

Minutes of the Forty-seventh Meeting of the
ENVIRONMENTAL JUSTICE TASK FORCE

DATE: July 29, 2020
TIME: 4:30 p.m.
PLACE: Virtual Meeting

Members Present

Aloysius Nelson Commissioner, Southeastern Wisconsin Regional Planning Commission;
Chair Director, Division of Veterans Services, Kenosha County
Yolanda Adams Wisconsin Deputy State Director for the Elderly,
League of United Latin American Citizens (LULAC)
Huda Alkaff Founder and Director, Wisconsin Green Muslims
Ella Dunbar Program Services Manager, Social Development Commission, Milwaukee
Patricia Goeman Deputy Director, Local Initiatives Support Corporation
Fabi Maldonado Racine County Supervisor, District 2
Keith Martin Engineering Specialist - Advanced 2, Wisconsin Department of Transportation,
Southeast Region
N. Lynnette McNeely Legal Redress Chair, Waukesha County NAACP
Andrea Mendez Barrutia Director of Community Engagement, Hispanic Collaborative
Theresa Schuerman Walworth County Bilingual Migrant Worker Outreach
Jackie Schellinger Indian Community Representative, Retired Judge

Guests and Staff Present

Mitch Batuzich Community Planner, Federal Highway Administration
Donna Brown-Martin Commissioner, Southeastern Wisconsin Regional Planning Commission;
Director, Milwaukee County Department of Transportation
Carrie Cooper Principal Transportation Planner, SEWRPC
Dennis Grzezinski Law Office of Dennis Grzezinski
Gary Korb Public Involvement and Outreach Specialist, SEWRPC
Kaleb Kutz Planner, SEWRPC
Eric Lynde Chief Special Projects Planner, SEWRPC
Benjamin McKay Deputy Director, SEWRPC
Kevin Muhs Executive Director, SEWRPC
Nakeisha Payne Public Involvement and Outreach Manager, SEWRPC
Brian Peters Community Access & Policy Specialist, IndependenceFirst
Karyn Rotker Senior Staff Attorney, ACLU of Wisconsin
Jennifer Sarnecki Principal Transportation Planner, SEWRPC
Gretchen Schuldt Member of the Public
Dana Shinnars Transportation Planner, Wisconsin Department of Transportation
Bruce Wiggins Member of the Public

CALL TO ORDER AND INTRODUCTIONS

Mr. Nelson called the meeting of the Environmental Justice Task Force (EJTF) to order at 4:30 p.m., welcomed those in attendance, and requested that EJTF members and guests introduce themselves. Ms. Sarnecki reviewed the virtual meeting technology and logistics for the meeting.

APPROVAL OF THE FEBRUARY 18, 2020, MEETING MINUTES

Mr. Nelson asked if there were any questions or comments on the February 18, 2020, meeting minutes. Ms. McNeely asked what the next steps will be to address the railroad crossings where incidents have occurred with pedestrians and bicyclists. Mr. Muhs responded that the next step would entail reviewing the infrastructure, such as gates and signals, at each railroad crossing that has experienced incidents. Commission staff anticipate working with Wisconsin Department of Transportation (WisDOT) staff to identify where improvements could be made, prioritize the improvements, and identify potential funding. Mr. Muhs noted that addressing railroad improvements can be challenging since the railroads are owned by private companies and that funding may be limited.

[Secretary's Note: Commission staff shared the pedestrian and bicyclist grade crossing safety memorandum with WisDOT staff and they have expressed interest in collaborating with Commission staff to address grade crossing safety for pedestrians and bicyclists in the Region. Staffs of the Commission and WisDOT plan to meet this fall to discuss ways the two agencies can work together to gain a better understanding of the causes of pedestrian/bicyclist grade crossing incidents, the factors that may play a role in increasing or decreasing the risk of these incidents occurring, and the potential options for reducing the risk of these incidents occurring. Identifying and implementing these options—including identifying potential local, State, and Federal funding sources—will likely require working with the Office of the Commissioner of the Railroads (OCR), the freight railroads, and local governments. In addition, on August 7, 2020, the OCR—as the State agency with the primary responsibility for making determinations of the adequacy of grade crossing warning and protection devices—initiated a review of the adequacy of the warning and protection devices along Canadian Pacific Railroad's right-of-way at 63rd, 70th, and 72nd Streets and Harwood Avenue in the City of Wauwatosa and at Watertown Plank Road in the Village of Elm Grove. Based on the results of its investigation, the OCR may order changes to the warning and protection devices at some or all of these crossings. More information on the OCR's process for evaluating and approving changes to the existing grade crossings is available on the OCR's website [here](#).]

Mr. Nelson then asked for a motion to approve the meeting minutes. Ms. Adams moved, and Mr. Maldonado seconded the approval of the February 18, 2020, meeting minutes. The motion was approved unanimously.

PUBLIC COMMENTS

Mr. Nelson asked if there were any public comments. In reference to the upcoming agenda item on the current civil unrest, Ms. Rotker stated that the American Civil Liberties Union has assembled information on policing and racial profiling that can be shared if there is interest.

[Secretary's Note: Commission staff received the following links to information from Ms. Rotker following the meeting:

- (1) [New Data Reveals Milwaukee Police Stops Are About Race and Ethnicity, by Nusrat Choudhury, Deputy Director, ACLU Racial Justice Program](#)
- (2) [New ACLU Report: Black People Four Times More Likely to Get Arrested for Marijuana Possession in Wisconsin, ACLU News\]](#)

DISCUSSION REGARDING THE IMPACT OF THE CURRENT CIVIL UNREST ON THE COMMISSION'S REGIONAL PLANNING EFFORTS

Mr. Nelson asked Mr. Muhs to initiate the discussion. Mr. Muhs indicated that the Commission has long-standing recommendations that seek to address racial and economic disparities in the Region and requested input from EJTF members on this topic. Mr. Muhs noted that the Commission does not address the topic of policing and that the current role of Commission staff is to listen and find where our place is in the conversation. The following discussion occurred after the introduction of the agenda item:

1. Mr. Nelson stated that he supports peaceful demonstrations, but he is against destructive rioting. Mr. Nelson requested comments and noted that the EJTF is a platform to address many issues, including civil unrest, which has expanded globally.
2. Mr. Wiggins asked for a copy of the presentation Mr. Muhs recently gave related to VISION 2050 equity analyses during a recent NEWaukee Cloud Café event.

[Secretary's Note: Mr. Muhs provided an electronic copy of the presentation to Mr. Wiggins after the meeting. The presentation can be viewed [here](#).]

3. Ms. McNeely stated that she is proud of the work that Commission staff is doing and indicated that the NAACP is currently addressing the racial disparities of COVID-19 cases and law enforcement misconduct that led to the killing of George Floyd. Ms. McNeely recommended that Commission staff invest in Black and Latino banks in an effort to support economic development in the communities they serve and to keep a pulse on what is happening in the community. Mr. Muhs responded that Commission staff continue to look for opportunities to invest in Black and Latino banks but have struggled to identify locally owned minority banks as many banks merged during the last economic downturn. Mr. Muhs requested ideas from EJTF members regarding potential community banks that Commission staff should research. Ms. Dunbar suggested Columbia Savings and Loan Association and the Self-Help Federal Credit Union, both located on Fond du Lac Avenue. Ms. Payne indicated that the Commission's Public Involvement and Outreach (PIO) staff are familiar with the Self-Help Federal Credit Union and their City Executive, Ms. Pamela Bell. Specifically, during discussions at Wisconsin Black Chamber of Commerce events, Ms. Payne shared information about the Commission and VISION 2050 with Ms. Bell.

4. Ms. Adams requested that Commission staff provide updates to the EJTF regarding the new development in the Village of Pleasant Prairie, the Village Green Center. Ms. Adams noted that the proposed housing does not appear to be affordable. Mr. Muhs responded that Commission staff's involvement in the development has not been requested but staff will share updates, as applicable, with the EJTF.
5. Ms. Rotker referenced a study conducted by researchers at Harvard University regarding COVID-19 infection rates and proximity to highways. The link shared in the meeting chat can be found [here](#). Ms. Rotker suggested that future studies could consider similar data, such as recent COVID-19 infection rates and air quality, to assess the negative impacts on communities of color. Ms. Rotker also indicated that job opportunities and access to jobs have declined in relation to the pandemic and are likely to get even worse going forward. She suggested that Commission staff emphasize the harm to communities of color that will occur if no action is taken to implement VISION 2050 recommendations that encourage increasing access to jobs for people of color. Mr. Muhs responded that staff has been working to better highlight the potential negative consequences of not implementing the recommendations in VISION 2050, and agreed that the negative impacts of an economic downturn are likely to be even more pronounced for people of color. Related to the study Ms. Rotker provided, Ms. McNeely added that there a lot of other environmental issues, such as lead contamination in drinking water, which can contribute to racial and ethnic disparities associated with COVID-19. Ms. McNeely asked if the study discussed whether distance from a highway was a factor in COVID-19 infection rates. Mr. Muhs indicated that proximity to highways is typically a consideration in measuring air quality impacts.

[Secretary's note: Upon further review of the referenced study (the Harvard study entitled, *Exposure to air pollution and COVID-19 mortality in the United States: A nationwide cross-sectional study*, can be found [here](#)), the analysis utilized county-level data from 3,000 counties in the United States and reviewed the county-level COVID-19 deaths as the outcome and county-level long-term average of PM_{2.5} as the exposure. Although long-term exposure to PM_{2.5} has been attributed to proximity to freeways, this study did not specify a distance from a freeway as the level of exposure. It should be noted that research and epidemiological studies indicate that spending more time in proximity to traffic emission sources may lead to adverse health effects (more information is included in the *Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways*, which can be found [here](#).)]

6. Mr. Nelson stated that he is concerned about minority-owned businesses that are suffering from the economic downturn resulting from the COVID-19 pandemic. Specifically, Mr. Nelson expressed concern that minority-owned businesses did not receive loans from the Paycheck Protection Program (PPP) through the U.S. Small Business Administration, potentially due to low credit scores or other factors. Mr. Nelson noted that he has also been made aware of individuals who are denied a home loan due to low credit scores, then work to improve their credit scores but are denied again as the threshold changes. Ms. Barrutia stated that Latino-owned businesses have experienced challenges in acquiring PPP loans as applicants must be U.S. citizens. Mr. Muhs indicated that Commission staff can share research on the credit score process if there is interest. Mr. Muhs and Mr. McKay noted that Commission staff would attempt to research and analyze PPP grant distribution and the economic impacts of COVID-19 among minority-owned businesses. Ms. Payne indicated that the Ethnically Diverse Business Coalition and the Hmong

Chamber of Commerce are providing grants to their members. Ms. Goeman provided a link in the meeting chat for the LISC Small Business Relief Grants, which can be found [here](#).

[Secretary's note: Commission staff are currently reviewing information on grant distribution provided by the U.S. Small Business Administration. At the present time, the specific information required to address Mr. Nelson's inquiry regarding approval and denial of PPP loans among minority-owned businesses does not appear to be readily available. Commission staff will continue researching this issue and will provide updates to the EJTF as part of the action item tracking list.]

7. Mr. Maldonado indicated that Voces de la Frontera has initiated conversations about transportation needs and noted that some potential transit passengers are afraid to ride buses due to concerns about safety. Mr. Maldonado requested information about how transit operators are responding to COVID-19, including any safety and service measures that would demonstrate that public transportation is safe. Mr. Muhs responded that Commission staff will follow up with Mr. Maldonado to address his request.

[Secretary's note: Following the EJTF meeting, Commission staff assembled the requested information and distributed it via email to the EJTF on August 24, 2020. The list of service and safety measures are included in Attachment 1 to these meeting minutes.]

8. Mr. Wiggins indicated in the meeting chat that LISC can help identify Community Development Financial Institutions Funds (CDFIs) in the Region. Mr. Muhs responded that Commission staff can look into CDFIs.
9. Mr. Nelson indicated that Kenosha County has established a Diversity Task Force, led by Adelene Greene, which will include identifying and reviewing options to better represent and assist the community. Mr. Nelson noted that this type of activity may be of interest in other communities in the Region.
10. Mr. Wiggins asked in the meeting chat if this would be an appropriate time to provide a brief overview of the regional food planning effort that is being initiated by the Commission. Mr. McKay explained that the proposed regional food system plan will address concerns such as access to healthy food in areas of the Region with concentrations of people of color and low-income residents, which is compounded by the comparatively high reliance of these populations on public transportation; economic and health disparities in the Region; connections between local farmers, food distributors, and consumers; and the impacts of certain agricultural operations on sensitive natural resources. Mr. Muhs noted that Commission staff will initiate EJTF input on the plan at the next meeting.

REVIEW OF BACKGROUND DOCUMENT FOR THE ENVIRONMENTAL JUSTICE TASK FORCE

Mr. Nelson asked Mr. Lynde to provide an overview of the Background Document for the Environmental Justice Task Force (available [here](#)). Mr. Lynde provided a summary of the purpose and history of the Background Document and noted that input received would be addressed in an updated document, which

would be considered at a future EJTF meeting. The following discussion occurred after the review of the Background Document:

1. Ms. Schellinger suggested that the EJTF include representation from, and consider the needs of, the senior population given seniors are a growing population that tends to have mobility challenges, such as difficulties driving a car. Mr. Muhs indicated that Commission staff have tried to accommodate this request with the appointment of Ms. Rubin, and Ms. Adams also brings the perspective of seniors through her work with LULAC. He indicated that staff would request direction from Federal Highway Administration (FHWA) staff given the Background Document is rooted in the federal definition of environmental justice. Mr. Batuzich, Community Planner with FHWA, indicated that he did not have an issue with identifying other underserved populations that go beyond the federal definition of environmental justice and Title VI for potential membership on the EJTF. Mr. Maldonado asked if the LGBTQ+ community could be identified for potential membership on the EJTF. Mr. Muhs indicated that Commission staff will consider identifying other protected groups as part of the review of the Background Document.
2. Ms. McNeely noted that a disproportionate number of seniors are of lower income and tend to have specific needs. She noted a specific concern regarding displacement of seniors in Milwaukee caused by increased tax assessment in newly redeveloped areas, such as the neighborhoods near the Milwaukee Streetcar (The Hop) and noted that there may be remedies needed to reduce the impact of taxation on senior populations. Mr. Muhs noted the Greater Milwaukee Foundation's efforts to address this issue in the Bronzeville and Walker's Point neighborhoods through the MKE United Anti-Displacement Fund. Ms. Brown-Martin requested more information on this effort. Ms. Goeman noted LISC is part of the MKE United Housing Work Group and provided a link in the meeting chat to the MKE United Anti-Displacement Fund, which can be found [here](#).
3. Mr. Nelson suggested that Commission staff consider getting feedback on updates to the Background Document from interested individuals outside Commission staff. Mr. Muhs responded that some of the individuals that helped develop the original Background Document continue to regularly participate in EJTF meetings and the Commission's work. He indicated that Commission staff will consider who could be good candidates for assisting with the updates to the Background Document.

REVIEW OF PUBLIC OUTREACH FOR THE 2020 TRANSPORTATION PLANNING CERTIFICATION REVIEW

Mr. Muhs indicated that information regarding the Certification Review Virtual Public Meeting was announced in the Commission's newsletter and he invited all EJTF members and interested parties to participate in the meeting, scheduled for August 25, 2020, at 6:00 p.m. Mr. Batuzich noted that FHWA staff is available to meet with EJTF members and discuss any concerns or questions they may have regarding the regional transportation planning process carried out by the Commission, the Wisconsin Department of Transportation, local transit agencies, and local units of government. Mr. Muhs stated that Commission staff will email the EJTF members information regarding the Certification Review Virtual Public Meeting and opportunities to provide input.

[Secretary's note: After the EJTF meeting, Commission staff sent an email to EJTF members that included information regarding the Certification Review Public Virtual Public Meeting and a link to the most recent newsletter, which contained additional information about the Certification Review.]

DISCUSSION OF HOW THE COMMISSION WILL USE DATA FROM THE 2020 U.S. CENSUS

At Mr. Nelson's request, Mr. McKay provided an overview of U.S. Census products and how the Commission uses Census data, including data from the decennial census, which is considered more accurate, and the American Community Survey, which includes more socioeconomic data but is conducted through sampling. The following discussion occurred after the review of U.S. Census products.

1. Ms. Dunbar indicated that there have been historically low responses to the U.S. Census in certain zip codes in the City of Milwaukee and asked if Commission staff is aware of ways to address potentially low response rates. Mr. McKay acknowledged this as being an issue. He noted, that the City of Milwaukee challenged population estimate decreases produced by the U.S. Census Bureau between 2000 and 2008, and the estimates were revised by the U.S. Census Bureau. To support the challenge, the City provided supplemental data, such as building permit and utility data, to the U.S. Census Bureau, which increased the 2008 estimate from roughly 573,000 to 603,000. Mr. McKay noted that when conducting a decennial census the most effective strategy is to proactively encourage residents to complete the Census.
2. Mr. Nelson indicated that he is on the Kenosha County Complete Count Committee and they have considered how to increase response rates in certain areas. He stated that Wisconsin currently has the second highest 2020 U.S. Census response rate, but that it is important to continue to encourage everyone to respond. He noted that the Census Bureau has extended the data collection to October 31, 2020.

[Secretary's note: At the request of Mr. Nelson, Commission staff emailed EJTF members a statement from U.S. Census Bureau Director Steven Dillingham on August 10, 2020, that indicated the U.S. Census Bureau was accelerating its efforts and that field data collection and self-response options would instead end September 30, 2020.]

3. Ms. Barrutia asked what impact the COVID-19 pandemic may have on the 2020 U.S. Census. Mr. McKay indicated that the pandemic has made it challenging to conduct the census. Specifically, the in-person follow-up questioning that the Census Bureau traditionally performs was delayed, and low-income neighborhoods may have more individuals transitioning between residences given the economic uncertainty, which could impact the accuracy of the count.
4. Ms. Brown-Martin stated that there are barriers that may make some populations reluctant to participate in the U.S. Census, particularly for Hispanic residents. Mr. Nelson noted that these types of barriers have been anticipated due to fears related to national immigration law changes and uncertainty. He acknowledged that getting 100 percent of the population to participate in the U.S. Census is not feasible, but he hopes to reach 80 to 90 percent. Ms. Dunbar noted that the complete count effort to address these barriers in Milwaukee is diverse and includes Voces de la Frontera and additional groups that have close ties to ethnically diverse populations, which have been assisting with outreach. Mr. Maldonado indicated that Voces de la Frontera and other groups helped publicize the U.S. Census through the Census Day of Action and census caravans and biking events, which encourage individuals to participate in the census and highlight the importance of the U.S. Census.

PUBLIC INVOLVEMENT AND OUTREACH DIVISION OUTREACH UPDATE

Ms. Payne provided a summary of the PIO Report for February 2020 through June 2020 (available [here](#)), noting that many outreach-related events had been canceled or conducted virtually due to the pandemic. She noted that staff has continually been looking for ways to conduct outreach and relationship-building virtually.

REVIEW OF ENVIRONMENTAL JUSTICE TASK FORCE ACTION ITEM LIST

Ms. Sarnecki summarized the action item list, focusing on the action items that staff has addressed since the previous meeting (available [here](#)).

OVERVIEW OF THE COMPOSITION OF APPLICANTS FOR RECENTLY FILLED COMMISSION POSITIONS

Mr. Muhs indicated that in the interest of time staff would provide a full overview on the composition of applicants for recently filled Commission positions at the next meeting.

PUBLIC COMMENTS

There were no public comments.

ANNOUNCEMENTS AND CORRESPONDENCE

Mr. Nelson asked for any announcements from the EJTF members, public, or Commission staff. Mr. Muhs reiterated that Commission staff would provide more information to the EJTF related to the Certification Review Virtual Public Meeting. No additional announcements or correspondence were received.

NEXT MEETING DATES

Mr. Muhs noted that the next meeting is anticipated to occur in September or October and will focus on initiating EJTF input on the Commission's regional food system planning effort. Mr. Muhs indicated that Commission staff will contact EJTF members to identify a future meeting date.

ADJOURNMENT

Mr. Nelson indicated that it was a productive meeting, particularly the agenda items related to the current civil unrest, the EJTF Background Document updates, and the 2020 U.S. Census. Mr. Nelson requested a motion to adjourn. Mr. Maldonado moved, and Ms. McNeely seconded the motion to adjourn. The motion was approved unanimously, and the meeting was adjourned at 6:19 p.m.

Respectfully submitted,

Jennifer B. Sarnecki
Recording Secretary

Attachment 1

COVID-19 Transit Safety Measures in

Southeastern Wisconsin

August 20, 2020

This document includes the most recent information available to Commission staff as of August 20, 2020. Given the evolving nature of the COVID-19 pandemic and the responses of transit operators, passengers should check with their respective transit system for updated information prior to making a trip.

Kenosha Area Transit

- A summary of current service updates and safety measures implemented can be found [here](#).
 - Fares were waived initially, with fare collection resuming on August 1, 2020.
 - All routes are currently running.
 - Service is on the hour.
 - Masks are required while riding the bus.

Milwaukee County Transit System

- MCTS has initiated the following steps to address COVID-19 as noted on their [website](#) as of August 19, 2020:
 - MCTS buses go through an extra daily disinfection process using EPA-approved and CDC-recommended products. That's in addition to the standard cleaning that vehicles receive on a regular basis.
 - Masks or face coverings are required on all MCTS buses.
 - MCTS provides disinfectant solutions and cleaning cloths to bus drivers to ensure that they can clean their workspace throughout the day. They are also providing equipment like masks, hand sanitizer, and sanitizing wipes to employees.
- MCTS has an archive of press releases with more information on their [website](#).

RYDE/Racine Transit

- Operators have hand sanitizer, spray disinfectant, aerosol hospital disinfectant, and paper towels on each bus for opportunity cleaning at the ends of the lines.
- Face masks and gloves are available in dispatch as needed for operators.
- Cleaning crews clean and disinfect all buses nightly.
- Part time bus operators clean and disinfect buses mid-day after returning from peak service.
- The maximum load capacity is 10 riders with two additional riders up front if ADA accommodations are needed.
- All passengers are boarding through the rear door.
- It is anticipated that operator barriers will be installed the week of August 24th and RYDE will start collecting fares and raise the maximum capacity to 15 passengers.

Waukesha Metro Transit

- A summary of current service updates and safety measures implemented can be found [here](#).
 - Passengers should continue to practice social distancing when on the bus and at the Transit Center.
 - Free face masks are available on the bus and at the Transit Center.
 - If a passenger is not wearing a face mask, they will be offered a mask to wear. If passenger refuses, they will not be allowed to board the bus.
 - The face mask order is effective through September 28 or unless otherwise modified.
 - Effective March 21, fare collection suspended.
 - All able-bodied passengers are asked to enter and exit through the rear door as fares continue to be suspended.
 - A maximum of 10 passengers on the bus at one time through August 20. On August 21, the maximum changes to 15 passengers.
- A safety poster on Waukesha Metro's website with safety reminders can be found [here](#).

Ozaukee County Transit

- Face coverings are required for riders and drivers on the Shared-Ride Taxi service. More information can be found [here](#).
- Safety measures undertaken by Ozaukee County Transit can be found [here](#).
- Ozaukee County Express Bus (MCTS Route 143) suspended service beginning March 23.

Washington County Commuter Express and Shared-Ride Taxi

- Face coverings are required between August 1 and September 28, as described [here](#).
- Washington County Transit's response to COVID-19, including the following measures, can be found [here](#).
 - Interiors of taxis and buses are cleaned at least once per day and drivers have disinfecting wipes.
 - WCCE advises riders to utilize hand sanitizer, self-quarantine if sick, cover coughs, and wear a mask if sick.
- Route changes and safety measures undertaken by Washington County Transit Services can be found [here](#).
 - WCCE operating at a reduced schedule
 - 5am – 10pm weekdays, 5am – 8pm Saturday, 8am – 1pm Sunday
 - Shared Ride Taxi operating with reduced hours due to reduced staff and ridership
 - WCCE resumed service to Downtown Milwaukee on May 26, operating on normal schedule times

Waukesha County Transit

- Waukesha County's transit provider, Wisconsin Coach Lines, has a list of safety measures in response to COVID-19, which can be found [here](#).
 - Starting July 15, passengers required to wear face masks
 - Limited number of masks available for customers

- Empty seats next to customers guaranteed
- Buses washed and wiped down daily
- Hand sanitizers provided to all employees
- Disinfectant wipes will be placed on all buses
- Air on board buses is filtered every 2 minutes and completely replaced with fresh, outside air every 10 minutes to ensure optimal air quality

The Hop Streetcar

- A summary of safety measures can be found [here](#).
 - In accordance with MKE Cares ordinance, masks or face coverings were required on streetcars starting July 16
 - Implementing twice-daily sanitization of all streetcars and stations following CDC-recommended cleaning agents
 - All surfaces of vehicles and stations have been treated with anti-microbial protective coating
 - Placing social distancing placards on board streetcars to assist passengers in maintaining proper distancing
 - Cleaning all streetcar offices and maintenance facilities multiple times per day using CDC-recommended cleaning agents
 - Utilizing ozone air purifiers on board the streetcars following service each night

West Bend Taxi Service

- The City of West Bend Taxi's response to COVID-19 can be found [here](#).
 - Surfaces are being wiped down and cleaned throughout day
 - Drivers have hand sanitizer
 - Masks and gloves are worn by drivers
 - Passengers are asked to stay home if sick, cover coughs/sneezes, and wear a mask

Western Kenosha County Transit

- A summary of service updates and safety measures can be found [here](#).
 - Riders can schedule door-to-door trips to help facilitate social distancing
 - Fixed routes are temporarily suspended as of April 6
 - Fare for door-to-door trips has temporarily been reduced to \$2 for a one-way (previously was \$3 for seniors and people with disabilities and \$5 for general public)
 - Same day trips are temporarily accommodated based on availability
 - Some trip requests to neighboring Wisconsin counties and Milwaukee may occur based on availability

Whitewater Shared-Ride Taxi Program

- The City of Whitewater posted their response to COVID-19 [here](#).
 - Temporary COVID-19 hours until further notice as of March 24, 2020
 - Monday – Thursday (university non-session): 7am – 7pm

- Friday – Saturday (special): 7am – 11pm
- Sunday: 7am – 4pm
- Changes to remain in effect until bars reopen and University of Wisconsin-Whitewater reopens
- No restrictions for trips, but system is requesting no rides for these purposes: medical appointments, grocery runs, job commutes
- Passengers are being spaced out
- Disinfectants and sanitizing wipes are used as often as possible