

Public Works – Waukesha Metro Transit

2311 Badger Drive
Waukesha, Wisconsin 53188

Alex Damien, P.E.,

Director

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Waukesha Metro Transit City Funding Contribution

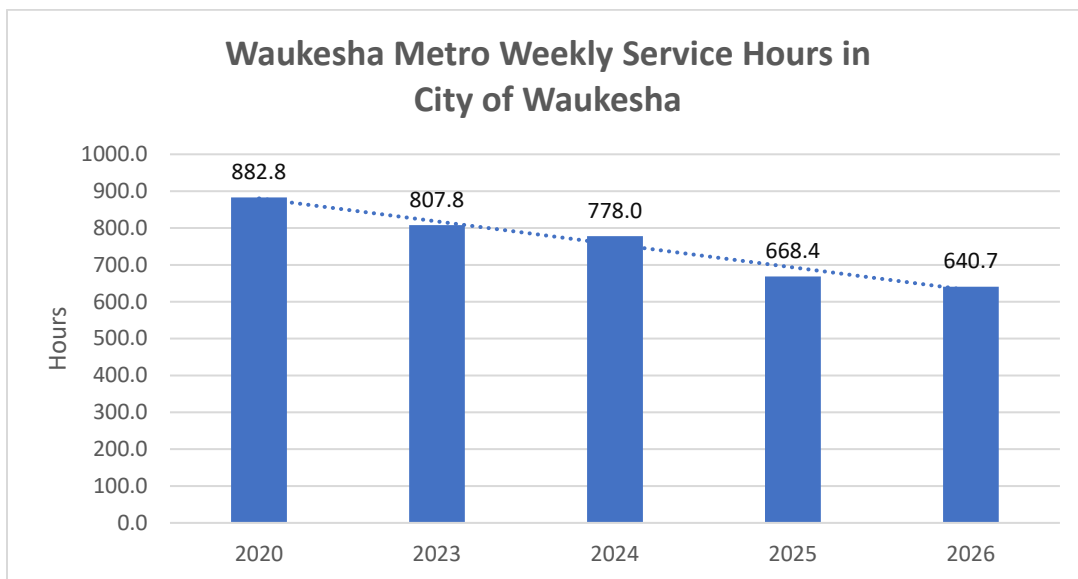
\$1.406 million- The City's contribution from 2012-2024 and maintained by cost/service consolidations/reductions.

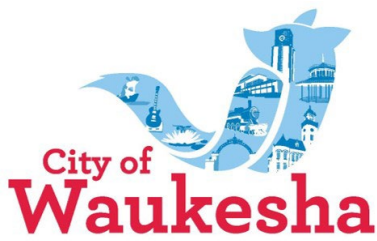
\$1.27 million- The City Contribution for 2026 is decreasing 10% from the 2024 figure, the lowest City contribution since 2010. Transit again is implementing service reductions and will need to utilize federal relief funds to balance the transit budget which are expect to be depleted no later than mid 2029.

\$2.17 million- City share for 2026 based on SEWPRC estimate (factoring inflation).

Waukesha Metro Transit Service Levels

The January 12, 2026 service reductions will lower the total weekly service hours in the City by 27.4% from 2020 levels which signals a rapid decrease in service hours. The service levels will be 42% less than 2003 levels. This is coupled with Metrolift ridership (see chart p.3) that has increased 47% in the past 3 years and is forecasted to continue to increase beyond levels not seen in over 10 years. Metrolift is mandated by The Americans with Disabilities Act.





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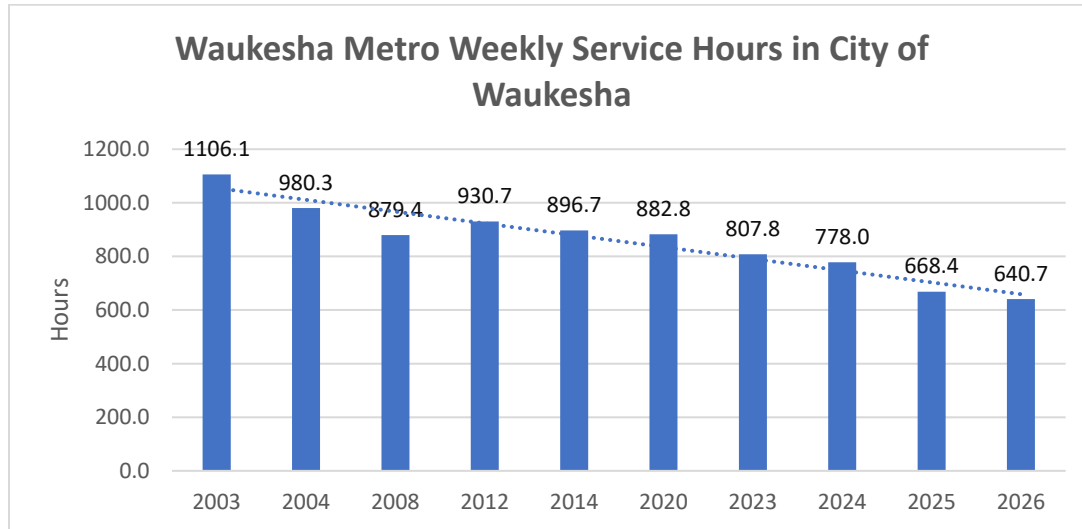
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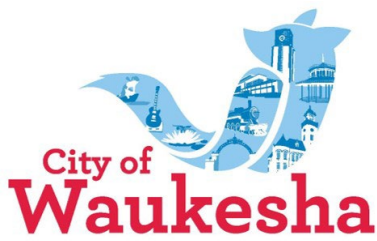


Major Transit Service Reductions in the City of Waukesha 2023- 2026

- 29% Reduction in Route 1 Service Hours
- Elimination of Route 2
- Nearly 50% Reduction of 5 & 6 Weekday Service Hours
- Combined Route 7 & 8 on Weekdays
- Eliminated over 150 bus stops
- Eliminated 10 bus shelters
- Will reduce fixed fleet by 6 buses

Summary

City of Waukesha Transit funding had been reduced by \$140,000 and is the lower contribution level since 2010. Transit service hours in the City have been reduced by 242 hours per week. In the short term, federal relief funds can help Transit keep the lower City contribution through 2029, however, Transit estimates an additional **\$300,000 per year in the City Contribution starting in 2030** will be needed to maintain even the greatly reduced 2026 levels. To improve this financial outlook, additional reductions and fare increases are being contemplated for Fall 2026 or early 2027.



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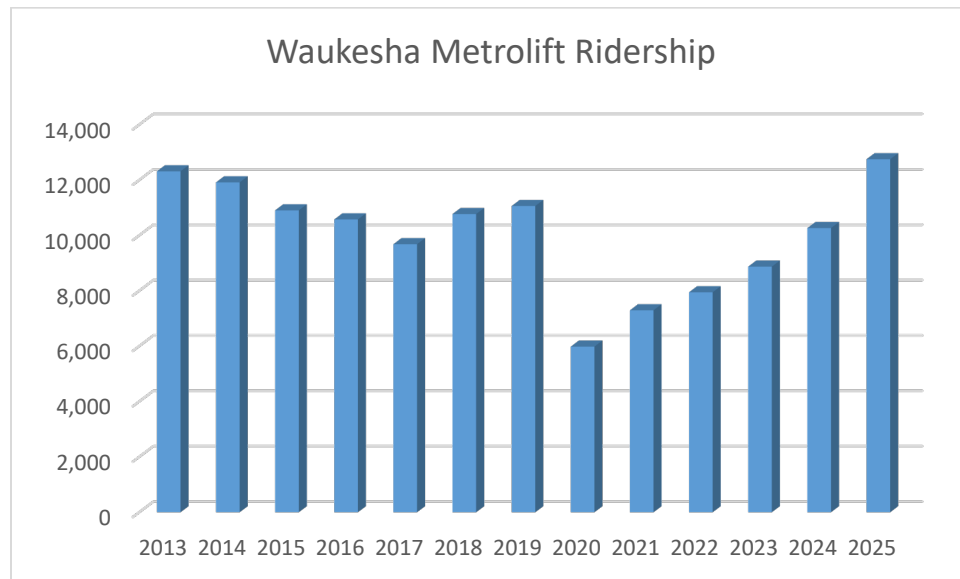
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Metrolift Growth



- 47% Increase in ridership from 2022 to 2025. Demand requires an additional bus on the road/driver shift every weekday afternoon.
- Metrolift Ridership has returned to 2013 levels and expected to continue growing.
- In 2013, demand required 5 buses in operation and a total fleet of 7 buses. In 2025, similar demand is handled with 3 buses in operation and a total fleet of 4 buses.
- If growth in Metrolift continues as expected, Transit will likely need an additional Metrolift bus.