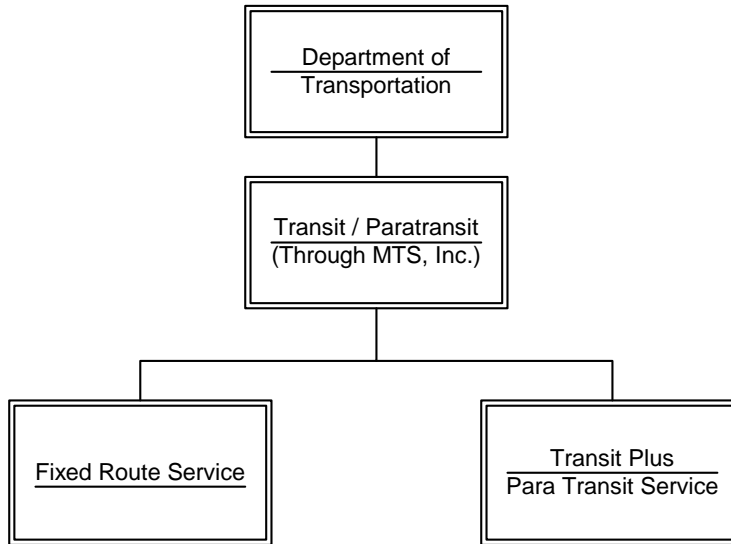


## MILW CO TRANSIT-PARATRANSIT SYSTEM (5600)



### MISSION

The Milwaukee County Transit / Paratransit System 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.

<b>Budget Summary</b>		
	2012	2011/2012 Change
<b>Expenditures</b>	<b>169,067,925</b>	<b>(3,926,691)</b>
<b>Revenue</b>	<b>150,345,680</b>	<b>(5,081,173)</b>
<b>Levy</b>	<b>18,722,245</b>	<b>1,154,482</b>
<b>Major Programmatic Changes</b>		
<ul style="list-style-type: none"> <li>• \$6.8 million reduction in State Section 85.20 Operating Assistance</li> <li>• \$1.4 million increase in State Section 85.205 funding for Paratransit</li> <li>• Express Bus Service on Routes 15, 23, and 62</li> <li>• Estimated CMAQ funding of \$7.7 million</li> <li>• Budget assumes elimination of Title XIX reimbursement</li> <li>• Paratransit fare increases \$1.25</li> <li>• Maintain border-to-border paratransit service.</li> </ul>		

### OBJECTIVES

- Provide a safe and dependable transit system for the traveling public.
- Operate within established budgets while maximizing the quality and timeliness of services provided.
- Work with service providers to ensure that high quality paratransit service is provided cost effectively while meeting the needs of individuals with disabilities.
- Implement cost control measures while working with executive and legislative bodies toward improved fiscal sustainability.

## COUNTY EXECUTIVE'S 2012 BUDGET

DEPT: Milw Co Transit-Paratransit System

UNIT NO. 5600  
FUND: Enterprise - 0083

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### DEPARTMENTAL PROGRAM DESCRIPTION

The Transportation Department (see "Budget Highlights" for detail) provides public transit services through the Milwaukee County Transit System (MCTS). Direct management and operation of the transit system, including paratransit services, is provided by Milwaukee Transport Services, Inc. (MTS), a private non-profit corporation under contract to the County. The corporation uses transit facilities and equipment owned and provided by Milwaukee County.

Paratransit operations include the provision of demand responsive transportation and orientation to transportation services. These services provide a complement to the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible.

The Director's Office of the Transportation Department provides County oversight 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 design and construction services for capital facilities.

### 2012 BUDGET

#### *Approach and Priorities*

- Continue to provide efficient and reliable transportation options for residents of Milwaukee County, by focusing on core service routes and high demand service hours.
- MTS and Transportation staff estimates receiving Federal Revenue of approximately \$18,877,000 for the 2012 Recommended Budget. Due to the uncertainty of the level of funding that will be included in the reauthorization of the current federal surface transportation law (Safe, Accountable, Flexible, Efficient Transportation Equity Act, also known as SAFETEA-LU), MTS and Transportation staff will adjust transit service and/or fares in order to correct any funding gaps that result from reduced federal surface transportation funding.

MTS and Transportation staff shall provide a report to the Committee on Transportation, Public Works, and Transit which outlines the corrective action steps necessary to fill the gap in revenue.

- MTS and Transportation staff shall create a 5-year Transit sustainability plan (2013 – 2017) and submit a report of their findings to the Committee on Transportation, Public Works, and Transit during the July 2012 committee cycle.

#### *Programmatic Impacts*

- Express Bus Service is provided on Routes 15, 23, and 62.<sup>1</sup>
- Budget assumes the elimination of Title XIX reimbursement for eligible paratransit trips.
- Paratransit fare increases \$1.25 to \$4.50.

#### *Budget Highlights*

##### *Department of Transportation*

The 2012 Recommended Budget creates a new Department of Transportation (Transportation). Transportation includes the following former Department of Transportation and Public Works (DTPW) division:

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<sup>1</sup> Further detail regarding the related CMAQ funding and impact of existing fixed-routes is provided on pages 5600 – 3 through 5600 – 5.

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Transit/Paratransit	Airport	Highway Maintenance
Transportation Services	Fleet Management	Director's Office

The Department of Transportation - Transit division and all Transportation Department divisions shall report to the Transportation, Public Works, and Transit Committee.

**Federal Funding** **\$576,000**  
 Capitalized Maintenance funding is reduced due to the decrease in eligible maintenance expenses. Job Access Reverse Commute (JARC) is included in the 2012 Budget, however, JARC routes will be eliminated if funding is not available.

**State Funding** **\$5,409,100**  
 The 2011-13 State Biennial Budget reduced chapter 85.20 funding by 10 percent or \$6,858,300 for calendar year 2012. This is partially offset by an increase in Chapter 85.205 revenue of \$1,449,200 for the maintenance of American with Disabilities Act (ADA) paratransit service

**Transit Operations (Fixed Route)**

**Revenue and Expenditure Overview**  
 Operating expenses total \$134,851,493, a decrease of \$774,239 (-0.6 percent) from the 2011 Adopted Budget. Passenger revenue (passenger abatement) is estimated at \$41,282,000, an increase of \$3,722 (-0.1 percent). Fixed route services are increased by 16,525 miles (0.1 percent) and 8,194 hours (0.6 percent) compared to the 2011 Adopted Budget.

**Fare Adjustments**  
 The requested budget includes no increase in fixed route fares. Fares are detailed in the table "Fare Structure" found at the end of this narrative.

**Transit Staffing**  
 Service changes for FY 2012 will result in the elimination or layoff of 12 jobs.

<u>Employee Group</u>	<u>2012 Budget</u>	<u>2011 Budget</u>	<u>Increase/(Decrease)</u>
Non-Represented	108	115	(7)
Represented	<u>925</u>	<u>930</u>	<u>(5)</u>
Total	1033	1045	(12)

**Congestion Mitigation and Air Quality Funding (CMAQ)** **(\$7,715,635)**  
 Milwaukee County (County) has applied for CMAQ funding of approximately \$6.37 million (originally designated for Bus Rapid Transit line or "BRT") and approximately \$15 million (originally designated for the Southeastern Wisconsin Regional Transit Authority and the Kenosha-Racine-Milwaukee commuter rail line project or "KRM") to be used for Express Bus Service in 2012. The exact CMAQ award amount will not be known until October 2011, pending review and approval by multiple State and Federal agencies (i.e. WisDOT, WiDNR, SEWRPC, FTA and FHWA)<sup>2</sup>. For budgeting purposes, CMAQ funding awards were applied based on estimates provided by MTS and Transportation staff.

The 2012 Budget assumes CMAQ funding of \$2.9 million (Express Route 23), \$3.4 million (Express Route 15), and \$1.4 million (Express Route 62) as part of an overall 3-year allocation totaling \$16.9 million. MTS and

<sup>2</sup> Wisconsin Department of Transportation (WisDOT), Wisconsin Department of Natural Resources (WiDNR), Southeastern Wisconsin Regional Planning Commission (SEWRPC), Federal Transit Administration(FTA), (Federal Highway Administration)

**COUNTY EXECUTIVE'S 2012 BUDGET**

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Transportation staff has estimated the County will be awarded the following CMAQ funding over a 3-year County budget period:

CMAQ Grant	2012	2013	2014 (b)	Total
CMAQ - Express Route 23 (a)	2,893,363	3,215,923	265,306	6,374,592
CMAQ - Express Route 15 (c)	3,444,480	3,828,480	315,840	7,588,800
CMAQ - Express Route 62 (c)	1,377,792	1,531,392	126,336	3,035,520
<b>Totals</b>	<b>7,715,635</b>	<b>8,575,795</b>	<b>707,482</b>	<b>16,998,912</b>

(a) CMAQ funding was originally designated for Bus Rapid Transit service running along the Fond du Lac and National Avenue transit corridors. This budget action reprograms the CMAQ funding for Express Bus Service within the same transit corridor via Routes 18 and 23.

(b) CMAQ disbursements are based on the Grant's fiscal year running February 1st through January 31. Therefore, MTS staff has estimated \$707,482 of CMAQ funding for the County's 2014 budget year.

(c) CMAQ funding originally designated for the KRM commuter rail project.

Note: CMAQ revenue based on \$92 per bus hour in year 1, and \$94 in year 2.

Implementation of the Express Bus service (utilizing CMAQ funding) allows for adjustments to the existing underlying routes (served by the Express Bus) and for those resources to be reprogrammed for use on other service routes. The introduction of CMAQ funded Express Service will require some changes in existing service on segments of routes 11, 15, 18, 23, 62, and 68 according to the following:

- 1) Service on some route segments will be eliminated, or
- 2) Service on some route segments will be slightly less frequent, and/or
- 3) Some passengers will walk further to/from their bus stop, however, these passengers will have access to the new express service.

It is the intent of Transit to establish the Express Bus service as sustainable routes that will continue after the CMAQ funding is exhausted.

Transportation and MTS staff have estimated that the County will receive all of the \$6.37 million CMAQ funding related to the former BRT and have indicated that it is likely the County will receive approximately \$10.6 million of CMAQ funding related to KRM. Although CMAQ funding for an Express Route for 27 has been applied for, it is not budgeted or listed in the table above as MTS staff believe routes 15, 23, and 62 have the strongest chance of receiving CMAQ funding. Should the County be awarded CMAQ funding less than what is budgeted for 2012, MTS and Transportation staff will adjust service expenditures and revenues to account for the variance in CMAQ funding. MTS and Transportation staff shall provide a report to the Committee on Transportation, Public Works, and Transit which outlines the corrective action steps necessary to fill the gap in revenue should this occur. Should the County be awarded CMAQ funding more than what is budgeted for 2012, MTS and Transportation staff will provide an appropriation transfer (in order to create budget authority) and identify the service(s) the additional funding will be applied towards.

In the unlikely event the County should receive none of the identified CMAQ funding as identified above, the following service changes will be implemented based on the following criteria: (1) minimize the loss of service to transit dependent areas while increasing overall efficiency of the transit system; (2) realign or restructure routes or segments of routes that have low productivity but warrant limited service; and (3) restructure route to allow for improvement in operational efficiency and simplification of routes while maintaining access to job corridors, shopping, medical facilities and businesses at reduced levels of service. These service changes are as follows:

**COUNTY EXECUTIVE'S 2012 BUDGET**

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<b>Service Reductions/Eliminations</b>	<b>Net Levy Impact</b>
1 - Reduce Service Frequency (Routes 21, 22, 23, 30, 53, 60 & 62)	\$ (655,300)
2 - Eliminate School Routes 50, 89, 87, 85 & 88	\$ (100,920)
3 - Eliminate Segment East of 2nd & Wisconsin Rt. 23	\$ (426,580)
4 - Restructure Service: Group Routes 31 & 33	\$ (627,940)
5 - Restructure Service: Group Routes 19, 57 & 219	\$ (1,271,890)
6 - Route 27 Eliminate 35th St	\$ (52,340)
7 - Restructure Service: Group Routes 15 & 51	\$ (332,910)
8 - Restructure Service: Group Routes 18, 11, 54, 56	\$ (729,080)
9 - Insert Route 62 Turnback	\$ (240,290)
10 - Insert Route 12 Turnback (req. with 12, 30, 35, 80)	\$ (208,380)
11 - Restructure Service: Group Routes 12, 30, 35 & 80	\$ (486,050)
12 - Reduce Service Frequency (Routes 55 & 63)	\$ (674,040)
13 - Restructure Service: Group Routes 64, 67 & 76	\$ (517,230)
14 - Route 60 Eliminate Extension to UWM	\$ (334,710)
15 - Eliminate Special Event Service Including Summerfest	\$ (310,250)
16 - Eliminate Route 68 Service	\$ (537,730)
17 - Eliminate Freeway Flyer Routes 40, 43, 44, 46, 48 & 49	\$ (1,179,960)
<b>TOTAL: \$ (8,685,600)</b>	

**3<sup>rd</sup> Party Health Care Administration** **(\$965,000)**

Health care costs are decreased by approximately \$965,000 through efficiencies gained by MTS and the County utilization of the same 3<sup>rd</sup> Party healthcare administrator. It should be noted that employees of MTS are not County employees. Therefore, the MTS' fringe benefits (i.e. health, dental, life) are negotiated and provided for separately from those maintained by County and remain separate and distinct from one another. The savings are reflective of health care related benefits only as they apply to the MTS negotiated health care plan for its employees. This change applies to administration of the MTS health care system only and will not have any impact on current premiums and deductibles paid by MTS employees.

**Fuel** **\$3,413,103**

Fuel is budgeted at \$3.25 per gallon compared to \$2.39 per gallon in the 2011 budget.

**Paratransit Operations**

**Revenue and Expenditure Overview**

Operating expenses total \$26,434,449, a decrease of \$3,999,926 (-13.1 percent) from the 2011 Adopted Budget. Program revenue is projected to be \$11,407,934, a decrease of \$4,956,325 (-30.3 percent) from 2011. The decrease in expenditures and revenues is the result of fewer trips budgeted in 2012 compared to 2011. A significant reduction in trips taken by paratransit clients began in late 2010 and continues in 2011. This is the basis for the trip reduction estimate for 2012. Budgeted trips for 2012 total 1,004,814, a reduction of 268,818 trips compared to the 2011 Adopted Budget. Border-to-border paratransit service is maintained.

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**Paratransit Fares**

**(\$1,147,000)**

Paratransit fares increase by \$1.25 from \$3.25 to \$4.50 per one-way trip.

**New Freedom Initiative**

**\$0**

Transit will continue to coordinate with the Office for Persons with Disabilities and other County agencies to continue to provide free rides on the fixed route system for eligible persons with disabilities through the Federal New Freedom Initiative, with the goal of continuing to expand mobility and reducing the need for paratransit service.

**Capital Investments**

The 2012 Budget Request does not include any Capital Improvement Projects.

<b>BUDGET SUMMARY</b>				
<b>Account Summary</b>	<b>2010 Actual</b>	<b>2011 Budget</b>	<b>2012 Budget</b>	<b>2011/2012 Change</b>
Personal Services (w/o EFB)	\$ 0	\$ 0	\$ 0	\$ 0
Employee Fringe Benefits (EFB)	0	0	0	0
Services	315,337	271,838	348,266	76,428
Commodities	488,597	420,000	420,000	0
Transit Operations	134,455,113	138,610,243	138,280,305	(329,938)
Other Charges	27,150,821	31,028,864	26,984,637	(4,044,227)
Capital Outlay	277,708	222,500	277,500	55,000
County Service Charges	2,836,563	2,441,171	2,757,217	316,046
Abatements	0	0	0	0
<b>Total Expenditures</b>	<b>\$ 165,524,139</b>	<b>\$ 172,994,616</b>	<b>\$ 169,067,925</b>	<b>\$ (3,926,691)</b>
State & Federal Revenue	89,148,770	91,937,500	94,078,246	2,140,746
Other Direct Revenue	7,889,473	12,768,868	7,415,500	(5,353,368)
Transit Revenue	49,671,460	50,720,485	48,851,934	(1,868,551)
<b>Total Revenue</b>	<b>\$ 146,709,703</b>	<b>\$ 155,426,853</b>	<b>\$ 150,345,680</b>	<b>\$ (5,081,173)</b>
<b>Direct Total Tax Levy</b>	<b>18,814,436</b>	<b>17,567,763</b>	<b>18,722,245</b>	<b>1,154,482</b>

<b>FARE STRUCTURE</b>			
<b>Fare Type</b>	<b>Current Fare</b>	<b>2012 Fare</b>	<b>Fare Change</b>
Adult Cash	\$2.25	\$2.25	\$0.00
Adult Ticket	10/\$17.50	10/\$17.50	\$0.00
Premium Cash	\$3.25	\$3.25	\$0.00
Premium Ticket	10/\$23.50	10/\$23.50	\$0.00
All Half fares Cash	\$1.10	\$1.10	\$0.00
All Half Fares Tickets	10/\$11.00	10/\$11.00	\$0.00
Adult Weekly Pass*	\$17.50	\$17.50	\$0.00
Monthly Pass	\$64.00	\$64.00	\$0.00
Student Pass – Special*	\$16.50	\$16.50	\$0.00
U-Pass**	\$45.00	\$45.00	\$0.00
Commuter Value Pass***	\$195.00	\$195.00	\$0.00
<b>Paratransit Fare****</b>	<b>\$3.25</b>	<b>\$4.50</b>	<b>\$1.25</b>

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- \*Per week
- \*\*Per School Semester
- \*\*\*Per Quarter
- \*\*\*\*Per one way trip

<b>ACTIVITY &amp; STATISTICAL SUMMARY</b>			
	2010 Actual	2011 Budget	2012 Budget
<b>Fixed Route Service</b>			
Buses in Fleet	448	414	416
Buses Operated in Peak Service	345	329	324
Annual Bus Miles	17,480,728	17,222,620	17,239,145
Annual Bus Hours	1,318,050	1,291,668	1,299,862
Revenue Passengers	37,534,911	38,347,300	37,216,700
Cost per Mile	\$7.50	\$7.87	\$7.82
Cost per Revenue Passenger	\$3.49	\$3.54	\$3.62
Revenue per Revenue Passenger	\$1.10	\$1.08	\$1.11
Farebox Recovery Ratio	31.36%	30.45%	30.61%
<b>Transit Plus</b>			
Van Trips per Hour	2.07	2.13	2.00
Ridership	1,106,708	1,273,632	1,004,814
Cost per Ride	\$23.54	\$23.90	\$26.31

*All departments are required to operate within their expenditure appropriations and their overall budgets. Pursuant to Section 59.60(12), Wisconsin Statutes, "No payment may be authorized or made and no obligation incurred against the county unless the county has sufficient appropriations for payment. No payment may be made or obligation incurred against an appropriation unless the director first certifies that a sufficient unencumbered balance is or will be available in the appropriation to make the payment or to meet the obligation when it becomes due and payable. An obligation incurred and an authorization of payment in violation of this subsection is void. A county officer who knowingly violates this subsection is jointly and severally liable to the county for the full amount paid. A county employee who knowingly violates this subsection may be removed for cause."*