and people with disabilities who participate in their programs.
Performance Evaluation of Existing County Transit Services

Following the inventory of existing transit services in the County, Commission staff and the Advisory Committee evaluated the performance of the two County transit services using a series of standards developed from the three objectives identified by the Advisory Committee.

Some standards compare the County’s transit services to peer systems from across the country which had similar service types, ridership, and budgets, and served areas of a similar density.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Standard</th>
<th>Commuter Express</th>
<th>Shared-Ride Taxi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington County’s public transit system should effectively serve existing travel patterns, meeting the demand and need for transit services, particularly the travel needs of the transit-dependent population.</td>
<td>Major Activity Centers: Maximize the number of major activity centers within one-half mile of a rapid transit stop or within the service area of a demand-response service. Major activity centers include commercial areas, educational institutions, medical centers, employers, and facilities serving transit-dependent populations.</td>
<td>Partially Fulfilled 42% Served</td>
<td>Fulfilled 100% Served</td>
</tr>
<tr>
<td></td>
<td>Population: Maximize the number of residents within a 3-mile driving distance of a rapid transit stop or the service area of a demand-response service.</td>
<td>Partially Fulfilled 23% of Milwaukee County Served</td>
<td>Fulfilled 100% Served</td>
</tr>
<tr>
<td>Frequency and Availability: Rapid transit services should operate at least every 30 minutes during the weekday peak period. Shared-ride taxi services should offer a response time of 45 minutes or less in urban areas and four hours or less in rural areas.</td>
<td>Fully Fulfilled Service Every 30 Minutes</td>
<td>Not Fulfilled 24-hr Advance Reservation</td>
<td></td>
</tr>
<tr>
<td>Travel Speeds: Average travel speeds for each trip should be more than 25 m.p.h. for rapid transit services, and more than 10 m.p.h. for demand-responsive services.</td>
<td>Fully Fulfilled At Least 27 m.p.h.</td>
<td>Fully Fulfilled At Least 28 m.p.h.</td>
<td></td>
</tr>
<tr>
<td>Passenger Demand: The ratio of passengers to seats should not exceed 1.00 during any period for rapid transit and demand-responsive services.</td>
<td>Fully Fulfilled Max 1.00</td>
<td>Fully Fulfilled Max 1.00</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, Passengers per vehicle hour, Passengers per vehicle mile, and Passenger miles per vehicle mile.</td>
<td>Partially Fulfilled Meets 2 Out of 4 Measures</td>
<td>Fully Fulfilled Meets All 4 Measures</td>
<td></td>
</tr>
<tr>
<td>On-Time Performance: Transit services should have more than 90 percent of trips on time—defined as being between 0 minutes early and 3 minutes late for fixed-route services and between 15 minutes early and 15 minutes late for demand-response services.</td>
<td>Fully Fulfilled 91% of Runs On Time</td>
<td>Fully Fulfilled 96% of Trips On Time</td>
<td></td>
</tr>
<tr>
<td>Travel Times: The ratio of transit to automobile travel time should be less than 2.0.</td>
<td>Fully Fulfilled 1.45 or Less</td>
<td>Fully Fulfilled 1.75 or Less</td>
<td></td>
</tr>
<tr>
<td>Washington County’s public transit system should be economical and cost effective, meeting all other objectives at the lowest possible cost. Given limited public funds, achieving this objective may result in some standards becoming unattainable.</td>
<td>Fare Structure: The fare policies for transit services should provide for premium fares for premium services, as well as discounted fares for priority population groups and frequent transit riders.</td>
<td>Fully Fulfilled</td>
<td>Fully Fulfilled</td>
</tr>
<tr>
<td>Operating Expenses: Transit services should not exceed the median increases experienced by peer transit systems on time measures; Annual increases in the operating expense per total and revenue vehicle mile, Operating expense per total and revenue vehicle hour, and Operating assistance per passenger.</td>
<td>Partially Fulfilled Meets 2 Out of 5 Measures</td>
<td>Fully Fulfilled Meets 1 Out of 5 Measures</td>
<td></td>
</tr>
<tr>
<td>Cost Effectiveness: The operating cost per passenger and 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 systems.</td>
<td>Fully Fulfilled Meets All 3 Measures</td>
<td>Partially Fulfilled Meets 2 Out of 3 Measures</td>
<td></td>
</tr>
</tbody>
</table>
The alternatives shown on the rest of the boards in this room were developed based on the results of the performance evaluation, and unmet needs suggested by members of the Advisory Committee.

The alternatives for each service include: making no changes to public transit services in the County from 2015 to 2019, reducing the cost of providing services by reducing service or raising fares, and expanding services in a variety of ways.

### No Change to the Commuter Express

Not changing the Commuter Express between 2015 and 2019 is estimated to result in a relatively stable budget, assuming fares are raised with inflation ($0.25 increases in 2016 and 2019).

Ridership is expected to fall slightly due to these fare increases, but this is an intentionally cautious projection. Reconstruction of the Zoo Interchange may result in increased ridership, which is not included in this estimated.

Compared to 2012, County funding are expected to increase, but this is due to the decreased ridership experienced in 2013, and funding are not projected to increase during the study period.

### No Change to the Shared-Ride Taxi

If the Shared-Ride Taxi service is not changed between 2015 and 2019, it is estimated that ridership will be relatively flat. The estimate here is based on the average of ridership between 2007 and 2012, and also assumes fares are increased with inflation ($0.25 increases in 2016 and 2019).

This alternative estimates that the County will have to contribute $85,800 more in local tax levy in 2019 than it did in 2012. Annual capital expenses of about $43,000 would likely remain about the same, assuming the County could continue to utilize Federal funds to cover 80 percent of the costs of vehicle purchases.
With the schedule changes made to the Commuter Express at the beginning of 2014, the County has already made changes to reduce costs and increase ridership.

Unless the rebidding of the operating contracts in 2016 results in cost savings for the County, service would need to be cut or fares would need to be raised if the County chooses to reduce the amount of its tax levy contribution.

The Medical Center Route has averaged significantly fewer passengers per bus run than the Downtown Route in recent years. If the County needs to reduce its support for the Commuter Express, eliminating the Medical Center Route would reduce the required County assistance by about $73,000, and decrease ridership by about 27,500 annual revenue passengers by 2019.

The estimated amount of County funding would never be greater than $150,000 between 2015 and 2019 under this alternative, but service would be lost to a number of destinations, including the Milwaukee Regional Medical Center, the VA Medical Complex, and the Milwaukee County Research Park.

Rather than eliminating an entire route, the County could consider no longer operating Commuter Express runs averaging less than 10 passengers each day. Based on 2012 data, this would result in 8 runs being eliminated, 4 from each route. This reduction in service would decrease the required County assistance by about $91,000, and decrease ridership by about 21,000 annual revenue passengers by 2019.

The estimated amount of County funding would never be greater than $135,000 between 2015 and 2019 under this alternative. The service would provide less flexibility for passengers, with the earliest northbound service from downtown starting at 3:30 p.m., and the Medical Center Route providing only two runs in each direction.

The County could also consider raising fares at a rate higher than the rate of inflation to reduce the level of County assistance for the Commuter Express. A $0.25 fare increase would reduce County assistance by approximately $16,000 annually, but would also reduce ridership.

If the County needs to reduce its level of assistance for the Shared-Ride Taxi service, it is limited to finding operational efficiencies or increasing fares. Increased ridership on a shared-ride taxi service results in a roughly proportional increase in service miles and hours. Therefore, to reduce costs the County would need to either discourage ridership, or increase the percentage of overall expenses paid by passengers.

To keep the level of County assistance at or below the level provided in 2012, the County could increase average fares by $1.25 over the timeframe of the plan: by $0.50 in 2015, and $0.25 in 2017, 2018, and 2019. These fare increases are estimated to reduce ridership by 7,400 annual revenue passengers in 2019.
There are a number of additional destinations in the Region that the County could consider serving with the Commuter Express.

The destinations discussed here are major regional activity centers that are currently unserved by the WCCE, or are significant employment destinations near the path of the existing Medical Center Route, which has spare capacity for additional riders.

Service to the Park Place Office Complex
- Additional Stop on the Medical Center Route
- Would Add 5 Minutes to Each WCCE Medical Center Run
- 1,500 Annual Passenger Trips in 2019
- $8,400 in County tax levy in 2019

This office complex has over 3,000 jobs, and the existing WCCE Medical Center Route travels right by it. Providing service to the Park Place Office Complex would be relatively easy, but the lack of sidewalks would make accessing the office buildings difficult for potential riders.

Service to Kohl’s Corporate Offices and Nearby Businesses
- New Service
- 2 Morning Southbound Trips
- 3 Evening Northbound Trips
- 3,200 Annual Passenger Trips in 2019
- $51,400 in County tax levy in 2019

Extending an existing route to serve Kohl’s would add more than 15 minutes to existing passenger journeys, so this alternative proposes a new route to serve the more than 900 County residents who work at Kohl’s Offices. Limited parking at Kohl’s Offices may help generate demand for this service.

Service to Mayfair Mall and Nearby Offices
- Additional Stops on the Medical Center Route
- Would Add 5-10 Minutes to Each WCCE Medical Center Run
- 1,500 Annual Passenger Trips in 2019
- $8,400 in County tax levy in 2019

With three stops at and near Mayfair Mall, this service would provide an alternative to driving for the 300 Washington County residents who work in the mall or nearby office buildings. This alternative is projected to increase the efficiency of the Medical Center Route, by reducing the average County funding per passenger.

Service to UW-Milwaukee
- Extension of the Downtown Route
- 5 of 8 Morning Runs Extended
- 6 of 10 Evening Runs Extended
- 4,000 Annual Passenger Trips in 2019
- $7,600 in County tax levy in 2019

Over 400 Washington County residents work or study at UWM, and extending the current WCCE Downtown Route to UWM would provide these residents with an opportunity to avoid limited parking and driving in congested traffic.

Service to General Mitchell International Airport (Not Shown)
- New Service
- 10 Trips a Day, 7 Days a Week
- 20,800 Annual Passenger Trips in 2019
- $403,600 in County tax levy in 2019

This alternative would connect Washington County residents to Mitchell Airport by bus, using the three park and ride lots currently served by the WCCE. In order for any bus service to the airport to attract passengers, it would need to provide them with frequent service so that they would not have to spend significant extra time at the airport, and so that they would be confident that they would be able to return home even if their return flight is late. Because of this unique requirement, bus trips would need to be provided at least 10 times a day, or every 1 to 2 hours. The County could charge a higher fare for this service, which isn’t included in these estimates.
This alternative would connect West Bend and Kewaskum with Fond du Lac Transit at its downtown transfer zone, and provide direct service to UW-Fond du Lac, Marian College, Moraine Park Technical College, Winnebago Lutheran Academy, and St. Mary’s Springs High School. It would be a new route, with one northbound morning run and two southbound evening runs.

The park-and-ride lots noted on the map are tentative locations where the County could consider leasing spots. By providing a connection to Fond du Lac Transit, nearly all of the City of Fond du Lac would be accessible by transit from Washington County. This service is estimated to require $52,400 in annual County funding in 2019, and generate about 4,000 annual passenger trips in 2019.

Commuter Express Service from Hartford

Providing service from two leased park-and-ride lots along STH 60 in the City of Hartford and the Village of Slinger is estimated to generate between 90 and 110 additional passenger trips each day. This service could be provided in two ways: direct service to Downtown Milwaukee with four morning trips and four evening trips returning to Hartford (shown on map, left), or a shuttle service that connects the proposed Hartford and Slinger park-and-ride lots to existing services at the Richfield Park-and-Ride using a timed transfer. The latter option would allow Hartford-area residents to transfer to nearly every run on the existing Downtown and Medical Center Routes, and is expected to be the higher ridership option of the two.

The shuttle option is estimated to have 27,100 annual revenue passengers but require only $39,400 in County funds in 2019, compared to 22,200 annual revenue passengers and $128,900 in 2019 for the direct service to Downtown Milwaukee.
Connecting Washington County businesses to labor from Milwaukee County could be accomplished in a variety of ways, two of which are described here.

Any reverse commute service would be somewhat dependent on the economy, as a strong economy would increase Washington County businesses’ demand for labor.

**Reverse Commute Service on the Commuter Express**

Any reverse commute service would be somewhat dependent on the economy, as a strong economy would increase Washington County businesses’ demand for labor.

**Shuttle Service to Germantown Industrial Park**

A local shuttle service, possibly provided by smaller vehicles than the existing WCCE motorcoaches, could connect the end of the MCTS BlueLine to the 4,600 jobs in the Germantown Industrial Park.

- 4 morning trips and 8 evening trips
- 11,400 annual passenger trips in 2019
- $71,900 in County funding in 2019

**Express Service to Washington County**

Providing an express route along W. Fond du Lac Ave. in Milwaukee County to the Germantown Industrial Park and West Bend would likely attract more riders due to its direct nature and the potential to better connect with the Shared-Ride Taxi service in West Bend to allow passengers to complete journeys. It would also utilize some of the existing vehicles operating the WCCE Downtown Route, and therefore would cost the County only slightly more than providing a local shuttle.

- 4 morning trips and 8 evening trips
- 21,100 annual passenger trips in 2019
- $106,400 in County funding in 2019
Due to uncertainties in State transit funding, the City of Hartford or the City of West Bend may need to stop their service some time in the future. This change is not necessarily expected to occur during the plan timeframe (2015 - 2019), but this series of alternatives looks at various ways the County could respond to the discontinuation of either or both of the city taxi services.

**Merge the County and City Taxi Services**

The County could choose to continue operating its 24-hour advance reservation service, simply extending its service area to include trips entirely within Hartford or West Bend. This alternative is the least expensive of the three on this board, but would represent a decrease in service level for the residents of Hartford and West Bend, requiring them to reserve a ride one day in advance.

- Estimated increase in County funding: $104,200 in 2019
- Additional 77,400 annual passenger trips in 2019

**Provide an Advance Reservation Service**

Under this alternative, the County would provide a 24-hour advance reservation service outside of Hartford and West Bend, but would provide demand-response service within the two cities. Continuing to provide a high level of service within Hartford and West Bend could be appropriate given that they are the two most densely developed communities in the County, but could be seen as unfair by residents outside of those two communities.

- Estimated increase in County funding: $155,700 in 2019
- Additional 134,400 annual passenger trips

**Provide the Existing Level of Service**

Given that providing a higher level of service within Hartford and West Bend could be seen as unfair by residents of other communities in the County, the Advisory Committee also wanted to consider an alternative where the entire County would receive demand-response service. Under this alternative, residents could place a request for service anywhere within the County and could expect a taxi at their door in as little as 30 minutes. It is difficult to predict the cost of this type of service, as it would be significantly different than what is currently provided, but the additional cost could be quite high.

Providing-demand response service across the entire County could cost as much as $800,000 more in 2019, and would represent a more than doubling of County assistance for the Shared-Ride Taxi service.
The Advisory Committee is also considering the following alternatives for the County Shared-Ride Taxi service.

### Merge with the Ozaukee Taxi Service

Merging the two county shared-ride taxi systems would provide improved service to the residents of each county, but would require creating a uniform fare policy and uniform service hours, as well as signing intergovernmental agreements detailing the funding and management of the system.

An estimated 7,100 additional annual passenger trips on the merged shared-ride taxi service would require an additional $46,500 in local support that would need to be divided between the two counties. Merging the two systems may also result in longer average trips, which would increase the estimated cost of this alternative slightly.

### Operate a Secondary Taxi Depot

Operating a secondary depot in or near Germantown is estimated to save the County approximately $8,100 each year between 2015 and 2019, by reducing vehicle hours by 700. However, a number of potential additional capital and operating costs could offset much, if not all, of these savings, and further discussions between the County and its Shared-Ride Taxi operator would need to be conducted to determine where vehicles would be fueled, how maintenance would be managed, and how staffing would need to change.

This alternative would not noticeably change the amount or quality of service provided to residents of Washington County.

### Extend the Shared-Ride Taxi Service Hours

Providing longer service hours, until 1 a.m. on Saturday and Sunday mornings, would offer an alternative to unsafe driving to patrons of restaurants and bars and would provide County residents with more flexibility in their travel schedules. Requests for late-night service do not lend themselves to an advance reservation service, so this alternative proposes that the County operate a demand-response service between 10 p.m. and 1 a.m. on those two days, with drivers available to respond to requests for service on short notice. This type of service is estimated to require $12,300 in County funding in 2019. This alternative was already implemented by the County in 2014.
Tell Us What You Think!

Now that you’ve reviewed the work Commission staff and the Advisory Committee have completed, help the Advisory Committee plan the future of the Washington County Transit System by giving us your feedback.

**Written Comments**

Please use the forms available at this meeting to write down any comments you might have.

**Verbal Comments**

Please speak to the court reporter if you prefer to provide verbal comments.

**More Information & Other Ways to Comment**

If you would prefer to comment at a later time, please submit comments using one of the following ways:

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

More detailed information about the study is also available on the Plan Website.

**Please Submit Your Comments by Thursday, March 20, 2014**

All Comments will be entered into the public record, and will be considered by the Advisory Committee as they prepare a recommended public transit service plan for Washington County for 2015-2019.