From: Brown-Martin, Donna
To: Martin, Felesia
Cc: Boehm, Dan; Evans, Kelsey
Subject: In anticipation of our Discussion tomorrow
Date: Monday, November 11, 2019 3:25:40 PM

Good Afternoon Supervisor Martin:

In anticipation of our meeting tomorrow, I wanted to provide initial responses to your two questions raised during the F & A Committee meeting.

First - Item 10 of the F&A referrals: Supervisor Martin requested information regarding leveraging transit cost-sharing between other counties?

MCTS currently has agreements with Waukesha County and Ozaukee County to provide routes which extend into those neighboring counties. As required by State Regulations, MCTS bills those contracts at the fully allocated cost rate, which means that neither county is subsidizing the transit service beyond the actual costs necessary to operate the routes.

In the case of the JobLines (Route 57) that was operating into Waukesha County for the first 7 months of 2019, Milwaukee County was wholly subsidizing Waukesha County by paying for 100% of that route's cost. Waukesha County expressed no interest in cost-sharing for Route 57, because the route criteria for supporting new or existing routes for Waukesha did not meet their threshold of "10 PBH (Passenger Per Bus Hour). According to Waukesha's criteria for every bus that crosses 124th Street, there can be no fewer than 10 riders per bus hour. Anything less does not generate enough ridership or revenue to justify support of transit service in their County. Waukesha strictly adheres to the "10PBH" on their own bus service across Waukesha. As soon as a route in Waukesha County gets below that threshold no matter how long the route has been in service; they consider termination of the service.

For Route 57, Joblines did not meet their basic standard and thus it was not an option for funding consideration and Milwaukee County did not have enough budgetary support to continue the route through year's end.

MCTS has successfully coordinated with Waukesha for many years on the GoldLine, and Routes 79. When a neighboring County wants a transit service to operate within its municipal borders it pays for that service, and in turn is granted a credit for the passenger fares that are paid by passengers within those borders. In Ozaukee County, Route 143 have partnered with Milwaukee County for years. In total, the contracts for these three (3) bus routes bring in about $2M and not only extend our coverage, but also add to the bottom line as they are paid at the fully allocated rate. Some of the basic details of these contracted services follow:

Waukesha County – 2 Contracted Routes

a. Goldline: Waukesha County pays for the extension of the Goldline from 124th Street out to Brookfield Square seven days a week.

i. Billed at $124.89 per revenue hour for about 6580 hours per year ($820,000)
ii. This route has about 220,000 annual passengers generating about $290,000 in passenger revenue credits.
iii. Net amount received from Waukesha County after passenger credits is $530K

b. Route 79: Waukesha pays for the Route 79 Flyer which operates from the Pilgrim Road park-and-ride lot to downtown Milwaukee five days a week. The route also stops at the Watertown Plank park-and-ride, which is in Milwaukee County, but MCTS has agreed to credit Waukesha the related passenger revenue in exchange for the added stop.
    i. Billed at $198.75 per revenue hour for about 3400 hours per year ($675,750)
    ii. This route has about 250,000 annual passengers generating about $408,000 in passenger revenue credits.
    iii. Net amount received from Waukesha County after passenger credits is $268K

Ozaukee County – 1 Flyer Route and 1 Festival

a. Route 143: Ozaukee pays for the Route 143 flyer servicing Port Washington, Saukville, Grafton and Cedarburg into downtown Milwaukee on weekdays.
    i. Billed at $152.69 per platform hour for about 9100 hours per year ($1.4M)
    ii. This route has about 63,000 annual passengers generating about $200,000 in passenger revenue credits.
    iii. Net amount received from Ozaukee County after passenger credit is $1.2M

Second – How are we leveraging our "Power" to work in the future with Counties around the region?

MCDOT and MCTS are working with both the State of Wisconsin and counties across the region to ensure that we collaborate on projects and activities that are mutually beneficial and demonstrate a shared desire for improved public transportation.

That means working on transit related projects such as contributing our input on Ozaukee County's Transit Development Plan and providing our support on their efforts to expand their Shared Ride Taxi into the borders of Milwaukee County so that Milwaukee County residents can optimize the service. It also means partnering with Waukesha County on an app that allows riders from Waukesha to transfer and fully utilize MCTS service all the way to downtown Milwaukee.

Such regional collaboration demonstrates strength and unity on transit related needs and demands. It tempers the argument from the current legislature that Milwaukee County is disconnected from the rest of S.E. Wisconsin when it is in fact working closely with areas with a historically different political ideology.

Thank you again for your willingness to meet with me and discuss these findings. I look forward to speaking with you tomorrow.

Donna Martin

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