



City of Waukesha
 201 Delafield St. Waukesha, WI 53188
 Tel: 262.542.3700
 waukesha-wi.gov

Committee: Transit Commission	Date: 10/17/2024
Common Council Item Number: ID#24-10936	Date: 11/7/2024
Submitted By: Alex Damien, Director of Public Works	City Administrator Approval: Anthony Brown, City Administrator AB
Finance Department Review: Joseph Ciurro, Finance Director	City Attorney's Office Review: Brian Running, City Attorney BR
Subject: Review and Act on Resolution Authorizing Revision of Fare Tariff No. 26 to Create Fare Tariff No. 27 for Waukesha Metro Transit Increasing Bus Pass Fares	

Details:
 This item is to seek the approval of a resolution authorizing revisions to the Waukesha Transit Commission Fare Tariff No. 26 and create Fare Tariff No. 27 which would increase the Monthly Fare Caps effective January 1, 2025 for Adults \$3 to \$53/month, Youth and Senior/Disabled Monthly Fare Caps would increase \$1 to \$33 and \$38 respectively. These modest proposed fare increases would be the first in five years and were part of the approved City Financial Management Plan. The estimated increase in revenue from these changes is \$8,000/year and is included in the 2025 Transit Budget. The proposed new monthly caps are within range of peer transit systems from around the State.

An additional proposed change would be to eliminate transfers for passengers using Cash also effective January 1, 2025. The current electronic fareboxes are at end of life and the manufacturer no longer makes that our model of farebox. Support from the manufacturer also will end in 2025. If major issues arise, issuing paper transfers may no longer be available. To replace the current fareboxes with new electronic fareboxes that can issue paper transfers will likely cost more than \$500,000 more than a simple cash farebox replacement.

Cash is used for less than 50% of the fares for Waukesha Metro and is projected to continue to decline so the investment in a high tech fareboxes in the future would not be fiscally prudent. In addition, WisGo Fare cards and app users automatically receive a 90 minute transfer when they pay their fare. Using the WisGo system also allows passengers to take advantage of Fare Capping which discounts the fare automatically. Cash Fare Users do not receive this discount. With the build out of the WisGo re-load and card distribution locations and the UMO app and the ability to load value to their card/app online, passengers have many options to take advantage of joining the WisGo system. In addition, as approved in the 2025 CIP, Transit will be installing Ticket Vending Machines in 2025 at the Transit Center which will allow passengers to check and load value to a WisGo card and replace a new WisGo card.

Milwaukee County Transit System and other systems around the state that have moved to WisGo or similar systems have already eliminated issuing transfers for cash users. In addition, eliminating paper transfers will greatly reduce staff time dealing with transfers jamming which is one of the most common maintenance issues. It also would eliminate the expense of having to purchase additional transfers and store them. It also would eliminate issues

drivers experience with passengers with the paper transfers. In addition, Transit no longer has a reader at the Transit Center that can tell if a transfer or other legacy fare media is still valid as the reader was no longer functional and the manufacturer no longer makes the reader unit.

Options & Alternatives:

Reject the proposed fare increases and the fare caps would stay the same and Transit would not receive the additional \$8,000 in revenue it has budgeted for 2025.

Reject the elimination of issuing transfers for cash fare payment. Metro would continue to issue transfers until the current system would fail and/or a new system is put in place, however, the new system with paper transfers is estimated to cost at least an additional \$500,000.

Financial Remarks:

The increased fares are projected to increase revenue by \$8,000/year. Eliminating the paper transfers avoids needing to make a much larger investment of \$500,000 in a new farebox system and eliminates ordering transfers which costs \$3,000/year.

Executive Recommendation:

Recommend approval.