



Transit Commission Agenda

June 19, 2024

PLEASE TAKE NOTICE that the Eau Claire Transit Commission will meet Wednesday, June 19, 2024 at 4:30 P.M. in the Council Chambers 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:

1. Call to Order:
2. Pledge of Allegiance and Roll Call:
3. Reading and approval of minutes of the past meeting on May 15, 2024
4. Open Public Comment Period for Items that do not appear on this Agenda noted as Public Hearings or Items for Public Discussion
 - a. Comments from Chair
5. Public Hearings and Discussion
 - a. UWEC Route changes (Ty Fadness)
 - b. Route alterations due to Altoona route extension (Tina Deetz)
6. Business Agenda items and Discussion
 - a. Formal action on UWEC Route changes
 - b. Formal action on 2025 – 2029 Capital Improvement Plan (Ty Fadness)
 - c. Ridership and Revenue Reports (Ty Fadness)
7. Manager's Report
 - a. EDDIT Update
 - b. Transfer Center Update
 - c. Technology Update
 - d. Bike Week Update
 - e. 2023 Workplan, Included for review
8. Adjournment

Phil Swanhorst, Chairperson
c: News Media



**Transit Commission
Meeting Minutes
May 15, 2024**

PLEASE TAKE NOTICE that the Eau Claire Transit Commission will meet Wednesday, May 15, 2024 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:

1. Call to Order: **18:00**
2. Pledge of Allegiance and Roll Call: **Present:** Chair Swanhorst, Greenwell, Anderson, Scott, Lehner, Bluma, Serrano
Absent: Fowler, Eaton
Also Present: Transit Manager Ty Fadness, Administrative Associate II Laurie Mittlestadt.
Public Present: Tina Deetz, Kyle Herman, ATU1310 Nathan Nispel, UWEC Representatives Gregg Heinselmann & Tracy Drier, Lynn Terlaga, Jeremy Gragert.
3. Reading and approval of minutes of the past meeting on April 17, 2024; Commissioner Greenwell moved to approve, Lehner seconded the motion. April 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. **Comments from Chair:** No comments
5. Public Hearings and Discussion
 - a. **UWEC Route changes (Ty Fadness)** – Transit Manager Fadness gave an update on the changes that will be going into effect on the New contract which would include Reduced hours and the elimination of Saturday UWEC routes. UWEC Dean Heinselmann as well as Vice Chancellor Drier talked about the reasoning behind the decision for cutting Route times and the elimination of Saturday routes which were due to the rise in cost and keeping student tuition down. University will be conducting a study of students Ridership in the upcoming new school year. Will proceed to City Council despite Transit Commission vote. The attending Transit Commissioners held a “Roll Call” vote. Commissioners Swanhorst, Greenwell, Anderson, Lehner, Bluma & Serrano voted against the Routes changes; Commissioner Scott voted for an approval.
 - b. **Altoona Route Extension (Tina Deetz)** – Brief update – Still working on looking what best option would be to expand Altoona with in regards to modifications to current fixed route system. Will continue to work on best options.
6. Business Agenda items and Discussion



- a. **Creative Outdoor – Ads at Bus Stops (Lynn Terлага)** : Lynn gave a presentation on the how the the company Creative Outdoor works. They are a company that works specifically with maintaining bus stops by providing benches at bus stop locations. All maintenance is provided by the vendor along with partnering with local vendors for ads.
 - b. **Election of Officers: (terms to begin in June)**
 - I. **Chair** – Matt Lehner nominated Phil Swanhorst. Ron Scott 2nd the nomination. The nomination was accepted by Swanhorst. Unanimous vote for Swanhorst in Chair position. Will begin June 19, 2024 Transit Commission Meeting as Chair.
 - II. **Vice Chair** - Phil Swanhorst nominated Nate Anderson. Taylor Greenwell 2nd the nomination. The nomination was accepted by Anderson. Unanimous vote for Anderson Vice Chair position. Will begin June 19, 2024 Transit Commission Meeting as Vice Chair.
 - III. **Secretary** – Joe Bluma nominated Ron Scott. Matt Lehner 2nd the nomination. Unanimous vote for Scott Secretary position. Will begin June 19th, 2024 Transit Commission Meeting as Secretary. Greenwell made the motion to approve.
 - c. Ridership and Revenue Reports (Ty Fadness)
 - d. **Community Pass Pilot Update (Ty Fadness)** – Have future meeting set for deciding on ways to spend ARPA funds. Will update June meeting.
7. Manager’s Report
- a. Earth Week Recap
 - b. Haas Fine Arts Bus Shelter
 - c. EDDIT Update
 - d. Transfer Center Update
 - e. Technology Update
 - f. **Future meetings** – No meeting in August.
 - g. 2023 Workplan, Included for review
8. Adjournment: 20:08

Move to Adjourn: Greenwell

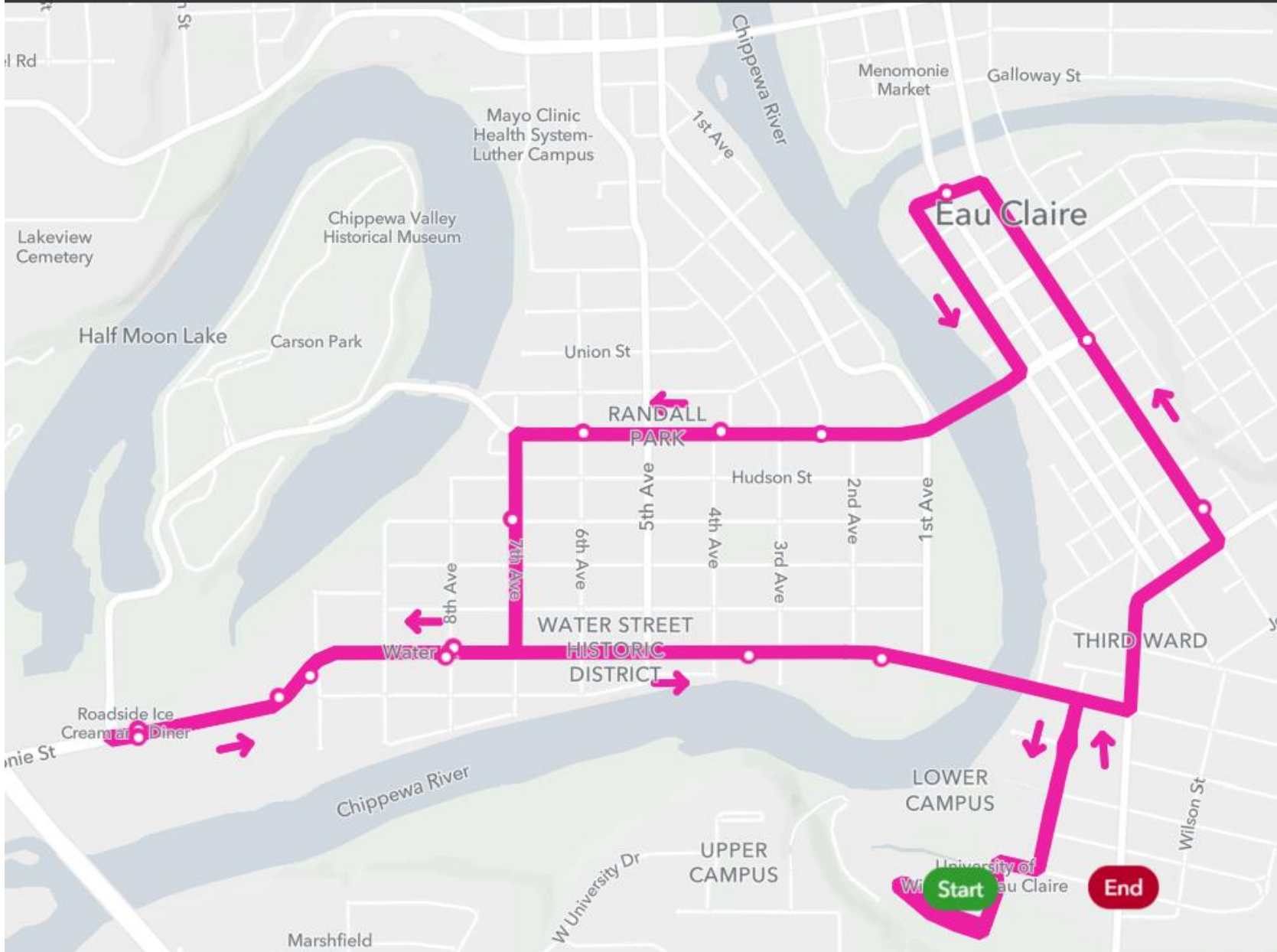
Phil Swanhorst, Chairperson
c: News Media



UWEC Route Changes

- In an effort to get a University bus route to the Sonnentag Complex, as well as prevent a significant increase in student fees, UWEC route changes are proposed that are outlined in the following slides. Below is a summary:
 - Route 9 – Water Street will be called Route 9 – Lower Campus
 - Route 19 – Stein Ave will be called Route 19 – Upper Campus
 - Route 9 will change from a 20 minute route to a 30 minute route in order to provide service to the Sonnentag Complex
 - Route 19 will change from a 20 minute route to a 30 minute route in order to provide service to the Sonnentag Complex
 - 4 buses will operate the routes starting at 6:51AM, 6:57AM, 7:36AM, and 7:42AM and end at 3:30PM, 5:15PM, 5:15PM, and 10:30PM
 - This provides 15-minute service from 7:42AM to 3:30PM
 - All buses will go to Davies Center after Centennial Hall for entire duration of day
 - All Saturday service will be eliminated (Saturday Upper/Lower Pablo and Saturday Mall)
 - Students still have access to all fixed routes and can reach the mall area via Routes 1 and 6 and Sonnentag via Routes 2 and 7
 - Winterim Session service will remain unchanged
 - One bus operates Lower Campus route from 7:37AM to 1:42PM and 3:05PM to 5:17PM

9 Lower Campus including Sonnentag





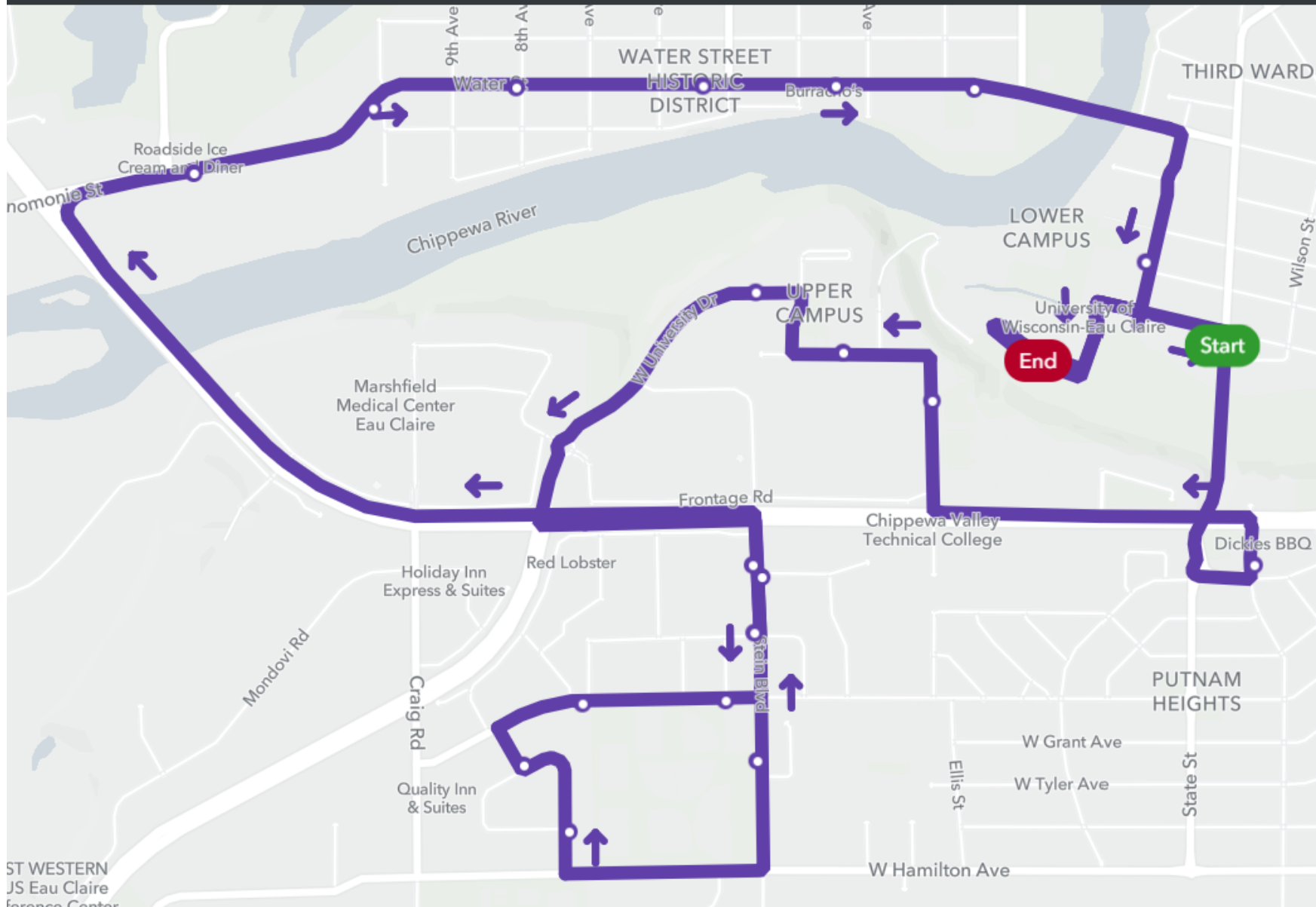
Route 9 Lower Campus

| Time point/call stops | 91 | 92 | 93 | 94 |
|------------------------|-----|-----|-----|-----|
| Centennial Hall | :15 | :45 | :00 | :30 |
| Davies Center | :16 | :46 | :01 | :31 |
| Transfer Center | :23 | :53 | :08 | :38 |
| Haymarket/Pablo | :27 | :57 | :12 | :42 |
| 3rd & Lake | :30 | :00 | :15 | :45 |
| Sonnentag | :33 | :03 | :18 | :48 |
| Human Services | :36 | :06 | :21 | :51 |
| Return Centennial Hall | :40 | :10 | :25 | :55 |

UWEC ROUTE 9 LOWER CAMPUS TIMEPOINTS

| 91 Starts at Towers at 6:51am | 91 Ends at 5:15pm at Centennial Hall | | | | | | | | | |
|-----------------------------------|---|---------------|-----------|------------|--------------|-----------|-------------|------------|------------|--|
| 92 Starts at Haymarket at 6:57am | 92 Ends at 5:15pm at Centennial Hall | | | | | | | | | |
| 93 Starts at Towers at 7:36am | 93 Ends at 10:30pm at Centennial Hall | | | | | | | | | |
| 94 Starts at Haymarket at 7:42am | 94 Ends at 3:30pm at Centennial Hall | | | | | | | | | |
| Centennial | Davies Cntr | Transfer Cntr | Haymarket | 3rd & Lake | 10th & Water | Sonnentag | 9th & Water | Human Svcs | Centennial | |
| 6:57 | 7:00 | 7:01 | 7:03 | 7:05 | 7:06 | 7:10 | | | | |
| 7:15 | 7:16 | 7:23 | 7:27 | 7:30 | 7:31 | 7:33 | 7:35 | 7:36 | 7:40 | |
| | | | 7:42 | 7:45 | 7:47 | 7:48 | 7:50 | 7:51 | 7:55 | |
| 7:45 | 7:46 | 7:53 | 7:57 | 8:00 | 8:01 | 8:03 | 8:05 | 8:06 | 8:10 | |
| 8:00 | 8:01 | 8:08 | 8:12 | 8:15 | 8:16 | 8:18 | 8:20 | 8:21 | 8:25 | |
| 8:15 | 8:16 | 8:23 | 8:27 | 8:30 | 8:31 | 8:33 | 8:35 | 8:36 | 8:40 | |
| 8:30 | 8:31 | 8:38 | 8:42 | 8:45 | 8:46 | 8:48 | 8:50 | 8:51 | 8:55 | |
| 8:45 | 8:46 | 8:53 | 8:57 | 9:00 | 9:01 | 9:03 | 9:05 | 9:06 | 9:10 | |
| 9:00 | 9:01 | 9:08 | 9:12 | 9:15 | 9:16 | 9:18 | 9:20 | 9:21 | 9:25 | |
| 9:15 | 9:16 | 9:23 | 9:27 | 9:30 | 9:31 | 9:33 | 9:35 | 9:36 | 9:40 | |
| 9:30 | 9:31 | 9:38 | 9:42 | 9:45 | 9:46 | 9:48 | 9:50 | 9:51 | 9:55 | |
| 9:45 | 9:46 | 9:53 | 9:57 | 10:00 | 10:01 | 10:03 | 10:05 | 10:06 | 10:10 | |
| 10:00 | 10:01 | 10:08 | 10:12 | 10:15 | 10:16 | 10:18 | 10:20 | 10:21 | 10:25 | |
| 10:15 | 10:16 | 10:23 | 10:27 | 10:30 | 10:31 | 10:33 | 10:35 | 10:36 | 10:40 | |
| 10:30 | 10:31 | 10:38 | 10:42 | 10:45 | 10:46 | 10:48 | 10:50 | 10:51 | 10:55 | |
| 10:45 | 10:46 | 10:53 | 10:57 | 11:00 | 11:01 | 11:03 | 11:05 | 11:06 | 11:10 | |
| 11:00 | 11:01 | 11:08 | 11:12 | 11:15 | 11:16 | 11:18 | 11:20 | 11:21 | 11:25 | |
| 11:15 | 11:16 | 11:23 | 11:27 | 11:30 | 11:31 | 11:33 | 11:35 | 11:36 | 11:40 | |
| 11:30 | 11:31 | 11:38 | 11:42 | 11:45 | 11:46 | 11:48 | 11:50 | 11:51 | 11:55 | |
| 11:45 | 11:46 | 11:53 | 11:57 | 12:00 | 12:01 | 12:03 | 12:05 | 12:06 | 12:10 | |
| 12:00 | 12:01 | 12:08 | 12:12 | 12:15 | 12:16 | 12:18 | 12:20 | 12:21 | 12:25 | |
| 12:15 | 12:16 | 12:23 | 12:27 | 12:30 | 12:31 | 12:33 | 12:35 | 12:36 | 12:40 | |
| 12:30 | 12:31 | 12:38 | 12:42 | 12:45 | 12:46 | 12:48 | 12:50 | 12:51 | 12:55 | |
| 12:45 | 12:46 | 12:53 | 12:57 | 1:00 | 1:01 | 1:03 | 1:05 | 1:06 | 1:10 | |
| 1:00 | 1:01 | 1:08 | 1:12 | 1:15 | 1:16 | 1:18 | 1:20 | 1:21 | 1:25 | |
| 1:15 | 1:16 | 1:23 | 1:27 | 1:30 | 1:31 | 1:33 | 1:35 | 1:36 | 1:40 | |
| 1:30 | 1:31 | 1:38 | 1:42 | 1:45 | 1:46 | 1:48 | 1:50 | 1:51 | 1:55 | |
| 1:45 | 1:46 | 1:53 | 1:57 | 2:00 | 2:01 | 2:03 | 2:05 | 2:06 | 2:10 | |
| 2:00 | 2:01 | 2:08 | 2:12 | 2:15 | 2:16 | 2:18 | 2:20 | 2:21 | 2:25 | |
| 2:15 | 2:16 | 2:23 | 2:27 | 2:30 | 2:31 | 2:33 | 2:35 | 2:36 | 2:40 | |
| 2:30 | 2:31 | 2:38 | 2:42 | 2:45 | 2:46 | 2:48 | 2:50 | 2:51 | 2:55 | |
| 2:45 | 2:46 | 2:53 | 2:57 | 3:00 | 3:01 | 3:03 | 3:05 | 3:06 | 3:10 | |
| 3:00 | 3:01 | 3:08 | 3:12 | 3:15 | 3:16 | 3:18 | 3:20 | 3:21 | 3:25 | |
| 3:15 | 3:16 | 3:23 | 3:27 | 3:30 | 3:31 | 3:33 | 3:35 | 3:36 | 3:40 | |
| 3:30 ROUTE 94 IS DONE AT 3:30PM | | | | | | | | | | |
| 3:45 | 3:46 | 3:53 | 3:57 | 4:00 | 4:01 | 4:03 | 4:05 | 4:06 | 4:10 | |
| 4:00 | 4:01 | 4:08 | 4:12 | 4:15 | 4:16 | 4:18 | 4:20 | 4:21 | 4:25 | |
| 4:15 | 4:16 | 4:23 | 4:27 | 4:30 | 4:31 | 4:33 | 4:35 | 4:36 | 4:40 | |
| 4:45 | 4:46 | 4:53 | 4:57 | 5:00 | 5:01 | 5:03 | 5:05 | 5:06 | 5:10 | |
| 5:00 | 5:01 | 5:08 | 5:12 | 5:15 | 5:16 | 5:18 | 5:20 | 5:21 | 5:25 | |
| 5:15 ROUTE 91 IS DONE AT 5:15PM | | | | | | | | | | |
| 5:15 ROUTE 92 IS DONE AT 5:15PM | | | | | | | | | | |
| 6:00 | 6:01 | 6:08 | 6:12 | 6:15 | 6:16 | 6:18 | 6:20 | 6:21 | 6:25 | |
| 7:00 | 7:01 | 7:08 | 7:12 | 7:15 | 7:16 | 7:18 | 7:20 | 7:21 | 7:25 | |
| 8:00 | 8:01 | 8:08 | 8:12 | 8:15 | 8:16 | 8:18 | 8:20 | 8:21 | 8:25 | |
| 9:00 | 9:01 | 9:08 | 9:12 | 9:15 | 9:16 | 9:18 | 9:20 | 9:21 | 9:25 | |
| 10:00 | 10:01 | 10:08 | 10:12 | 10:15 | 10:16 | 10:18 | 10:20 | 10:21 | 10:25 | |
| 10:30 ROUTE 93 IS DONE AT 10:30PM | | | | | | | | | | |
| 91 Continuous through 5:15pm | ROUTE93: WHEN LEAVING SONNENTAG AT 10:18PM, ASK IF STUDENTS | | | | | | | | | |
| 92 Continuous through 5:15pm | NEED UPPER CAMPUS, HEAD UP CLAIREMONT TO UPPER | | | | | | | | | |
| 93 Continuous through 10:30pm | CAMPUS THEN D.R. TO STUDENTS DESTINATION BEFORE | | | | | | | | | |
| 94 Continuous through 3:30pm | RETURNING TO GARAGE | | | | | | | | | |

19 Upper Campus including Sonnentag





| Route 19 Upper Campus | | | | |
|-----------------------|-----|-----|-----|-----|
| Time point/call stops | 91 | 92 | 93 | 94 |
| Centennial Hall | :45 | :15 | :30 | :00 |
| Davies Center | :46 | :16 | :31 | :01 |
| Towers Hall | :51 | :21 | :36 | :06 |
| Oak Ridge Hall | :52 | :22 | :37 | :07 |
| Chancellors Hall | :52 | :22 | :37 | :07 |
| Bollinger Field | :00 | :30 | :45 | :15 |
| Haas Arts Center | :08 | :38 | :53 | :23 |
| Return Centennial Hal | :12 | :42 | :57 | :27 |

UWEC ROUTE 19 UPPER CAMPUS TIMEPOINTS

| | |
|----------------------------------|---------------------------------------|
| 91 Starts at Towers at 6:51am | 91 Ends at 5:15pm at Centennial Hall |
| 92 Starts at Haymarket at 6:57am | 92 Ends at 5:15pm at Centennial Hall |
| 93 Starts at Towers at 7:36am | 93 Ends at 10:30pm at Centennial Hall |
| 94 Starts at Haymarket at 7:42am | 94 Ends at 3:30pm at Centennial Hall |

| Centennial | Davies Center | Towers Hall | Oak Ridge | Chancellors | Bollinger Fld | Haas Fine Art | Centennial |
|---------------------------------|---------------|-------------|-----------|-------------|---------------|---------------|------------|
| 6:51 | 6:52 | 6:52 | 7:00 | 7:08 | 7:12 | | |
| 7:15 | 7:16 | 7:21 | 7:22 | 7:22 | 7:30 | 7:38 | 7:42 |
| | | 7:36 | 7:37 | 7:37 | 7:45 | 7:53 | 7:57 |
| 7:45 | 7:46 | 7:51 | 7:52 | 7:52 | 8:00 | 8:08 | 8:12 |
| 8:00 | 8:01 | 8:06 | 8:07 | 8:07 | 8:15 | 8:23 | 8:27 |
| 8:15 | 8:16 | 8:21 | 8:22 | 8:22 | 8:30 | 8:38 | 8:42 |
| 8:30 | 8:31 | 8:36 | 8:37 | 8:37 | 8:45 | 8:53 | 8:57 |
| 8:45 | 8:46 | 8:51 | 8:52 | 8:52 | 9:00 | 9:08 | 9:12 |
| 9:00 | 9:01 | 9:06 | 9:07 | 9:07 | 9:15 | 9:23 | 9:27 |
| 9:15 | 9:16 | 9:21 | 9:22 | 9:22 | 9:30 | 9:38 | 9:42 |
| 9:30 | 9:31 | 9:36 | 9:37 | 9:37 | 9:45 | 9:53 | 9:57 |
| 9:45 | 9:46 | 9:51 | 9:52 | 9:52 | 10:00 | 10:08 | 10:12 |
| 10:00 | 10:01 | 10:06 | 10:07 | 10:07 | 10:15 | 10:23 | 10:27 |
| 10:15 | 10:16 | 10:21 | 10:22 | 10:22 | 10:30 | 10:38 | 10:42 |
| 10:30 | 10:31 | 10:36 | 10:37 | 10:37 | 10:45 | 10:53 | 10:57 |
| 10:45 | 10:46 | 10:51 | 10:52 | 10:52 | 11:00 | 11:08 | 11:12 |
| 11:00 | 11:01 | 11:06 | 11:07 | 11:07 | 11:15 | 11:23 | 11:27 |
| 11:15 | 11:16 | 11:21 | 11:22 | 11:22 | 11:30 | 11:38 | 11:42 |
| 11:30 | 11:31 | 11:36 | 11:37 | 11:37 | 11:45 | 11:53 | 11:57 |
| 11:45 | 11:46 | 11:51 | 11:52 | 11:52 | 12:00 | 12:08 | 12:12 |
| 12:00 | 12:01 | 12:06 | 12:07 | 12:07 | 12:15 | 12:23 | 12:27 |
| 12:15 | 12:16 | 12:21 | 12:22 | 12:22 | 12:30 | 12:38 | 12:42 |
| 12:30 | 12:31 | 12:36 | 12:37 | 12:37 | 12:45 | 12:53 | 12:57 |
| 12:45 | 12:46 | 12:51 | 12:52 | 12:52 | 1:00 | 1:08 | 1:12 |
| 1:00 | 1:01 | 1:06 | 1:07 | 1:07 | 1:15 | 1:23 | 1:27 |
| 1:15 | 1:16 | 1:21 | 1:22 | 1:22 | 1:30 | 1:38 | 1:42 |
| 1:30 | 1:31 | 1:36 | 1:37 | 1:37 | 1:45 | 1:53 | 1:57 |
| 1:45 | 1:46 | 1:51 | 1:52 | 1:52 | 2:00 | 2:08 | 2:12 |
| 2:00 | 2:01 | 2:06 | 2:07 | 2:07 | 2:15 | 2:23 | 2:27 |
| 2:15 | 2:16 | 2:21 | 2:22 | 2:22 | 2:30 | 2:38 | 2:42 |
| 2:30 | 2:31 | 2:36 | 2:37 | 2:37 | 2:45 | 2:53 | 2:57 |
| 2:45 | 2:46 | 2:51 | 2:52 | 2:52 | 3:00 | 3:08 | 3:12 |
| 3:00 | 3:01 | 3:06 | 3:07 | 3:07 | 3:15 | 3:23 | 3:27 |
| 3:15 | 3:16 | 3:21 | 3:22 | 3:22 | 3:30 | 3:38 | 3:42 |
| 3:30 | 3:31 | 3:36 | 3:37 | 3:37 | 3:45 | 3:53 | 3:57 |
| 3:45 | 3:46 | 3:51 | 3:52 | 3:52 | 4:00 | 4:08 | 4:12 |
| 3:30 ROUTE 94 IS DONE AT 3:30PM | | | | | | | |
| 4:15 | 4:16 | 4:21 | 4:22 | 4:22 | 4:30 | 4:38 | 4:42 |
| 4:30 | 4:31 | 4:36 | 4:37 | 4:37 | 4:45 | 4:53 | 4:57 |
| 4:45 | 4:36 | 4:51 | 4:52 | 4:52 | 5:00 | 5:08 | 5:12 |
| 5:15 ROUTE 92 IS DONE AT 5:15PM | | | | | | | |
| 5:30 | 5:31 | 5:36 | 5:37 | 5:37 | 5:45 | 5:53 | 5:57 |
| 5:15 ROUTE 91 IS DONE AT 5:15PM | | | | | | | |
| 6:30 | 6:31 | 6:36 | 6:37 | 6:37 | 6:45 | 6:53 | 6:57 |
| 7:30 | 7:31 | 7:36 | 7:37 | 7:37 | 7:45 | 7:53 | 7:57 |
| 8:30 | 8:31 | 8:36 | 8:37 | 8:37 | 8:45 | 8:53 | 8:57 |
| 9:30 | 9:31 | 9:36 | 9:37 | 9:37 | 9:45 | 9:53 | 9:57 |
| 10:30 ROUTE IS DONE AT 10:30PM | | | | | | | |

| | |
|-------------------------------|---|
| 91 Continuous through 5:15pm | ROUTE93: WHEN LEAVING SONNENTAG AT 10:18PM, ASK IF STUDENTS |
| 92 Continuous through 5:15pm | NEED UPPER CAMPUS, HEAD UP CLAIREMONT TO UPPER |
| 93 Continuous through 10:30pm | CAMPUS THEN D.R. TO STUDENTS DESTINATION BEFORE |
| 94 Continuous through 3:30pm | RETURNING TO GARAGE |

| | SUMMARY | PROS | CONS |
|--|--|--|---|
| OPTION 1: Modify Routes 1 and 6. Eliminate Route 5. | Restructure Routes 1 and 6 and eliminate Route 5. Modify Route 6 to serve both directions west of Oakwood Mall, eliminate redundancy with Route 1. Route 6 and Route 1 would be modify to serve areas currently served by Route 5. | Reduced redundancy. Simpler route structure. Increased access to and from Mall area. Bi-directional Route 6 service. Routes 1 would not go into Festival Foods parking lot. | Many students take the Route 5 in the morning. On Golf Rd there are many new apartments going up. Complicated change. Route 6 would need to start earlier to accommodate pick up times for students. TDP recommends hiring another FT Supervisor for additional staffing. |
| OPTION 2: Combine Routes 7 and 15. Modify Route 21. | By combining Routes 7 and 15, which are both half-hour routes with redundancies, a half hour is created. This route would then be paired with the Route 5, another half-hour route. Route 21 would be modified to cover part of Route 15. Route 21 will go behind large apartments near Shopko. | Reduced redundancy. More efficient route considering Sacred Heart is closed, Shopko is gone, and Clinic on Hendrickson gone. Goes down Clairemont frontage road on southside to go past businesses. CVTC will have better access through Thomas and Kenney. Route 21 will go counter-clockwise in Skypark so passengers will not have to cross street. | Not pulling into south CVTC parking lot anymore. More complicated. Will take more work marketing route changes. Will not service Eldorado Blvd directly. Route 7 will not service Sonnentag Complex anymore. |
| OPTION 3: Decrease Route 18 to once per hour. | Currently Route 18 is a half-hour route serviced twice per hour that is paired with Route 8. By decreasing service to once per hour, it opens up one half hour of service that could be paired with Route 7. This creates a Route 7/18 and a Route 8/18. Route 8 would continue getting serviced twice per hour. | Simple way to create Route to pair with Route 7. Does not require modifying any routes. | Route 18 has good ridership and you risk losing riders by servicing only once per hour, may create poor public relations. |

Short-Term, Minimal Cost Scenario

The following service recommendations are those which can be implemented relatively quickly without the need for significantly more resources.

Route 1

The recommended changes, reasoning, and impacts related to Route 1 are shown in Figure 81 and Figure 82, and summarized in Table 21 and Table 22. Route 1 is ECT's highest ridership and most productive route, aside from Routes 9 and 19. It serves several important destinations, including the Oakwood Mall and surrounding commercial area, the location of dozens of employers and thousands of jobs.

The Short-Term, Minimal Cost recommendation addresses this by extending slightly the hours of service. Additional investment in Route 1 is included in the Short-Term, Investment recommendations.

Table 21. Change and Impact Summary: Route 1 (Short-Term, Minimal Cost Scenario)

| Proposed Change | Impact |
|---|--|
| Modify Route 1 to no longer operate within the Festival Foods parking lot. Today, Route 1 serves two bus stops located within the Festival Foods parking lot in the northbound direction; southbound, the Route stays on Mall Dr. Instead, Route 1 will operate on Mall Drive in both the northbound and southbound directions. | <ul style="list-style-type: none"> Increased safety and service reliability by eliminating bus operations within the Festival Foods parking lot; passengers would access the shopping center using the bus stops along Mall Dr. Consistent operations in northbound and southbound directions, reducing potential for confusion Requires slightly greater walk/roll distances to access businesses in the shopping center |
| Extend the span of service on Route 1 to operate once every 60 minutes between 6:15 AM and 11:15 PM on weekdays, and from 8:15 AM to 9:15 PM on Saturday | <ul style="list-style-type: none"> Greater convenience by introducing ability to travel directly between Oakwood Mall and the Transfer Center for 2 hours later into the evening, facilitating more opportunities for employment, shopping, and entertainment-related trips Required ECT to hire an additional operations supervisor to oversee service in the late evening, at an annual cost of approximately \$80,000 |

Figure 81. Headway and Span Summary: Route 1 (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 |
| 1 | Weekday | Existing | | | | | | | | | | | | | | | | | | | | |
| | | Proposed | | | | | | | | | | | | | | | | | | | | |
| | Saturday | Existing | | | | | | | | | | | | | | | | | | | | |
| | | Proposed | | | | | | | | | | | | | | | | | | | | |
| Headway (Minutes) | | | 30 | 60 | | | | | | | | | | | | | | | | | | |

Figure 82. Route 1 (Short-Term, Minimal Cost Scenario)

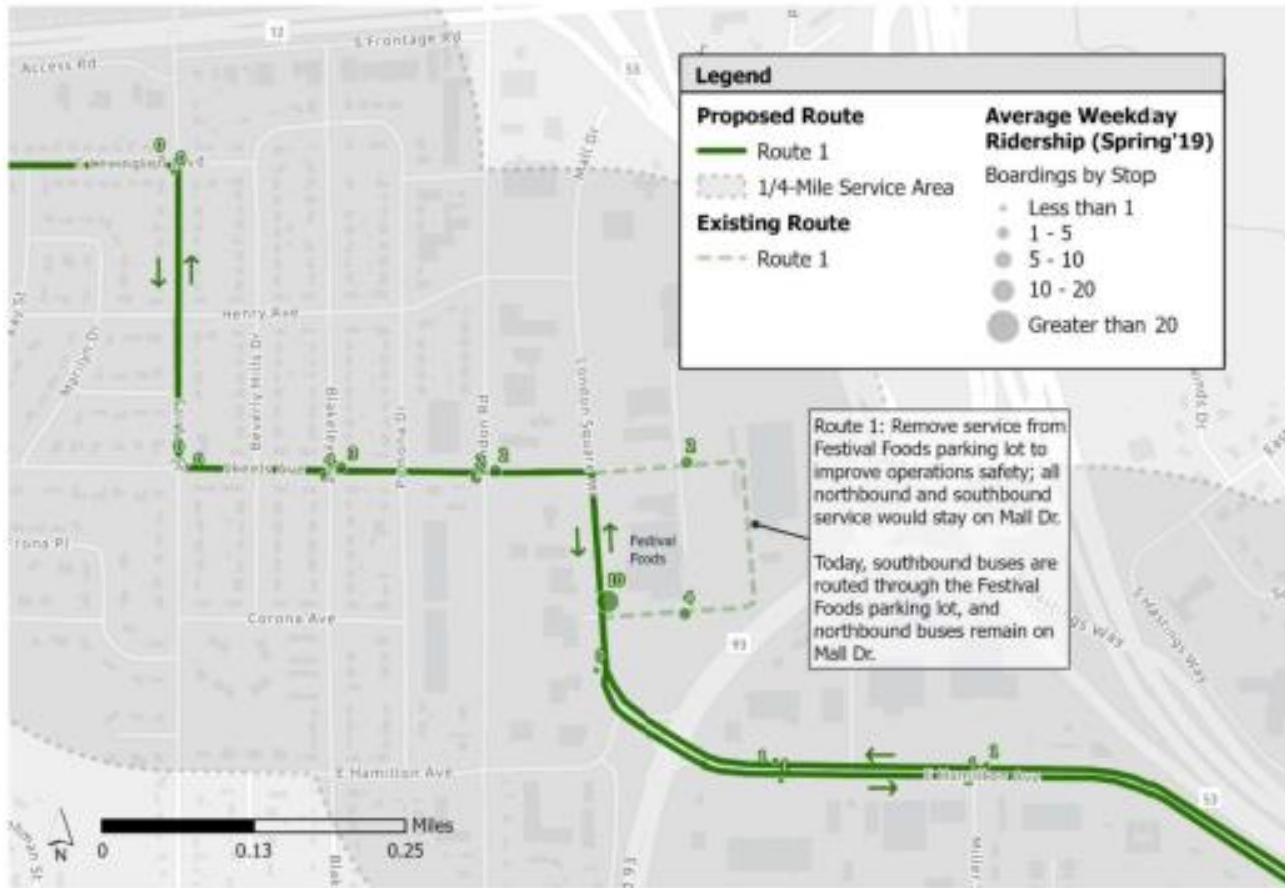


Table 22. Service Resource Summary: Route 1 (Short-Term, Minimal Cost Scenario)

| Route | Service Days | Phase | Miles per Trip | Buses Required (Peak) | Daily Scheduled Trips | Daily Revenue Hours | Daily Revenue Miles | Change in Annual Operating Expense |
|--------------|-----------------|-------------------|----------------|-----------------------|-----------------------|---------------------|---------------------|------------------------------------|
| 1 | Weekdays | Existing | 13.6 | 1 | 16 | 16.0 | 216.8 | |
| | | Proposed | 13.1 | 1 | 18 | 18.0 | 235.1 | +\$48,900* |
| | Saturday | Existing | 13.6 | 1 | 10 | 10.0 | 135.5 | |
| | | Proposed | 13.1 | 1 | 14 | 14.0 | 182.8 | +\$19,900 |
| Total | Combined | Difference | | 0 | | | | +\$68,800* |

*The addition of Route 1 service 2 hours later on weeknights would require ECT to hire an additional operations supervisor. The high-level, planning stage estimate of this additional staff is assumed to be \$80,000, added to annual operating expenses.

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 |
|--|--|
| Restructure Route 6 and eliminate Route 5 | <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 |
| 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 | <ul style="list-style-type: none"> • 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 |
| The areas currently served by Route 5 would be covered by portions of the modified Route 6 and Route 1 | <ul style="list-style-type: none"> • 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 |
| 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 | <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)

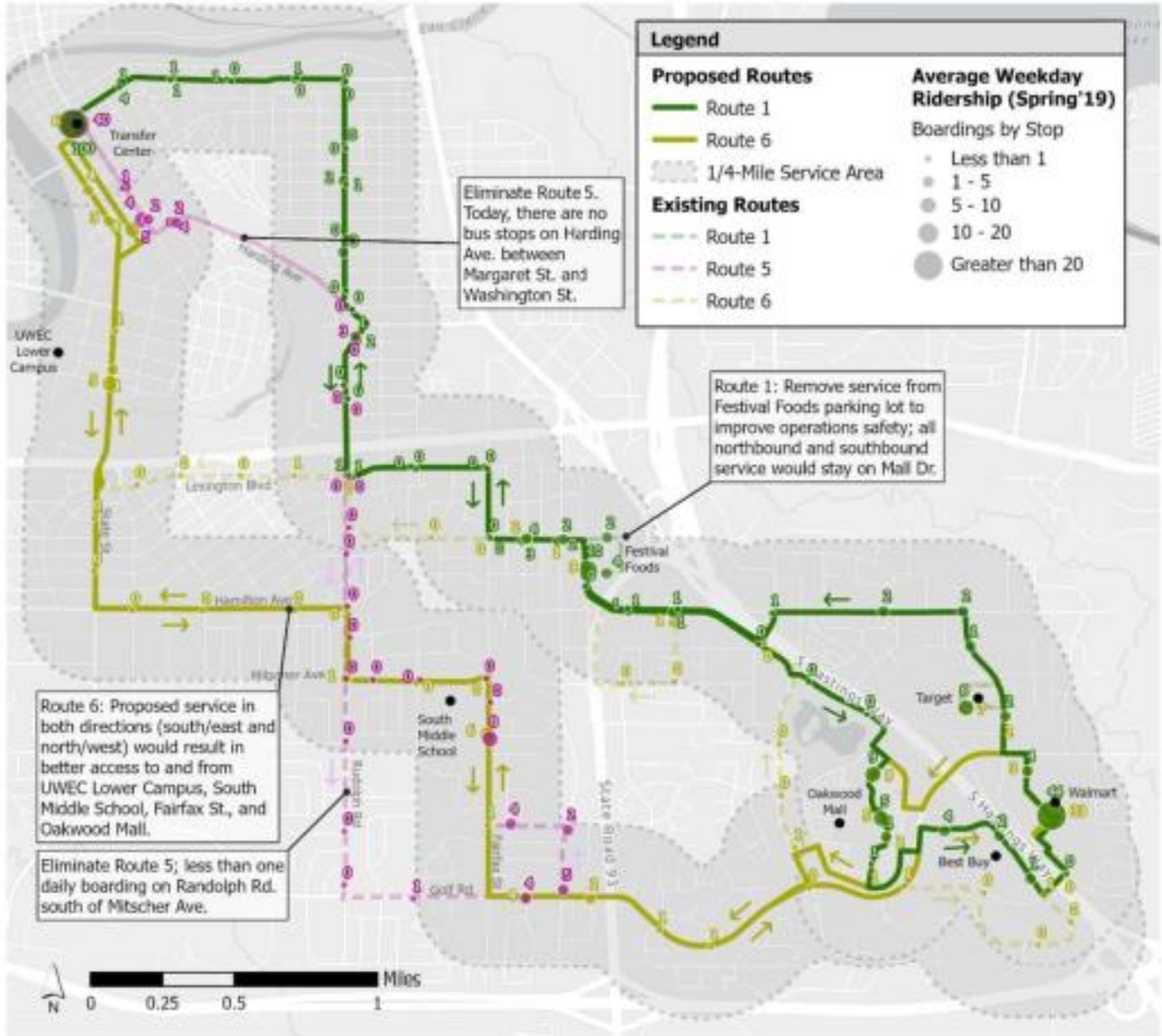


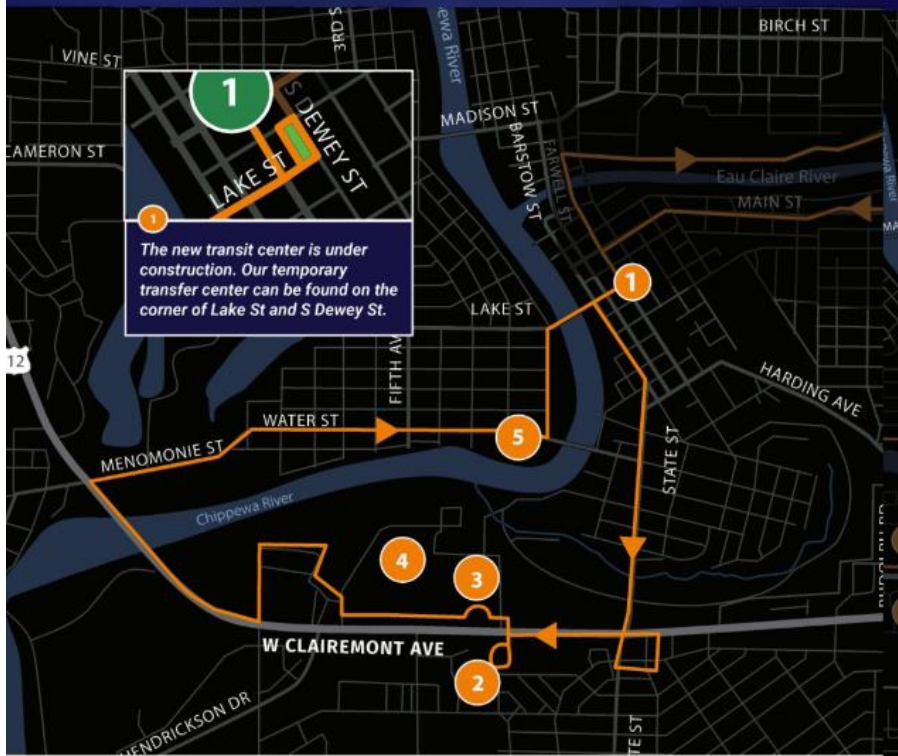
Figure 87. Headway and Span Summary: Routes 5 & 6 (Short-Term, Minimal Cost Scenario)

| 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 7 : WEST CLAIREMONT



1

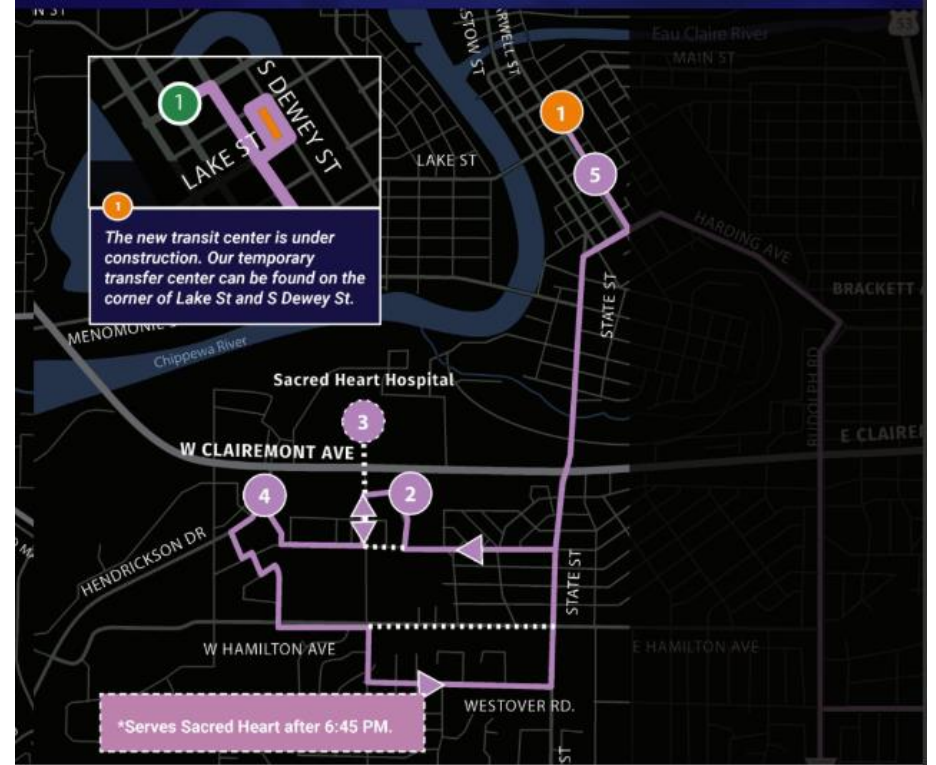
The new transit center is under construction. Our temporary transfer center can be found on the corner of Lake St and S Dewey St.

WEEK DAY

| 1 | 2 | 3 | 4 | 5 | 1 |
|-----------------|------------------------|-------|-----------------------|----------------|-----------------|
| Transfer Center | Family Medicine Clinic | CVTC | Sacred Heart Hospital | UWEC Fine Arts | Transfer Center |
| 6:45 | - | 6:56 | 6:57 | - | 7:15 |
| 7:15 | 7:23 | 7:24 | 7:26 | 7:37 | 7:45 |
| 8:15 | 8:23 | 8:24 | 8:26 | 8:37 | 8:45 |
| 9:15 | 9:23 | 9:24 | 9:26 | 9:37 | 9:45 |
| 10:15 | 10:23 | 10:24 | 10:26 | 10:37 | 10:45 |
| 11:15 | 11:23 | 11:24 | 11:26 | 11:37 | 11:45 |
| 12:15 | 12:23 | 12:24 | 12:26 | 12:37 | 12:45 |
| 1:15 | 1:23 | 1:24 | 1:26 | 1:37 | 1:45 |
| 2:15 | 2:23 | 2:24 | 2:26 | 2:37 | 2:45 |
| 3:15 | 3:23 | 3:24 | 3:26 | 3:37 | 3:45 |
| 4:15 | 4:23 | 4:24 | 4:26 | 4:37 | 4:45 |
| 5:15 | 5:23 | 5:24 | 5:26 | 5:37 | 5:45 |
| 7:15 | 7:23 | 7:24 | 7:26 | 7:37 | 7:45 |
| 7:45 | 7:53 | 7:54 | 7:56 | 8:07 | 8:15 |
| 8:15 | 8:23 | 8:24 | 8:26 | 8:37 | 8:45 |

22 Saturday time ranges in yellow. Bolded times on Tuesdays and Thursdays only.

ROUTE 15 : WEST MACARTHUR



1

The new transit center is under construction. Our temporary transfer center can be found on the corner of Lake St and S Dewey St.

*Serves Sacred Heart after 6:45 PM.

WEEK DAY

| 1 | 2 | 3 | 4 | 5 | 1 |
|-----------------|-------------|------------------------|--------------|-------------|-----------------|
| Transfer Center | Mayo Clinic | *Sacred Heart Hospital | Shopko Plaza | Park Towers | Transfer Center |
| - | - | - | - | - | - |
| 7:45 | 7:54 | - | 7:58 | 8:08 | 8:15 |
| 8:45 | 8:54 | - | 8:58 | 9:08 | 9:15 |
| 9:45 | 9:54 | - | 9:58 | 10:08 | 10:15 |
| 10:45 | 10:54 | - | 10:58 | 11:08 | 11:15 |
| 11:45 | 11:54 | - | 11:58 | 12:08 | 12:15 |
| 12:45 | 12:54 | - | 12:58 | 1:08 | 1:15 |
| 1:45 | 1:54 | - | 1:58 | 2:08 | 2:15 |
| 2:45 | 2:54 | - | 2:58 | 3:08 | 3:15 |
| 3:45 | 3:54 | - | 3:58 | 4:08 | 4:15 |
| 4:45 | 4:54 | - | 4:58 | 5:08 | 5:15 |
| 5:45 | 5:54 | - | 5:58 | 6:08 | 6:15 |
| 6:45 | 6:54 | 6:56 | 6:58 | 7:08 | 7:15 |
| 7:45 | 7:54 | 7:56 | 7:58 | 8:08 | 8:15 |
| 8:45 | 8:54 | 8:56 | 8:58 | 9:08 | 9:15 |
| 9:45 | 9:54 | 9:56 | 9:58 | 10:08 | 10:15 |

*Note: After 6:45 p.m. W. MacArthur begins service to Sacred Heart Hospital & does not serve Westover Rd. 19

ROUTE 21 : SHOPKO PLAZA



WEEK DAY

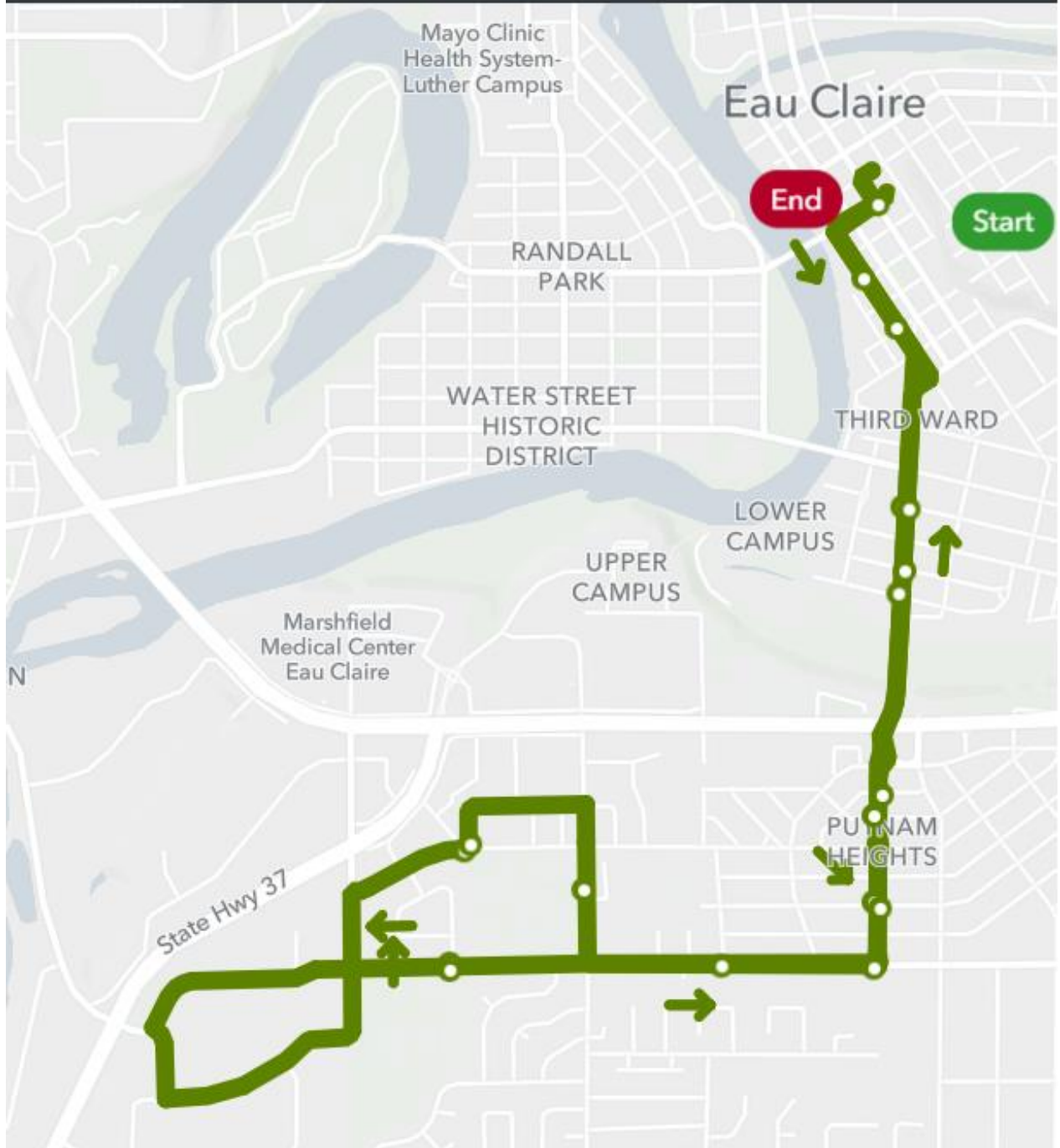
| 1 Transfer Center | 2 Shopko Plaza | 3 Skypark & Hamilton | 4 Park Towers | 1 Transfer Center |
|-------------------------|-------------------|----------------------------|------------------|-------------------------|
| 8:15 | 8:27 | 8:31 | 8:38 | 8:45 |
| 9:15 | 9:27 | 9:31 | 9:38 | 9:45 |
| 10:15 | 10:27 | 10:31 | 10:38 | 10:45 |
| 11:15 | 11:27 | 11:31 | 11:38 | 11:45 |
| 12:15 | 12:27 | 12:31 | 12:38 | 12:45 |
| 1:15 | 1:27 | 1:31 | 1:38 | 1:45 |
| 2:15 | 2:27 | 2:31 | 2:38 | 2:45 |
| 3:15 | 3:27 | 3:31 | 3:38 | 3:45 |
| 4:15 | 4:27 | 4:31 | 4:38 | 4:45 |
| 5:15 | 5:27 | 5:31 | 5:38 | 5:45 |
| 6:15 | 6:27 | 6:31 | 6:38 | 6:45 |
| -- | -- | -- | -- | -- |

Saturday time ranges in yellow.

7/15 Combo El Diablo



New Route 21 Sky Park



ROUTE 8 : FOLSOM & VINE

ROUTE 18 : MEMORIAL



WEEK DAY

WEEK DAY

| 1 Transfer Center | 2 Third & Walnut | 3 Dove Healthcare | 4 Westwind Apts. | 5 Delong Middle School | 6 Seventh & Vine | 1 Transfer Center | 2 Fairfax at McDonalds | 3 Fairfax & Clairemont | 4 Memorial High School | 1 Transfer Center |
|-------------------------|------------------------|-------------------------|------------------------|------------------------------|------------------------|-------------------------|------------------------------|------------------------------|------------------------------|-------------------------|
| - | 5:53 | 5:56 | 5:58 | 5:59 | 6:04 | 6:15 | 6:25 | 6:30 | 6:33 | 6:45 |
| 6:15 | 6:23 | 6:26 | 6:28 | 6:29 | 6:34 | 6:45 | 6:55 | 7:00 | 7:03 | 7:15 |
| 6:45 | 6:53 | 6:56 | 6:58 | 6:59 | 7:04 | 7:15 | 7:25 | 7:30 | 7:33 | 7:45 |
| 7:15 | 7:23 | 7:26 | 7:28 | 7:29 | 7:34 | 7:45 | 7:55 | 8:00 | 8:03 | 8:15 |
| 7:45 | 7:53 | 7:56 | 7:58 | 7:59 | 8:04 | 8:15 | 8:25 | 8:30 | 8:33 | 8:45 |
| 8:15 | 8:23 | 8:26 | 8:28 | 8:29 | 8:34 | 8:45 | 8:55 | 9:00 | 9:03 | 9:15 |
| 8:45 | 8:53 | 8:56 | 8:58 | 8:59 | 9:04 | 9:15 | 9:25 | 9:30 | 9:33 | 9:45 |
| 9:15 | 9:23 | 9:26 | 9:28 | 9:29 | 9:34 | 9:45 | 9:55 | 10:00 | 10:03 | 10:15 |
| 9:45 | 9:53 | 9:56 | 9:58 | 9:59 | 10:04 | 10:15 | 10:25 | 10:30 | 10:33 | 10:45 |
| 10:15 | 10:23 | 10:26 | 10:28 | 10:29 | 10:34 | 10:45 | 10:55 | 11:00 | 11:03 | 11:15 |
| 10:45 | 10:53 | 10:56 | 10:58 | 10:59 | 11:04 | 11:15 | 11:25 | 11:30 | 11:33 | 11:45 |
| 11:15 | 11:23 | 11:26 | 11:28 | 11:29 | 11:34 | 11:45 | 11:55 | 12:00 | 12:03 | 12:15 |
| 11:45 | 11:53 | 11:56 | 11:58 | 11:59 | 12:04 | 12:15 | 12:25 | 12:30 | 12:33 | 12:45 |
| 12:15 | 12:23 | 12:26 | 12:28 | 12:29 | 12:34 | 12:45 | 12:55 | 1:00 | 1:03 | 1:15 |
| 12:45 | 12:53 | 12:56 | 12:58 | 12:59 | 1:04 | 1:15 | 1:25 | 1:30 | 1:33 | 1:45 |
| 1:15 | 1:23 | 1:26 | 1:28 | 1:29 | 1:34 | 1:45 | 1:55 | 2:00 | 2:03 | 2:15 |
| 1:45 | 1:53 | 1:56 | 1:58 | 1:59 | 2:04 | 2:15 | 2:25 | 2:30 | 2:33 | 2:45 |
| 2:15 | 2:23 | 2:26 | 2:28 | 2:29 | 2:34 | 2:45 | 2:55 | 3:00 | 3:03 | 3:15 |
| 2:45 | 2:53 | 2:56 | 2:58 | 2:59 | 3:04 | 3:15 | 3:25 | 3:30 | 3:33 | 3:45 |
| 3:15 | 3:23 | 3:26 | 3:28 | 3:29 | 3:34 | 3:45 | 3:55 | 4:00 | 4:03 | 4:15 |
| 3:45 | 3:53 | 3:56 | 3:58 | 3:59 | 4:04 | 4:15 | 4:25 | 4:30 | 4:33 | 4:45 |
| 4:15 | 4:23 | 4:26 | 4:28 | 4:29 | 4:34 | 4:45 | 4:55 | 5:00 | 5:03 | 5:15 |
| 4:45 | 4:53 | 4:56 | 4:58 | 4:59 | 5:04 | 5:15 | 5:25 | 5:30 | 5:33 | 5:45 |
| 5:15 | 5:23 | 5:26 | 5:28 | 5:29 | 5:34 | 5:45 | 5:55 | 6:00 | 6:03 | 6:15 |
| 5:45 | 5:53 | 5:56 | 5:58 | 5:59 | 6:04 | 6:15 | 6:25 | 6:30 | 6:33 | 6:45 |
| 6:15 | 6:23 | 6:26 | 6:28 | 6:29 | 6:34 | 6:45 | 6:55 | 7:00 | 7:03 | 7:15 |
| 6:45 | 6:53 | 6:56 | 6:58 | 6:59 | 7:04 | 7:15 | 7:25 | 7:30 | 7:33 | 7:45 |
| 7:15 | 7:23 | 7:26 | 7:28 | 7:29 | 7:34 | 7:45 | 7:55 | 8:00 | 8:03 | 8:15 |
| 7:45 | 7:53 | 7:56 | 7:58 | 7:59 | 8:04 | 8:15 | 8:25 | 8:30 | 8:33 | 8:45 |
| 8:15 | 8:23 | 8:26 | 8:28 | 8:29 | 8:34 | 8:45 | 8:55 | 9:00 | 9:03 | 9:15 |
| 8:45 | 8:53 | 8:56 | 8:58 | 8:59 | 9:04 | 9:15 | 9:25 | 9:30 | 9:33 | 9:45 |
| 9:15 | 9:23 | 9:26 | 9:28 | 9:29 | 9:34 | 9:45 | 9:55 | 10:00 | 10:03 | 10:15 |

Saturday time ranges in yellow.

MOTION

I move that the proposed UWEC Route changes, presented as the document on file in the June Transit Commission Meeting packet and open to public inspection during normal business hours, is recommended for approval by the Transit Commission.

Motion made by: _____

Seconded by: _____

June 19, 2024

MEMORANDUM**COMMUNITY SERVICES DEPARTMENT**

Date: June 13, 2024

To: City of Eau Claire - Transit Commission

From: Ty Fadness: Transit Manager

Subject: 2025-2029 Capital Improvement Plan Review & Recommendation

The proposed 2025-2029 Capital Improvement Plan is available at the City of Eau Claire website (Government → Budget) for your review. It is also included in the June Transit Commission Meeting Packet

The responsibility of the Transit Commission is to review the capital improvement budget to advise the City Council.

A motion to declare the projects consistent with the objectives of the City of Eau Claire Transit Commission will be placed on the agenda for your consideration.

Sincerely,

Ty Fadness
Transit Ma



Fund 408-Transit

2025-2029 Capital Improvement Plan

Fund 408 - Expenditure Summary

| Proposal Name | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 408-001: Transit-Replacement Buses | \$1,900,000 | \$1,995,000 | \$2,094,750 | \$2,199,500 | \$2,309,500 | \$10,498,750 |
| 408-002: Transit-UWEC Transit Hub | \$0 | \$200,000 | \$2,000,000 | \$0 | \$0 | \$2,200,000 |
| 408-003: Transit-Bus Surveillance Equipment | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| 408-004: Transit-Shop Equipment | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |
| 408-005: Transit-Computer Replacement | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$30,000 |
| 408-006: Transit-Bus Stop Improvements | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |
| 408-007: Transit-Supervisor Vehicle | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| TOTAL | \$1,900,000 | \$2,335,000 | \$4,094,750 | \$2,229,500 | \$2,404,500 | \$12,963,750 |

Fund 408 - Revenue Summary

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Intergovernmental: Federal Aid | \$1,520,000 | \$1,676,000 | \$3,275,800 | \$1,759,600 | \$1,923,600 | \$10,155,000 |
| Promissory Notes-Tax Supported | \$380,000 | \$399,000 | \$418,950 | \$439,900 | \$461,900 | \$2,099,750 |
| UWEC | \$0 | \$200,000 | \$400,000 | \$0 | \$0 | \$600,000 |
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$60,000 | \$0 | \$30,000 | \$19,000 | \$109,000 |
| TOTAL | \$1,900,000 | \$2,335,000 | \$4,094,750 | \$2,229,500 | \$2,404,500 | \$12,963,750 |



408-001: Transit-Replacement Buses

2025-2029 Capital Improvement Plan



Project Information

Contact: Ty Fadness
 Type: Asset-Replacement
 Useful Life: 12 Years
 Category: Non-Recurring
 Priority Level: 1

Sources

408-001

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|--------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Intergovernmental: Federal Aid | \$1,520,000 | \$1,596,000 | \$1,675,800 | \$1,759,600 | \$1,847,600 | \$8,399,000 |
| Promissory Notes-Tax Supported | \$380,000 | \$399,000 | \$418,950 | \$439,900 | \$461,900 | \$2,099,750 |
| TOTAL | \$1,900,000 | \$1,995,000 | \$2,094,750 | \$2,199,500 | \$2,309,500 | \$10,498,750 |

Description

Replace transit buses in the following sequence:

2025 - Replace two full diesel transit buses from 2011 with two new diesel hybrid buses.

2026 - Replace two full diesel transit buses from 2011 with two new diesel hybrid buses.

2027 - Replace one diesel transit bus from 2011 and one existing hybrid bus from 2013 with two new diesel hybrid buses.

2028 - Replace two existing hybrid buses from 2013 with new hybrid buses.

Per FTA requirements, transit buses have a useful life of 12 years.

To help meet the 2050 carbon-neutral goal, transit will work to convert its fleet from diesel to hybrid diesel. These replacement buses will be necessary to accomplish this and maintain community transit service. The transit division desires to transition to a fully electric bus; however, current infrastructure constraints prohibit this from happening in the coming years.

It is anticipated that the Federal 5339 grant will cover 80 percent of the cost.

Justification

This request supports the City's strategic goals and objectives #2 and #4.

Replacing vehicles outside of their useful life allows for more reliable service to the community.



408-002: Transit-UWEC Transit Hub

2025-2029 Capital Improvement Plan

Project Information

Contact: Ty Fadness
 Type: City Facility-New
 Useful Life: 20 Years
 Category: Non-Recurring
 Priority Level: 3

Sources

408-002

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|--------------------------------|------------|------------------|--------------------|------------|------------|--------------------|
| Intergovernmental: Federal Aid | \$0 | \$0 | \$1,600,000 | \$0 | \$0 | \$1,600,000 |
| UWEC | \$0 | \$200,000 | \$400,000 | \$0 | \$0 | \$600,000 |
| TOTAL | \$0 | \$200,000 | \$2,000,000 | \$0 | \$0 | \$2,200,000 |

Description

Design and construction of a transit hub on the UWEC campus that will facilitate the boarding of 2,000 passengers daily and that is serviced by five transit buses.

Justification

UWEC represents 40 percent of transit ridership in Eau Claire. With the addition of a route to the Sonnentag Center, five buses now service the campus area with the current boarding location on Park Street in front of Centennial Hall. This project will improve service to the campus by constructing a transit hub that will allow students to get out of the elements as they wait for the arriving buses. The hub will have arrival times of routes, wayfinding, and heating elements in an open shelter area. This project will require an agreement with UWEC and it is anticipated that UWEC will pay a portion of the costs as well as 80% covered by a Federal 5339 grant.

This request supports the City's strategic goals and objectives #2 and #4 by allowing the Transit services to be more accessible and user-friendly to the UWEC partner.



408-003: Transit-Bus Surveillance Equipment

2025-2029 Capital Improvement Plan

Project Information

Contact: Ty Fadness
Type: Asset-Replacement
Useful Life: 5 Years
Category: Non-Recurring
Priority Level: 2

Sources

408-003

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------|-----------|------|------|------|-----------|
| Intergovernmental: Federal Aid | \$0 | \$80,000 | \$0 | \$0 | \$0 | \$80,000 |
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$20,000 |
| TOTAL | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |

Description

Replacement of surveillance equipment on 16 buses that have equipment beyond the useful life of 5 years.

Justification

The request supports the City's strategic goals and objectives #2.

Surveillance equipment on the buses is integral to providing safe transportation. Federal funds will apply to 80% of the purchase of the equipment.



408-004: Transit-Shop Equipment

2025-2029 Capital Improvement Plan

Project Information

Contact: Ty Fadness
Type: Asset-New
Useful Life: 15 Years
Category: Non-Recurring
Priority Level: 3

Sources

408-004

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------|----------|------|------|------|----------|
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |
| TOTAL | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |

Description

Historically, the transit bus garage had a mechanical floor sweeper for the collection of road grime and debris that fall off the busses while parked when not in use; however, when the unit reached the end of its useful life, it was not replaced. Because current practices involve a labor-intensive effort to manually sweep or wash the 21,000 sq. ft. of floor space, the transit division would like to purchase another mechanical floor sweeper/scrubber to improve the cleanliness of the facility while streamlining operations.

Justification

This request supports the City's strategic goals and objective #2.

By utilizing a mechanical sweeper, the city will reduce the amount of labor required to clean the floor, further allowing them to focus on other tasks while also reducing the amount of water used and sand/debris washed into the floor.



408-005: Transit-Computer Replacement

2025-2029 Capital Improvement Plan



Project Information

Contact: Ty Fadness
 Type: Asset-Replacement
 Useful Life: 5 Years
 Category: Non-Recurring
 Priority Level: 1

Sources

408-005

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------|------|------|----------|------|----------|
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$30,000 |
| TOTAL | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$30,000 |

Background

Computer replacements for the Transit Manager and the Driver Supervisors.

Justification

This request supports the City's strategic goals and objectives #3.

This request meets the City's strategic goal with up-to-date computers allowing staff to work more efficiently. Computers are replaced once their warranties expire. The computers in this request are scheduled to expire in 2028.



408-006: Transit-Bus Stop Improvements

2025-2029 Capital Improvement Plan



Project Information

Contact: Ty Fadness
 Type: Infrastructure-New
 Useful Life: 20 Years
 Category: Recurring
 Priority Level: 7

Sources

408-006

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------------|------------|------------|------------|-----------------|-----------------|
| Intergovernmental: Federal Aid | \$0 | \$0 | \$0 | \$0 | \$16,000 | \$16,000 |
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$0 | \$0 | \$0 | \$4,000 | \$4,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |

Description

The City of Eau Claire currently has over 550 bus stops. Increasing ADA accessibility on those bus stops has been identified as an important initiative. This money will be used to add concrete pads to bus stops as well as adding bus shelters at high-boarding bus stops that do not have a building nearby to wait for the bus in during inclement weather.

It is anticipated that the Federal 5339 grant will cover 80 percent of the cost.

Justification

This request supports the City's strategic goals and objectives #2, #4, and #5.

Improving bus stops will improve the experience people have using transit in our community.



408-007: Transit-Supervisor Vehicle

2025-2029 Capital Improvement Plan

Project Information

Contact: Ty Fadness
 Type: Asset-Replacement
 Useful Life: 12 Years
 Category: Non-Recurring
 Priority Level: 7

Sources

408-007

| Itemization Description | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|--|------------|------------|------------|------------|-----------------|-----------------|
| Intergovernmental: Federal Aid | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$60,000 |
| General Obligation Promissory Notes-One-Year Plus | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |

Description

Currently, Transit leases a squad car from the Police Department. Rather than lease the squad car, an electric vehicle will be purchased to serve as the Transit Supervisor vehicle. This vehicle will be used for various transportation objectives as well as for marketing Eau Claire Transit at different events like Music in the Park and the Fall Festival. This will help meet the 2050 Carbon-neutral goal. It is anticipated that the Federal 5339 grant will cover 80% of the cost.

Justification

This request supports the City's strategic goals and objectives #3 and #5.

MOTION

I move that the Transit 2025 - 2029 Capital Improvement Plan, presented as the document on file in the Office of the City Clerk and open to public inspection during normal business hours, is recommended for approval by the Transit Commission.

Motion made by: _____

Seconded by: _____

June 19, 2024

Eau Claire Transit Commission
Monthly Ridership Report
May 2024

| | Monthly | | | YTD Ridership | | |
|------------------------|---------------|---------------|----------|----------------|----------------|----------|
| | 2023 | 2024 | % Change | 2023 | 2024 | % Change |
| Full Cash Fare | 2,033 | 2,070 | 1.8% | 9,486 | 8,485 | -10.6% |
| Full Fare Tickets | 1,628 | 1,858 | 14.1% | 7,940 | 8,842 | 11.4% |
| Income-Qualifying Fare | 230 | 481 | 109.1% | 1,067 | 1,943 | 82.1% |
| Student Cash Fare | 408 | 470 | 15.2% | 1,607 | 2,752 | 71.3% |
| Student Fare Tickets | 20 | 10 | -50.0% | 134 | 61 | -54.5% |
| 1/2 Cash Fare | 1,594 | 1,468 | -7.9% | 6,446 | 6,682 | 3.7% |
| Reduced Fare Tickets | 2 | 203 | 10050.0% | 818 | 955 | 16.7% |
| Monthly Pass | 3,697 | 3,943 | 6.7% | 26,109 | 19,390 | -25.7% |
| Income-Qualifying Pass | 5,249 | 5,289 | 0.8% | 18,213 | 25,878 | 42.1% |
| Half Fare Pass | 8,308 | 8,382 | 0.9% | 37,215 | 38,702 | 4.0% |
| CVTC Pass | 915 | 482 | -47.3% | 2,665 | 2,764 | 3.7% |
| Day Pass | 1,034 | 666 | -35.6% | 3,914 | 2,815 | -28.1% |
| MAX Pass | 1,921 | 1,347 | -29.9% | 7,825 | 6,001 | -23.3% |
| Non-UWEC Ridership | 27,039 | 26,669 | -1.4% | 123,439 | 125,270 | 1.5% |
| UWEC | 21,588 | 20,235 | -6.3% | 137,434 | 157,609 | 14.7% |
| Total | 48,627 | 46,904 | -3.5% | 260,873 | 282,879 | 8.4% |
| Community Table | 141 | 202 | 43.3% | 639 | 969 | 51.6% |
| Paratransit | 2,209 | | -100.0% | 9,915 | 8,674 | -12.5% |
| Free | 421 | 228 | -45.8% | 2,800 | 15,755 | 462.7% |
| Pool | 0 | 0 | | 0 | 0 | |
| Transfer | 3,270 | 4,611 | 41.0% | 16,407 | 21,656 | 32.0% |
| Library | 0 | 0 | | 0 | 0 | |
| Total | 54,668 | 51,945 | -5.0% | 290,634 | 329,933 | 13.5% |
| Evening Ridership | 697 | 2,926 | 319.8% | 2,235 | 14,182 | 534.5% |
| Saturday Ridership | 3,030 | 3,205 | 5.8% | 16,008 | 14,068 | -12.1% |
| Miles of Service-Day | 51,149 | 51,317 | 0.3% | 254,870 | 257,279 | 0.9% |
| Passenger / Mile-Day | 1.06 | 0.96 | -9.5% | 1.13 | 1.23 | 8.5% |
| Hours of Service-Day | 3,626 | 3,583 | -1.2% | 17,962 | 18,171 | 1.2% |
| Passenger / Hour-Day | 14.88 | 13.68 | -8.1% | 16.06 | 17.38 | 8.2% |
| Miles of Service-Eve. | 9,828 | 9,092 | -7.5% | 46,914 | 49,980 | 6.5% |
| Passenger / Mile-Eve. | 0.07 | 0.32 | 353.8% | 0.05 | 0.28 | 495.6% |
| Hours of Service-Eve. | 688 | 634 | -7.8% | 3,289 | 3,495 | 6.3% |
| Passenger / Hour-Eve. | 1.01 | 4.62 | 355.6% | 0.68 | 4.06 | 497.1% |
| Saturday | 4 | 4 | 0.0% | 21 | 17 | -19.0% |
| Weekday School | 22 | 21 | -4.5% | 91 | 95 | 4.4% |
| Weekday Non-school | 1 | 1 | 0.0% | 18 | 15 | -16.7% |

2024 Income-Qualifying Fare Progress Report

| | Permits Issued | \$0.85 Trips | Passes Sold | Pass Trips |
|---------------|----------------|--------------|-------------|--------------|
| January | 19 | 382 | 29 | 5471 |
| February | 18 | 427 | 33 | 5802 |
| March | 9 | 333 | 43 | 5145 |
| April | 17 | 320 | 25 | 4171 |
| May | 7 | 481 | 43 | 5289 |
| June | | | | |
| July | | | | |
| August | | | | |
| September | | | | |
| October | | | | |
| November | | | | |
| December | | | | |
| Total: | 70 | 1943 | 173 | 25878 |

2023 Income-Qualifying Fare Progress Report

| | Permits Issued | \$0.85 Trips | Passes Sold | Pass Trips |
|---------------|----------------|--------------|-------------|--------------|
| January | 13 | 162 | 32 | 2197 |
| February | 11 | 186 | 28 | 3420 |
| March | 10 | 221 | 31 | 2519 |
| April | 19 | 399 | 22 | 5293 |
| May | 13 | 230 | 21 | 5249 |
| June | 15 | 209 | 21 | 5015 |
| July | 13 | 308 | 20 | 4092 |
| August | 14 | 352 | 24 | 4785 |
| September | 13 | 272 | 13 | 4664 |
| October | 22 | 332 | 35 | 6117 |
| November | 29 | 380 | 30 | 4686 |
| December | 17 | 411 | 39 | 5141 |
| Total: | 189 | 3462 | 316 | 53178 |

Eau Claire Transit System

Operating Expenses

Report Date: April 30, 2024

% of Year Expired: 33.3%

| | Prior Year | | Current Year | | |
|--------------------------|----------------|---------------|----------------|---------------|----------------|
| | 2023 Budget | 2023 Y-T-D | 2024 Budget | 2024 Y-T-D | % of Budget |
| Admin Wages | \$ 332,500 | \$ 102,969 | \$ 342,979 | \$ 106,648 | 31.1% |
| Admin OT Wages | \$ 12,000 | \$ 5,449 | \$ 2,000 | \$ 3,518 | 175.9% |
| Admin Benefits | \$ 214,600 | \$ 36,665 | \$ 229,123 | \$ 63,850 | 27.9% |
| Operator Wages | \$ 1,285,300 | \$ 405,569 | \$ 1,534,674 | \$ 450,206 | 29.3% |
| Operator OT Wages | \$ 23,000 | \$ 106,291 | \$ 23,000 | \$ 79,992 | 347.8% |
| Operator Benefits | \$ 724,100 | \$ 216,782 | \$ 839,724 | \$ 225,911 | 26.9% |
| Shop Wages | \$ 278,100 | \$ 106,838 | \$ 309,861 | \$ 94,590 | 30.5% |
| Shop OT Wages | \$ 23,800 | \$ 16,794 | \$ 8,800 | \$ 27,489 | 312.4% |
| Shop Benefits | \$ 158,000 | \$ 41,713 | \$ 138,113 | \$ 36,693 | 26.6% |
| Total Payroll | \$ 3,051,400 | \$ 1,039,069 | \$ 3,428,274 | \$ 1,088,895 | 31.8% |
| Printing & Binding | \$ 10,700 | \$ 2,715 | \$ 10,700 | \$ 1,772 | 16.6% |
| Advertising & Marketing | \$ 32,400 | \$ 1,184 | \$ 40,000 | \$ 200 | 0.5% |
| Custodial | \$ 24,500 | \$ 7,533 | \$ 24,717 | \$ 8,200 | 33.2% |
| Security | \$ 46,800 | \$ 3,396 | \$ 91,000 | \$ 10,495 | 11.5% |
| Utilities | \$ 12,500 | \$ 6,836 | \$ 13,900 | \$ 16,134 | 116.1% |
| Ins & Admin Charges | \$ 195,900 | \$ 65,440 | \$ 204,000 | \$ 67,667 | 33.2% |
| Misc. Services | \$ 431,500 | \$ 93,077 | \$ 500,698 | \$ 134,318 | 26.8% |
| Total Services | \$ 754,300 | \$ 180,182 | \$ 885,015 | \$ 238,786 | 27.0% |
| Office Supplies | \$ 4,300 | \$ 873 | \$ 4,300 | \$ 2,007 | 46.7% |
| Uniforms & Clothing | \$ 18,400 | \$ 2,687 | \$ 24,234 | \$ 2,369 | 9.8% |
| Gas | \$ 1,000 | \$ - | \$ 1,000 | \$ 383 | 38.3% |
| Diesel Fuel | \$ 450,000 | \$ - | \$ 450,000 | \$ 109,959 | 24.4% |
| Motor Oil | \$ 17,400 | \$ - | \$ 17,400 | \$ 6,377 | 36.7% |
| Tires | \$ 52,600 | \$ - | \$ 52,600 | \$ 9,508 | 18.1% |
| Supplies | \$ 201,100 | \$ 60,727 | \$ 369,595 | \$ 60,960 | 16.5% |
| Tool/Shop | \$ 16,700 | \$ 3,384 | \$ 16,700 | \$ 4,072 | 24.4% |
| Equip Purchase | | \$ 2,138 | \$ 2,200 | \$ - | |
| Misc. Materials/Supplies | \$ 6,500 | \$ - | \$ 13,493 | \$ 66 | 0.5% |
| Total Materials/Supplies | \$ 768,000 | \$ 69,809 | \$ 951,522 | \$ 195,701 | 20.6% |
| Purchased Transp. | \$ 900,100 | \$ 246,411 | \$ 1,300,000 | \$ 499,066 | 38.4% |
| Paratransit Cer | \$ 88,200 | \$ 21,822 | \$ 83,000 | \$ 24,415 | 29.4% |
| Total Paratransit | \$ 988,300 | \$ 268,233 | \$ 1,383,000 | \$ 523,480 | 37.9% |
| Unfund Pen | \$ 38,500 | \$ 12,833 | \$ 38,500 | \$ 12,765 | 33.2% |
| Loss on Disp of Equip | \$ - | | \$ - | | |
| Capital Purchases | \$ - | | \$ - | | |
| Depreciation | \$ - | | \$ - | | |
| Other Charges/Adj | \$ - | | \$ - | | |
| Total Other | \$ 38,500 | \$ 12,833 | \$ 38,500 | \$ 12,765 | 33.2% |
| TOTAL EXPENSES | \$ 5,600,500 | \$ 1,570,126 | \$ 6,686,311 | \$ 2,059,627 | 30.8% |

Eau Claire Transit System

Operating Revenues

Report Date: April 30, 2024

% of Year Expired: 33.3%

| | Prior Year | | Current Year | | % of Budget |
|-------------------------------|---------------------|-------------------|---------------------|---------------------|---------------|
| | 2023 Budget | 2023 Y-T-D | 2024 Budget | 2024 Y-T-D | |
| Full Fare Cash | \$ 34,000 | \$ 12,940 | \$ 42,000 | \$ 11,543 | 27.5% |
| Full Fare Pass | \$ 76,000 | \$ 39,800 | \$ 90,000 | \$ 26,300 | 29.2% |
| Full Fare Tickets | \$ 30,000 | \$ 9,248 | \$ 29,000 | \$ 11,844 | 40.8% |
| Day Pass | \$ 11,000 | \$ 3,101 | \$ 8,000 | \$ 2,659 | 33.2% |
| Total Full Adult Fares | \$ 151,000 | \$ 65,089 | \$ 169,000 | \$ 52,346 | 31.0% |
| Income-Qualifying Cash | \$ 2,000 | \$ 700 | \$ 2,500 | \$ 1,289 | 51.6% |
| Income-Qualifying Pass | \$ 12,000 | \$ 4,625 | \$ 20,000 | \$ 11,425 | 57.1% |
| Total I-Q Fares: | \$ 14,000 | \$ 5,325 | \$ 22,500 | \$ 12,714 | 56.5% |
| Reduced Fare Cash | \$ 8,800 | \$ 4,062 | \$ 14,000 | \$ 4,573 | 32.7% |
| Reduced Fare Pass | \$ 60,000 | \$ 20,700 | \$ 66,000 | \$ 21,750 | 33.0% |
| Reduced Fare Tickets | \$ 6,000 | \$ 150 | \$ 500 | \$ 810 | 162.0% |
| Total Reduced Fares | \$ 74,800 | \$ 24,912 | \$ 80,500 | \$ 27,133 | 33.7% |
| Student Fare Cash | \$ 5,000 | \$ 1,480 | \$ 5,000 | \$ 2,891 | 57.8% |
| Student Fare Tickets | \$ 800 | \$ 175 | \$ 300 | \$ - | 0.0% |
| Student MAX Pass | \$ 17,500 | \$ 4,350 | \$ 14,000 | \$ 2,750 | 19.6% |
| CVTC Student Pass | \$ 1,500 | \$ - | \$ 5,300 | \$ - | 0.0% |
| UW - Eau Claire | \$ 412,000 | \$ 274,000 | \$ 551,000 | \$ 277,000 | 50.3% |
| Pool/Library | \$ 7,000 | \$ - | \$ - | \$ - | |
| Total Student Fares | \$ 443,800 | \$ 280,005 | \$ 575,600 | \$ 282,641 | 49.1% |
| Paratransit Co-Pay | \$ 92,300 | \$ 26,404 | \$ 101,000 | \$ 28,508 | 28.2% |
| Agency Fare | \$ 134,900 | \$ 32,500 | \$ 133,000 | \$ 56,125 | 42.2% |
| Local Reimbursement | \$ 300 | \$ - | \$ - | \$ - | |
| State PT Assistance | \$ 65,000 | \$ - | \$ 64,300 | \$ - | 0.0% |
| Total Paratransit | \$ 292,500 | \$ 58,904 | \$ 298,300 | \$ 84,633 | 28.4% |
| Federal Assistance | \$ 2,200,000 | \$ - | \$ 2,720,336 | \$ (1,009,421) | -37.1% |
| State Assistance | \$ 1,250,000 | \$ - | \$ 1,156,142 | \$ - | 0.0% |
| EC County Assistance | \$ 118,600 | \$ 3,492 | \$ 273,000 | \$ 83,407 | 30.6% |
| Altoona Assistance | \$ 115,000 | \$ - | \$ 134,000 | \$ - | 0.0% |
| Total Assistance | \$ 3,683,600 | \$ 3,492 | \$ 4,283,478 | \$ (926,014) | -21.6% |
| Advertising | \$ 42,000 | \$ 23,666 | \$ 55,000 | \$ 14,230 | 25.9% |
| Vending Commission | \$ - | \$ - | \$ - | \$ - | |
| Gifts & Donations | \$ - | \$ 1,000 | \$ - | \$ - | |
| Other Penalties | \$ - | \$ - | \$ - | \$ - | |
| Miscellaneous | \$ 1,000 | \$ 8,557 | \$ 15,150 | \$ 1,090 | 7.2% |
| General Fund - Operations | \$ 1,160,200 | \$ - | \$ 1,294,009 | \$ - | 0.0% |
| Sale of Capital Assets | \$ - | \$ - | \$ - | \$ - | |
| Fund Balance Applied | \$ - | \$ - | \$ - | \$ - | |
| Fund Balance Used for CIP | \$ - | \$ - | \$ - | \$ - | |
| Total Other | \$ 1,203,200 | \$ 33,222 | \$ 1,364,159 | \$ 15,320 | 1.1% |
| TOTAL REVENUES | \$ 5,862,900 | \$ 470,949 | \$ 6,793,537 | \$ (451,227) | -6.6% |

From the City Manager's Weekly Update 5/24/24

EDDIT Team Visit: This week, a team of experts on public engagement and data analysis traveled to Eau Claire to discuss our transit system. The City of Eau Claire received a grant to facilitate this process. The project's goal is to understand how transit can best get residents where they want to go and how we can help everyone in Eau Claire interact with transit. As part of the project, called Equitable Development Data Insight Training (or EDDIT), the team of experts toured Transit facilities and talked to stakeholders about their vision for Eau Claire's future and how transit figures into the vision.

Two central questions we focused in on were:

- How can we help people make a decision to have one fewer car as households? (Such as shifting from three to two, or two to one cars.)
- Given the high cost of transportation in our region, how can we help people get from one place to another affordably?

Stay tuned for more insights on the project. The team from out of town are pictured below with some of our Eau Claire team.





CITY OF EAU CLAIRE
Bus Tracking Tracking Technology (2024-19)
EQUANS Proposal



MAY 2024

City of Eau Claire Transit and **EQUANS'**
CAD/AVL together for a more efficient
mobility in Eau Claire, WI.



COMPANY EXPERIENCE



- **45 years** of experience in CAD/AVL system for public transit
- **600 employees** dedicated to CAD/AVL and ITS system
- Made for Public Transit: 250+ Public Transit agencies uses the EQUANS CAD/AVL
- Location of work: Atlanta, GA: US HQ, Project Management, Testing, Support, Repair.
- **Proven in Wisconsin.**
- **Company Philosophy:**
 - Customer centric: Client satisfaction and customer support is a core value.
 - Committed to on-time and on-budget delivery.
 - EQUANS is “Boots on the ground” during the project implementation.

EQUANS CAD/AVL BENEFITS FOR EAU CLAIRE TRANSIT



- **Commitment to have the system deployed in August before start of University.**
- **Proven and reliable CAD/AVL, AVA and APC system.**
- **Dedicated to customer support and customer satisfaction: We will take care of you.**
- Project Manager and engineer stays on after implementation as your dedicated support team.
- Streamlined operations process and enhanced efficiencies: Flexible CAD system with real-time detour, edit assignment on the fly, add/cancel a trip... with all passenger information updating automatically.
- Highly accurate APC data and experience reusing the same APC sensors as currently in your bus.
- Flexible AVA with ability to select the voice, when and where to announce, broadcast detour, connection and service alerts, and reusing existing hardware.
- Multiple ways for riders to access real-time information: Mobile app, website with trip planner, Google integration, GTFS/GTFS RT feed, optional SMS alerts...

EQUANS REFERENCES



- Proven system on many transit system of similar size:
 - **Green Bay Metro:** 30 bus, replacement of Transloc, CAD/AVL, APC (reusing the same counters as ECT), AVA, interior signs, GTFS/GTFS RT, mobile app and passenger website.
 - **Greenville Transit Authority:** 26 bus, CAD/AVL, APC, AVA, GTFS/GTFS RT, passenger website and trip planner, NTD certification.
 - **Rogue Valley Transportation District (RVTD):** 45 fixed route vehicles equipped with CAD/AVL, APC, AVA, GTFS/GTFS RT, interior signs, Infotainment, and integration with Genfare Farebox and Hanover headsigns.
 - **Lowell Regional Transit Authority (LRTA):** 50 fixed route vehicles with CAD/AVL, AVA, APC, interior sign, integration with Luminator destination sign and Optibus GTFS.
 - **Williamsburg Area Transit Authority (WATA):** 23 bus, CAD/AVL, AVA, infotainment, integration with Masabi, Destination signs and Via.



COMPANY EXPERIENCE



FOCUS ON GREEN BAY METRO:

“Moving to the EQUANS CAD/AVL has been great for staff, it’s very user friendly. The real-time information being accurate and readily available for staff and for riders has been great, in addition to the fact of being able to make real-time updates and on the fly detours and changes is totally beneficial.” - Patty Kiewiz, Transit Director Green Bay Metro

- CAD/AVL, bus tracking, real-time prediction
- APC for all buses – reusing existing APC.
- GTFS/GTFS RT feed to app, website, and Google.
- Automated Voice Announcements (AVA)
- Single log in integration with Genfare, Hanover and Luminator



COMPANY EXPERIENCE



FOCUS ON WILLIAMSBURG:

“The main benefit is we can provide real-time information to our riders. The new system can also quickly respond to any disruptions in our service. For example, if one of our routes has to make a detour due to an accident or road work, we can quickly provide riders with the live temporary route.”
Said Karen Davis, Director of Operations for WATA.

“From start to finish, our experience with EQUANS has been top notch. From the early planning stages through testing and acceptance, the EQUANS team has been responsive, organized and determined to make sure this project matched our expectations.” - Ben Goodill, WATA Director of Planning and Administration.

- Fixed route CAD/AVL, bus tracking, real-time prediction
- Paratransit CAD/AVL with Via
- GTFS/GTFS RT feed to mobile app, website, Trip planner, and Google integration
- Automatic Voice Announcements (AVA)
- Onboard Infotainment

PROJECT TEAM

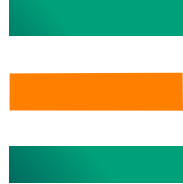
- **Hoki Tse:** PMP, 8+ years of experience in CAD/AVL implementation, including Green Bay, Rochester, Greenville...
- **Bruce:** 15 years of experience in CAD/AVL - System Manager
- **Nicolas:** 10 years in CAD/AVL – Lead a team of project engineers for factory and site testing.
- **Kilian:** Account manager and back up to the project team for support

ACCOUNT MANAGEMENT

PROJECT MANAGEMENT AND POST DEPLOYMENT SUPPORT

TECHNICAL SUPPORT

INSTALLATIONS





PROJECT IMPLEMENTATION

- **Commitment to on-time project implementation.**
- **Dedicated project team throughout entire implementation and beyond:**
 - Bi-weekly meeting all along the project implementation.
 - EQUANS PM and System engineer will be on site at key stages of the project (System testing, installation, site testing and Go-Live).
- **EQUANS will be there every step of the way:** First bus pull out, Pilot testing, NTD reporting due, onsite training, etc.

PROJECT IMPLEMENTATION



- **Training:**
 - Training is on site and continuous all along the implementation. EQUANS provides training and O&M Manuals as well as driver leaflet.
 - 1 year of free training is offered.
 - Specific manuals, 'how-to' and video support provided on demand.
- **Transition:**
 - An EQUANS project engineer will support the ECT users onsite for over the shoulder support and training.





WARRANTY & CUSTOMER SUPPORT

- **Unlimited customer support.**
- **One single Point of Contact** – Project team remains POC for pre- and post-go live activities/support
- Customer Web Portal (Salesforce) is the main technical/customer support tool, available 24/7 for the entire CAD/AVL.
- EQUANS support staff can track tickets and filter by customer or severity to ensure that all issues are addressed in a timely fashion.
- Any software issues is covered in the maintenance agreement as EQUANS will promptly fix any issues
- Monthly Progress Meetings & regular onsite visits are made to support ECT in the use of the CAD/AVL
- **Long term Warranty:**
 - 5-year warranty for CAD/AVL hardware & software.
 - Extended warranty up to 12 years.
 - RMA done in Atlanta, GA

APC HARDWARE / INTEGRATION



THANK YOU EAU CLAIRE



THANK YOU



A COMPANY OF BOUYGYES



City of Eau Claire Transit Commission Workplan

| What | Anticipated Outcome, Product or Result | Idea Source | Specific Actions | Target Dates | Identified Partners | Point Person |
|--|---|------------------|--|--------------|---|--------------------------------|
| Bus Stops/Shelters | Public input and local engagement, ADA compliance, Policy recommendation to Council, Evaluation of stops for safety and accessibility | CIP, Commission | Hold public meetings as part of the commission meetings; Review existing policies; develop recommendations – possible work session | DEC 2023 | Local manufacturers, artists and designers, ADRC, WIPTA Members, MPO | Transit Manager |
| Evaluate Fare Structure | Equitable Fare structure that allows for sustainable Transit Service | Commission | Review Structure Annually at a February or March Meeting. Make Recommendations to Council | MAR Annually | UWEC, ECASD, Mayo and Marshfield Clinic, Other Businesses that benefit from Transit Service | Transit Manager |
| Marketing Committee | Transit Promotion in the community, Increase transit use, Marketing plan | TDP | Recruit members, City Staff, commission | On going | Interested Members of the Public, Commission, UWEC, Outside Marketing agency | Transit Manager |
| Review of Complete Streets Policy | Make sure that Transit issues are considered | BPAC | Develop Recommendations as it relates to transit | On going | BPAC, Engineering | City Engineer |
| City Comprehensive Plan | Have Transit issues considered | Plan Commission | Hold public hearings to receive input on transit related sections to develop recommendations | 2024 | Planning | Community Development Director |
| Shawtown Neighborhood Plan | Have Transit issues considered | Plan Commission | Participate at planned meetings | 2023 | Planning | Senior City Planner |
| Transit Ambassador Program | Review of the program, guidance | Transit Division | Provide recommendation on possible activities/recruitment | 2024 | Western Dairyland | Contracted Provider |

| | | | | | | |
|--|--|------------------|---|----------|---|---------------------|
| Explore 3 Bike Rack system on buses | Recommendation for procurement | Transit Division | Research issues where deployed; review suppliers | 2024 | WIPTA Members | Transit Manager |
| Electric Buses | Develop Strategy | CIP | Receive Public Input, Review other system deployments | 2025 | Sustainability Committee | Senior City Planner |
| Friends of Transit Program | Recognize Partners in the Community | Commission | Develop Categories and Criteria | 2024 | UWEC; ADRC | Commission Chair |
| Making bus schedules more consistent and easier to understand | Updated schedules, improvement on schedules and more consistency with timing. | Commission, UWEC | Monitor on time performance, receive UWEC student input. Work with UWEC students directly and distribute information. | On going | UWEC | Transit Manager |
| City-wide bike rental program | Establishing community partners and a transit-backed bike rental program | Commission, UWEC | Researching possible business partnerships | 2024 | UWEC | Transit Manager |
| Transit Service Expansion; Transfer Center Connections | Explore ways to connect the Transfer Center to other travel options, regional and otherwise. | Commission | Provide input as new developments are considered. | On going | UWEC, Chippewa Valley Rail Commission | Transit Manager |
| University Transit hub | Establishing a University Transit Hub | Commission | Hold meetings on campus, work with UWEC | 2025 | UWEC Student Senate, Parking and Transportation | Transit Manager |
| Adopt A Bus Stop Program | Involve the community in supporting transit by keeping bus stops in their neighborhood accessible year round | Commission | Work with Neighborhood Associations | 2025 | Neighborhood Associations | Transit Manager |