



OVERVIEW OF TRANSIT FUNDING AND TRANSIT SYSTEMS IN KENOSHA, RACINE, AND MILWAUKEE COUNTIES AND PROPOSED COMMUTER RAIL



Regional Transit Authority

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Presentation Overview

- Public Transit Funding in Kenosha, Racine, and Milwaukee Counties and for Proposed KRM Commuter Rail
- Existing Public Transit in Kenosha, Racine, and Milwaukee Counties, and Proposed KRM Commuter Rail



Overview To Funding Public Transit

- Government Funding Supports Both Transit Capital and Operating Costs
 - None of transit capital costs and only a portion of transit operating costs are covered by passenger revenues [and other local revenues]
 - About 20% to 35% of transit operating costs for the transit systems in Kenosha, Racine and Milwaukee Counties in 2005 are funded with passenger revenues [and other local revenues]



Overview To Funding Public Transit

- Transit Capital Costs
 - Vehicles and other operating or maintenance equipment
 - Garage, maintenance, and office facilities
 - Park-ride lots and transit centers
 - Signs and passenger shelters



Overview To Funding Public Transit (continued)

- Transit Operating Costs
 - Wages and fringe benefits for vehicle operators and other staff
 - Fuel, lubricants, tires, parts, and other materials/supplies
 - Contracted services
 - Utilities
 - Insurance



Funding Transit Capital Costs-- Existing Systems

- Existing Transit System Capital Costs
 - Typically, 80 percent Federal funds
 - United States Department of Transportation (USDOT), Federal Transit Administration (FTA)
 - Remaining 20 percent local funds



Funding Transit Capital Costs-- Existing Systems (continued)

- Federal Funding
 - FTA urbanized area formula funding--FTA Section 5307/5340 (population, transit service, ridership)
 - Milwaukee - allocated directly to area and divided among transit operators
 - Kenosha and Racine - allocated to State (areas of 50,000 to 200,000 population) with State determining funds available
 - May also be used to fund transit operating costs
 - FTA Congressional Earmarks Funding--FTA Section 5309
 - Becoming primary source of Federal capital funding



Funding Transit Capital Costs-- Existing Systems (continued)

- Other Federal Funds--Federal Highway Administration (FHWA)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Improvement and expansion of public transit
 - New buses, park-ride lots, Racine transit center, Kenosha streetcar
 - Surface Transportation Program (STP)
 - Capital formula funds to urbanized areas for county and municipal arterial highways and public transit



Funding Transit Capital Costs-- Proposed KRM Commuter Rail

- 80 Percent Federal funds (previous financial plans)
 - 50 percent through FTA discretionary grant (Section 5309)
 - 30 percent through other Federal programs including CMAQ and STP
 - Additional \$8 million annually of FTA formula funds (Section 5307) to the Milwaukee area with the commuter rail implementation
- 10 percent State funds (Section `85.064 Wisconsin Statutes)
- 10 percent local share



Funding Transit Operating Costs --Existing Systems

- Passenger Fares and Other Revenues Fund about 20 Percent (Kenosha And Racine) to 35 Percent (Milwaukee) of Annual Transit Operating Costs
- Remaining operating costs are funded
 - 70 to 80% Federal and State funds
 - 20 to 30 % local funds



Funding Transit Operating Costs --Existing Systems

- Kenosha and Racine
 - FTA formula funds (Section 5307/5340) are combined by the State with State funds to provide each urban area bus system (except Milwaukee and Madison) with an equal percentage of total operating costs to be paid by combined Federal and State funds.
 - State determines the division of FTA formula funds between capital and operating funding.
- Transit operating assistance funding
 - 35% Federal
 - 35% to 40% State
 - 25% to 30% Local



Funding Transit Operating Costs --Existing Systems (continued)

- Milwaukee County
 - FTA formula funds (Section 5307/5340) may be used for “capital-related” operating funding (maintenance) and paratransit service.
 - Milwaukee County determines the division of their FTA formula funds between capital and operating funding.
 - Transit operating assistance funding
 - 20% Federal
 - 55% to 60% State
 - 20% to 25% Local



Funding Transit Operating Costs -Proposed KRM Commuter Rail

- Federal Funding – Additional \$8 million in FTA formula funds to Milwaukee area with commuter rail implementation. May be used for capital and/or operating funding.
- State Funding – Eligible under program currently funding urban bus service
- Potential transit operating assistance funding (previous studies and financial plans)
 - 35% Federal
 - 45% State
 - 20% Local



Overview of Existing Public Transit in Kenosha, Racine, and Milwaukee Counties and Proposed KRM Commuter Rail

- Existing Public Transit
 - City of Kenosha Transit System
 - City of Racine Belle Urban System
 - Milwaukee County Transit System
 - Kenosha-Racine-Milwaukee Commuter Bus



Existing Public Transit – Kenosha Transit System

- Transit Service Network
 - 10 bus routes serving City of Kenosha and Village of Pleasant Prairie
 - 23 school day routes serving Kenosha area schools
 - 1 streetcar route connecting the HarborPark residential and commercial development and the Metra station in downtown Kenosha
- Service available six days a week
 - Regular bus routes
 - Weekdays: 6:00 a.m. - 7:30 p.m.
 - Saturdays: 6:00 a.m. - 6:00 p.m.
 - School day routes operate only at class start and dismissal
 - Streetcar route service periods change with season



Existing Public Transit – Kenosha Transit System (continued)

- Frequency of service
 - Regular routes: 30 to 40 minutes during weekday peak periods and 60 minutes during weekday off-peak periods and on Saturdays
 - School day routes: one trip each to serve class start and dismissal
 - Streetcar route: 15 minutes
- 2005 average weekday service and ridership:
 - 106 route-miles (regular bus service)
 - 5,100 revenue vehicle miles
 - 5,300 boarding passengers
 - 22,100 passenger miles



Existing Public Transit – Racine Transit System

- Transit service network:
 - 8 bus routes serving City of Racine, Village of Mt. Pleasant, Village of Sturtevant, and Town of Yorkville
 - 1 school day route serving Racine area schools
 - 1 shuttle route serving industrial development in the Village of Sturtevant and Town of Yorkville
- Service available seven days a week
 - Regular bus routes
 - Weekdays: 5:30 a.m. - Midnight
 - Saturdays: 5:30 a.m. - 10:30 p.m.
 - Sundays: 9:30 a.m. - 7:00 p.m.
 - School route operates only at class start and dismissal and shuttle route operates weekdays and Saturdays



Existing Public Transit – Racine Transit System (continued)

- Frequency of service
 - Regular routes: 30 to 60 minutes during weekday peak periods and midday period, and 60 minutes during weekday evenings and on weekends
 - School day route: One trip each to serve class start and dismissal times
 - Shuttle: 60 minutes
- 2005 average weekday service and ridership:
 - 110 route-miles (regular bus service)
 - 3,900 revenue vehicle miles
 - 5,600 boarding passengers
 - 15,600 passenger miles



Existing Public Transit – Milwaukee County Transit System

- Transit service network
 - 31 regular routes
 - 9 freeway flyer routes
 - 8 school day routes serving Milwaukee high/middle schools
 - 3 UBUS routes serving the University of Wisconsin-Milwaukee (UWM)
- Service on regular routes available seven days a week between 4:00 a.m. - 2:30 a.m.
- Freeway flyer routes operate during weekday morning and afternoon peak periods in the peak direction of travel and school routes operate only at class start and dismissal times
- UBUS routes operated on weekdays from 6:00 a.m. to 8:00 p.m. during fall and spring semesters at UWM



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 periods
 - High/middle school routes: 1-2 trips each to serve class start and dismissal times

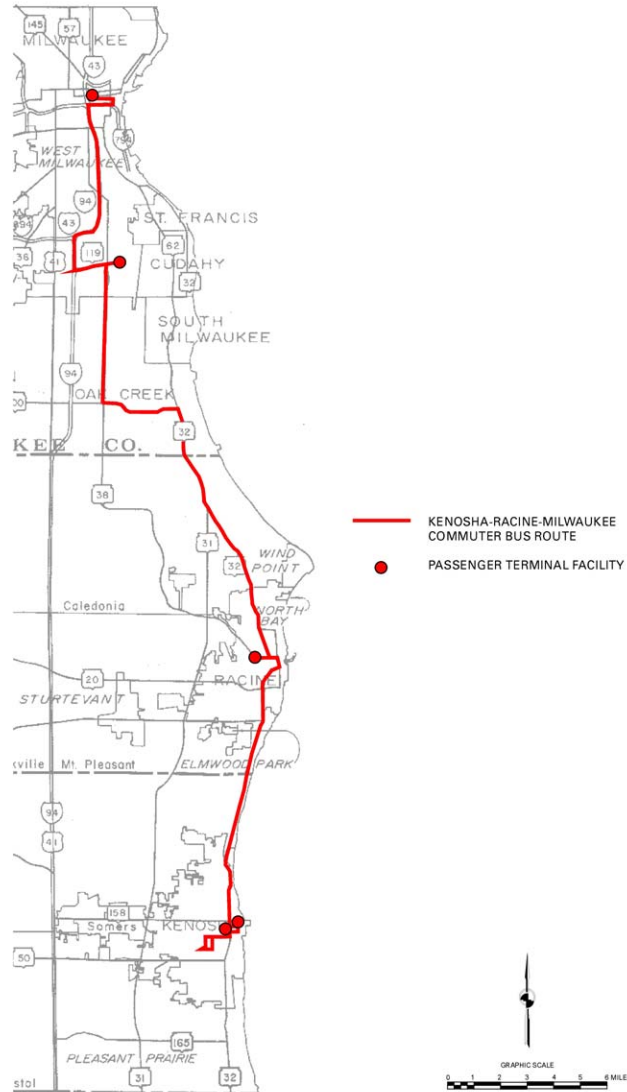


Existing Public Transit - Milwaukee County Transit System (continued)

- 2005 average weekday service and ridership:
 - 655 route miles (regular and freeway flyer bus service)
 - 53,000 revenue vehicle miles
 - 148,000 boarding passengers
 - 512,000 passenger miles



Existing Public Transit Services-- Kenosha-Racine-Milwaukee Commuter Bus



- Bus route between Kenosha, Racine, and downtown Milwaukee
 - Route operates over STH 31, STH 32, Ryan Road, and IH 94
 - Limited number of stops outside the downtown areas of Kenosha, Racine, and Milwaukee
- Service available seven days a week
 - Weekdays: 5:00 a.m. - 10:00 p.m.
 - Weekends: 8:00 a.m. - 10:00 p.m.

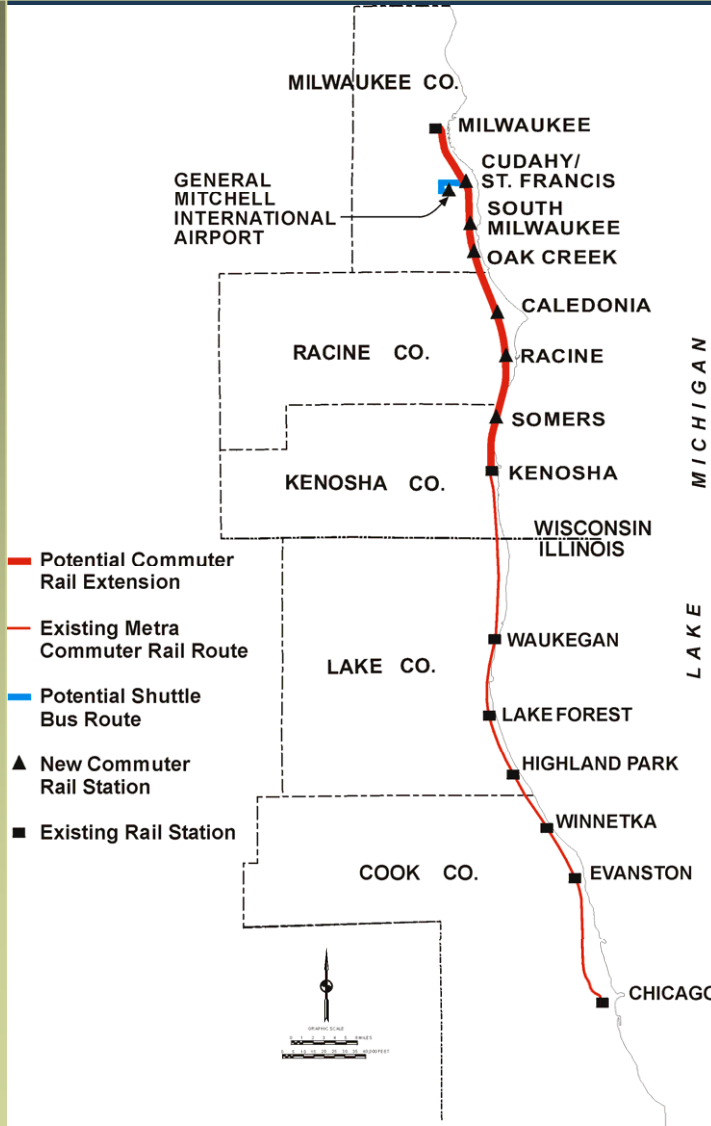


Existing Public Transit -- Kenosha-Racine-Milwaukee Commuter Bus (continued)

- Frequency of service (8 round trips weekdays)
 - 40 minutes during weekday peak periods and 60 to 120 minutes during weekday off-peak periods and on weekends
- 2005 average weekday service and ridership:
 - 45 route miles
 - 800 revenue vehicle miles
 - 250 revenue passengers
 - 5,000 passenger miles



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)





Proposed KRM Commuter Rail Service (continued)

- Proposed Kenosha-Racine-Milwaukee Commuter Rail Service (continued)
 - Forecast average weekday service and ridership:
 - 33 route miles
 - 900 revenue train miles
 - 4,100 revenue passengers
 - 111,000 passenger miles



Summary

- Transit Funding
 - Capital Funding (100% of Capital Costs)
 - 80% Federal
 - 20% Local (Existing bus systems)
 - 10% State and 10% Local (Commuter Rail)
 - Operating Funding (65% to 80% of Operating Costs)
 - 70% to 80% Federal and State
 - 20% to 30% Local
- Existing Transit Systems
 - 3 Systems
 - Milwaukee County
 - Cities of Kenosha and Racine
- Proposed KRM Commuter Rail