

Eau Claire Transit Commission Public Notice and Agenda



Wednesday, January 15, 2020

**6:00PM
North Conference Room
City Hall
203 S. Farwell St.**

PLEASE TAKE NOTICE that the Eau Claire Transit Commission will meet Wednesday, January 15, 2020 at 6:00 P.M. in the North Conference Room at the City Hall, 203 S. Farwell Street, Eau Claire, Wisconsin. The purpose of this meeting will be to discuss the items on the agenda below:

***Please note: The Chair of the Transit Commission may call for public comment before or after any item on the agenda.**

Call to Order

1. Call for Public Comment for items not on the agenda
2. Roll Call

- a. Members Present:
- b. Members Absent:
- c. Staff Present:
- d. Others Present:

3. Approval of the Minutes for the regular meeting on **December 18, 2019.**

Business Agenda

4. Discuss and consider a motion regarding the 2020 Transit Asset Management Targets. (Tom Wagener)

Discussion Agenda

5. Discussion of Transfer Center Project
6. Discussion of Transit Part in the draft Renewable Energy Action Plan

Staff Reports

7. Presentation of the Ridership and Revenue Reports. (Tom Wagener)
8. Manager's Report – (Tom Wagener)
 - a. Summary of Income Qualifying Fare usage.
 - b. Update on Transit Development Plan
 - c. WIPTA Update.

This notice is given pursuant to the provisions of Subchapter V of Chapter 19 of the Wisconsin Statutes. In order to accommodate the participation of people with disabilities at this meeting, the City will provide the services of a sign language interpreter or make other reasonable accommodations on request. To make such a request, please notify the City at (715) 839-4902 at least two (2) days prior to the meeting. The room is available for access at 5:30PM.

**COMMISSION MEMBERS - PLEASE CALL THE TRANSIT OFFICE AT
(715) 839-5111 IF YOU ARE UNABLE TO ATTEND THE MEETING.**



Eau Claire Transit Commission Minutes

Wednesday, December 18, 2019

**6:00PM
North Conference Room
City Hall
203 S. Farwell St.**

Call to Order at 6:00PM

1. Call for Public Comment for items not on the agenda
 - a. Phil Swanhorst of the Chippewa Valley Transit Alliance made a statement regarding the new transfer center design and location. See attached letter for reference.
2. Roll Call
 - a. Members Present: **Bob Schraufnagel, Georgia Eaton, Jeremy Gragert, Elizabeth Sullivan, Rose Fowler, Chandler Lorentz, Riley Rakowiecki, Joshua Clements**
 - b. Members Absent: Cheryal Kiesler
 - c. Staff Present: **Tom Wagener, Amber Willi**
 - d. Others Present: Phil Swanhorst, Council Member Jill Christopherson
3. Approval of the Minutes for the regular meeting on **November 20, 2019**.
 - a. Motion to approve the minutes as presented by Council Member Gragert, seconded by Commissioner Sullivan. All votes in favor, motion passed.

Business Agenda

4. No new business items.

Discussion Agenda

5. Movement of Stop from Target Parking Lot.
 - a. Council Member Gragert asked for discussion and clarification on the decision to move the stop from directly in front of the Target store for Routes 1 and 6.
 - b. Mr. Wagener explained the process that led to the measure, including recommendations from the latest Transit Development Plan and requests from store management to discontinue use of the space behind the building in their privately-owned parking lot.
 - c. Mr. Schraufnagel shared with the commission 2 articles regarding shopping centers and public transit. Both are attached for the record.
 - d. Discussion by Commission members regarding possible solutions to access issues at the stop.
6. Discussion of 2020 goals for division.
 - a. Discussion by Commissioners on goals proposed by Transit Administrative staff.
 - b. Council Member Gragert suggested adding the REAP (Renewable Energy Action Plan) as well as the Third Ward Neighborhood Plan, currently going through the process of adoption by Eau Claire City Council, to the January agenda.
 - c. Council Member Gragert inquired if it would be appropriate to add implementation of an electronic farebox and tracking system to the 2020 goals.
 - d. Council Member Gragert inquired if the Transit Commission has a list of goals for itself.
 - i. Mr. Wagener clarified that the Transit Commission has not typically done so, but may choose to do so. Mr. Wagener also encouraged the use of the forthcoming Transit Development Plan in creating such a work plan.



Eau Claire Transit Commission Minutes

Wednesday, December 18, 2019

**6:00PM
North Conference Room
City Hall
203 S. Farwell St.**

Staff Reports

7. Presentation of the Ridership and Revenue Reports.
 - a. Presented by Mr. Wagener
8. 2019 3rd Quarter Complaint Report
 - a. Presented by Mr. Wagener
9. Manager's Report
 - a. Presented by Tom Wagener
 - i. Summary of Income Qualifying Fare usage.
 - ii. Update on Transfer Center Project
 - iii. Update on Transit Development Plan
 1. Brief discussion by Commission on Transfer Center design plans
 - iv. Final City Budget for 2020.
10. Adjournment
 - a. Motion to adjourn by Commissioner Rakowiecki, seconded by Commissioner Lorentz. All votes in favor, meeting adjourned at 7:20PM.



Search...



Shopping Centers vs. Transit Users

by Aaron Isaacs on [June 7, 2016](#) in [Accessibility](#), [Buses](#), [Public Realm](#), [Transit](#)

The Star Tribune recently ran a story about a [Coon Rapids strip mall owner who is trying to evict a public transit bus stop from its property](#), saying this violates its property rights.

This private property versus transit controversy has surfaced several times before in this metro area and across the nation. It falls in a legal grey area that the legislature should address, because it amounts to discrimination based on mode of transportation.

When I was Metro Transit's facilities planning manager, I found myself involved in several of these disputes. The most famous was transit access to the Mall of America, which played out in two parts.

1. Before LRT, the mall became a magnet for gang members who would congregate in the transit station after the close of business. The problem was real, but the mall's first impulse was to ask Metro Transit to pull its bus service, which Metro Transit refused to do. The mall then implemented its requirement that teenagers be chaperoned by adults at certain hours and that solved the problem.
2. During the design of Hiawatha LRT, the mall ownership tried hard to keep the station off the property and across the street. Its representative stated, "LRT needs the mall more than the mall needs LRT". That changed only when the feds intervened to move the station into the east parking ramp.

There were other big fights. The most vicious was between Metro Transit and the City of Brooklyn Center over transit access to Brookdale Mall. The city sided with the mall owner who invoked the property rights argument. Brookdale ultimately went out of business and the transit center was built across Bass Lake Road from it.

Rosedale fought the construction of a transit center on its property. It got built only because the City of Roseville required it. However, Metro Transit's lease has a finite term and it will be interesting to see if the mall owners try not to renew it. They succeeded in evicting the park-ride lot from their property.

Maplewood Mall evicted its bus stop. Metro Transit was able to buy a failed movie theater just off the mall property and has built a transit center and park-ride lot there, but it's less convenient to the mall entrance than the old bus stop.

Southdale is owned by Simon, which is notorious for evicting transit. The recently constructed transit center only happened because the City of Edina made it a condition for helping Southdale financially.

Types of transit facilities

Transit facilities at malls can vary significantly in size and impact to the mall property. The one in Coon Rapids is a simple bus stop in an existing fire lane. This particular stop is served by small buses, but if full sized buses are used, the access lanes need to be 9-ton capacity or the buses will break up the pavement.

Metro Transit has a couple of small park-rides on mall property, but prefers to build larger ones on its own land, so park-rides really aren't an issue.

The big source of conflict is the construction of transit centers at regional malls. Suburban transit needs two things to have a chance of succeeding—convenient access to the largest traffic generators, combined with timed-transfer connections between multiple routes. Regional malls are the biggest suburban traffic generators. Convenient access means not having to walk farther to reach the mall than the average auto driver.

Timed transfers require that all the buses converge and transfer passengers at once. That's not possible unless transit centers with multiple bus bays are built. Depending on the number of bus routes, transit centers can consume an acre or two of parking on what is private property. The malls argue that this constitutes a "taking" of private property without compensation.

That argument is only valid if the government requirements to provide handicapped parking spaces, a certain number of parking spaces for the retail square footage, and fire lanes also constitute a taking, which they don't. All are required for the public to access the mall. Why should transit be singled out for prohibition?

The cities hold the cards

At present, municipal governments offer the only legal barrier to these evictions and that barrier is not guaranteed, given the whims of local politics.

Transit land ownership is one solution. That's what happened at Maplewood Mall, where Metro Transit bought the adjacent movie theater. Metro Transit has the power of eminent domain, but has used it sparingly and seldom does so if the municipality in question disagrees. Never have they condemned mall property for a transit center.

Is it discrimination?

I'm unaware that anyone has successfully alleged discrimination against transit users, but that's what it is. Fixed route buses carry many disabled passengers, so it could be argued that evicting buses violates the Americans With Disabilities Act.

The real solution, I believe, is to pass a state law that puts transit service into private property on an equal footing with auto transportation. It would state that businesses that hold themselves open to serve the public must serve all of the public, regardless how they arrive at the door.

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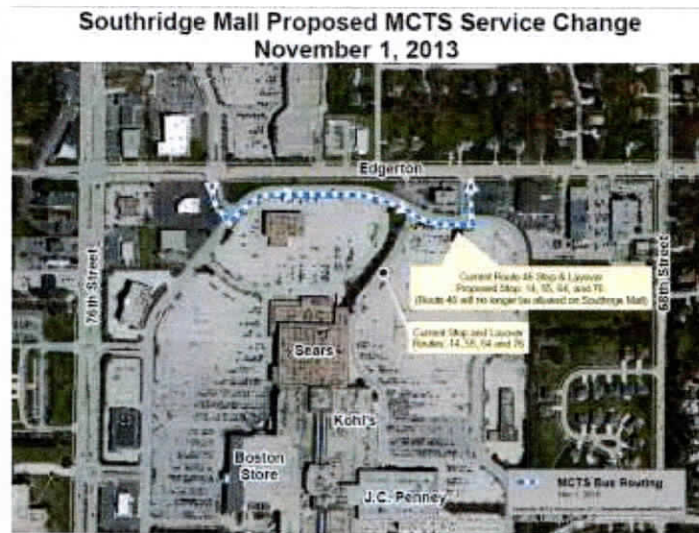
URBAN MILWAUKEE OP-ED

Shopping Centers Make Access Difficult for Disabled

Area malls are moving bus stops out of malls and making access for bus passengers more difficult.

By *Bill Sell* - Oct 23rd, 2013 05:41 pm

The Milwaukee County Transit System (MCTS) is getting pressure from representatives of two shopping malls to move Milwaukee County bus stops away from mall shops to a far more distant location on the street. Three other shopping malls have already made such changes. Disability advocates spoke at the County Board's Transportation Public Works and Transit Committee meeting today and are outraged at the actions of Simon Property Group Inc., the managers of Southridge Mall. Several speakers suggested the mall had obligations to the community because of property tax deductions it received that have provided assistance for redeveloping the mall. The committee voted unanimously to seek legal advice regarding changes made at Southridge Mall.

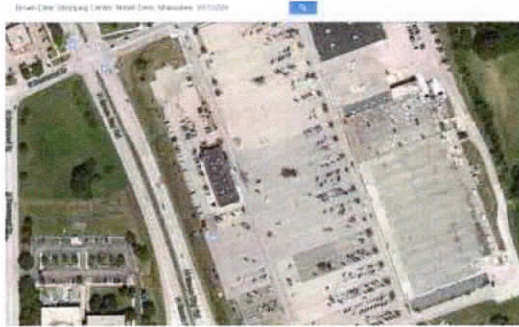


Click map to enlarge

Simon Malls, the management company for Southridge, has successfully forced MCTS to leave the mall entirely. The map shows the location of the new bus stop relative to the mall. The lights at that stop are turned off in the evening.

These distant bus stops require that a wheelchair user roll through a sea of parked and moving cars. A visually impaired person might be disoriented because parking lots do not have the visual cues that help a guide dog interpret instructions. A red and white cane in a sea of cars is problematic. The cane user interprets touchstones, curbs, and the sounds of traffic on predictable routes. Painting a yellow path is no help to the visually impaired. In a parking lot the sound of a moving car gives no specific directional information. Worse still, upon leaving the mall, the visually impaired person is required to sift through conflicting sound clues to plot a direction to the bus stop.

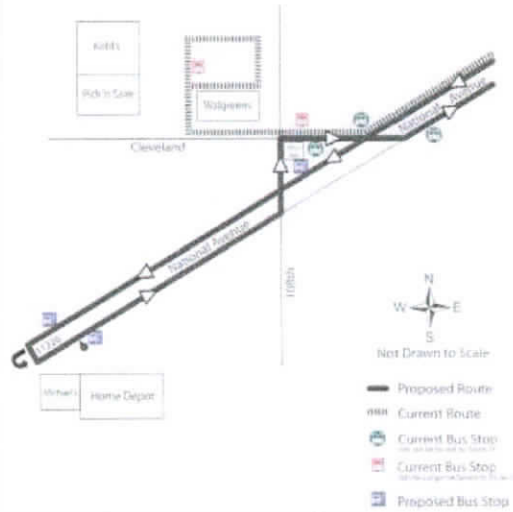
MCTS has been negotiating with a company called Developers Diversified Realty, which manages several shopping malls in the metro area. Two mall managers have told MCTS that its buses are using private property for these bus stops. MCTS states in correspondence with Developers Diversified Realty that it is willing to work with management to find a way to accommodate the bus, but mall managers have not been willing to negotiate technical adjustments, such as hardening the bus path or locating an MCTS-built shelter reasonably closer to a mall entrance. So MCTS is making the best of the situation and has re-located the Southridge bus stop, requiring a 1,000 foot walk through the parking lot.



Click map to enlarge

In the case of the Brown Deer Shopping Center at Brown Deer Rd. and Green Bay Rd, Diversified Realty required MCTS to move the bus stop from the Brown Deer Park and Ride lot on Green Bay and Brown Deer. While this stop was along the sidewalk, two to three blocks away from any entrance to a business, Diversified Realty nonetheless directed that the stop be moved to a more distant location. The map shows the former location of the bus stop (left center on the map). Bus number 49U now ends at the Brown Deer Park and Ride lot, four miles away from the shopping center, making access extraordinarily difficult.

Milwaukee County Transit System
Route 54 (Mitchell - Burnham) West End



Click map to enlarge

At the West Allis Center at National Ave. and Highway 100 (108th St.), mall managers required MCTS managers to relocate the bus stop to a point further east of the mall, requiring a rider approaching or leaving the mall to cross both Highway 100 and National Avenue – two very busy thoroughfares.

The only positive outcome so far has been at the Shoppers World mall in Brookfield (at 124th St. and Capitol Dr.). There, Diversified Realty had the successfully pushed the bus stop out of the mall and on to the highway, forcing MCTS to move the bus shelters. But Roundys, next door to the mall, invited MCTS to locate a stop near its Pick N Save store’s front door. Observers applaud **Jim Glynn** of Sunset Investment Company who supported the move by Pick N Save. Ironically, Shopper’s World stores will benefit from Pick N Save’s solution because the earlier solution would have dropped shoppers and workers several long blocks away from the mall, on a strip of grass with no sidewalks.

On October 24, during a “Senior Day” at the Southridge Mall, disability and transit activists will hold a press conference. This event is being coordinated by the Aging and Disability Resource Center of Milwaukee County, and is sponsored by such groups as Amalgamated Transit Union Local 998, the Commission for Persons with Disabilities, the Commission on Aging and the Transit Services Advisory Committee. After the press conference, wheelchair users plan to roll to the mall on the Simon-designated path through the parking lot.



A united voice for transit riders, bicyclists, and pedestrians in Eau Claire & neighboring counties of West Central Wisconsin
www.chippewavalleytransitalliance.com | 1000 Wisconsin Street, Eau Claire, WI 54601 | Phone: 715.833.1100 | Fax: 715.833.1102

December 18th, 2019

To: Eau Claire Transit Commission Board Members and City of Eau Claire Transit Administration

From: The Chippewa Valley Transit Alliance Board of Directors

Subject: Newly Proposed Bus Transfer Center Building and Site Location

The Chippewa Valley Transit Alliance Board of Directors recently held their December Board of Directors meeting on December 15th, 2019. One of the main topics of discussion at that board meeting was the newly proposed Bus Transfer Center design and site location.

The Chippewa Valley Transit Alliance is in agreement that a new bus transfer center is needed to replace the existing bus transfer center. However, based on preliminary design information provided at some recent public meetings held by Eau Claire Transit, the Chippewa Valley Transit Alliance does not endorse or support the proposed bus transfer center design or site location selection.

The preliminary design of the new bus transfer center does not properly address adequate space for the current existing fleet of buses. The selected site location does little to address adequate future expansion needs or incorporate the concept of a true intermodal center for connecting with other modes of public transportation and private transportation such as rideshare and taxicabs.

Given the growth and redevelopment of Downtown Eau Claire, City planners and City Transit need to take a second look at how we design and plan for the future in a thoughtful and constructive way that is beneficial to all members of the community who use various modes of public transportation. The newly proposed bus transfer center plan falls short of those goals. We have the opportunity to correct these shortcomings and also an obligation to the community to get it done right the first time.

We ask that the Eau Claire Transit Commission and the City of Eau Claire Transit Administration please give this some reconsideration as you move forward with the design plans of the new bus transfer center.

Sincerely,

The Chippewa Valley Transit Alliance Board of Directors.

Submitted on behalf of the CVTA Board by Mark Quam, Chairman, Chippewa Valley Transit Alliance, Inc.

2020 Transit Asset Management Targets:

Rolling Stock Goal (Percentage of Vehicles that have met or exceeded their Useful life of 14 years)

27%

Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark of 16 years)

0%

Facility (Percent of facilities rated below 3 on the condition scale)

100%

FOCUS AREAS AND STRATEGIES

Three focus areas were identified by the stakeholder group: Modeling the Way (municipal planning and fleets), Building a Strong Foundation (public charging infrastructure), and Sowing the Seeds for Transition (community education, outreach, and partnerships). The following sections detail the selected strategies, targets, and implementation plans for each focus area. The focus area work plans reflect the current situation for a rapidly evolving technology. It will be important that these strategies are evaluated and updated throughout implementation to reflect advancements and new offerings from the automotive and transportation industry and the electric utilities that serve Eau Claire. Throughout the planning process, we worked to build relationships between the city staff and Xcel Energy staff that will foster the collaboration and cooperation required to successfully navigate the changing EV landscape.

Modeling the Way

This focus area addresses the strategies that municipal operations can use to begin to transition fleet and transit vehicles, as well as the installation of necessary infrastructure. The strategies in this section apply to both the heavy-duty bus and the light-duty fleet, but a greater impact on emissions can be achieved by converting the buses to EVs. If the transit fleet were to be 100% electrified by 2030, the City of Eau Claire public transit emissions could be reduced roughly 90%. This would reduce the emissions from the entire transportation fleet for the City by about 32%.

Leading Department: Community Services

Priorities

- Transition fleet vehicles to EVs
- Pilot, learn, and begin to convert transit buses to EVs as technologies become available
- Provide appropriate charging infrastructure for municipal operations
- Provide appropriate employee training

Target: Replace 15% of municipal fleet with EVs by 2030.



Hybrid-electric Transit Bus Eau Claire, WI, 2019 (City of Eau Claire)

Data Used for Target Setting

The City fleet department has identified City equipment, including fleet vehicles and machinery such as lawn mowers, due for replacement over the next five years. These vehicles are shown by vehicle class in **Figure 11**.

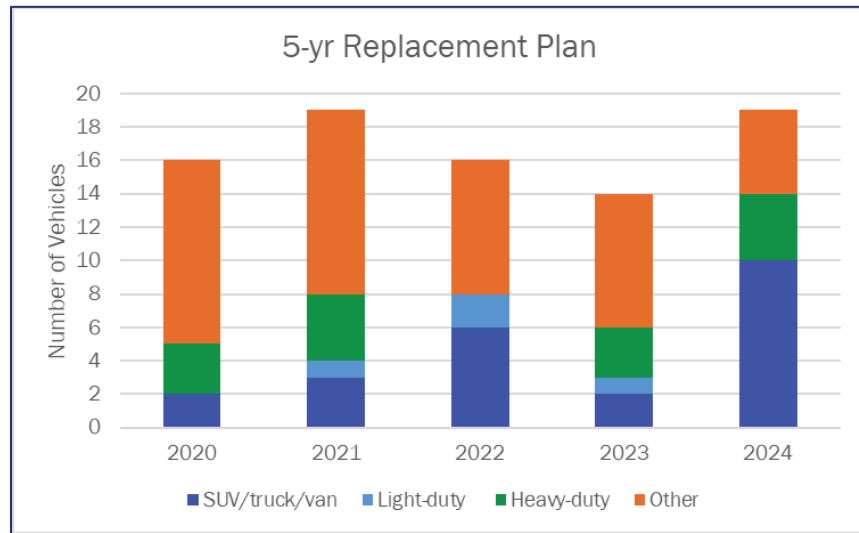


Figure 11: 5-year Fleet Vehicle Replacement Plan

Based on this vehicle replacement plan, it was assumed that all light duty vehicles and 50% of SUV and trucks could be replaced with EVs. Alternatively, all SUVs and trucks could be replaced by HEVs for similar emissions savings. This scenario is outlined in **Figure 12**, with the green bars showing the estimated vehicle replacement based on the 5-year replacement plan and the blue bars showing the number of additional vehicles needed to meet the 15% vehicle replacement target.

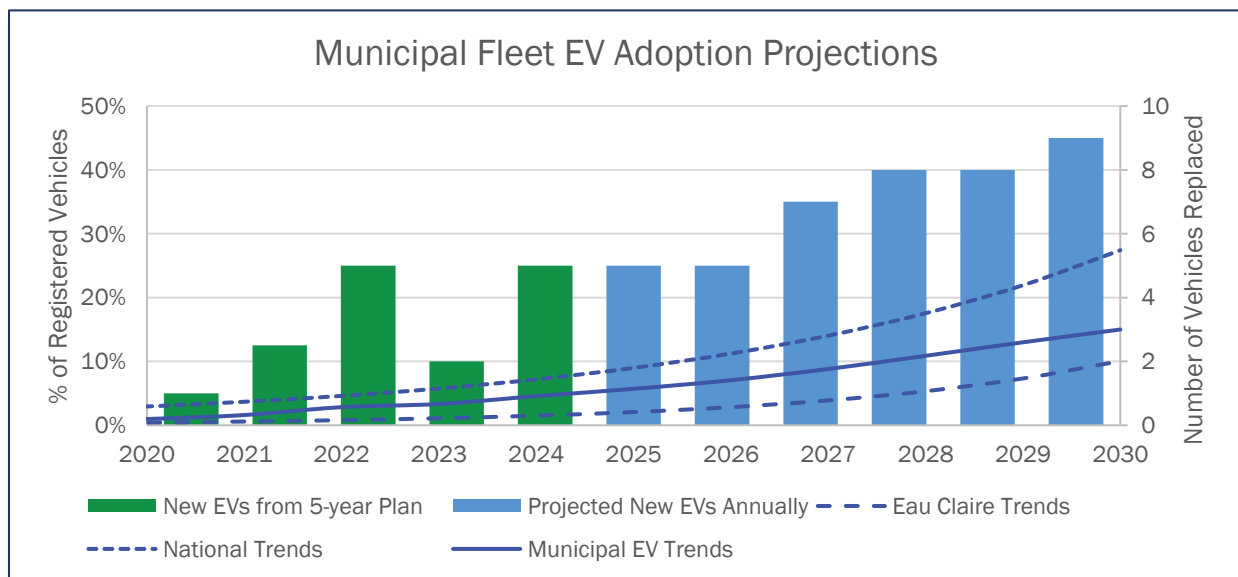


Figure 12: Projected Fleet Electrification

Workplan

To meet the EV adoption target set for this focus area, the stakeholder group developed a 10-year workplan that identifies the key strategies to be implemented as well as the leading department, important milestones, and any required budgetary asks. The timeline of strategy implementation is outlined in **Table 6** and strategy implementation details are described below. Strategies that require a budgetary ask are marked with a \$.

Table 6: Modeling the Way 10-year Workplan

Strategy Name	2020 ← → 2030	
M.1 Reallocate/realign budget/funding sources.		
M.2 Explore on demand micro-transit		
M.3 Promote anti-idling policy		
M.4 Install municipal fleet EV chargers		
M.5 Update purchasing policy to support EVs		
M.6 Plan charging sites for municipal fleets		
M.7 Develop EV training for maintenance staff		
M.8 Safety training for EMS		
M.9 Develop a fleet electrification plan		
M.10 Develop a time-of-use charging plan for municipal fleets		

M 1. Reallocate/Realign Budget and Identify Funding Sources (\$)

Responsible Department: Finance

Costs for infrastructure and equipment upgrades, EVs, associated energy use, and staff training hours will require additional funding and approval. By reviewing existing budget and making the necessary adjustments to better serve the EV transition, unintended delays may be avoided.

Key Milestones:

- Determine budget allocations for upfront capital costs, maintenance requirements, and fuel costs.
 - Align upfront cost budgetary asks with vehicle replacement plan (M.9) and infrastructure plan (M.4), taking into consideration municipal capital budgeting process.
 - Evaluate and determine if alternative budgeting methodology may be appropriate to address up front capital increased costs over ICE replacement but decreased fuel and O&M costs.
- Determine if there are equipment or reporting requirement changes to adapt to EVs such as:
 - Submetering to assign fuel costs to proper department allocation. Determine whether functionality built into charging stations will be sufficient or additional equipment or reporting will be required.
 - Can fuel or maintenance cost savings be reallocated to cover higher upfront costs or anticipated battery replacements?
- Identify and pursue grants or other available funding sources to help cover additional upfront costs of EVs and charging infrastructure, as may be available from state or federal sources.



Modeling the Way team Identifying Strategies Eau Claire, WI, 2019 (Brendle Group)

M 2. Explore on Demand Micro-Transit

Responsible Department: Transit

This is a transportation strategy being explored through the Transit Development Plan (TDP). The completed plan is expected to be reviewed and adopted in 2020. This strategy may support the identified opportunities for EVs in this plan using medium to light-duty vehicles to reach more riders conveniently.

M 3. Promote Anti-idling Policy

Responsible Department: Fleets

The City has passed an anti-idling policy that applies to all City-owned vehicles. Behavior change campaigns, as well as equipment upgrades, will be explored to support the successful implementation of this policy.

Key Milestones:

- Behavior change campaign to increase compliance with existing equipment
 - Use vehicle data to determine baseline compliance rate by department
 - Work with departments to determine compliance targets based on use patterns and requirements
 - Provide annual report showing how all departments are performing compared to goal
- Identify HEV opportunities, to increase compliance in vehicles where idling is currently required. Some examples could include:
 - Police vehicles that can operate cameras and other equipment from the battery
 - Fire engines that can run circulation pumps, to prevent freezing, from the battery during non-fire responses.
 - Lift trucks and/or other street equipment that might allow duty cycles from the battery

M 4. Plan and install municipal fleet EV chargers (\$)

Responsible Departments: Fleets and Buildings

Xcel Energy Support: Julie Thoney (community service manager) and Larry Loverude (community service manager – EV lead)

To accommodate for growth in the number of municipal EVs, the City will need to install charging stations at the Central Maintenance Facility as well as at other satellite locations.

Key Milestones:

- Identify and prioritize municipal operation locations for charging - based on demand, overnight, duty cycles and use, security, etc. (see M.6 below)
- Identify charger requirements such as controls and connectivity or communication capabilities
- Work with Xcel Energy to evaluate and possibly upgrade power where required. Identify existing infrastructure and plan potential upgrades if needed.
- Evaluate power requirements for planned use for charging sites.
- Purchase equipment
- Install EV stations
- Provide appropriate signage and training
- Determine operational budgets for electricity fueling expense

M 5. Update purchasing policy to support EVs

Responsible Department: Purchasing

Ensure that the criteria used to make decisions around purchasing new equipment reinforces EV plan adoption (in the replacement of current vehicles with appropriate EVs).

Key Milestones:

- Allow for more flexibility for vehicle purchasing when options are limited
- Use State purchasing contract, as applicable, to simplify the process
- Evaluate other group purchase options such as Climate Mayors or others

M 6. Plan charging sites for municipal fleets

Responsible Departments: Fleets and Buildings

Xcel Energy Support: Julie Thoney (community service manager) and Larry Loverude (community service manager – EV lead)

Use data about current and planned fleet vehicle use to identify potential siting for EV charging stations. Use information about where fleet vehicles are kept when not in use, as well as information about frequently visited locations, to develop an inventory of potential charging sites.

Key Milestones:

- Based on outcomes of M4, determine charging infrastructure required at each site
- Prioritized installation based on vehicle replacement plan and building upgrade timing
- Work with Xcel Energy to identify any site limitations or power upgrade requirements
- Consider if there are co-benefit opportunities for public to use stations

M 7. Develop EV training for maintenance staff

Responsible Department: Fleets

Support employee professional development by providing training, to fleet mechanics, on EV maintenance and repair.

Key Milestones:

- Offer EV maintenance classes for light-duty vehicles as professional development (heavy-duty likely not maintained on site)
- Research applicable certifications
- Provide operator training and certification for City staff using EVs

M 8. Safety training for EMS

Responsible Departments: Fire and Police

Ensure emergency response staff understands the safety precautions that need to be taken in the case of an accident or fire involving an EV.

Key Milestones:

- Identify appropriate training
- Ensure all appropriate staff are trained and recertified as needed

M 9. Develop a fleet electrification plan (\$)

Responsible Departments: Planning, Fleets, and Transit

Create a plan that outlines which vehicles will be replaced with EVs and when based on vehicle use characteristics, replacement cycle, and available technology. This plan includes light-duty and transit fleets.

Key Milestones:

- Create a vehicle inventory (done)
- Identify priority vehicles for next 3-5 years (done)
- Purchase vehicles
- Update priorities as technology evolves (review every year or every 2 years)

M 10. Develop a time-of-use charging plan for municipal fleets

Responsible Department: Fleets

Xcel Energy Support: Julie Thoney (community service manager)

Enable charging controls to manage the time of day vehicles are charging. Optimize EV operations to take advantage of time-of-use electric rates by charging during off-peak hours, which can keep energy costs low.

Key Milestones:

- Identify the most applicable rates for each charging location, working with Xcel Energy representative
- Work with City departments to identify the vehicles where time of charging can be controlled, and which vehicles must always be charged for emergency response
- Work with IT department to program charging stations to reduce demand charges and take advantage of time of day rates as applicable
- Train employees on charging schedule and how to override as needed

Ride-and-Drive Events

Ride-and-drive events give the community a way to experience EVs in a relaxed, no-pressure environment. These events can be a fun way to build excitement around EVs and to dispel misconceptions that prevent people from buying EVs. Eau Claire has hosted ride-and-drive events in partnership with local organizations such as Xcel Energy and the Chippewa Valley Technical College Energy Education Center.

Hybrid Transit Buses

Out of the fleet of 22 transit buses owned by Eau Claire, 5 of the buses are hybrid electric and 3 more hybrid electric buses will be added in 2020. The hybrid electric buses have programmable “emissions-free zones” where the buses run entirely on the battery for a set distance. This allows Eau Claire to reduce air pollution in designated areas of bad air quality, such as under-served communities that are often impacted the most by poor air quality. Hybrid electric buses are estimated to reduce emissions by approximately 75% compared to traditional diesel buses, which suggests that Eau Claire has reduced emissions from transit buses by 6% in 2019 and will reduce emissions by 9% in 2020 (Ranganathan, 2007). The range of current battery electric buses (BEBs) is not sufficient to meet the needs of the transit routes, so hybrid buses are the best option for the transit department to reduce GHG emissions near term. Eau Claire is actively planning for charging infrastructure at the current and new transit facilities, to prepare for future charging needs when the range of BEBs increases to the required level and it is feasible to purchase BEBs for all routes.

Fleet Carma Study

Through a partnership with Xcel Energy and Fleet Carma, Eau Claire conducted a telematics sustainability study in 2019 to determine the best approach for transitioning to low emission vehicles for the municipal fleet. Through this study, 20 vehicles, including light-duty trucks, full-sized vans, sedans, and SUVs in the municipal fleet, were considered for replacement with EVs. Out of the 20 vehicles, Fleet Carma suggested that by exchanging 5 of the light-duty vehicles with EVs, Eau Claire could save:

- Over \$103,000 (12%) on total cost of ownership for the fleet over the service life of the vehicles,
- About 58 tons (37%) on annual CO₂ emissions over the service life of the vehicles,
- Approximately 4,500 gallons (37%) on annual fuel consumption over the service life of the vehicles.

Summary of Strategies by Focus Area

Modeling the Way		Building a Strong Foundation		Sowing the Seeds for Transition	
Strategy	Timing	Strategy	Timing	Strategy	Timing
M.1 Reallocate/realign budget/funding sources.	2020	B.1 Map existing infrastructure and potential siting locations	2020 – 2023	S.1 Increase awareness with education events	2020
M.2 Explore on demand micro-transit	2020	B.2 Conduct an economic analysis	2020	S.2 Encourage dealership ride-and-drive events	2020
M.3 Promote anti-idling policy	2020 – 2030	B.3 Work with large entities and employers to host EV charging stations.	2021 – 2030	S.3 Add EV information to the City website and social media	2020
M.4 Install municipal fleet EV chargers	2025 – 2030	B.4 Identify local travel corridors	2020	S.4 Provide education on permitting process.	2020
M.5 Update purchasing policy to support EVs	2021	B.5 Incorporate ADA compliance into public charging station design	2021	S.5 Assist and recognize local businesses that offer workplace charging.	2024
M.6 Plan charging sites for municipal fleets	2024	B.6 Establish and enforce parking rules for EV parking spots with charging stations	2022	S.6 Organize public group buys.	2026 - 2030
M.7 Develop EV training for maintenance staff	2020 – 2030	B.7 Establish budget for EV charging station installation and upkeep	2021 – 2030	S.7 Include EVs in minimum required parking spaces.	2023
M.8 Provide safety training for EMS	2020 – 2030	B.8 Provide training for electrical contractors	2021	S.8 Support adoption of state building code to require EV-ready construction.	2022
M.9 Develop a fleet electrification plan	2020 – 2030	B.9 Install public charging stations	2021 - 2030	S.9 Leverage TIF funding to require EV ready construction.	2022
M.10 Develop a time-of-use charging plan for municipal fleets	2025				

Heavy-Duty Vehicle Basics

Heavy-duty vehicles include a wide array of battery electric buses (BEBs), special purpose equipment, mowers, and other industrial vehicles. The technology for alternative battery heavy-duty vehicles is rapidly changing. BEBs are probably the most commercially available heavy-duty vehicles, currently. BEBs can reduce air and noise pollutants within a community while also reducing operating costs. Similar to BEVs, a BEB is all-electric, meaning it is fueled by energy stored in a battery, does not require diesel fuel, and does not produce tailpipe emissions. Many transit and school bus manufacturers are developing BEBs, in addition to traditional diesel buses. BEBs can travel 50 to 300 miles on a single charge, depending on the use of the bus (McCutcheon-Schour & Whitaker, 2017). Short-range BEBs have small batteries and can be charged quickly, while extended-range BEBs have large batteries that typically need to be charged overnight. Charging infrastructure for BEBs are substantial investments and should be coordinated with the utility. Fuel and maintenance cost savings often outweigh upfront costs, over time, due to the frequent use of transit and school buses. **Table 2** summarizes BEB characteristics and costs.

Table 2. Battery Electric Bus Overview (McCutcheon-Schour & Whitaker, 2017)

	Short Range	Extended Range
Range (Miles)	50-70	160-300
Battery Capacity (kWh)	94-126	324-440
Max Charging Rate (kW)	240-325	80-120
Mile Replenished in 5 min	12	5
Estimated Total Charging Time (0-100%)	<1 hour	<4.5 hours
Vehicle Costs	\$780,000	\$730,000-850,000
Charger Costs	\$350,000	\$8,000-\$40,000

Charging Stations

EV charging stations are separated into three categories, based on the speed at which the vehicle is charged: Levels 1, 2, and 3. Level 3 chargers are also known as DC fast chargers. The sections below detail the appropriate application for each type of charger.

Residential Charging Stations

Residents have two options for charging at home. Level 1 chargers use standard 120-volt AC outlets and can take 8 to 12 hours to fully charge a depleted battery. Level 2 chargers require a 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours. Residents can charge during off-peak hours to reduce the impact on the grid. **Table 3** provides a brief explanation, along with pros and cons of both types. All currently available EVs can use either charger type.

Eau Claire Transit Commission
 Monthly Ridership Report
 November 2019

	Monthly			YTD Ridership		
	2018	2019	% Change	2018	2019	% Change
Full Cash Fare	3,410	3,089	-9.4%	38,797	36,449	-6.1%
Full Fare Tickets	2,307	2,729	18.3%	24,517	29,787	21.5%
Tokens*	141	0	-100.0%	3,610	0	-100.0%
\$1.50 Fare	29	113	289.7%	316	577	82.6%
Student Cash Fare	693	497	-28.3%	8,991	8,158	-9.3%
Student Fare Tickets	149	55	-63.1%	1,627	1,272	-21.8%
1/2 Cash Fare	1,921	1,205	-37.3%	23,761	15,418	-35.1%
Reduced Fare Tickets	754	653	-13.4%	8,504	7,440	-12.5%
Monthly Pass	10,212	8,926	-12.6%	111,737	107,596	-3.7%
\$45 Pass	533	617	15.8%	2,089	6,650	218.3%
Half Fare Pass	13,710	10,742	-21.6%	149,430	135,421	-9.4%
CVTC Pass	1,091	471	-56.8%	9,336	5,871	-37.1%
Day Pass	3,488	2,438	-30.1%	44,177	31,695	-28.3%
MAX Pass	2,198	2,759	25.5%	25,835	24,975	-3.3%
Non-UWEC Ridership	40,636	34,294	-15.6%	452,727	411,309	-9.1%
UWEC	57,035	39,806	-30.2%	319,935	331,788	3.7%
Total	97,671	74,100	-24.1%	772,662	743,097	-3.8%
Community Table	170	470	176.5%	1,283	2,600	102.7%
Paratransit	3,221	2,674	-17.0%	38,279	31,437	-17.9%
Free	347	485	39.8%	8,774	9,979	13.7%
Pool	0	0	0.0%	3,230	2,485	-23.1%
Library	0	0	0.0%	2,420	2,143	-11.4%
Transfer	4,234	3,826	-9.6%	47,087	43,411	-7.8%
Total	105,643	81,555	-22.8%	873,735	835,152	-4.4%
Evening Ridership	4,074	2,609	-36.0%	37,432	36,084	-3.6%
Saturday Ridership	4,481	4,240	-5.4%	52,699	47,774	-9.3%
Miles of Service-Day	49,188	50,004	1.7%	565,740	567,261	0.3%
Passenger / Mile-Day	2.06	1.58	-23.5%	1.48	1.41	-4.7%
Hours of Service-Day	3,501	3,575	2.1%	39,274	38,926	-0.9%
Passenger / Hour-Day	29.01	22.08	-23.9%	21.29	20.53	-3.6%
Miles of Service-Eve.	8,456	8,242	-2.5%	88,816	90,134	1.5%
Passenger / Mile-Eve.	0.48	0.32	-34.3%	0.42	0.40	-5.0%
Hours of Service-Eve.	591	565	-4.5%	6,202	6,174	-0.5%
Passenger / Hour-Eve.	6.89	4.62	-33.0%	6.04	5.84	-3.2%
Saturday	4	4	0.0%	47	47	0.0%
Weekday School	17	16	-5.9%	155	156	0.6%
Weekday Non-school	5	5	0.0%	83	82	-1.2%

*Tokens accepted through 12/31/18

Eau Claire Transit Commission
 Monthly Ridership Report
 December 2019

	Monthly			YTD Ridership		
	2018	2019	% Change	2018	2019	% Change
Full Cash Fare	3,177	2,982	-6.14%	41,974	39,431	-6.06%
Full Fare Tickets	1,846	2,890	56.55%	26,363	32,677	23.95%
Tokens*	82	0	-100.00%	3,692	0	-100.00%
\$1.50 Fare	40	235	487.50%	356	812	128.09%
Student Cash Fare	629	430	-31.64%	9,620	8,588	-10.73%
Student Fare Tickets	163	178	9.20%	1,790	1,450	-18.99%
1/2 Cash Fare	1,567	1,171	-25.27%	25,328	16,589	-34.50%
Reduced Fare Tickets	703	562	-20.06%	9,207	8,002	-13.09%
Monthly Pass	9,390	8,056	-14.21%	121,127	115,652	-4.52%
\$45 Pass***	516	449	-12.98%	2,605	7,099	172.51%
Half Fare Pass	12,402	9,869	-20.42%	161,832	145,290	-10.22%
CVTC Pass	875	441	-49.60%	10,211	6,312	-38.18%
Day Pass	2,791	2,668	-4.41%	46,968	34,363	-26.84%
MAX Pass	1,865	2,323	24.56%	27,700	27,298	-1.45%
Non-UWEC Ridership	36,046	32,254	-10.52%	488,773	443,563	-9.25%
UWEC	45,244	37,005	-18.21%	365,179	368,793	0.99%
Total	81,290	69,259	-14.80%	853,952	812,356	-4.87%
Community Table	101	351	247.52%	1,384	2,951	113.22%
Paratransit	3,002		-100.00%	41,281	31,437	-23.85%
Free	404	490	21.29%	9,178	10,469	14.07%
Pool	0	0		3,230	2,485	-23.07%
Library	0	0		2,420	2,143	-11.45%
Transfer	3,919	3,579	-8.68%	51,006	46,990	-7.87%
Total	88,716	73,679	-16.95%	962,451	908,831	-5.57%
Evening Ridership	3,293	2,383	-27.63%	40,725	38,467	-5.54%
Saturday Ridership	5,496	3,604	-34.43%	58,195	51,378	-11.71%
Miles of Service-Day	49,451	48,800	-1.32%	615,191	616,061	0.14%
Passenger / Mile-Day	1.73	1.46	-15.42%	1.50	1.41	-5.71%
Hours of Service-Day	3,457	3,522	1.88%	42,731	42,448	-0.66%
Passenger / Hour-Day	24.71	20.24	-18.08%	21.57	20.50	-4.94%
Miles of Service-Eve.	7,714	8,298	7.57%	96,530	98,432	1.97%
Passenger / Mile-Eve.	0.43	0.29	-32.73%	0.42	0.39	-7.37%
Hours of Service-Eve.	539	568	5.36%	6,741	6,742	0.01%
Passenger / Hour-Eve.	6.11	4.20	-31.32%	6.04	5.71	-5.56%
Saturday	5	4	-20.00%	52	51	-1.92%
Weekday School	15	15	0.00%	170	171	0.59%
Weekday Non-school	5	6	20.00%	88	88	0.00%

*Tokens accepted through 12/31/18

Eau Claire Transit System

Operating Revenues

Report Date: November 30, 2019

% of Year Expired: 91.7%

	Prior Year		Current Year		
	2018 Budget	2018 Y-T-D	2019 Budget	2019 Y-T-D	% of Budget
Full Fare Cash	\$ 73,000	\$ 67,596	\$ 75,500	\$ 63,727	84.4%
Full Fare Pass	\$ 122,000	\$ 140,080	\$ 165,000	\$ 132,400	80.2%
Full Fare Tickets	\$ 47,800	\$ 28,921	\$ 32,000	\$ 40,492	126.5%
Tokens Redeemed	\$ -	\$ 4,640	\$ -	\$ -	
Day Pass	\$ 51,700	\$ 33,608	\$ 38,900	\$ 24,319	62.5%
Total Full Adult Fares	\$ 294,500	\$ 274,844	\$ 311,400	\$ 260,938	83.8%
Income-Qualifying Cash	\$ -	\$ 308	\$ 1,900	\$ 854	44.9%
Income-Qualifying Pass	\$ -	\$ 3,015	\$ 5,400	\$ 5,895	109.2%
Total I-Q Fares:	\$ -	\$ 3,323	\$ 7,300	\$ 6,749	92.4%
Reduced Fare Cash	\$ 15,000	\$ 20,126	\$ 21,100	\$ 13,098	62.1%
Reduced Fare Pass	\$ 70,000	\$ 74,104	\$ 82,500	\$ 74,463	90.3%
Reduced Fare Tickets	\$ 7,800	\$ 6,542	\$ 7,700	\$ 8,067	104.8%
Total Reduced Fares	\$ 92,800	\$ 100,771	\$ 111,300	\$ 95,628	85.9%
Student Fare Cash	\$ 21,000	\$ 11,186	\$ 7,800	\$ 10,216	131.0%
Student Fare Tickets	\$ 1,900	\$ 2,034	\$ 1,900	\$ 2,198	115.7%
Student MAX Pass	\$ 21,200	\$ 27,610	\$ 27,900	\$ 29,205	104.7%
CVTC Student Pass	\$ 11,800	\$ 7,375	\$ 7,500	\$ 4,000	53.3%
UW - Eau Claire	\$ 389,000	\$ 389,000	\$ 400,000	\$ 396,000	99.0%
Pool/Library	\$ 7,000	\$ 8,792	\$ 8,000	\$ 625	7.8%
Total Student Fares	\$ 451,900	\$ 445,997	\$ 453,100	\$ 442,244	97.6%
Paratransit Co-Pay	\$ 175,000	\$ 142,160	\$ 162,000	\$ 86,807	53.6%
Agency Fare	\$ 180,500	\$ 138,995	\$ 155,000	\$ 166,450	107.4%
Local Reimbursement	\$ 3,200	\$ 950	\$ 1,500	\$ 527	35.2%
State PT Assistance	\$ 61,900	\$ 61,475	\$ 60,000	\$ 62,450	104.1%
Total Paratransit	\$ 420,600	\$ 343,579	\$ 378,500	\$ 316,234	83.5%
Federal Assistance	\$ 1,787,100	\$ 1,232,061	\$ 1,804,700	\$ 1,209,167	67.0%
State Assistance	\$ 1,402,900	\$ 1,368,229	\$ 1,449,600	\$ 1,460,579	100.8%
EC County Assistance	\$ 134,800	\$ 100,852	\$ 143,400	\$ 100,664	70.2%
Altoona Assistance	\$ 67,900	\$ 33,539	\$ 70,800	\$ 34,559	48.8%
Total Assistance	\$ 3,392,700	\$ 2,734,681	\$ 3,468,500	\$ 2,804,968	80.9%
Advertising	\$ 52,000	\$ 41,352	\$ 52,000	\$ 67,517	129.8%
Vending Commission	\$ -	\$ 4,447	\$ -	\$ 7,579	
Gifts & Donations	\$ -	\$ -	\$ -	\$ -	
Other Penalties	\$ -	\$ (51)	\$ -	\$ -	
Miscellaneous	\$ 1,000	\$ 899	\$ 1,000	\$ 8,308	830.8%
General Fund - Operation:	\$ 1,106,000	\$ 921,660	\$ 1,133,800	\$ 1,056,733	93.2%
Sale of Capital Assets	\$ -	\$ 2,011	\$ -	\$ 2,099	
Fund Balance Applied	\$ -	\$ -	\$ -	\$ -	
Fund Balance Used for CI	\$ -	\$ -	\$ -	\$ -	
Total Other	\$ 1,159,000	\$ 970,317	\$ 1,186,800	\$ 1,142,236	96.2%
TOTAL REVENUES	\$ 5,811,500	\$ 4,873,513	\$ 5,916,900	\$ 5,068,996	85.7%

Eau Claire Transit System

Operating Expenses

Report Date: November 30, 2019

% of Year Expired: 91.7%

	Prior Year		Current Year		
	2018 Budget	2018 Y-T-D	2019 Budget	2019 Y-T-D	% of Budget
Admin Wages	\$ 285,065	\$ 271,784	\$ 300,500	\$ 267,242	88.9%
Admin OT Wages	\$ 12,000	\$ 2,396	\$ 12,000	\$ 1,536	12.8%
Admin Benefits	\$ 212,685	\$ 193,014	\$ 211,239	\$ 167,731	79.4%
Operator Wages	\$ 1,342,120	\$ 1,139,778	\$ 1,414,400	\$ 1,154,818	81.6%
Operator OT Wages	\$ 23,000	\$ 104,216	\$ 23,000	\$ 181,788	790.4%
Operator Benefits	\$ 714,726	\$ 564,688	\$ 687,355	\$ 587,995	85.5%
Shop Wages	\$ 251,415	\$ 231,721	\$ 266,900	\$ 244,193	91.5%
Shop OT Wages	\$ 23,800	\$ 35,493	\$ 23,800	\$ 58,865	247.3%
Shop Benefits	\$ 144,200	\$ 116,330	\$ 124,206	\$ 129,804	104.5%
Total Payroll	<u>\$ 3,009,011</u>	<u>\$ 2,659,419</u>	<u>\$ 3,063,400</u>	<u>\$ 2,793,974</u>	91.2%
Printing & Binding	\$ 15,300	\$ 10,329	\$ 15,300	\$ 8,625	56.4%
Advertising & Marketing	\$ 30,000	\$ 23,042	\$ 30,000	\$ 18,360	61.2%
Custodial	\$ 17,900	\$ 16,955	\$ 17,900	\$ 17,408	97.2%
Security	\$ 33,200	\$ 30,070	\$ 33,200	\$ 26,751	80.6%
Utilities	\$ 12,200	\$ 7,157	\$ 12,200	\$ 8,112	66.5%
Ins & Admin Charges	\$ 184,200	\$ 153,192	\$ 177,000	\$ 168,927	95.4%
Misc. Services	\$ 314,300	\$ 235,145	\$ 377,300	\$ 364,961	96.7%
Total Services	<u>\$ 607,100</u>	<u>\$ 475,889</u>	<u>\$ 662,900</u>	<u>\$ 613,143</u>	92.5%
Office Supplies	\$ 4,400	\$ 3,063	\$ 4,400	\$ 1,128	25.6%
Uniforms & Clothing	\$ 12,200	\$ 10,199	\$ 12,200	\$ 10,669	87.4%
Gas	\$ 2,700	\$ 1,006	\$ 2,700	\$ 915	33.9%
Diesel Fuel	\$ 419,400	\$ 283,932	\$ 419,400	\$ 250,784	59.8%
Motor Oil	\$ 20,500	\$ 15,131	\$ 20,500	\$ 13,141	64.1%
Tires	\$ 37,300	\$ 52,644	\$ 38,300	\$ 50,637	132.2%
Supplies	\$ 270,500	\$ 341,919	\$ 274,800	\$ 512,929	186.7%
Tool/Shop	\$ 7,500	\$ 8,876	\$ 7,500	\$ 9,891	131.9%
Equip Purchase	\$ -	\$ 12,961	\$ -	\$ -	
Misc. Materials/Supplies	\$ 4,900	\$ 535	\$ 4,900	\$ 1,746	35.6%
Total Materials/Supplies	<u>\$ 779,400</u>	<u>\$ 730,266</u>	<u>\$ 784,700</u>	<u>\$ 851,839</u>	108.6%
Purchased Transp.	\$ 1,307,200	\$ 1,045,108	\$ 1,314,200	\$ 898,899	68.4%
Paratransit Cer	\$ 64,600	\$ 62,634	\$ 68,000	\$ 48,910	71.9%
Total Paratransit	<u>\$ 1,371,800</u>	<u>\$ 1,107,742</u>	<u>\$ 1,382,200</u>	<u>\$ 947,809</u>	68.6%
Unfund Pen	\$ 37,900	\$ 34,742	\$ 37,900	\$ 34,742	91.7%
Loss on Disp of Equip	\$ -	\$ -	\$ -	\$ -	
Capital Purchases	\$ -	\$ -	\$ -	\$ -	
Depreciation	\$ -	\$ -	\$ -	\$ -	
Other Charges/Adj	\$ -	\$ -	\$ -	\$ -	
Total Other	<u>\$ 37,900</u>	<u>\$ 34,742</u>	<u>\$ 37,900</u>	<u>\$ 34,742</u>	91.7%
TOTAL EXPENSES	<u><u>\$ 5,805,211</u></u>	<u><u>\$ 5,008,057</u></u>	<u><u>\$ 5,931,100</u></u>	<u><u>\$ 5,241,508</u></u>	88.4%



EAU CLAIRE TRANSIT

MANAGER'S REPORT

JANUARY 15, 2020

SUMMARY OF INCOME QUALIFYING FARE USAGE

Included in your packet is a summary of the usage of the new fare that is for those people who are experiencing low income.

UPDATE ON THE TRANSIT DEVELOPMENT PLAN

SRF will review its initial delivery product – Summary of Current Service and Public Engagement to this date. This will be reviewed by the Steering Committee. They have begun working on the recommendations part of the plan.

WIPTA UPDATE

This year, WIPTA's Spring Legislative day will be held at the Capitol Rotunda on February 26th. Systems and Transportation associations will have information tables set up and legislators will be encouraged to come and visit them throughout the day. If anyone from the commission would like to participate, I will be going up for the Day. I will likely have to leave by 7AM and will return by 6PM.

New Income-Qualifying Fare Progress Report

	Apps Received	Permits Issued	\$1.50 Trips	Passes Sold	\$45 Pass Trips
January	0	0	68	9	456
February	1	1	46	8	368
March	2	2	40	14	735
April	1	1	81	7	631
May	7	8	37	7	542
June	2	2	32	6	633
July	7	10	28	9	675
August	1	1	32	9	719
September	2	7	16	10	585
October	1	4	84	11	689
November	3	6	113	11	617
December	3	7	235	4	449
Total:	30	49	812	105	7099