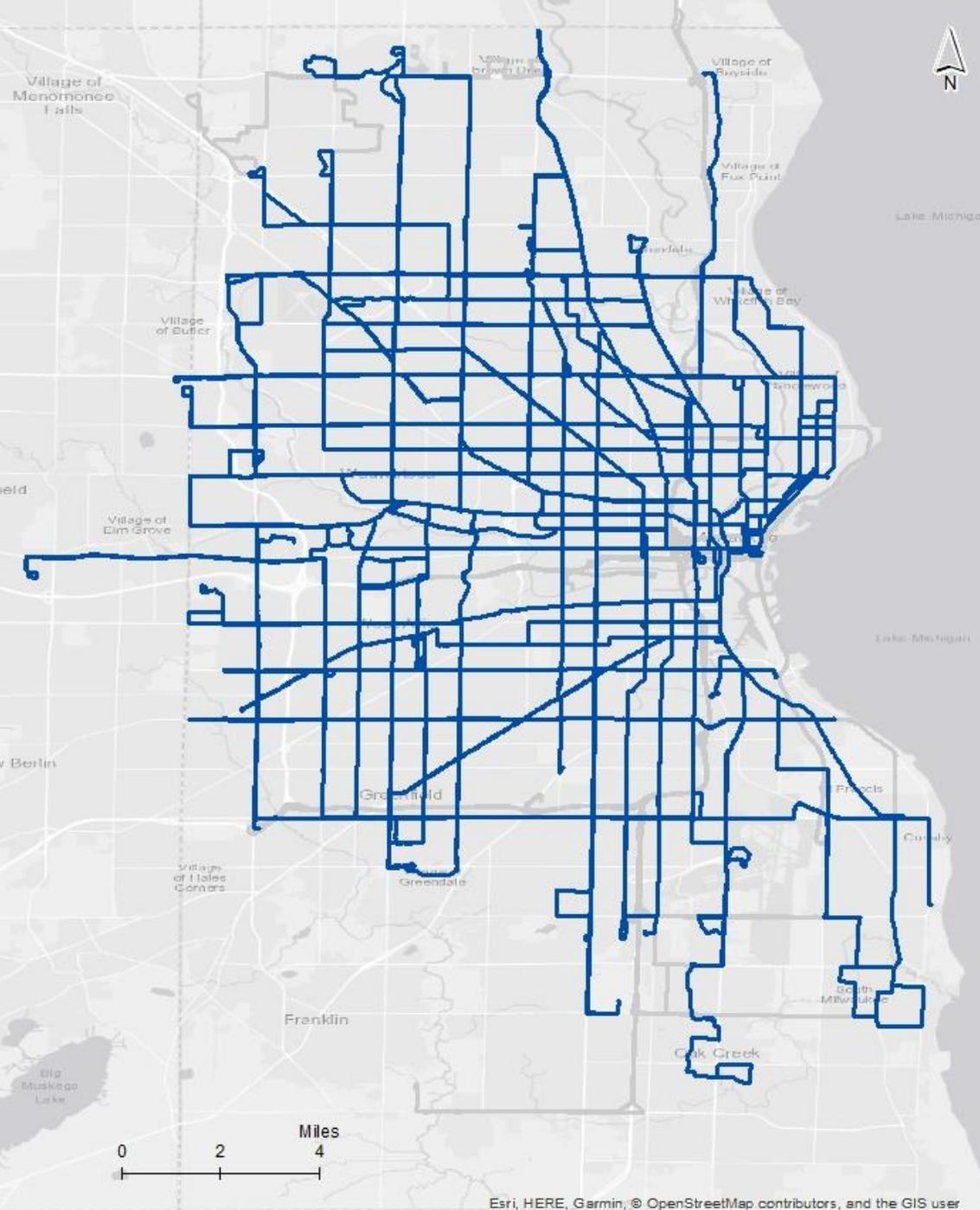


Milwaukee County Transit System

MCTS operates several types of transit services using 40-foot buses, as well as contracts with others for ADA paratransit ride services.





MCTS Local & Express Bus Routes (Core of System)

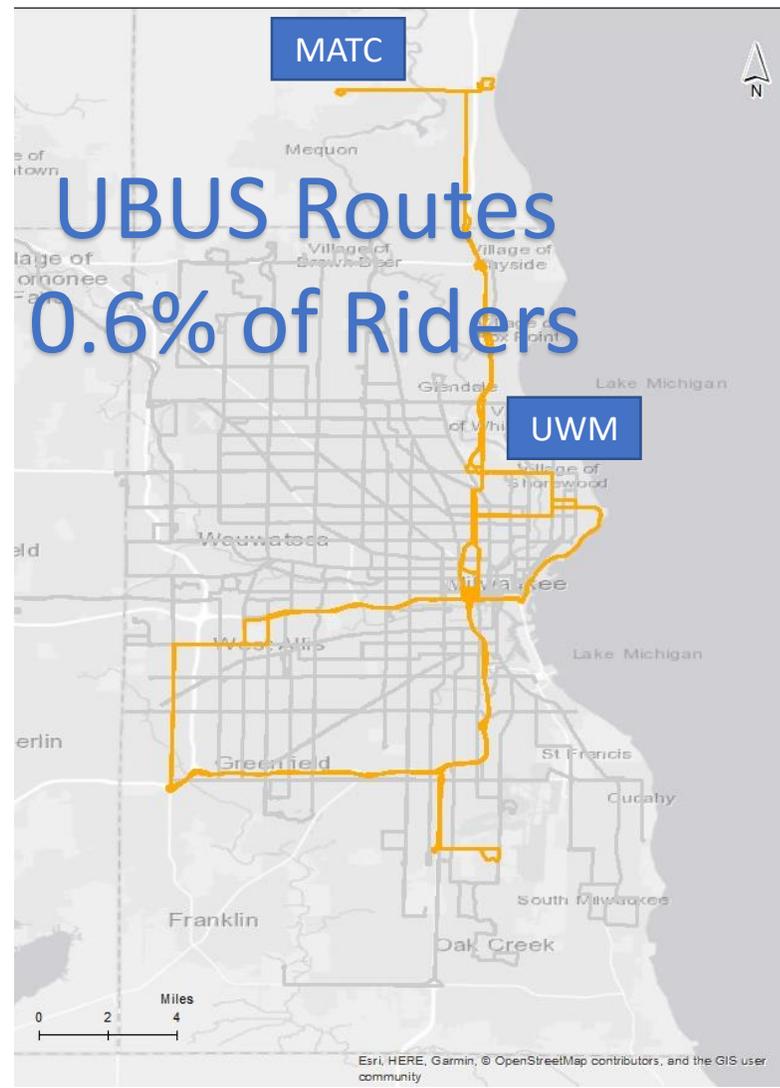
- The core route structure carries 97% of annual rides.
- These are the routes that operate 365 days out of the year.
- Many of these routes operate up to 22 hours each day.
- We need about 260 buses in the fleet to operate these routes.

97% of Riders

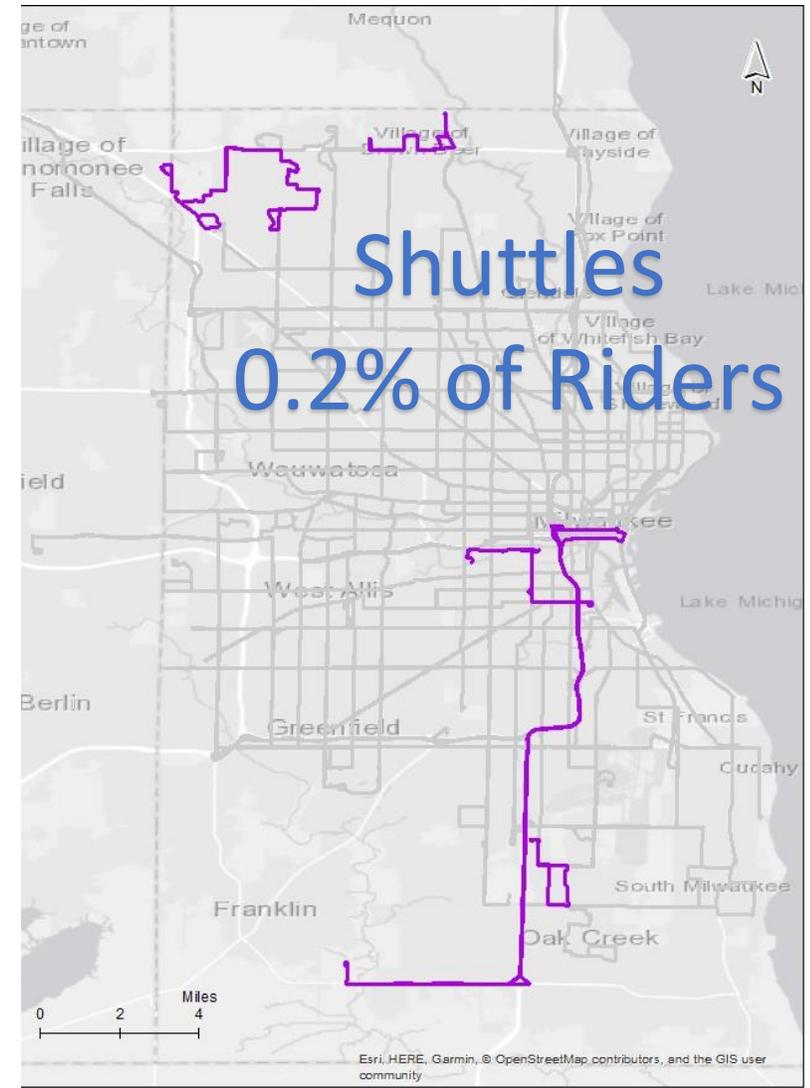
(30 bus routes – 12, 14, 15, 19, 21, 22, 23, 28, 30, 31, 33, 35, 51, 52, 53, 54, 55, 56, 57, 60, 63, 64, 67, 76, 80, GreenLine, BlueLine, RedLine, GoldLine, PurpleLine and 30X)



- Flyers carry 1% of annual rides.
- These routes operate 255 days each year (weekdays only)
- These routes operate during AM and PM rush hours
- We need about 30 buses in the fleet to operate these routes.
- 6 Freeway Flyer routes – 40, 43, 44, 46, 48, 49



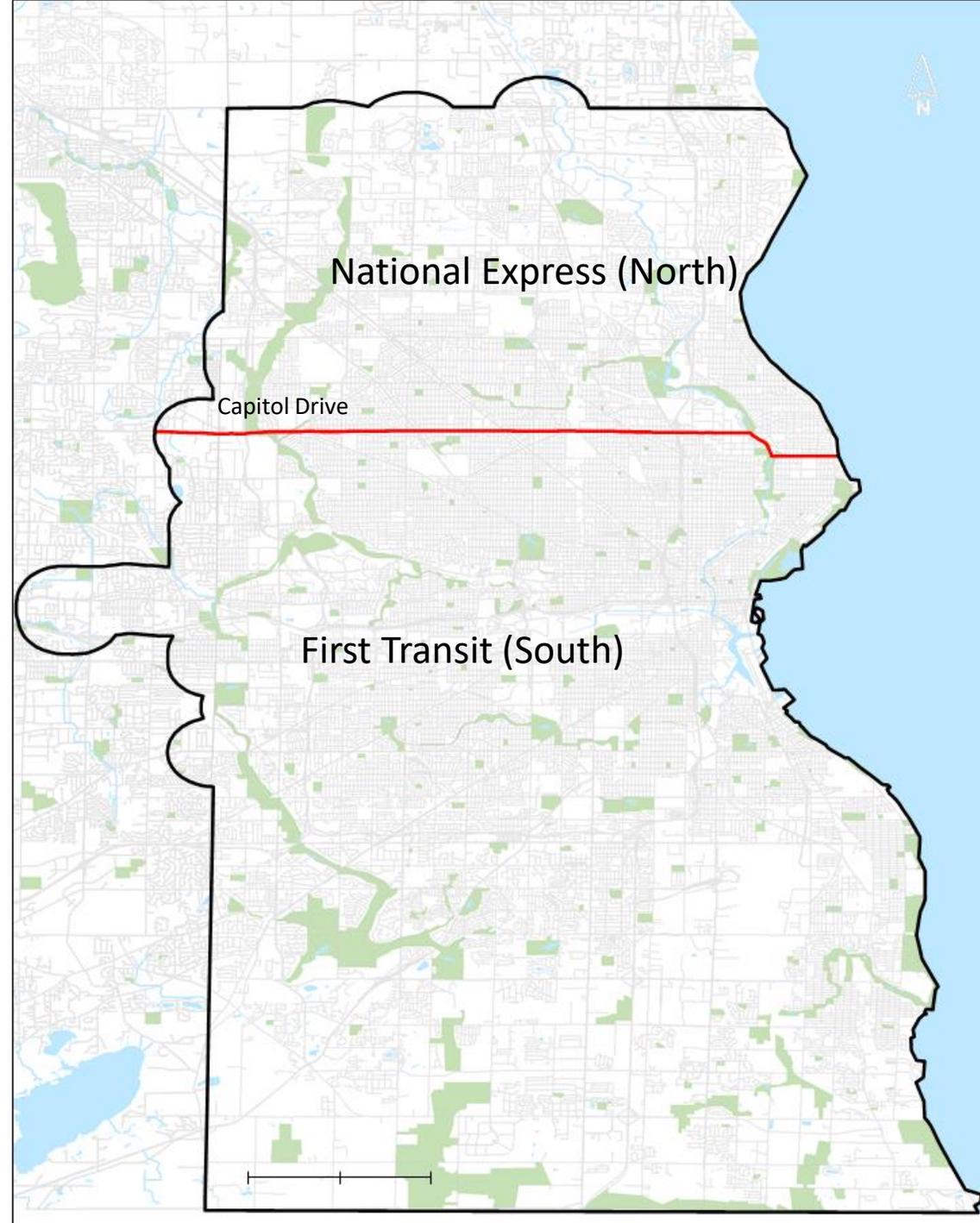
- These University focused routes carry less than 1% of annual rides (0.6%)
- These routes operate about 180 days out of the year when school is in session at UW-Milwaukee and Milwaukee Area Technical College
- We need about 15 buses in the fleet to operate these routes.
- 4 UBUS Routes – 40U, 42U, 44U and 49U



- Shuttles carry less than 1% of annual rides (0.2%)
- Most of these routes operate on weekdays only with Route 137 operating to H.O.C. on Saturdays Only.
- We need about 6 buses in the fleet to operate these routes to business parks and industrial parks.
- 5 Shuttles – 17, 219, 223, 276, and 137

Paratransit Services

- Transit Plus ADA eligibility determinations
- Two ADA van service providers in Milwaukee County providing door to door service
 - National Express
 - First Transit
- Same day taxi rides curb-to-curb also available as an option for some.
- **NO CHANGES PROPOSED in 2020 BUDGET**



Fiscal Constraints Limit 2020 Transit Budget

You've already heard about how fiscal constraints on Milwaukee County also impact MCTS's budget. While inflation increase costs every year:

- State support, the largest funding stream for MCTS, remains lower today than it was in 2010.
- Federal transit support has been stagnant, AND Grant monies that have helped past budgets are increasingly scarce.

MCTS and SEWRPC would like to see transit expand:

- 63% of residents surveyed by the **Southeastern Wisconsin Regional Planning Commission** are seeking improvements and expansion of transit as recommended in the region's long-range transportation and land use plan: Vision 2050.
- **Vision 2050** recommends adding rapid transit and commuter rail, and improvements to local and express transit to support compact growth and enhance the attractiveness and accessibility of the region. Expansion can't occur if new funding isn't authorized by the State.

Transit expenses cannot exceed revenues. The fiscal gap going into the 2020 transit operating budget exceeded \$8 million.

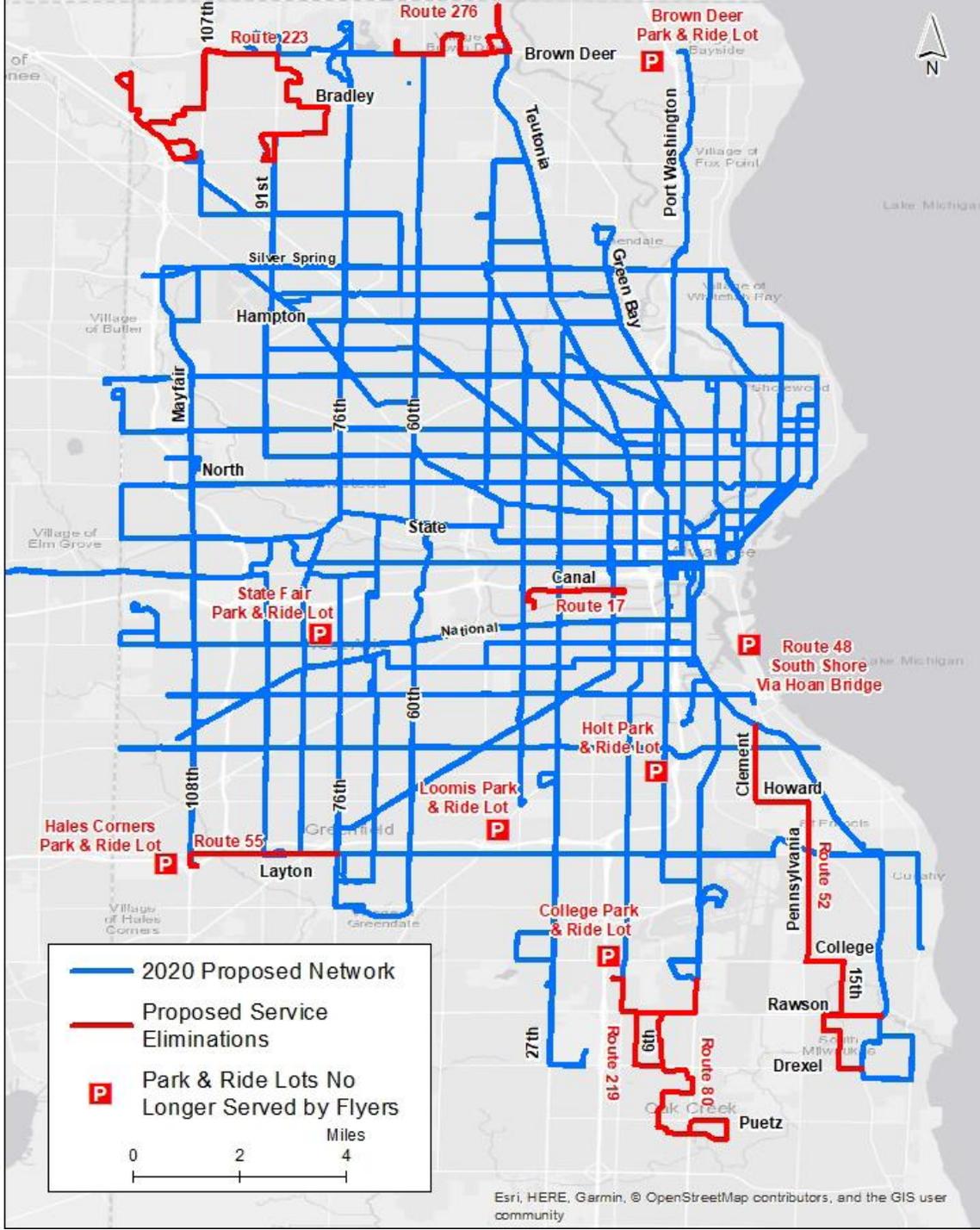
- After consideration of alternatives, a \$5.9 million reduction in transit services is necessary to balance the budget.
- The requested 2020 Transit Budget includes significant service changes. MCTS doesn't want to see the changes go forward, but we can't spend more than is available to us for operating transit.
- We hope that this is a worse case scenario and that during the budget process, consideration will be given to the prospect of continuing some of these services.

Route Changes Reduce Expenses

- The total number of bus routes may have to be reduced from 50 to 35 by eliminating the following:
 - 6 Freeway Flyer routes – 40, 43, 44, 46, 48, 49
 - 4 UBUS Routes – 40U, 42U, 44U and 49U
 - 5 Shuttles – 17, 219, 223, 276, and 137
 - Route 52 Clement – 15th Avenue
 - Route 55 Layton Avenue: would no longer have service west of S.76th Street.
 - Route 80 6th Street: would no longer have service south of MATC.
- Seasonal services would also be eliminated as a cost saving measure:
 - Brewers Line buses to Miller Park.
 - Wisconsin Avenue Downtown shuttles to ethnic festivals and to Summerfest at Maier Festival Grounds.
 - Freeway Flyers to German Fest, Irish Fest and Festa Italiana.
 - Shuttle and Freeway Flyer services to Wisconsin State Fair
 - The overall reduction in fleet size would also curtail the amount of Summerfest service that can be provided.
- The changes above are necessary to bring expenses in line with limited revenues. Racial Equity considerations and route efficiency measures helped to minimize impacts on total riders.
- The remaining grid route structure is sound and provides connections 365 days per year in our community.

Analysis of 2020 Requested Transit Budget

- Transit's role in Milwaukee is critical now and will continue to be in the future. Top two reasons that people use transit are to get to jobs and school. The core network serves both well.
- Core routes can be the primary mode of transportation for many City and County residents. Some Freeway Flyers perform better than some core system route segments, but passengers on the Flyers usually have access to alternative transportation, such as their own car, which is not the case for transit dependent populations within the County that use the core network.
- Total number of bus routes may have to be reduced from 50 to 35
- Services from Waukesha and Ozaukee counties operated by MCTS, and coach buses from Waukesha and Racine into Milwaukee would continue.



Thank You

Questions?