



OFFICIAL NOTICE & AGENDA
REGULAR MEETING

MEETING: Transit Commission
DATE/TIME: Thursday, April 16, 2026 at 4:45 PM
LOCATION: Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

MEMBERS:
Becky McElhaney (C) Kathi Zoern
Carol Lukens Veronica Hope

- 1 Call to order by the presiding officer.**
- 2 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 3 Consideration of the minutes of the preceding meeting(s).**
 If no historical c-file number exists, leave blank... 2.19.2026 Minutes
- 4 Discussion and possible action.**
 - a.** ATU - Bus operator safety and security. ATU is asking us to sign H.R.6635, a bill to require safety doors for all buses built 2 years after enactment.

 looking for permission to sign a letter to congressional leaders, urging them to provide for the bus operator's safety and support the legislation.
 - b.** A route change
 - c.** I route change
 - d.** Summer School bus Route 4X
 - e.** Apply for Grant 5304
- 5 Director's Reports.**
 - a.** GMV contract Update
 Feasibility Study Update
 WISGO Technology Demo scheduled May 7th
- 6 Adjournment.**

Becky McElhaney, Chair

NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER
DATE:
TIME:
POSTED BY:



This meeting can be viewed on
YouTube and Channel 981 on Cable TV

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@wausauwi.gov to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.



City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov



c. RFP for the CAD-AVL Technology Upgrade Update:

Schuenke says the RFP has been fully processed with SRF. MetroRide is at the process of contracting. The grading is done and GMV is the chosen company. Schuenke confirms this company was less expensive and gives access to help from other transit agencies in the state that have been open to helping MetroRide with questions. He is asking permission to take this contract to finance and common council. McElhaney reiterates this has been in the works for two years so the less delays the better.

Move to Approve:

Motion: Hope 2nd: Zoern

Vote: Pass Unanimously

Directors Report on Transit Operations:

a. Transit Director Update:

Schuenke states he believes the final interviews were held today and redirects to Mayor Diny. Mayor Diny confirms the two final interviews were held and they have toured the facility. The hope is to have decisions within a week with an offer.

b. Northern Valley Industries Update:

Schuenke believes that Northern Vally shuttle is a great decision. Average riders per day since September is about 38 passengers a day. 3,768 passengers have rode since MetroRide started the program. McElhaney adds it is her hope that other employers see how mass transit can be helpful in getting people to work and she hopes this can be used as a template for others as well.

Meeting Adjournment:

Motion: Zoern

2nd: Hope

Meeting adjourned at 5:00 p.m.

Respectfully submitted,

Becky McElhaney



ATU EMPLOYERS: PLEASE JOIN US AND SUPPORT THE
Bus Operator Safety and Security Act

For years, we've all known about the bus operator assault problem in transit. Now, new National Transit Database (NTD) numbers confirm that our industry has a full-blown safety crisis.

**More than 40 transit workers are assaulted per day nationwide,
and 16,000 transit workers get attacked annually.**

As a result, transit worker morale is at an all-time low, absenteeism and workers' compensation costs are high, and recruitment is a major challenge, leading to worker shortages and increased overtime costs.

Together, we've tried everything. Deescalation techniques. Cameras. Increased state penalties. None of it has worked.

ATU is pushing for the U.S. Congress to require new buses to be equipped with fully enclosed bus operator workstations to keep unauthorized people, objects, and fluids out of the drivers' area. We are hoping to include H.R. 6635, the bipartisan Bus Operator Safety and Security Act, in the next federal surface transportation bill.

Please click on the link [here](#) and sign a letter to Congressional leaders, urging them to provide for bus operator safety and support the legislation.

Everyone deserves the right to a safe and secure workplace. Together, we can protect bus drivers and take a giant step towards improving transit safety nationwide.

Please act today! THANK YOU!

119TH CONGRESS
1ST SESSION

H. R. 6635

To amend title 49, United States Code, to set requirements for certain operator workstations for fixed route buses, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 11, 2025

Mr. FIGURES (for himself and Mr. VAN DREW) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to set requirements for certain operator workstations for fixed route buses, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Bus Operator Safety
5 and Security Act”.

6 **SEC. 2. PUBLIC TRANSPORTATION SAFETY PROGRAM.**

7 Section 5329 of title 49, United States Code, is
8 amended—

9 (1) by redesignating subsections (f) through (k)
10 as subsections (g) through (l), respectively; and

1 (2) by inserting after subsection (e) the fol-
2 lowing:

3 “(f) FIXED ROUTE BUS OPERATOR
4 WORKSTATIONS.—Beginning 2 years after the date of en-
5 actment of this subsection, unless a recipient certifies that
6 a labor organization representing the plurality of the
7 frontline workforce employed by the recipient or, if appli-
8 cable, employed by a contractor to the recipient, has
9 agreed to waive this requirement with regard to the new
10 fixed route bus being purchased with the requested Fed-
11 eral funds, the operator workstation of any new fixed
12 route bus which is 30 or more feet in length with a useful
13 life of 10 or more years purchased with Federal funds
14 (with the exception of funds derived from section 5311)
15 by a recipient shall be equipped with a barrier that—

16 “(1) reaches from the bus floor to the bus ceil-
17 ing;

18 “(2) is capable of fully enclosing the
19 workstation and preventing the unwanted entry of
20 persons, fluids, and objects into the workstation; and

21 “(3) does not impede the operator’s lines of
22 sight from the workstation to the exterior of the
23 bus.”.

○

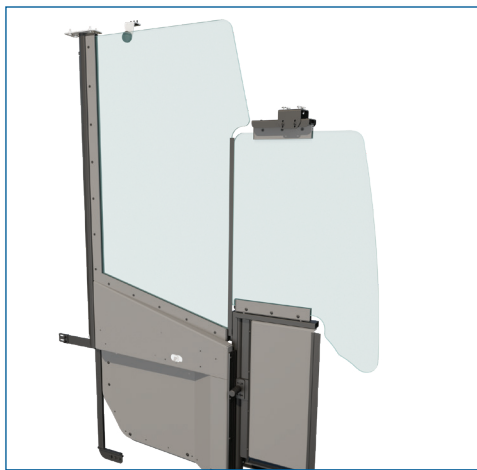
Introducing the AROWGuard Cockpit for Transit Buses



Designed to provide the driver with maximum protection, the AROWGuard Cockpit is a full enclosure for the driver. This new Driver Protection System (DPS) design has glass that follows the interior framing of the bus, fully enclosing and protecting the driver.

Features:

- Features time-tested, robust AROWGuard components and design fundamentals
- In compliance with AS-2 regulations governing best-in-class driver visibility



Contact your AROW Global sales representative to discuss in detail for your specific application.

Marathon County Social Services is expanding their child support program into another location at our Lake View campus (North Central Health Care area). They are wondering about the possibility of adding a bus stop at or near the location (1200 Lake View Drive). I copied Ashley and Ben in as they are requesting this. I also attached a map showing the approximate location on the campus they are inquiring about.

Jon Mason

Facilities Maintenance Manager

Marathon County Facilities & Capital Management

1100 Lakeview Drive, Suite 800 - Door 23

Wausau WI 54403 - Ph: 715-581-1376



Click to add text

Lake View Professional Plaza

Marathon County Veterans Services

Marathon County Special Educ

UW-Extension Marathon County

Marathon County Social Services

Lake View Conference Center

Aquatic Therapy-North Central

Nancy Turner CR

Marshall St

Marshall St

Red Line add to route
Yellow Line Current Route



Transit Planning (Section 5304) Grant Program

Grant Request Form

Please complete all fields. Forms submitted with blank fields will be returned to applicant.

Applicant Information

Applicant Agency
Point of Contact
Phone
Application Cycle
Title
Email

Project Information

Project Title
Project Description *(Limit 500 characters)*

Do you anticipate using any third parties to help complete the project? Yes No

If yes, indicate the entity type (e.g., regional planning commission, consulting firm, etc.) and nature of work to be performed by each third party you anticipate using.

Proposed project start date

Anticipated project duration (months)

Project Budget

Estimated Project Cost

(Note: this amount must equal the cost in the corresponding BlackCat project)

If your project will have multiple components with discrete budgets, identify the components and their respective budgets below. (These should sum to the project project above.)



Project Budget (continued)

Component 1	Budget 1
Component 2	Budget 2
Component 3	Budget 3

Needs & Outcomes

Describe the need for your project (i.e., the deficiency or deficiencies is it intended to address).

Describe the outcome(s) anticipated to result from the project.

(Limit 2,000 characters)

Work Plan

In the space below, describe the work to be performed. Provide either an outline or narrative. Either way, your work plan should identify the major work elements to be performed. If your organization has a standard format for such plans, feel free to use it here.



Identify any work product(s) that will be issued at the completion of the project. *(Limit 2,000 characters)*

Applicant Certifications

_____ hereby requests a transit planning grant to fund the project described above. On behalf of _____, I certify that the following are true:

1. We have read the Wisconsin Department of Transportation (WisDOT) "Transit Planning Grant Program Guidelines" and "Transit Planning Grant Program Application Instructions" in full and understand all the grant program procedures, constraints, and requirements described therein.
2. We have reviewed the Federal Transit Administration (FTA) Master Agreement and WisDOT State Management Plan and are familiar with the contents therein.
3. We have available now, or will have available by the time of grant award, local match sufficient for this project. Moreover, we affirm that no FTA grant funds or otherwise ineligible funds will be used as local match. The following entities are contributing local match for the proposed project:
4. We understand that grant payments are made on a reimbursement basis, upon submittal of complete and accurate invoices for work performed.

_____ represents that all information provided to WisDOT as part of our application for grant funding is complete and fully accurate.

Signature* <i>(Agency chief elected or administrative officer)</i>	Date
Print	Title

* Typed signature is acceptable.

Every 5 years, Metro Ride needs to complete a Transit Development Plan (TDP). The next one is due in 2027. Historically, the MPO and Metro Ride have used 5304 grant funds to hire a consultant to complete the plan. Like Ron mentioned it is an 80/20 split. The last plan in 2022 we had a project budget of \$120,000 (\$96,000 in grant funds and \$24,000 in local match) of which Metro Ride paid \$20,000 and the MPO paid \$4,000 (an 80/20 split of the match). For the upcoming plan we are anticipating a total project cost of \$150,000, which puts us at a \$30,000 match (\$24,000 from Wausau and \$6,000 from the MPO). \$24,000 is the maximum the city would need to provide in match, it could be less if we don't use all the funding. We are planning to apply for this grant before the deadline on April 24th, in hopes to start working with a consultant on the TDP by Q4 of this year.

I attached the 2021 application for reference.