

**** All present are expected to conduct themselves in accordance with the City's Core Values ****



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department, Committee, Agency, Corporation, Quasi-Municipal Corporation or sub-unit thereof.

Meeting of the: **TRANSIT COMMISSION**
Date/Time: Thursday, July 17, 2014 @1:30 p.m.
Location: Wausau Downtown Airport, 725 Woods Place, Wausau
Members: Sherri Abitz, Keene Winters, Robert Mielke, Keith Draheim, Daniel Guild, George Peterson, Joan Joss, Txanj Hue Yang

AGENDA ITEMS FOR CONSIDERATION (All items listed may be acted upon)

1. Roll Call
2. Public Comment on Matters Appearing on the Agenda
3. Approval of Minutes – May 15, 2014
4. Financial Report and Budget Discussion
5. Ridership Report
6. Proposed Route for Rothschild, Schofield and Weston
7. Bus Fleet Status Report
8. Next Meeting Date – August 21, 2014
9. Adjourn

THIS NOTICE FAXED TO THE WAUSAU DAILY HERALD AND CITY PAGES:

Date: 07/11/2014 TIME: 4:59 PM BY: Greg Seubert, Transit Director

Meeting facilities are accessible to the disabled. Please note that upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For information or to request this service, contact the City Clerk at 715-261-6620.



420 Plumer Street
Wausau, WI 54403
Phone: 715-842-9287
Fax: 715-842-1541
<http://metroride@ci.wausau.wi.us>

MEMO

To: Transit Commission Members

From: Greg Seubert, Transit Director 

Subject: Background Information

Date: July 11, 2014

The purpose of this memo is to provide background information for select agenda items in advance of the meeting. If you have any questions regarding the agenda or if you are unable to attend the meeting, please contact me.

Please note meeting location and time: Wausau Downtown Airport at 1:30 p.m.

Financial Report and Budget Discussion

A year-to-date revenue and expense summary is enclosed. Both revenues and expenses are down compared to budget. Normally, revenue is over budget at this point, due to heavy student ridership in the winter months. Over the summer months it usually comes back into balance. We will receive slightly more state/federal funding than budgeted and I think it will offset the revenue shortfall.

I have not yet begun to prepare my 2015 budget. It is due on August 4th. Both state and federal funds are uncertain at this point. State funds are supposed to increase by 4%, but if total expenses for all transit systems in our funding tier are higher than anticipated, that increase may not materialize.

At the federal level, the transportation act expires at the end of September and the transportation fund is projected to run out in August. There have been no long term proposals to fix the situation and the FTA has alerted funding recipients that payments may be delayed. The highway portion of the transportation fund is projected to run out of money a few months sooner than the transit fund. So I am hoping that a resolution will be found before transit payments are affected.

Proposed Route for Rothschild/Schofield/Weston

Attached is a new bus route scenario for Rothschild, Schofield and Weston for 2015. It was designed with the following in mind.

- The existing route is too long and the operating speed is too high.
- The most productive segments of the current route in Weston are Business 51, Schofield Avenue and Camp Phillips Road as far south as Aspirus Clinic.
- The portion of the route south of Hwy. 29, including Marshfield Clinic, St. Clare's Hospital and Birchwood Highlands produces little ridership. It is the least productive portion of the route.

- The new Bridge Clinic location at Aspirus Clinic on Camp Phillips Rd. is important to serve.
- A previous route went past both the junior and senior high schools and Kennedy Park, but ridership was limited in that area.
- School kids are heavily served by yellow bus in the Everest district, so rider opportunities for Metro Ride are probably limited.
- Serving the schools without serving neighborhoods where kids live may not be worthwhile.
- The paratransit service area may reach locations that the bus route does not.
- Schedule frequency will be determined by the budget limitations of all participating municipalities.

This route scenario was placed on the agenda at the request of Daniel Guild.

Bus Fleet Status Report

While conducting our annual bus inspections, we discovered serious cracks in the frames of six buses. These are old buses, manufactured between the years 1995-1998 and we have used them well beyond the minimum lifespan required by the FTA (12 years). Frame corrosion and cracking is common for buses of this age and we have struggled to keep older buses in service for this reason.

Our plan was to replace these buses with used buses from another transit agency before the frames failed. Since these buses are used for only two hours in the morning and two hours in the afternoon when school is session, it makes little sense to replace them with new ones. Over the past year we have found buses sold in “junk” condition, but none that will provide the 3-5 years of service we’ve experienced with used buses in the past. Unfortunately, we are now in a situation where we have fewer buses than is required to meet our peak vehicle needs when school starts in September. I hope to have some possible alternatives to discuss at the meeting next week.

TRANSIT COMMISSION MINUTES

Date and Time: The Transit Commission met on Thursday, May 15, 2014, at 1:00 P.M. at the Wausau Downtown Airport, 725 Woods Place, Wausau, WI.

Members Present: Sherry Abitz, Keith Draheim, Daniel Guild, Keene Winters, Robert Mielke and George Peterson

Members Excused: Joan Joss and Txang Hue Yang

Also Present: Greg Seubert, Mary Foss

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and sent to the Wausau Daily Herald in the proper manner. The meeting was called to order by Chairperson Abitz after noting a quorum was present.

Public Comment on Matters Appearing on the Agenda

No comments were made.

Daniel Guild arrived at 1:16 p.m.

Approval of Minutes

Mielke moved to approve the minutes of the February 20, 2014 meeting. Winters seconded. Motion carried.

Election of Vice-Chairperson

Abitz explained that they are in discussion on how to add the Transit Commission chairperson to the Coordinating Committee. Abitz feels that it is necessary to move forward with this because of the issues that Transit may be facing in the near future regarding bus service in the area. If by chance this does happen, she would step down from Transit Commission chairperson. Abitz asked if there were any nominations for vice-chairperson. Winters nominated Mielke. Abitz asked if there were any other nominations. Winters moved to close nominations and cast a unanimous ballot for Mielke. Draheim seconded the motion. The motion carried.

Transit Commission Meeting Dates, Times and Location

Seubert stated that the reason for considering a different meeting location is that the Metro Ride office does not meet ADA accessibility requirements. Metro Ride staff has investigated several locations and the Wausau Downtown Airport seems most appropriate. It is on a bus line; it has ample parking; the location is a midpoint for Transit Commission members; it has WIFI availability; and the building is ADA accessible. Abitz stated that she liked the idea that it is a more convenient location for members from Rothschild, Schofield and Weston. After a brief discussion, the consensus of the Transit Commission was to conduct meetings at the Wausau Downtown Airport, on the 3rd Thursday of the month, at 1:30 p.m.

City of Wausau/Metro Ride Drug and Alcohol Testing Policy

Seubert stated that most of the proposed changes to the Metro Ride Drug and Alcohol Testing Policy were recommended in the FTA Triennial Review, which was conducted in February. Seubert explained that the draft distributed in advance of the meeting was not sufficient for the reviewer, so he provided an updated draft, along with a summary of modifications to the original draft. Seubert indicated that some changes were made to add clarity to the language. The only substantive change to the original policy is the removal of blood alcohol testing. That method is not required by the Federal Transit Administration nor is it prohibited. But some state courts have found the method to be unconstitutional without a search warrant. Metro Ride has never conducted a blood alcohol test and Seubert felt that the method should be removed from the policy.

Winters moved to approve the draft. Peterson seconded the motion. The motion Carried. Guild abstained from voting because he hadn't read the entire policy.

Future of Transit Services in Rothschild/Schofield/Weston

Seubert said he is working on a fourth bus route scenario for the Village of Weston. Guild said that once he receives it, he will be present it to his finance department and trustees for consideration. They will identify a preferred scenario and work with groups such as NAOMI. They may go to referendum in November or they may just commit to a route. The deadline to gather information for a referendum is August 26, 2014. Weston will conduct information sessions that will be open to the public. Seubert stated that the challenge going forward will be the timing of the budget relative to the timing of referendum. He may have to develop several budget scenarios. Each of the scenarios would have to have different service levels or frequencies. One of the possibilities would be no service in Rothschild, Schofield and Weston. Peterson noted that each of the municipalities will begin their budget process soon and each may have to consider multiple possibilities. Seubert said that he would keep everyone informed as the process evolves. No action was taken.

Transit Director's Report

Seubert said he received a call from Northern Valley Workshop asking if Metro Ride could be more flexible with the bus route we provide them, so their clients could access work opportunities in the community. Seubert supports the proposal and hopes it would produce additional ridership.

The State of Wisconsin completed year-end audits for 2009, 2010 and 2011. We learned from the audits that they have changed the way they treat certain revenues, such as insurance dividends. They now treat these revenues as contra-expenses, which results in a reduction in the amount of operating assistance they owe us for those years. Because the audits are so delayed, we will experience an accumulated reduction in State operating assistance receivable, all at once. Had we known about the change, we would have modified our procedures much sooner. The finance department is in the process of preparing invoices for Rothschild, Schofield and Weston for the fourth quarter of 2013. Those invoices will include adjusts for prior year audits.

The next regular meeting date is June 19, 2014, at 1:30 p.m. Daniel Guild indicated that he would be unavailable on that date.

Draheim moved to adjourn the meeting. Winters seconded the motion. The motion carried.

Respectfully submitted,

Sherry Abitz, Chairperson

mf

**Wausau Area Transit System
Revenue & Expense Summary
Year to Date
May 31, 2013**

| | | City | State | 0.42% % of Total |
|---|-----------------------|-----------------------|-----------------------|----------------------|
| Revenue | Year to Date | Budget | Budget | (City Budget) |
| Adults | \$59,322.55 | \$178,279.40 | \$178,279.40 | 33.3% |
| Students | \$89,608.12 | \$203,787.69 | \$203,787.69 | 44.0% |
| Elderly & Disabled | \$20,793.63 | \$55,871.84 | \$55,871.84 | 37.2% |
| Trippers | \$11,971.44 | \$29,483.10 | \$29,483.10 | 40.6% |
| Paratransit | \$2,605.50 | \$11,475.00 | \$11,475.00 | 22.7% |
| Total Revenue | \$184,301.24 | \$478,897.03 | \$478,897.03 | 38.5% |
| Expense-Fixed Route Bus | | | | |
| Wages - Drivers | \$318,479.66 | \$779,811.60 | \$779,811.60 | 40.8% |
| Wages - Repair & Garage | \$90,259.25 | \$224,349.89 | \$224,349.89 | 40.2% |
| Wages - Administrative | \$86,722.89 | \$210,603.85 | \$210,603.85 | 41.2% |
| Total Wages | \$495,461.80 | \$1,214,765.34 | \$1,214,765.34 | 40.8% |
| Employee Welfare | \$359,280.80 | \$938,643.05 | \$938,643.05 | 38.3% |
| Services | \$51,246.18 | \$148,194.29 | \$148,194.29 | 34.6% |
| Fuels & Lubes | \$158,969.33 | \$391,288.46 | \$404,410.46 | 40.6% |
| Tire Expense | \$8,743.40 | \$19,708.48 | \$19,708.48 | 44.4% |
| Parts, Supplies, Rep & Laundry | \$48,898.65 | \$116,812.00 | \$116,812.00 | 41.9% |
| Maint-Blds, Grds, Equip | \$10,386.07 | \$18,400.00 | \$18,400.00 | 56.4% |
| Utilities | \$36,612.46 | \$64,272.29 | \$64,272.29 | 57.0% |
| Insurance | \$57,174.19 | \$140,656.25 | \$140,656.25 | 40.6% |
| Advertising | \$636.90 | \$6,000.00 | \$6,000.00 | 10.6% |
| Pstg/Dupl/Off Spls/Pub Not/Software | \$4,989.36 | \$17,800.00 | \$17,800.00 | 28.0% |
| Fees, Subscriptions & Dues | \$4,081.00 | \$4,368.43 | \$4,368.43 | 93.4% |
| Meetings | \$643.25 | \$3,900.00 | \$3,900.00 | 16.5% |
| Other Expenses | \$122.00 | \$3,300.00 | \$3,300.00 | 3.7% |
| Total Fixed Route Bus Service | \$1,237,245.39 | \$3,088,108.59 | \$3,101,230.59 | 40.1% |
| Expense-Paratransit | | | | |
| Wages and Employee Welfare | \$84,594.95 | \$237,558.78 | \$237,558.77 | 35.6% |
| Contractual Sevices- Marathon Cty. | \$0.00 | \$0.00 | \$0.00 | |
| Services | \$2,025.61 | \$4,215.32 | \$4,215.32 | 48.1% |
| Supplies and Expenses | \$3,859.53 | \$19,652.83 | \$20,230.89 | 19.6% |
| Miscellaneous Expense | \$0.00 | \$0.00 | \$0.00 | #DIV/0! |
| Total Paratransit Services | \$90,480.09 | \$261,426.93 | \$262,004.98 | 34.6% |
| Total Operating Expenses | \$1,327,725.48 | \$3,349,535.52 | \$3,363,235.57 | 39.6% |
| Contract Expense (s.85.205) | -\$12,083.33 | -\$29,000.00 | -\$29,000.00 | 41.7% |
| Net Expenses | \$1,315,642.15 | \$3,320,535.52 | \$3,334,235.57 | |
| Net Income (loss) from Operations | -\$1,131,340.91 | -\$2,841,638.49 | -\$2,855,338.54 | |
| Other Income | | | | |
| Subsidy - State | \$319,530.91 | \$763,723.17 | \$766,874.18 | 41.8% |
| Subsidy - Federal (operating asst.) | \$448,037.90 | \$1,062,571.36 | \$1,075,290.97 | 42.2% |
| Subsidy - Federal (capital maint.) | \$0.00 | \$0.00 | \$0.00 | |
| Subsidy - Rothschild | \$3,450.22 | \$9,088.54 | \$9,073.71 | 38.0% |
| Subsidy - Schofield | \$11,450.42 | \$30,162.59 | \$30,113.37 | 38.0% |
| Subsidy - Weston | \$17,962.72 | \$47,317.21 | \$47,239.99 | 38.0% |
| Subsidy - Wausau | \$269,796.46 | \$781,412.30 | \$779,383.01 | 34.5% |
| Marathon County | \$0.00 | \$0.00 | \$0.00 | #DIV/0! |
| Wausau School District | \$6,086.52 | \$12,243.00 | \$12,243.00 | 49.7% |
| Subsidy - Sec 85.21 | \$35,327.25 | \$84,785.40 | \$84,785.40 | 41.7% |
| Recovery of Phys Damage Losses | \$0.00 | \$0.00 | \$0.00 | #DIV/0! |
| Advertising | \$19,698.50 | \$46,959.43 | \$46,959.43 | 41.9% |
| Miscellaneous | \$0.00 | \$3,375.50 | \$3,375.50 | 0.0% |
| Insurance Premium Dividend | \$0.00 | \$0.00 | \$0.00 | |
| Total Other Income | \$1,131,340.91 | \$2,841,638.50 | \$2,855,338.56 | 39.8% |
| Total Revenue & Other Income | \$1,315,642.15 | \$3,320,535.53 | \$3,334,235.59 | 39.6% |
| Net Income/(Loss) | \$0.00 | \$0.01 | \$0.02 | |

**PASSENGER SUMMARY (fixed route bus)
2014**

| Fare Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------|---------------|---------------|---------------|---------------|---------------|----------|----------|----------|----------|----------|----------|----------|----------------|
| Adult Cash | 3,368 | 3,563 | 3,401 | 3,520 | 3,318 | | | | | | | | 17,170 |
| Adult Token | 2,988 | 2,573 | 2,705 | 2,767 | 2,485 | | | | | | | | 13,518 |
| Adult Pass | 4,752 | 5,656 | 6,610 | 6,752 | 6,205 | | | | | | | | 29,975 |
| Student Cash | 1,151 | 1,111 | 1,122 | 1,031 | 1,095 | | | | | | | | 5,510 |
| Metro Ride Tickets | 1,153 | 1,155 | 1,271 | 1,192 | 999 | | | | | | | | 5,770 |
| Sch. Dist. Tickets | 11,397 | 14,022 | 14,026 | 10,744 | 14,140 | | | | | | | | 64,329 |
| Student Pass | 11,010 | 11,946 | 12,985 | 9,318 | 11,762 | | | | | | | | 57,021 |
| E/H Cash | 833 | 868 | 1,043 | 1,169 | 985 | | | | | | | | 4,898 |
| E/H Pass | 10,410 | 10,817 | 12,110 | 12,863 | 12,895 | | | | | | | | 59,095 |
| N. V. Workshop | 1,360 | 1,280 | 1,360 | 1,440 | 1,280 | | | | | | | | 6,720 |
| Hospital | 253 | 222 | 308 | 265 | 247 | | | | | | | | 1,295 |
| Shopping Tripper | 290 | 293 | 314 | 358 | 286 | | | | | | | | 1,541 |
| Misc. Tripper | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| TI Revenue Psgrs | 48,675 | 53,213 | 56,941 | 51,061 | 55,411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265,301 |
| Non-Revenue Psgrs | 290 | 293 | 314 | 358 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,541 |
| Transfers Received | 7,546 | 8,109 | 8,294 | 7,516 | 8,103 | | | | | | | | 39,568 |
| Total Passengers | 56,511 | 61,615 | 65,549 | 58,935 | 63,800 | 0 | 306,410 |
| Service Days | 22 | 20 | 21 | 22 | 21 | 21 | 22 | 21 | 21 | 23 | 19 | 22 | 255 |
| Avg Daily Psgrs | 2,569 | 3,081 | 3,121 | 2,679 | 3,038 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

RIDERSHIP & REVENUE SUMMARY (fixed route bus)

| | Revenue Passengers Carried | | | | | | Passenger Revenue | | | |
|--------------|----------------------------|----------------|----------------|---------------|----------------|----------------|---------------------|---------------------|---------------------|---------------|
| | 2013 | 2014 | +/- | % Change | Avg. 10 Yr. | Avg. 5 Yr. | 2013 | 2014 | +/- | % Change |
| January | 53,489 | 48,675 | -4,814 | -9.00% | 64,953 | 60,293 | \$42,354.52 | \$39,811.59 | -\$2,542.93 | -6.00% |
| February | 54,904 | 53,213 | -1,691 | -3.08% | 64,403 | 61,892 | \$42,661.35 | \$41,753.87 | -\$907.48 | -2.13% |
| March | 52,368 | 56,941 | 4,573 | 8.73% | 64,273 | 61,944 | \$41,945.74 | \$42,462.79 | \$517.05 | 1.23% |
| April | 61,198 | 51,061 | -10,137 | -16.56% | 64,311 | 61,804 | \$45,271.82 | \$40,516.01 | -\$4,755.81 | -10.51% |
| May | 59,698 | 55,411 | -4,287 | -7.18% | 63,450 | 59,521 | \$43,983.98 | \$40,909.00 | -\$3,074.98 | -6.99% |
| June | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| July | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| August | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| September | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| October | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| November | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| December | 0 | 0 | 0 | 0.00% | 0 | 0 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| Total | 281,657 | 265,301 | -16,356 | -5.81% | 321,389 | 305,453 | \$216,217.41 | \$205,453.26 | -\$10,764.15 | -4.98% |

Route K Riders
Year-to-Date
2014

| Fare Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|----------------------|------|-------|-------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------|
| Adult Cash | 130 | 158 | 132 | 107 | 105 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 744 |
| Adult Token | 63 | 56 | 82 | 104 | 73 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 458 |
| Adult Pass | 148 | 168 | 201 | 270 | 263 | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 1,305 |
| Hospital Psgrs | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Student Cash | 0 | 9 | 16 | 2 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Metro Ride Tickets | 14 | 3 | 1 | 1 | 13 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Sch. Dist. Tickets | 3 | 3 | 4 | 3 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Student Pass | 28 | 19 | 6 | 38 | 118 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| E/H Cash | 41 | 52 | 43 | 47 | 43 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 295 |
| E/H Pass | 351 | 400 | 413 | 495 | 492 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 2,566 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TI Revenue Psgrs | 778 | 868 | 898 | 1,068 | 1,127 | 1,005 | 0 | 0 | 0 | 0 | 0 | 0 | 5,744 |
| Transfers Received | 174 | 185 | 179 | 202 | 207 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 1,157 |
| Total Passengers | 952 | 1,053 | 1,077 | 1,270 | 1,334 | 1,215 | 0 | 0 | 0 | 0 | 0 | 0 | 6,901 |
| Service Days | 22 | 20 | 21 | 22 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| Average Daily Riders | 43.3 | 52.7 | 51.3 | 57.7 | 63.5 | 57.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.3 |

Route K Riders

January 2014

| Fare Category | 1/2 | 1/3 | 1/6 | 1/7 | 1/8 | 1/9 | 1/10 | 1/13 | 1/14 | 1/18 | 1/16 | 1/17 | 1/20 | 1/21 | 1/22 | 1/23 | 1/24 | 1/27 | 1/28 | 1/29 | 1/30 | 1/31 | Total | Avg. |
|---------------------|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Adult Cash | 7 | 5 | 2 | 3 | 7 | 5 | 10 | 7 | 9 | 7 | 6 | 10 | 3 | 2 | 3 | 6 | 7 | 4 | 5 | 6 | 9 | 7 | 130 | 5.9 |
| Adult Token | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 3 | 5 | 2 | 2 | 4 | 5 | 6 | 10 | 2 | 2 | 3 | 2 | 3 | 63 | 2.9 |
| Adult Pass | 8 | 5 | 2 | 3 | 7 | 7 | 9 | 9 | 9 | 6 | 12 | 12 | 9 | 4 | 9 | 4 | 2 | 12 | 1 | 3 | 6 | 9 | 148 | 6.7 |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Student Cash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Metro Ride Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 14 | 0.6 |
| Sch. Dist. Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0.1 |
| Student Pass | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 28 | 1.3 |
| E/H Cash | 3 | 5 | 2 | 1 | 3 | 0 | 2 | 7 | 1 | 2 | 1 | 0 | 3 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 41 | 1.9 |
| E/H Pass | 19 | 15 | 5 | 14 | 22 | 20 | 17 | 20 | 16 | 22 | 18 | 10 | 31 | 20 | 16 | 14 | 9 | 12 | 9 | 18 | 16 | 8 | 351 | 16.0 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 39 | 30 | 11 | 29 | 39 | 34 | 46 | 48 | 37 | 40 | 46 | 38 | 48 | 34 | 38 | 36 | 30 | 30 | 20 | 36 | 37 | 32 | 778 | 35.4 |
| Transfers Received | 10 | 4 | 0 | 2 | 6 | 9 | 13 | 14 | 12 | 8 | 11 | 7 | 4 | 8 | 9 | 5 | 10 | 4 | 7 | 11 | 13 | 7 | 174 | 7.9 |
| Total Passengers | 49 | 34 | 11 | 31 | 45 | 43 | 59 | 62 | 49 | 48 | 57 | 45 | 52 | 42 | 47 | 41 | 40 | 34 | 27 | 47 | 50 | 39 | 952 | 43.3 |

Route K Riders

February 2014

| Fare Category | 2/3 | 2/4 | 2/5 | 2/6 | 2/7 | 2/10 | 2/11 | 2/12 | 2/13 | 2/14 | 2/17 | 2/18 | 2/19 | 2/20 | 2/21 | 2/24 | 2/25 | 2/26 | 2/27 | 2/28 | Total | Avg. | |
|---------------------|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|-----|
| Adult Cash | 8 | 9 | 5 | 4 | 6 | 12 | 6 | 11 | 9 | 7 | 5 | 13 | 7 | 12 | 3 | 9 | 10 | 7 | 9 | 6 | 158 | 7.9 | |
| Adult Token | 2 | 4 | 1 | 3 | 3 | 3 | 4 | 6 | 4 | 1 | 5 | 3 | 2 | 1 | 2 | 1 | 3 | 5 | 0 | 3 | 56 | 2.8 | |
| Adult Pass | 6 | 14 | 8 | 8 | 5 | 15 | 6 | 11 | 5 | 10 | 8 | 6 | 6 | 12 | 4 | 12 | 8 | 7 | 7 | 10 | 168 | 8.4 | |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Student Cash | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0.45 | |
| Metro Ride Tickets | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.15 | |
| Sch. Dist. Tickets | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.15 | |
| Student Pass | 2 | 1 | 1 | 1 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 19 | 0.95 | |
| E/H Cash | 3 | 2 | 8 | 2 | 3 | 4 | 1 | 3 | 2 | 2 | 2 | 2 | 6 | 2 | 1 | 0 | 5 | 1 | 0 | 3 | 52 | 2.6 | |
| E/H Pass | 25 | 25 | 19 | 19 | 23 | 27 | 23 | 22 | 18 | 13 | 14 | 23 | 22 | 13 | 10 | 28 | 21 | 15 | 24 | 16 | 400 | 20 | |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 46 | 55 | 42 | 37 | 46 | 66 | 40 | 54 | 39 | 35 | 42 | 47 | 43 | 40 | 21 | 51 | 49 | 36 | 40 | 39 | 868 | 43.4 | |
| Transfers Received | 14 | 9 | 11 | 15 | 7 | 9 | 16 | 7 | 9 | 6 | 5 | 8 | 8 | 8 | 10 | 4 | 16 | 5 | 7 | 11 | 185 | 9.25 | |
| Total Passengers | 60 | 64 | 53 | 52 | 53 | 75 | 56 | 61 | 48 | 41 | 47 | 55 | 51 | 48 | 31 | 55 | 65 | 41 | 47 | 50 | 1053 | 52.7 | |

Route K Riders

March 2014

| Fare Category | 3/3 | 3/4 | 3/5 | 3/6 | 3/7 | 3/10 | 3/11 | 3/12 | 3/13 | 3/14 | 3/17 | 3/18 | 3/19 | 3/20 | 3/21 | 3/24 | 3/25 | 3/26 | 3/27 | 3/28 | 3/31 | Total | Avg. |
|---------------------|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Adult Cash | 6 | 9 | 4 | 7 | 4 | 10 | 6 | 3 | 5 | 10 | 6 | 8 | 2 | 6 | 6 | 12 | 5 | 5 | 5 | 7 | 6 | 132 | 6.3 |
| Adult Token | 2 | 0 | 8 | 6 | 5 | 7 | 4 | 5 | 7 | 3 | 4 | 1 | 2 | 3 | 2 | 2 | 4 | 5 | 3 | 5 | 4 | 82 | 3.9 |
| Adult Pass | 7 | 8 | 16 | 8 | 5 | 11 | 11 | 7 | 7 | 8 | 5 | 9 | 8 | 8 | 12 | 11 | 13 | 9 | 13 | 9 | 16 | 201 | 9.6 |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Student Cash | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 16 | 0.8 |
| Metro Ride Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0.0 |
| Sch. Dist. Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0.2 |
| Student Pass | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0.3 |
| E/H Cash | 4 | 1 | 4 | 2 | 2 | 4 | 3 | 1 | 0 | 1 | 0 | 1 | 3 | 2 | 3 | 3 | 3 | 4 | 2 | 0 | 0 | 43 | 2.0 |
| E/H Pass | 17 | 25 | 20 | 16 | 10 | 22 | 22 | 21 | 19 | 11 | 28 | 30 | 31 | 17 | 23 | 19 | 21 | 16 | 10 | 18 | 17 | 413 | 19.7 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 36 | 43 | 53 | 40 | 26 | 54 | 48 | 39 | 39 | 36 | 45 | 49 | 47 | 39 | 46 | 47 | 49 | 40 | 40 | 39 | 43 | 898 | 42.8 |
| Transfers Received | 6 | 7 | 8 | 12 | 8 | 13 | 5 | 6 | 7 | 9 | 7 | 10 | 10 | 8 | 5 | 6 | 7 | 9 | 15 | 16 | 5 | 179 | 8.5 |
| Total Passengers | 42 | 50 | 61 | 52 | 34 | 67 | 53 | 45 | 46 | 45 | 52 | 59 | 57 | 47 | 51 | 53 | 56 | 49 | 55 | 55 | 48 | 1077 | 51.3 |

Route K Riders

April 2014

| Fare Category | 4/1 | 4/2 | 4/3 | 4/4 | 4/7 | 4/8 | 4/9 | 4/10 | 4/11 | 4/14 | 4/15 | 4/16 | 4/17 | 4/18 | 4/21 | 4/22 | 4/23 | 4/24 | 4/25 | 4/28 | 4/29 | 4/30 | Total | Avg. |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Adult Cash | 7 | 2 | 4 | 3 | 4 | 5 | 4 | 2 | 6 | 9 | 7 | 7 | 5 | 4 | 8 | 6 | 1 | 4 | 5 | 7 | 2 | 5 | 107 | 4.9 |
| Adult Token | 13 | 11 | 6 | 2 | 5 | 9 | 7 | 6 | 4 | 1 | 4 | 2 | 3 | 3 | 0 | 5 | 0 | 2 | 5 | 6 | 5 | 5 | 104 | 4.7 |
| Adult Pass | 13 | 11 | 9 | 2 | 17 | 14 | 12 | 8 | 11 | 15 | 16 | 13 | 15 | 8 | 11 | 17 | 9 | 11 | 11 | 17 | 13 | 17 | 270 | 12.3 |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.0 |
| Student Cash | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.1 |
| Metro Ride Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0.0 |
| Sch. Dist. Tickets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0.1 |
| Student Pass | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 3 | 2 | 3 | 1 | 0 | 2 | 1 | 1 | 6 | 4 | 1 | 3 | 38 | 1.7 |
| E/H Cash | 0 | 5 | 3 | 3 | 2 | 2 | 2 | 5 | 2 | 0 | 6 | 2 | 1 | 3 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 2 | 47 | 2.1 |
| E/H Pass | 18 | 20 | 16 | 12 | 22 | 26 | 25 | 24 | 20 | 22 | 30 | 30 | 28 | 24 | 21 | 17 | 26 | 28 | 16 | 22 | 17 | 31 | 495 | 22.5 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 51 | 49 | 38 | 23 | 50 | 56 | 52 | 47 | 46 | 52 | 66 | 56 | 55 | 43 | 42 | 49 | 40 | 47 | 45 | 56 | 42 | 63 | 1068 | 48.5 |
| Transfers Received | 10 | 9 | 8 | 6 | 13 | 13 | 9 | 16 | 11 | 7 | 12 | 3 | 12 | 4 | 4 | 8 | 7 | 6 | 20 | 4 | 8 | 12 | 202 | 9.2 |
| Total Passengers | 61 | 58 | 46 | 29 | 63 | 69 | 61 | 63 | 57 | 59 | 78 | 59 | 67 | 47 | 46 | 57 | 47 | 53 | 65 | 60 | 50 | 75 | 1270 | 57.7 |

**Route K Riders
May 2014**

| Fare Category | 5/1 | 5/2 | 5/5 | 5/6 | 5/7 | 5/8 | 5/9 | 5/12 | 5/13 | 5/14 | 5/15 | 5/16 | 5/19 | 5/20 | 5/21 | 5/22 | 5/23 | 5/27 | 5/28 | 5/29 | 5/30 | Total | Avg. |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Adult Cash | 3 | 6 | 9 | 6 | 4 | 2 | 6 | 2 | 7 | 6 | 2 | 4 | 5 | 5 | 8 | 6 | 8 | 3 | 5 | 2 | 6 | 105 | 5.0 |
| Adult Token | 5 | 5 | 3 | 5 | 6 | 2 | 5 | 5 | 4 | 2 | 5 | 1 | 1 | 2 | 3 | 3 | 4 | 1 | 10 | 0 | 1 | 73 | 3.5 |
| Adult Pass | 9 | 13 | 14 | 11 | 11 | 16 | 12 | 16 | 13 | 14 | 13 | 8 | 10 | 8 | 10 | 13 | 17 | 12 | 22 | 11 | 10 | 263 | 12.5 |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Student Cash | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 0.2 |
| Metro Ride Tickets | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 13 | 0.6 |
| Sch. Dist. Tickets | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 16 | 0.8 |
| Student Pass | 0 | 3 | 4 | 5 | 7 | 7 | 10 | 5 | 12 | 9 | 7 | 7 | 0 | 7 | 4 | 6 | 3 | 6 | 7 | 3 | 6 | 118 | 5.6 |
| E/H Cash | 5 | 5 | 4 | 1 | 1 | 1 | 3 | 1 | 0 | 8 | 0 | 3 | 4 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 43 | 2.0 |
| E/H Pass | 18 | 21 | 32 | 27 | 19 | 14 | 20 | 26 | 30 | 28 | 28 | 14 | 26 | 23 | 33 | 20 | 25 | 22 | 26 | 26 | 14 | 492 | 23.4 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 40 | 53 | 66 | 60 | 48 | 43 | 56 | 55 | 66 | 75 | 55 | 41 | 46 | 45 | 60 | 49 | 60 | 47 | 71 | 44 | 47 | 1127 | 53.7 |
| Transfers Received | 2 | 17 | 15 | 8 | 9 | 8 | 13 | 13 | 11 | 10 | 8 | 15 | 8 | 5 | 9 | 9 | 14 | 6 | 11 | 8 | 8 | 207 | 9.9 |
| Total Passengers | 42 | 70 | 81 | 68 | 57 | 51 | 69 | 68 | 77 | 85 | 63 | 56 | 54 | 50 | 69 | 58 | 74 | 53 | 82 | 52 | 55 | 1334 | 63.5 |

**Route K Riders
June 2014**

| Fare Category | 6/2 | 6/3 | 6/4 | 6/5 | 6/6 | 6/9 | 6/10 | 6/11 | 6/12 | 6/13 | 6/16 | 6/17 | 6/18 | 6/19 | 6/20 | 6/23 | 6/24 | 6/25 | 6/26 | 6/27 | 6/30 | Total | Avg. |
|---------------------|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Adult Cash | 0 | 11 | 7 | 5 | 3 | 6 | 4 | 0 | 6 | 7 | 6 | 1 | 4 | 13 | 6 | 9 | 7 | 1 | 4 | 7 | 5 | 112 | 5.3 |
| Adult Token | 6 | 7 | 1 | 1 | 7 | 4 | 2 | 7 | 2 | 6 | 1 | 4 | 2 | 4 | 2 | 4 | 5 | 4 | 8 | 1 | 2 | 80 | 3.8 |
| Adult Pass | 10 | 10 | 8 | 5 | 12 | 5 | 15 | 11 | 20 | 3 | 14 | 18 | 16 | 3 | 18 | 21 | 15 | 14 | 14 | 10 | 13 | 255 | 12.1 |
| Hospital Psgrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Student Cash | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 18 | 0.9 |
| Metro Ride Tickets | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1.6 |
| Sch. Dist. Tickets | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0.2 |
| Student Pass | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 16 | 0.8 |
| E/H Cash | 0 | 2 | 5 | 4 | 4 | 5 | 0 | 5 | 1 | 4 | 6 | 4 | 4 | 2 | 2 | 5 | 3 | 4 | 3 | 3 | 3 | 69 | 3.3 |
| E/H Pass | 19 | 25 | 19 | 10 | 15 | 10 | 29 | 28 | 31 | 22 | 16 | 29 | 17 | 10 | 24 | 13 | 18 | 22 | 18 | 17 | 23 | 415 | 19.8 |
| Saturday Boardings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Saturday Alightings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| TI Revenue Psgrs | 37 | 61 | 41 | 32 | 43 | 33 | 51 | 56 | 62 | 67 | 45 | 59 | 43 | 35 | 52 | 53 | 50 | 45 | 52 | 41 | 47 | 1005 | 47.9 |
| Transfers Received | 9 | 12 | 13 | 8 | 16 | 11 | 8 | 13 | 6 | 34 | 8 | 7 | 3 | 7 | 5 | 8 | 9 | 5 | 11 | 8 | 9 | 210 | 10.0 |
| Total Passengers | 46 | 73 | 54 | 40 | 59 | 44 | 59 | 69 | 68 | 101 | 53 | 66 | 46 | 42 | 57 | 61 | 59 | 50 | 63 | 49 | 56 | 1215 | 57.9 |

**Route K Boarding and Alighting Summary
for Rothschild, Schofield and Weston
for the Period January 1 - June 30, 2014**

| Date | Rothschild | | | Schofield | | | Weston | | |
|------------------------------|------------|-----------|------------------------------|-----------|-----------|------------------------------|----------|-----------|------------------------------|
| | Boarding | Alighting | Total Boardings & Alightings | Boarding | Alighting | Total Boardings & Alightings | Boarding | Alighting | Total Boardings & Alightings |
| Thursday, January 02, 2014 | 4 | 6 | 10 | 4 | 5 | 9 | 16 | 15 | 31 |
| Friday, January 03, 2014 | 4 | 3 | 7 | 7 | 4 | 11 | 7 | 11 | 18 |
| Monday, January 06, 2014 | 2 | 1 | 3 | 4 | 2 | 6 | 2 | 3 | 5 |
| Tuesday, January 07, 2014 | 2 | 1 | 3 | 6 | 5 | 11 | 4 | 7 | 11 |
| Wednesday, January 08, 2014 | 3 | 5 | 8 | 11 | 9 | 20 | 11 | 12 | 23 |
| Thursday, January 09, 2014 | 5 | 9 | 14 | 8 | 7 | 15 | 5 | 8 | 13 |
| Friday, January 10, 2014 | 5 | 4 | 9 | 9 | 8 | 17 | 16 | 13 | 29 |
| Monday, January 13, 2014 | 9 | 8 | 17 | 6 | 8 | 14 | 25 | 22 | 47 |
| Tuesday, January 14, 2014 | 3 | 6 | 9 | 6 | 7 | 13 | 10 | 15 | 25 |
| Wednesday, January 15, 2014 | 3 | 2 | 5 | 10 | 10 | 20 | 15 | 16 | 31 |
| Thursday, January 16, 2014 | 1 | 3 | 4 | 7 | 7 | 14 | 20 | 19 | 39 |
| Friday, January 17, 2014 | 4 | 2 | 6 | 5 | 6 | 11 | 16 | 16 | 32 |
| Monday, January 20, 2014 | 6 | 4 | 10 | 9 | 8 | 17 | 20 | 17 | 37 |
| Tuesday, January 21, 2014 | 4 | 5 | 9 | 6 | 10 | 16 | 10 | 12 | 22 |
| Wednesday, January 22, 2014 | 4 | 7 | 11 | 7 | 8 | 15 | 14 | 17 | 31 |
| Thursday, January 23, 2014 | 3 | 3 | 6 | 7 | 6 | 13 | 11 | 11 | 22 |
| Friday, January 24, 2014 | 3 | 3 | 6 | 15 | 3 | 18 | 8 | 10 | 18 |
| Monday, January 27, 2014 | 4 | 2 | 6 | 3 | 4 | 7 | 9 | 10 | 19 |
| Tuesday, January 28, 2014 | 2 | 1 | 3 | 6 | 5 | 11 | 5 | 7 | 12 |
| Wednesday, January 29, 2014 | 3 | 4 | 7 | 9 | 11 | 20 | 11 | 14 | 25 |
| Thursday, January 30, 2014 | 2 | 4 | 6 | 7 | 10 | 17 | 15 | 17 | 32 |
| Friday, January 31, 2014 | 1 | 2 | 3 | 10 | 6 | 16 | 10 | 13 | 23 |
| Monday, February 03, 2014 | 5 | 8 | 13 | 3 | 13 | 16 | 22 | 19 | 41 |
| Tuesday, February 04, 2014 | 6 | 6 | 12 | 5 | 7 | 12 | 16 | 21 | 37 |
| Wednesday, February 05, 2014 | 5 | 5 | 10 | 9 | 12 | 21 | 19 | 24 | 43 |
| Thursday, February 06, 2014 | 4 | 7 | 11 | 6 | 11 | 17 | 14 | 16 | 30 |
| Friday, February 07, 2014 | 7 | 3 | 10 | 6 | 4 | 10 | 12 | 18 | 30 |
| Monday, February 10, 2014 | 9 | 9 | 18 | 9 | 8 | 17 | 29 | 17 | 46 |
| Tuesday, February 11, 2014 | 5 | 4 | 9 | 7 | 12 | 19 | 11 | 13 | 24 |
| Wednesday, February 12, 2014 | 7 | 5 | 12 | 14 | 7 | 21 | 13 | 20 | 33 |
| Thursday, February 13, 2014 | 0 | 0 | 0 | 20 | 21 | 41 | 18 | 16 | 34 |
| Friday, February 14, 2014 | 2 | 5 | 7 | 5 | 7 | 12 | 13 | 11 | 24 |
| Monday, February 17, 2014 | 4 | 3 | 7 | 6 | 5 | 11 | 12 | 8 | 20 |
| Tuesday, February 18, 2014 | 4 | 2 | 6 | 6 | 8 | 14 | 20 | 16 | 36 |
| Wednesday, February 19, 2014 | 3 | 7 | 10 | 14 | 11 | 25 | 13 | 16 | 29 |
| Thursday, February 20, 2014 | 5 | 4 | 9 | 9 | 6 | 15 | 13 | 12 | 25 |
| Friday, February 21, 2014 | 1 | 1 | 2 | 5 | 8 | 13 | 8 | 12 | 20 |
| Monday, February 24, 2014 | 5 | 6 | 11 | 10 | 6 | 16 | 13 | 19 | 32 |
| Tuesday, February 25, 2014 | 3 | 4 | 7 | 12 | 15 | 27 | 20 | 21 | 41 |
| Wednesday, February 26, 2014 | 2 | 2 | 4 | 9 | 6 | 15 | 11 | 11 | 22 |
| Thursday, February 27, 2014 | 5 | 3 | 8 | 11 | 8 | 19 | 7 | 15 | 22 |
| Friday, February 28, 2014 | 6 | 5 | 11 | 7 | 14 | 21 | 12 | 8 | 20 |
| Monday, March 03, 2014 | 7 | 7 | 14 | 7 | 3 | 10 | 10 | 12 | 22 |
| Tuesday, March 04, 2014 | 5 | 4 | 9 | 6 | 6 | 12 | 12 | 18 | 30 |
| Wednesday, March 05, 2014 | 7 | 9 | 16 | 10 | 11 | 21 | 20 | 18 | 38 |
| Thursday, March 06, 2014 | 5 | 7 | 12 | 9 | 6 | 15 | 14 | 14 | 28 |
| Friday, March 07, 2014 | 4 | 2 | 6 | 5 | 3 | 8 | 12 | 15 | 27 |
| Monday, March 10, 2014 | 8 | 10 | 18 | 10 | 6 | 16 | 16 | 22 | 38 |
| Tuesday, March 11, 2014 | 4 | 5 | 9 | 8 | 2 | 10 | 18 | 17 | 35 |
| Wednesday, March 12, 2014 | 3 | 5 | 8 | 8 | 6 | 14 | 12 | 12 | 24 |
| Thursday, March 13, 2014 | 8 | 6 | 14 | 26 | 11 | 37 | 14 | 11 | 25 |
| Friday, March 14, 2014 | 6 | 3 | 9 | 7 | 5 | 12 | 16 | 15 | 31 |
| Monday, March 17, 2014 | 7 | 9 | 16 | 9 | 6 | 15 | 17 | 13 | 30 |
| Tuesday, March 18, 2014 | 4 | 8 | 12 | 10 | 6 | 16 | 17 | 18 | 35 |
| Wednesday, March 19, 2014 | 6 | 7 | 13 | 7 | 8 | 15 | 17 | 20 | 37 |
| Thursday, March 20, 2014 | 8 | 9 | 17 | 6 | 3 | 9 | 11 | 15 | 26 |
| Friday, March 21, 2014 | 4 | 2 | 6 | 7 | 6 | 13 | 16 | 19 | 35 |
| Monday, March 24, 2014 | 8 | 3 | 11 | 9 | 5 | 14 | 18 | 17 | 35 |
| Tuesday, March 25, 2014 | 7 | 6 | 13 | 8 | 8 | 16 | 18 | 16 | 34 |
| Wednesday, March 26, 2014 | 3 | 3 | 6 | 8 | 6 | 14 | 15 | 15 | 30 |
| Thursday, March 27, 2014 | 5 | 4 | 9 | 6 | 9 | 15 | 18 | 18 | 36 |
| Friday, March 28, 2014 | 3 | 3 | 6 | 6 | 11 | 17 | 18 | 21 | 39 |
| Monday, March 31, 2014 | 3 | 4 | 7 | 8 | 3 | 11 | 16 | 14 | 30 |
| Tuesday, April 01, 2014 | 5 | 6 | 11 | 10 | 10 | 20 | 17 | 20 | 37 |
| Wednesday, April 02, 2014 | 4 | 7 | 11 | 12 | 8 | 20 | 18 | 13 | 31 |

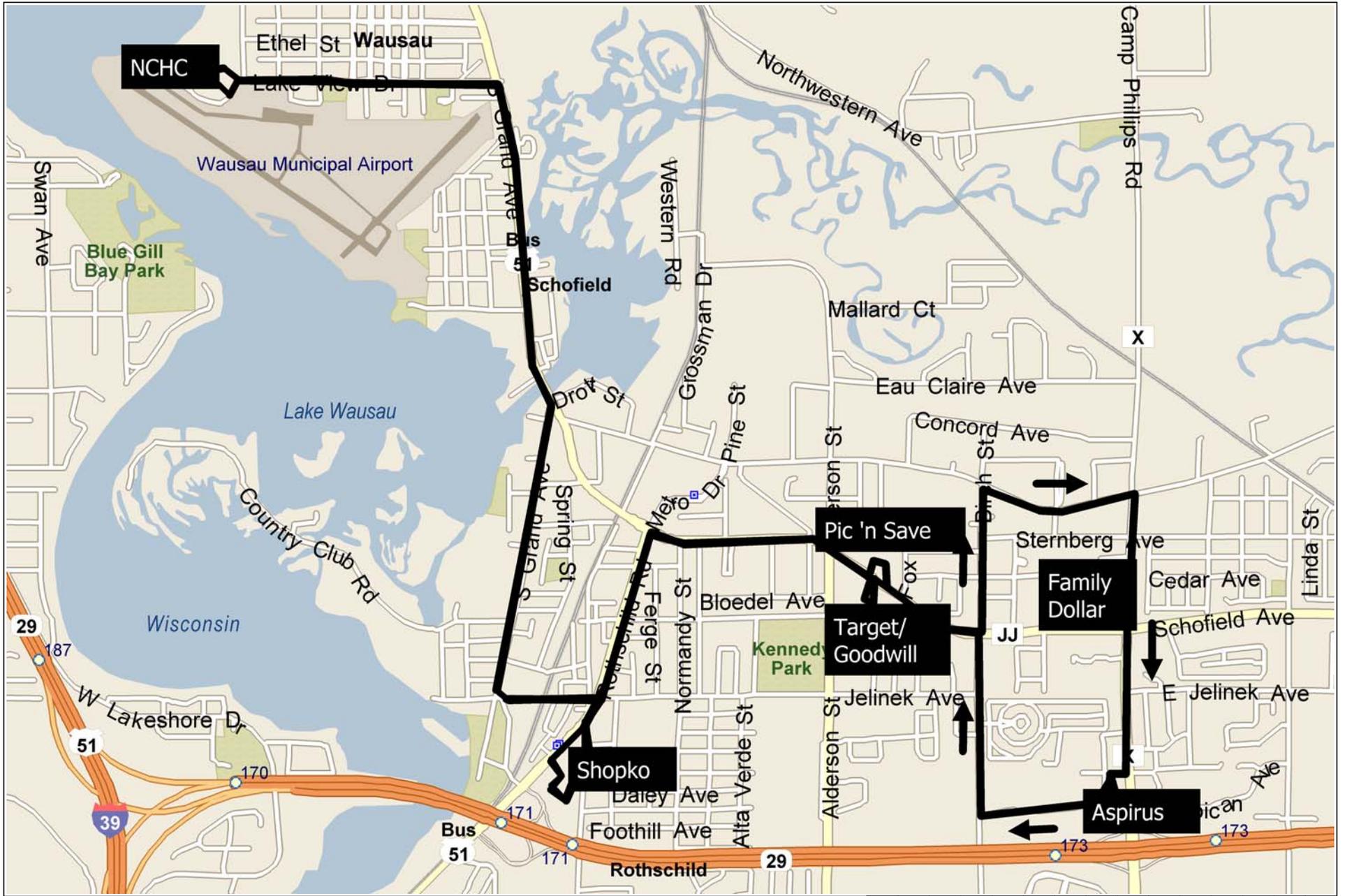
| | | | | | | | | | |
|--------------------------------|------|------|-------|-------|-------|-------|-------|-------|-------|
| Thursday, April 03, 2014 | 5 | 4 | 9 | 8 | 6 | 14 | 10 | 15 | 25 |
| Friday, April 04, 2014 | 4 | 3 | 7 | 5 | 5 | 10 | 0 | 0 | 0 |
| Monday, April 07, 2014 | 4 | 3 | 7 | 7 | 7 | 14 | 22 | 25 | 47 |
| Tuesday, April 08, 2014 | 5 | 6 | 11 | 7 | 8 | 15 | 23 | 22 | 45 |
| Wednesday, April 09, 2014 | 6 | 5 | 11 | 7 | 7 | 14 | 23 | 29 | 52 |
| Thursday, April 10, 2014 | 6 | 9 | 15 | 26 | 25 | 51 | 14 | 16 | 30 |
| Friday, April 11, 2014 | 5 | 6 | 11 | 8 | 7 | 15 | 13 | 13 | 26 |
| Monday, April 14, 2014 | 2 | 2 | 4 | 9 | 7 | 16 | 18 | 21 | 39 |
| Tuesday, April 15, 2014 | 3 | 5 | 8 | 9 | 10 | 19 | 27 | 30 | 57 |
| Wednesday, April 16, 2014 | 11 | 7 | 18 | 10 | 11 | 21 | 14 | 15 | 29 |
| Thursday, April 17, 2014 | 8 | 10 | 18 | 7 | 12 | 19 | 16 | 16 | 32 |
| Friday, April 18, 2014 | 2 | 5 | 7 | 8 | 7 | 15 | 14 | 15 | 29 |
| Monday, April 21, 2014 | 0 | 0 | 0 | 8 | 6 | 14 | 19 | 15 | 34 |
| Tuesday, April 22, 2014 | 5 | 4 | 9 | 11 | 9 | 20 | 17 | 19 | 36 |
| Wednesday, April 23, 2014 | 2 | 8 | 10 | 6 | 7 | 13 | 14 | 15 | 29 |
| Thursday, April 24, 2014 | 5 | 6 | 11 | 8 | 8 | 16 | 13 | 10 | 23 |
| Friday, April 25, 2014 | 5 | 13 | 18 | 7 | 6 | 13 | 16 | 23 | 39 |
| Monday, April 28, 2014 | 8 | 3 | 11 | 12 | 10 | 22 | 17 | 15 | 32 |
| Tuesday, April 29, 2014 | 2 | 3 | 5 | 10 | 7 | 17 | 15 | 18 | 33 |
| Wednesday, April 30, 2014 | 9 | 5 | 14 | 9 | 21 | 30 | 15 | 17 | 32 |
| Thursday, May 01, 2014 | 6 | 7 | 13 | 9 | 3 | 12 | 11 | 9 | 20 |
| Friday, May 02, 2014 | 4 | 4 | 8 | 6 | 7 | 13 | 21 | 26 | 47 |
| Monday, May 05, 2014 | 14 | 12 | 26 | 10 | 11 | 21 | 19 | 22 | 41 |
| Tuesday, May 06, 2014 | 6 | 4 | 10 | 7 | 8 | 15 | 23 | 23 | 46 |
| Wednesday, May 07, 2014 | 7 | 6 | 13 | 17 | 12 | 29 | 18 | 15 | 33 |
| Thursday, May 08, 2014 | 8 | 5 | 13 | 9 | 11 | 20 | 12 | 11 | 23 |
| Friday, May 09, 2014 | 8 | 10 | 18 | 10 | 10 | 20 | 16 | 15 | 31 |
| Monday, May 12, 2014 | 6 | 3 | 9 | 13 | 12 | 25 | 18 | 20 | 38 |
| Tuesday, May 13, 2014 | 15 | 14 | 29 | 8 | 7 | 15 | 19 | 21 | 40 |
| Wednesday, May 14, 2014 | 9 | 7 | 16 | 5 | 15 | 20 | 23 | 20 | 43 |
| Thursday, May 15, 2014 | 9 | 11 | 20 | 8 | 5 | 13 | 18 | 15 | 33 |
| Friday, May 16, 2014 | 5 | 9 | 14 | 6 | 10 | 16 | 10 | 14 | 24 |
| Monday, May 19, 2014 | 2 | 2 | 4 | 10 | 9 | 19 | 17 | 18 | 35 |
| Tuesday, May 20, 2014 | 6 | 7 | 13 | 7 | 8 | 15 | 12 | 13 | 25 |
| Wednesday, May 21, 2014 | 9 | 9 | 18 | 11 | 9 | 20 | 16 | 24 | 40 |
| Thursday, May 22, 2014 | 6 | 8 | 14 | 9 | 2 | 11 | 15 | 16 | 31 |
| Friday, May 23, 2014 | 6 | 12 | 18 | 12 | 6 | 18 | 15 | 24 | 39 |
| Tuesday, May 27, 2014 | 10 | 7 | 17 | 8 | 8 | 16 | 10 | 15 | 25 |
| Wednesday, May 28, 2014 | 11 | 12 | 23 | 13 | 11 | 24 | 15 | 18 | 33 |
| Thursday, May 29, 2014 | 5 | 7 | 12 | 8 | 7 | 15 | 14 | 15 | 29 |
| Friday, May 30, 2014 | 6 | 8 | 14 | 6 | 7 | 13 | 12 | 9 | 21 |
| Monday, June 02, 2014 | 13 | 7 | 20 | 6 | 5 | 11 | 9 | 13 | 22 |
| Tuesday, June 03, 2014 | 16 | 13 | 29 | 8 | 5 | 13 | 17 | 16 | 33 |
| Wednesday, June 04, 2014 | 10 | 11 | 21 | 8 | 2 | 10 | 11 | 19 | 30 |
| Thursday, June 05, 2014 | 6 | 5 | 11 | 5 | 4 | 9 | 13 | 9 | 22 |
| Friday, June 06, 2014 | 5 | 13 | 18 | 13 | 8 | 21 | 15 | 20 | 35 |
| Monday, June 09, 2014 | 2 | 10 | 12 | 9 | 7 | 16 | 20 | 15 | 35 |
| Tuesday, June 10, 2014 | 5 | 7 | 12 | 11 | 5 | 16 | 17 | 18 | 35 |
| Wednesday, June 11, 2014 | 4 | 10 | 14 | 10 | 10 | 20 | 19 | 18 | 37 |
| Thursday, June 12, 2014 | 4 | 9 | 13 | 10 | 12 | 22 | 20 | 20 | 40 |
| Friday, June 13, 2014 | 10 | 5 | 15 | 35 | 35 | 70 | 13 | 11 | 24 |
| Monday, June 16, 2014 | 4 | 10 | 14 | 11 | 9 | 20 | 10 | 13 | 23 |
| Tuesday, June 17, 2014 | 4 | 8 | 12 | 15 | 11 | 26 | 15 | 13 | 28 |
| Wednesday, June 18, 2014 | 7 | 6 | 13 | 13 | 5 | 18 | 11 | 5 | 16 |
| Thursday, June 19, 2014 | 5 | 1 | 6 | 12 | 2 | 14 | 10 | 3 | 13 |
| Friday, June 20, 2014 | 4 | 6 | 10 | 15 | 11 | 26 | 8 | 13 | 21 |
| Monday, June 23, 2014 | 9 | 4 | 13 | 13 | 13 | 26 | 15 | 21 | 36 |
| Tuesday, June 24, 2014 | 5 | 6 | 11 | 10 | 11 | 21 | 15 | 21 | 36 |
| Wednesday, June 25, 2014 | 5 | 4 | 9 | 12 | 10 | 22 | 12 | 14 | 26 |
| Thursday, June 26, 2014 | 2 | 5 | 7 | 13 | 8 | 21 | 18 | 17 | 35 |
| Friday, June 27, 2014 | 6 | 4 | 10 | 5 | 1 | 6 | 14 | 12 | 26 |
| Monday, June 30, 2014 | 0 | 0 | 0 | 8 | 5 | 13 | 4 | 3 | 7 |
| Total Boardings and Alightings | 670 | 718 | 1,388 | 1,153 | 1,029 | 2,182 | 1,856 | 1,977 | 3,833 |
| Daily Average | 5.28 | 5.65 | 10.93 | 9.08 | 8.10 | 17.18 | 14.61 | 15.57 | 30.18 |

Note: Boarding and alighting information is gathered to ascertain total Route K usage in Rothschild, Schofield and Weston. We gain a more comprehensive depiction of Route K benefits by counting the number of times each municipality serves as a point of origin or destination for Route K passengers.

Totals in this exhibit do not match totals in the ridership by fare category exhibit for two reasons:

- Ridership by fare category includes passenger boarding but not alighting.
- Boarding and alighting information is not collected for Route K within the City of Wausau.

Scenario 6



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Route Scenario 6 - 60 Minute Route

| 2014 Budget - Route K - 7 Hourly Trips | Wausau | Schofield | Rothschild | Weston | Total |
|---|-----------------------|--------------------|--------------------|--------------------|-----------------------|
| Local Share Operating Expense | \$811,488.30 | \$19,683.35 | \$5,930.95 | \$30,878.03 | \$867,980.63 |
| Capital Cost | \$432,028.94 | \$10,479.24 | \$3,157.59 | \$16,439.18 | \$462,104.95 |
| Total | \$1,243,517.24 | \$30,162.59 | \$9,088.54 | \$47,317.21 | \$1,330,085.58 |
| % of Total | 93.49% | 2.27% | 0.68% | 3.56% | 100.00% |
| 2015 - No Service in R/S/W | Wausau | Schofield | Rothschild | Weston | Total |
| Local Share Operating Expense | \$854,096.31 | \$0.00 | \$0.00 | \$0.00 | \$854,096.31 |
| Capital Cost | \$462,104.94 | \$0.00 | \$0.00 | \$0.00 | \$462,104.94 |
| Total | \$1,316,201.25 | \$0.00 | \$0.00 | \$0.00 | \$1,316,201.25 |
| % of Total | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% |
| Route Scenario 6 @ 7 trips/day | Wausau | Schofield | Rothschild | Weston | Total |
| Local Share Operating Expense | \$815,748.12 | \$16,321.21 | \$5,328.62 | \$26,941.18 | \$864,339.14 |
| Capital Cost | \$436,126.54 | \$8,725.87 | \$2,848.86 | \$14,403.67 | \$462,104.94 |
| Total | \$1,251,874.66 | \$25,047.09 | \$8,177.47 | \$41,344.85 | \$1,326,444.08 |
| % of Total | 94.38% | 1.89% | 0.62% | 3.12% | 100.00% |
| Route Scenario 6 @ 8 trips/day | Wausau | Schofield | Rothschild | Weston | Total |
| Local Share Operating Expense | \$810,686.39 | \$18,512.91 | \$6,044.17 | \$30,558.99 | \$865,802.46 |
| Capital Cost | \$432,687.83 | \$9,880.90 | \$3,225.96 | \$16,310.26 | \$462,104.94 |
| Total | \$1,243,374.22 | \$28,393.82 | \$9,270.13 | \$46,869.24 | \$1,327,907.40 |
| % of Total | 93.63% | 2.14% | 0.70% | 3.53% | 100.00% |
| Route Scenario 6 @ 10 trips/day | Wausau | Schofield | Rothschild | Weston | Total |
| Local Share Operating Expense | \$800,846.74 | \$22,800.83 | \$7,444.11 | \$37,636.99 | \$868,728.67 |
| Capital Cost | \$425,996.34 | \$12,128.50 | \$3,959.76 | \$20,020.33 | \$462,104.94 |
| Total | \$1,226,843.09 | \$34,929.33 | \$11,403.87 | \$57,657.32 | \$1,330,833.61 |
| % of Total | 92.19% | 2.62% | 0.86% | 4.33% | 100.00% |
| Route Scenario 6 @ 12 trips/day | Wausau | Schofield | Rothschild | Weston | Total |
| Local Share Operating Expense | \$791,369.72 | \$26,967.10 | \$8,804.33 | \$44,514.18 | \$871,655.32 |
| Capital Cost | \$419,541.82 | \$14,296.51 | \$4,667.58 | \$23,599.03 | \$462,104.94 |
| Total | \$1,210,911.53 | \$41,263.60 | \$13,471.91 | \$68,113.21 | \$1,333,760.26 |
| % of Total | 90.79% | 3.09% | 1.01% | 5.11% | 100.00% |