

DOT-TRANSIT (5600) BUDGET

DEPT: DOT-Transit

UNIT NO. 5600
FUND: Enterprise - 0083

Budget Summary

Category	2014 Budget	2014 Actual	2015 Budget	2016 Budget	2016/2015 Variance
Expenditures					
Personnel Costs	\$0	\$0	\$0	\$0	\$0
Operation Costs	\$154,205,814	\$149,843,746	\$160,182,288	\$157,676,195	(\$2,506,093)
Debt & Depreciation	\$2,424,376	\$2,198,814	\$2,437,503	\$2,391,532	(\$45,971)
Capital Outlay	\$460,000	\$889,633	\$320,000	\$185,000	(\$135,000)
Interdept. Charges	\$2,416,284	\$2,119,536	\$2,434,954	\$2,847,642	\$412,688
Total Expenditures	\$159,506,474	\$155,051,729	\$165,374,745	\$163,100,369	(\$2,274,376)
Revenues					
Direct Revenue	\$49,865,902	\$47,806,411	\$49,534,651	\$45,803,159	(\$3,731,492)
Intergov Revenue	\$91,121,855	\$91,587,654	\$95,821,935	\$94,830,580	(\$991,355)
Indirect Revenue	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$140,987,757	\$139,394,065	\$145,356,586	\$140,633,739	(\$4,722,847)
Tax Levy	\$18,518,717	\$15,657,664	\$20,018,159	\$22,466,630	\$2,448,471
Personnel *					
Full-Time Pos. (FTE)	0	0	0	0	0
Seas/Hourly/Pool Pos.	0	0	0	0	0
Overtime \$	\$0	\$0	\$0	\$0	\$0

* The Personnel table above represents Milwaukee County employees. Transit staff are employees of Milwaukee Transport Services (MTS), Inc., a quasi-governmental instrumentality of Milwaukee County.

Department Mission: The Milwaukee County Transit System (MCTS) exists to provide reliable, convenient and safe public transportation services that efficiently and effectively meet the varied travel needs of the community and contribute to its quality of life.

Department Description: The Director's Office of the Milwaukee County Department of Transportation (MCDOT) provides County oversight of MCTS as well as conducts various transit related studies and prepares and administers Federal and State transit grants. Division personnel also facilitate the acquisition of capital equipment and provide the Architecture & Engineering Division (A&E) of the Department of Administration Services (DAS) with capital improvement recommendations for MCTS facilities.

Milwaukee Transport Services, Inc. (MTS), as a quasi-governmental instrumentality of Milwaukee County, manages and operates the Milwaukee County Transit System, including paratransit services. MTS uses transit facilities and equipment owned and provided by Milwaukee County.

Paratransit services include demand responsive transportation and orientation to transportation services. These services complement the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible. ADA-eligible riders, as well as those 65 and older, are also eligible for the Growing Opportunities program pass (GO Pass) that allows for unlimited free rides on all MCTS buses.

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Strategic Program Area 1: Paratransit

Service Provision: Mandated

Strategic Outcome: Quality of Life

What We Do: Activity Data			
Activity	2014 Actual	2015 Budget	2016 Budget
Van Trips per Hour	1.95	1.93	1.93
Ridership	557,272	555,500	550,139
Cost Per Ride	\$29.17	\$30.40	\$29.11

How We Do It: Program Budget Summary					
Category	2014 Budget	2014 Actual	2015 Budget	2016 Budget	2016/2015 Var
Expenditures	\$16,338,384	\$16,338,295	\$17,073,810	\$16,272,746	(\$801,064)
Revenues	\$14,132,802	\$14,712,033	\$15,964,264	\$14,834,608	(\$1,129,656)
Tax Levy	\$2,205,582	\$1,626,262	\$1,109,546	\$1,438,138	\$328,592
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2014 Actual	2015 Budget	2016 Budget
Cost per Trip by Mode			
Van	\$31.87	\$32.93	\$32.37
Agency	\$14.69	\$15.27	\$15.47
Taxi	\$18.36	\$19.38	\$17.51

Strategic Implementation:

Paratransit services include demand responsive transportation and orientation to transportation services. These services complement the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible. Paratransit will continue to maintain Milwaukee County border-to-border service. The paratransit cash fare for 2016 remains unchanged at \$3.50 per one-way trip, and the trip subsidy paid by Managed Care Organizations (MCO's) will remain \$16.55 (\$20.05 including the \$3.50 per one-way trip fare).

Overall tax levy for paratransit will increase \$328,592 primarily due to a \$1 million decrease in trip subsidies paid to the program by the MCO's, that is partially offset by a 3% reduction in van rides based on utilization, and a 5% reduction in cost per ride due to the recent RFP process.

MCTS will continue to coordinate with the Office for Persons with Disabilities and other County agencies to provide free rides on the fixed route system for eligible persons with disabilities through the New Freedom Initiative, with the goal of continuing to expand mobility and reducing the need for paratransit service. Free fixed-route rides will also be available to those 65 and over through the GO Pass program.

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Strategic Program Area 2: Fixed Route

Service Provision: Discretionary

Strategic Outcome: Quality of Life

What We Do: Activity			
Activity	2014 Actual	2015 Budget	2016 Budget
Buses in Fleet	405	397	412
Buses Operated in Peak Hour	331	341	354
Annual Bus Miles	17,457,798	18,313,725	18,416,499
Annual Bus Hours	1,345,689	1,410,679	1,419,838
Total Passengers	41,014,263	N/A	N/A
Cost per Mile	\$7.95	\$8.10	\$7.93
Cost per Passenger	\$3.21	N/A	N/A
Revenue per Passenger	\$0.95	N/A	N/A

How We Do It: Program Budget Summary					
Category	2014 Budget	2014 Actual	2015 Budget	2016 Budget	2016/2015 Var
Expenditures	\$143,168,090	\$138,713,434	\$148,300,935	\$146,827,623	(\$1,473,312)
Revenues	\$126,854,955	\$124,682,032	\$129,392,322	\$125,799,131	(\$3,593,191)
Tax Levy	\$16,313,135	\$14,031,402	\$18,908,613	\$21,028,492	\$2,119,879
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2014 Actual	2015 Budget	2016 Budget
Farebox Recovery Ratio	29.54%	28.89%	28.38%
Passengers per Bus Hour	30.48	N/A	N/A
Cost per Bus Hour	\$103.08	\$105.13	\$102.91

Due to the implementation of the new farebox system, the methodology for reporting ridership is under review.

Strategic Implementation:

The 2016 fixed-route service increases by 119,195 miles (0.7%) and 11,270 hours (0.7%), and include two Metro Express routes (Gold and Purple) funded with \$5.7 million in Congestion Mitigation and Air Quality (CMAQ) funds, and Routes 6, 61 and 279 funded with \$2.9 million in Zoo Interchange litigation funds. Overall operational costs for fixed-route service increase slightly. Wages and salaries are increasing \$1.4 million due to anticipated labor contract increases and the addition of ten bus operators, offset by a decrease in fuel expenses of \$1.8 million.

Route 51 is extended south into St. Francis to the new FBI headquarters building on a six-month trial basis at a net cost of \$150,000 to determine ridership levels and long-term financial feasibility.

Existing fare structure remains at 2015 levels. M-Card Lite, a limited use smartcard, is introduced as a new fare form that is only available to social service agencies and non-profit organizations. These organizations have previously distributed paper tickets to clients. M-Card Lite is an alternative to the MCTS M-CARD. It will not be made available to the general public due to high administrative costs associated with limited use smart cards; agencies and non-profits can purchase M-Card Lite for:

- \$2.00 for one 90-minute pass
- \$4.00 for two 90-minute passes.

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GO Pass Estimate of Ridership for 2015

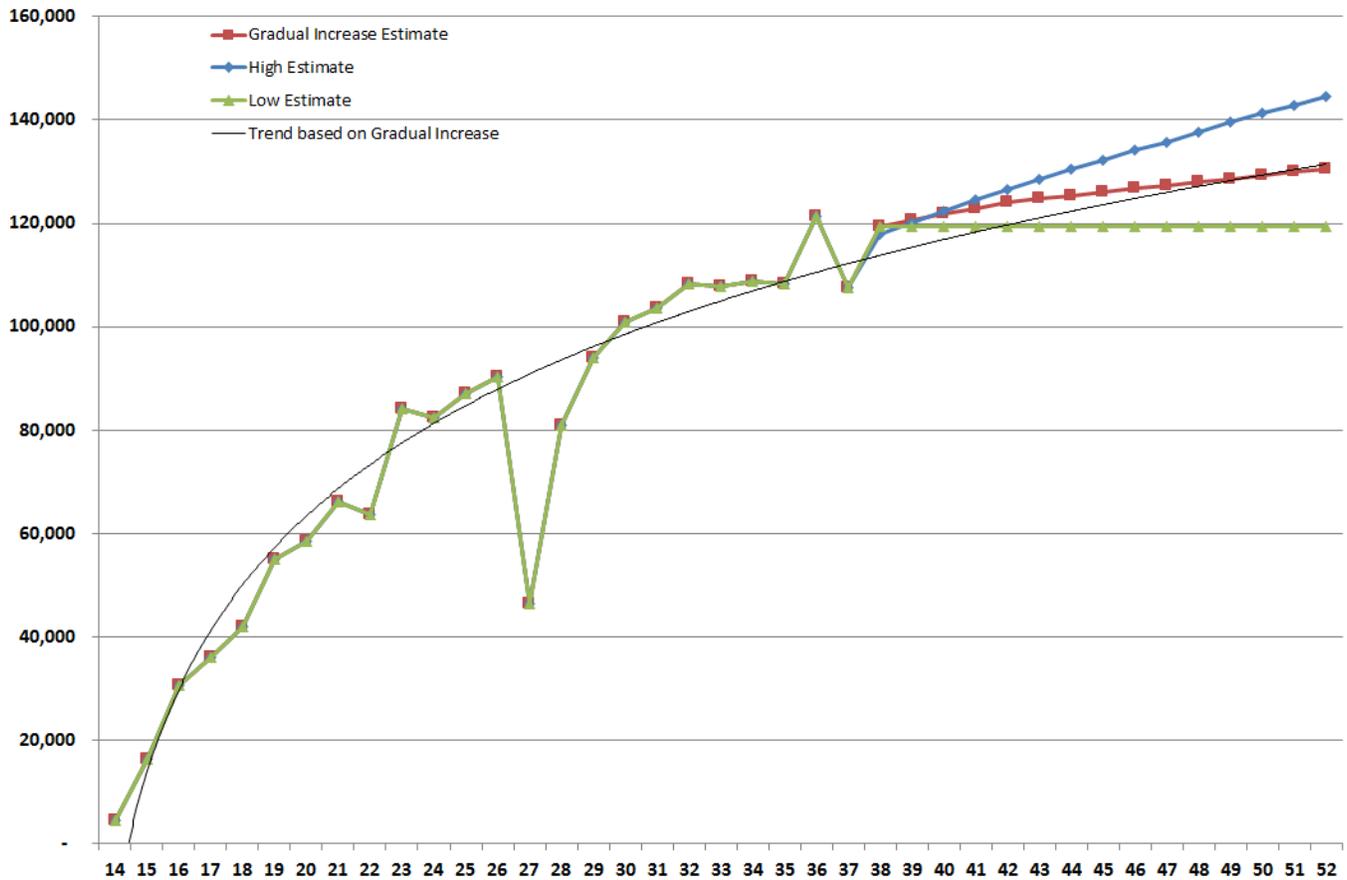


Figure 1. Weekly rides per week for the GO Pass. The ATU strike occurred during week 27.

Passenger fare revenues (passenger abatement) decrease \$2.7 million from \$40.3 million to \$37.6 million to reflect downward revenue trends that appear to be correlated with increases in GO Pass ridership. Figure 1 above shows current-year GO Pass weekly rides through week 38, along with three different estimates for the remainder of the year (low, high, and a gradual increase) based on available data. An analysis of the GO Pass program will be conducted in 2016 with participation from the Department of Administrative Services, the Department of Transportation, and the Comptroller's Office, in cooperation with the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to better understand the revenue trends and impact of the GO Pass. A report on the findings will be presented to the County Board on or about the end of the 2nd quarter.

Additionally, \$600,000 is placed into an allocated contingency account within the DOT-Transit budget for the development of Route 80X to expand transit service to suburban job hubs. Milwaukee County Transit System (MCTS) and SEWRPC are requested to review the options presented in the Public Policy Forum study, "Getting to Work: Opportunities and Obstacles to improving Transit Service to Suburban Milwaukee Jobs Hubs," and prepare a policy recommendation on 80X and a Bus Rapid Transit (BRT) pilot project, which has \$1.5 million in previously allocated funding, for submission to the Milwaukee County Board of Supervisors for review and approval as soon as practicable. Upon review and approval, an appropriation of \$600,000 is allocated to MCTS for the establishment of Route 80X, which will extend from Mequon to Oak Creek to better connect job seekers to employers, beginning approximately in April 2015.

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FARE NAME	CURRENT FARE	PROPOSED FARE	COMMENT
Cash Fares			
Adult	\$2.25	\$2.25	No change from current fare
Premium	\$3.25	\$3.25	No change from current fare
Concession (Half-Fare)	\$1.10	\$1.10	No change from current fare
Advance Purchase Fares			
Adult Tickets	\$1.75	\$1.75	Value deduction smart card; replaces paper tickets
Premium Tickets	\$2.35	\$2.35	Value deduction smart card; replaces paper tickets
Concession (Half-Fare) Tickets	\$1.10	\$1.10	Value deduction smart card; replaces paper tickets
Pass Fares			
1-Day Adult Pass	\$4.00	\$4.00	Purchased in advance at ready fare outlet
1-Day Adult Pass	\$5.00	\$5.00	Loaded on existing smartcard at fare box
1-Day Premium Pass	\$6.00	\$6.00	Purchased in advance at ready fare outlet or loaded
1-Day Concession Pass	\$2.00	\$2.00	Purchased in advance at ready fare outlet
1-Day Concession Pass	\$3.00	\$3.00	Loaded on existing smartcard at fare box
3-Day Adult Pass	\$12.00	\$12.00	Purchased at ready fare outlet
3-Day Premium Pass	\$18.00	\$18.00	Purchased at ready fare outlet
3-Day Concession Pass	\$6.00	\$6.00	Purchased at ready fare outlet
3-Day Concession Premium Pass	\$9.00	\$9.00	Purchased at ready fare outlet
7-Day Adult Pass	\$17.50	\$17.50	Replaces paper calendar based pass. Purchased at ready fare outlet or on-line
7-Day Premium Pass	\$24.00	\$24.00	Purchased at ready fare outlet or on-line
7-Day Concession Pass	\$11.00	\$11.00	Purchased at ready fare outlet or on-line
31-Day Adult Pass	\$64.00	\$64.00	Replaces paper calendar based pass. Purchased at ready fare outlet or on-line
31-Day Premium Pass	\$85.00	\$85.00	Purchased at ready fare outlet or on-line
31-Day Concession Pass	\$32.00	\$32.00	Purchased at ready fare outlet or on-line
Other Special Fares			
Student Pass	\$16.50	\$16.50	Valid weekdays, available to schools only
U-PASS	\$45.00	\$45.00	Per semester
Commuter Value Pass	\$201.00	\$201.00	Per quarter
New Freedom Pass	Free	Free	Free to eligible paratransit clients
Transfer	Free	Free	When paying cash, transfer encoded on passenger's smartcard
M-Card Lite: One 90 minute pass	N/A	\$2.00	Available to social service agencies / non-profits
M-Card Lite: Two 90 min. passes	N/A	\$4.00	Available to social service agencies / non-profits
Paratransit Fare	\$3.50	\$3.50	Per one way trip

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MCTS will develop a proposal to arrange free bus rides for individuals traveling to receive identification documents, and/or registering to vote. The plan shall be submitted to the County Board of Supervisors no later than February 1, 2016, for review and approval. \$20,000 is placed into an allocated contingency account within the DOT-Transit budget to effectuate the plan, subject to County Board approval.

Milwaukee County Transit System (MCTS) requests the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to develop a comprehensive feasibility study of transit security alternatives for Milwaukee County's fixed-route transit.

The Board of Supervisors directs the Legislative Liaison, of the County Board to request the State to grant authority to Milwaukee County for the creation of a Regional Transit Authority (RTA) for the purpose of levying a sales tax of 0.5 percent as a dedicated source of funding for transit services. If this request is not granted, Intergovernmental Relations staff will request the State to authorize a binding referendum to determine the future of a RTA and a dedicated funding source.

Milwaukee County Transit System (MCTS), in conjunction with Milwaukee Area Technical College (MATC) is requested to develop a plan for a weekly training program for Class A, Automobile Service Excellence (ASE) certified mechanics. The Director of Transportation will present a report for review and approval to the County Board of Supervisors as soon as practicable.

The goal of having 50% of County construction contract wages paid to County residents was established in 1995 (File 95-573). Information provided by the Department of Audit for 1995, 1996, and 1997 indicates that the percentage of wages paid to County residents was 40%, 38%, and 37%, respectively. A June 2011 report from Audit noted that the residency requirement was applied to only \$8.1 million of construction contract dollars and was not applied to \$56.4 million of contract dollars because the residency provisions were not permitted for \$48.3 million of Federal funds. The 2011 report also noted that payments to County residents for the prior year totaled 26% for eligible projects. Enhancements were made to increase that level but the restriction on application of geographic preferences to federally funded programs remained in effect until the 2015 USDOT pilot project was implemented. In March 2015, the US Department of Transportation initiated a one-year pilot program authorizing the use of geographic labor hiring preferences, economic-based labor hiring preferences and labor hiring preferences for veterans in awarding federally funded transportation contracts. In January 2016, Milwaukee County Department of Transportation (MCDOT) will submit to the Committee on Transportation and Public Works a report on its plan to request participation in the pilot program for all eligible projects.

The County Board of Supervisors requests Milwaukee County Transit System (MCTS) to develop a comprehensive feasibility study for extending Route 33 with preference for the area which includes, Winnebago Street to Juneau Street, N. Jackson Street, and E. Lyon Street. This study will include information regarding provisions pursuant to the Americans with Disabilities Act (ADA).

Anticipated revenue contracts that exceed \$300,000, will first go through appropriate County Board Standing Committees for review and approval.