



PUBLIC TRANSIT IN KENOSHA, RACINE, AND MILWAUKEE COUNTIES



Regional Transit Authority

June 19, 2006

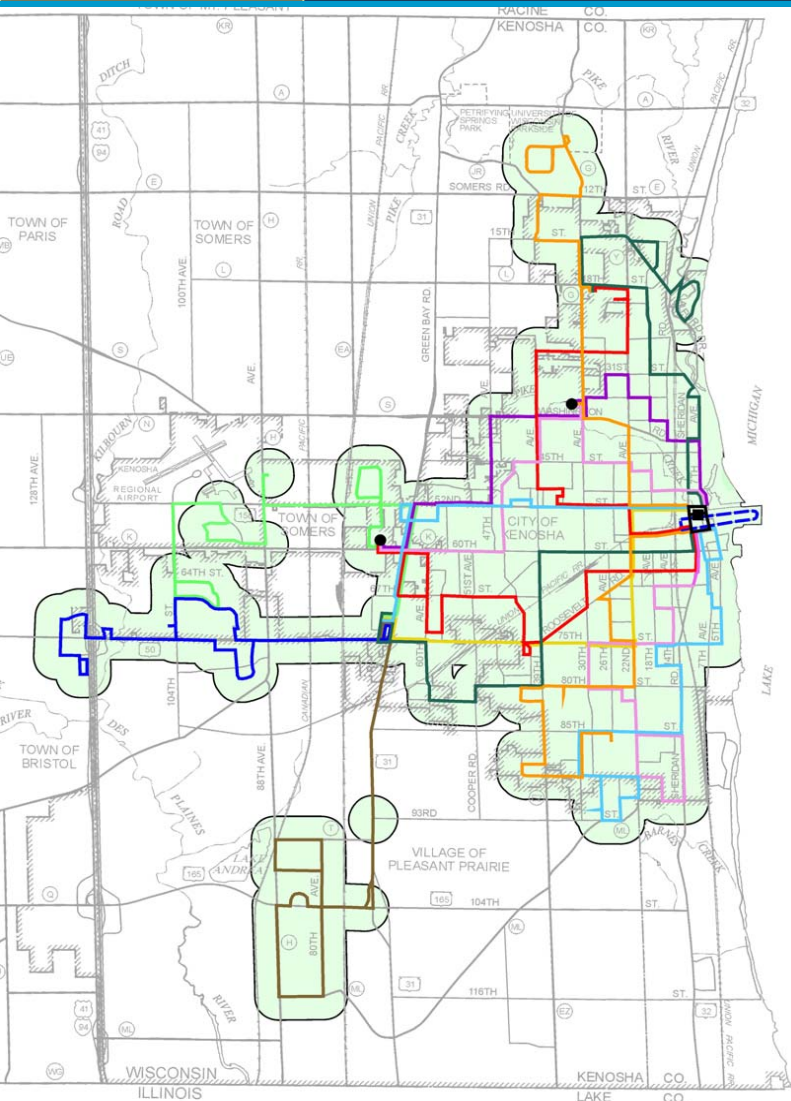


Presentation Overview

- Existing Public Transit
- Transit System Peer Comparison
- Recent Transit Service Trends
- Recommended Future Public Transit
- Public Transit Costs



Existing Public Transit – Kenosha Area Transit System



- Current Service Network
 - 10 regular bus routes plus school day routes for Kenosha area schools
 - 1 streetcar route in downtown Kenosha
- Days and Hours of Service
 - Weekdays: 6:00 a.m. - 7:30 p.m.
 - Saturdays: 6:00 a.m. - 6:00 p.m.
 - No service on Sundays or holidays
- Fares
 - Adult cash fare: \$1.00
 - Monthly adult pass: \$28.00
- 2005 Average Weekday Ridership
 - 5,300 boarding passengers

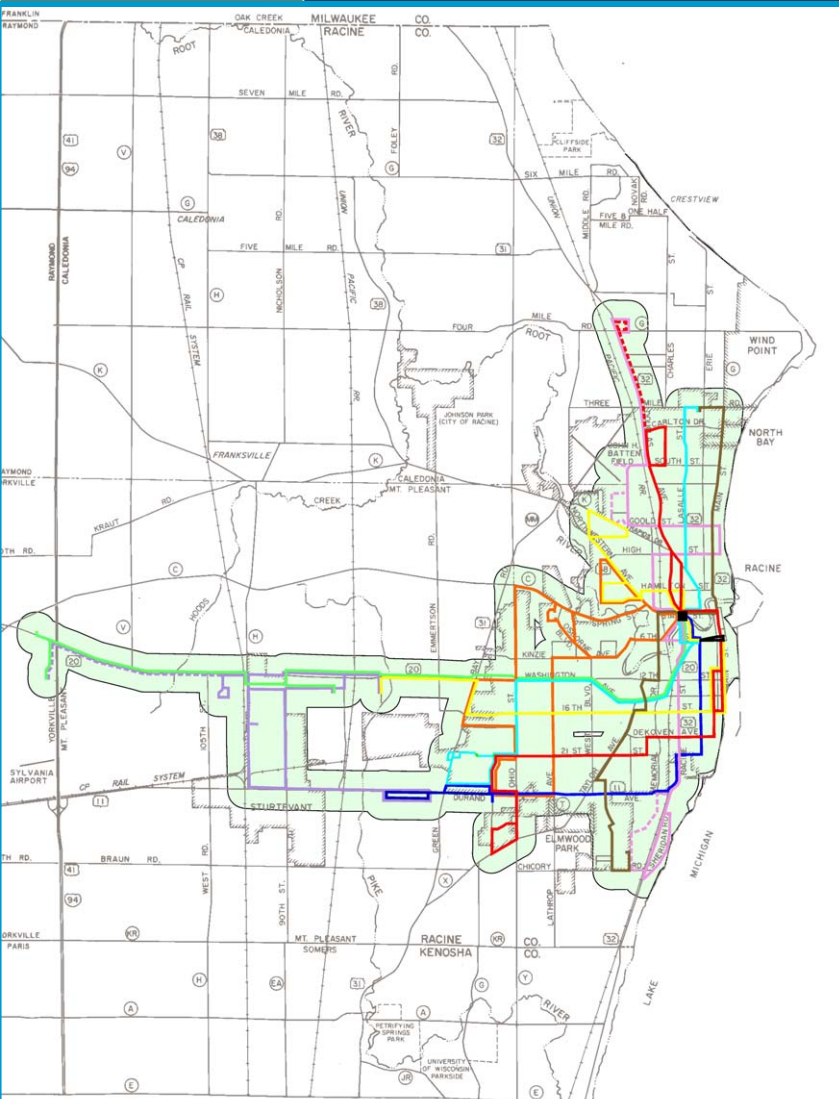


Existing Public Transit – Kenosha Area Transit System (continued)

- Frequency of service
 - Regular Routes
 - Weekdays: 30 to 40 minutes during peak periods
60 minutes during off-peak periods
 - Saturdays: 40 to 60 minutes all day
 - School day routes
 - One trip each to serve class start and dismissal
 - Streetcar route
 - 15 minutes (Seasonal hours between 10:00 am and 7:00 p.m.)
- Paratransit Service for Disabled Persons
 - Door-to-door accessible van service
 - Service requests one day in advance
 - Fare: \$2.00



Existing Public Transit – Racine Belle Urban System



- Current Service Network:
 - 7 regular bus routes plus 2 shuttle routes for industrial/business parks and 1 route for Racine area schools
- Days and Hours of Service
 - Weekdays: 5:30 a.m. - Midnight
 - Saturdays: 5:30 a.m. - 10:30 p.m.
 - Sundays: 9:30 a.m. - 7:00 p.m.
- Fares
 - Adult cash fare: \$1.25
 - Monthly adult pass: \$40.00
- 2005 Average Weekday Ridership
 - 5,600 boarding passengers

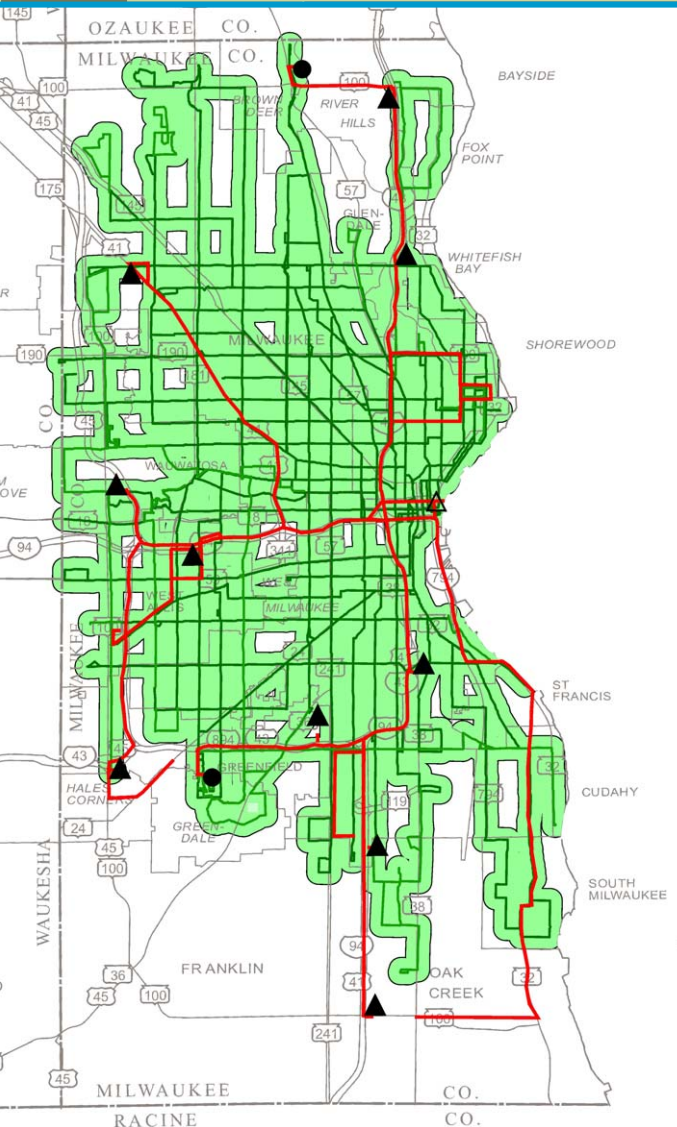


Existing Public Transit – Racine Belle Urban System (continued)

- Frequency of service
 - Regular Routes
 - Weekdays: 30 to 60 minutes during peak periods
60 minutes during off-peak periods
 - Saturdays and Sundays: 60 minutes all day
 - Shuttle routes: one or two bus trips scheduled to serve major shift start/end times
 - School day routes: one bus trip during each period to serve class start and dismissal
- Paratransit Service for Disabled Persons
 - Door-to-door accessible van service
 - Service requests made one day in advance
 - Fare: \$2.50



Existing Public Transit – Milwaukee County Transit System



- Current Service Network
 - 41 regular routes
 - Freeway flyer
 - Local bus
 - UBUS designed for UWM students
 - 9 School day routes for middle and high school students and 1 industrial shuttle route
 - Over 95 percent of weekday service provided as regular local bus service



Existing Public Transit – Milwaukee County Transit System (continued)

- Days and Hours of Service
 - Regular local routes: seven days-a-week, 4:00 a.m. - 2:30 a.m.
 - Freeway flyer routes: weekday peak periods in the peak direction of travel
 - School day routes: weekdays for class start and dismissal times (one or two bus trips)
 - UBUS routes: weekdays during fall and spring semesters at UWM, 6:00 a.m. - 9:00 p.m.
- Fares
 - Adult cash fare: \$1.75
 - Freeway flyer premium fare: \$2.25
 - Adult weekly pass: \$14.00
- 2005 Average Weekday Ridership
 - 150,000 boarding passengers



Existing Public Transit - Milwaukee County Transit System (continued)

- Frequency of service
 - Regular routes:
 - In central Milwaukee County: 5 to 20 minutes during peak weekday periods, 10 to 30 minutes during the weekday midday period, and 15 to 30 minutes during the early evening weekday period and on weekends
 - In outlying Milwaukee County: 15 to 60 minutes on weekdays and on weekends where service is available
 - Freeway flyer routes: 10 to 30 minutes during weekday peak periods
 - UBUS routes: 15 to 60 minutes during weekday peak and midday/evening periods
 - School day routes: 1-2 trips each to serve class start and dismissal times



Existing Public Transit - Milwaukee County Transit System (continued)

- Paratransit Service for Disabled Persons
 - Door-to-door accessible van service and curb-to-curb taxicab service
 - Service requests one day in advance for van service and same day for taxi service
 - Fare of \$3.25 per trip for both van and taxi service with users of taxi service responsible for any additional trip costs over \$14.60 for long trips
 - Provided within all of Milwaukee County



Existing Public Transit: Deficiencies

- Gaps in the area served by transit
 - Some large industrial and commercial areas are not served, or are provided with very limited service
 - Limited connections to Northeastern Illinois
- Limited days and hours of service
 - Service also not always provided in both directions
- Frequency of transit service is not convenient
- Slow service speed
 - Limited to no rapid or express transit service



Public Transit Peer Review and Comparison

- Regular Peer Review and Comparison Conducted by WisDOT
 - Management performance audits every five years
 - Annual cost-efficiency analysis
- Findings indicate
 - Superior performance of Milwaukee County Transit System
 - Better than average performance of Kenosha and Racine transit systems



Milwaukee County Transit System Peer Review and Comparison

- 2003 State Management Audit (data from 1995-2000)
 - Concluded transit system had superior performance in comparison with 13 peer transit systems
 - Ranked third lowest in cost per vehicle hour
 - Ranked second in vehicle miles and vehicle hours of service provided per capita
 - Ranked second in total ridership and first in ridership per capita
 - Ranked first in passengers per vehicle mile and vehicle hour of service, and first with lowest cost per passenger and operating assistance per passenger



Milwaukee County Transit System Peer Review and Comparison (continued)

- 2005 WisDOT Cost-efficiency Analysis (data from 1998-2002)
 - Performance of Milwaukee County Transit System better than the average for peer systems for all 6 measures
 - Expense per revenue vehicle hour
 - Revenue vehicle hours per capita
 - Passengers per capita
 - Passengers per revenue vehicle hour
 - Expense per passenger
 - Percent of expenses covered by passenger fares



Kenosha and Racine Transit Systems Peer Review and Comparison

- 2002 State Management Audit - Kenosha Transit System (data from 1996-1999)
 - Concluded Kenosha transit system had overall good performance in comparison with 13 national and 5 Wisconsin peer transit systems
 - Cost per vehicle hour was lower than national group average but higher than Wisconsin group average
 - Second in national peer group and fourth in Wisconsin peer group in vehicle hours of service provided per capita
 - Ranked in top half of national peer group and first in Wisconsin peer group in total ridership; and first and second, respectively, in ridership per capita
 - Ranked in top half of national peer group and first in Wisconsin peer group in passengers per vehicle hour
 - Had low cost per passenger--third lowest in national peer group and lowest in Wisconsin peer group



Kenosha and Racine Transit Systems Peer Review and Comparison (continued)

- 2002 State Management Audit - Racine Transit System (data from 1996-2000)
 - Concluded Racine transit system had overall favorable performance in comparison with 13 national and 5 Wisconsin peer transit systems
 - Cost per vehicle hour was lower than average for both peer groups
 - Ranked first in national peer group and second in Wisconsin peer group in vehicle hours of service provided per capita
 - Ranked in top half of national peer group and first in Wisconsin peer group in total ridership; and third in both groups in ridership per capita
 - Ranked in top half of both peer groups in passengers per vehicle hour of service
 - Had low cost per passenger--third lowest in national peer group and second lowest in Wisconsin peer group



Kenosha and Racine Transit Systems Peer Review and Comparison (continued)

- 2005 WisDOT Cost-efficiency Analysis (data from 1998-2002)
 - Performance of Kenosha and Racine transit systems better than the average of peer systems for 5 of 6 measures
 - Expense per revenue vehicle hour (Racine only)
 - Revenue vehicle hours per capita
 - Passengers per capita
 - Passengers per revenue vehicle hour (Kenosha only)
 - Expense per passenger
 - Percent of expenses covered by passenger fares



Public Transit – Peer Review and Comparison: Conclusions

- Efficient transit service
 - Cost per revenue vehicle hour
- Productive transit service
 - Passengers per capita
- Effective transit service
 - Passengers per revenue vehicle hour
 - Cost per passenger
 - Percent of costs paid by passengers



Existing Public Transit – Recent Trends

- Transit in Decline Since Year 2000
 - 14 percent reduction in vehicle miles of bus service in three RTA counties
 - Increases in bus fares
 - 11 percent decline in transit ridership in three RTA counties



Recent Trends for Milwaukee County Transit System

- Fare Increases, Service Reductions, and Ridership Decreases

	<u>2000</u>	<u>2006</u>
• Fares		
• Adult Cash	\$1.50 ^a	\$1.75
• Adult Weekly Pass	\$10.50	\$14.00
• Number of Routes	77	51
• Route Miles	810	650
• Average Weekday Revenue Vehicle Miles	64,200	53,000
• Average Weekday Boarding Passengers	184,500	150,000

^a \$1.35 in 1999



Recent Trends for Racine Belle Urban System

	<u>2000</u>	<u>2006</u>
• Fares		
• Adult Cash	\$1.00	\$1.25
• Monthly Pass	\$30.00	\$40.00
• Number of Routes	11	10
• Round Trip Route Miles	114	110
• Average Weekday Revenue Vehicle Miles	4,500	3,900
• Average Weekday Boarding Passengers	7,500	5,600



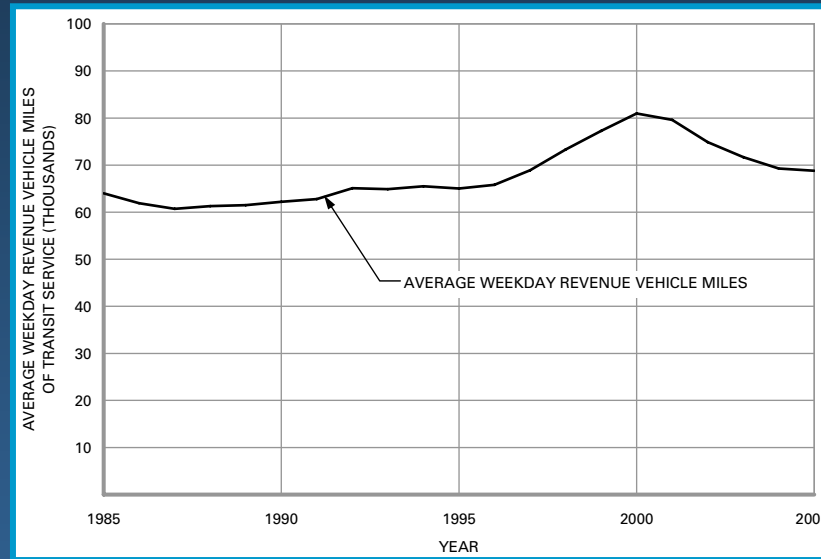
Recent Trends for Kenosha Area Transit System

	<u>2000</u>	<u>2006</u>
• Fares		
• Adult Cash	\$1.00	\$1.00
• Monthly Pass	\$24.00	\$28.00
• Number of Routes (excluding school day)	9	11
• Route Miles	101	106
• Average Weekday Revenue Vehicle Miles	4,700	5,100
• Average Weekday Boarding Passengers	6,100	5,300



Public Transit – What's Behind Recent Trends?

- Economic Downturn



- Milwaukee County Transit System Operating Funding (20% Federal, 60% State, 20% Local)
 - Minimal increase in State funding: 2000-2005
 - 1% annual increase for Milwaukee County
 - Decline in Annual Federal Formula Funding
 - 10% decrease since 2002



Public Transit – What's Behind Recent Trends? (continued)

- Kenosha and Racine Transit System Operating Funding (35% Federal, 35 to 40% State, 25 to 30% Local)
 - Decrease in the percent of total operating costs covered by Federal and State funds
 - From 60% in 2000 to 58.85% in 2005



Existing Public Transit – Recent Trends: Conclusions

- Substantial reductions in service and increases in passenger fares
 - Reduced State and Federal funding and economic conditions are key factors
- Local funding has significantly increased, but has not offset need for service reductions and increased fares
 - Milwaukee County – 24%
 - City of Racine – 46%
 - City of Kenosha – 165%
- Federal funds intended to fund capital projects are increasingly being used for annual operating funding
- Service reductions are increasingly affecting basic service, and only reducing marginal costs
- Recent fuel cost increases are creating further needs to cut costs through reducing service and increasing fares



Need for Public Transit

- Recent trends in public transit are failing to meet the needs for public transit
 - Rather, transit improvement and expansion are needed
 - Comprehensive and integrated transportation system
 - Alternative in heavily traveled corridors and areas
 - Alternative during freeway system reconstruction
 - Support higher density and infill development and redevelopment
 - Enhance economic development/quality of life
 - Improve job and labor force accessibility
 - Provide choice
 - Improve connections to northeastern Illinois
 - Reduce needed household transportation expenditures
 - Provide needed accessibility to those without an auto (about 15 percent of Region)



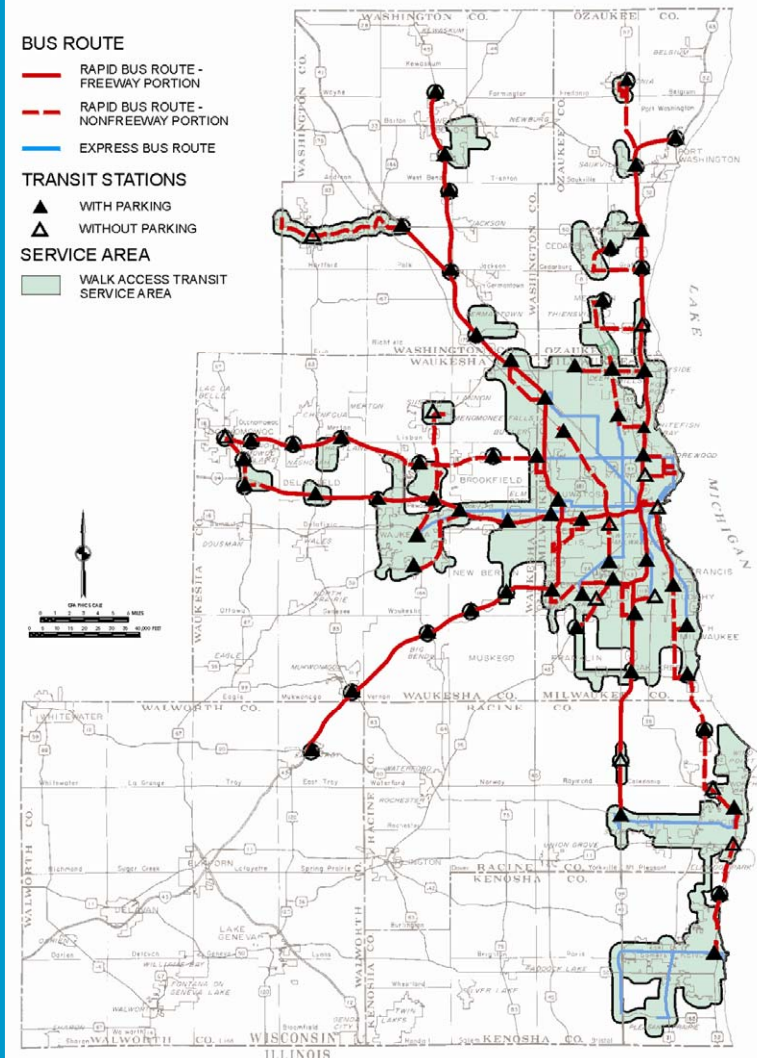
Recommended Future Direction for Public Transit

- Southeastern Wisconsin Regional Planning Commission is the official areawide planning agency and metropolitan transportation planning organization for the 7 county Southeastern Wisconsin Region
 - The Commission works with the 7 counties, 147 cities, villages, and towns, and the State and Federal governments to consider existing and future transportation needs
 - The Commission has recently completed a regional transportation plan looking forward to the year 2035
 - Public transit
 - Bicycle and pedestrian facilities
 - Arterial streets and highways
 - Freeways
 - Surface arterials
 - Transportation systems management
 - Travel demand management



Public Transit Needs: Year 2035 Regional Transportation System Plan Public Transit Element

PUBLIC TRANSIT PLAN: 2035

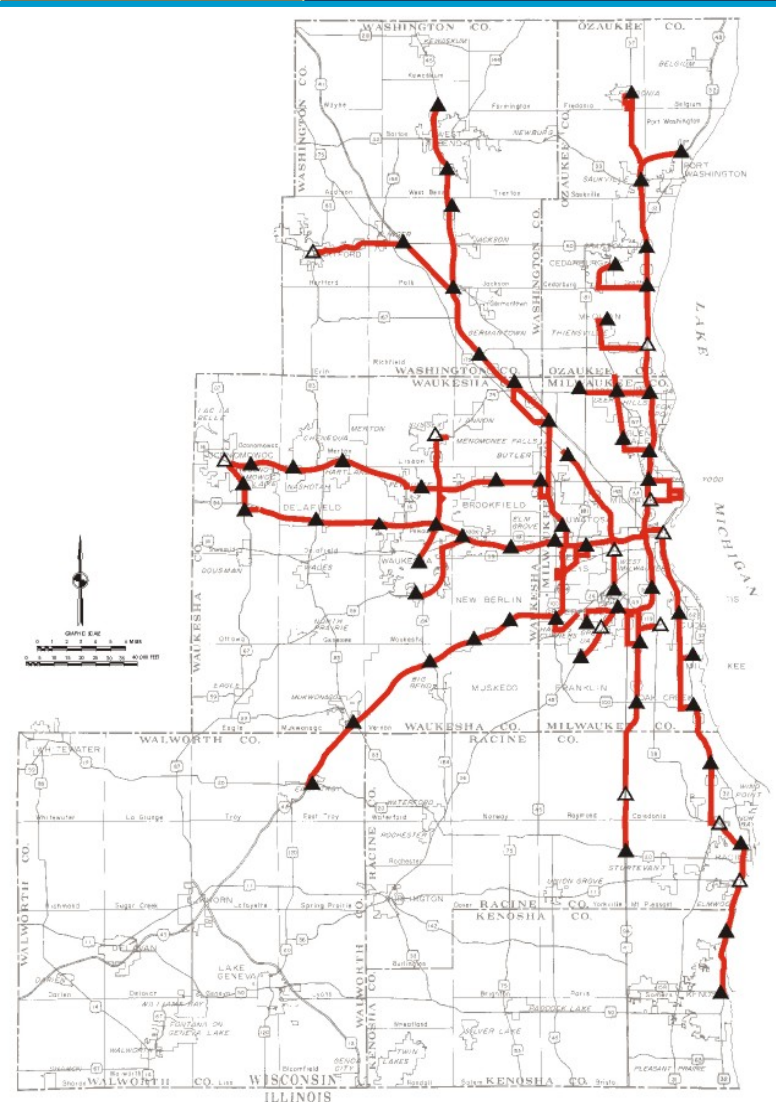


- Need to significantly expand public transit doubling service from 69,000 to 138,000 vehicle-miles of service on an average weekday by the year 2035
- Need to develop true rapid and express transit systems



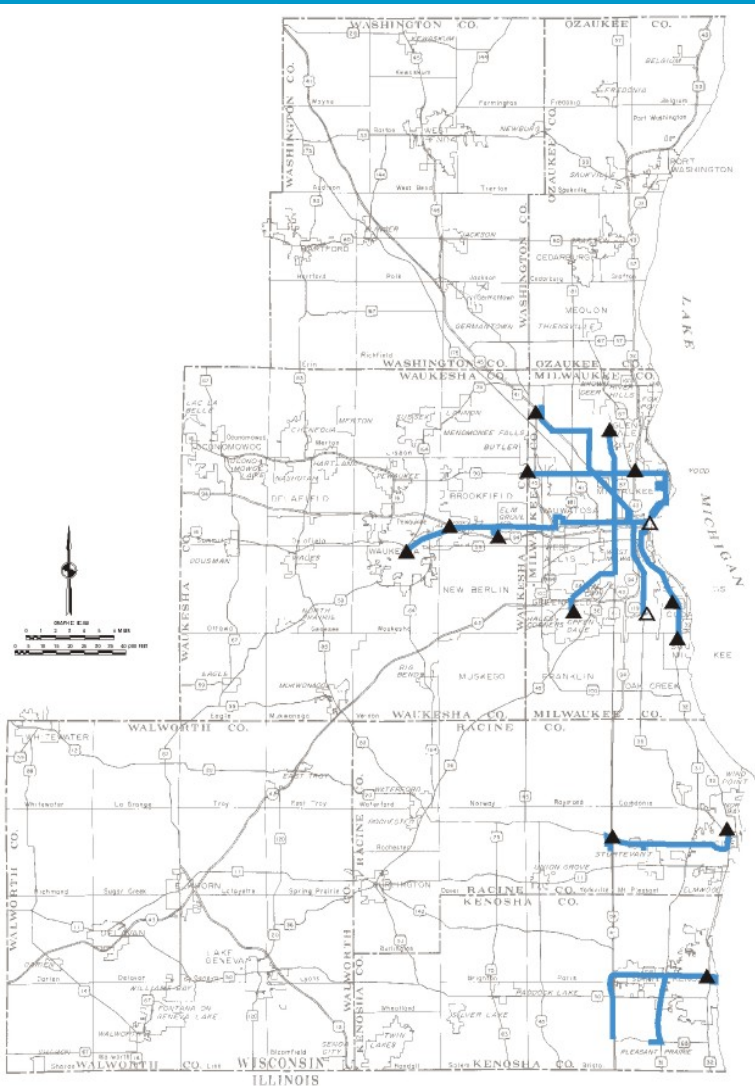
Recommended Year 2035 Regional Transportation System Plan— Public Transit Element

- Rapid transit
 - A regional network of bus routes operating throughout the day and evening in both directions, at convenient service frequencies
 - Stops every 3 to 5 miles to increase accessibility and facilitate reverse commuting
 - 200 percent increase over existing service in Region





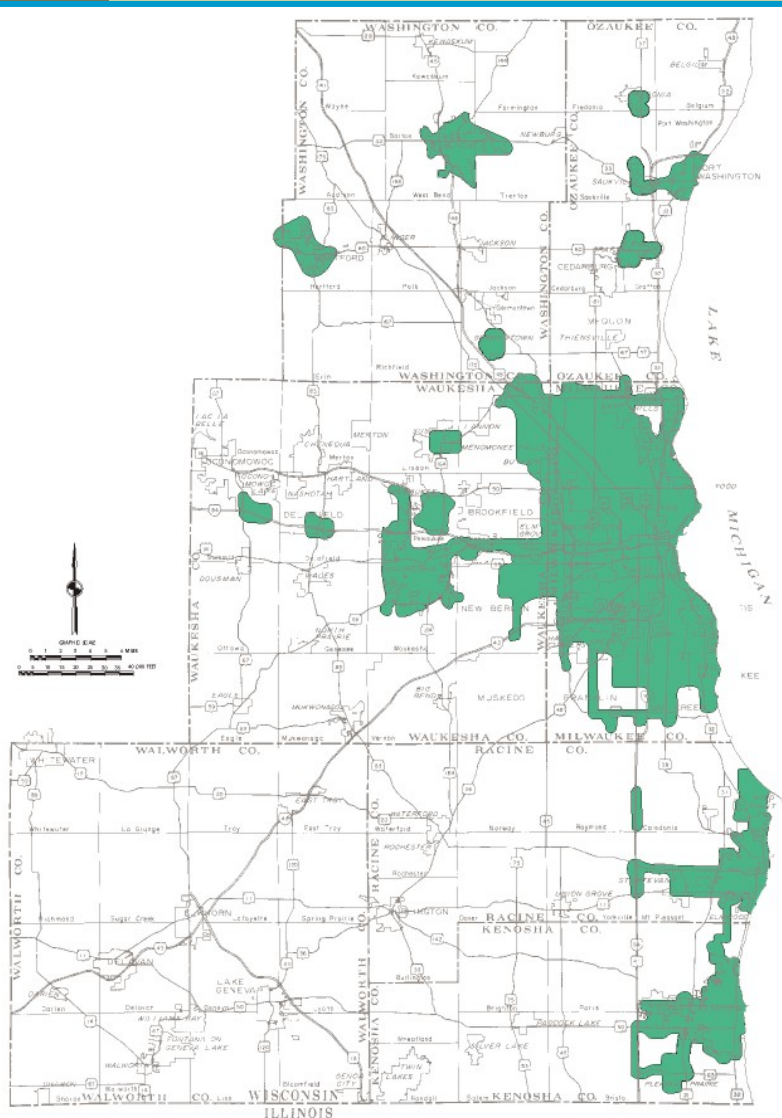
Recommended Year 2035 Regional Transportation Plan—Public Transit Element (continued)



- Express transit
 - A grid of limited-stop bus routes with service throughout the day and evening at convenient service frequencies.
 - Stop spacing of about every one-quarter to one-half mile.
 - Overall travel speed of about 16 to 18 miles per hour
 - Significant improvement over average of 12 miles per hour for local bus service.



Recommended Year 2035 Regional Transportation Plan—Public Transit Element (continued)



- Local transit
 - Expansion of local transit service hours and frequency and extension to developing areas.
 - Approximately a 60 percent expansion over current local transit service in Region.

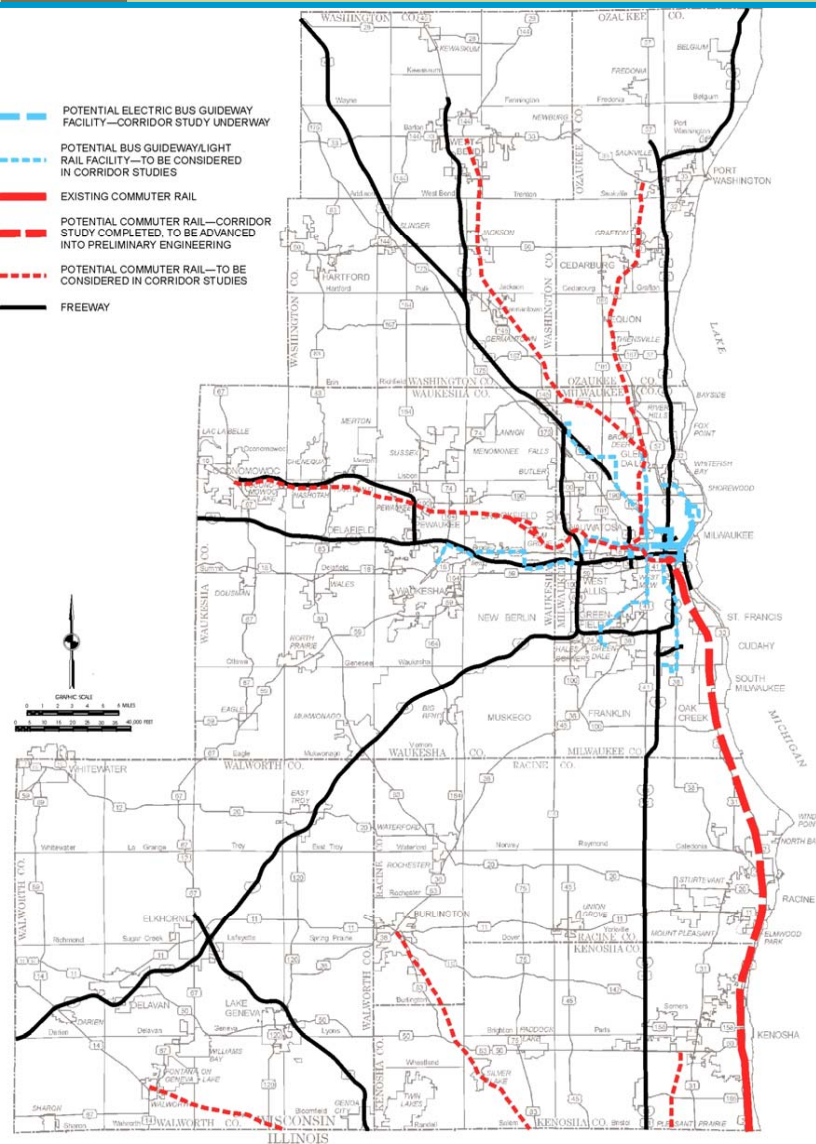


Recommended Year 2035 Regional Transportation Plan—Public Transit Element (continued)

- Other Public Transit Recommendations
 - Reserved bus lanes
 - Transit priority signal systems
 - Transit pass programs
 - Areawide information and trip planner website
 - Real-time “Next Bus” information



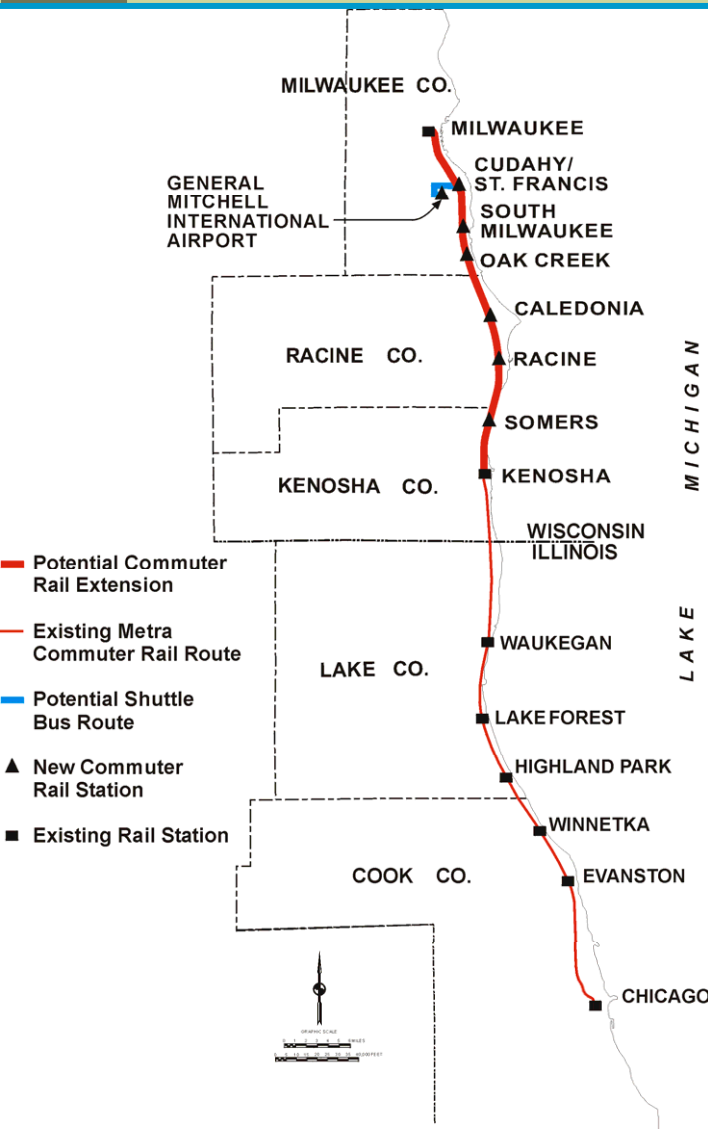
Recommended Year 2035 Regional Transportation Plan—Public Transit Element (continued)



- Need to consider upgrading to rail transit or bus guideways
- Milwaukee downtown connector study—study underway of bus guideway express transit alternatives.
- Kenosha-Racine-Milwaukee corridor—commuter rail corridor study under refinement.



Proposed Kenosha-Racine-Milwaukee (KRM) Commuter Rail Service



- Connect Milwaukee and Racine to existing Chicago-Kenosha commuter rail
- 33-mile extension using existing Union Pacific Railroad and Canadian Pacific Railway freight lines
- 8 stations
 - Existing stations at Kenosha and Milwaukee
 - New Stations at Somers, Racine, Caledonia, Oak Creek, South Milwaukee, and Cudahy-St. Francis



Proposed KRM Commuter Rail Service (continued)

- Level of service
 - Service provided in both directions along corridor during all time periods
 - 7-10 weekday trains in each direction
 - Operating speeds – up to 59 or 79 mph
 - Average speed – 34 mph
- Connecting bus service
 - Coordination with Kenosha, Racine, and Milwaukee bus service
 - Shuttle bus service
 - Dedicated service between Amtrak station and Milwaukee central business district
 - Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station



Proposed KRM Commuter Rail Service (continued)

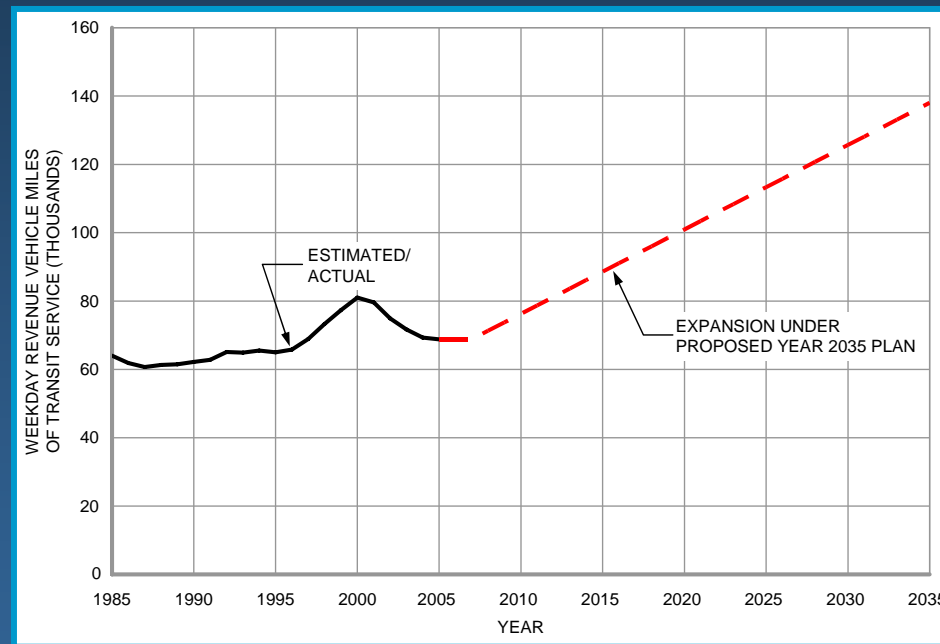
- Train operation
 - Most service provided by meeting or extending existing Metra train schedules beyond either Kenosha or Waukegan
 - Extend Metra to Milwaukee as seamless service
 - Provide transfer at Kenosha and Waukegan to Metra
 - Conventional locomotive-hauled trains or diesel-multiple-unit cars ("DMUs" or self-propelled coaches)





Recommended Year 2035 Regional Transportation Plan— Public Transit Element

- Plan proposes doubling of transit service in Region over next 30 years



- Will Likely Require
 - Renewed level of State funding to public transit
 - Dedicated local funding



Costs of Public Transit (\$millions)^a

	<u>Existing Transit</u>	<u>KRM Commuter Rail</u>
Operating	Federal \$24.4	\$5.0
	State \$62.9	\$8.4
	Local \$22.8	\$2.0
Capital	Federal \$13.9	\$15.2
	State - -	\$3.0
	Local \$3.4	\$3.0

^a Net operating costs for 2005 for Kenosha, Racine, and Milwaukee County transit. Existing transit costs are annual average for 2001 to 2005. Costs for commuter rail under refinement in current corridor study, and capital costs have been allocated over five years.