

DOT-TRANSIT (5600) BUDGET

DEPT: DOT-Transit

UNIT NO. 5600  
FUND: Enterprise - 0083

**Budget Summary**

| Category                  | 2017 Actual          | 2018 Actual          | 2019 Budget          | 2020 Budget          | 2020/2019 Variance |
|---------------------------|----------------------|----------------------|----------------------|----------------------|--------------------|
| <b>Expenditures</b>       |                      |                      |                      |                      |                    |
| Personnel Costs           | \$0                  | \$0                  | \$0                  | \$0                  | \$0                |
| Operation Costs           | \$145,049,532        | \$150,829,538        | \$150,242,107        | \$147,719,796        | (2,522,311)        |
| Debt & Depreciation       | \$3,275,774          | \$3,787,932          | \$3,328,997          | \$3,492,953          | 163,956            |
| Capital Outlay            | \$587,086            | \$581,918            | \$145,000            | \$390,000            | 245,000            |
| Interdept. Charges        | \$2,753,249          | \$2,161,776          | \$2,653,653          | \$2,811,524          | 157,871            |
| <b>Total Expenditures</b> | <b>\$151,665,641</b> | <b>\$157,361,164</b> | <b>\$156,369,757</b> | <b>\$154,414,273</b> | <b>(1,955,484)</b> |
| <b>Revenues</b>           |                      |                      |                      |                      |                    |
| Direct Revenue            | \$39,589,161         | \$40,819,617         | \$41,371,905         | \$37,981,275         | (3,390,630)        |
| Intergov Revenue          | \$89,484,441         | \$92,121,939         | \$89,853,693         | \$92,940,694         | 3,087,001          |
| Indirect Revenue          | \$0                  | \$0                  | \$0                  | \$0                  | 0                  |
| Local VRF Revenues        | \$12,228,524         | \$15,822,183         | \$15,731,243         | \$15,731,243         | 0                  |
| <b>Total Revenues</b>     | <b>\$141,302,126</b> | <b>\$148,763,739</b> | <b>\$146,956,841</b> | <b>\$146,653,212</b> | <b>(303,629)</b>   |
| <b>Tax Levy</b>           | <b>\$10,363,515</b>  | <b>\$8,597,425</b>   | <b>\$9,412,916</b>   | <b>\$7,761,061</b>   | <b>(1,651,855)</b> |
| <b>Effective Tax Levy</b> | <b>\$7,610,266</b>   | <b>\$6,435,649</b>   | <b>\$6,759,263</b>   | <b>\$4,949,537</b>   | <b>(1,809,726)</b> |

*\*The Effective Tax Levy excludes interdepartmental charges and fringe benefit costs.*

**Department Mission:** The Milwaukee County Transit System (MCTS) exists to provide reliable, convenient and safe public transportation services that efficiently and effectively meet the varied travel needs of the community and contribute to its quality of life.

**Department Description:** The Director’s Office of the Milwaukee County Department of Transportation (MCDOT) provides County oversight of MCTS as well as conducts various transit related studies, and prepares and administers Federal and State transit grants. Division personnel also facilitate the acquisition of capital equipment and provide the Architecture & Engineering Division (A&E) of the Department of Administration Services (DAS) with capital improvement recommendations for MCTS facilities. Milwaukee Transport Services, Inc. (MTS), is a quasi-governmental instrumentality of Milwaukee County that is recognized as an element of Milwaukee County by the Federal Transit Administration (FTA). All transit employees work for MTS, which is responsible for managing the transit system comprised of facilities and equipment owned and provided by Milwaukee County.

**Major Changes in FY 2020:** Service adjustments and eliminations are necessary to balance the transit budget at a time when our largest funding source – State Funds – continues to be lower than a decade ago. While changes are not proposed for the paratransit program, significant changes that reduce the scope of fixed route transit service lines offered are necessary to balance the budget. Throughout this budget MCTS continues to maintain a strong commitment to a comprehensive grid of local and express bus routes that are heavily used by transit riders.

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**Strategic Program Area 1: Paratransit**

**Strategic Provision:** Mandated  
**Strategic Outcome:** Quality of Life

| What We Do: Activity Data      |             |             |             |             |
|--------------------------------|-------------|-------------|-------------|-------------|
| Activity                       | 2017 Actual | 2018 Actual | 2019 Target | 2020 Target |
| Van Trips per Hour             | 1.90        | 1.85        | 1.90        | 1.89        |
| Van Ridership                  | 430,893     | 440,374     | 436,926     | 431,567     |
| Agency Ridership               | 16,199      | 14,524      | 14,800      | 13,100      |
| Taxi Ridership                 | 79,319      | 73,043      | 78,526      | 69,391      |
| Total Ridership                | 526,411     | 527,941     | 530,252     | 514,058     |
| Individualized Travel Training | 73          | 78          | 70          | 80          |

| How We Do It: Program Budget Summary |              |              |              |              |               |
|--------------------------------------|--------------|--------------|--------------|--------------|---------------|
| Category                             | 2017 Actual  | 2018 Actual  | 2019 Budget  | 2020 Budget  | 2020/2019 Var |
| <b>Expenditures</b>                  | \$16,004,358 | \$16,602,154 | \$17,196,604 | \$17,140,131 | (56,473)      |
| <b>Revenues</b>                      | \$14,487,765 | \$14,629,533 | \$14,745,729 | \$14,577,617 | (168,112)     |
| <b>Tax Levy</b>                      | \$1,516,593  | \$1,972,621  | \$2,450,875  | \$2,562,514  | 111,639       |

| How Well We Do It: Performance Measures     |                                    |             |             |             |             |
|---|------------------------------------|-------------|-------------|-------------|-------------|
| Performance Measure                         | 2017 National Average <sup>1</sup> | 2017 Actual | 2018 Actual | 2019 Target | 2020 Target |
| Van Service On-Time Performance             | n/a                                | 92.8%       | 92.5%       | 94%         | 95%         |
| Van Cost per Ride ( <i>provider</i> )       | \$37.69                            | \$27.45     | \$28.44     | \$29.65     | \$30.06     |
| Agency Cost per Ride ( <i>provider</i> )    | n/a                                | \$10.21     | \$10.02     | \$10.66     | \$11.83     |
| Taxi Cost per Ride ( <i>provider</i> )      | \$28.25                            | \$12.19     | \$11.98     | \$12.61     | \$12.70     |
| Total Cost per Ride ( <i>incl. admin.</i> ) | n/a                                | \$29.92     | \$31.03     | \$32.01     | \$32.78     |

**Strategic Overview:** Transit Plus is Milwaukee County’s paratransit program. Under the Transit Plus program, rides are available to those who are Americans with Disabilities Act (ADA) paratransit eligible. MCTS contracts with paratransit service companies to provide rides to persons with disabilities border-to-border in the County. There are over 8,400 registered Transit Plus participants in the MCTS paratransit program.

**Strategic Implementation:** Paratransit van and taxi costs per ride continue to be lower than national averages. Ridership is not expected to increase to the degree predicted in 2019; therefore, 2020 ridership is projected to be about 3% lower than the previous year’s budgeted amount leaving total costs flat despite cost increases scheduled into service provider contracts. Notably, MCTS has secured funding via a two-year FTA grant under Section 5310 to continue mobility management activities in 2020 such as fixed route travel training, community outreach and education, mobility device training, and bus operator ADA sensitivity and passenger assistance training.

<sup>1</sup> NTD (National Transit Database) – 2017 National Transit Summary and Trends, Office of Budget and Policy, October 2018

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**Strategic Program Area 2: Fixed Route**

**Strategic Provision:** Mandated  
**Strategic Outcome:** Quality of Life

| What We Do: Activity  |              |              |              |              |
|-----------------------|--------------|--------------|--------------|--------------|
| Activity              | 2017 Actual  | 2018 Actual  | 2019 Target  | 2020 Target  |
| Buses in Fleet        | 408          | 409          | 385          | 312          |
| Buses in Peak Hour    | 332          | 334          | 325          | 260          |
| Bus Miles             | 18,219,946   | 18,306,995   | 18,000,198   | 16,687,333   |
| Miles / Bus           | 44,657       | 44,760       | 46,754       | 53,485       |
| Bus Hours             | 1,387,359    | 1,394,808    | 1,371,275    | 1,270,688    |
| Passengers            | 31,546,737   | 29,071,243   | 28,973,473   | 27,084,732   |
| Passenger Revenue     | \$32,014,138 | \$32,417,553 | \$32,818,149 | \$29,674,061 |
| Revenue per Passenger | \$1.01       | \$1.12       | \$1.13       | \$1.11       |

| How We Do It: Program Budget Summary |               |               |               |               |                    |
|--------------------------------------|---------------|---------------|---------------|---------------|--------------------|
| Category                             | 2017 Actual   | 2018 Actual   | 2019 Budget   | 2020 Budget   | 2020/2019 Variance |
| <b>Expenditures</b>                  | \$135,661,283 | \$140,759,010 | \$139,173,153 | \$137,274,142 | (1,899,011)        |
| <b>Revenue</b>                       | \$114,585,837 | \$118,312,023 | \$116,479,869 | \$116,344,352 | (135,517)          |
| <b>VRF Revenue</b>                   | \$12,228,524  | \$15,822,183  | \$15,731,243  | \$15,731,243  | 0                  |
| <b>Tax Levy</b>                      | \$8,846,922   | \$6,624,804   | \$6,962,041   | \$5,198,547   | (1,763,494)        |

| How Well We Do It: Performance Measures |                                    |             |             |             |             |
|---|------------------------------------|-------------|-------------|-------------|-------------|
| Performance Measure                     | 2017 National Average <sup>2</sup> | 2017 Actual | 2018 Actual | 2019 Target | 2020 Target |
| Farebox Recovery Ratio*                 | 23.2%                              | 23.6%       | 23.0%       | 23.6%       | 21.6%       |
| Passengers per Bus Hour                 | 28.6                               | 22.7        | 20.8        | 21.1        | 21.3        |
| Cost per Bus Hour                       | \$133.18                           | \$97.78     | \$100.92    | \$101.49    | \$108.04    |
| Cost per Passenger                      | \$4.68                             | \$4.30      | \$4.84      | \$4.80      | \$5.07      |
| Psngr. Trips per Capita**               | 22.3                               | 33.0        | 30.4        | 30.3        | 28.5        |

Definitions: \* Farebox Recovery Ratio is calculated as the ratio of total expenses covered by total passenger fares

\*\* Passenger trips per capita is calculated by dividing annual passenger trips by the population of Milwaukee County (service area)

**Strategic Overview:** Last year's budget was balanced in part with \$1.6 million in one-time cost savings. Adding in inflation related cost increases for MCTS and a 1.6% reduction in tax levy as necessary to cover cost increases for Milwaukee County creates a 2020 budget shortfall of \$7.1 million. Meanwhile, a downward trend in ridership and attendant reduction in passenger revenue of about \$1.2 million created a budget shortfall for 2020 of over \$8 million.

<sup>2</sup> NTD (National Transit Database) – 2017 National Transit Summary and Trends, Office of Budget and Policy, October 2018

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To counter the impacts of cost-increases and revenue reductions, MCTS carefully reviewed expenses in every department to identify where reductions were possible. Of specific note, MCTS eliminated seven (7) positions through attrition, denied department requests for new positions, delayed IT modernization projects, and reduced its service vehicle fleet size, which will save operating costs as well as decrease replacement equipment costs.

Since expenses cannot exceed revenues, an increase in the use of Federal Funding of \$2.2 Million to the maximum permissible by FTA was used, as a strategic yet short-term solution, to backfill for declining revenues. Ultimately, overall budgeted expenses were reduced by \$1.9 million to ensure that expenses do not exceed revenues.

In many respects, the fact that the transit budget is shrinking should not be a surprise. The Public Policy Forum declared a County funds gap between farebox revenue, State/Federal assistance and actual costs for transit over a decade ago in its 2008 report titled "Milwaukee County's Transit Crisis." Today, the gap remains despite best efforts by Milwaukee County to support its transit system.

MCTS would like to be increasing transit services, not presenting a budget that cannot be balanced without service reductions. The public also favors an expanded transit system as evident by detailed long-range planning work recently completed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

The planning process used to develop SEWRPC's transportation and land use plan: VISION 2050, included obtaining considerable amounts of feedback from stakeholders, residents and regional advisory committees. According to SEWRPC, 63% of residents believe that public transit services should be improved and expanded.

VISION 2050 called for "significantly improving and expanding public transit, including adding rapid transit and commuter rail, and improving local and express transit services to support compact growth and enhance the attractiveness and accessibility of the Region." A summary of the Vision 2050 plan can be found on the SEWRPC website at: <http://www.sewrpc.org/SEWRPCFiles/Vision2050/PlanSummaryDec2016.pdf>

A significant similarity between the work of the Public Policy Forum a decade ago, and the recent long-range plan prepared by SEWRPC is that the VISION 2050 plan also included a warning that 'unless the Region is able to identify a new source of funding for transit, there will be less transit service in 2050 than is currently provided in the Region.'

### **Strategic Implementation:**

Despite fiscal constraints, MCTS performs very well in comparison to peers and national averages for transit systems.

#### *Benchmarking to National Standards (based on 2017 data)*

- The cost per hour for MCTS bus services continue to be substantially lower than national averages allowing MCTS to put more service on the street for our passengers than most other transit systems for the same cost.
- The percent of costs that are covered by passenger fares known as the farebox recovery ratio is similar to the national trend indicating that passenger fares are on balance with costs.
- MCTS services are also used at a higher rate per capita than in most other communities nationally; however, the average productivity of our services as measured by passengers per bus hour is trending lower than the national average indicating that overall transit services could be made more efficient.

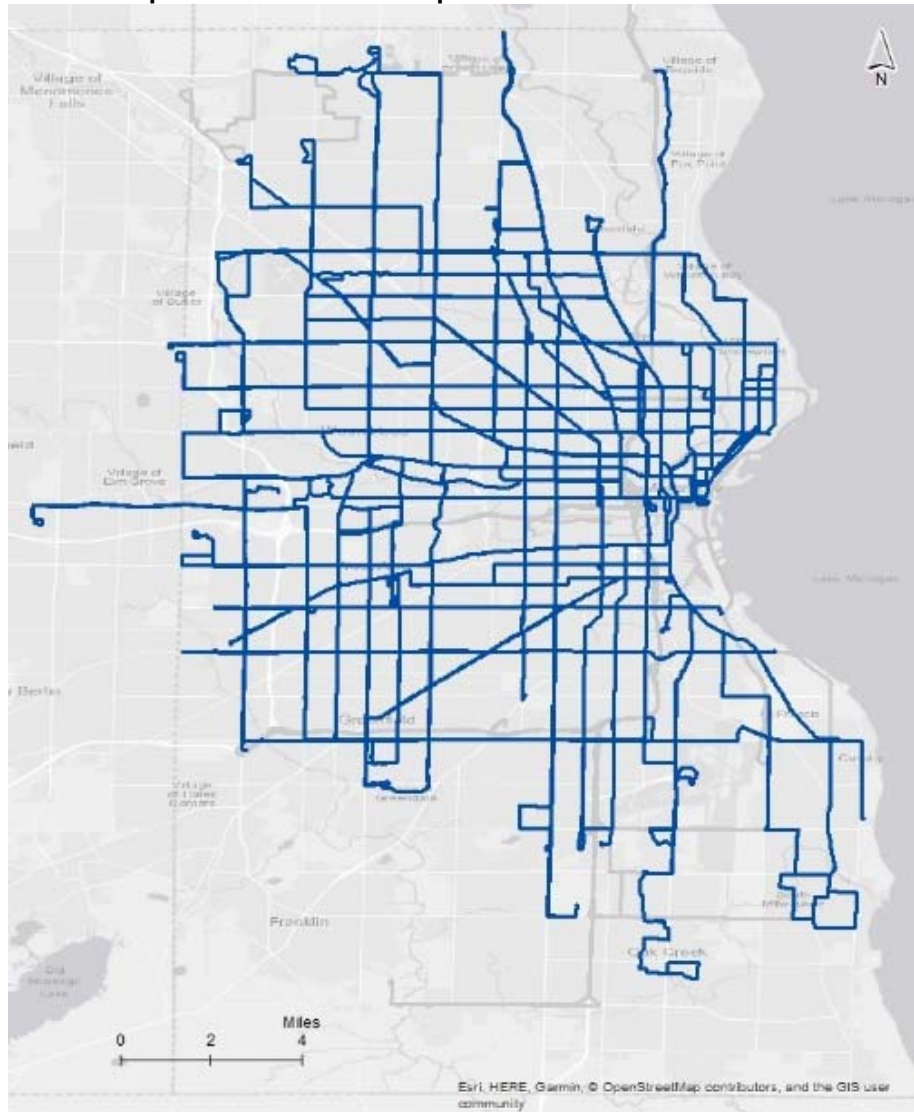
Transit's role in Milwaukee is critical now and will continue to be in the future. In addition, the cost effectiveness of Transit in Milwaukee is a demonstration that investments in transit here are going to be managed carefully and used to their fullest. Although the legislature's approved a 2% increase in transit operating funds for the 2019-2021 biennium, is a positive change, it remains unsustainable. The legislature, not just in Milwaukee County, but state-wide, is missing an opportunity to stabilize and begin to grow the regional economy by improving access to jobs and schools.

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## Current Map of 2019 Local and Express Bus Services



The top two reasons that people use transit are to get to jobs and school. MCTS operates a strong grid network of local and express bus services on which 97% of all ridership occurs. There is excellent access to both jobs and schools via this network.

The remaining 3% of ridership occurs on such service lines as shuttles going to business and industrial parks; University Bus (UBUS) trips to the University of Wisconsin - Milwaukee, and Milwaukee Area Technical College; freeway flyer trips from park-ride lots into Downtown Milwaukee; and summer service buses to festivals, baseball games, and state fair.

Stagnant state funding combined with a lack of local funding options results in a need to review all transit services mentioned above that are offered by MCTS.

### Revenues and Expenses

In 2020, our largest funding source – State Funds – continues to be lower than a decade ago.

Ridership declines have also had a negative impact on passenger revenue and push the expense to revenue ratio further off balance.

On the revenue side, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. Passage of the MCTS budget will allow the Department of Transportation to apply for and execute the following revenue grant contracts in 2020:

- State Urban Mass Transit Operating Assistance Contract (Section 85.20)
- State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)
- State Specialized Transportation Assistance Program for Counties (Section 85.21)
- Federal Urbanized Area Formula (Section 5307)
- Federal Bus and Bus Facilities Formula (Section 5339)

On the expense side, the requested budget does not include expenses related to the 2020 Democratic National Convention, expenses for new staff, expenses associated with implementation of strategies to advance battery electric bus technology, or expenses for implementation of Milwaukee County's enterprise resource planning (ERP) software. Furthermore, whether the ERP project will result in cost savings or cost increases has yet to be determined.

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## Fare Increases vs. Service Changes and Related Considerations

To balance the budget, consideration was given to fare increases, as well as to reducing services that are relatively less efficient in terms of passengers per bus hour and/or reducing services that inefficiently add to fleet size, such as peak only vehicles used on weekdays.

MCTS recognizes that service changes will impact passenger fare revenue. Although fare increases were also considered as a strategy to help to balance the budget, it was acknowledged that raising fares makes more sense when such increases replace service reductions. Since multiple service changes were necessary to balance the budget in 2020, adding fare increases would not be well received by passengers. No fare changes were proposed on the Fare Table on page 9.

Racial equity was also given deliberate consideration in the preparation of this budget. While it was necessary to consider service reductions, efforts were made to avoid changes that have a disparate impact on minority populations or cause a disproportionate burden on low-income individuals.

Consideration was also given to passenger access to transit, and how specialized fare forms are used. For example:

- Most freeway flyer riders drive to park-ride lots and have the option of using their car for their trip.
- Most Commuter Value Pass users get to work via the local and express bus network, not via Freeway Flyers.
- Most UPASS fares are paid on buses on the local and express bus network, not on UBUS routes.

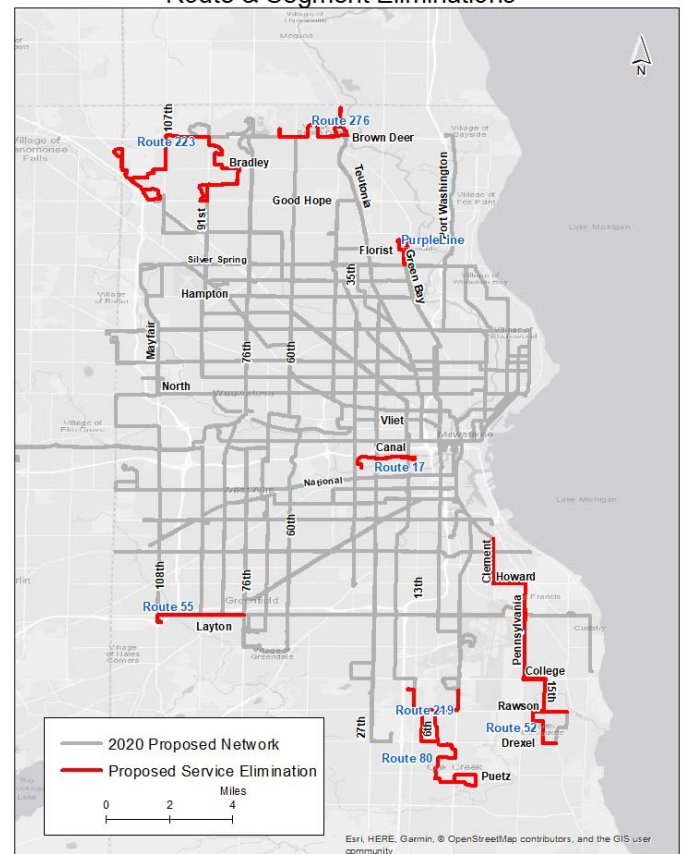
## Operational Changes

This budget closes the County funds gap between farebox revenue, State/Federal assistance and actual costs through modifications to, and eliminations of, transit services with low ridership and low productivity as measured in terms of passengers per bus hour (PBH).

The following list includes the bus route name and productivity as measured by PBH, for transit services that would be eliminated in January 2020:

- Route 17 Canal Street, 6.3 PBH
- Route 52 Clement – 15<sup>th</sup> Avenue, 11.7 PBH
- Route 137 House of Correction, 4.4 PBH
- Route 219 Oak Creek Shuttle, 5.4 PBH
- Route 223 Park Place – Bradley Woods Shuttle, 2.9 PBH
- Route 276 Brown Deer Shuttle, 5.6 PBH
- Route 40 College Avenue Flyer, 12.5 PBH
- Route 40U Holt College UBUS, 9.4 PBH
- Route 42U 6<sup>th</sup> Street – Port Washington UBUS, 3.9 PBH
- Route 43 Hales Corners Flyer, 13.8 PBH
- Route 44 State Fair Park Flyer, 10.5 PBH
- Route 44U Fair Park – Hales Corners UBUS, 8.7 PBH
- Route 46 Loomis – Holt Flyer, 14.4 PBH
- Route 48 South Shore Flyer, 13.4 PBH
- Route 49 Brown Deer – Bayshore Flyer, 10.3 PBH
- Route 49U Brown Deer UBUS, 7.4 PBH

MCTS 2020 Proposed Budget  
Route & Segment Eliminations



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Six park ride lots will no longer be served by the Flyers and UBUS routes as shown on the map on the following page. In March 2020, additional service changes would be made on route segments with low ridership, as follows:

- Route 55 Layton Avenue: No service west of S.76<sup>th</sup> Street.
- Route 80 6<sup>th</sup> Street: No service south of MATC.

The following special summer and seasonal services operating at a low productivity of between 2 PBH and 8 PBH would also be eliminated:

- Brewers Line buses to Miller Park.
- Wisconsin Avenue Downtown shuttles to ethnic festivals and to Summerfest at Maier Festival Grounds.
- Freeway Flyers to German Fest, Irish Fest and Festa Italiana.
- Shuttle and Freeway Flyer services to Wisconsin State Fair.

In addition, an overall reduction in fleet size would curtail the amount of Summerfest service that can be provided.

It is important to note that the route reductions identified above represent the level of service changes that are needed in order for MCTS to submit a balanced budget, within the parameters identified during the request phase of the County's overall budget process. In order to close the County's projected budget gap for 2020, departments were asked to submit budget requests which included a 1.6% reduction compared to the 2019 adopted budget. Departments were also asked to absorb the cost of inflationary cost increases and/or losses in revenue. As indicated above, this combination of factors represented a budget shortfall of over \$8 million for MCTS.

The next phase of the budget is the County Executive's recommended phase. The County Executive's recommended budget is due to the County Board on October 1<sup>st</sup>. During this phase of the budget, the County Executive will be working with the budget office and departments to mitigate the impact of service reductions.

### Sustainability

As a service-oriented organization, transit route reductions needed to balance the budget are difficult for MCTS to make.

The route reductions, although numerous, act to minimize negative impacts on riders, especially for those populations within our community that use the bus for all their daily transportation.

MCTS 2020 Proposed Budget  
Flyer and UBUS Route Eliminations



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The fact that expenses cannot exceed revenues is indisputable. Although balancing the 2020 budget with significant service changes hinders MCTS's ability to meet some of the needs of the travelling public, MCTS remains committed to maintaining a strong core grid network of local and express bus routes in order to maximize system ridership.

In effect, MCTS is maintaining services on routes that are most heavily used by current passengers, while maximizing potential to grow ridership in the future. Even if MCTS continues to be faced with significant fiscal constraints in the future, it will remain committed to providing services as sustainably as possible.

While focusing on the core grid network of local and express bus routes, MCTS can still implement changes that improve service efficiency, address shifting demands for transit, and improve travel time reliability. For example, in 2020, MCTS will implement a cost-neutral merger of the BlueLine and Route 23, which will help to decrease bus bunching on National, Wisconsin and Fond du Lac Avenues, resulting in improved service reliability for our passengers. Implementing the same type of cost-neutral merger of Route 30 and 30X bus stops will achieve the same benefits in that transit corridor thereby improving service reliability on Sherman Blvd., and Wisconsin, Prospect and Farwell Avenues. These two changes are inspired by the success previously achieved on Capitol Drive where

Route 62 was merged into the RedLine Route (in 2017), and on 27<sup>th</sup> Street, where Route 27 was successfully merged into the PurpleLine Route (in 2019).

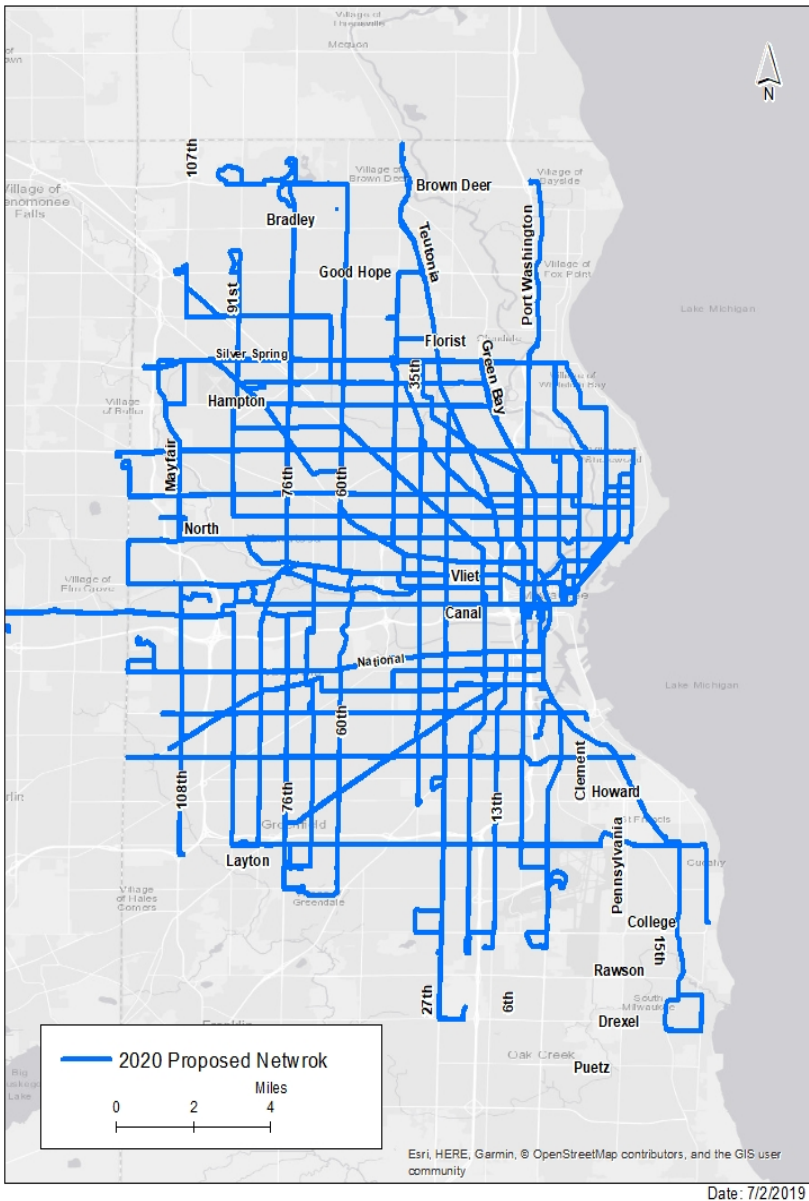
### **2020 Map of Local and Express Bus Routes**



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The core grid network of fixed and express bus routes can also be improved by continuing to pursue projects that MCTS has made great progress on in the last two years: an increase in the number of high frequency bus routes in corridors where demand is greatest as described in MCTS NEXT, and the addition of the first bus rapid transit (BRT) line in Wisconsin, both of which are described in more detail below.

### MCTS NEXT

The concepts of MCTS NEXT are supported by the public. The MCTS NEXT plan increases the proportion of higher frequency routes relative to low-frequency coverage routes. Under MCTS NEXT, Transit will provide faster service with more connections and increased accessibility. This strategy can move more people to their destinations faster and easier, which will strengthen the transit system's ability to contribute to economic competitiveness and quality of life in the County.

MCTS NEXT, once approved, creates an implementation template for incremental service changes that will be consistent with the recommended plan. Each change will be approved before implemented.

<https://www.ridemcts.com/programs/mcts-next>

### Bus Rapid Transit (BRT)

BRT focuses on faster, more frequent transit service that is easier to use in a high passenger-demand transit corridor. A pending Federal grant is anticipated to be awarded by the end of 2019. In 2020, MCTS will begin to build stations and procure equipment with a BRT start date expected for late 2021.

<http://www.eastwestbrt.com/>

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**FARE TABLE**

| <b>FARE NAME</b>                  | <b>CURRENT FARE</b>   | <b>PROPOSED FARE</b>  | <b>COMMENT</b>  |
|-----------------------------------|-----------------------|-----------------------|---|
| <b>Cash Fares</b>                 |                       |                       |   |
| Adult                             | \$2.25                | \$2.25                | No change   |
| Premium                           | \$3.50                | \$3.50                | No change   |
| Concession (Half-Fare)            | \$1.10                | \$1.10                | No change   |
| <b>M-Card/Stored Value Fares</b>  |                       |                       |   |
| Adult Single Ride                 | \$2.00                | \$2.00                | No change   |
| Premium Single Ride               | \$2.50                | \$2.50                | No change   |
| Concession (Half-Fare)            | \$1.10                | \$1.10                | No change   |
| <b>Pass Fares</b>                 |                       |                       |   |
| 1-Day Adult Pass                  | \$4.00                | \$4.00                | No change; purchased at ready fare outlet                                 |
| 1-Day Adult Pass                  | \$5.00                | \$5.00                | No change; loaded on existing smartcard at farebox                        |
| 1-Day Premium Pass                | \$6.00                | \$6.00                | No change; purchased at ready fare outlet                                 |
| 1-Day Concession Pass             | \$2.00                | \$2.00                | No change; purchased at ready fare outlet                                 |
| 1-Day Concession Pass             | \$3.00                | \$3.00                | No change; loaded on existing smartcard at farebox                        |
| 3-Day Adult Pass                  | \$12.00               | \$12.00               | No change   |
| 3-Day Premium Pass                | \$18.00               | \$18.00               | No change   |
| 3-Day Concession Pass             | \$6.00                | \$6.00                | No change   |
| 3-Day Concession Premium Pass     | \$9.00                | \$9.00                | No change   |
| 7-Day Adult Pass                  | \$19.50               | \$19.50               | No change   |
| 7-Day Premium Pass                | \$27.00               | \$27.00               | No change   |
| 7-Day Concession Pass             | \$11.00               | \$11.00               | No change   |
| 31-Day Adult Pass                 | \$72.00               | \$72.00               | No change   |
| 31-Day Premium Pass               | \$96.00               | \$96.00               | No change   |
| 31-Day Concession Pass            | \$32.00               | \$32.00               | No change   |
| <b>Other Special Fares</b>        |                       |                       |   |
| Student 5-Day Pass                | \$17.50               | \$17.50               | No change   |
| U-PASS Semester Pass              | \$50.00               | \$50.00               | No change   |
| Commuter Value Pass               | \$220.00              | \$220.00              | No change; per three months (quarter)                                     |
| New Freedom Pass                  | \$2.00/day            | \$2.00/day            | No change   |
| Transfer                          | Free                  | Free                  | No change, Encoded on rider's M-Card;                                     |
| M-Card Lite: One 90-minute pass   | \$2.25                | \$2.25                | No change; Fare form for eligible social service agencies/non-profits     |
| M-Card Lite: Two 90-minute passes | \$4.25                | \$4.25                | No change; Fare form for eligible social service agencies/non-profits     |
| Mobile App Fares                  | \$2.00 for 90 minutes | \$2.00 for 90 minutes | No change; new fares under development will be consistent with pass fares |
| Paratransit Fare                  | \$4.00                | \$4.00                | No change (per one-way trip)  |
| GO Pass                           | \$2.00/day            | \$2.00/day            | No change   |