

# Eau Claire Transit System

## Operating Revenues

Report Date: March 31, 2020

% of Year Expired: 25.0%

	Prior Year		Current Year		% of Budget
	2019 Budget	2019 Y-T-D	2020 Budget	2020 Y-T-D	
Full Fare Cash	\$ 75,500	\$ 17,019	\$ 70,000	\$ 14,646	20.9%
Full Fare Pass	\$ 165,000	\$ 50,950	\$ 170,000	\$ 45,280	26.6%
Full Fare Tickets	\$ 32,000	\$ 2,356	\$ 50,000	\$ 12,844	25.7%
Tokens Redeemed	\$ -	\$ -	\$ -	\$ -	
Day Pass	\$ 38,900	\$ 7,376	\$ 27,000	\$ 5,475	20.3%
Total Full Adult Fares	\$ 311,400	\$ 77,701	\$ 317,000	\$ 78,245	24.7%
Income-Qualifying Cash	\$ 1,900	\$ 230	\$ 1,000	\$ 624	62.4%
Income-Qualifying Pass	\$ 5,400	\$ 2,790	\$ 8,000	\$ 2,340	29.3%
Total I-Q Fares:	\$ 7,300	\$ 3,020	\$ 9,000	\$ 2,964	32.9%
Reduced Fare Cash	\$ 21,100	\$ 3,447	\$ 15,000	\$ 2,621	17.5%
Reduced Fare Pass	\$ 82,500	\$ 26,434	\$ 90,000	\$ 26,477	29.4%
Reduced Fare Tickets	\$ 7,700	\$ 415	\$ 10,000	\$ 2,165	21.7%
Total Reduced Fares	\$ 111,300	\$ 30,296	\$ 115,000	\$ 31,263	27.2%
Student Fare Cash	\$ 7,800	\$ 2,380	\$ 11,000	\$ 1,704	15.5%
Student Fare Tickets	\$ 1,900	\$ 103	\$ 2,200	\$ 288	13.1%
Student MAX Pass	\$ 27,900	\$ 13,400	\$ 40,000	\$ 7,700	19.3%
CVTC Student Pass	\$ 7,500	\$ -	\$ 7,500	\$ -	0.0%
UW - Eau Claire	\$ 400,000	\$ 127,475	\$ 400,000	\$ 133,000	33.3%
Pool/Library	\$ 8,000	\$ -	\$ 8,500	\$ -	0.0%
Total Student Fares	\$ 453,100	\$ 143,358	\$ 469,200	\$ 142,691	30.4%
Paratransit Co-Pay	\$ 162,000	\$ 24,483	\$ 101,500	\$ 22,918	22.6%
Agency Fare	\$ 155,000	\$ 52,326	\$ 209,000	\$ 38,998	18.7%
Local Reimbursement	\$ 1,500	\$ 90	\$ 1,100	\$ 83	7.6%
State PT Assistance	\$ 60,000	\$ -	\$ 61,500	\$ 68,547	111.5%
Total Paratransit	\$ 378,500	\$ 76,899	\$ 373,100	\$ 130,546	35.0%
Federal Assistance	\$ 1,804,700	\$ -	\$ 1,813,000	\$ -	0.0%
State Assistance	\$ 1,449,600	\$ -	\$ 1,487,000	\$ -	0.0%
EC County Assistance	\$ 143,400	\$ 13,631	\$ 132,700	\$ 28,003	21.1%
Altoona Assistance	\$ 70,800	\$ -	\$ 70,300	\$ -	0.0%
Total Assistance	\$ 3,468,500	\$ 13,631	\$ 3,503,000	\$ 28,003	0.8%
Advertising	\$ 52,000	\$ 17,353	\$ 71,400	\$ 8,690	12.2%
Vending Commission	\$ -	\$ 542	\$ 4,000	\$ 887	22.2%
Gifts & Donations	\$ -	\$ -	\$ -	\$ -	#DIV/0!
Other Penalties	\$ -	\$ -	\$ -	\$ 36	#DIV/0!
Miscellaneous	\$ 1,000	\$ 44	\$ 600	\$ 487	81.2%
General Fund - Operations	\$ 1,133,800	\$ 288,201	\$ 1,182,100	\$ -	0.0%
Sale of Capital Assets	\$ -	\$ -	\$ -	\$ 974	#DIV/0!
Fund Balance Applied	\$ -	\$ -	\$ 17,500	\$ -	0.0%
Fund Balance Used for CIF	\$ -	\$ -	\$ -	\$ -	#DIV/0!
Total Other	\$ 1,186,800	\$ 306,139	\$ 1,275,600	\$ 11,075	0.9%
<b>TOTAL REVENUES</b>	<b>\$ 5,916,900</b>	<b>\$ 651,043</b>	<b>\$ 6,061,900</b>	<b>\$ 424,786</b>	<b>7.0%</b>

# Eau Claire Transit System

## Operating Expenses

Report Date: March 31, 2020

% of Year Expired: 25.0%

	Prior Year		Current Year		
	2019 Budget	2018 Y-T-D	2020 Budget	2020 Y-T-D	% of Budget
Admin Wages	\$ 300,500	\$ 48,544	\$ 313,400	\$ 69,316	22.1%
Admin OT Wages	\$ 12,000	\$ 79	\$ 12,000	\$ 153	1.3%
Admin Benefits	\$ 211,239	\$ 38,752	\$ 262,836	\$ 53,793	20.5%
Operator Wages	\$ 1,414,400	\$ 284,851	\$ 1,384,000	\$ 222,235	16.1%
Operator OT Wages	\$ 23,000	\$ 20,736	\$ 23,000	\$ 55,161	239.8%
Operator Benefits	\$ 687,355	\$ 154,202	\$ 721,836	\$ 122,226	16.9%
Shop Wages	\$ 266,900	\$ 52,923	\$ 278,600	\$ 57,501	20.6%
Shop OT Wages	\$ 23,800	\$ 15,731	\$ 23,800	\$ 7,187	30.2%
Shop Benefits	\$ 124,206	\$ 30,969	\$ 164,427	\$ 34,401	20.9%
Total Payroll	\$ 3,063,400	\$ 646,788	\$ 3,183,900	\$ 621,972	19.5%
Printing & Binding	\$ 15,300	\$ 2,403	\$ 7,500	\$ 1,600	21.3%
Advertising & Marketing	\$ 30,000	\$ 1,089	\$ 28,000	\$ 8,747	31.2%
Custodial	\$ 17,900	\$ 4,748	\$ 17,900	\$ 4,748	26.5%
Security	\$ 33,200	\$ 7,620	\$ 33,200	\$ 6,282	18.9%
Utilities	\$ 12,200	\$ 3,106	\$ 8,800	\$ 1,817	20.7%
Ins & Admin Charges	\$ 177,000	\$ 46,071	\$ 167,800	\$ 32,690	19.5%
Misc. Services	\$ 377,300	\$ 91,592	\$ 323,600	\$ 94,970	29.3%
Total Services	\$ 662,900	\$ 156,628	\$ 586,800	\$ 150,853	25.7%
Office Supplies	\$ 4,400	\$ 459	\$ 3,300	\$ 818	24.8%
Uniforms & Clothing	\$ 12,200	\$ 954	\$ 11,700	\$ 238	2.0%
Gas	\$ 2,700	\$ 219	\$ 1,500	\$ 192	12.8%
Diesel Fuel	\$ 419,400	\$ 66,590	\$ 381,500	\$ 57,817	15.2%
Motor Oil	\$ 20,500	\$ 4,164	\$ 17,000	\$ 3,953	23.3%
Tires	\$ 38,300	\$ 8,715	\$ 55,000	\$ 2,670	4.9%
Supplies	\$ 274,800	\$ 97,593	\$ 310,900	\$ 125,080	40.2%
Tool/Shop	\$ 7,500	\$ 3,890	\$ 9,100	\$ 6,514	71.6%
Equip Purchase	\$ -	\$ -	\$ 2,500	\$ -	
Misc. Materials/Supplies	\$ 4,900	\$ 1,252	\$ 2,100	\$ 886	42.2%
Total Materials/Supplies	\$ 784,700	\$ 183,837	\$ 794,600	\$ 198,170	24.9%
Purchased Transp.	\$ 1,314,200	\$ 266,535	\$ 1,314,200	\$ 237,014	18.0%
Paratransit Cer	\$ 68,000	\$ 12,666	\$ 72,000	\$ 11,934	16.6%
Total Paratransit	\$ 1,382,200	\$ 279,201	\$ 1,386,200	\$ 248,948	18.0%
Unfund Pen	\$ 37,900	\$ 9,475	\$ 37,900	\$ 9,475	25.0%
Loss on Disp of Equip	\$ -	\$ -			
Capital Purchases	\$ -	\$ -			
Depreciation	\$ -	\$ -			
Other Charges/Adj	\$ -	\$ -			
Total Other	\$ 37,900	\$ 9,475	\$ 37,900	\$ 9,475	25.0%
<b>TOTAL EXPENSES</b>	<b>\$ 5,931,100</b>	<b>\$ 1,275,929</b>	<b>\$ 5,989,400</b>	<b>\$ 1,229,418</b>	<b>20.5%</b>

Eau Claire Transit Commission  
 Monthly Ridership Report  
 April 2020

	Monthly			YTD Ridership		
	2019	2020	% Change	2019	2020	% Change
Full Fare Cash	3,392	0	-100.00%	13,210	8,253	-37.52%
Full Fare Tickets*	2,965	0	-100.00%	10,637	7,555	-28.97%
\$1.50 Cash Fare	81	0		235	411	74.89%
Student Cash Fare	709	0	-100.00%	2,616	1,358	-48.09%
Student Fare Tickets	32	0	-100.00%	251	117	-53.39%
1/2 Cash Fare	1,475	0	-100.00%	5,574	3,030	-45.64%
Reduced Fare Tickets	683	0	-100.00%	2,266	1,519	-32.97%
Monthly Pass	10,533	0	-100.00%	41,621	20,454	-50.86%
\$45 Pass	631	0	-100.00%	631	1,566	148.18%
Half Fare Pass	13,328	0	-100.00%	47,591	30,282	-36.37%
CVTC Pass	813	1	-99.88%	2,960	1,104	-62.70%
Day Pass	2,776	1	-99.96%	12,194	6,094	-50.02%
MAX Pass	2,744	0	-100.00%	8,199	7,949	-3.05%
Non-UWEC Ridership	40,162	2	-100.00%	147,985	89,692	-39.39%
UWEC	57,781	0	-100.00%	184,492	78,299	-57.56%
Total	97,943	2	-100.00%	334,036	167,991	-49.71%
Community Table	156	87	-44.23%	616	789	
Paratransit	2,927		-100.00%	11,328	7,435	-34.37%
Free	2,102	17,219	719.17%	3,411	26,335	672.06%
Pool	0	0		0	0	
Library	0	0		0	0	
Transfer	4,035	0	-100.00%	15,522	9,593	-38.20%
Total	107,163	17,308	-83.85%	364,913	212,143	-41.86%
Evening Ridership	4,542	1,252	-72.44%	14,945	8,949	-40.12%
Saturday Ridership	4,221	1,834	-56.55%	18,039	14,013	-22.32%
Miles of Service-Day	53,545	46,157	-13.80%	203,285	196,153	-3.51%
Passenger / Mile-Day	1.92	0.35	-81.85%	1.72	1.04	-39.83%
Hours of Service-Day	3,812	3,418	-10.33%	14,322	14,116	-1.44%
Passenger / Hour-Day	26.92	4.70	-82.55%	24.44	14.39	-41.09%
Miles of Service-Eve.	9,124	7,888	-13.55%	33,196	26,771	-19.35%
Passenger / Mile-Eve.	0.50	0.16	-68.12%	0.45	0.33	-25.75%
Hours of Service-Eve.	626	537	-14.14%	2,283	2,195	-3.84%
Passenger / Hour-Eve.	7.26	2.33	-67.89%	6.55	4.08	-37.73%
Saturday	4	4	0.00%	17	17	0.00%
Weekday School***	0	0	#DIV/0!	50	49	-2.00%
Weekday Non-school	22	22	0.00%	36	38	5.56%

DATE	TOTAL TRIPS	Fare Trips	Pass Trips	Lost Fare Revenue Individual Trips*	Lost Fare Revenue Monthly Passes**
16-Mar	1539				
17-Mar	1389				
18-Mar	1058				
19-Mar	1019				
20-Mar	989	267	603	\$384.48	
21-Mar	651	176	397	\$253.44	
23-Mar	873	236	533	\$339.84	
24-Mar	819	221	500	\$318.24	
25-Mar	727	196	443	\$282.24	
26-Mar	706	191	431	\$275.04	
27-Mar	786	212	479	\$305.28	
28-Mar	470	127	287	\$182.88	
30-Mar	925	250	564	\$360.00	
31-Mar	782	211	477	\$303.84	
TOTALS	12733	2087	4714	\$1,586.12	\$3,317.26
1-Apr	936	253	571	\$364.32	
2-Apr	801	216	489	\$311.04	
3-Apr	801	216	489	\$311.04	
4-Apr	470	127	287	\$182.88	
6-Apr	754	204	460	\$293.76	
7-Apr	668	180	407	\$259.20	
8-Apr	787	212	480	\$305.28	
9-Apr	703	190	429	\$273.60	
10-Apr	633	171	386	\$246.24	
11-Apr	465	126	284	\$181.44	
13-Apr	659	178	402	\$256.32	
14-Apr	672	181	410	\$260.64	
15-Apr	675	182	412	\$262.08	
16-Apr	701	189	428	\$272.16	
17-Apr	671	181	409	\$260.64	
18-Apr	472	127	288	\$182.88	
20-Apr	552	149	337	\$214.56	
21-Apr	734	198	448	\$285.12	
22-Apr	718	194	438	\$279.36	
23-Apr	700	189	427	\$272.16	
24-Apr	646	174	394	\$250.56	
25-Apr	422	114	257	\$164.16	
27-Apr	590	159	360	\$228.96	
28-Apr	601	162	367	\$233.28	

\* Based on avg of \$1.44/\$ Trip  
\*\* Based on 54 Trips/Pass  
and \$38/Pass Averages

Red Dates are Saturdays  
**BEGINNING OF WAIVED FARES**

MARCH LOST REVENUE

\$4,903.38

DATE	TOTAL TRIPS	Fare Trips	Pass Trips	Trips* Lost Fare Revenue Individual	Lost Fare Revenue Monthly Passes**	
29-Apr	683	184	417	\$264.96		
30-Apr	741	200	452	\$288.00		APRIL LOST REVENUE
	17255	4656	10528	\$3,538.56	\$7,408.59	\$10,947.15
1-May	766	207	467	\$298.08		
2-May	529	143	323	\$205.92		
4-May	740	200	451	\$288.00		
5-May	859	232	524	\$334.08		
6-May	744	201	454	\$289.44		
7-May	857	231	523	\$332.64		
8-May	727	196	443	\$282.24		
9-May	499	135	304	\$194.40		
11-May	860	232	525	\$334.08		
12-May		0	0	\$0.00		
13-May		0	0	\$0.00		
14-May		0	0	\$0.00		
15-May		0	0	\$0.00		
16-May		0	0	\$0.00		
18-May		0	0	\$0.00		
19-May		0	0	\$0.00		
20-May		0	0	\$0.00		
21-May		0	0	\$0.00		
22-May		0	0	\$0.00		
23-May		0	0	\$0.00		
26-May		0	0	\$0.00		
27-May		0	0	\$0.00		
28-May		0	0	\$0.00		
29-May		0	0	\$0.00		
30-May		0	0	\$0.00		May Lost Revenue
	6581	1777	4014	\$2,558.88	\$2,824.67	\$5,383.55

	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	ROUTE	FRONT DOOR BOARDINGS	PERCENTAGE
	1	2&12	3	4	5&15	6	7&17	8&18-1	8&18-2	9-1	9-2	9-3	9-4	20&21	E1	E10			
1-Apr	159	96	90	66	97	91	107	57	72	5	1	4		74	6	9			
2-Apr	122	73	97	73	81	89	72	48	64	8	15	4		44	6	5			
3-Apr	134	66	84	48	80	97	77	55	76	4	12	5		54	3	6			
4-Apr	79	45	41		43	67	73	52						70					
6-Apr	141	49	59	73	96	104	57	53	39	4	6	1		63	4	4			
7-Apr	116	44	57	72	70	81	69	37	51					57	7	6			
8-Apr	118	52	72	76	82	103	88	48	68					68	6	6			
9-Apr	121	59	77	69	67	81	56	58	54					49	6	6			
10-Apr	129	56	55	43	70	69	59	50	39					52	2	7			
11-Apr	104	41	35		60	67	51	56						51					
13-Apr	78	50	102	58	109	43	47	49	53					59	5	6			
14-Apr	129	37	47	53	60	137	55	52	41					46	7	8			
15-Apr	132	44	51	61	44	78	87	62	48					55	6	7			
16-Apr	127	47	49	73	75	98	68	37	56					61	5	5			
17-Apr	110	45	56	42	67	80	42	128	39					55	4	3			
18-Apr	100	41	54		43	102	47	45						40					
20-Apr	77	71	51	60		47	67	56	49					40	6	28			
21-Apr	121	54	76	63	99	89	60	56	51					52	7	6			
22-Apr	133	58	67	48	82	89	77	44	46					58	6	10	<b>21</b>	2.92%	
23-Apr	133	56	69	43	60	88	77	49	62					50	6	7	<b>29</b>	4.14%	
24-Apr	127	63	54	44	67	94	55	52	31					49	3	7	<b>29</b>	4.49%	
25-Apr	80	37	35		42	71	60	54						43			<b>21</b>	4.98%	
27-Apr	100	48	54	52	92	68	39	29	68					32	6	2	<b>18</b>	3.05%	
28-Apr	106	63	67	60	46	76	56	38	39					37	6	7	<b>15</b>	2.50%	
29-Apr	126	48	67	58	77	114	71	50	37					32	6	8	<b>25</b>	3.66%	
30-Apr	126	39	62	69	78	91	59	70	53					66	6	6	<b>29</b>	3.91%	
	<b>3028</b>	<b>1382</b>	<b>1628</b>	<b>1304</b>	<b>1787</b>	<b>2214</b>	<b>1676</b>	<b>1385</b>	<b>1136</b>	<b>21</b>	<b>34</b>	<b>14</b>	<b>0</b>	<b>1357</b>	<b>119</b>	<b>159</b>	<b>187</b>	<b>3.67%</b>	



## **EAU CLAIRE TRANSIT**

910 Forest Street  
Eau Claire, WI 54703  
(715) 839-5111  
(715) 839-1693 FAX

TO: Vicki Seltun; Jeff Pippenger

FROM: Tom Wagener

DATE: 4/29/20

SUBJECT: **Update-Summary of COVID-19 related actions**

### **3.6.20**

Coronavirus Communication Plan distributed to all employees via e-mail.  
Posted in the Driver's Room.

### **3.10.20**

"Stop the Spread of Germs" and "COVID-19 Community infographic"  
posted in Driver's Room, at the Transfer Center, on all buses and on Facebook.

### **3.12.20**

- Stopped Issuing Transfers – (these paper items previously would come directly from the passenger to the driver)
- All buses that were placed in Revenue service are thoroughly disinfected at the end of the day.

### **3.17.20**

Relaxed Leave Policies distributed to all city employees via e-mail. Posted in the Driver's Room.

### **3.20.20**

- Fares waived on all buses.
- Majority of Passengers required to entire through the rear door.
- Buses restocked with gloves for driver use when boarding passengers who need assistance.
- Transit Manager begins spending daily office hours at the Transfer Center at random times to be available to operators and receive their feedback directly regarding changes in place because of COVID-19 pandemic.
- Some Drivers request masks

### **3.23.20**

Disposable masks provided to the drivers. Search for reusable ones

started.

#### **3.24.20**

Central Maintenance Facility Closed to the Public and restricted access enforced.

#### **3.30.20**

Draft FFCRA Policy distributed to all employees via e-mail. Posted in the Driver's room.

#### **3.31.20**

Capacity limitations placed on all buses and seats marked to ensure passengers are maintaining 6 feet separation to the extent possible.

#### **4.1.20**

Updates to Travel and Relaxed Leaves Policies During COVID-19 Outbreak distributed to all employees via e-mail. Posted in the Driver's Room.

#### **4.6.20**

Additional Paid Leave Option Related to COVID-19 (Donated Sick Leave) distributed to all employees via e-mail. Posted in the Driver's Room.

#### **4.7.20**

Routes 9 and 19 were discontinued due to lack of demand.

#### **4.9.20**

Driver concerns about symptomatic passengers and those repeatedly using the fixed routes for no apparent essential need are being researched in order to implement best practices.

#### **4.13.20**

- The buses on routes 1 and 6 will be disinfected twice each week day as they are the most utilized routes in the system with over 100 passengers per day. The 4 routes with the next highest ridership will be disinfected 1 time each day. All buses continue to be disinfected after each day's use.
- Reusable masks provided to all the drivers.

#### **4.14.20**

Reusable masks provided for passengers on all bus routes. Supply replenished as received.

#### **4.15.20**

- Updated Transit User Expectations posted at the Transfer center and on all the buses.
- Driver's request "ear savers" for wearing masks.

#### **4.17.20**

"Ear savers" for wearing masks distributed to all drivers.



**4.21.20**

Policy Update to the City's FFCRA policy distributed to all employees via e-mail. Posted in the Driver's Room.

**Continuous**

All City Employee e-mails and attachments posted in Driver's Room.

	QUESTION 1		QUESTION 2	QUESTION 3		QUESTION 4	
SYSTEMS	If you are currently operating reduced transit services, do you anticipate returning to your regular service levels?	If so, do you have a tentative date set? If no, why not?	If you currently have capacity constraints on your buses, do you anticipate increasing capacity following the Safer at Home order, CDC recommendations or will you increase capacity based on the situation locally in your community? If you are increasing capacity, please list from what to what.	Is your city/county preparing for budget shortfalls for 2020 or 2021?	If so, have you been instructed to prepare for service cuts, budget cuts, etc.?	If you are currently providing trips at no cost to customers, do you have an anticipated date of charging fares again?	If so, what's the anticipated date?
Green Bay	No	I think it will take time for transit to rebound. This will also provide the opportunity to re-evaluate what we are doing.	We will continue to use CDC recommendations, to the best of our ability.	No		We are hoping by 6/1/20. Based on some preventative measures we are putting into place.	
Janesville	Yes	the only service level we reduced was our extra service route trippers; we'll bring them back when the new academic year begins. I am reaching out now to see if the school district have begun to think about middle and high school transportation next year.	NA; we encourage social distancing, but have not put in place a specific capacity number.	Yes	we have been asked to look at non-service level and non-employee reductions, like minor projects or contracts. But, likely more is to come. we are planning to use the CARES funding to maintain general fund subsidy through CY 2022	NA, we never stopped charging fares.	N/A
City of Chippewa Falls	Yes	Not determined yet. We are running two hours less per day.	We are just a shared ride taxi, running with minivans. We are carrying one passenger at a time, when possible. We will be continuing this for a while, not sure how long.	Not sure, but probably. (I'm a contracted administrator.)		We are still charging fares. (We are a shared ride taxi system.)	N/A
Oshkosh	Yes	Still operating regular service to maintain social distancing to the extent possible.	No constraints – ridership remains low and we didn't want to be in the position of deciding who could/should ride	Not yet – but we have been told 2021 will be a very challenging budget year. I anticipate some type of cost savings will be requested		We are still charging fares to encourage essential rides only	N/A

<b>Stevens Point</b>	Yes	The only services that we reduced were related to the University. At this time UWSP has not determined what exactly the next academic calendar year will look like. Once they make some decisions we can work with them on what their transportation needs will be.	Decisions have included CDC recommendations as well as county health dept. recommendations. I anticipate that will not change. Thus far Portage County has only seven confirmed cases and ridership has been extremely low. We did not put capacity limits on the buses, but encourage social distancing, and essential rides, etc.	Like all municipalities yes the city/county are preparing. Public transportation has not been instructed to prepare for service cuts at this time.		There have been no discussions nor dates thus far. The Mayor will most likely make that decision.
<b>BART</b>	Yes	We plan on restoring three of our fixed routes on May 26th, we will look at the other routes after more business open and ridership starts to return	We will base any increase in capacity on local conditions	N/A		No
<b>Madison</b>	Probably not this year. We won't have the capacity with social distancing to resume our regular route service.		So far, we are following the Public Health Dept guidelines.	The budget for 2020 is short! A spending and hiring freeze is now in effect. New spending will be evaluated based on whether it is necessary for the pandemic recovery effort. 2021 will likely be short, too. Madison is just beginning the capital budget process. Operating budget process starts next month.		While we are all eager to start collecting fares again, we haven't sorted out the risks.
<b>Beloit</b>	Yes	We do plan on returning to regular service pending our EOC health official guidance. We submitted plans on how we plan to conduct regular service and once that is approved and we get the OK to go back to regular service we will.	We do not currently have capacity constraints however we did tape off a couple rows and a few seat to encourage social distancing. I heard a little snippet on the news of some guidance addressing mass transit post pandemic.	We currently are not anticipating budget shortfalls and not looking at service cuts.		We are collecting fares.
<b>Wausau</b>	The only service we have curtailed is school tripper service. The Wausau District has made no decision on in-person classes for the fall. One of their main concerns is the inability to maintain social distancing while transporting students.		We are limiting to 10 passengers currently and I anticipate that will remain. All of the directives I have seen suggest that reopening will not be successful unless social distancing is maintained.	We have not begun this discussion locally, by I anticipate the use of CARES funds to maintain local share through 2022.	We have set no date to resume the collection of fares. This is a social distancing measure that will become more important as ridership increases. I anticipate CARES funds will be used to offset lost fare revenue, perhaps through the end of 2020.	
<b>Milwaukee</b>	MCTS is at regular service levels, except that university and school-based services are done for the 2019-2020 school year, and park-ride lot (freeway flyer) services have been discontinued while most downtown businesses are closed due to 'safer at home'		MCTS intends to follow the strategies of the Badgers Bounce Back plan. During 'safer at home' and phase 1 of Badgers Bounce back we expect to retain a rider limit of 10. During phase 2 of Badgers Bounce back we expect to increase capacity with no limits.	Milwaukee County is expecting significant budgetary impacts from COVID-19. MCTS is helped by the CARES Act, but may suffer funding reductions from local (or state) sources that impact service levels. It is too soon to tell. We haven't been instructed to prepare for service cuts – yet.		In following the Badgers Bounce Back plan, MCTS expects to enter phase 1 after Memorial Day and would start to charge fares, and enter passengers through the front doors on or around June 1 <sup>st</sup> .

<b>Eau Claire</b>	Eau Claire has stopped operating those routes associated with the UWEC and Schools. 35 Hrs/Day. We anticipate returning to full service when the students are back on campus and at the public schools.		Eau Claire will follow the recommendations of the Incident Command for the COVID-19 pandemic in Eau Claire County. Currently at 10/bus.	Eau Claire has been given no directive for planning for service cuts at this time. It is anticipated that Transit deficits will be covered by CAREs act funding.	Eau Claire plans on charging fares 30 days after announcing that people should return to entering through the front door. We will allow this when incident command recommends that we can do so.	
<b>Merrill</b>	We are currently planning on resuming service on May 26 <sup>th</sup> .		We do not have limits however we will be asking that riders use only for essential services at this time. Other than peak hours with students on the bus we rarely exceed 10 at a time.	Although there is concern over the 2021 budget we have not been given any instruction at this time to prepare for cuts.	When we resume service we will be charging fares.	May 26th.
<b>Sheboygan</b>	We are currently running a reduced schedule that includes 3 less hours on weekdays in the evening and no Saturday fixed route service. All fixed route customers may use paratransit on Saturdays.	We are evaluating our routes overall and are planning to take a look at operations. We may bring back service as early as June 1st.	We are currently at 10/bus and 3/bus for paratransit. We plan to incrementally increase capacity based on local health professionals, CDC.	Yes. There are concerns over lost revenue throughout the city and we have been told to plan for difficult decisions for 2020 and 2021.	No date set at this time. Fares will likely be the last item implemented due to concerns over handling money.	N/A
<b>La Crosse</b>	We reduced from 30 min service to hourly and also suspended Sundays. We are looking at a June/ July date to go back to normal operations.		We are using rear door entry and will continue through at least June.	Yes, the City is evaluating it right now but we have had no conversations on transit. We are hoping CARES money will assist in budget shortfalls.	July would be the earliest but no date set yet.	
<b>Waukesha</b>	Yes, date has not been set but it will occur in Phase 1 of the Badger Bounce back which should occur by mid June at the latest. We will lean toward re-starting service sooner vs. later to allow for social distancing and to better serve the community.		Currently we are limiting 10 passengers on a bus at a time. We may increase the limit in Phase 2 but would have to fall in CDC guidelines.	Have not heard official word but assume shortfalls so for both years for the City/County. 2020 transit budgets should be ok as we reduced service the past 6 weeks, fuel is quite low and will use some CARES funds to fill in the gaps. The assumption is we will need to use a lot of CARES act funds in 2021 to keep service levels comparable to 2020.	Yes. Date unknown. We are working on possible solutions to afford safe fare collection. Our sanitizers on the bus are now in a place that passengers can use so we have part of the solution already.	
<b>Kenosha</b>	Yes.		CURRENTLY, RIDERS IS MORE THAN 50 % DOWN. HOWEVER, WE ARE WATCHING CAPACITY.	BUDGET SHORTFALL - IS ANTICIPATED - THE QUESTION CAME UP. NO, I HAVE NOT BEEN INSTRUCTED BUT I HAVE INFORMED TEAM MEMBERS TO EXPECT BUDGET CHALLENGES IN THE YEARS TO COME.	NO, WE PLAN TO CHARGE FARES IN THE NEAR FUTURE, BEARING IN MIND THE 6 FT SOCIAL DISTANCING - AND THAT WOULD BE A CHALLENGE.	
<b>Fond du Lac</b>	We anticipate returning to normal levels, but not sure when. We eliminated our morning and afternoon extra routes and may use the resources to aid in social distancing. In other words, we will use those buses to follow our heaviest routes, so we don't have to turn riders away.		We currently do not have capacity restraints, as that has not been an issue. See above answer for capacity process.	We are aware that the city will experience a budget shortfall for 2020 due to fee loss. We anticipate having issues moving into 2021, but have not received specific instructions.	We are not charging a fare at this point, and are not sure when we will charge fares again. It may be awhile, as we are primarily concerned with driver safety.	
<b>Appleton</b>	Currently operating regular service levels except trippers. Trippers will return when school returns.		No significant capacity constraints. May change per local health official and CDC recommendations.	We're preparing for a status quo budget and a 5% reduction budget. The CARES Act will be used to offset shortfalls but we haven't yet determined to what extent.	N/A	

<b>Manitowoc</b>	Yes.	June 1st.	To be determined.	We are working on different scenarios, trying our best to protect current and future funding, i.e., how to best use the Cares Act Funds.		No date has been determined yet.	
<b>Racine</b>	The only service we have curtailed is school tripper service. We haven't heard what Racine Unified School District is planning for fall.		We are limiting to 10 passengers currently and I anticipate that will remain. All of the directives I have seen suggest that reopening will not be successful unless social distancing is maintained.	YES -- at least I am as part of an overall certainty of a budget crisis.	We have not begun detailed budget discussions, but I expect to use CARES to make up for fare box shortfalls and a good part of the local share,		Not collecting fares was a painful move necessitated by social distancing that will become even more important as the state reopens and ridership increases. We have not set a date to resume the collection of fares. I'll be very interested to see the state of Covid-19 in fall. Maybe it will have faded into something akin to Lyme disease, a scary reason to be careful. Maybe we'll be drinking bleach. I anticipate CARES funds will be used to offset lost fare revenue perhaps through most of 2021. I sure hope I'm wrong.



## EAU CLAIRE TRANSIT

### MANAGER'S REPORT

**MAY 13, 2020**

#### COVID-19 ACTIONS

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I've included in the package our up-to-date summary of actions. We've been meeting with the union every week now to work out any ideas on keeping everyone as safe as possible. Things seem to have stabilized somewhat now. We just started discussions on what to do as businesses begin to reopen and demand for transit may be increasing. Also included in the packet are ridership by route numbers. We have been denying some trips due to capacity.

#### TRANSFER CENTER UPDATE

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A concurrence was received from the State's Historic Preservation Office on our NEPA submission. They requested only one slight modification. That has been made and now the FTA is reviewing the NEPA study. Once they approve, we'll be able to move forward on the Paper Grant Agreement. Still hoping to break ground this Fall.

#### TRANSIT DEVELOPMENT PLAN UPDATE

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SRF is planning on redoing the timeline for the project. Initially, they were going to do a presentation to the Commission this month, but with social distancing in place, they would like to get more public involvement and make the presentation later. They are coming up with a new timeline, but much of it depends on state guidelines to allow for more public engagement.

#### WIPTA UPDATE

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WIPTA's Fall conference was cancelled for this year due to the uncertainties surrounding COVID-19 pandemic. 2021 is the joint Fall conference with MN which will be held in Duluth sometime in October. Sheboygan will host in October of 2022. Included in your packet is a summary of how systems have been operating and what future plans may be as a result of the changing situation with the pandemic.

## DRIVER RECOGNITION

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Mike Steinke was recognized across the state and nationally for his handling of a situation where a toddler was in the lanes of traffic on Harding Ave. I hope that everyone had an opportunity to see the reports on WEAU and WQOW.



FOR IMMEDIATE RELEASE: May 6, 2020

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### **EAU CLAIRE TRANSIT BUS DRIVER RESCUES TODDLER**

**Eau Claire, Wisconsin.** On Tuesday, May 5, 2020 a local city bus driver observed a toddler in the middle of the traffic lanes on Harding Ave as he was driving the Eau Claire Transit Route #5. He stopped the bus in the lane of traffic, got out, and retrieved the toddler. The driver then called the dispatch center to receive assistance finding out where the child belonged.

Mike Steinke, a Bus Operator for the City of Eau Claire for more than five years acted quickly after alertly noticing the child in the street. "I just went over to her and opened my arms and she let me pick her up and carry her to the bus," Steinke said. The child, who is not yet two years old, didn't cry or act like there was anything wrong when Steinke approached her.

Steinke contacted his supervisor, Ange Norgaard, and informed her of the situation. She contacted the Eau Claire Police Department and an officer was dispatched to the scene. Before the officer arrived, the mother realized something was wrong when she saw her front door open and a bus parked out on the street. She went to the bus and was shocked, but appreciative, to see her daughter there with Steinke.

What could have been a terrible tragedy was avoided because of the bus operator's alert and quick actions, and thankfully mother and daughter are reunited!