



Transit Commission
Agenda
February 16, 2022

PLEASE TAKE NOTICE that there will be a meeting of the Eau Claire Transit Commission on Wednesday, February 16, 2022 at 6:00 p.m. virtually through online meeting systems and will be available to the public via Webex using a computer, tablet, or smartphone (Webex app required) or telephone (audio only), using the link or dial-in number:

Transit Commission Connection Info

Event Address for Attendees:

<https://eauclairewi.webex.com/eauclairewi/onstage/g.php?MTID=ee6afb2226ab35442173f5ac575ddf860>

Audio Only: +1-408-418-9388 Access Code: 2492 336 1393

1. **Call to Order**
2. **Roll Call**
3. **Reading and approval of minutes of the past meeting on January 19, 2022**
4. **Open Public Comment Period for Items that do not appear on this Agenda noted as Public Hearings or Items for Public Discussion**
5. **Public Hearings and Discussions**
 - a. **Discuss Implementation of New Route 71**
 - b. **Transfer Center Project**
6. **Other Business Agenda items**
 - a. **Review of Transit Equity Day 2022**
 - b. **Title VI Plan**
7. **Discussion and Direction**
 - a. **Ridership and Revenue Reports**
 - b. **Manager's Report**
 - i. **Transit Technology RFP**
8. **Adjournment**

Bob Schraufnagel, Chairperson
c: News Media



Transit Commission
Agenda
January 19, 2022

PLEASE TAKE NOTICE that there will be a meeting of the Eau Claire Transit Commission on Wednesday, January 19, 2022 at 6:00 p.m. virtually through online meeting systems and will be available to the public via Webex using a computer, tablet, or smartphone (Webex app required) or telephone (audio only), using the link or dial-in number:

Transit Commission Connection Info

Event Address for Attendees:

<https://eauclairewi.webex.com/eauclairewi/onstage/g.php?MTID=e8779f11cce53d689ca40690cebd85d4d>

Audio Only: +1-408-418-9388 Access Code: 2482 137 6810

1. **Call to Order**
2. **Roll Call**
 - a. **Present: Commissioners Schraufnagel, Swanhorst, Austin (Virtual), Clements (Virtual), Gragert.**
 - b. **Also Present: Community Services Director Renee Tyler, Transit Manager Tom Wagener, Admin Associate Brandon Blicharz,**
 - c. **Absent: Commissioners Fowler, Eaton, Fassler, Ross.**
3. **Reading and approval of minutes of the past meeting on December 15, 2021**
 - a. **Commissioner Swanhorst voted to approve the December meeting minutes, Commissioner Gragert seconded. Minutes approved.**
4. **Open Public Comment Period for Items that do not appear on this Agenda noted as Public Hearings or Items for Public Discussion**
 - a. **No members of the public present.**
5. **Public Hearings and Discussions**
 - a. **Discuss and consider a motion regarding Transit Asset Management Goals for 2022.**
 - i. **Tom Wagener presented the motion dealing with Transit Asset Management Goals.**
 1. **Commissioner Gragert motioned to approve, Commissioner Swanhorst seconded. Unanimous approval.**
 - b. **Transfer Center Project**
 - i. **Transit Manager Wagener updated the commission on the Transfer Center project.**
 1. **Commissioner Swanhorst posed a question regarding free parking near the transfer center construction site.**
 - a. **Tom Wagener elaborated.**
 2. **Commissioner Gragert posed a question regarding a visual mock-up of the new transit center.**
 - a. **Tom Wagener acknowledged and will be seeking out more on this.**
 3. **Commissioner Gragert posed a question regarding street reconstruction.**
 - a. **Tom Wagener addressed this.**
 4. **No further questions.**
6. **Other Business Agenda items**
 - a. **Proclamation for Transit Equity Day.**
 - i. **Tom Wagener detailed the Transit Equity day proclamation.**
 1. **The Transit Commission affirmed the unanimous support of Transit Equity Day.**
 - b. **Transit Equity Day Planning.**
 - i. **Tom Wagener elaborated on plans and planning regarding Transit Equity day.**



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7. **Discussion and Direction**
 - a. Ridership and Revenue Reports
 - i. Tom Wagener presented the ridership report.
 - ii. Tom Wagener presented the Designated Trip Pass report.
 1. Tom Wagener discussed his ideals and stated his goals for the program.
 - iii. Tom Wagener presented the 2021 System Ridership Report.
 - iv. Tom Wagener presented the Income Qualifying Fare Report.
 - v. Tom Wagener presented the Revenue and Expense Reports.
 - b. Manager's Report
 - i. Update on Bus Technology RFP
 1. Tom Wagener provided an update on the technology updates and new fare collection system.
 - a. Commissioner Gragert brought up concerns of sustainability regarding the use of plastic swipe cards.
 - i. Tom Wagener and Renee Tyler addressed concerns.
 - ii. UWEC 2023 Service Request
 1. Tom Wagener presented the UWEC Service change requests.
 - a. Commissioner Gragert brought up concerns regarding the UWEC Service changes.
 - i. Tom Wagener addressed.
 - iii. Workplan
 1. Tom Wagener reported that the Transit Work plan is going to council for approval next week.
8. **Adjournment**
 - a. **Commissioner Swanhorst voted to adjourn, Commissioner Gragert seconded. January Meeting adjourned.**

Bob Schraufnagel, Chairperson
c: News Media

Routes 3 & 4

The proposed changes, reasoning, and impacts related to Routes 3 and 4, serving north Eau Claire, are shown in Figure 83 and summarized in Table 23 and Table 24. Recommended changes are limited to routing, which would require the addition of several new bus stops and affect vehicle revenue miles. Both Routes 3 and 4 would continue to operate weekdays only.

Table 23. Change and Impact Summary: Routes 3 & 4 (Short-Term, Minimal Cost Scenario)

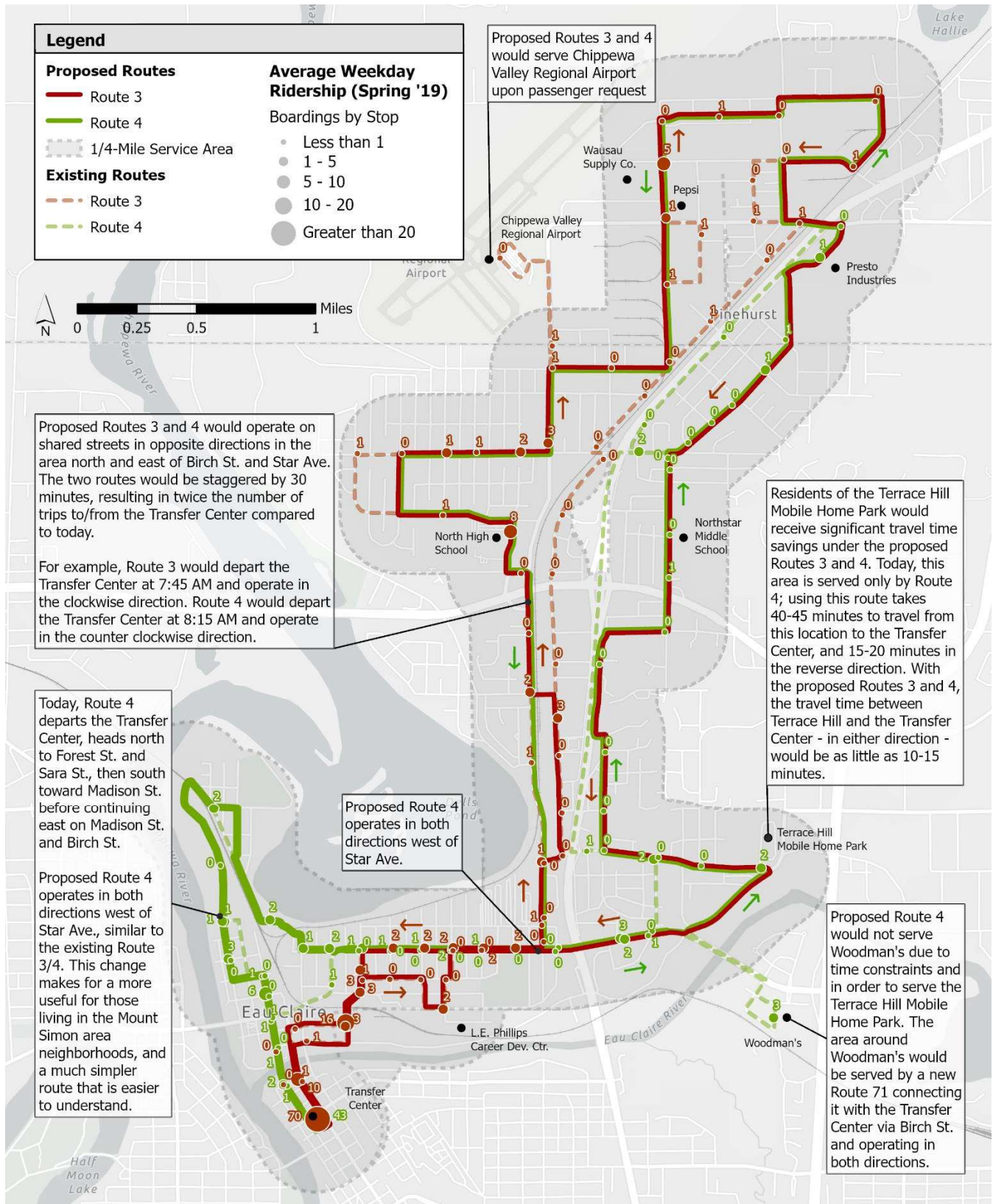
Proposed Change	Impact
<p>Restructure Routes 3 and 4 north of Birch St. and east of Star Ave. to operate on shared streets in opposite directions, staggered by 30 minutes</p> <p>For example, Route 3 would depart the Transfer Center at 7:45 AM and operate in the clockwise direction. Route 4 would depart the Transfer Center at 8:15 AM and operate in the counterclockwise direction.</p>	<ul style="list-style-type: none"> Operating Routes 3 and 4 in opposite directions on shared streets essentially doubles the service frequency (opportunities to get to/from the Transfer Center) By introducing the option to use either Route 3 or Route 4, travel times would be reduced for most passengers headed to or from the area north and east of Birch St. and Star Ave. Simpler route structures with fewer deviations Improved access to and from the Terrace Hill Mobile Home Park Slight decrease in overall service coverage. Service to the Chippewa Valley Regional Airport would be served by Routes 3 and 4 upon request from passengers; today, someone boards the bus at the airport less than once every five days. Service to Woodman's would be replaced (see below) Sum of average weekday boardings negatively impacted on Route 3*: Less than 1 Sum of average weekday boardings negatively impacted on Route 4*: 1
<p>Route 4: Change routing in Mount Simon area to create service in both direction</p>	<ul style="list-style-type: none"> More useful and convenient service to and from the Mount Simon area Simpler to user and easier to understand Sum of average weekday boardings no longer served directly*: 2
<p>Route 4: Remove service to Woodman's (to be replaced with new route)</p>	<ul style="list-style-type: none"> Service to Woodman's would be replaced by a new route, connecting it with the Transfer Center via Birch St., operating in both directions Schedule time savings enables Route 4 to serve the Terrace Hill Mobile Home Park Sum of average weekday boardings no longer served directly*: 3

* Required to walk or roll an additional 0.25 miles or more to the new service

Table 24. Service Resource Summary: Routes 3 & 4 (Short-Term, Minimal Cost Scenario)

Route	Phase	Miles per Trip	Headway (Minutes)	First Trip Departure	Last Trip Departure	Daily Scheduled Trips	Buses Required (Peak)	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
3	Existing	16.9	60	5:45 AM	5:45 PM	13	1	13	220.2	
	Proposed	16.4	60	5:45 AM	5:45 PM	13	1	13	212.9	\$0
4	Existing	17.6	60	6:15 AM	5:15 PM	14	1	12	211.1	
	Proposed	19.9	60	6:15 AM	5:15 PM	14	1	12	238.8	\$0

Figure 83. Routes 3 & 4 (Short-Term, Minimal Cost Scenario)



Routes 5 & 6

The recommended changes, reasoning, and impacts related to Routes 5 and 6, serving southeast Eau Claire, are shown in Figure 86 and Figure 87, and summarized in Table 27 and Table 28.

The areas served by existing Routes 1, 5, and 6 were identified as in need of improved service and where existing service is duplicative. The Short-Term, Minimal Cost recommendation addresses the duplication issue alone. Additional investment in Routes 1 and 6 are identified as Short-Term, Investment Recommendations.

Table 27. Change and Impact Summary: Routes 5 & 6 (Short-Term, Minimal Cost Scenario)

Proposed Change	Impact
<p>Restructure Route 6 and eliminate Route 5</p> <p>Restructure Route 6 to create service in both directions west of Oakwood Mall; eliminate portion of existing Route 6 that is served by Route 1</p> <p>The areas currently served by Route 5 would be covered by portions of the modified Route 6 and Route 1</p>	<ul style="list-style-type: none"> • Reduced duplication • Simpler route structures that are easier to understand and use • Increased access to and from the Oakwood Mall and surrounding commercial area, South Middle School and Fairfax St., UW-Eau Claire lower campus, and the Transfer Center • Reduced travel times for many riders • Greater convenience and shorter travel times from bi-directional Route 6 service; reduced walking/rolling distances and/or need to travel downtown on return trips • Nearly identical service coverage and alternative options for the vast majority of existing Route 5 and 6 passengers • Sum of average weekday boardings no longer served directly*: <ul style="list-style-type: none"> ○ Route 5, less than 1; Route 6, less than 2
<p>Extend the span of service on Route 6 to operate once every 60 minutes between 6:15 AM and 10:15 PM on weekdays, and from 8:45 AM to 8:45 PM on Saturday</p>	<ul style="list-style-type: none"> • Greater convenience • Introduces ability to travel directly between the Oakwood Mall and surrounding commercial area, South Middle School and Fairfax St., UW-Eau Claire lower campus, and the Transfer Center for 3.5 hours later into the evening, facilitating more opportunities for employment and education-related trips

* Required to walk or roll an additional 0.25 miles or more to the new service

Figure 86. Routes 5 & 6 (Short-Term, Minimal Cost Scenario)

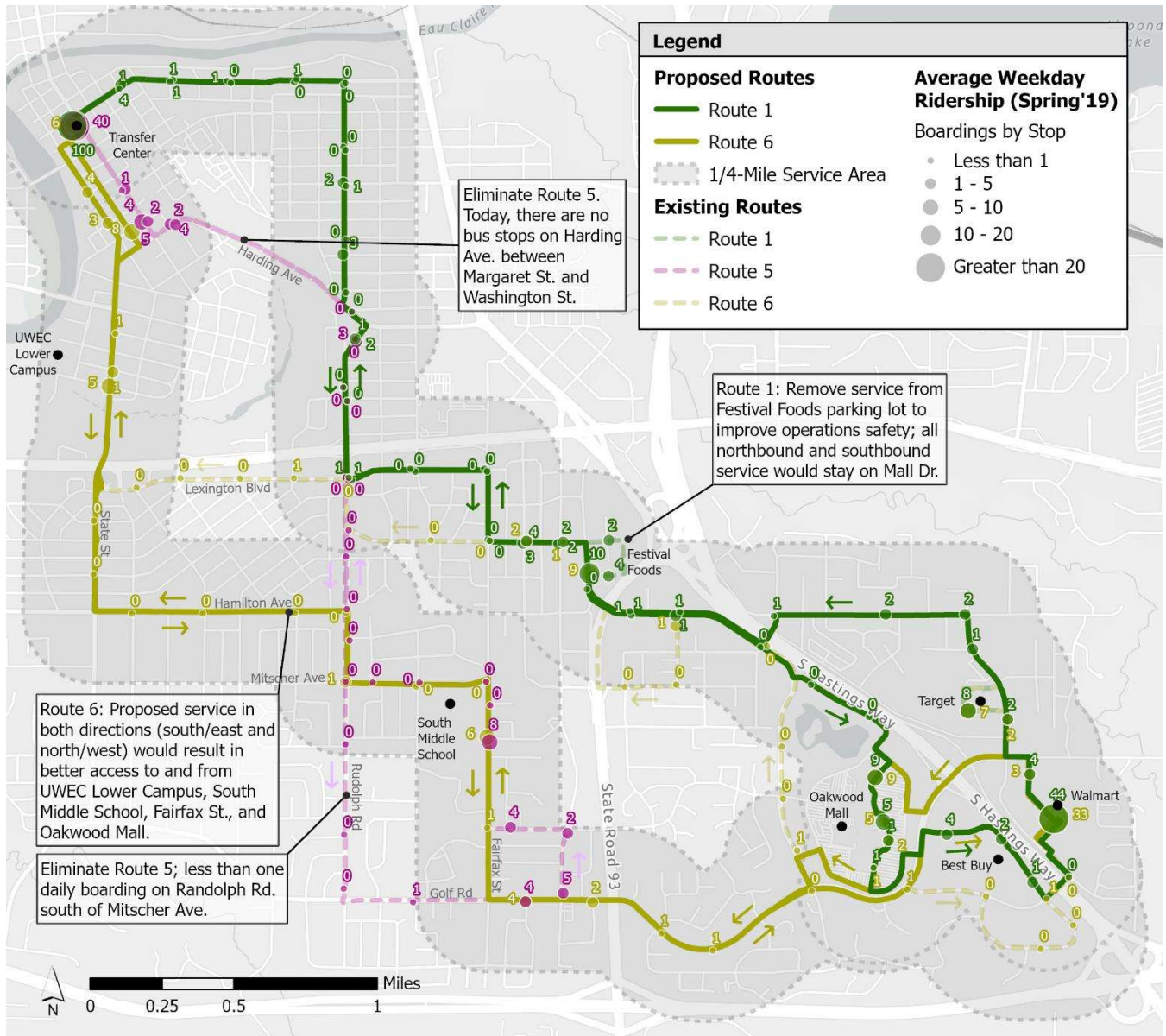


Figure 87. Headway and Span Summary: Routes 5 & 6 (Short-Term, Minimal Cost Scenario)

Route	Day of Week	Phase	Time of Day																				
			5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM	
5	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
6	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
Headway (Minutes)			30	60																			

Table 28. Service Resource Summary: Routes 5 & 6 (Short-Term, Minimal Cost Scenario)

Route	Service Days	Phase	Miles per Trip	Buses Required (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
5	Weekdays	Existing	8.4	1	16	8	133.9	
		Proposed	--	--	--	--	--	-\$195,600
	Saturday	Existing	8.4	1	10	5	83.7	
		Proposed	--	--	--	--	--	-\$24,900
6	Weekdays	Existing	14.5	1	12	12	174.0	
		Proposed	14.4	1	17	17	245.1	+\$122,300
	Saturday	Existing	14.5	1	10	10	145.0	
		Proposed	14.4	1	13	13	187.5	+\$14,900
Total	Combined	Difference		0				-\$83,300

Route 8

The recommended changes, reasoning, and impacts related to the Short-Term, Investment Scenario recommendations for Route 8 are shown in Figure 97, and summarized in Table 50 and Table 51. Expanding on the Short-Term, Minimal Cost recommendation (Table 29), this Short-Term, Investment recommendation also adds frequency after 5:45 PM on weekdays.

Table 50. Change and Impact Summary: Route 8 (Short-Term, Investment Scenario)

Proposed Change	Impact
<p><i>(Identical to the Short-Term, Minimal Cost Scenario recommendation (see Figure 89)</i></p> <p>Modify Route 8, shifting service away from 14th St. and Folsom St. between Truax Blvd. and Old Orchard Rd. to serve the Gateway West Business Park.</p>	<ul style="list-style-type: none"> • Provide access to about 300 additional jobs along Truax Blvd. in the Gateway West Business Park • Negatively impacts very few existing riders • Sum of average weekday boardings no longer served directly*: Less than 2
<p>Increase frequency and extend the span of service on Route 8 to operate every 30 minutes between 5:45 AM and 10:45 PM on weekdays, and every 60 minutes from 8:15 AM to 8:15 PM on Saturday</p>	<ul style="list-style-type: none"> • Greater convenience • Adds 5 scheduled trips after 5:45 PM, more than double what is available today • Introduces ability to travel 1.5 hours later on weeknights and 2.5 hours later on Saturday, facilitating more opportunities for employment, healthcare, education, shopping, and social trips

* Required to walk or roll an additional 0.25 miles or more to the new service

Figure 101. Headway and Span Summary: Route 8 (Short-Term, Investment Scenario)

Route	Day of Week	Phase	Time of Day																			
			5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM
8	Weekday	Existing	[Service span from 5:45 AM to 5:45 PM]																			
		Proposed	[Service span from 5:45 AM to 10:45 PM]																			
	Saturday	Existing	[Service span from 8:15 AM to 8:15 PM]																			
		Proposed	[Service span from 8:15 AM to 8:15 PM]																			
Headway (Minutes)			30	60																		

Table 51. Service Resource Summary: Route 8 (Short-Term, Investment Scenario)

Route	Service Days	Phase	Miles per Trip	Buses Required (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
8	Weekdays	Existing	7.7	1	29	14.5	222.1	
		Proposed	7.8	1	35	17.5	273.0	+\$73,400
	Saturday	Existing	7.7	1	10	5.0	84.5	
		Proposed	7.8	1	13	6.5	101.4	+\$5,000
Total	Combined	Difference		0				+\$78,400

Route 12

The recommendations for Route 12 under the Short-Term, Investment Scenario are nearly identical to those assumed as part of the Short-Term, Minimal Cost Scenario (see Table 32). However, under the Investment Scenario, Route 12 would also operate until 10:15 PM.

Table 54. Change and Impact Summary: Route 12 (Short-Term, Investment Scenario)

Proposed Change	Impact
<i>(Identical to the Short-Term, Minimal Cost Scenario recommendation (see Figure 92)</i>	<ul style="list-style-type: none"> Improves access to Delong Middle School and businesses along Warden St. – especially for those living or traveling from west of Clairemont Ave.
Modify Route 12 to operate in both directions on Vine St., Warden St. and 9th St.; this would remove Route 12 service from Cameron St. between Warden St. and 9 th St.	<ul style="list-style-type: none"> Reduces travel times for those who today board the bus on Vine St. or Warden St. and are traveling toward downtown Negatively impacts very few existing riders Sum of average weekday boardings no longer served directly*: Less than 1
Extend the span of service to operate from 6:15 AM to 10:15 PM on weekdays	<ul style="list-style-type: none"> Greater convenience Introduces ability to travel 1 hour later on weeknights, facilitating more opportunities for employment, healthcare, education, shopping, and social trips

* Required to walk or roll an additional 0.25 miles or more to the new service

Figure 103. Headway and Span Summary: Route 12 (Short-Term, Investment Scenario)

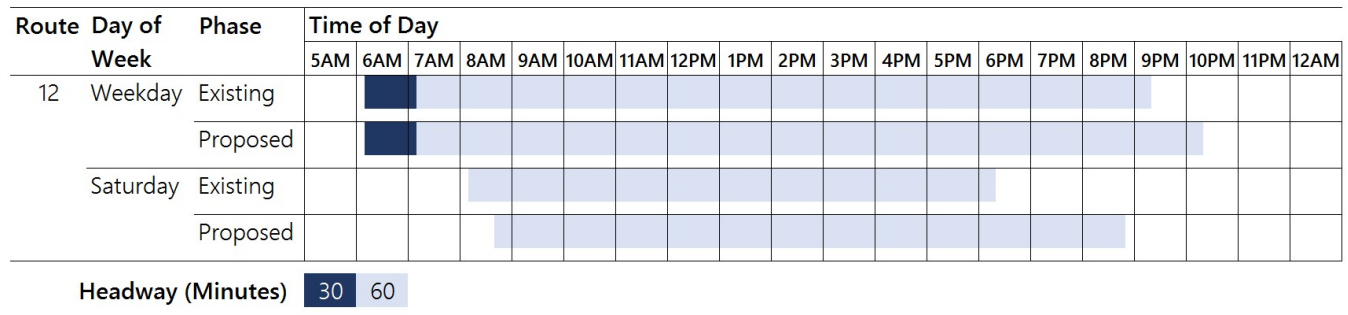


Table 55. Service Resource Summary: Route 12 (Short-Term, Investment Scenario)

Route	Service Days	Phase	Miles per Trip	Buses Required (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
12	Weekdays	Existing	7.6	1	17	8.5	128.5	
		Proposed	8.2	1	18	9.9	146.7	+\$12,200
12	Saturday	Existing	7.6	1	11	5.5	83.2	
		Proposed	8.2	1	13	6.5	98.3	+\$5,000
Total	Combined	Difference		0				+\$17,200

Routes 15 & 21

The recommendations for Routes 15 and 21 under the Short-Term, Investment Scenario are identical to those assumed as part of the Short-Term, Minimal Cost Scenario (see Table 34).

Routes 17 & 71

The recommended changes, reasoning, and impacts related to Routes 17 and 71 are shown in Figure 104 and Figure 105, and summarized in Table 56 and Table 57. Eau Claire and Altoona residents identified existing Route 17 as not meeting current needs, nor serving growing parts of Altoona.

Table 56. Change and Impact Summary: Routes 17 & 71 (Short-Term, Investment Scenario)

Proposed Change	Impact
<p>Eliminate Route 17 and replace with a new Route 71, serving Birch St., Woodman’s, the new River Prairie development, and other important destinations in Altoona</p> <p>The new Route 71 would operate in both directions along most of the route, including service to Woodman’s and River Prairie in both the eastbound and westbound directions</p> <p>One roundtrip on Route 71 would take approximately 60 minutes, compared to 30 minutes on existing Route 17</p>	<ul style="list-style-type: none"> • More convenient, bi-directional service between the Transfer Center, the North Side Hill neighborhood, businesses along Birch St., and Woodman’s • Introduce transit service to the new River Prairie and Solis Circle developments, and Hillcrest Estates mobile home community in Altoona • More direct, faster connection between the center of Altoona and important destinations to the west, including OakLeaf Hospital, Woodman’s, River Prairie, and businesses along Birch St. • Simpler route structure that is easier use compared to the existing Route 17 • More evening and late-night options for travel between Eau Claire and Altoona • Nearly identical service coverage compared to Route 17 when combined with the recommended realignment of Route 18 a few blocks to the east

Figure 104. Headway and Span Summary: Routes 17 & 71 (Short-Term, Investment Scenario)

Route	Day of Week	Phase	Time of Day																				
			5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM	
17	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
71	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
Headway (Minutes)			30	60																			

Figure 105. Routes 17 & 71 (Short-Term, Investment Scenario)

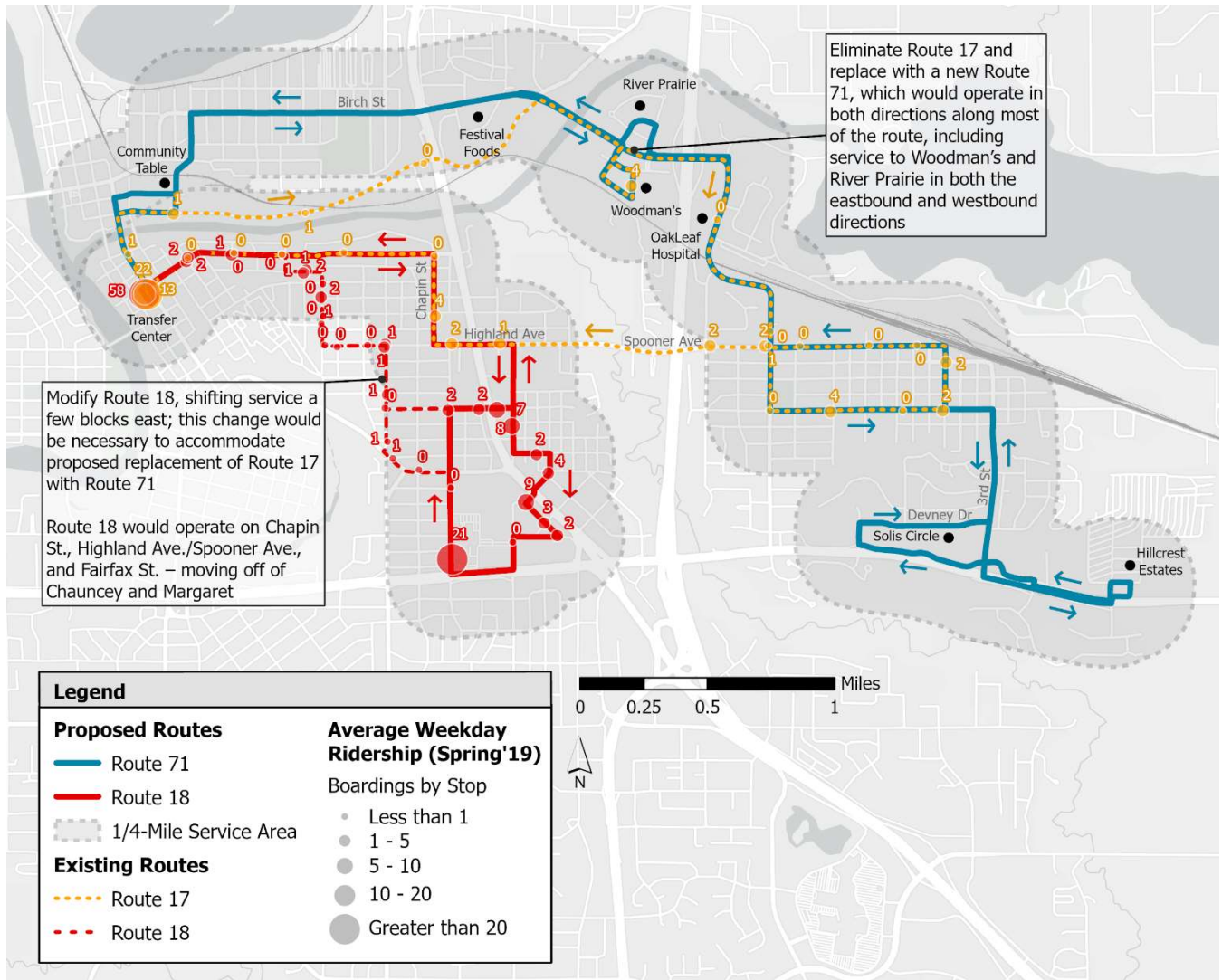


Table 57. Service Resource Summary: Routes 17 & 71 (Short-Term, Investment Scenario)

Route	Service Days	Phase	Roundtrip Cycle Time (Minutes)	Miles per Trip	Buses Req'd. (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
17	Weekdays	Existing	30	9.2	1	14	7.0	129.1	
		Proposed	--	--	--	--	--	--	-\$171,200
	Saturday	Existing	30	9.2	1	10	5.0	92.2	
		Proposed	--	--	--	--	--	--	-\$24,900
71	Weekdays	Existing	--	--	--	--	--	--	
		Proposed	60	15.8	1	17	17.0	268.4	+\$415,700
	Saturday	Existing	--	--	--	--	--	--	
		Proposed	60	15.8	1	10	10.0	205.3	+64,800
Total	Combined	Difference			0				+\$284,400

Route 18

The recommended changes, reasoning, and impacts related to the Short-Term, Investment Scenario recommendations for Route 18 are shown in Figure 106 and Figure 107, and summarized in Table 58 and Table 59.

Table 58. Change and Impact Summary: Route 18 (Short-Term, Investment Scenario)

Proposed Change	Impact
<p>Modify Route 18, shifting service a few blocks east; this change would be necessary to accommodate proposed replacement of Route 17 with Route 71</p> <p>Route 18 would operate on Chapin St., Highland Ave./Spooner Ave., and Fairfax St. – moving off of Chauncey and Margaret</p>	<ul style="list-style-type: none"> • Enables the elimination of Route 17 and creation of Route 71 • Introduces service to the EastRidge commercial area and Eastridge Estates near Fairfax St. and Highland Ave./Spooner Ave. • Access to 170 more jobs compared to today • More convenient, bi-directional service between the Transfer Center and the East Hill neighborhood, including the Heritage Apartments at Chapin St. and Altoona Ave. • Less duplication of service in the East Hill neighborhood • Negatively affects some existing riders along Chauncey St., though all would continue to be served by Route 1 • Sum of average weekday boardings no longer served directly by Route 18*: 3
<p>Increase frequency and extend the span of service on Route 18 to operate once every 30 minutes between 6:15 AM and 10:45 PM on weekdays, and once every 60 minutes from 8:45 AM to 8:45 PM on Saturday</p>	<ul style="list-style-type: none"> • Greater convenience • Nearly 3 times as many daily scheduled Route 6 trips compared to today • Introduces ability to travel directly between the East Hill neighborhood and the Transfer Center for 1 hour later on weeknights and 3 hours later on Saturday, facilitating more opportunities for employment, shopping, and social trips

* Required to walk or roll an additional 0.25 miles or more to the new service

Figure 106. Headway and Span Summary: Route 18 (Short-Term, Investment Scenario)

Route	Day of Week	Phase	Time of Day																				
			5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM	
18	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
Headway (Minutes)			30	60																			

Figure 107. Route 18 (Short-Term, Investment Scenario)

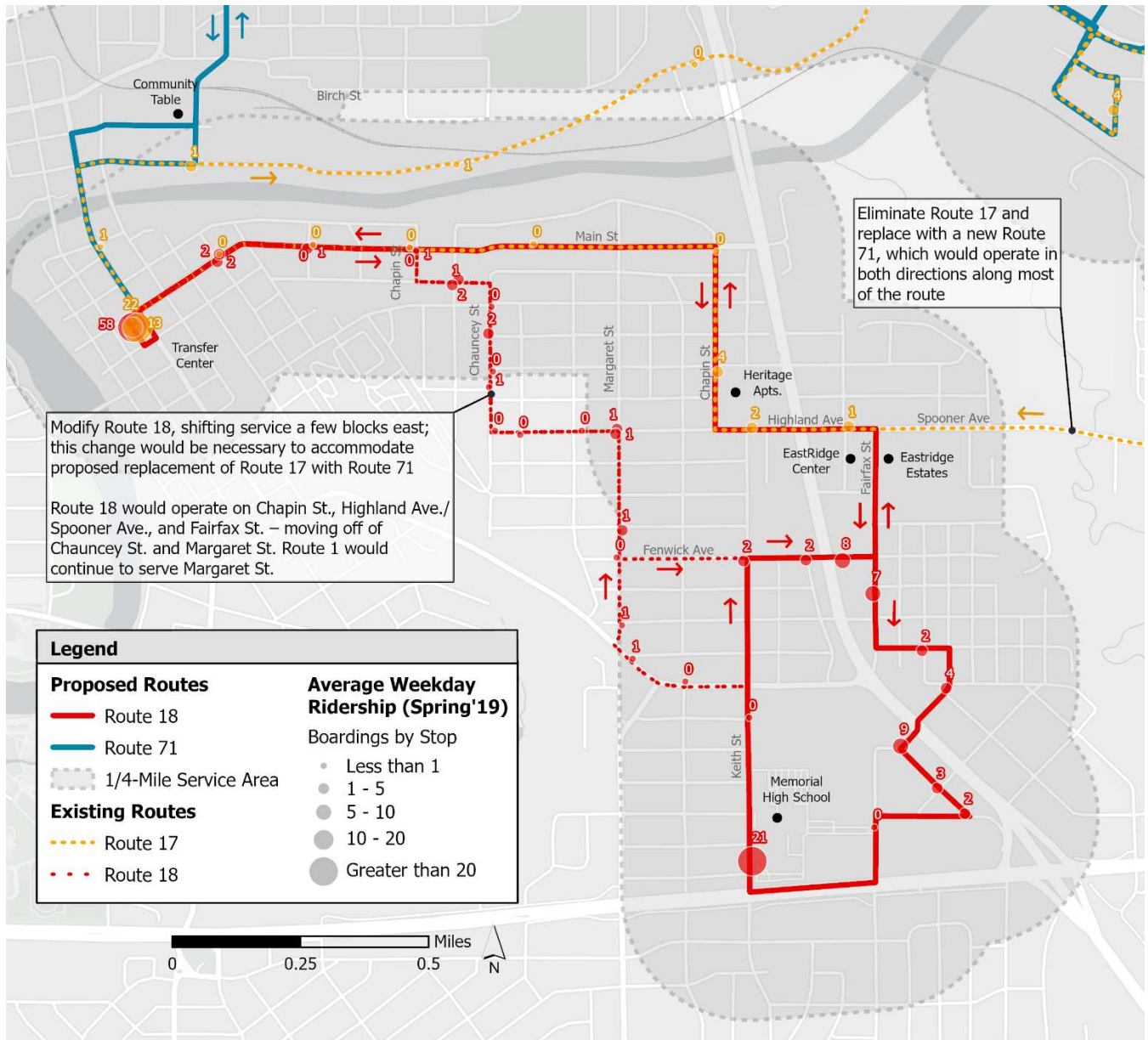


Table 59. Service Resource Summary: Route 18 (Short-Term, Investment Scenario)

Route	Service Days	Phase	Miles per Trip	Buses Required (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
18	Weekdays	Existing	6.0	1	28	14.0	164.0	
		Proposed	6.6	1	34	17.0	222.7	+\$73,400
18	Saturday	Existing	6.0	1	10	5.0	60.0	
		Proposed	6.6	1	13	6.5	85.2	+\$7,500
Total	Combined	Difference		0				+\$80,900

Route 20

The recommendations for Route 20 under the Short-Term, Investment Scenario are nearly identical to those assumed as part of the Short-Term, Minimal Cost Scenario (see Table 36). However, under the Investment Scenario, Route 20 would operate even later on weeknights.

Table 60. Change and Impact Summary: Route 20 (Short-Term, Investment Scenario)

Proposed Change	Impact
<p><i>(Identical to the Short-Term, Minimal Cost Scenario recommendation (see Figure 96)</i></p> <p>Modify Route 20 to operate in both directions on Lake St., 5th Ave./Bellinger St.; this would remove Route 20 service from Barstow St. (north of Main St.), Riverfront Terrace, and Madison St. (east of Bellinger St.)</p>	<ul style="list-style-type: none"> • Simpler route structure that is easier to understand and use • Reduced duplication on Barstow St. north of Main St. • Improves access to Mayo Clinic – Luther Campus, the Eau Claire County Government Center, and Randal Park neighborhood, with service once every 30 minutes when combined with Route 12 • Greater convenience and reduced walking/rolling distances from bi-directional service • Negatively impacts very few existing riders • Sum of average weekday boardings no longer served directly by Route 20*: Less than 1
<p>Extend the span of service to operate between 6:45 AM and 9:45 PM on weekdays, and from 8:45 AM to 8:45 PM on Saturday</p>	<ul style="list-style-type: none"> • Greater convenience • Introduces ability to travel 2 hours earlier and 3 hours later on weeknights, and 2 hours later on Saturday, facilitating more opportunities for employment, healthcare, education, shopping, and social trips

* Required to walk or roll an additional 0.25 miles or more to the new service

Figure 108. Headway and Span Summary: Route 20 (Short-Term, Investment Scenario)

Route	Day of Week	Phase	Time of Day																				
			5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM	
20	Weekday	Existing																					
		Proposed																					
	Saturday	Existing																					
		Proposed																					
Headway (Minutes)			30	60																			

Table 61. Service Resource Summary: Route 20 (Short-Term, Investment Scenario)

Route	Service Days	Phase	Miles per Trip	Buses Required (Peak)	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
20	Weekdays	Existing	8.4	1	11	5.5	92.3	
		Proposed	8.7	1	16	8.0	139.8	+\$61,100
	Saturday	Existing	8.4	1	11	5.5	92.3	
		Proposed	8.7	1	13	6.5	113.6	+\$5,000
Total	Combined	Difference		0				+\$66,100

SUMMARY OF PROPOSED CHANGES

1. IMPLEMENT ROUTE 71
 - a. Eliminate Route 17
 - b. Eliminate Route 5 and pair route 15 with route 7.
 - c. Modify Route 18 to cover St. John's Apartments.
 - d. Modify Route 6 to cover Route 15 area.
 - e. PROS
 - i. Improve access in Altoona for both Eau Claire and Altoona Residents
 - ii. Remove some redundancies in Routes
 - iii. Cover some areas better (Fairfax apartments) with inbound and outbound Service.
 - iv. Improves Service to South Middle School
 - f. CONS
 - i. Reduces service to Festival on Mall Dr
 - ii. Areas of Rudolph Road no longer serviced (minimal boardings)
2. IMPLEMENT Minor Change to Route 8
3. IMPLEMENT Minor Change to Route 12
4. IMPLEMENT Minor Change to Route 20
5. IMPLEMENT Change to routes 3 and 4
 - a. Have Routes 3 and 4 mirror each other North of Birch Street.
 - b. Modify the Routes to accommodate change.
 - c. PROS
 - i. Improves rider experience by shortening ride times.
 - ii. Allows for better inbound or outbound trips to and from the North Side
 - iii. Improves service to North High School and Northstar Middle School
 - d. CONS
 - i. Reduces the service to Woodman's
 - ii. Reduces Service in the Airport area

TRANSIT EQUITY DAY SUMMARY

1. Paratransit included this year.
2. Event held at the Temporary Transfer Center
 - a. Media
 - b. Elected Officials
 - c. Transit Advocates
3. Positive Comments from the Public

Media stories:

<https://www.weau.com/2022/02/04/eau-claire-celebrates-national-transit-equity-day/>

https://www.wqow.com/video/transit-equity-day-recognizes-rosa-parks/video_c0e6ec27-7717-5a4a-a93f-c5c1908741ec.html

https://www.leadertelegram.com/news/unsung-heroes-transit-equity-day-celebrates-progress-acknowledges-work-remains/article_c131edfe-cdf8-57ef-9376-d91e7f490572.html

2019 Title VI Program Resolution

WHEREAS, The City of Eau Claire Transit believes that public transit should not discriminate based on Race, color, and national origin in accordance with title VI of the Civil Rights Act.

WHEREAS, The FTA requires commission approval for any Title VI program action; and

WHEREAS, Eau Claire Transit Staff has presented all necessary information regarding Title VI and its relation to the City of Eau Claire:

NOW THEREFORE, BE IT RESOLVED:

The Eau Claire Transit Commission approves the 2019 Title VI program presented by Eau Claire Transit Staff, and we as a body reaffirm that Eau Claire Transit does believe that Public transit should be for all citizens of Eau Claire.

Adopted,
May 15, 2019

Motion to adopt the resolution: _____

Seconded by: _____

I attest that this resolution was adopted by the Eau Claire Transit Commission on May 15,2019 as moved and approved by the members listed above.

Signed By

Date: _____

Bob Schraufnagel
City of Eau Claire Transit Commission Chair

Eau Claire Transit Commission

Monthly Ridership Report

January 2022

	Monthly			YTD Ridership		
	2021	2022	% Change	2021	2022	% Change
Full Cash Fare	2,001	1,208	-39.6%	2,001	1,208	-39.6%
Full Fare Tickets	1,428	795	-44.3%	1,428	795	-44.3%
Income-Qualifying Fare	18	146	711.1%	18	146	711.1%
Student Cash Fare	301	200	-33.6%	301	200	-33.6%
Student Fare Tickets	9	9	0.0%	9	9	0.0%
1/2 Cash Fare	863	675	-21.8%	863	675	-21.8%
Reduced Fare Tickets	256	194	-24.2%	256	194	-24.2%
Monthly Pass	4,081	2,290	-43.9%	4,081	2,290	-43.9%
Income-Qualifying Pass	295	1,731	486.8%	295	1,731	486.8%
Half Fare Pass	6,933	6,154	-11.2%	6,933	6,154	-11.2%
CVTC Pass	95	148	55.8%	95	148	55.8%
Day Pass	1,181	1,109	-6.1%	1,181	1,109	-6.1%
MAX Pass	574	1,125	96.0%	574	1,125	96.0%
Non-UWEC Ridership	18,035	15,784	-12.5%	18,035	15,784	-12.5%
UWEC	1,210	2,956	144.3%	1,210	2,956	144.3%
Total	19,245	18,740	-2.6%	19,245	18,740	-2.6%
Community Table	90	174	93.3%	90	174	93.3%
Paratransit	1,150	1,381	20.1%	1,150	1,381	20.1%
Free	149	4,019	2597.3%	149	4,019	2597.3%
Pool	0	0	#DIV/0!	0	0	#DIV/0!
Transfer	2,274	2,554	12.3%	2,274	2,554	12.3%
Library	0	0	#DIV/0!	0	0	#DIV/0!
Total	22,908	26,868	17.3%	22,908	26,868	17.3%
Evening Ridership	1,152	1,028	-10.8%	1,152	1,028	-10.8%
Saturday Ridership	2,530	2,177	-14.0%	2,530	2,177	-14.0%
Miles of Service-Day	43,611	45,353	4.0%	43,611	45,353	4.0%
Passenger / Mile-Day	0.50	0.57	14.2%	0.50	0.57	14.2%
Hours of Service-Day	3,064	3,184	3.9%	3,064	3,184	3.9%
Passenger / Hour-Day	7.10	8.12	14.3%	7.10	8.12	14.3%
Miles of Service-Eve.	7,056	7,318	3.7%	7,056	7,318	3.7%
Passenger / Mile-Eve.	0.16	0.14	-14.0%	0.16	0.14	-14.0%
Hours of Service-Eve.	491	508	3.5%	491	508	3.5%
Passenger / Hour-Eve.	2.35	2.02	-13.8%	2.35	2.02	-13.8%
Saturday	5	5	0.0%	5	5	0.0%
Weekday School*	20	19	-5.0%	20	19	-5.0%
Weekday Non-school	1	2	100.0%	1	2	100.0%

*Blended School

DESIGNATED TRIP PASS USAGE REPORT

ROUTE USAGE	AGENCY	ISSUED	REDEEMED
Route 1	775 SOJOURNER HOUSE	2512	2009
Route 2/12	102 LE PHILIPS MEMORIAL LIBRARY	868	523
Route 3	187 LUTHERAN SOCIAL SERVICES	910	423
Route 4	130 CHIPPEWA VALLEY STREET MINISTRY	368	35
Route 5	285 WESTERN DAIRYLAND	859	435
Route 6	1067	5517	3425
Route 7/17	136		
Route 8-1/18-1	330		
Route 8-2/18-2	242		
Route 9-1/19-1	0		
Route 9-2/19-2	11		
Route 9-3	1		
Route 19-4	0		
Route 20/21	154		
Route E1	0		
Route E10	5		
Route E11	0		
	3425		

DATE:

Thursday, February 10, 2022

Income-Qualifying Fare Progress Report

	Permits Issued	\$0.85 Trips	Passes Sold	Pass Trips
January	1	146	20	1731
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				
Total:	1	146	20	1731

Eau Claire Transit System

Operating Revenues

Report Date: December 31, 2020

% of Year Expired: 100.0%

	Prior Year		Current Year		% of Budget
	2020 Budget	2020 Y-T-D	2021 Budget	2021 Y-T-D	
Full Fare Cash	\$ 70,000	\$ 69,038	\$ 44,500	\$ 39,592	89.0%
Full Fare Pass	\$ 170,000	\$ 135,875	\$ 82,600	\$ 58,850	71.2%
Full Fare Tickets	\$ 50,000	\$ 45,910	\$ 29,100	\$ 27,240	93.6%
Day Pass	\$ 27,000	\$ 26,435	\$ 16,900	\$ 13,013	77.0%
Total Full Adult Fares	<u>\$ 317,000</u>	<u>\$ 277,258</u>	<u>\$ 173,100</u>	<u>\$ 138,695</u>	80.1%
Income-Qualifying Cash	\$ 1,000	\$ 1,214	\$ 800	\$ 921	115.1%
Income-Qualifying Pass	\$ 8,000	\$ 5,985	\$ 3,500	\$ 4,995	142.7%
Total I-Q Fares:	<u>\$ 9,000</u>	<u>\$ 7,199</u>	<u>\$ 4,300</u>	<u>\$ 5,916</u>	137.6%
Reduced Fare Cash	\$ 15,000	\$ 14,114	\$ 9,100	\$ 9,960	109.5%
Reduced Fare Pass	\$ 90,000	\$ 77,791	\$ 48,400	\$ 59,625	123.2%
Reduced Fare Tickets	\$ 10,000	\$ 8,637	\$ 5,300	\$ 5,185	97.8%
Total Reduced Fares	<u>\$ 115,000</u>	<u>\$ 100,542</u>	<u>\$ 62,800</u>	<u>\$ 74,770</u>	119.1%
Student Fare Cash	\$ 11,000	\$ 10,771	\$ 7,000	\$ 4,618	66.0%
Student Fare Tickets	\$ 2,200	\$ 2,310	\$ 1,500	\$ 475	31.7%
Student MAX Pass	\$ 40,000	\$ 31,955	\$ 19,800	\$ 12,255	61.9%
CVTC Student Pass	\$ 7,500	\$ 6,240	\$ 4,700	\$ 560	11.9%
UW - Eau Claire	\$ 400,000	\$ 396,000	\$ 400,000	\$ 396,000	99.0%
Pool/Library	\$ 8,500	\$ 9,048	\$ 6,800	\$ -	0.0%
Total Student Fares	<u>\$ 469,200</u>	<u>\$ 456,324</u>	<u>\$ 439,800</u>	<u>\$ 413,908</u>	94.1%
Paratransit Co-Pay	\$ 101,500	\$ 95,295	\$ 67,100	\$ 57,894	86.3%
Agency Fare	\$ 209,000	\$ 179,455	\$ 123,400	\$ 99,180	80.4%
Local Reimbursement	\$ 1,100	\$ 638	\$ 500	\$ 933	186.5%
State PT Assistance	\$ 61,500	\$ 62,450	\$ 61,500	\$ 77,228	125.6%
Total Paratransit	<u>\$ 373,100</u>	<u>\$ 337,838</u>	<u>\$ 252,500</u>	<u>\$ 235,234</u>	93.2%
Federal Assistance	\$ 1,813,000	\$ 1,209,167	\$ 2,481,700	\$ 77,223	3.1%
State Assistance	\$ 1,487,000	\$ 1,460,579	\$ 1,375,100	\$ 1,259,426	91.6%
EC County Assistance	\$ 132,700	\$ 129,354	\$ 98,000	\$ 49,042	50.0%
Altoona Assistance	\$ 70,300	\$ 34,559	\$ 68,100	\$ 31,292	46.0%
Total Assistance	<u>\$ 3,503,000</u>	<u>\$ 2,833,658</u>	<u>\$ 4,022,900</u>	<u>\$ 1,416,983</u>	35.2%
Advertising	\$ 71,400	\$ 72,458	\$ 36,000	\$ 35,180	97.7%
Vending Commission	\$ 4,000	\$ 8,299	\$ 5,900	\$ 3,113	52.8%
Gifts & Donations	\$ -	\$ -	\$ -	\$ 600	
Other Penalties	\$ -	\$ (176)	\$ -	\$ -	
Miscellaneous	\$ 600	\$ 9,669	\$ 1,200	\$ 11,420	951.7%
General Fund - Operations	\$ 1,182,100	\$ 1,152,800	\$ 1,020,120	\$ 680,080	66.7%
Sale of Capital Assets	\$ -	\$ 2,099	\$ -	\$ 8,109	
Fund Balance Applied	\$ 17,500	\$ -	\$ 17,500	\$ -	
Fund Balance Used for CIF	\$ -	\$ -	\$ -	\$ -	
Total Other	<u>\$ 1,275,600</u>	<u>\$ 1,245,150</u>	<u>\$ 1,080,720</u>	<u>\$ 738,503</u>	68.3%
TOTAL REVENUES	<u>\$ 6,061,900</u>	<u>\$ 5,257,968</u>	<u>\$ 6,036,120</u>	<u>\$ 3,024,008</u>	50.1%

Eau Claire Transit System

Operating Expenses

Report Date: December 31, 2020

% of Year Expired: 100.0%

	Prior Year		Current Year		
	2020 Budget	2020 Y-T-D	2021 Budget	2021 Y-T-D	% of Budget
Admin Wages	\$ 313,400	\$ 326,205	\$ 319,000	\$ 335,141	105.1%
Admin OT Wages	\$ 12,000	\$ 1,159	\$ 12,000	\$ 9,759	81.3%
Admin Benefits	\$ 262,836	\$ 230,875	\$ 264,110	\$ 207,650	78.6%
Operator Wages	\$ 1,384,000	\$ 1,222,991	\$ 1,402,000	\$ 1,227,516	87.6%
Operator OT Wages	\$ 23,000	\$ 251,357	\$ 23,000	\$ 329,076	1430.8%
Operator Benefits	\$ 721,836	\$ 590,402	\$ 767,075	\$ 659,797	86.0%
Shop Wages	\$ 278,600	\$ 256,557	\$ 265,100	\$ 281,415	106.2%
Shop OT Wages	\$ 23,800	\$ 63,189	\$ 23,800	\$ 53,557	225.0%
Shop Benefits	\$ 164,427	\$ 138,217	\$ 154,815	\$ 134,228	86.7%
Total Payroll	\$ 3,183,900	\$ 3,080,951	\$ 3,230,900	\$ 3,238,140	100.2%
Printing & Binding	\$ 7,500	\$ 10,940	\$ 10,700	\$ 9,778	91.4%
Advertising & Marketing	\$ 28,000	\$ 23,675	\$ 30,000	\$ 22,993	76.6%
Custodial	\$ 17,900	\$ 18,990	\$ 21,500	\$ 17,458	81.2%
Security	\$ 33,200	\$ 31,978	\$ 41,100	\$ 30,989	75.4%
Utilities	\$ 8,800	\$ 8,903	\$ 9,400	\$ 10,872	115.7%
Ins & Admin Charges	\$ 167,800	\$ 196,140	\$ 198,000	\$ 190,473	96.2%
Misc. Services	\$ 323,600	\$ 334,060	\$ 352,600	\$ 260,747	73.9%
Total Services	\$ 586,800	\$ 624,686	\$ 663,300	\$ 543,312	81.9%
Office Supplies	\$ 3,300	\$ 3,786	\$ 1,900	\$ 2,245	118.2%
Uniforms & Clothing	\$ 11,700	\$ 9,015	\$ 12,800	\$ 6,238	48.7%
Gas	\$ 1,500	\$ 658	\$ 1,000	\$ 1,176	117.6%
Diesel Fuel	\$ 381,500	\$ 173,991	\$ 381,500	\$ 267,767	70.2%
Motor Oil	\$ 17,000	\$ 14,173	\$ 17,400	\$ 15,412	88.6%
Tires	\$ 55,000	\$ 38,108	\$ 52,600	\$ 47,803	90.9%
Supplies	\$ 310,900	\$ 347,183	\$ 404,800	\$ 220,422	54.5%
Tool/Shop	\$ 9,100	\$ 19,945	\$ 9,300	\$ 8,776	94.4%
Equip Purchase	\$ 2,500	\$ 3,932	\$ -	\$ 1,746	#DIV/0!
Misc. Materials/Supplies	\$ 2,100	\$ 20,407	\$ 2,100	\$ 29,145	1387.8%
Total Materials/Supplies	\$ 794,600	\$ 631,197	\$ 883,400	\$ 600,729	68.0%
Purchased Transp.	\$ 1,314,200	\$ 604,266	\$ 1,060,020	\$ 591,556	55.8%
Paratransit Cer	\$ 72,000	\$ 55,796	\$ 73,600	\$ 44,493	60.5%
Total Paratransit	\$ 1,386,200	\$ 660,061	\$ 1,133,620	\$ 636,049	56.1%
Unfund Pen	\$ 37,900	\$ 37,900	\$ 38,000	\$ 38,000	100.0%
Loss on Disp of Equip	\$ -	\$ -	\$ -	\$ -	
Capital Purchases	\$ -	\$ -	\$ -	\$ -	
Depreciation	\$ -	\$ -	\$ -	\$ -	
Other Charges/Adj	\$ -	\$ -	\$ -	\$ -	
Total Other	\$ 37,900	\$ 37,900	\$ 38,000	\$ 38,000	100.0%
TOTAL EXPENSES	\$ 5,989,400	\$ 5,034,796	\$ 5,949,220	\$ 5,056,230	85.0%