



Transit Funding and Fares Compared to Peer Metro Areas

Fair Deal for Milwaukee County Workgroup
January 3, 2019

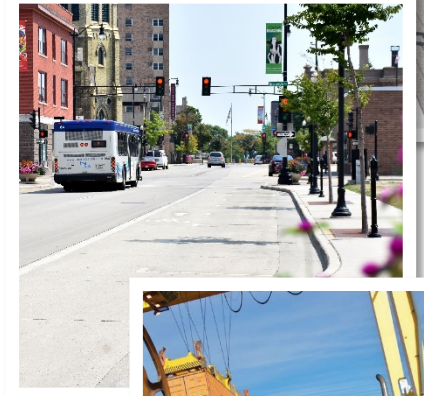
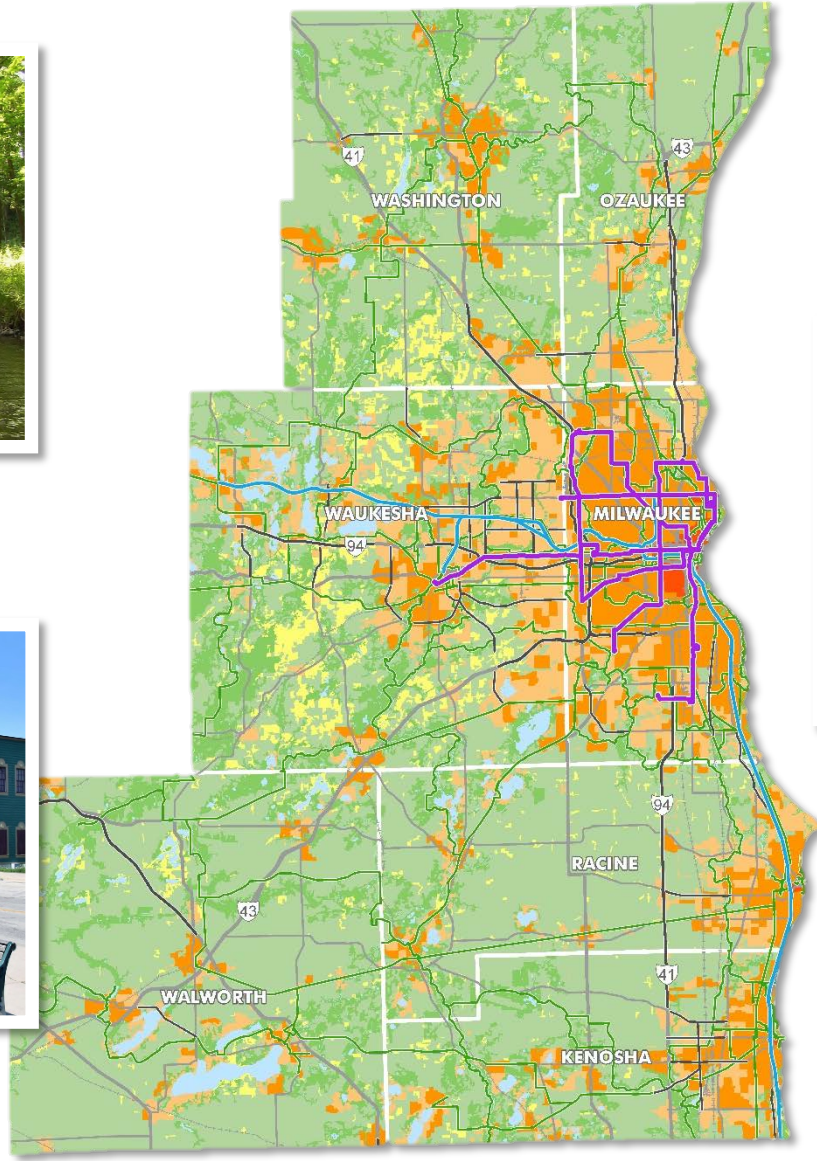


Outline

- Overview of VISION 2050 and transit recommendations
- Review of levels of service, funding, and fares for peer transit agencies to MCTS



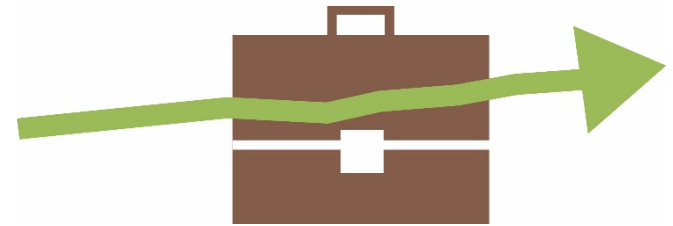
VISION 2050





Comparing to Other Metro Areas

- The Region ranks as one of the:
 - **Slowest growing** in employment, population, and income
 - **Highest in racial disparities** in education, income, poverty
 - **Lowest in levels of highway congestion** and travel delay
 - **Highest in transit service decline**

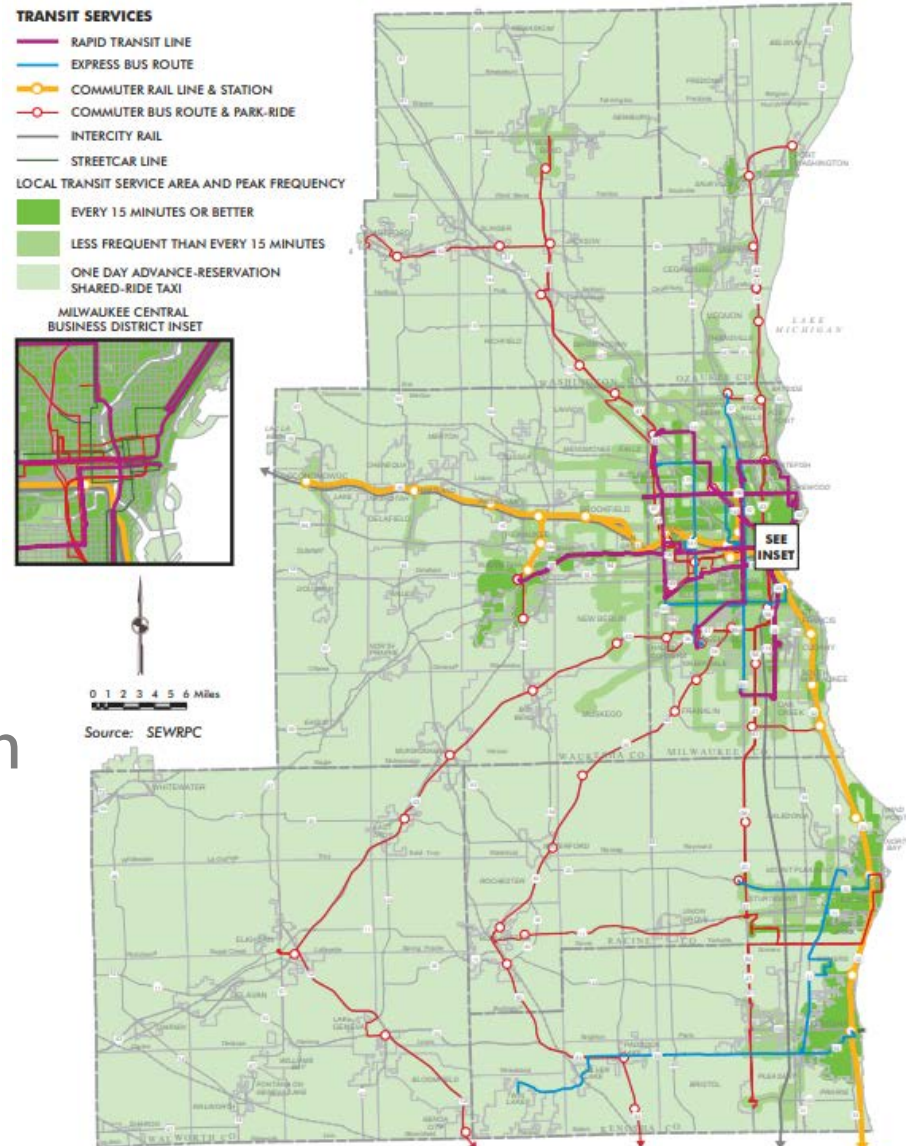


- The Region is one of the **few metro areas without rapid transit**



Key Transit Service Recommendations

- Develop rapid transit network
- Develop commuter rail
- Increase frequency and expand service area of express, commuter, and local transit
- Provide access to suburban business parks, including through flexible and on-demand service options





Comparing MCTS to Peer Agencies

- Serving urbanized areas with population between 0.9 and 2.4 million (Milwaukee is 1.4 million)
- Includes systems providing only bus service, but also systems with other modes (commuter rail, light rail, ferries, streetcars)
- Annual Revenue Hours of service between 0.4 and 3.1 million (Milwaukee is 1.3 million)
- Operating Budgets between \$45 million and \$660 million (Milwaukee is \$150 million)



Peer Agencies

Denver

Cincinnati

Jacksonville

St. Louis

Kansas City

Memphis

Las Vegas

Indianapolis

Salt Lake City

Portland

Norfolk

Louisville

Cleveland

Milwaukee

Nashville

San Antonio

Columbus

Richmond

Pittsburgh

Austin

Buffalo

Sacramento

Charlotte

New Orleans

San Jose

Providence

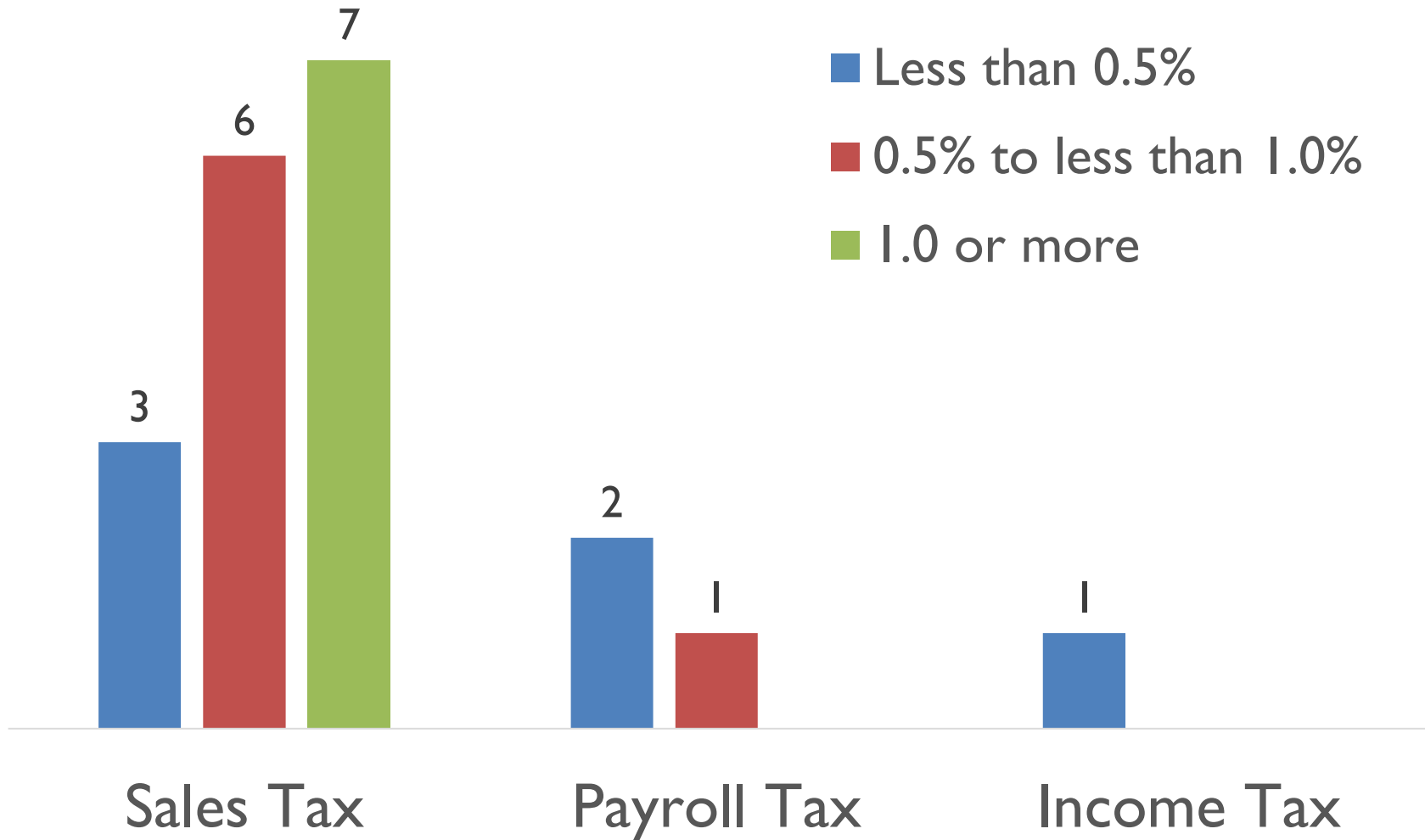


Dedicated Funding (21 of 25 peers)

Denver	Cincinnati	Jacksonville
St. Louis	Kansas City	Memphis
Las Vegas	Indianapolis	Salt Lake City
Portland	Norfolk	Louisville
Cleveland	Milwaukee	Nashville
San Antonio	Columbus	Richmond
Pittsburgh	Austin	Buffalo
Sacramento	Charlotte	New Orleans
San Jose	Providence	



Dedicated funding source types and rates (2018)



Note: Providence utilizes a dedicated portion of the statewide motor fuel tax



Comparing MCTS to Peer Agencies

- MCTS provides **50% more service** than the next largest agencies without some form of dedicated funding source (Detroit and Norfolk)
- MCTS' operating cost per revenue hour of service is the **lowest** in the peer group
- Only Pittsburgh is **more reliant on non-local funds**
- Only Pittsburgh, Buffalo, and Milwaukee generate **less than 50 percent of operating assistance locally**



Fares – Adult, One-Ride, Cash Fare

Denver

St. Louis

Las Vegas

Portland

Cleveland

San Antonio

Pittsburgh

Sacramento

San Jose

Cincinnati

Kansas City

Indianapolis

Norfolk

Milwaukee

Columbus

Austin

Charlotte

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Fares – Adult, One-Ride, Cash Fare



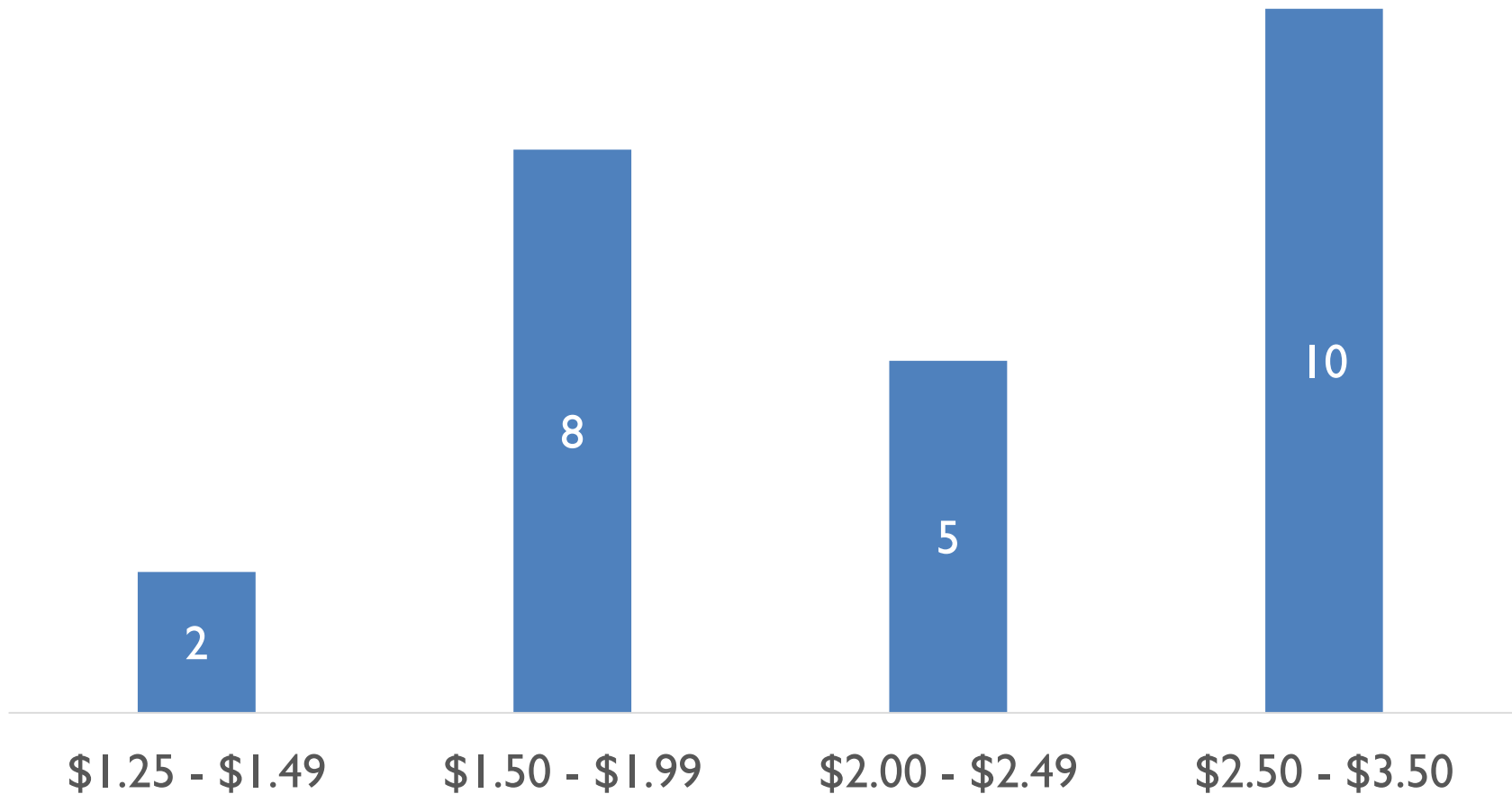


Fares – Adult, One-Ride, M-Card/App Equivalent

Denver	Cincinnati	Jacksonville
St. Louis	Kansas City	Memphis
Las Vegas	Indianapolis	Salt Lake City
Portland	Norfolk	Louisville
Cleveland	Milwaukee	Nashville
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Fares – Adult, One-Ride, M-Card/App Equivalent





Comparing MCTS to Peer Agencies

- Although MCTS fares were generally higher than peer transit systems in 2010, after a decade of raising fares faster than inflation, the general lack of fare increases since 2010 means fares are about average when compared to industry peers
- MCTS Adult, One-Ride, Cash fares are **slightly higher** than the peer group average (\$2.04)
- A 90-minute fare for an Adult using the M-Card or the App on MCTS is **slightly cheaper** than the peer group average (\$2.18)



Thank You

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