



AGENDA OF THE TRANSIT COMMISSION

**WEDNESDAY, MAY 16, 2018, 8:15 AM
TRANSIT**

A. Roll Call.

B. Approval of the Agenda.

C. Approval of Minutes.

1. Approval of Minutes March 14, 2018

D. Regular Business.

1. Discussion/Action: Flooring Project – Maintenance Garage Phase 2

E. Informational.

1. Presentation: 2017 Annual Financial Audit
2. Presentation: Green Bay Metro – 2018 Annual Route Review and Analysis Report, by Brown County Planning Commission staff
3. Presentation: 2019-2023 Transit Development Plan (TDP) update and results of the Green Bay Metro staff survey, by Brown County Planning Green Bay MPO
4. Discussion: Green Bay Metro 2017 Accident Analysis Report
5. Discussion: Green Bay Metro Marketing and Social Media Update
6. Legislative Update
7. Marketing Report
8. Operational Reports
9. Financial Report
10. Director's Report
11. Next Meeting Date: June 20, 2018

F. Adjournment.

- 1) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 2) QUORUM: Please take notice that a majority or quorum of the Transit Commission will attend this meeting and will constitute a meeting of the Transit Commission for purposes of discussion and information gathering relative to this agenda.
- 3) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # C.1.

Approval of Minutes March 14, 2018

BACKGROUND

Enclosed are the proposed minutes from the Commission meeting held on March 14, 2018.

RECOMMENDATION

Staff recommends the approval of the minutes from the March 14, 2018 meeting.

FISCAL IMPACT

ATTACHMENTS

1. TC_minutes_March_14_2018

MINUTES
GREEN BAY TRANSIT COMMISSION
Wednesday, March 14, 2018
901 University Avenue, Commission Room
8:15 a.m.

MEMBERS PRESENT: Roger Kolb, Chair; John Withbroe, Vice Chair; Alderman Randy Scannell, Ron Antonneau and Rashad Cobb

EXCUSED: Kevin Kuehn, Secretary; and Emily Ysebaert

STAFF PRESENT: Patty Kiewiz, Transit Director; Essie Fels, Recording Secretary; Alex Sweetman, Accountant; Jennifer Hallam-Nelson; Mobility Coordinator; April Herlache, Transportation Supervisor and Harman Singh, Operations Supervisor

OTHERS PRESENT: Lisa Conard, Brown County Planning and Rick Jensen, Director of Purchasing

1. Call the meeting to order

Chair R. Kolb called the meeting to order at 8:16 a.m.

2. Approval of Agenda

R. Scannell made a motion to approve March 12, 2018 agenda. J. Withbroe seconded the motion. Motion carried.

3. Approval of the minutes of the February 21, 2018 meeting

J. Withbroe made a motion to approve the minutes from the February 21, 2018 meeting. R. Scannell seconded the motion. Motion carried.

4. Discussion/Action: Additional Security Cameras

Green Bay Metro completed installation of the new security system in February. Through that process staff has determined 7 additional locations for cameras are needed. These additional cameras will be picked up by the same federal grant, which is an 80/20% split.

J. Withbroe made a motion to approve BayCom (previous awarded vendor from the RFP process) to complete the additional cameras with the amount not to exceed \$12,660.00, second by R. Cobb. Motion carried.

5. Discussion/Action: Boiler Replacement Project

The Metro facility was constructed in 2000. The current boiler has frequent flame failures that are in need of constant maintenance repairs. Metro spent \$15,000.00 last year in repairing the current boiler. The project consists of replacing the boiler and updating our temperature control system to web based system. Staff has worked with the Purchasing Department, Department of Public Works and Berners Schober. This will be covered by Federal funding which is 80/20% split.

J. Withbroe made a motion to approve the boiler replacement project to EGI Mechanical Inc. in the amount not to exceed \$53,559. In addition, \$19,860 for updating the Temperature Control Retrofit to a web based system with Hurckman Mechanical Industries, Inc., second by R. Scannell. Motion carried.

6. Discussion/Action: AVL/GPS Based Real-Time Passenger Information System

In 2009 Green Bay first introduced real time tracking technology for staff and for passengers. Since this date the industry has grown with many more opportunities to assist in communicating with the public, quicker and more efficient.

Metro's current system is outdated, difficult for the public to maneuver and unreliable. Staff has worked with the City Purchasing Department on obtaining the Request for Proposal. We have received 5 bids for the AVL/GPS Based Real-Time Passenger Information System project. Vendor demonstrations were conducted and the evaluation team has made a recommendation.

Current annual maintenance costs with Trapeze (current vendor) are \$106,000 per year.

Currently Metro has been having a considerable amount of problems with mobile devices accessing the real time data. Trapeze is not compatible with many phones. All staff utilizing the new system will receive training. This technology that the proposed vendor offers is different than what we have today. Each bus would have a tablet; where today we have an OBS (computer), antenna and a modem that are on each and every bus. If there were issues we would swap the tablet out and the bus continues on its way. All information is all web based. We can make changes to a route and it will be update immediately. This new system will be user friendly. Discussion was held regarding the length of s maintenance contract.

R. Antonneau made a motion to approve the AVL/GPS Based Real-Time Passenger Information System project to the lowest, responsive bidder, DoubleMap, Inc. The initial cost of the project is \$267,805.62 plus annual maintenance costs. Staff expects these to be approximately \$29,000 - \$35,000 annually for the first five years, second by R. Scannell. Motion carried.

7. Discussion/Action: Green Bay Metro Title VI Policy

P. Kiewiz stated in your packet you have a drafted document the yellow highlighted areas are the areas that have been updated. The Federal Transit Administration (FTA) requires Green Bay Metro to have an approved Title VI written plan as part of their Civil Rights requirement and compliance. Green Bay Metro reviews and updates the Title VI program every three (3) years.

R. Antonneau made a motion to approve the Green Bay Metro Title VI Policy, second by J. Withbroe. Motion carried.

8. Operational Reports

Director Kiewiz stated in your packets is the operational reports. Director Kiewiz gave a brief overview of the February ridership reports for Fixed Route, Paratransit and monthly schedule adherence, which is at 94.9%. Director Kiewiz stated that if the Commission would have any questions, she would be happy to answer them.

The Operations Supervisors have been busy with the route changes and implementation of the East Side Hub. The East Side Hub implementation is scheduled for August 1st. There will be a several public informational meetings with all the changes.

The City will be going to a new website. Metro will join the City's website; there will be an additional money for us to specifically our own. We have been working with The Quotation Group on some marketing and the social media for the upcoming changes.

9. Financial Report

Director Kiewiz stated in your packets you will find the operating expense report for January. She gave a brief overview of the revenue and expense reports. P. Kiewiz stated that if the Commission would have any questions, she would be happy to address them.

Director Kiewiz commented Schenk & Assoc. will be here for the April's meeting to present the annual financial audit results.

10. Directors Reports

Director Kiewiz introduced Harman Singh; new Operations Supervisor.

Included in your packet is a thank you note from a group of Game Day passengers. The driver is Keith Schneider who is the President of the ATU-Union for our operators. He has a great personality and does a phenomenal job with customer service.

P. Kiewiz stated she will be leaving on Saturday, March 17th to Washington D.C. with WIPTA for the annual Fly-in. She will return the night of March 20th. Keith Schneider the Union president will be attending Fly-in as a representative of the ATU Legislative Council.

P. Kiewiz stated Friday, March 16th will be Transit Appreciation Day. The Commission is invited to join us. Director Kiewiz will be making omelets!

The three (3) support vehicles have arrived. Staff is working on getting them registered and ready for the road. The current three (3) Ford Escapes will be sold, per FTA guidelines.

We have placed our ordered of 5 new buses expecting delivery sometime in August or September.

11. Other Business

No other business.

12. Establish the date of the next meeting

The next meeting of the Transit Commission is scheduled for Wednesday, April 18, 2018 at 8:15 a.m.

13. Adjourn

Motion made by J. Withbroe, seconded by R. Antonneau to adjourn at 9:05 a.m. Motion carried.

Respectfully submitted,

Essie Fels
Recording Secretary



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # D.1.

Discussion/Action: Flooring Project – Maintenance Garage Phase 2

BACKGROUND

Green Bay Metro has worked with the City Purchasing Department to complete the resurfacing of the maintenance garage floor. The project will be covered with 80% federal and 20% local dollars.

RECOMMENDATION

Staff recommends the approval for the flooring project to the lowest, responsive bidder, Masse's Floor Coatings with a cost not to exceed \$34,340.00.

FISCAL IMPACT

ATTACHMENTS

1. Copy of #3032 quote summary

CITY OF GREEN BAY QUOTE SUMMARY**RFQ #3032 - Green Bay Metro****Transit Facility Floor Coating**

Dept: Metro Transit	Req #112	VENDOR #1	VENDOR #2	VENDOR #3
Planholders: 8 Vendors	CC #360	INDUSTRIAL PROTECTIVE COATINGS DBA MASSE'S FLOOR COATINGS	APPLIED FLOORING SOLUTIONS	TMI COATINGS
Issued: 4/4/18	Due: 4/25/18	De Pere	Green Bay	St. Paul, MN
DESCRIPTION		PRICE	PRICE	PRICE
LUMP SUM COST - Supply and application (materials & labor) of facility floor coating General Polymers FasTop 125 System Coating 1/4" Sherwin Williams (or approved equal)		\$ 32,685.00	\$ 32,695.00	\$ 73,500.00
LUMP SUM COST - Materials and labor to install yellow bus guide solid line striping:		\$ 650.00	\$ 1,600.00	\$ 18,900.00
Performance and Payment Bond		\$ 1,005.00	\$ 1,098.00	1.50%
TOTAL:		\$ 34,340.00	\$ 35,393.00	\$ 92,400.00
Payment Terms Net 30		Net 30	Net 30	Net 30
Early Payment Discount:				
Accepts credit card payments:		No	No	No
SOQ Expires:		4/20/2019	12/14/2018	12/8/2018

Recommendation: Award to the lowest responsive, responsible vendor



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.1.

Presentation: 2017 Annual Financial Audit

BACKGROUND

Dave Maccoux and Josh Swanson, with Schenck Solutions, will present the Annual Financial Report for Fiscal Year 2017.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. 2017-Financial Statements-Green Bay Transmit Commission-FS-05092018
2. 2017-Financial Statements-Green Bay Transmit Commission-MC-05092018

Transit Commission
City of Green Bay, Wisconsin

ANNUAL FINANCIAL REPORT

December 31, 2017

Transit Commission City of Green Bay, Wisconsin

DECEMBER 31, 2017

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Independent auditors' report

To the Board of Commissioners
Transit Commission
City of Green Bay, Wisconsin

REPORT ON THE FINANCIAL STATEMENTS

We have audited the accompanying financial statements of the Transit Commission, City of Green Bay, Wisconsin (the "Metro") as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Metro's financial statements as listed in the table of contents.

MANAGEMENT'S RESPONSIBILITY FOR THE FINANCIAL STATEMENTS

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

AUDITORS' RESPONSIBILITY

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditors consider internal control relevant to the Metro's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Metro's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

OPINION

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Metro as of December 31, 2017, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

EMPHASIS OF MATTER

As described in Note 1, the financial statements present only the Transit Commission of the City of Green Bay, Wisconsin, and do not purport to, and do not present fairly the financial position of the City of Green Bay, Wisconsin (the "City"), as of December 31, 2017 and the changes in its financial position or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

CHANGE IN ACCOUNTING PRINCIPLE

As discussed in Note 2.E to the financial statements, the Metro adopted new accounting guidance, GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. Our opinion is not modified with respect to this matter.

OTHER MATTERS

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the schedules relating to other postemployment benefits on page 18 and pensions on page 19 be presented to supplement the financial statements. Such information, although not part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

REPORT ON SUMMARIZED FINANCIAL INFORMATION

We have previously audited the Metro's 2016 financial statements, and our report dated May 3, 2017, expressed an unmodified opinion on those financial statements. In our opinion, the summarized comparative information presented herein as of and for the year ended December 31, 2016, is consistent, in all material respects, with the audited financial statements from which it has been derived.

OTHER REPORTING REQUIRED BY *GOVERNMENT AUDITING STANDARDS*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 9, 2018, on our consideration of the Metro's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Metro's internal control over financial reporting and compliance.



Certified Public Accountants

Green Bay, Wisconsin
May 9, 2018

FINANCIAL STATEMENTS

Transit Commission

City of Green Bay, Wisconsin

STATEMENT OF NET POSITION DECEMBER 31, 2017 WITH COMPARATIVE AMOUNTS AS OF DECEMBER 31, 2016

	2017	2016
ASSETS		
Current assets		
Cash and investments	\$ 2,405,211	\$ 2,466,930
Receivables		
Operating assistance - Federal and state	347,938	585,320
Customer accounts	188,046	68,115
Due from City of Green Bay	75,778	3,858
Inventories	249,961	248,836
Total current assets	3,266,934	3,373,059
Capital assets		
Nondepreciable	1,149,617	1,064,643
Depreciable	8,401,973	9,305,517
Total capital assets	9,551,590	10,370,160
Total assets	12,818,524	13,743,219
DEFERRED OUTFLOWS OF RESOURCES		
Pension related amounts	1,380,780	1,773,053
Other postemployment related amounts	14,865	-
Total deferred outflows of resources	1,395,645	1,773,053
LIABILITIES		
Current liabilities		
Accounts payable	701,448	939,273
Accrued and other current liabilities	249,868	250,240
Compensated absences	212,173	216,962
Unearned revenue	131,174	121,465
Total current liabilities	1,294,663	1,527,940
Long-term obligations, less current portion		
Compensated absences	176,118	204,091
Net pension liability	179,531	313,750
Other postemployment benefits	35,914	146,807
Advances from municipalities for working capital	1,494,221	1,494,221
Total long-term liabilities	1,885,784	2,158,869
Total liabilities	3,180,447	3,686,809
DEFERRED INFLOWS OF RESOURCES		
Pension related amounts	572,305	660,368
NET POSITION		
Net investment in capital assets	9,551,590	10,370,160
Unrestricted	909,827	798,935
Total net position	\$ 10,461,417	\$ 11,169,095

The notes to the financial statements are an integral part of this statement.

Transit Commission

City of Green Bay, Wisconsin

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE YEAR ENDED DECEMBER 31, 2017 WITH COMPARATIVE AMOUNTS FOR THE YEAR ENDED DECEMBER 31, 2016

	2017	2016
OPERATING REVENUES		
Regular passenger fares	\$ 709,595	\$ 896,921
Special fares	532,384	593,127
Paratransit program fees	348	402
Advertising services	130,497	157,825
Partnerships	179,417	12,000
Miscellaneous	59,800	59,411
Total operating revenues	1,612,041	1,719,686
OPERATING EXPENSES		
Salaries and wages	2,931,768	2,872,571
Employee fringe benefits	1,910,155	1,965,634
Contractual services	296,890	283,715
Fuel	408,320	332,019
Materials and supplies - tires and tubes	47,396	44,798
Materials and supplies - other	424,425	408,927
Heat, light and power	103,139	93,580
Insurance and taxes	146,188	142,271
Paratransit program	946,489	1,049,180
Equipment replacement, repairs and leases	173,604	97,375
Depreciation	1,044,225	1,113,939
Other	27,478	14,635
Total operating expenses	8,460,077	8,418,644
Operating loss	(6,848,036)	(6,698,958)
NONOPERATING REVENUES (EXPENSES)		
Interest income	11,263	9,345
Federal operating assistance	1,772,031	1,812,274
State operating assistance	2,548,875	2,438,165
Local operating assistance	1,365,035	1,051,595
Federal capital assistance	206,573	82,478
Local capital assistance	28,178	20,898
Subrecipient capital outlay	(140,888)	(103,376)
Total nonoperating revenues (expenses)	5,791,067	5,311,379
Net loss before contributions and transfers	(1,056,969)	(1,387,579)
Transfer from City of Green Bay - capital grant match	75,778	139,685
Capital contributions	162,620	58,742
Change in net position	(818,571)	(1,189,152)
Net position - January 1, as originally reported	11,169,095	12,358,247
Cumulative effect of change in accounting principle	110,893	-
Net position - January 1, restated	11,279,988	12,358,247
Net position - December 31	\$ 10,461,417	\$ 11,169,095

The notes to the financial statements are an integral part of this statement.

Transit Commission

City of Green Bay, Wisconsin

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED DECEMBER 31, 2017
WITH COMPARATIVE AMOUNTS FOR THE YEAR ENDED DECEMBER 31, 2016

	<u>2017</u>	<u>2016</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$ 1,521,356	\$ 1,570,718
Cash paid for employee wages and benefits	(4,719,931)	(4,268,880)
Cash paid to suppliers	(2,690,560)	(2,676,580)
Net cash used by operating activities	<u>(5,889,135)</u>	<u>(5,374,742)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Federal operating assistance	1,955,348	1,859,987
State operating assistance	2,860,834	2,519,316
Local operating assistance	1,097,830	752,226
Federal capital assistance	206,573	82,478
Capital assistance to subrecipient	(112,710)	(82,478)
Net cash provided by noncapital financing activities	<u>6,007,875</u>	<u>5,131,529</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of capital assets	(225,655)	(73,427)
Capital contributions from the City of Green Bay	21,263	-
Capital contributions	12,670	434,022
Net cash flows provided (used) by capital and related financing activities	<u>(191,722)</u>	<u>360,595</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	<u>11,263</u>	<u>9,345</u>
Change in cash and cash equivalents	(61,719)	126,727
Cash and cash equivalents - January 1	<u>2,466,930</u>	<u>2,340,203</u>
Cash and cash equivalents - December 31	<u><u>\$ 2,405,211</u></u>	<u><u>\$ 2,466,930</u></u>

The notes to the financial statements are an integral part of this statement.

Transit Commission

City of Green Bay, Wisconsin

STATEMENT OF CASH FLOWS FOR THE YEAR ENDED DECEMBER 31, 2017 WITH COMPARATIVE AMOUNTS FOR THE YEAR ENDED DECEMBER 31, 2016

	<u>2017</u>	<u>2016</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES		
Operating loss	\$ (6,848,036)	\$ (6,698,958)
Adjustments to reconcile operating loss to net cash used by operating activities		
Depreciation	1,044,225	1,113,939
Change in liability and deferred outflows and inflows of resources		
Pension	169,991	273,640
Other postemployment benefits	(14,865)	(26,518)
Change in operating assets and liabilities		
Receivables		
Customer accounts	(100,394)	(9,553)
Inventories	(1,125)	(12,268)
Accounts payable	(115,506)	228,840
Accrued liabilities	(372)	50,944
Due to other governments	-	(224,423)
Unearned revenue	9,709	(68,004)
Compensated absences	(32,762)	(2,381)
Net cash used by operating activities	<u>\$ (5,889,135)</u>	<u>\$ (5,374,742)</u>
Noncash capital and related financing activities		
None		

The notes to the financial statements are an integral part of this statement.

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Transit Commission, City of Green Bay, Wisconsin (the "Metro"), have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The significant accounting principles and policies utilized by the Metro are described below:

A. REPORTING ENTITY

The Metro is an enterprise fund of the City of Green Bay, Wisconsin. The Metro has not identified any component units that are required to be included in the financial statements in accordance with standards established in GASB Statement No. 61.

B. MEASUREMENT FOCUS AND BASIS OF ACCOUNTING

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, liabilities, and deferred inflows and outflows of resources associated with the operation are included on the Statement of Net Position. Enterprise fund operating statement present increases (i.e., revenues) and decreases (i.e., expenses) in net total position.

The accrual basis of accounting is utilized by enterprise funds. The accounting system conforms to the system of accounts as prescribed by the Federal Transit Administration. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Unpaid enterprise fund service receivables are recorded at year-end. All capital assets are capitalized at historical cost and depreciated over their useful lives.

Enterprise funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Metro are passenger fares. Operating expenses for enterprise funds include the cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Metro provides service to the Cities of Green Bay and De Pere and the Villages of Ashwaubenon, Allouez, and Bellevue. Each has agreed to finance the annual operating loss after applying federal and state aids in an amount equal to its share of bus mileage to total bus mileage. The total of each one's share of the current year net operating loss is recorded as local operating assistance revenue in the financial statement.

When both restricted and unrestricted resources are available for use, it is the Metro's policy to use restricted resources first, then unrestricted resources, as they are needed.

C. ASSETS, LIABILITIES, DEFERRED OUTFLOWS/INFLOWS OF RESOURCES, AND NET POSITION

1. Inventories

Inventories are valued at cost using the weighted average method.

2. Capital Assets

Capital assets, which include property, plant and equipment assets, are reported at cost in the financial statements. All property, plant and equipment were acquired through capital grants from various governmental entities. Depreciation is provided for in amounts sufficient to relate the cost of depreciable assets to operations over their estimated useful lives on the straight-line method.

Transit Commission

City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 2017

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Capital assets of the Metro are depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Buildings and improvements	15 - 40
Machinery and equipment	3 - 15

3. Compensated Absences

It is the Metro's policy to permit employees to accumulate earned but unused vacation and sick leave benefits in accordance with employee handbook policies. All vacation and sick leave is accrued when incurred in the financial statements.

4. Deferred Outflows/Inflows of Resources

Deferred outflows of resources are a consumption of net position by the government that is applicable to a future reporting period. Deferred inflows of resources are an acquisition of net position by the government that is applicable to a future reporting period. The recognition of those outflows and inflows as expenses and revenues are deferred until the future periods to which the outflows and inflows are applicable.

5. Other Postemployment Benefits Other Than Pensions (OPEB)

For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, the Metro's Other Postemployment Benefit Plan (the "Plan") recognizes benefit payments when due and payable in accordance with the benefit terms.

6. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Wisconsin Retirement System (WRS) and additions to/deductions from WRS' fiduciary net position have been determined on the same basis as they are reported by WRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

7. Fund Equity

Equity is classified as net position and displayed in three components:

- ▶ **Net investment in capital assets.** Amount of capital assets, net of accumulated depreciation, and capital related deferred outflows of resources less outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets and any capital related deferred inflows of resources.
- ▶ **Restricted net position.** Amount of net position that is subject to restrictions that are imposed by 1) external groups, such as creditors, grantors, contributors or laws or regulations of other governments or 2) law through constitutional provisions or enabling legislation.
- ▶ **Unrestricted net position.** Net position that is neither classified as restricted nor as net investment in capital assets.

Transit Commission

City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

D. USE OF ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

E. PRIOR YEAR INFORMATION

Comparative amounts for the prior year have been presented in the financial statements to provide an understanding of changes in the Metro's financial position and operations. The comparative amounts may be summarized in total and not at the level of detail required for a presentation in conformity with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the government's financial statements for the year ended December 31, 2016, from which the summarized information was derived.

F. RECLASSIFICATIONS

Certain amounts in the prior year financial statements have been reclassified to conform with the presentation in the current year financial statements with no change in previously reported net position or changes in net position.

NOTE 2: DETAILED NOTES ON ALL FUNDS

A. CASH AND INVESTMENTS

Metro's cash and investments are held by the City Treasurer until disbursed. Information regarding insurance coverage and relative risk of investments is included in the City of Green Bay's 2017 Comprehensive Annual Financial Report.

B. CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2017 was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, nondepreciable:				
Land	\$ 1,064,643	\$ -	\$ -	\$ 1,064,643
Construction in progress	-	84,974	-	84,974
Total capital assets, nondepreciable	<u>1,064,643</u>	<u>84,974</u>	<u>-</u>	<u>1,149,617</u>
Capital assets, depreciable:				
Building	6,470,252	-	-	6,470,252
Revenue vehicles	11,398,429	-	402,726	10,995,703
Service equipment	439,215	-	56,060	383,155
Office equipment	972,991	123,276	52,592	1,043,675
Fare equipment	704,307	17,405	-	721,712
Service vehicles	177,767	-	-	177,767
Fuel tanks	245,734	-	-	245,734
Bus shelters and signs	220,746	-	66,311	154,435
Subtotals	<u>20,629,441</u>	<u>140,681</u>	<u>577,689</u>	<u>20,192,433</u>
Less accumulated depreciation	<u>11,323,924</u>	<u>1,044,225</u>	<u>577,689</u>	<u>11,790,460</u>
Total capital assets, depreciable, net	<u>9,305,517</u>	<u>(903,544)</u>	<u>-</u>	<u>8,401,973</u>
Capital assets, net	<u>\$ 10,370,160</u>	<u>\$ (818,570)</u>	<u>\$ -</u>	<u>\$ 9,551,590</u>

Transit Commission

City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

C. ADVANCES FROM MUNICIPALITIES

Each municipality/tribe serviced by the Metro has agreed to share in the annual net operating loss on a basis equal to its share of mileage to total bus mileage. The method for funding operations is to request advance funding from each municipality for its pro-rate share of the budgeted operating loss on a monthly or quarterly basis. At year-end each municipality's share of the actual operating loss is calculated and the municipality is either issued a refund or billed an additional amount. Each municipality has also advanced cash to the Metro for working capital. An analysis of advanced from municipalities held for working capital on December 31, 2017 is as follows:

	City of Green Bay	City of De Pere	Village of Ashwaubenon	Village of Allouez	Village of Bellevue	Oneida Tribe of Indians	Total
Long-term advances held for working capital	<u>\$ 982,190</u>	<u>\$ 96,119</u>	<u>\$ 176,764</u>	<u>\$ 96,468</u>	<u>\$ 4,340</u>	<u>\$ 138,340</u>	<u>\$ 1,494,221</u>

D. PENSION PLAN

1. Plan Description

The WRS is a cost-sharing, multiple-employer, defined benefit pension plan. WRS benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. Benefit terms may only be modified by the legislature. The retirement system is administered by the Wisconsin Department of Employee Trust Funds (ETF). The system provides coverage to all eligible State of Wisconsin, local government and other public employees. All employees, initially employed by a participating WRS employer on or after July 1, 2011, and expected to work at least 1200 hours a year (880 hours for teachers and school district educational support employees) and expected to be employed for at least one year from employee's date of hire are eligible to participate in the WRS.

ETF issues a standalone Comprehensive Annual Financial Report (CAFR), which can be found at <http://etf.wi.gov/publications/cafr.htm>.

For employees beginning participation on or after January 1, 1990, and no longer actively employed on or after April 24, 1998, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998, and prior to July 1, 2011, are immediately vested. Participants who initially became WRS eligible on or after July 1, 2011, must have five years of creditable service to be vested.

Employees who retire at or after age 65 (54 for protective occupation employees, 62 for elected officials and State executive participants) are entitled to receive an unreduced retirement benefit. The factors influencing the benefit are 1) final average earnings, 2) years of creditable service, and 3) a formula factor.

Final average earnings is the average of the participant's three highest years' earnings. Creditable service is the creditable current and prior service expressed in years or decimal equivalents of partial years for which a participant receives earnings and makes contributions as required. The formula factor is a standard percentage based on employment category.

Employees may retire at age 55 (50 for protective occupation employees) and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefits.

The WRS also provides death and disability benefits for employees.

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

2. Post-Retirement Adjustments

The Employee Trust Funds Board may periodically adjust annuity payments from the retirement system based on annual investment performance in accordance with s. 40.27, Wis. Stat. An increase (or decrease) in annuity payments may result when investment gains (losses), together with other actuarial experience factors, create a surplus (shortfall) in the reserves, as determined by the system's consulting actuary. Annuity increases are not based on cost of living or other similar factors. For Core annuities, decreases may be applied only to previously granted increases. By law, Core annuities cannot be reduced to an amount below the original, guaranteed amount (the "floor") set at retirement. The Core and Variable annuity adjustments granted during recent years are as follows:

Year	Core Fund Adjustment	Variable Fund Adjustment
2007	3%	10%
2008	6.6	0
2009	(2.1)	(42)
2010	(1.3)	22
2011	(1.2)	11
2012	(7.0)	(7)
2013	(9.6)	9
2014	4.7	25
2015	2.9	2
2016	0.5	(5)

3. Contributions

Required contributions are determined by an annual actuarial valuation in accordance with Chapter 40 of the Wisconsin Statutes. The employee required contribution is one-half of the actuarially determined contribution rate for general category employees, including teachers, and Executives and Elected Officials. Starting on January 1, 2016, the Executives and Elected Officials category was merged into the General Employee Category. Required contributions for protective employees are the same rate as general employees. Employers are required to contribute the remainder of the actuarially determined contribution rate. The employer may not pay the employee required contribution unless provided for by an existing collective bargaining agreement.

During the reporting period ending December 31, 2016, the WRS recognized \$210,900 in contributions from the Metro.

Contribution rates for the reporting period are:

Employee Category	Employee	Employer
General (including teachers)	6.6%	6.6%
Protective with Social Security	6.6%	9.4%
Protective without Social Security	6.6%	13.2%

Transit Commission

City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 2017

4. Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At December 31, 2017, the Metro reported a liability of \$179,531 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2015 rolled forward to December 31, 2016. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. The Metro's proportion of the net pension liability was based on the Metro's share of contributions to the pension plan relative to the contributions of all participating employers. At December 31, 2016, the Metro's proportion was 0.02178115%, which was an increase of 0.00247297% from its proportion measured as of December 31, 2015.

For the year ended December 31, 2017, the Metro recognized pension expense of \$461,769.

At December 31, 2017, the Metro reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 68,455	\$ 564,608
Net differences between projected and actual earnings on pension plan investments	893,648	-
Changes in assumptions	187,706	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	4,097	7,697
Employer contributions subsequent to the measurement date	226,874	-
Total	<u>\$ 1,380,780</u>	<u>\$ 572,305</u>

\$226,874 reported as deferred outflows related to pension resulting from the Metro's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2018. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Year ended December 31,	Expense
2017	\$ 237,882
2018	237,882
2019	161,176
2020	(55,561)
2021	222
Total	<u>\$ 581,601</u>

Transit Commission

City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 2017

5. Actuarial Assumptions

The total pension liability in the December 31, 2016, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial valuation date:	December 31, 2015
Measurement date of net pension liability (asset):	December 31, 2016
Actuarial cost method:	Entry Age
Asset valuation method:	Fair Value
Long-term expected rate of return:	7.2%
Discount rate:	7.2%
Salary increases:	
Inflation	3.2%
Seniority/Merit	0.2% - 5.6%
Mortality	Wisconsin 2012 Mortality Table
Post-retirement adjustments*	2.1%

- * *No post-retirement adjustment is guaranteed. Actual adjustments are based on recognized investment return, actuarial experience and other factors. 2.1% is the assumed annual adjustment based on the investment return assumption and the post-retirement discount rate.*

Actuarial assumptions are based upon an experience study conducted in 2015 using experience from 2012 - 2014. The total pension liability for December 31, 2016 is based upon a roll-forward of the liability calculated from the December 31, 2015 actuarial valuation.

Long-term Expected Return on Plan Assets. The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

	Current Asset Allocation %	Destination Target Asset Allocation %	Long-term Expected Nominal Rate of Return %	Long-term Expected Real Rate of Return %
<u>Core Fund Asset Class</u>				
Global equities	50%	45%	8.3%	5.4%
Fixed income	24.5%	37%	4.2%	1.4%
Inflation sensitive assets	15.5%	20%	4.3%	1.5%
Real estate	8%	7%	6.5%	3.6%
Private equity/debt	8%	7%	9.4%	6.5%
Multi-asset	4%	4%	6.6%	3.7%
Total Core Fund	110%	120%	7.4%	4.5%
<u>Variable Fund Asset Class</u>				
U.S. equities	70%	70%	7.6%	4.7%
International equities	30%	30%	8.5%	5.6%
Total Variable Fund	100%	100%	7.9%	5%

New England Pension Consultants Long Term US CPI (Inflation) Forecast: 2.75%

Asset Allocations are managed within established ranges, target percentages may differ from actual monthly allocations

Single Discount Rate. A single discount rate of 7.20% was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 7.20% and a long-term bond rate of 3.78%. Because of the unique structure of WRS, the 7.20% expected rate of return implies that a dividend of approximately 2.1% will always be paid. For purposes of the single discount rate, it was assumed that the dividend would always be paid. The projection of cash flows used to determine this single discount rate assumed that plan members contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments (including expected dividends) of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Metro's proportionate share of the net pension liability (asset) to changes in the discount rate. The following presents the Metro's proportionate share of the net pension liability (asset) calculated using the discount rate of 7.2 percent, as well as what the Metro's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (6.20 percent) or 1-percentage-point higher (8.20 percent) than the current rate:

	1% Decrease to Discount Rate (6.20%)	Current Discount Rate (7.20%)	1% Increase to Discount Rate (8.20%)
Metro's proportionate share of the net pension liability (asset)	\$ 2,361,843	\$ 179,531	\$ (1,500,949)

Pension plan fiduciary net position. Detailed information about the pension plan's fiduciary net position is available in separately issued financial statements available at <http://etf.wi.gov/publications/cafr.htm>.

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

6. Payables to the Pension Plan

At December 31, 2017, the Metro reported a payable of \$33,844 for the outstanding amount of contributions to the pension plan for the year ended December 31, 2017.

E. OTHER POSTEMPLOYMENT BENEFITS

The City of Green Bay adopted GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* for the year ended December 31, 2017. This statement revised and established new financial reporting requirements for governments that provide their employees with postemployment benefits. Financial statements for the year ended December 31, 2016 have not been restated.

The cumulative effect of this change was to increase the December 31, 2016 net position by \$110,893 as follows:

Other postemployment liability

Balance previously reported	\$	146,807
Actuarially determined balance		35,914
Change in other postemployment liability	\$	<u>110,893</u>

Plan Description

The Plan is a single-employer defined benefit postemployment health plan that covers retired employees of the City of Green Bay. Employees are permitted to convert unused sick leave and vacation balances at retirement and use these funds to purchase health and dental insurance or they may continue in the plan by paying 100% of the cost of the premium.

Benefits Provided

The City provides access to its group health insurance to its retirees. Retirees pay 100% of the cost of the premiums for the plan elected. The retiree payment is either drawn from a retiree's accumulated sick and vacation balances or paid directly after the sick and vacation balances are depleted. The sick and vacation balances are accrued by the City and are not part of the OPEB valuation.

As of the January 1, 2017 actuarial valuation, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefit payments	187
Active employees	462
	<u>649</u>

Contributions

The Metro does not provide contributions to the retirees' postemployment health or dental insurance, employees are responsible for 100% of the premium.

Total OPEB Liability

The Metro's total OPEB liability was measured as of January 1, 2017, and was determined by an actuarial valuation as of that date.

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

Actuarial Assumptions. The total OPEB liability in the January 1, 2017 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation:	13.00 percent
Salary Increases:	2.00 percent
Investment Rate of Return:	3.78 percent
Healthcare cost trend rates:	Active - ranging from 5.00 percent to 6.50 percent until 2022, level thereafter; Retirees - ranging from 11.93 percent to 13.50% until 2022, level thereafter

Mortality rates are from RP-2000 Combined Healthy Participant Table Projected 10 Years using Projection Scale AA.

The discount rate was based on the index provided by *Bond Buyer 20-Bond General Obligation Index* based on the 20 year AA municipal bond rate as of January 1, 2017.

Changes in the Total OPEB Liability

	<u>Total OPEB Liability</u>
Balance at January 1, 2017	\$ 35,914
Changes for the year:	
Service cost	3,962
Interest	1,358
Benefit payments	(5,320)
Net changes	-
Balance at December 31, 2017	<u>\$ 35,914</u>

Sensitivity of the total OPEB liability to changes in the discount rate. The following presents the total OPEB liability of the Metro, as well as what the Metro's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.78 percent) or 1-percentage-point higher (4.78 percent) than the current rate:

	<u>1% Decrease to Discount Rate (2.78%)</u>	<u>Current Discount Rate (3.78%)</u>	<u>1% Increase to Discount Rate (4.78%)</u>
Total OPEB Liability	\$ 36,105	\$ 35,914	\$ 35,724

Transit Commission City of Green Bay, Wisconsin

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2017

Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates. The following presents the total OPEB liability of the Metro, as well as what the Metro's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower (10.90 percent) or 1-percentage-point higher (12.90 percent) than the current rate:

	1% Decrease to Healthcare Cost Trend Rate (10.90%)	Healthcare Cost Trend Rate Baseline (11.90%)	1% Increase to Healthcare Cost Trend Rate (12.90%)
Total OPEB Liability	\$ 35,303	\$ 35,914	\$ 36,564

OPEB Expense and Deferred Outflows of Resources Related to OPEB

For the year ended December 31, 2017, the Metro recognized OPEB expense of \$5,320. At December 31, 2017, the Metro reported deferred outflows of resources related to OPEB of \$14,865 resulting from Metro benefit payments subsequent to the measurement date which will be recognized as a reduction of the total OPEB liability in the year ended December 31, 2018.

NOTE 3: OTHER INFORMATION

A. RISK MANAGEMENT

The Metro is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; and natural disasters. During 1985, the Metro became a member of the Transit Mutual Insurance Corporation of Wisconsin (TMICOW). TMICOW was created by several governmental units within the State of Wisconsin to provide liability insurance services to its members. Metro pays premiums to TMICOW for its liability insurance coverage. The actuary for TMICOW determined charges to its members for the expected losses and loss adjustment expenses on which premiums are based. Premium charges for TMICOW are recorded as expenses of the Metro.

Metro also purchases commercial insurance policies for various property and other liability risks. Payment of premiums for these policies are also recorded as expenses of Metro.

B. CONTINGENCIES

The Metro participates in a number of federal and state assisted grant programs. These programs are subject to program compliance audits by the grantors or their representatives. An audit under the Uniform Guidance has been conducted but final acceptance is still pending. Accordingly, the Metro's compliance with applicable grant requirements will be established at some future date. The amount, if any, of expenses which may be disallowed by the granting agencies cannot be determined at this time although the Metro expects such amounts, if any, to be immaterial.

C. UPCOMING ACCOUNTING PRONOUNCEMENTS

In June 2017, the GASB issued Statement No. 87, *Leases*. The Statement establishes a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset. This statement is effective for reporting periods beginning after December 15, 2019. Metro is currently evaluating the impact this standard will have on the financial statements when adopted.

REQUIRED SUPPLEMENTARY INFORMATION

Transit Commission

City of Green Bay, Wisconsin

SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS LAST 10 FISCAL YEARS

	<u>2017</u>
Total OPEB Liability	
Service cost	\$ 3,962
Interest	1,358
Benefit payments	(5,320)
Changes of benefit terms	-
Differences between expected and actual experience	-
Changes of assumptions	-
Net change in total OPEB liability	<u>-</u>
Total OPEB Liability - beginning	<u>35,914</u>
 Total OPEB Liability - ending	 <u><u>\$ 35,914</u></u>
 Covered-employee payroll	 \$ 3,191,288
 Metro's total OPEB liability as a percentage of covered-employee payroll	 1.13%

* The amounts presented for each fiscal year were determined as of the prior fiscal year end.
Amounts for prior years were not available.

The notes to the required supplementary information are an integral part of this schedule.

Transit Commission

City of Green Bay, Wisconsin

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY (ASSET) WISCONSIN RETIREMENT SYSTEM LAST 10 FISCAL YEARS

Fiscal Year Ending	Proportion of the Net Pension Liability (Asset)	Proportionate Share of the Net Pension Liability (Asset)	Covered-Employee Payroll (plan year)	Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability (Asset)
12/31/15	0.02112949%	\$ (519,000)	\$ 3,403,629	15.25%	102.74%
12/31/16	0.01930818%	313,750	3,229,044	9.72%	98.20%
12/31/17	0.02178115%	179,531	3,191,288	5.63%	99.12%

SCHEDULE OF CONTRIBUTIONS WISCONSIN RETIREMENT SYSTEM LAST 10 FISCAL YEARS

Fiscal Year Ending	Contractually Required Contributions	Contributions in Relation to the Contractually Required Contributions	Contribution Deficiency (Excess)	Covered-Employee Payroll (fiscal year)	Contributions as a Percentage of Covered-Employee Payroll
12/31/15	\$ 219,575	\$ 219,575	\$ -	\$ 3,229,044	6.80%
12/31/16	210,625	210,625	-	3,191,288	6.60%
12/31/17	226,874	226,874	-	3,336,388	6.80%

NOTES TO REQUIRED SUPPLEMENTARY INFORMATION

There were no changes of benefit terms or assumptions for any participating employer in the WRS.

The amounts reported for each fiscal year were determined as of the calendar year-end that occurred within the prior fiscal year. Metro is required to present the last ten fiscal years of data; however accounting standards allow the presentation of as many years as are available until ten fiscal years are presented.

ADDITIONAL INDEPENDENT AUDITORS' REPORT
FOR FINANCIAL STATEMENTS

Independent auditors' report on internal control over financial reporting and on compliance and other matters based on an audit of financial statements performed in accordance with *Government Auditing Standards*

To the Board of Commissioners
Transit Commission
City of Green Bay, Wisconsin

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transit Commission, City of Green Bay, Wisconsin, (the "Metro") as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Metro's financial statements, and have issued our report thereon which included an emphasis of matter paragraph as indicated on page 2 dated May 9, 2018.

INTERNAL CONTROL OVER FINANCIAL REPORTING

In planning and performing our audit of the financial statements, we considered the Metro's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metro's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Metro's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

COMPLIANCE AND OTHER MATTERS

As part of obtaining reasonable assurance about whether the Metro's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

PURPOSE OF THIS REPORT

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Metro's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Metro's internal control and on compliance. Accordingly, this communication is not suitable for any other purpose.



Certified Public Accountants

Green Bay, Wisconsin

May 9, 2018

Transit Commission
City of Green Bay, Wisconsin
MANAGEMENT COMMUNICATIONS

December 31, 2017

Transit Commission City of Green Bay, Wisconsin

DECEMBER 31, 2017

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COMMUNICATION TO THE BOARD OF COMMISSIONERS

1

APPENDIX

Management Representation Letter

To the Board of Commissioners
Transit Commission of the City of Green Bay
City of Green Bay, Wisconsin

We have audited the financial statements of the Transit Commission of the Metro of Green Bay, Wisconsin (the "Metro") for the year ended December 31, 2017. The Metro's financial statements, including our report thereon dated May 9, 2018, are presented in a separate audit report document. Professional standards require that we provide you with the following information related to our audit.

OUR RESPONSIBILITIES UNDER U.S. GENERALLY ACCEPTED AUDITING STANDARDS, GOVERNMENT AUDITING STANDARDS, UNIFORM GUIDANCE AND STATE SINGLE AUDIT GUIDELINES

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we considered the Metro's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting. We also considered internal control over compliance with requirements that could have a direct and material effect on major federal and state programs in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with Uniform Guidance and the *State Single Audit Guidelines*.

As part of obtaining reasonable assurance about whether the Metro's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit. Also in accordance with Uniform Guidance and the *State Single Audit Guidelines*, we examined, on a test basis, evidence about the Metro's compliance with the types of compliance requirements described in the "U.S. Office of Management and Budget (OMB) Compliance Supplement" and the *State Single Audit Guidelines* applicable to each of its major federal and state programs for the purpose of expressing an opinion on the Metro's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on the Metro's compliance with those requirements.

PLANNED SCOPE AND TIMING OF THE AUDIT

We performed the audit according to the planned scope and timing previously communicated to you in our correspondence about planning matters.

SIGNIFICANT AUDIT FINDINGS

Consideration of Internal Control

FINANCIAL STATEMENTS

In planning and performing our audit of the financial statements of the Metro as of and for the year ended December 31, 2017, in accordance with auditing standards generally accepted in the United States of America, we considered the Metro's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metro's internal control. Our report on internal control over financial reporting and on compliance and other matters is presented on pages 20 - 21 of the annual report.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore material weaknesses or significant deficiencies may exist that were not identified.

A deficiency in internal control exist when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Metro's financial statements will not be prevented, or detected and corrected, on a timely basis. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses.

FEDERAL AND STATE AWARDS

In planning and performing our audit of compliance for each major federal and state program, we considered the Metro's internal control over compliance (internal control) as a basis for designing audit procedures for the purpose of expressing our opinion on compliance requirements that could have a direct and material effect on each of the Metro's major federal and state programs for the year ended December 31, 2017, but not for the purpose of expressing an opinion on the effectiveness of the Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metro's internal control. Our report on internal control over compliance is presented in the City of Green Bay's comprehensive annual financial report.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore material weaknesses or significant deficiencies may exist that were not identified.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. A material weakness is a deficiency or a combination of deficiencies in internal control, such that there is a reasonable possibility that noncompliance of the Metro's major federal or state award programs will not be prevented, or detected and corrected, on a timely basis. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Metro are described in Note 1 to the financial statements. As described in Note 2.E to the financial statements, the Metro changed accounting policies related to postemployment benefits by adopting Statement of Governmental Accounting Standards Board (GASB) No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans* and No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, in 2017. Accordingly, the cumulative effect of the accounting change as of the beginning of the year is reported in the statement of revenues, expenses, and changes in net position. We noted no transactions entered into by the Metro during the year for which there is a lack of authoritative guidance or consensus. To the best of our knowledge, all significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates included in the financial statements were:

- ▶ Management's estimate of the other postemployment benefits is based on an actuarial report. We evaluated the key factors and assumptions used to develop the other postemployment benefits in determining that it is reasonable in relation to the financial statements taken as a whole.
- ▶ Management's estimate of the depreciable life of the capital assets is based upon analysis of the expected useful life of the capital assets. We evaluated the key factors and assumptions and the consistency in these factors and assumptions used to develop the depreciable life in determining that it is reasonable in relation to the financial statements taken as a whole.
- ▶ Management's estimate of accumulated sick leave is based upon analysis of the employees sick leave balance. We evaluated the key factors and assumptions and the consistency in these factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the financial statements taken as a whole.
- ▶ Management's estimate of the net pension liability and related deferred outflows/inflows of resources is based on information received from the Wisconsin Retirement System. We evaluated the key factors and assumptions used to develop the net pension liability and related deferred outflows/inflows of resources in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. Copies of the audit adjustments are available from management. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. No such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated May 9, 2018. The management representation letter follows this communication.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Metro's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Metro's auditors. However, these discussions occurred in the normal course of our professional relationship and, to the best of our knowledge, our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the schedules relating to pensions and other postemployment benefits, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

Restriction on Use

This information is intended solely for the information and use of the Board of Commissioners, and management of Metro and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,



Certified Public Accountants

Green Bay, Wisconsin

May 9, 2018

APPENDIX



Green Bay Metro

Patricia Kiewlitz
Transit Director

May 9, 2018

Schenck SC
2200 Riverside Drive
P.O. Box 23819
Green Bay, WI 54305-3819

This representation letter is provided in connection with your audit of the financial statements of the Transit Commission of the City of Green Bay, Wisconsin (the "Metro"), as of December 31, 2017, and the respective changes in the financial position and cash flows for the year then ended, and the related notes to the financial statements for the purpose of expressing an opinion as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of May 9, 2018, the following representations made to you during your audit.

FINANCIAL STATEMENTS

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated January 2, 2018, including our responsibility for the preparation and fair presentation of the financial statements in accordance with U. S. GAAP and for preparation of the supplementary information in accordance with the applicable criteria.
2. The financial statements referred to above are fairly presented in conformity with U.S. GAAP and include all properly classified funds and other financial information of the primary government required by generally accepted accounting principles to be included in the financial reporting entity.
3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
4. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

5. Significant assumptions we used in making accounting estimates, including those measured at fair value, are reasonable.
6. In regards to accounting estimates:
 - ▶ The measurement processes used by management in determining accounting estimates is appropriate and consistent.
 - ▶ The assumptions appropriately reflect management's intent and ability to carry out specific courses of action.
 - ▶ The disclosures related to accounting estimates are complete and appropriate.
 - ▶ No subsequent event has occurred that would require adjustment to the accounting estimates or disclosures included in the financial statements.
7. Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with U.S. GAAP.
8. Adjustments or disclosures have been made for all events, including instances of noncompliance, subsequent to the date of the financial statements that would require adjustment to or disclosure in the financial statements or in the schedule of findings and questioned costs.
9. We are in agreement with the adjusting journal entries you have proposed, and they have been posted to the Metro's accounts.
10. We are not aware of any pending or threatened litigation, claims or assessments or unasserted claims or assessments that are required to be accrued or disclosed in the financial statements, and we have not consulted a lawyer concerning litigation, claims, or assessments.
11. Guarantees, whether written or oral, under which the Metro is contingently liable, if any, have been properly recorded or disclosed.

INFORMATION PROVIDED

12. We have provided you with:
 - a. Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters and all audit or relevant monitoring reports, if any, received from funding sources.
 - b. Additional information that you have requested from us for the purpose of the audit.
 - c. Unrestricted access to persons within the Metro from whom you determined it necessary to obtain audit evidence.
 - d. Minutes of meetings of the Commission or summaries of actions of recent meetings for which minutes have not yet been prepared.
13. All material transactions have been recorded in the accounting records and are reflected in the financial statements and the schedules of expenditures of federal awards and state financial assistance.
14. We made an assessment of the risk that the financial statements may be materially misstated as a result of fraud. We have disclosed the results of our assessment as follows:
 - a. We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
 - i. Management,

- ii. Employees who have significant roles in internal control, or
 - iii. Others where the fraud could have a material effect on the financial statements.
 - b. We have no knowledge of any allegations of fraud or suspected fraud affecting the Metro's financial statements communicated by employees, former employees, regulators, or others.
15. We have no knowledge of instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or abuse, whose effects should be considered when preparing financial statements.
16. We are not aware of any pending or threatened litigation, claims, or assessments or unasserted claims or assessments that are required to be accrued or disclosed in the financial statements, and we have not consulted a lawyer concerning litigation, claims, or assessments.
17. We have disclosed to you the identity of the Metro's related parties and all the related party relationships and transactions of which we are aware.

GOVERNMENT - SPECIFIC

18. There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
19. We have identified to you any previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
20. Metro has no plans or intentions that may materially affect the carrying value or classification of assets, liabilities, deferred inflows/outflows of resources, or equity.
21. We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts; and legal and contractual provisions for reporting specific activities in separate funds.
22. We have identified and disclosed to you all instances, which have occurred or are likely to have occurred, of fraud and noncompliance with provisions of laws and regulations that we believe have a material effect on the financial statements or other financial data significant to the audit objectives, and any other instances that warrant the attention of those charged with governance.
23. We have identified and disclosed to you all instances, which have occurred or are likely to have occurred, of noncompliance with provisions of contracts and grant agreements that we believe have a material effect on the determination of financial statement amounts or other financial data significant to the audit objectives.
24. We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of abuse that could be quantitatively or qualitatively material to the financial statements or other financial data significant to the audit objectives.
25. There are no violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.

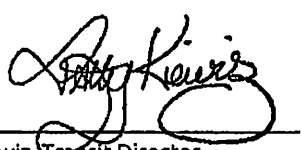
26. As part of your audit, you assisted with preparation of the financial statements and related notes. We acknowledge our responsibility as it relates to those nonaudit services, including that we assume all management responsibilities; oversee the services by designating an individual, preferably within senior management, who possesses suitable skill, knowledge, or experience; evaluate the adequacy and results of the services performed; and accept responsibility for the results of the services. We have reviewed, approved, and accepted responsibility for those financial statements and related notes.
27. In regard to the capital asset depreciation services performed by you, we have -
 - a. Assumed all management responsibilities.
 - b. Designated an individual (within senior management) with suitable skill, knowledge, or experience to oversee the services.
 - c. Evaluated the adequacy and results of the services performed.
 - d. Accepted responsibility for the results of the services.
28. Metro has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
29. Metro has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
30. We have followed all applicable laws and regulations in adopting, approving, and amending budgets.
31. Components of net position (net investment in capital assets, restricted, and unrestricted) are properly classified.
32. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated.
33. We have appropriately disclosed the Metro's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.
34. We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.
35. We agree with the findings of specialists in evaluating the other postemployment benefits and pension benefits and have adequately considered the qualifications of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had an impact on the independence or objectivity of the specialists.
36. The methods and significant assumptions used to determine fair values of financial instruments are as follows: Fair value is the price that would be received to sell an asset in an orderly transaction between market participants at the measurement date. The methods and significant assumptions used result in a measure of fair value appropriate for financial statement measurement and disclosure purposes.

37. Receivables recorded in the financial statements represent valid claims against debtors for transactions arising on or before the balance sheet date and have been reduced to their estimated net realizable value.
38. Capital assets, including intangible assets, have been evaluated for impairment as a result of significant and unexpected decline in service utility.
39. We believe that the actuarial assumptions and methods used to measure pension and OPEB liabilities and costs for financial accounting purposes are appropriate in the circumstances.
40. We do not plan to make frequent amendments to our pension or other post-retirement benefit plans.
41. With respect to federal and state award programs:
 - a. We are responsible for understanding and complying with and have complied with the requirements of the Uniform guidance and the *State Single Audit Guidelines* issued by the Wisconsin Department of Administration, including requirements relating to preparation of the schedule of federal awards and the schedule of state financial assistance.
 - b. We have identified and disclosed to you all of our government programs and related activities subject to the Uniform Guidance and the *State Single Audit Guidelines* compliance audit and have included in the SEFA and SSFA expenditures made during the audit period for all awards provided by federal and state agencies in the form of awards, cost-reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other direct assistance.
 - c. We are responsible for understanding and complying with, and have complied with, the requirements of federal and state statutes, regulations, and the terms and conditions of federal and state awards related to each of our federal and state programs and have identified and disclosed to you the requirements of federal and state statutes, regulations, and the terms and conditions of federal and state awards that are considered to have a direct and material effect on each major federal and state program.
 - d. We are responsible for establishing and maintaining, and have established and maintained, effective internal control over compliance for federal and state programs that provide reasonable assurance that we are managing our federal and state awards in compliance with federal and state statutes, regulations, and the terms and conditions of federal and state awards that could have a material effect on our federal and state programs. We believe the internal control system is adequate and is functioning as intended.
 - e. We have made available to you all federal and state awards (including amendments, if any) and any other correspondence with federal and state agencies or pass-through entities relevant to federal and state programs and related activities.
 - f. We have received no requests from a federal or state agency to audit one or more specific programs as a major program.
 - g. We have complied with the direct and material compliance requirements, (except for noncompliance disclosed by you), including, when applicable, those set forth in the *OMB Compliance Supplement* and the *State Single Audit Guidelines*, relating to federal and state awards and have identified and disclosed to you all amounts questioned and all known noncompliance with the requirements of federal and state.
 - h. We have disclosed any communications from federal and state awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditors' report.

- i. We have disclosed to you the findings received and related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditors' report.
- j. Amounts claimed or used for matching were determined in accordance with relevant guidelines in OMB's Uniform Guidance (2 CFR Part 200, subpart E) and OMB Circular A-87, *Cost Principles for State, Local, and Tribal Governments*, if applicable.
- k. We have disclosed to you our interpretation of compliance requirements that may have varying interpretations.
- l. We have made available to you all documentation related to compliance with the direct and material compliance requirements, including information related to federal and state program financial reports and claims for advances and reimbursements.
- m. We have disclosed to you the nature of any subsequent events that provide additional evidence about conditions that existed at the end of the reporting period affecting noncompliance during the reporting period.
- n. There are no such known instances of noncompliance with direct and material compliance requirements that occurred subsequent to the period covered by the auditors' report.
- o. No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance, subsequent to the period covered by the auditors' report.
- p. Federal and state program financial reports and claims for advances and reimbursements are supported by the books and records from which the financial statements have been prepared.
- q. The copies of federal and state program financial reports provided you are true copies of the reports submitted, or electronically transmitted, to the respective federal and state agency or pass-through entity, as applicable.
- r. We have monitored subrecipients, as necessary, to determine that they have expended subawards in accordance with federal and state statutes, regulations and the terms and conditions of the subaward and have met the other pass-through entity requirements of the Uniform Guidance and the *State Single Audit Guidelines*.
- s. We have issued management decisions for audit findings that relate to federal and state awards made to subrecipients and such management decisions have been issued within six months of acceptance of the audit report by the Federal Audit Clearinghouse. Additionally, we have followed-up ensuring that the subrecipient has taken time and appropriate action on all deficiencies detected through audits, on-site reviews, and other means that pertain to the federal and state award provided to the subrecipient.
- t. We have considered the results of the subrecipient audits and have made any necessary adjustments to our books and records.
- u. We have charged costs to federal and state awards in accordance with applicable cost principles.
- v. We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance and the *State Single Audit Guidelines* and we have provided you with all information on the status of the follow-up on prior audit findings by federal and state awarding agencies and pass-through entities, including all management decisions.

- w. We are responsible for and have ensured the reporting package does not contain protected personally identifiable information.
 - x. We are responsible for and have accurately prepared the auditee section of the Data Collection Form as required by the Uniform Guidance.
42. We have evaluated and classified any subsequent events as recognized or nonrecognized through the date of this letter. No events, including instances of noncompliance, have occurred subsequent to the balance sheet date and through the date of this letter that would require adjustment to or disclose in the aforementioned financial statements or in the schedule of findings and questioned costs.

Signed: _____


Patty Kiewiz, Transit Director



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.2.

Presentation: Green Bay Metro – 2018 Annual Route Review and Analysis Report, by Brown County Planning Commission staff

BACKGROUND

Brown County Planning staff will give a presentation on Green Bay Metro's 2018 Annual Route Review and Analysis Report.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. 2018 - Route Review



2018 Annual Route Review and Analysis Report



Prepared by the Brown County Planning Commission/
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
March 2018



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



The Brown County Planning Commission/Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area invites you to follow us on Facebook at: <https://www.facebook.com/pages/Brown-County-Planning-Commission-Green-Bay-MPO/751165931582219> or on Twitter at <https://mobile.twitter.com/BCPCGreenBayMPO>.

On the Cover: Green Bay Metro Transportation Center located at 901 University Avenue.

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CHAPTER ONE

Introduction

Overview

The Brown County Planning Commission and Green Bay Metro staffs conduct route reviews on a quarterly basis each year in the months of February, May, August, and November. In February of each year, a large-scale review is conducted resulting in the publication of the Green Bay Metro Annual Route Review and Analysis Report, by the Brown County Planning Commission. In May, August, and November, smaller scale route review reports are issued.

For each route review, Green Bay Metro's 15 full service routes are evaluated individually in terms of the performance standards outlined in the Green Bay Metro Policy and Procedures Manual, August 1992, as amended.

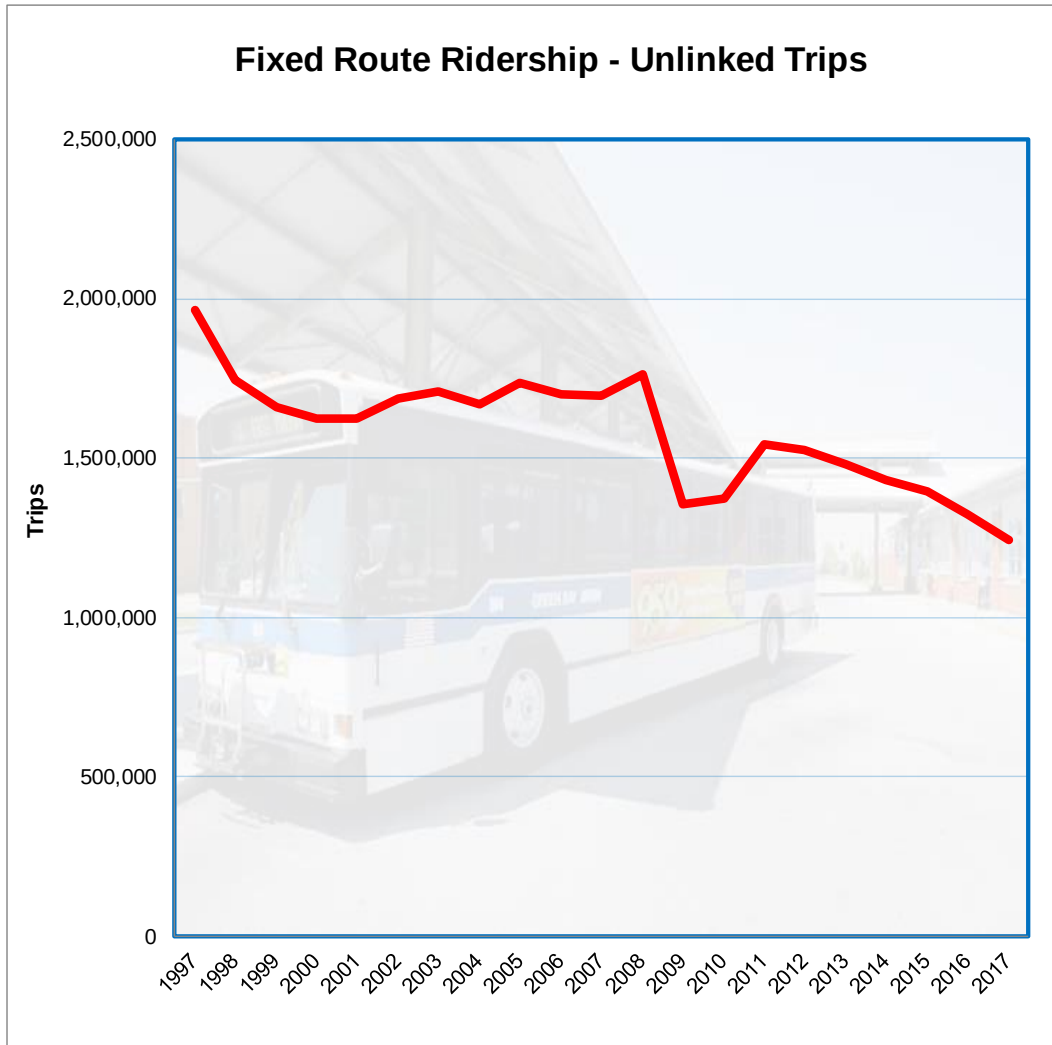
In February of 2018, the annual Green Bay Metro route review was conducted. Ridership and revenue data were gathered for all full service and limited service routes on weekdays and Saturdays. A special effort was made to separate day and evening data for the full service route system.

The passenger and revenue statistics contained in this report are typical of a weekday and Saturday in February. It should be noted that passenger and revenue levels fluctuate throughout the year.

Fixed Route Ridership

From an annual perspective, the number of unlinked passenger trips decreased approximately 6% from 1,323,000 in 2016 to 1,242,910 in 2017.

The graph below shows the ridership trend.



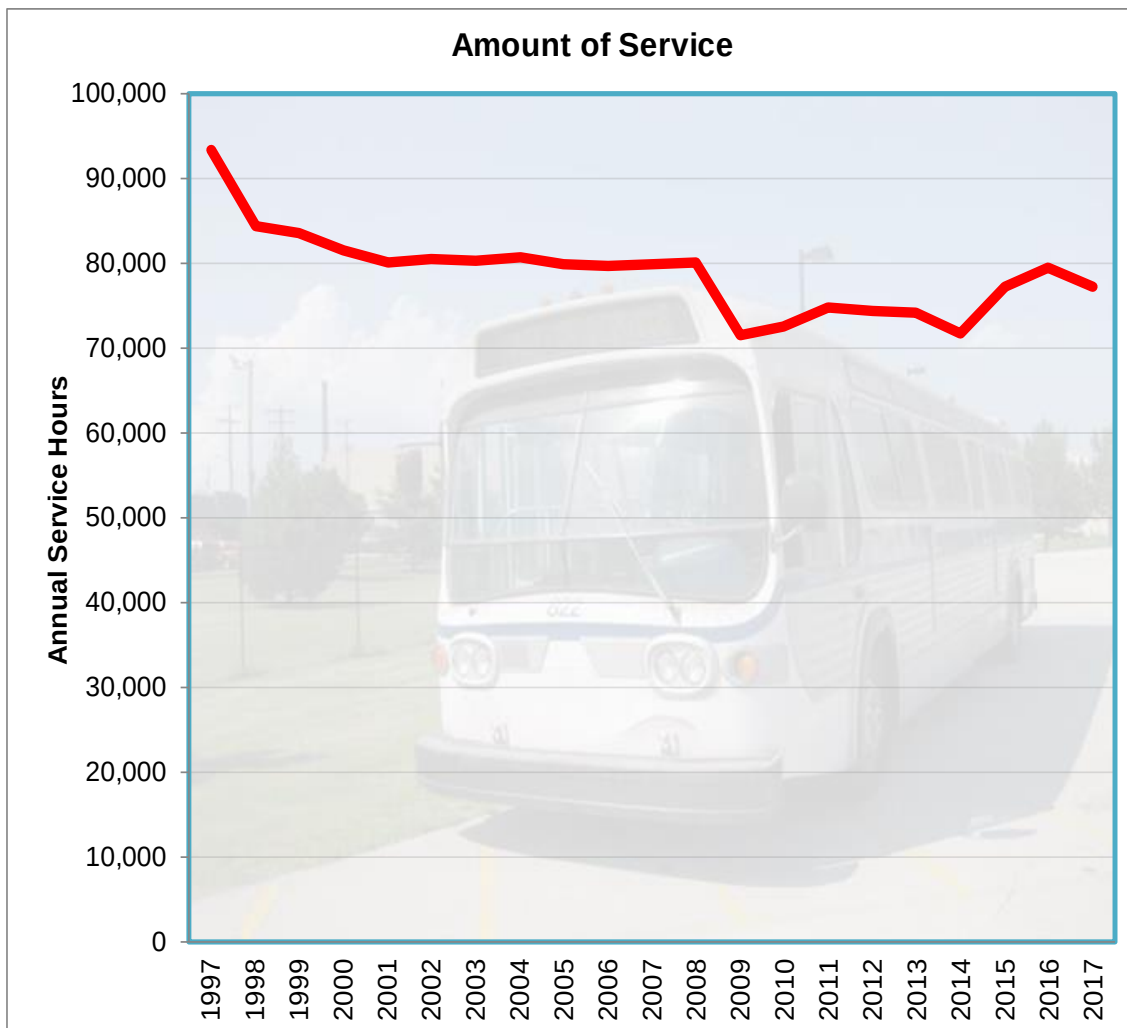
Note: The farebox system was automated in 2009.

Amount of Service

The amount of service a transit system provides is typically expressed in terms of service hours or revenue hours. It is anticipated that Green Bay Metro will provide 82,433 hours of fixed route service in 2018.

The graph below shows the annual amount of fixed route service hours over the several decades.

Currently, Metro operates at an amount of service approximately 15% lower than that of 20 years ago. Budget decreases have played the largest role in the service amount reductions. However, over the past couple of years, Metro has been able to introduce modest amounts of new and expanded service.



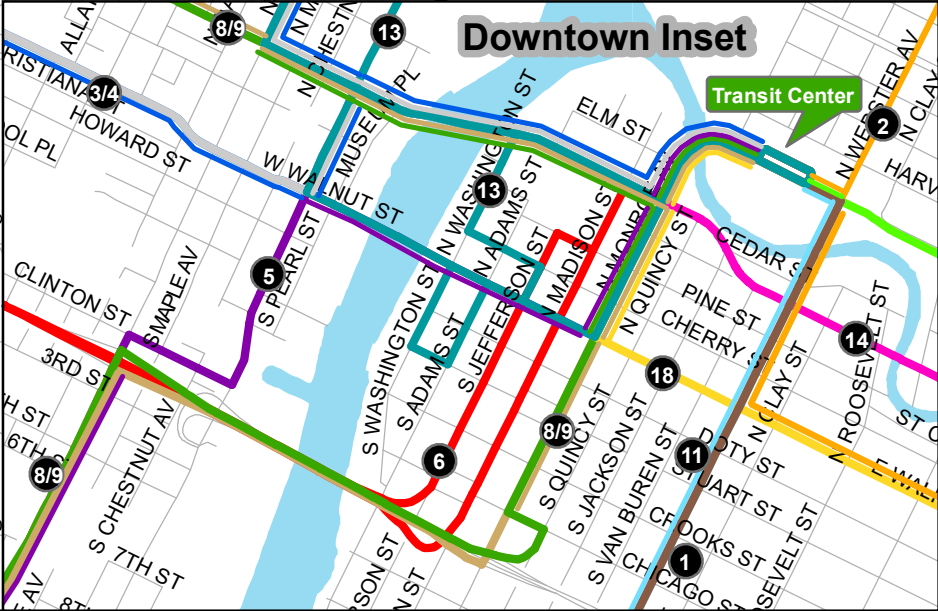
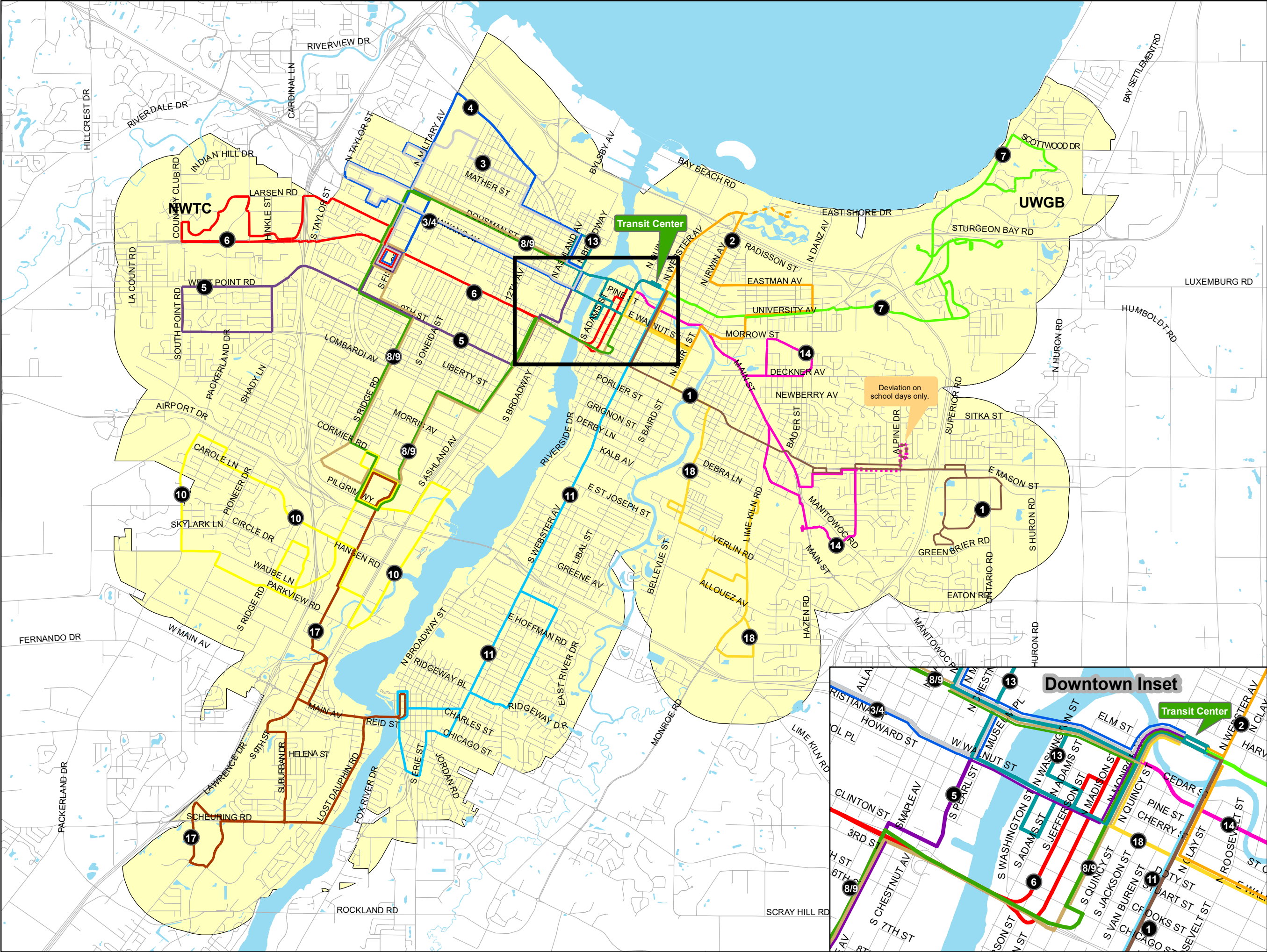
Green Bay METRO

Legend

- # 1 Brown Line
- # 1 Deviation on school days only
- # 2 Orange Zippin Line
- # 2 Upon Request
- # 3 Silver Line
- # 4 Blue Line
- # 5 Plum Line
- # 6 Red Line
- # 7 Lime Line
- # 8 Green Line
- # 9 Tan Line
- # 10 Yellow Line
- # 11 Sky Line
- # 13 River Line
- # 14 Pink Line
- # 14 Deviation on school days only
- # 17 Brick Line
- # 18 Gold Line
- Paratransit Service Area



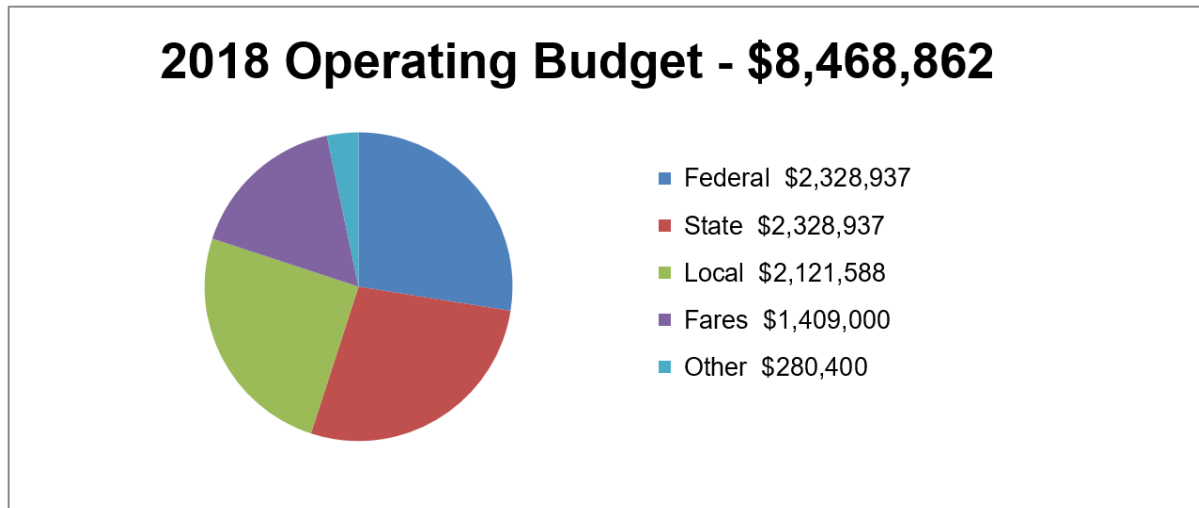
Map created by:
Brown County Planning
Commission Staff
February 2, 2018



2018 Operating Budget Estimate Overview

Green Bay Metro's 2018 operating budget estimate is \$8,468,862. Green Bay Metro receives operating assistance from a variety of sources. These include the federal Section 5307 and 5310 programs, state 85.21 and 85.20 programs, local dollars from entities participating in the system, fares, advertising revenue, U-Pass revenue, and interest revenue.

A summary of the 2018 estimated Green Bay Metro budget by revenue source is below:

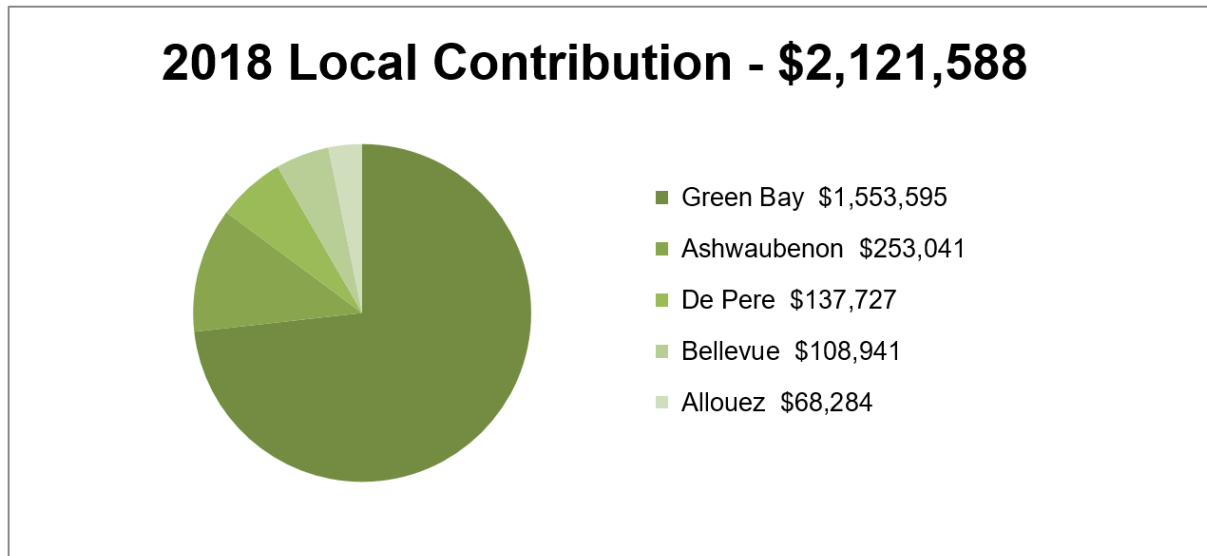


2018 Budget Estimate

Source:	Amount	Percent
Federal	\$2,328,937	27.5%
State	\$2,328,937	27.5%
Local	\$2,121,588	25.1%
Fares	\$1,409,000	16.6%
Other	\$280,400	3.3%
Total:	\$8,468,862	100.0%

Local Share

The 2018 budget estimate consists of contributions from participating local entities. The sum of the contribution is projected to be \$2,121,589 (25.1%) of the entire operating budget. Local entities contribute to the system based on system mileage and population. The breakdown by participating local entities is as follows:



2018 Budget Estimate – Local Contribution Analysis

Source:	Amount	Percent of Local Share	Percent of Overall Budget
Green Bay	\$1,553,595	73.2%	18.3%
Ashwaubenon	\$253,041	11.9%	3.0%
De Pere	\$137,727	6.5%	1.6%
Allouez	\$108,941	5.1%	1.3%
Bellevue	\$68,284	3.2%	0.8%
Total:	\$2,121,589	100.0%	25.1%

CHAPTER TWO

Route Modifications

Green Bay Metro did not significantly modify its full service route structure or service hours in 2017.

CHAPTER THREE

Full Service Route System Performance

According to the Green Bay Metro Policy and Procedures Manual, "...each existing bus route should be evaluated individually to determine if the service provided is attracting a desired amount of ridership and revenue."

The Green Bay Metro system policy for operational evaluation of new bus routes is somewhat different from the evaluation of established bus routes. New routes are to be examined at six-month intervals and must meet minimum ridership and revenue figures or the Transit Commission will give serious consideration to abandoning or making substantial changes to routes that are chronically unproductive. The purpose of the periodic examination is to allow existing and potential riders to become familiar with the new route schedule and service area and to allow time for operational improvements before meeting system-wide standards.

The policy manual outlines five performance measures to be used in the evaluation of a bus route. In some cases, the performance of a route is compared to the performance of the entire system.

The criteria of revenue per hour, passengers per hour, and operating ratio use minimum measurements based on the system median. After six months of service, a new route must reach 30 percent of the median. After one year, the route should reach 60 percent, and after two years, it should reach 80 percent.

The following performance standards are used to review all full service routes:

Revenue Per Hour

The revenue per hour standard helps to determine the financial efficiency of a route. The revenue per hour of an established individual route should be at least 80 percent of the system median.

- The system standard for weekdays was \$10.88 per hour during the route review study period.
- The #6 Red route was the strongest route in terms of revenue generated per hour at \$21.26.
- The lowest performing route was the #17 Brick route at \$5.64.

Please see Table 1 for a route-by-route summary of revenue per hour.

There are no set standards for limited service routes. However, they generally experience much higher passenger and revenue rates than the full service routes. The intent of limited service routes is to operate at or near seated capacity.

Please see Chapter Four for an overview of the Limited Service Route System.

Table 1 Revenue per Hour Weekday								
Route	Daytime Trips	Evening Trips	Route Length (in hours)	Total Hours	Total Revenue	Daytime Revenue per Hour	Evening Revenue per Hour	Total Revenue per Hour
# 6 Red	26	3	1.0	29.0	\$616.44	\$21.91	\$15.56	\$21.26
# 2 Orange	25	7	0.5	16.0	305.04	21.72	9.58	19.07
# 5 Plum	10	0	1.0	10.0	174.36	17.44		17.44
#14 Pink	13	3	1.0	16.0	259.60	18.07	8.23	16.23
# 8 Green	13	3	1.0	16.0	255.68	18.22	6.27	15.98
# 9 Tan	13	3	1.0	16.0	222.45	15.68	6.20	13.90
#13 River	24	7	0.5	15.5	212.31	15.01	9.20	13.70
#18 Gold	12	3	1.0	15.0	204.06	15.99	4.06	13.60
# 4 Blue	13	3	1.0	16.0	198.00	13.76	6.35	12.37
# 1 Brown	26	3	1.0	29.0	352.67	12.42	9.89	12.16
# 7 Lime	26	3	1.0	29.0	333.00	11.80	8.76	11.48
# 3 Silver	13	0	1.0	13.0	147.93	11.38		11.38
SYSTEM STANDARD								\$10.88
#11 Sky	13	3	1.0	16.0	172.97	12.11	5.17	10.81
#10 Yellow	13	3.5	1.0	16.5	124.75	8.89	2.61	7.56
#17 Brick	13	3	1.0	16.0	90.29	6.31	2.74	5.64
Total/System Average:				269.0	\$3,669.54	\$14.77	\$7.27	\$13.64

System Median: **\$13.60**
System Standard: **\$10.88**

Notes:

Daytime operations are from 5:15 AM to 6:00 PM.

Evening operations are from 6:00 PM to 9:45 PM.

Revenue is passenger generated only. Free fare passengers are not included.

#3 Silver and #5 Plum do not operate in the evening.

Passengers Per Hour

This standard evaluates the number of revenue passengers per hour. Each route should reach 80 percent of the system median of passengers per hour.

- The system standard for weekdays was 13.1 passengers per hour during the route review study period.
- On weekdays, the #6 Red route had the highest passengers per hour rate of 26.7.
- The poorest performing route was the #17 Brick, which carried only 8.3 passengers per hour.

Please see Table 2 for a route-by-route summary of passengers per hour. Green Saturday (everyone rides for free) passengers can be seen in Table 3.

Table 2 Passengers per Hour Weekday								
Route	Daytime Trips	Evening Trips	Route Length (in hours)	Total Hours	Total Passengers	Daytime Passengers per Hour	Evening Passengers per Hour	Total Passengers per Hour
# 6 Red	26	3	1.0	29.0	773	27.6	18.7	26.7
# 2 Orange	25	7	0.5	16.0	386	27.8	10.9	24.1
# 5 Plum	10	0	1.0	10.0	218	21.8		21.8
#14 Pink	13	3	1.0	16.0	339	23.8	10.0	21.2
# 8 Green	13	3	1.0	16.0	323	23.0	8.0	20.2
# 9 Tan	13	3	1.0	16.0	279	19.8	7.0	17.4
#18 Gold	12	3	1.0	15.0	251	19.8	4.7	16.7
#13 River	24	7	0.5	15.5	254	18.1	10.6	16.4
# 4 Blue	13	3	1.0	16.0	254	17.7	8.0	15.9
# 1 Brown	26	3	1.0	29.0	425	15.0	11.3	14.7
# 3 Silver	13	0	1.0	13.0	189	14.5		14.5
# 7 Lime	26	3	1.0	29.0	414	14.7	10.7	14.3
#11 Sky	13	3	1.0	16.0	223	15.7	6.3	13.9
SYSTEM STANDARD								13.1
#10 Yellow	13	3.5	1.0	16.5	151	10.8	3.1	9.2
#17 Brick	13	3	1.0	16.0	132	9.3	3.7	8.3
Total/System Average:				269.0	4,611	18.6	8.7	17.1

System Median: **16.4**
System Standard: **13.1**

Notes:

Daytime operations are from 5:15 AM to 6:00 PM.

Evening operations are from 6:00 PM to 9:45 PM.

#3 Silver and #5 Plum do not operate in the evening.

Table 3 Green Saturday			
Route	Hours of Service per Saturday	All Passengers Ride Free	Free Riders per Hour
# 1 Brown	11	170	15.5
# 2 Orange	11	282	25.6
# 3 Silver			
# 4 Blue	11	157	14.3
# 5 Plum			
# 6 Red	15	473	31.5
# 7 Lime	11	183	16.6
# 8 Green	11	207	18.8
# 9 Tan	11	136	12.4
#10 Yellow	11	77	7.0
#11 Sky	11	91	8.3
#13 River	11	185	16.8
#14 Pink	11	239	21.7
#17 Brick	11	65	5.9
#18 Gold	11	125	11.4
Total/System Average:	147	2,390	16.3

Notes:

#3 Silver and #5 Plum do not operate on Saturday.

Operating Ratio

The operating ratio of a route is determined by dividing a route's passenger revenue by the total operating expense. The standard for the operating ratio is 80 percent of the system median.

The operating expense of a route is determined by multiplying the total number of system hours by the cost per hour. The Green Bay Metro System has an estimated expense of \$83.09 per hour for 2018 (paratransit costs were removed from this figure starting in 2007 upon recommendation of the state).

Expenses include items such as driver wages and fringe benefits, fuel, bus maintenance, and insurance.

The operating ratio measure illustrates the percentage of revenue recovered. For example, on average the weekday full service system recovers 16.1 percent of all expenses, or 16.1 cents per every dollar spent operating the system (excluding the paratransit system).

- The system standard for weekdays was 11.6 percent during the route review study period.
- The #6 Red route had the highest operating ratio at 25.2 percent.
- The poorest performing route was the #17 Brick route, which had an operating ratio of 6.7 percent.

Please see Table 4 for a route-by-route summary of operating ratio.

Table 4
Operating Ratio or Percent of Expenses Recovered
Weekday

Route	Daytime Trips	Evening Trips	Total Trips	Route Length (in hours)	Total Hours	Expense per Hour \$83.09	Total Revenue	Daytime Operating Ratio	Evening Operating Ratio	Total Operating Ratio
# 6 Red	26	3	29	1.0	29.0	\$2,443.83	\$616.44	26.0%	18.5%	25.2%
# 2 Orange	25	7	32	0.5	16.0	1,348.32	305.04	25.8%	11.4%	22.6%
# 5 Plum	10	0	10	1.0	10.0	842.70	174.36	20.7%		20.7%
#14 Pink	13	3	16	1.0	16.0	1,348.32	259.60	21.4%	9.8%	19.3%
# 8 Green	13	3	16	1.0	16.0	1,348.32	255.68	21.6%	7.4%	19.0%
# 9 Tan	13	3	16	1.0	16.0	1,348.32	222.45	18.6%	7.4%	16.5%
#13 River	24	7	31	0.5	15.5	1,306.19	212.31	17.8%	10.9%	16.3%
#18 Gold	12	3	15	1.0	15.0	1,264.05	204.06	19.0%	4.8%	16.1%
# 4 Blue	13	3	16	1.0	16.0	1,348.32	198.00	16.3%	7.5%	14.7%
# 1 Brown	26	3	29	1.0	29.0	2,443.83	352.67	14.7%	11.7%	14.4%
# 7 Lime	26	3	29	1.0	29.0	2,443.83	333.00	14.0%	10.4%	13.6%
# 3 Silver	13	0	13	1.0	13.0	1,095.51	147.93	13.5%		13.5%
#11 Sky	13	3	16	1.0	16.0	1,348.32	172.97	14.4%	6.1%	12.8%
SYSTEM STANDARD										11.6%
#10 Yellow	13	3.5	16.5	1.0	16.5	1,390.46	124.75	10.6%	3.1%	9.0%
#17 Brick	13	3	16	1.0	16.0	1,348.32	90.29	7.5%	3.3%	6.7%
Total/System Average:					269.0	\$22,751.72	\$3,669.54	17.5%	8.4%	16.1%

System Median: **14.5%**
System Standard: **11.6%**

Notes:

Daytime operations are from 5:15 AM to 6:00 PM

Evening operations are from 6:00 PM to 9:45 PM

Revenue is passenger generated only. Free fare passengers are not included.

#3 Silver and #5 Plum do not operate in the evening.

Loading Standards

Metro service should provide adequate seating to meet passenger demand. This standard is calculated by dividing the number of passengers at the maximum load point by the number of seats available. Green Bay Metro's buses have seating capacities of 25 to 45 passengers.

Off-Peak Loading Standard

The off-peak loading standard is 1.0. Factors of more than 1.0 indicate that some passengers are standing. During the off-peak periods, a seat should be provided to every passenger.

Peak Loading Standard

The peak loading standard should not exceed 1.25. During the peak periods, some passengers may be standing; however, passengers usually do not have to stand for long distances due to passenger turnover. The off-peak and peak loading standards are nationally accepted and apply to the Green Bay Metro System.

Metro operations staff monitors off-peak and peak loading conditions. When a route displays a large quantity of passengers on a particular run and passengers are forced to stand, strategies for mitigating the occurrences may be implemented, such as assigning a larger capacity bus to the route.

In general, peak periods for the Green Bay Metro System are considered to occur before school starts at approximately 6:45 a.m. until 8:45 a.m. and again when school lets out at approximately 2:45 p.m. until 5:45 p.m. on weekdays.

Standing Loads

Metro operations staff reports that passenger standing occurs on a regular basis on the following:

- Route #2 Orange Zippin - 3:15 p.m. trip after picking up students at East High.
- Route #5 Plum – 6:45 a.m. and 2:45 p.m. trips due to high number of students. Metro assigns a shadow (second) bus to accommodate the high volume.
- Route #6 Red - Tuesdays and Thursdays from 7:00 a.m. to 8:00 a.m. and from 3:00 p.m. to 5:00 p.m.
- Route #18 Gold – 6:15 a.m. trip on the inbound after picking up passengers at the trailer park.

In extreme situations, drivers may have to turn passengers away because standing room is not available. These capacity problems force riders to wait until the next bus arrives, which could be thirty or sixty minutes later.

Schedule Adherence

The schedule adherence (on-time performance) of each route is monitored by Metro operations staff. Green Bay Metro's guideline is zero minutes early to five minutes late under normal conditions. The goal of a transit system should be 100 percent on-time operation. However, many factors, such as traffic conditions, detours due to road construction or special events (e.g. farmers market), rail and bridge crossings, mechanical failures, and inclement weather cause delays from time to time.

Metro uses an automatic vehicle locator system that determines the location of each bus and transmits the information back to the dispatch office where operations staff can observe on a large screen if the buses are adhering to the published schedule. Dispatchers can determine if a bus is running on time, running ahead of schedule, running behind schedule, or is off its route. Equipment in the buses will also let the drivers know if they are deviating from the schedule.

Seven full service routes currently cross the Fox River and/or active railroad tracks in downtown Green Bay. Delays due to train activity and watercraft movement at the Walnut Street, Nitschke (Main Street), and Tilleman (Mason Street) bridges can create schedule adherence problems for the system.

In 2017, Metro operated with a 92.9% schedule adherence rate.

Full Service Fixed Route System Results and Recommendations

Consistent with national trends, ridership has been declining in recent years. This decline can be partially attributed to an expanding economy, low prices for oil, a return to increases in car ownership and miles driven, and expanding suburbs.

Year	Unlinked Trips	Change
2012	1,523,838	
2013	1,482,429	-2.72%
2014	1,429,205	-3.59%
2015	1,394,851	-2.40%
2016	1,323,000	-5.15%
2017	1,242,910	-6.05%

Based on the performance evaluation and other circumstances, staff has identified the following concerns:

Weekday Service

Ridership and revenue statistics for the #10 Yellow, #11 Sky, and #17 Brick routes show that they all fall below system performance standards for established routes. The current route structures were introduced in late 2013. However, the areas served by the routes have performed at low levels for many years. Low ridership can be attributed to low population densities, few and far between transit generators, route directness, and a service frequency of only once per hour. National studies show that people are more likely to ride when service frequency is every 15 or 30 minutes.

However, with the implementation of the East Side Hub and changes to east side routes, opportunities for additional trips and a redistribution of existing trips will be realized.

Saturday Service

The system average for Green Saturday is over 18 passengers per hour, which is slightly higher than the weekday system average.

Recommendation:

Staff should continue to work with the communities and businesses served by the lower performing routes and consider any changes that may lead to increased ridership.

CHAPTER FOUR

Limited Service Route (LSR) System Performance

As of September of 2017, Green Bay Metro operates only one limited service route. The #78 route operates on regularly scheduled school days at 6:30 a.m. and 2:20 p.m. and is open to the general public.

Ridership

As stated earlier, there are no set standards for limited service routes. However, a LSR should experience high passenger per trip rates. The intent of this type of service is to operate at or near seated capacity.

In February of 2018, an average of 50 a.m. and 50 p.m. one-way trips were made each day.

Table 5 Limited Service Route Passengers Weekday	
Limited Service Route	Passengers
#78 am	50
#78 pm	50

Note:

Limited Service routes operate on a published schedule and are open to the general public.

CHAPTER FIVE

Paratransit Program

Paratransit is an alternative to the fixed route system. It is intended for people who cannot be served by Metro's fixed route buses due to disabilities. Service is more flexible in terms of scheduling and routing, is offered on a demand/response basis, and is usually provided by low capacity vehicles, such as vans or small buses. Paratransit is meant to be complementary to the fixed route system in terms of service area, service days and hours, and cost.

The Americans with Disabilities Act (ADA) became law on July 26, 1990. The law is intended to provide equal access rights for people with disabilities in the areas of employment, public services, public transportation, private accommodations, and telecommunications. The law requires recipients of Federal Transit Administration (FTA) funds, such as Green Bay Metro, to prepare a program for providing transportation services to people with disabilities by using both lift-equipped fixed route service and complementary paratransit service. Individuals are eligible to use ADA public transportation service or paratransit if they satisfy disability standards established by the ADA.

Metro has contracted with several private companies since 1988 to provide paratransit service. In 2011, MV Transportation began providing paratransit services. The contract with MV was renewed in 2015 after Metro completed a competitive bidding process.

Paratransit Contract Rates

MV currently receives \$26.91 per passenger for each one-way trip. The cost per trip may be adjusted annually based on parameters set in the contract. Green Bay Metro also provides program certification functions and the fuel to operate MV's revenue vehicles.

Fares

Green Bay Metro offers advance-purchase convenience tickets for \$3.00 (regular rate) or \$15.00 (agency rate). Clients may also pay cash upon boarding the paratransit vehicle.

Agency Trips

Agency trip rates were approved by the Transit Commission and introduced on February 2, 2012. An agency is defined as an organization that serves persons who qualify for human service- or transportation-related programs or services due to disabilities, income, or advanced age. Many paratransit clients fall under the umbrella of a local agency. For example, a paratransit client that receives financial support from a program administered by the Brown County Human Services Department and travels to the CP Center for therapy three times per week would be charged the agency rate for the home-to-CP and CP-to-home trips. Agency fares are permitted under USC 49 CFR Part 37.131(c).

Many transit systems in Wisconsin have implemented an agency rate. Agency rates can vary from a modest charge to the full cost of providing the qualifying trip. Currently, Metro's agency rate is \$15.00 per one-way trip. For comparison, Metro Transit in Madison charges the passenger for the entire cost of each one-way trip which is \$33.90 (2018 rate).

Service and Costs

The table below summarizes the number of trips and the trip costs associated with the paratransit program. These data do not include Metro staff time associated with the program.

Paratransit Program

Year	Trips	Trip Costs*	Cost Increase/Decrease	Percent Cost Increase/Decrease
1998**	69,621	\$602,918		
1999	81,571	\$908,077	\$305,159	51%
2000	94,057	\$1,081,756	\$173,679	19%
2001	97,000	\$1,161,209	\$79,453	7%
2002***	98,320	\$1,484,632	\$323,423	28%
2003	96,509	\$1,515,223	\$30,591	2%
2004	100,601	\$1,664,826	\$149,603	10%
2005	96,039	\$1,639,625	-\$25,201	-2%
2006****	72,979	\$1,305,135	-\$334,490	-20%
2007	69,499	\$1,243,337	-\$61,798	-5%
2008	69,140	\$1,337,548	\$94,211	8%
2009	68,868	\$1,313,787	-\$23,761	-2%
2010	67,384	\$1,337,797	\$24,010	2%
2011*****	63,337	\$1,330,561	-\$7,236	-1%
2012	59,399	\$1,393,869	\$63,308	5%
2013	55,821	\$1,543,765	\$149,896	11%
2014	54,477	\$1,440,195	-\$103,570	-7%
2015	48,899	\$1,195,321	-\$244,874	-17%
2016	44,609	\$1,134,354	-\$60,967	-5%
2017	38,053	\$1,030,444	-\$103,910	-9%

* Trip cost includes fuel escalator payments from 2006-2011.

** Under contract with Lamers, Inc. exclusively beginning in 1998.

*** Start of four and one-half year contract in January with four-month extension with Medi-Vans.

**** Start of four and one-half year contract in November with Medi-Vans. Service area reduction implemented.

***** Start of first contract in May with MV Transportation. Metro pays for all fuel and cost is included. Second contract awarded to MV in 2015.

CHAPTER SIX

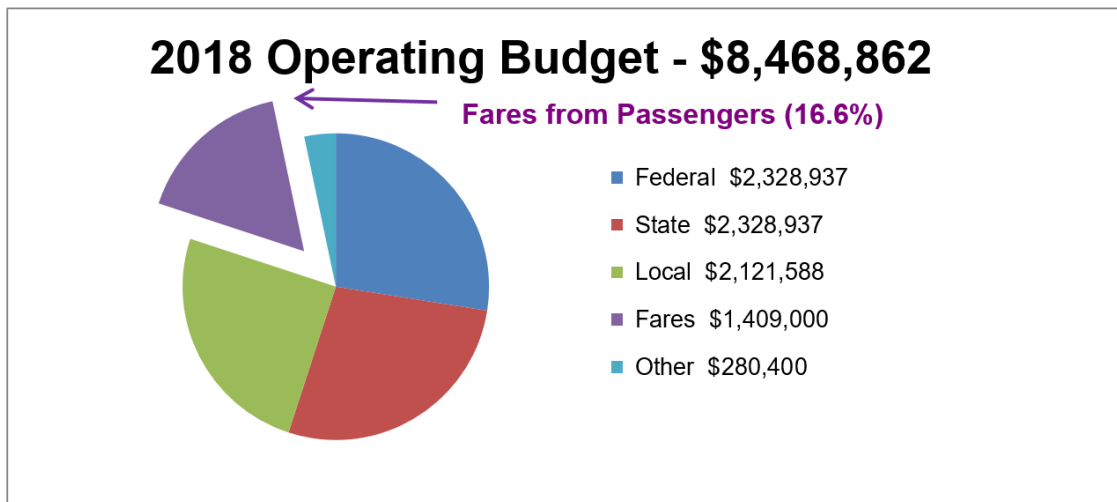
Fare Structure

Fares

Green Bay Metro's past and present fare structures are shown below. Metro has been successful in maintaining fares below the average of its peers.

Fare Category	1998	2003	2005	2009	2018
Adult					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50
Day Pass - Introduced in 2012					\$3.00
Week Pass - Introduced in 2012					\$12.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00
Student (K-12)					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00
Day Pass - Introduced in 2012					\$2.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	
30-Day Pass - Increase on 1/1/17					\$22.00
Reduced (Age 65+ or qualifying Disability w/ID Card)					
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75
Day Pass					\$1.50
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00
Disabled Veterans w/ Service-Connected ID					Free
Green Saturday – Introduced 2011					Free
Paratransit					
Origin to Destination	\$2.00	\$2.50	\$3.00	\$3.00	\$3.00
Agency Fare-Origin-Destination - Introduced 7/1/15					\$15.00

It is estimated that fixed route and paratransit fares will generate 16.6% of the funds needed to operate the system in 2018.



CHAPTER SEVEN

Bus Fleet and Other Capital Needs

Bus Fleet

The tables below detail Green Bay Metro's 2018 bus fleet:

Green Bay Metro Bus Fleet – March 2018

Bus Quantity	Year	Make	Length	Age in Years
8	2003	New Flyer	30'	15
3	2004	New Flyer	30'	14
9	2009	New Flyer	35'	9
10	2011	Gillig	35'	7
4	2015	Gillig	40'	3
34				
Average Age in Years:				9.56

To Be Delivered in September 2018

Bus Quantity	Year	Make	Length
3	2018	New Flyer	35'
2	2018	New Flyer	40'

Peak Bus Requirements

The full service route system requires 22 buses during peak operations. Although Metro has the necessary number of buses to provide this level of service at the present time, there is a need for newer and additional high-capacity buses.

Bus Replacement Guidelines

The Federal Transit Administration (FTA) has established a standard that each transit vehicle should be either retired or rehabilitated at the end of its normal service life. Normal service life for transit vehicles is considered to be 500,000 travel miles or 12 years for transit buses greater than or equal to 35 feet in length and 10 years for transit buses that are less than 35 feet. Metro staff has done an excellent job maintaining vehicles for use beyond their expected lifespans. However, maintenance costs increase with age. A total of 11 of Metro's 34 buses exceed the standard.

Bus Replacement and Capital Needs

In 2012, Congress passed and the President signed the federal transportation law Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 dramatically reduced funding for bus and other capital items. This reduction added to an already significant backlog of unmet capital needs for transit systems throughout the country, including Green Bay Metro.

In December of 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act increased funding for transit capital, but it is still well below pre-MAP-21 levels. As a result, Green Bay Metro has not been able to replace buses at the end of their normal service lives.

As noted in the bus fleet table, Metro is scheduled to take delivery of three 35' and two 40' buses in 2018. Four of the buses were purchased through the Federal Highway Administration's Surface Transportation Block Grant (STBG) Program that is administered by the Green Bay Metropolitan Planning Organization (MPO). The remaining bus was purchased with traditional FTA funds.

With the five buses expected to be delivered in 2018, it is anticipated that Metro will need an additional seven new buses by 2020. Therefore, it is recommended that additional 35' and 40' buses be pursued as soon as possible to begin replacing the 30' 2003 and 2004 New Flyer buses. Multiple routes would benefit from the increased seating capacity that 35' and 40' buses offer because passengers are often required to stand for trips that are currently provided by Metro's smaller buses.

Non-bus capital projects scheduled for 2018 are shown below.

Project	Cost	Federal Funds
Building Security Access	\$30,000	\$24,000
AVL Software Upgrade	\$551,000	\$440,800
Maintenance Shop Floor – Phase Two	\$60,000	\$48,000
Replace Maintenance Forklift	\$25,000	\$20,000
Total:	\$666,000	\$532,800

CHAPTER EIGHT

Programs and Initiatives

East Side Hub Implementation

In 2015, the East Side Route Study was completed. This study provided a vision for an east side transit hub and route structure.

As part of the 2018 budget, Green Bay Metro is set to implement the East Side Hub. The hub will be located in the 2200 block of the West Main Street Frontage Road in Green Bay.

Public Informational meetings and a public hearing will be held prior to implementation. It is anticipated that the hub will open in August of 2018.

East Side Hub Location



Limited Service Route Reduction in 2017

As stated earlier in the report, Metro reduced the number of limited service routes from seven to one.

In 2017, the Green Bay Area Public School District and Green Bay Metro entered into an agreement whereby students may board any bus for free for an agreed upon flat rate. The school district encouraged students to take advantage of the full service fixed route bus system and Green Bay Metro staff provided, upon request, trip planning services.

This arrangement has been in place for a short while yet early data are very favorable:

1. Metro is providing more student trips than prior to this arrangement.
2. Metro is providing more student trips with far fewer buses (less wear and tear on capital resources).
3. Metro has reduced operating expenses.

Bus Shelters and Benches

Green Bay Metro offers 52 shelters throughout the service area with 18 owned and operated by Creative Outdoor. In 2017, Metro installed shelters at:

1. Department of Veterans Affairs Outpatient Clinic
2. North Broadway near Mather Street near the NEW Community Shelter

NEW Community Shelter



Image courtesy of Google Street View.

In 2017, Metro installed benches on Madison Street near Pine Street and on Jefferson Street near Cherry Street.

In 2018, Metro plans to install benches at the corner of Danz Avenue and Eastman Avenue and the corner of Dousman Street and Chestnut Avenue. Metro also plans to install two shelters at the new East Side Hub.

Mobility Management Program for Brown County Established

What is Mobility Management?

Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers. Mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
- The operation of transportation brokerages to coordinate providers, funding agencies, and customers;
- Travel coordination activities such as coordinating individualized travel training and trip planning activities for customers; and
- The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs.

The need for a Mobility Management Program in Brown County had been discussed for many years by the ADRC of Brown County, Brown County TCC, and other groups that are concerned about transportation for seniors, people with disabilities, and low-income individuals.

Establishing a program has also been recommended in every *Brown County Coordinated Public Transit – Human Services Transportation Plan* since the first plan was approved in 2006.

Funding

Green Bay Metro hired its first Mobility Coordinator in 2017. A travel trainer is scheduled to be hired in 2018. The budget for the program is as follows:

2018 Budget for Mobility Management Program of Brown County

Mobility Management Program Funding Source	Total	Percent
Federal 5310 from BCPC/MPO	\$75,776	51%
State 85.20 from Green Bay Metro	\$36,305	24%
State 85.21 from <u>BCPC/MPO</u>	\$29,044	20%
Brown County (required 85.21 match)	\$7,261	5%
Total	\$148,386	100%

Green Saturday

The Green Bay Transit Commission implemented Green Saturday in 2011. This program allows everyone to ride the fixed route bus system for free on Saturday.

The program was designed to encourage non-riders to try Green Bay Metro at no cost with the intention of converting them to fare-paying passengers on weekdays.

Participation in the program continues to be strong. Saturday ridership averaged approximately 2,700 unlinked trips per Saturday in 2017.

U-Pass Program

The U-Pass (or Universal Pass) Program allows participants an unlimited number of rides on any Green Bay Metro bus by displaying an authorized identification card. In turn, the participating entity reimburses Green Bay Metro based on an established rate per unlinked trip.

UW-Green Bay is currently participating in the program with a reimbursement rate set at \$1.00 per unlinked trip.

In 2017, the Green Bay Area Public School District and the Ashwaubenon School District entered into an agreement where students may ride the bus for free for an agreed upon flat rate.

Other Opportunities

Green Bay Metro is hopeful that similar arrangements can be made with other educational institutions and other local businesses and entities.

I-41 Commuter Study

The East Central Wisconsin Regional Planning Commission (ECWRPC), which provides planning assistance to the cities of Fond du Lac, Oshkosh, and Appleton, plans to issue a Request for Proposals (RFP) for consulting services in 2018 to study the feasibility of providing commuter service along the I-41 corridor. The study area includes Fond du Lac, Oshkosh, Appleton, and Green Bay.

Green Bay Metro staff and Brown County Planning Commission/MPO staff have participated in several meetings with ECWRPC and transit staffs from the study area.

The consultant will be charged with determining if demand for the service exists, and if so, how to fund the service. It is anticipated that the consultant will engage the Green Bay Area Chamber of Commerce.

If the consultant determines the service is feasible and recommends that Green Bay Metro contribute financially to the service, the Transit Commission will have to determine if this a priority for the system.

It is anticipated that the study will be completed by late 2018.

Green Bay Packers Game Day Service



CHEESEHEAD



QB SNEAK



QUICK SLANT



LAMBEAU LEAP

In 2011, Green Bay Metro began to provide game day service to and from all Packers home games. The service is free and open to the public.

Route guides are produced annually and distributed at businesses along the routes as well as posted on Metro's website. Bus stop signs have been installed along the four routes providing service including the #29 Cheesehead, #30 QB Sneak, #31 Lambeau Leap, and #36 Quick Slant.

Area residents and visitors have taken advantage of the service to get to work, be part of the game day activities at businesses served by the routes, and to attend the games at Lambeau Field. The ridership totals for the service are shown below. Please note that the data includes preseason and postseason games. Service levels may vary season to season.

Season	One-Way Trips
2011/2012	20,616
2012/2013	25,527
2013/2014	26,953
2014/2015	29,352
2015/2016	26,333
2016/2017	26,945
2017	27,483

The additional advertising revenue received from themed wrapped buses partially offsets the cost of the Packers Game Day Service.

It is anticipated that the program will continue during the 2018/2019 season.

Bike Rack Use on the Fixed Route System Reaches All-Time High

In 2007, Green Bay Metro received a grant and installed bicycle racks on all buses.

The addition of bike racks has expanded Metro's service area as passengers are able to utilize biking on either end of their commute. In 2017, bicycle rack use reached 15,997.

In the photo below, a Green Bay Metro passenger is shown boarding the bus after loading his bicycle onto the front rack. The racks are easy to use and allow bicyclists to load and unload their bicycles within seconds. Each bike rack can accommodate two bikes. Metro does not charge an additional fee for bike rack use.



Photo: Brown County Planning Commission.

Bikes on Buses

Month	2014 Bikes	2015 Bikes	2016 Bikes	2017 Bikes
January	411	690	568	679
February	448	654	571	775
March	601	912	1,009	951
April	986	1,347	1,077	1,223
May	1,344	1,718	1,744	1,537
June	1,546	1,785	1,723	1,627
July	1,788	1,672	1,644	1,858
August	1,563	1,420	1,896	1,948
September	1,622	1,383	1,627	1,874
October	1,637	1,332	1,446	1,731
November	974	1,019	1,279	1,113
December	603	908	745	681
Total:	13,523	14,840	15,329	15,997
Average per Month:	1,127	1,237	1,277	1,333

Mobility Device Use on the Fixed Route Bus System

A mobility device is designed to assist with walking or otherwise improve the mobility of people with a mobility concern. Devices can include electric wheelchairs and scooters and manually-operated aids such as walkers and crutches.

All of Green Bay Metro buses are equipped with the necessary equipment to load, unload, and secure standard wheelchairs and scooters as required by law.



In 2017, Metro experienced 6,686 trips made by passengers using a mobility device. Passengers using a mobility device may qualify for reduced fares. Metro staff also offers free one-on-one mobility device boarding and alighting training upon request. Metro does not charge a fee for mobility device usage.

Mobility Device Boardings

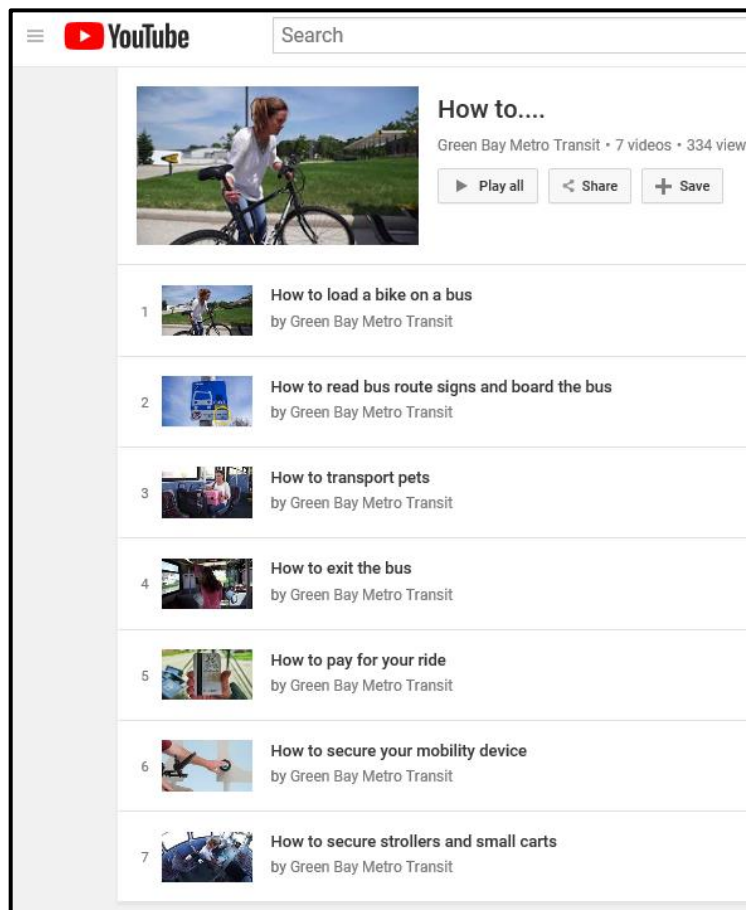
Month	2014	2015	2016	2017
January	256	422	466	427
February	290	295	575	440
March	507	600	879	431
April	715	750	886	588
May	785	685	889	763
June	750	728	877	715
July	716	858	944	720
August	742	679	887	639
September	650	719	729	606
October	724	710	747	533
November	547	521	691	481
December	480	618	448	343
Total:	7,162	7,585	9,018	6,686
Average per Month:	597	632	752	557



Green Bay Metro produced seven “how to” videos in 2017. The videos are aimed at assisting riders and potential riders on how to use various aspects of the system. The videos are posted on YouTube and range from 17 to 77 seconds.

The seven videos include:

1. How to load a bike on a bus
2. How to read bus route signs and board the bus
3. How to exit the bus
4. How to transport pets
5. How to pay for your ride
6. How to secure your mobility device
7. How to secure strollers and small carts



Safe Stop Program

In 2017, Metro introduced the Safe Stop Program. Riders are encouraged to contact Metro via phone (448-3450) or email (MetroInfo@greenbaywi.gov) to report snow or construction interference with any bus stop.

Safe Stop Program



Does your bus stop need **Tender Loving Care**?

Your safety is important to us. Green Bay Metro wants you to be able to reach your destination safely. If you experience challenges with your bus stop, don't hesitate to call us.

Green Bay Metro makes every effort to ensure bus stops are accessible. Whether it's clearing the snow from a bus stop or temporarily moving a bus stop due to construction.... we are here to help.

To report bus stop concerns please contact us at:

Call: (920) 448-3450

Email: MetroInfo@greenbaywi.gov



Fixed Route Transit Service to the Titledown District

Work is complete on an up-scale hotel, brewery, health care facility, and plaza in the new 34-acre mixed-use Titledown District located west of Lambeau Field. Townhomes are planned but not yet constructed.

Titledown District Development Courtesy of the Green Bay Press Gazettes



Metro, which operated the #19 G route in the Titledown District area in the summers of 2015-2017, plans to expand to year-round service in August of 2018.

CHAPTER NINE

Plans and Programs

2014-2018 Transit Development Plan (TDP) for the Green Bay Metro System

In 2013, the Brown County Planning Commission staff, in conjunction with the Green Bay Metro staff and an advisory committee, prepared the 2014-2018 Transit Development Plan (TDP) for the Green Bay Metro System. A TDP is a five-year plan designed to evaluate route structure, fares, capital improvement projects, policies and procedures, and general operational functions for a transit system. Long-range issues beyond 2018 were also addressed. The TDP was approved by the Green Bay Transit Commission on November 25, 2013. The recommendations and implementation status are as follows:

2014-2018 TDP Recommendations and Implementation Status

Item	Recommendation	Status
Bus Fleet	Apply for 40' buses to replace aging vehicles and vehicles that have been removed from service due to condition.	Three 40' buses have been funded through the Federal Surface Transportation Program-Urban (STP-U). One additional bus funded via traditional FTA capital funds. Delivered in late 2015. Additional three 35' and two 40' buses approved. Four of the five buses will receive STBG (formerly STP-U) funds. The buses will likely be delivered in September of 2018. Additional buses applied for but not currently funded.
Regional Transportation Authority (RTA)	Establish an RTA in the area to offset the decreases in federal and state operating assistance provided to Green Bay Metro since reaching an urbanized area population of 200,000.	The state enabling legislation that is necessary to create an RTA does not exist.
Full Service Bus Routes	Green Bay Metro staff, with the assistance of the MPO, should continue to explore route restructuring options to maximize effectiveness.	Metro staff to implement East Side Hub in August of 2018 East Side Study report issued in 2015.

Fixed Route System Fares	Metro should continue to maintain a fare structure that is appealing to existing and potential riders.	Green Bay Metro continues to maintain fares at levels lower than the average of its Wisconsin peers.
U-Pass Program	Expand the program to include other post-secondary institutions and others. UW-Green Bay, St. Norbert, and Rasmussen College are participants.	The Green Bay Transit Commission established a new U-Pass pricing policy in 2016. The program allows Metro to receive \$1.00 per boarding from the participating entity. UW-Green Bay is a participant. The Green Bay Area Public School District and the Ashwaubenon School District have entered into an agreement whereby students may board the bus for free in return for an agreed upon payment. Rasmussen College and St. Norbert College no longer participate as student usage was low. These students currently take advantage of daily or 30-day pass options.
Paratransit Program	Continue to study the feasibility of taking over vehicle management, dispatch and scheduling, and/or other aspects of the paratransit program with the goal of reducing the overall cost of the program.	Metro has secured funding for scheduling and dispatch software and anticipates acquisition and implementation of this portion of the service in approximately two to three years. Paratransit vehicles are identified in the Transportation Improvement Program (TIP), but are not funded. MV Transportation was awarded paratransit program contract in 2011. A second contract was awarded in 2015, and this contract will expire in 2018. Two one-year options are available.

In 2018, Brown County Planning Commission staff will prepare the 2019-2023 Transit Development Plan (TDP) for the Green Bay Metro System.

Completion of the 2017-2021 Green Bay Metro Strategic Plan

In early 2017, Green Bay Metro and Brown County Planning Commission staffs partnered to complete a strategic plan for the system. The vision and mission statement established are as follows:

Vision: To be a partner in the community by providing transportation that is convenient and accessible to the public.

Mission: Green Bay Metro is committed to providing safe and dependable transportation to jobs, schools, medical services, and other important destinations.

A total of five core values were identified. The five core values include:

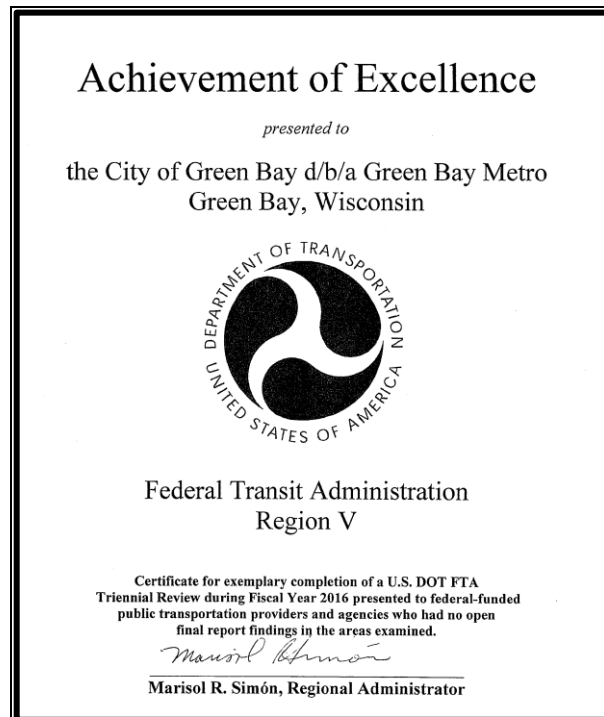
- 1. Safety**
- 2. Dependability**
- 3. Customer Service**
- 4. Economy**
- 5. Ingenuity**

The Green Bay Transit Commission approved the plan in 2017.

Triennial Review

A Triennial Review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. A Triennial Review occurs once every three years. It examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements.¹ The review currently examines 17 areas. They include: Financial Management and Capacity, Technical Capacity, Maintenance, Americans with Disabilities Act (ADA), Title VI, Procurement, Disadvantaged Business Enterprises (DBE), Legal, Satisfactory Continuing Control, Planning and Program of Projects, Public Comment on Fare Increase and Major Service Reductions, Half Fare, Charter Bus, School Bus, Security, Drug-Free Workplace/Drug Alcohol Program, and Equal Employment Opportunity (EEO).

The triennial review process requires staff to prepare and submit a lengthy written report detailing how Metro complies with the 17 areas prior to a two-day site visit by FTA's consultants. The consultants found no deficiencies and Green Bay Metro remains eligible for federal assistance. The *Achievement of Excellence* award was presented to Green Bay Metro by FTA for exemplary completion of the Triennial Review during Fiscal Year 2016.



The next Triennial Review is scheduled for late 2018 with an on-site visit scheduled for 2019.

¹ Federal Transit Administration, <https://www.transit.dot.gov/funding/grantee-resources/triennial-reviews/triennial-reviews>

Wisconsin Department of Transportation (WisDOT) Independent Management Audit

In 2012, SRF Consulting Group was hired by WisDOT to perform management audits for several transit properties in Wisconsin, including Green Bay Metro. This review is conducted approximately every five years and addresses 10 functional areas.

SRF issued its final report entitled Green Bay Metro – System Management Performance Review, in November 2012.

In general, the consultants found Green Bay Metro to be operating very efficiently. Below is a list of the functional areas and SRF's recommendations:

Functional Area	Recommendation	Status
1. Accounting, Finance, & Purchasing	No Recommendation	
2. Personnel & Labor Relations	No Recommendation	
3. Transportation Operations	No Recommendation	
4. ADA Paratransit Service	No Recommendation	
5. Safety Management & Training	No Recommendation	
6. Long- & Short-Range Planning	No Recommendation	
7. Scheduling	No Recommendation	
8. Marketing	a. Add translation functionality to website or offer multilingual information (such as Google Translate).	a. Implemented in 2013.
9. Vehicle & Facility Maintenance	a. Purchase & install backup generator capable of powering all essential functions for transit operations. b. Investigate the potential benefits of implementing a more advanced inventory system using barcode or other scanning technology.	a. Programmed. Metro staff to use balance of 2012 capital grant. b. Investigated. Metro staff does not plan on implementing.
10. Information Technology	No Recommendation	

The next audit is scheduled for 2018.

Green Bay Metro Management Plan

The following represents a summary of the 2018 goals prepared by Metro staff as part of the budget process.

Goals for 2018:

1. Implement the East Side Hub, including and various route changes, in early August of 2018.
2. Refurbish the transit-way canopy.
3. Update and replace existing Automatic Vehicle Locating software.
4. Continue to educate and expand community involvement in public transportation.
5. Research possible cost savings on in-housing Paratransit scheduling.
6. Receive five new transit buses.
7. Implement mobile ticketing option for riders.
8. Implement a Rider Advocacy Committee.

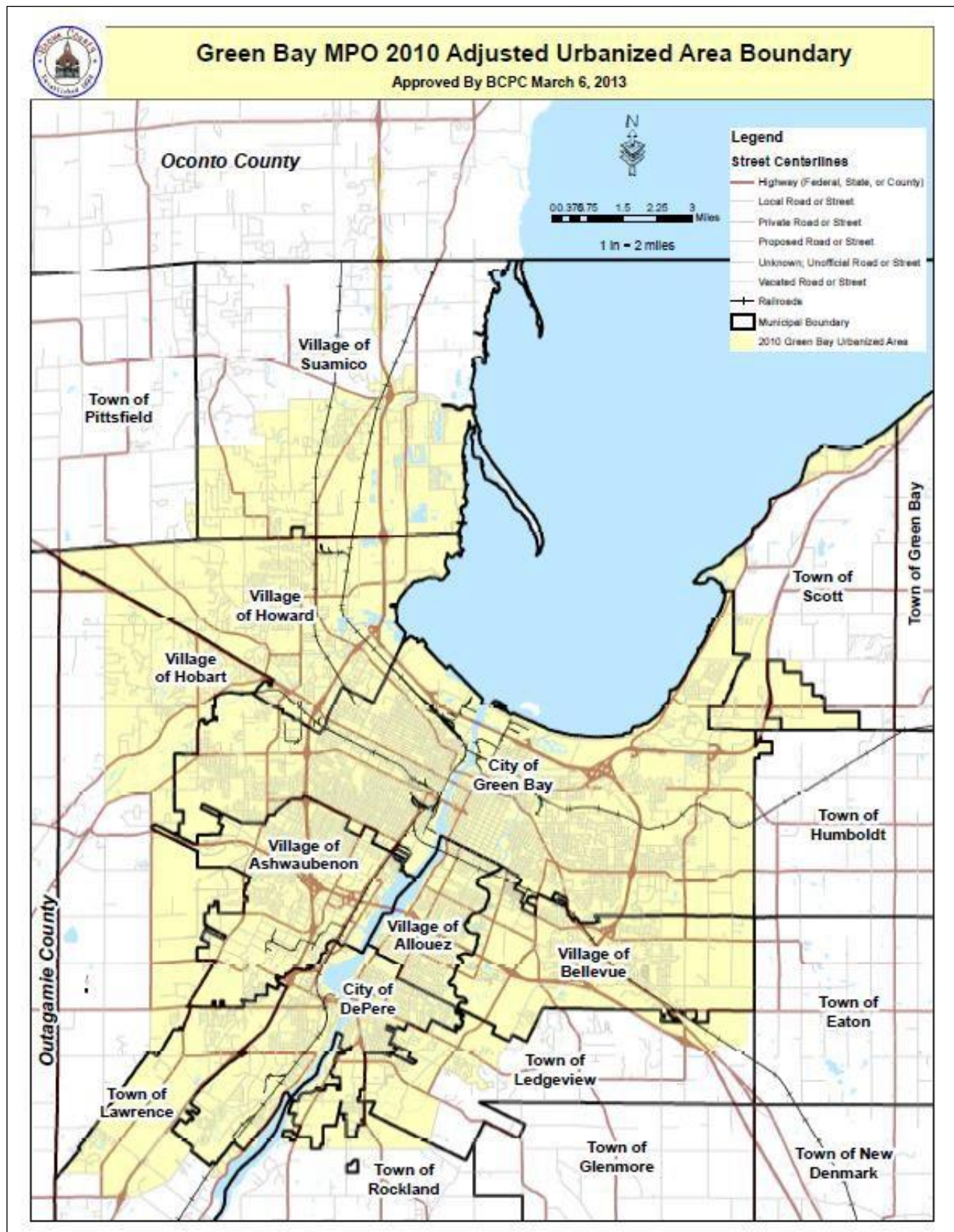
CHAPTER TEN

Summary of Recommendations

The Brown County Planning Commission staff recommends the following:

1. Staff should continue to closely monitor the performance of all bus routes by conducting ridership analyses on a quarterly basis.
2. Implement the new East Side Hub and corresponding route realignments.
3. The Transit Commission should encourage the City of Green Bay to continue to set aside the necessary local share for future bus acquisitions and other future capital needs.
4. Monitor the progress of any legislation or activities relating to future funding for operating and capital projects.
5. Continue to inform elected officials and interested parties of the need for a transit funding solution.
6. Continue to implement recommendations in the 2014-2018 TDP.
7. Continue to implement recommendations in the 2017-2021 Green Bay Metro Strategic Plan.
8. Implement the Management Plan goals in 2018.

APPENDIX A





Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.3.

Presentation: 2019-2023 Transit Development Plan (TDP) update and results of the Green Bay Metro staff survey, by Brown County Planning Green Bay MPO

BACKGROUND

2019-2023 Transit Development Plan (TDP) update and results of the Green Bay Metro staff survey.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. 2019-2023 Transit Development Plan for the Green Bay Metro System and Survey

Drivers, Dispatchers, & other Frontline Staff Survey
Input to the
2019-2023 Transit Development Plan for the Green Bay Metro System

Green Bay Metro and the Brown County Planning Commission/MPO are in the beginning stages of preparing a Transit Development Plan. The purpose of the plan is to guide improvements for Metro for the next five years.

The MPO staff has prepared the following questions designed specifically for Metro's frontline staff. Because frontline staff interacts with passengers on a daily basis, information obtained and shared with staff is valuable in the TDP development process.

1. What are frequently heard complaints expressed by passengers?

- service frequency; buses do not run often enough
- no service on Sunday
- need service to start earlier and run later
- bus running behind schedule
- bus not stopping for passengers waiting at bus stop
- not making transfer
- snow not shoveled on sidewalks near bus stops
- rude drivers
- student behavior
- shelters should be better enclosed
- have to ride three buses to get to destination
- not allowed to bring coffee on bus
- difficult to see out bus windows if bus has an advertising wrap
- dirty windows in passenger waiting area

2. What are frequently heard compliments expressed by passengers?

- drivers are knowledgeable, helpful, and professional
- appreciate Green Saturday where everyone rides for free
- appreciate automated stop "call outs"
- appreciate shelters
- reasonable fares
- clean buses

3. What are the most common questions you receive from passengers?

Staff indicated that most questions deal with bus arrival and departure times and what bus to take for a specific destination.

4. What are the most common concerns you have with passengers/potential passengers?

- hygiene
- image
- intoxication
- unsupervised children
- passenger using crude language, loud music, and loud phone usage
- Greyhound passengers making some feel unsafe
- ride arounds (people riding the bus without having a destination)
- proper stroller storage

5. What destination instructions are most commonly requested:

○ Destinations currently served?

- Staff indicated that the most commonly requested destinations are Walmart, Bay Park Square, libraries, human service offices and facilities, and medical facilities.

○ Destinations not served?

- Howard; Woodman's, Pamperin Park, and Meijer
- Bellevue; Menards, Festival Foods, Bellin College, YMCA, Sheriff's Department, and Development Drive
- Airport
- Casino
- Chuck E. Cheese's, Pick n Save, and Cabela's area
- Fleet Farm on the east side
- Riverside Drive
- Bio Life on Finger Road
- Lineville Road (Howard/Suamico border)
- Prevea on Monroe Road (in Ledgeview)
- Piggly Wiggly (in east De Pere)

6. Do you think that almost all/most/some passengers use a smart phone?

Staff indicated that most passengers use a smart phone.

7. Do you think the "Where's my Bus" application is being used effectively?

Staff indicated that they are unaware of use by passengers. It should be noted at the time the survey was being conducted Green Bay Metro on-line applications were down intermittently.

8. Do you think the *Trip Planner* application is being used effectively?

Staff indicated that they are unaware of use by passengers. It should be noted at the time the survey was being conducted Green Bay Metro on-line applications were down intermittently.

9. Are you aware of routes/times of day/locations in which the demand for loading a bike on a bus exceeds the rack capacity of two bikes?

The majority of staff indicated that this almost never happens but has on the #6 Red Route and #1 Brown route.

10. Do you have any overall suggestions for improving the existing transit service such as service area, bus frequency, route structure, route timing, transferring, transportation center, fare media, security, shelters, equipment, Metro Rider Alerts, etc.?

- need more funding for additional service
- need to serve 3rd shift workers (run later in the evening)
- passengers would like a Metro app (downloaded by a user to a mobile device)
- passengers would like Wi-Fi on buses
- supervision/security needed on island at the Transportation Center
- improve signage on the island at the Transportation Center
- install digital clock on the island at the Transportation Center
- make departure announcements on the island at the Transportation Center
- have "how to" videos running in the lobby
- post arrival times on bus stop signs
- need to build in more time for transferring at the Transportation Center
- routes are too long and should be shortened by one or two minutes
- passengers boarding need to have fare ready
- not enough room on small buses to maneuver wheelchairs in timely manner
- passengers are standing outside of bus too long while driver goes into Transportation Center
- fix problem with students forgetting id and drivers not letting them board during bad weather
- fix problem with jail release persons forgetting fare and drivers not letting them board during bad weather
- need outbound service on Monroe-Ashland-3rd-9th- Lombardi at :15 minutes after the hour
- #2 Orange - stop closer to Bay Beach
- #3 Silver - should travel on Velp Av
- #4 Blue - should travel inbound and outbound on Shawano Av
- #6 Red - should not travel to the transfer hub at Green Bay Plaza (timing issue)
- #6 Red - route should run every 30 minutes in the evening
- #6 Red - need better service on Western Av
- #8 Green/#9 Tan - need better service on Oneida St between Morris and Bay Park Square
- #9 Tan - assign a larger bus to allow easier movement of frequent wheelchairs
- #11 Sky - reinstate service on Webster Av inbound
- #11 Sky - structure route to avoid traffic back-ups at Broadway roundabout
- #13 River - serve more of the east side
- #13 River - start at 5:45 a.m. on weekdays
- #14 Pink - increase frequency during peaks
- #14 Pink - do not go into East Town Mall on inbound
- #14 Brown - mid-block bus stops may not have proper sidewalk (near Clay, near Bader)
- #18 Gold - start at 5:15 a.m. on weekdays
- #19 G - install service similar to #19 G route year round
- avoid scheduling drivers for late night/next day early next morning shifts
- implement additional team building activities for staff
- increase driver training for dealing with difficult passengers
- drivers need better seats on buses
- milk machine needed in break room
- interview passengers on the bus

11. Please provide any other comments or concerns you may have. (Comments provided under #11 appear under #10.)

Thank you for your input.



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.4.

Discussion: Green Bay Metro 2017 Accident Analysis Report

BACKGROUND

Green Bay Metro 2017 Accident Analysis Report included.

Director Kiewiz will be available to answer any questions regarding the report.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. 2017 Accident Analysis Report

GREEN BAY METRO

2017

ACCIDENT ANALYSIS REPORT

PREPARED BY: Patty Kiewiz, Transit Director
 REPORT YEAR: 2017
 LOCATION: Green Bay
 LOCATION CODE: Green Bay Metro

ACCIDENT SUMMARY	YEAR TO DATE	PREV YR TO DATE
TOTAL ACCIDENTS	18	19
<i>Preventable Street Accidents</i>	4	7
<i>Preventable Yard Accidents</i>	4	1
<i>Non-Preventable Accidents</i>	10	11
Preventable Street Accident Freq. Rate per 100,000 Miles	0.36	0.61
Total Accident Freq. Rate per 100,000 Miles	1.61	1.65
Total Preventable Accident Freq. Rate per 100,000 Miles	0.71	0.70
MILES OPERATED	1,119,880	1,151,073

EMPLOYEE INJURY SUMMARY	YEAR TO DATE	PREV YR TO DATE
TOTAL EMPLOYEE INJURIES	12	19
<i>Preventable Injuries</i>	9	13
<i>Non-Preventable Injuries</i>	3	6
<i>Lost Time Injuries</i>	1	0
<i>No Lost Time Injuries</i>	10	0
<i>Lost Time Injuries from Non Prev MVA</i>	1	0
Lost Time Injury Freq. Rate per 200,000 Hours	1.71	0.00
Total Injury Freq. Rate per 200,000 Hours	20.46	31.04
Preventable Injury Freq. Rate per 200,000 Hours	15.35	21.24
TOTAL HOURS WORKED	117,298	122,419



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.5.

Discussion: Green Bay Metro Marketing and Social Media Update

BACKGROUND

Nikki Voelzke from The Quotient Group had prepared the Green Bay Metro Social Media Metrics report.

Director Kiewiz will be available to answer any questions regarding the report.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. GB Metro Facebook Insights_April 2018



Green Bay Metro Social Media Metrics
April 2018

Facebook Demographics



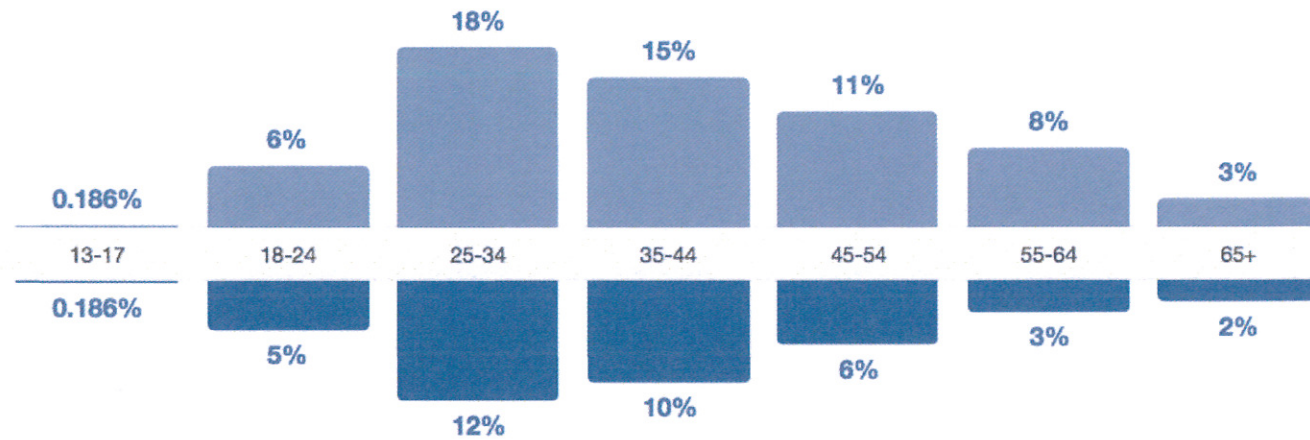
The people who follow your Page

Women

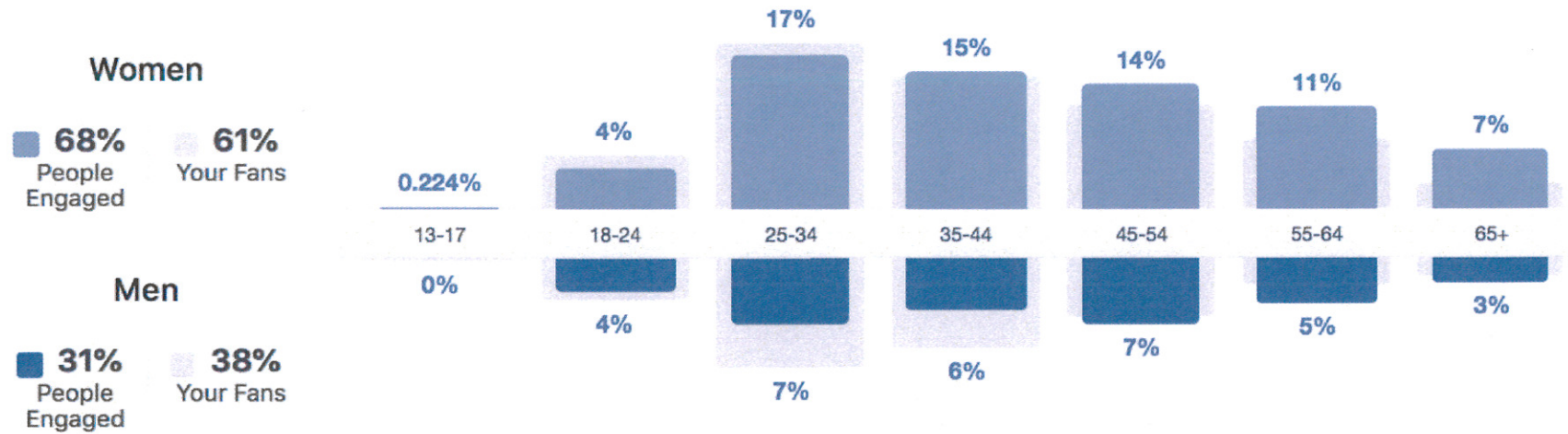
61%
Your
Followers

Men

38%
Your
Followers



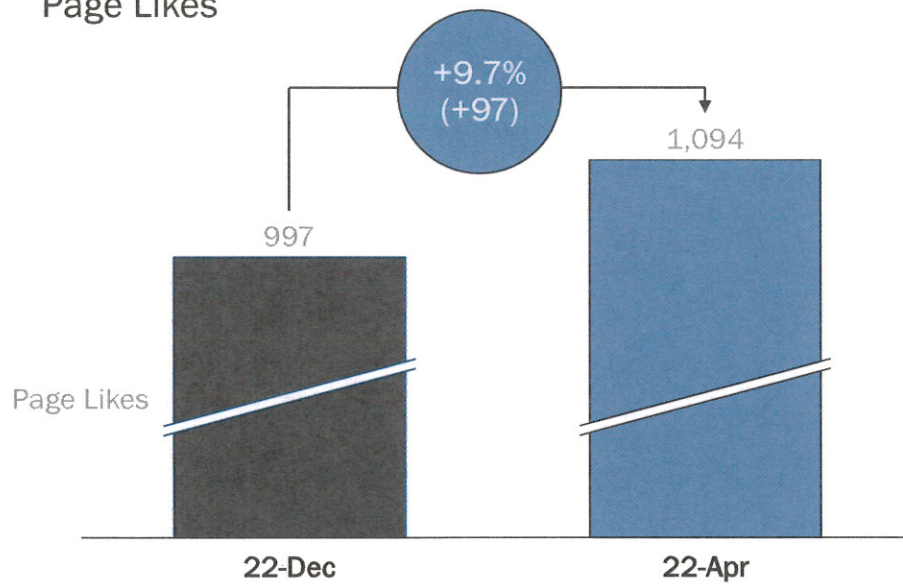
Demographics vs People Engaged



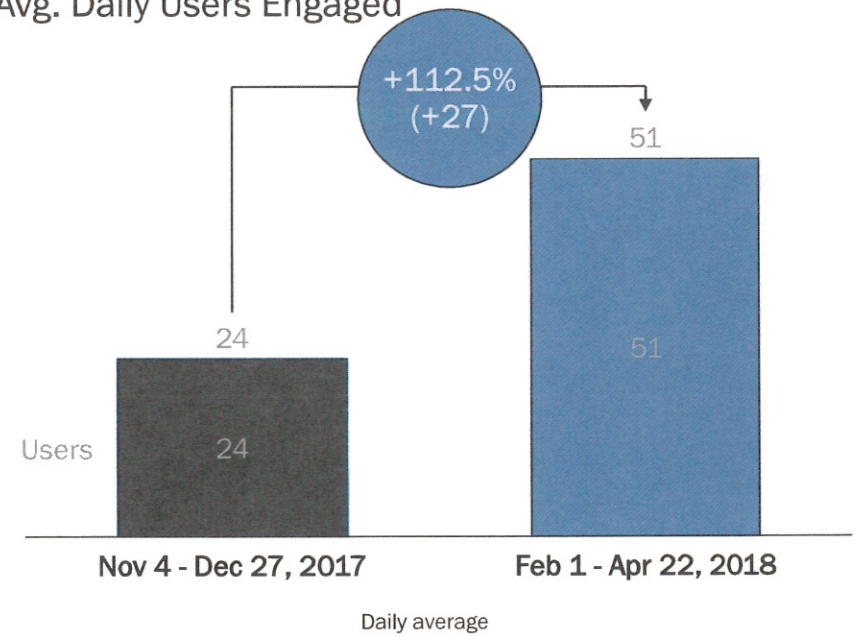
Facebook Page Stats



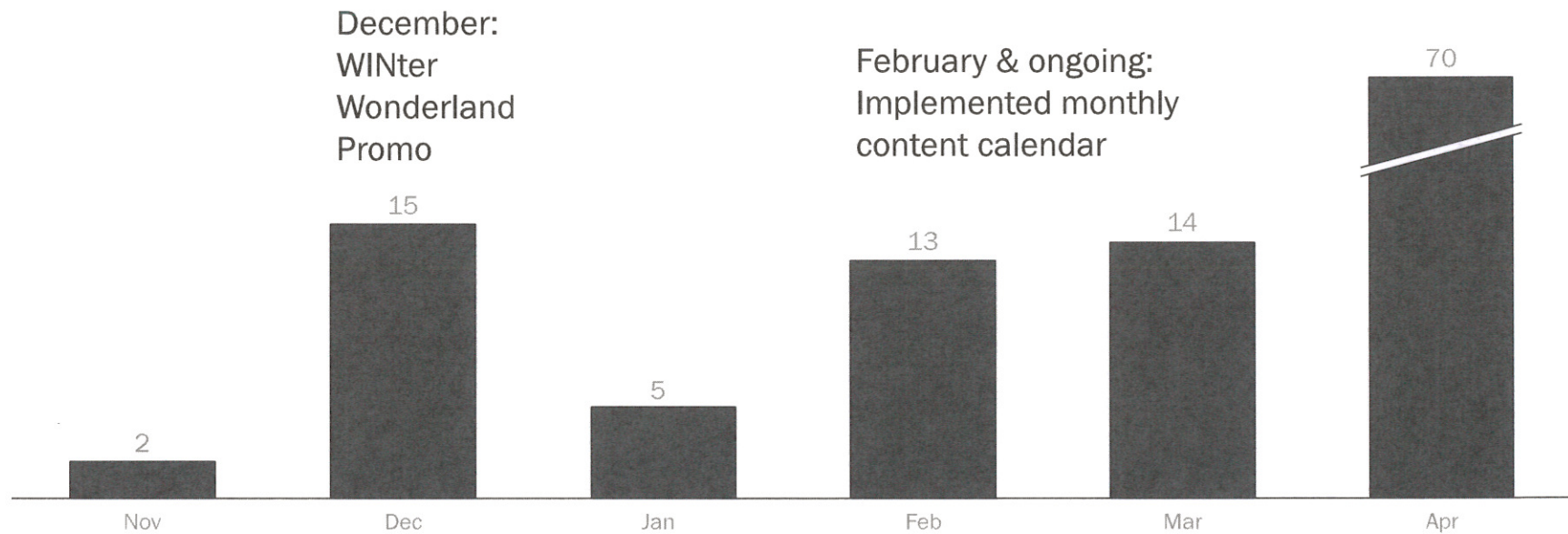
Page Likes



Avg. Daily Users Engaged



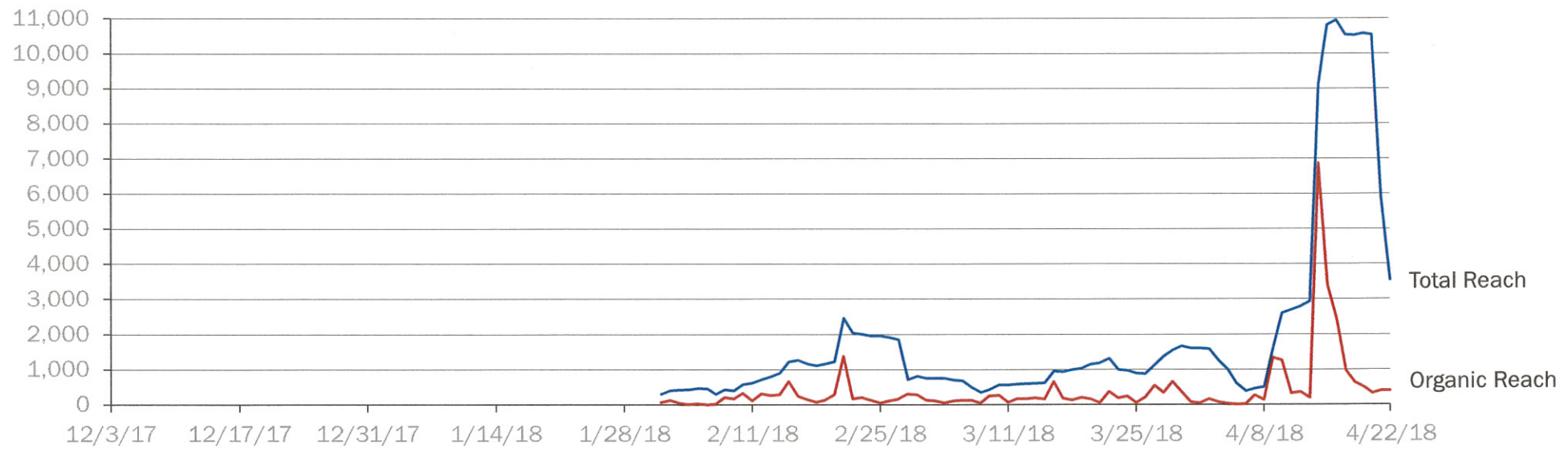
Net Facebook Page New Likes



Facebook Page Stats



Daily Reach – Unique Users





Thank you!

Nikki Voelzke – VP of Public Relations + Transit

Jason Grebe – Director of Strategic Analysis

www.TheQuotientGroup.com





Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.6.

Legislative Update

BACKGROUND

Transit Director Patty Kiewiz attended the Wisconsin Public Transportation Association (WIPTA) Fly-In located in Washington D.C. on March 17th through March 20th. Meetings were held with various member of Congress and the Senate. The American Public Transportation Association (APTA) is held at the same time in D.C. which allowed Director Kiewiz to attend various meetings and sessions at the same time that pertained to transit at the national level.

RECOMMENDATION

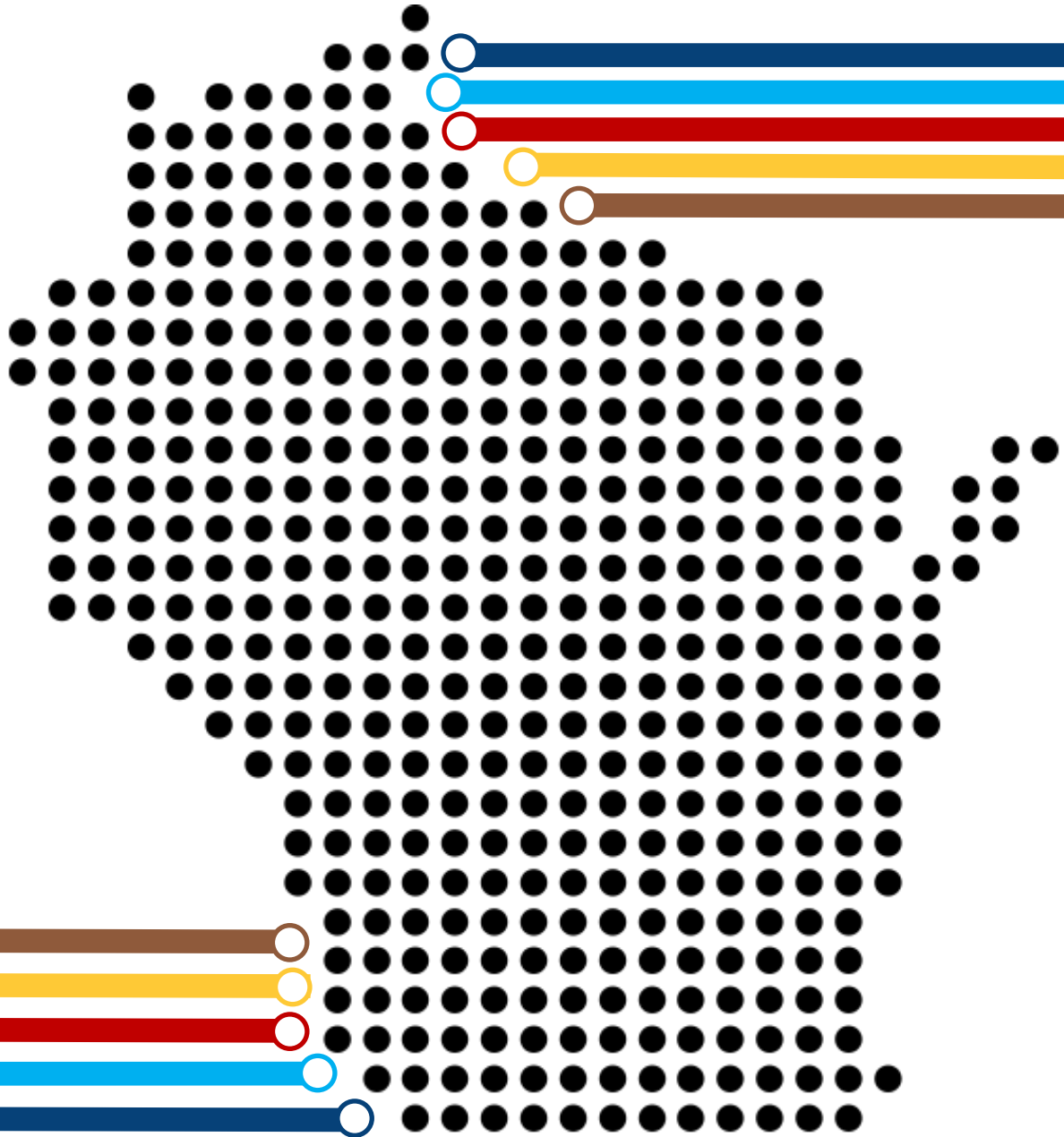
No action necessary, provided for informational purposes only.

FISCAL IMPACT

ATTACHMENTS

1. WisDOT Update Full Doc 2018

Wisconsin Public Transit



Briefing for the
Wisconsin Congressional Delegation
Spring 2018

Public Investment:

Local communities, the federal government, and the State of Wisconsin work together to provide a diverse network of public transportation services to Wisconsin's citizens. These governmental bodies are strong partners in the planning, financing and operating transit services. As part of this collaborative effort, public funding is used to support both operating and capital investments for urban and rural transportation systems.

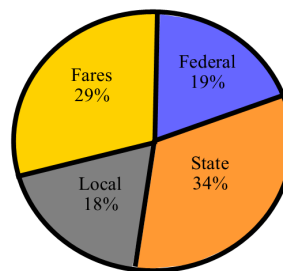
While there is some federal operating assistance, the state is the major contributor for operating assistance and federal funding supports the procurement of transit capital assets. The chart shows the average funding source percentages for Wisconsin's transit systems operating expenses.

In calendar year 2017, the state contributed almost \$111 million in state funds to aid to 74 local public bodies. This funding allows local

transit systems to meet service needs in diverse ways. New areas are being served and new types of initiatives are being provided to give greater access to customers who rely on public transportation.

The result is an expanded and improved public transit system providing greater benefits for all Wisconsin residents: those who ride and those who do not; those in urban areas, as well as those in isolated rural areas.

2017 WI Transit Funding



What is WI Public Transportation?

- Fixed route bus service in Milwaukee, Madison and other large communities
- Shared-ride taxi service in 45 small communities
- Mobility for the disabled
- Commuter bus service in southeast WI
- Statewide—69.1 million total trips in 2016
- In FFY 2017, WI received over \$83 mil. in fed. aid

Public Benefits:

The investment in public transit translates into economic gains with increases to business revenues, profits, and employment. According to a 2003 study conducted by WisDOT, every dollar invested in public transit by a community results in a three-dollar return. State, federal and local governments budgeted \$230.3 million in transit systems in

calendar year 2017, resulting in a \$90.9 million return into various economic sectors in Wisconsin.

Additionally, there is an environmental benefit to public transit use. Riders that choose not to travel via personal vehicles reduce congestion and lower greenhouse gas emissions.

Public Benefits

Transit capital and operating investments generate personal income and business profits that produce positive fiscal and social impacts.

Who Rides and Where Do They Go:

The availability of public transportation in a community allows mobility and accessibility for many people. The service meets a critical need for people who depend on transit as their only means of transportation.

This group of "transit dependent" riders includes the young and elderly, disabled persons, low income individuals, and other people without driver's licenses. Transit also serves people who have mobility options and choose public transit for its efficiency and convenience.

Public transit connects people to a variety of important destinations. Applying the survey results to the 69.1 million trips reported to WisDOT for 2016:

- 38.0 million transit trips were for the purpose of reaching places of employment
- 7.6 million trips were made for healthcare purposes
- 9.7 million education-related trips occurred
- 13.8 million trips were made for shopping, tourism, and recreation

Trip Purpose



Source: 2015 Statewide Public Transit Passenger Survey.



Capital Investment is Essential:

Transit capital assistance for Wisconsin is critical because most of Wisconsin's transit systems have no other funding options for capital needs, such as vehicles, facilities, equipment, and new technologies. While Federal Transit Administration (FTA) formula programs have historically not provided enough funding to meet the state's capital needs, the former Bus Capital Program (Sect. 5309) played a critical role in filling this gap.

The Bus Capital Program was a discretionary program that was largely distributed through Congressional earmark. Through the efforts of our Congressional delegation, Wisconsin was successful in obtaining approximately \$210 million in Section 5309 earmarks between 1991 and 2009 to meet a backlog of transit capital needs. From 2010 to 2012 Wisconsin's transit systems also were successful in obtaining over \$46 million in FTA discretionary capital funds to address critical needs for facility upgrades, vehicle replacement, and the purchases of new equipment.

Changes to the federal transit funding programs are now jeopardizing Wisconsin transit systems' ability to provide safe, dependable, and cost effective services to their riders and community. Under the transportation authorization bill

Moving Ahead for Progress in the 21st Century (MAP-21), the Bus Capital Program was reconfigured into the Fixed Guideway Capital Investment Grants program which funds projects like rail and bus rapid transit. The most recent authorization, *Fixing America's Surface Transportation* (FAST) Act, continues the Bus and Bus Facilities grants program (Sect. 5339) as a formula based program and would only provide approximately \$6.35 million to Wisconsin for capital projects.

The level of capital funding now available to Wisconsin through the Bus and Bus Facilities Program is roughly half of funds received historically which presents a major challenge to addressing capital needs statewide. The FAST Act introduced a national discretionary grant component to the Bus and Bus Facilities program, but it is unknown how Wisconsin would fare under that process.

In the absence of adequate capital funds, the bus replacement deferrals would increase fleet maintenance costs, reduce fleet performance, and negatively effect passenger safety/security. Delayed construction of new facilities would also increase future costs due to annual inflation and expense increases of construction materials.

Unmet Capital Needs:

Under the FAST Act, the level of capital funding available to the state, which has limited fixed guideway service but significant bus service, is insufficient to meet needs.

The reduced funding amounts cover less than a quarter of the vehicle replacements requested, while remaining vehicle replacements and requests for major facilities, important new technologies, safety/security equipment, passenger amenities, and other equipment have not been funded. Transit systems are facing a growing backlog of high priority needs. Below are some system-specific impacts of declining capital earmarks:

- **Milwaukee County** requires additional funding to bring its fixed-route fleet replacement schedule into line with accepted replacement guidelines. An additional 35 clean diesel buses will make significant progress toward meeting these guidelines.

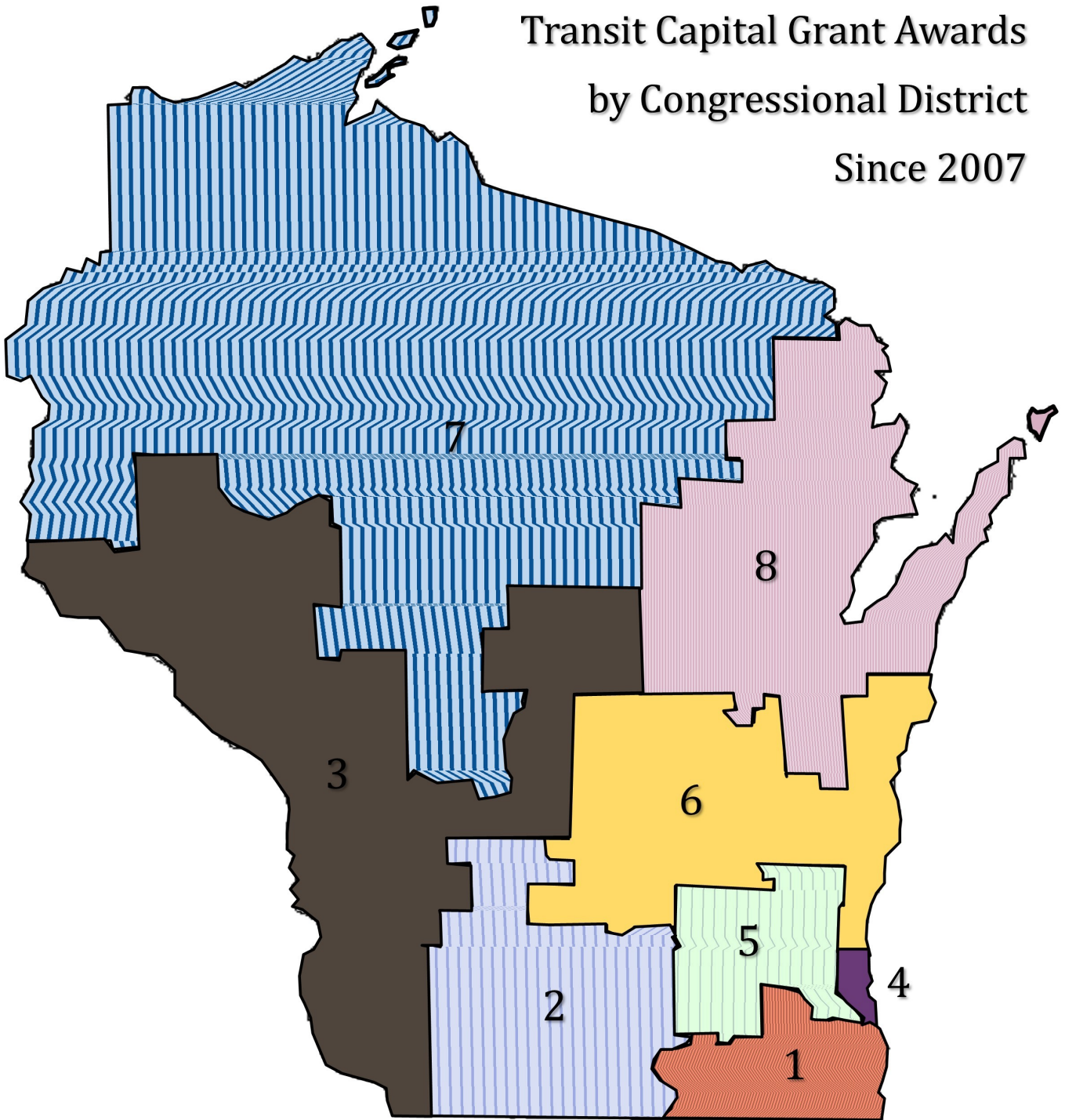
- **Madison's** current administrative/maintenance facility is not adequate for the size of the fleet. Currently, about 7 percent of the system's buses are stored at a remote, temporary storage facility, adding to maintenance costs and spreading limited manpower resources even further.
- **Kenosha, Racine, Eau Claire, La Crosse, Waukesha, Fond du Lac, Oshkosh, Sheboygan, and Green Bay** all require additional funds to upgrade their bus fleets. Vehicles well past their useful life are still in use, with the maintenance expenses for these vehicles rising every year.

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Transit Capital Grant Awards by Congressional District Since 2007



District 1 - \$26,958,305

District 2 - \$28,737,834

District 3 - \$25,223,241

District 4 - \$87,643,576

District 5 - \$6,634,419

District 6 - \$16,422,448

District 7 - \$16,011,593

District 8 - \$23,950,321



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 1

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
1	City of Janesville	5309	2007	Bus rehabs (5)	\$400,000
1	City of Janesville	5309	2008	Admin/Maint Facility	\$735,000
1	City of Janesville	5309	2009	Admin/Maint Facility	\$425,396
1	City of Janesville	5309 - ARRA	2010	Admin/Maint Facility	\$1,400,000
1	City of Janesville	5309 - ARRA	2010	Support Vehicle: Service Truck	\$65,000
1	City of Janesville	5309 - ARRA	2010	Engine Rebuilds	\$60,000
1	City of Janesville	5309 - ARRA	2010	Transmission Rebuilds	\$45,000
1	City of Janesville	5309 - ARRA	2010	Bus Shelters	\$72,000
1	City of Janesville	5309 - ARRA	2010	Mobile Fare Collection Equipment	\$16,000
1	City of Janesville	5309	2010	Admin/Maint Facility	\$300,000
1	City of Janesville	5309	2012	Complete Admin/Maint Facility	\$3,779,605
1	City of Janesville	5339	2014	Replacement bus	\$392,000
1	City of Janesville	5339	2015	Replacement bus	\$394,800
1	City of Janesville	5339	2017	Buy Replacement 35-Ft Bus (2)	\$780,070
1	City of Kenosha	5309	2007	Admin/Maint Facility	\$1,200,000
1	City of Kenosha	5307	2008	Bus Stop Improvements	\$109,942
1	City of Kenosha	5309	2008	Admin/Maint Facility	\$1,328,988
1	City of Kenosha	5309	2008	Buses (4)	\$1,412,000
1	City of Kenosha	5309	2009	Buses (2)	\$630,000
1	City of Kenosha	5309	2009	Admin/Maint Facility	\$965,000
1	City of Kenosha	5309 - ARRA	2010	Buses	\$1,870,741
1	City of Kenosha	5309 - ARRA	2010	Security Equipment	\$136,910
1	City of Kenosha	5309 - ARRA	2010	Rehab and Renovate Maintenance Facility	\$41,436
1	City of Kenosha	5309 - ARRA	2010	Misc. Support Equipment	\$124,840
1	City of Kenosha	5309 - ARRA	2010	Shop Equipment	\$45,960
1	City of Kenosha	5309 - ARRA	2010	Support Vehicle	\$109,893
1	City of Kenosha	5309 - ARRA	2010	Replacement Spare Components	\$64,250
1	City of Kenosha	5309 - ARRA	2010	Radio Tower and Repeater	\$41,571
1	City of Kenosha	5309 - ARRA	2010	Radios	\$20,064
1	City of Kenosha	5309 - ARRA	2010	Shop Equipment	\$11,835
1	City of Kenosha	5309	2010	Bus replacement (1)	\$322,544
1	City of Racine	5309	2008	Buses (3)	\$960,000
1	City of Racine	5309	2009	Buses (2)	\$590,000
1	City of Racine	5309	2009	Admin/Maint Facility	\$17,000
1	City of Racine	5309 - ARRA	2010	Software Upgrade	\$113,000
1	City of Racine	5309 - ARRA	2010	Farebox System Upgrade	\$185,000
1	City of Racine	5309 - ARRA	2010	Ticket Vending Machines	\$50,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 1

1	City of Racine	5309 - ARRA	2010	Support Vehicle: Plow Truck	\$50,000
1	City of Racine	5309 - ARRA	2010	Support Vehicle	\$45,000
1	City of Racine	5309 - ARRA	2010	Buses (3)	\$1,950,000
1	City of Racine	5309 - ARRA	2010	Bus route signing	\$75,000
1	City of Racine	5309 - ARRA	2010	LED lighting	\$37,000
1	City of Racine	5309 - ARRA	2010	Garage door opener	\$25,000
1	City of Racine	5309 - ARRA	2010	Cash counting equipment	\$10,000
1	City of Racine	5309	2010	Bus replacement (1)	\$310,000
1	City of Racine	5309	2011	Buses (14)	\$4,760,000
1	City of Racine	5339	2014	Replacement buses (3)	\$144,000
1	City of Racine	5339	2017	Purchase Replacement < 30 Ft Bus (2)	\$87,560
1	County of Kenosha	5311 - ARRA	2010	2 Small ADA Buses	\$49,000
1	County of Kenosha	5311 - ARRA	2010	ADA support vehicle	\$34,500
1	County of Kenosha	5311 - ARRA	2010	ADP Software	\$100,000
1	County of Kenosha	5311 - ARRA	2010	Tire Lifts	\$38,000
1	County of Kenosha	5311 - ARRA	2010	Passenger Shelters	\$18,800
1	County of Kenosha	5311 - ARRA	2010	Radios, GPS	\$8,600
	TOTAL				\$26,958,305



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 2

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
2	City of Baraboo	5311 - ARRA	2009	ADA Van	\$34,500
2	City of Baraboo	5311 - ARRA	2009	Van	\$22,400
2	City of Baraboo	5311 - ARRA	2010	Van	\$24,000
2	City of Baraboo	5311	2011	2 ADA Vans	\$64,188
2	City of Baraboo	5311	2011	Vehicle Locator Devices	\$6,802
2	City of Baraboo	5311	2012	ADA Van	\$28,990
2	City of Baraboo	5311	2013	ADA Van (2)	\$64,144
2	City of Baraboo	5311	2014	ADA Van	\$32,072
2	City of Baraboo	5311	2015	ADA Van (2)	\$61,344
2	City of Baraboo	5311	2017	Vans	\$28,000
2	City of Beloit	5309-ARRA	2010	Construction of Transfer Facility	\$1,025,000
2	City of Beloit	5309-ARRA	2010	Bus	\$350,000
2	City of Beloit	5309	2010	Bus	\$150,000
2	City of Beloit	5309	2012	Buses (2)	\$660,000
2	City of Beloit	5339	2015	Replacement Bus	\$354,800
2	City of Edgerton	5311-ARRA	2009	ADA Van	\$34,500
2	City of Edgerton	5311	2017	Vans	\$28,000
2	City of Madison	5309	2007	Buses	\$908,613
2	City of Madison	5309	2008	Buses	\$957,220
2	City of Madison	5309	2009	Buses (4)	\$1,314,078
2	City of Madison	5309-ARRA	2010	Buses (14)	\$7,738,272
2	City of Madison	5309-ARRA	2010	Buses (4)	\$519,356
2	City of Madison	5309-ARRA	2010	Route Signage	\$30,500
2	City of Madison	5309-ARRA	2010	Surveillance/Security	\$154,300
2	City of Madison	5309-ARRA	2010	Van	\$34,664
2	City of Madison	5309-ARRA	2010	Rehab Admin/Maint	\$75,000
2	City of Madison	5309	2010	Buses (1)	\$454,843
2	City of Madison	5309	2011	Buses, Farebox upgrades, Shelters	\$5,160,800
2	City of Madison	5309	2012	Buses (12)	\$3,786,500
2	City of Madison	5339	2013	Bus and bus facilities	\$978,482
2	City of Madison	5339	2014	Bus and bus facilities	\$980,921
2	City of Madison	5339	2014	Bus and bus facilities	\$983,484
2	City of Madison	5339	2017	Battery-electric Buses (3)	\$1,278,950
2	City of Monroe	5311	2015	Replacement van	\$26,400



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 2

2	City of Reedsburg	5311	2007	Sedan (2)	\$43,600
2	City of Reedsburg	5311	2008	Sedan	\$16,000
2	City of Reedsburg	5311-ARRA	2009	Sedan	\$22,400
2	City of Reedsburg	5311-ARRA	2009	Radios	\$4,500
2	City of Reedsburg	5311-ARRA	2010	ADA Van (2)	\$59,249
2	City of Reedsburg	5311	2011	ADA Van	\$20,000
2	City of Reedsburg	5311	2012	ADA-accessible mini-bus	\$36,590
2	City of Reedsburg	5311	2013	ADA Van	\$20,736
2	City of Reedsburg	5311	2015	ADA Van	\$26,400
2	City of Reedsburg	5311	2016	ADA Van	\$30,400
2	City of Reedsburg	5311	2017	Vans	\$28,000
2	City of Stoughton	5309	2007	Sedan	\$10,516
2	City of Stoughton	5309	2010	Van	\$26,400
2	City of Sun Prairie	5309	2008	Bus	\$41,920
					\$28,737,834



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 3

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
3	City of Black River Falls	5311 - ARRA	2009	ADA Bus	\$34,500
3	City of Black River Falls	5311 - ARRA	2010	ADA Bus	\$35,500
3	City of Black River Falls	5311	2013	ADA Van	\$32,072
3	City of Black River Falls	5311	2014	ADA Van	\$32,250
3	City of Black River Falls	5311	2016	ADA Van	\$27,200
3	City of Chippewa Falls	5309	2007	Van and ADA Equipment	\$54,000
3	City of Chippewa Falls	5309	2008	ADA Vans (2)	\$57,120
3	City of Chippewa Falls	5309-ARRA	2009	Vans	\$136,000
3	City of Chippewa Falls	5339	2013	Vans (2)	\$57,600
3	City of Chippewa Falls	5339	2014	Vans (2)	\$56,000
3	City of Chippewa Falls	5339	2015	Vans (2)	\$60,800
3	City of Chippewa Falls	5339	2017	Replacement Van (2)	\$63,680
3	City of Eau Claire	5309-ARRA	2010	Buses (5)	\$1,889,795
3	City of Eau Claire	5309-ARRA	2010	Surveillance Equipment	\$70,000
3	City of Eau Claire	5309-ARRA	2010	Service Vehicle	\$60,000
3	City of Eau Claire	5309	2010	Buses (2)	\$436,000
3	City of Eau Claire	5309	2011	Bus replacement (3)	\$880,000
3	City of Eau Claire	5339	2013	Bus replacement	\$435,200
3	City of Eau Claire	5339	2014	Replacement bus	\$460,000
3	City of Eau Claire	5339	2015	Replacement bus	\$454,800
3	City of La Crosse	5311	2007	Rehab IC Bus	\$351,046
3	City of La Crosse	5309	2007	Intermodal Terminal	\$115,123
3	City of La Crosse	5309	2009	Intermodal Terminal	\$2,685,000
3	City of La Crosse	5309-ARRA	2010	Bus Wash	\$200,000
3	City of La Crosse	5309-ARRA	2010	Maintenance Facility Renovation	\$50,000
3	City of La Crosse	5309-ARRA	2010	Misc Equipment	\$120,000
3	City of La Crosse	5309-ARRA	2010	Support Vehicles	\$182,000
3	City of La Crosse	5309-ARRA	2010	Fare Collection Devices	\$225,000
3	City of La Crosse	5309-ARRA	2010	Bus Shelters and Signage	\$50,000
3	City of La Crosse	5309-ARRA	2010	Hybrid Bus	\$200,000
3	City of La Crosse	5309-ARRA	2010	Communications Equipment	\$100,000
3	City of La Crosse	5311	2010	IC Bus	\$197,274
3	City of La Crosse	5309	2010	Admin/Maint Facility	\$675,816
3	City of La Crosse	5309	2011	Bus replacement (4)	\$1,320,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 3

3	City of La Crosse	5339	2013	Bus replacement (2)	\$688,000
3	City of Mauston	5311	2007	ADA Van	\$12,480
3	City of Mauston	5311	2008	Sedan	\$17,600
3	City of Mauston	5311 - ARRA	2009	ADA Van	\$34,500
3	City of Mauston	5311	2013	ADA Van	\$32,072
3	City of Mauston	5311	2014	ADA Van	\$32,052
3	City of Mauston	5311	2017	Vans	\$32,000
3	City of Onalaska	5309	2007	ADA Vans (2)	\$56,000
3	City of Onalaska	5309	2008	Vans (2)	\$48,000
3	City of Onalaska	5309-ARRA	2010	ADA Vans and Bus Shelters	\$208,000
3	City of Platteville	5311	2007	Van (1), ADA equipment, Van	\$28,400
3	City of Platteville	5311 - ARRA	2009	ADA Van	\$35,500
3	City of Platteville	5311	2010	Van Rehabilitation	\$2,200
3	City of Platteville	5311	2010	Engine Rebuild	\$6,270
3	City of Platteville	5311	2010	Radios	\$6,420
3	City of Platteville	5311	2012	Engine Rebuild	\$4,800
3	City of Platteville	5311	2014	ADA Van	\$32,134
3	City of Platteville	5311	2017	Vans	\$32,000
3	City of Plover	5311 - ARRA	2009	Bus	\$43,900
3	City of Prairie du Chien	5311	2007	Van, ADA Equipment	\$27,600
3	City of Prairie du Chien	5311	2008	ADA Van	\$34,980
3	City of Prairie du Chien	5311 - ARRA	2009	ADA Vans (2)	\$69,000
3	City of Prairie du Chien	5311 - ARRA	2009	Vehicle Locator Devices	\$3,900
3	City of Prairie du Chien	5311	2011	ADA Van	\$29,930
3	City of Prairie du Chien	5311	2011	Vehicle Locator Devices	\$5,440
3	City of Prairie du Chien	5311	2012	Buses (3) for Commuter Route	\$196,200
3	City of Prairie du Chien	5311	2013	ADA Van	\$32,072
3	City of Prairie du Chien	5311	2014	ADA Van (2)	\$63,828
3	City of Prairie du Chien	5311	2014	40-ft buses for SMRT (3)	\$211,167
3	City of Prairie du Chien	5311	2015	ADA Van (2)	\$52,800
3	City of Richland Center	5311	2012	ADA Van	\$28,990



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 3

3	City of River Falls	5311	2008	ADA Vans (2)	\$57,700
3	City of River Falls	5311 - ARRA	2009	ADA Van	\$34,500
3	City of River Falls	5311	2012	ADA Van	\$28,990
3	City of River Falls	5311	2013	ADA Van	\$32,072
3	City of River Falls	5311	2013	Vehicle equipment	\$3,200
3	City of River Falls	5311	2014	ADA Van	\$32,250
3	City of Stevens Point	5311	2008	New Facility	\$2,000,000
3	City of Stevens Point	5311 - ARRA	2009	ADP Hardware	\$10,000
3	City of Stevens Point	5311 - ARRA	2009	Hybrid Buses (3)	\$1,599,999
3	City of Stevens Point	5311 - ARRA	2009	Miscellaneous Equipment	\$316,000
3	City of Stevens Point	5311 - ARRA	2009	Support Vehicle	\$54,922
3	City of Stevens Point	5311	2011	Paratransit Buses (3)	\$180,000
3	City of Stevens Point	5311	2011	New Facility	\$2,000,000
3	City of Stevens Point	5311	2012	Buses (3)	\$900,000
3	City of Stevens Point	5311	2012	Passenger Shelters	\$24,000
3	City of Stevens Point	5311	2014	Scheduling software	\$110,400
3	City of Stevens Point	5311	2014	Bus camera system	\$16,000
3	City of Stevens Point	5311	2014	Computer	\$8,400
3	City of Stevens Point	5311	2016	Replacement bus	\$368,000
3	City of Stevens Point	5311	2017	Bus STD 35 Ft	\$368,000
3	City of Tomah	5311-ARRA	2009	ADA Van (3)	\$103,500
3	City of Tomah	5311-ARRA	2009	AVL equipment	\$3,900
3	City of Tomah	5311	2013	Van	\$20,736
3	City of Tomah	5311	2014	ADA Van	\$32,250
3	City of Tomah	5311	2015	ADA Van	\$26,400
3	City of Tomah	5311	2016	ADA Van	\$26,400
3	City of Tomah	5339	2016	ADA Van	\$26,400
3	City of Viroqua	5311	2007	Van (1), ADA equipment	\$27,600
3	City of Viroqua	5311	2008	ADA Van	\$34,980
3	City of Viroqua	5311-ARRA	2009	ADA Bus	\$49,000
3	City of Viroqua	5311-ARRA	2009	ADA Vans (4)	\$138,000
3	City of Viroqua	5311-ARRA	2009	Vehicle Locator Devices	\$7,800
3	City of Viroqua	5311	2012	Radios	\$12,000
3	City of Viroqua	5311	2013	ADA Van (2)	\$64,144
3	City of Viroqua	5311	2014	ADA Van (2)	\$63,828
3	City of Viroqua	5311	2015	ADA Van	\$26,400
3	City of Viroqua	5311	2016	ADA Van	\$26,400
3	City of Viroqua	5311	2017	Vans	\$28,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 3

3	City of WI Rapids	5311	2007	Sedan and software	\$92,800
3	City of WI Rapids	5311	2008	Bus, Van, Sedans (2)	\$92,000
3	City of WI Rapids	5311-ARRA	2009	Sedans	\$44,800
3	City of WI Rapids	5311-ARRA	2010	ADA vans (4)	\$142,000
3	City of WI Rapids	5311	2015	ADA Vans (2)	\$60,800
3	City of WI Rapids	5311	2015	Radios	\$5,470
3	City of WI Rapids	5311	2015	Cameras	\$15,375
3	City of WI Rapids	5311	2016	ADA Van	\$30,400
3	City of WI Rapids	5311	2017	Vans	\$28,000
3	County of Adams	5311	2007	Van	\$20,000
3	County of Adams	5311	2008	ADA Van	\$23,500
3	County of Adams	5311-ARRA	2010	Mini- Bus	\$38,000
3	County of Dunn	5311-ARRA	2010	Buses (2)	\$104,600
3	County of Dunn	5311-ARRA	2010	Surveillance/ Security	\$6,000
3	County of Dunn	5311-ARRA	2010	AVL Equipment	\$44,000
3	County of Dunn	5311	2011	ADA Mini-bus	\$42,346
3	County of Dunn	5311	2012	Engineer/Design Maintenance Facility	\$16,000
3	County of Dunn	5311	2012	Computer Hardware/Software	\$40,000
3	County of Dunn	5311	2012	Passenger Shelters	\$15,998
3	County of Dunn	5311	2013	Buses (3)	\$494,500
3	County of Dunn	5311	2013	Construction	\$400,000
3	County of Dunn	5311	2013	Design / Engineering	\$18,720
3	County of Dunn	5311	2013	Signage	\$3,200
3	County of Dunn	5311	2014	Design / Engineering	\$51,200
3	County of Dunn	5311	2014	Construction	\$280,000
3	County of Dunn	5311	2016	Bus Replacement	\$304,600
3	County of Grant	5311-ARRA	2009	ADP Hardware	\$2,500
3	County of La Crosse	5311	2014	ADA Van	\$32,250
					\$25,223,241



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 4

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
4	County of Milwaukee	5309	2007	Buses	\$1,549,212
4	County of Milwaukee	5307	2008	On-Bus Camera System	\$624,000
4	County of Milwaukee	5309	2008	Buses	\$2,552,588
4	County of Milwaukee	5309	2009	Buses (9)	\$2,630,704
4	County of Milwaukee	5309-ARRA	2010	Buses (45)	\$16,425,000
4	County of Milwaukee	5309-ARRA	2010	Maintenance Items	\$131,975
4	County of Milwaukee	5309-ARRA	2010	Fare Collection Equipment	\$6,960,000
4	County of Milwaukee	5309-ARRA	2010	ADA Access Equipment	\$216,000
4	County of Milwaukee	5309-ARRA	2010	ADP Hardware	\$6,000
4	County of Milwaukee	5309	2010	Buses (3)	\$1,097,357
4	County of Milwaukee	5309	2011	Buses (20)	\$7,000,000
4	County of Milwaukee	5309	2012	Facility Repairs/Shop Equip.	\$3,240,000
4	County of Milwaukee	5339	2013	Bus and bus facilities	\$2,430,800
4	County of Milwaukee	5339	2014	Bus and bus facilities	\$2,652,232
4	County of Milwaukee	5339	2015	Bus and bus facilities	\$2,707,708
4	County of Milwaukee	5309 - Small Starts	2018	Bus Rapid Transit System	\$37,420,000
					\$87,643,576



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 5

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
5	City of Fort Atkinson	5311-ARRA	2009	Sedans (5), 1 ADA mini-bus	\$167,500
5	City of Hartford	5311	2007	Van and ADA Equipment	\$27,600
5	City of Hartford	5311	2008	Computer, Dispatch Equipment	\$4,480
5	City of Hartford	5311-ARRA	2009	ADA Van	\$34,500
5	City of Hartford	5311	2011	ADA Van	\$29,930
5	City of Hartford	5339	2014	ADA Van	\$28,000
5	City of Hartford	5339	2017	Purchase Replacement Van	\$31,840
5	City of Jefferson	5311	2015	ADA Van	\$26,400
5	City of Lake Miles	5311-ARRA	2009	ADA Van	\$35,500
5	City of Watertown	5311	2007	Sedan (2)	\$40,000
5	City of Watertown	5311	2008	Sedan	\$20,000
5	City of Watertown	5311-ARRA	2009	ADA Buses (2)	\$98,000
5	City of Watertown	5311-ARRA	2009	Bus	\$38,000
5	City of Watertown	5311-ARRA	2009	Sedans (3)	\$67,200
5	City of Watertown	5311	2011	Van	\$20,000
5	City of Watertown	5311	2012	Van	\$17,200
5	City of Watertown	5311	2014	Bus	\$48,000
5	City of Watertown	5311	2015	Van (2)	\$36,800
5	City of Watertown	5311	2016	Replacement bus	\$44,000
5	City of Watertown	5311	2017	Vans	\$28,000
5	City of Watertown	5311	2017	Vans, Non-ADA	\$20,000
5	City of Waukesha	5309	2007	Buses (3)	\$808,800
5	City of Waukesha	5309	2008	Paratransit Buses (2), Bus Rehab (3)	\$492,800
5	City of Waukesha	5309-ARRA	2009	Shop/Maint. Equipment	\$130,000
5	City of Waukesha	5309-ARRA	2009	Rehab Admin/Maint Facility	\$172,038
5	City of Waukesha	5309-ARRA	2009	Rehab Admin/Maint Facility	\$33,962
5	City of Waukesha	5309-ARRA	2009	Fare Collection Equipment	\$748,191
5	City of Waukesha	5309-ARRA	2009	Surveillance/Security Equipment	\$80,000
5	City of Waukesha	5309-ARRA	2009	Vans (8)	\$200,000
5	City of Waukesha	5309-ARRA	2009	Walkway modifications	\$14,760
5	City of Waukesha	5309-ARRA	2009	ADP Hardware	\$67,000
5	City of Waukesha	5309-ARRA	2009	Support Vehicle	\$32,000
5	City of Waukesha	5309	2011	Engine/ Transmission Rebuilds	\$123,200
5	City of Waukesha	5339	2013	Bus and bus facilities	\$142,134
5	City of Waukesha	5339	2013	Bus replacement (2)	\$646,400
5	City of West Bend	5311	2008	Minivans (2), ADA Minivans (2)	\$98,800
5	City of West Bend	5311-ARRA	2009	Buses (2)	\$78,900



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 5

5	City of West Bend	5311-ARRA	2009	ADA Van	\$34,500
5	City of West Bend	5311-ARRA	2010	Vans (4)	\$100,000
5	City of West Bend	5311	2011	ADA Vans (3)	\$100,219
5	City of West Bend	5311	2012	Vans (2)	\$26,673
5	City of West Bend	5339	2013	Minibus	\$35,200
5	City of West Bend	5339	2014	Van	\$21,200
5	City of West Bend	5339	2015	Minibus	\$38,400
5	City of West Bend	5339	2015	ADA Van	\$18,400
5	City of West Bend	5339	2017	Purchase Replacement Van (Non-ADA) (2)	\$36,620
5	City of West Bend	5339	2017	Purchase Replacement < 30 Ft Bus	\$38,210
5	City of Whitewater	5311	2008	ADA Bus	\$42,600
5	City of Whitewater	5311	2012	ADA Van	\$28,990
5	City of Whitewater	5311	2014	ADA Bus	\$44,500
5	County of Walworth	5311	2016	ADA Van	\$26,400
5	County of Walworth	5311	2017	Vans	\$28,000
5	County of Washington	5309-ARRA	2009	Support Equipment	\$162,567
5	County of Washington	5309-ARRA	2009	Support Equipment	\$162,567
5	County of Washington	5309-ARRA	2009	Buses (4)	\$178,296
5	County of Washington	5309-ARRA	2009	Buses (2)	\$89,148
5	County of Washington	5309-ARRA	2009	Vans (2)	\$71,000
5	County of Washington	5309-ARRA	2009	Van	\$35,500
5	County of Washington	5309-ARRA	2009	Sedans (3)	\$70,500
5	County of Washington	5309-ARRA	2009	ADP Software	\$4,775
5	County of Washington	5309-ARRA	2009	ADP Software	\$5,250
5	County of Washington	5339	2013	Bus and bus facilities	\$43,599
5	County of Washington	5339	2013	Van	\$28,800



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 5

5	County of Washington	5339	2013	Minibus	\$35,200
5	County of Washington	5339	2014	Vans (4)	\$112,000
5	County of Washington	5339	2015	Minibus (3)	\$115,200
5	County of Washington	5339	2015	Vans (2)	\$60,800
5	County of Washington	5339	2017	Purchase Replacement Van	\$26,270
5	County of Washington	5339	2017	Purchase Replacement < 30 Ft Bus (2)	\$81,100
					\$6,634,419



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 6

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
6	City of Beaver Dam	5311	2007	Sedan and small bus	\$49,150
6	City of Beaver Dam	5311	2008	ADA Vans (2)	\$37,600
6	City of Beaver Dam	5311-ARRA	2009	ADA Vans (4)	\$138,000
6	City of Beaver Dam	5311-ARRA	2010	ADA Bus	\$41,000
6	City of Beaver Dam	5311-ARRA	2010	ADA Van	\$35,500
6	City of Beaver Dam	5311	2011	ADA Mini-Bus, Van	\$51,891
6	City of Beaver Dam	5311	2012	ADA Vans (2)	\$57,980
6	City of Beaver Dam	5311	2013	ADA Van	\$32,072
6	City of Beaver Dam	5311	2014	ADA Vans (2)	\$64,500
6	City of Beaver Dam	5311	2015	ADA Van	\$38,400
6	City of Beaver Dam	5311	2016	ADA Van	\$23,200
6	City of Beaver Dam	5311	2017	Vans	\$28,000
6	City of Berlin	5311	2008	Minivan	\$17,200
6	City of Berlin	5311-ARRA	2009	ADA Bus	\$49,000
6	City of Berlin	5311-ARRA	2009	Van	\$22,200
6	City of Berlin	5311	2017	Vans	\$20,000
6	City of Fond du Lac	5309	2007	Van and ADA Equipment	\$42,200
6	City of Fond du Lac	5309	2008	Paratransit Bus	\$42,200
6	City of Fond du Lac	5309	2009	Bus	\$107,200
6	City of Fond du Lac	5309-ARRA	2010	Buses (4)	\$1,240,000
6	City of Fond du Lac	5309	2010	Bus (1)	\$308,000
6	City of Fond du Lac	5309	2011	Buses	\$578,730
6	City of Fond du Lac	5311	2014	Van	\$20,736
6	City of Fond du Lac	5339	2014	Bus	\$48,000
6	City of Fond du Lac	5339	2015	Bus	\$48,000
6	City of Fond du Lac	5339	2017	Replacement <30 Ft Bus	\$49,350
6	City of Manitowoc	5311	2007	Van and shop equipment	\$129,559
6	City of Manitowoc	5311	2008	Support Vehicle, Facility Repair	\$33,600
6	City of Manitowoc	5311-ARRA	2009	ADA Van	\$34,500
6	City of Manitowoc	5311-ARRA	2009	Sedan	\$22,400
6	City of Manitowoc	5311-ARRA	2009	Admin/Maint design	\$150,000
6	City of Manitowoc	5311-ARRA	2009	Passenger Shelters	\$30,000
6	City of Manitowoc	5311-ARRA	2009	Shop Equipment	\$20,000
6	City of Manitowoc	5311-ARRA	2009	ADP Hardware	\$6,000
6	City of Manitowoc	5311-ARRA	2009	Miscellaneous Equipment	\$8,000
6	City of Manitowoc	5311-ARRA	2009	Communication System	\$5,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 6

6	City of Manitowoc	5311-ARRA	2009	Spare Parts	\$31,500
6	City of Manitowoc	5311-ARRA	2009	Admin/Maint construction	\$1,591,500
6	City of Manitowoc	5311	2010	Route signing	\$12,000
6	City of Manitowoc	5311	2011	Paratransit buses (2)	\$66,813
6	City of Manitowoc	5311	2011	Shop Equipment	\$28,000
6	City of Manitowoc	5311	2012	Equipment	\$24,000
6	City of Manitowoc	5311	2012	Door replacement	\$5,000
6	City of Manitowoc	5311	2013	Shop Equipment	\$104,000
6	City of Manitowoc	5311	2014	Minibus-ADA	\$43,450
6	City of Manitowoc	5311	2015	Replacement buses (3)	\$1,120,000
6	City of Manitowoc	5311	2016	Replacement buses (2)	\$744,000
6	City of Manitowoc	5311	2017	Bus STD 35 Ft	\$384,000
6	City of Manitowoc	5311	2017	Bus < 30 ft	\$38,400
6	City of Oshkosh	5309	2009	Clean Air Equipment/Bus	\$72,000
6	City of Oshkosh	5309	2009	Buses (1)	\$259,000
6	City of Oshkosh	5309-ARRA	2010	Buses (4)	\$2,100,000
6	City of Oshkosh	5309	2010	Buses (1)	\$436,000
6	City of Oshkosh	5339	2014	Replacement bus	\$360,000
6	City of Oshkosh	5339	2015	Replacement bus	\$394,800
6	City of Oshkosh	5339	2017	Buy Replacement 35-Ft Bus (2)	\$795,990
6	City of Port Washing- ton	5311	2011	ADA Mini-bus	\$33,406
6	City of Portage	5311	2007	Van (1), ADA equipment, sedan	\$71,200
6	City of Portage	5311	2008	Sedan, Van, Bus	\$87,560
6	City of Portage	5311-ARRA	2009	ADA Bus (2)	\$98,000
6	City of Portage	5311-ARRA	2009	ADA Vans (6)	\$206,982
6	City of Portage	5311-ARRA	2009	Sedans (5)	\$112,000
6	City of Portage	5311-ARRA	2009	ADP Hardware	\$10,000
6	City of Portage	5311-ARRA	2009	Vehicle Locator Devices	\$18,300
6	City of Portage	5311	2012	ADA Van	\$28,990
6	City of Portage	5311	2013	ADA Van (2)	\$64,144
6	City of Portage	5311	2014	ADA Van	\$32,134
6	City of Portage	5311	2015	ADA Van (3)	\$79,200
6	City of Portage	5311	2016	ADA Van	\$26,400
6	City of Portage	5311	2017	Vans	\$28,000
6	City of Ripon	5311-ARRA	2010	Vans (3)	\$72,000
6	City of Ripon	5311	2014	ADA Van	\$31,914
6	City of Ripon	5311	2015	ADA Van	\$26,400
6	City of Sheboygan	5309	2008	Paratransit Bus	\$64,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 6

6	City of Sheboygan	5309-ARRA	2009	Bus Purchase (5)	\$2,000,000
6	City of Sheboygan	5309-ARRA	2009	Support Vehicles (2)	\$60,000
6	City of Sheboygan	5339	2014	Replacement bus	\$324,000
6	City of Waupun	5311-ARRA	2010	Van	\$24,000
6	City of Waupun	5311	2015	Van	\$26,400
6	County of Ozaukee	5309-ARRA	2009	ADP Hardware	\$162,500
6	County of Ozaukee	5309-ARRA	2009	ADP Hardware	\$20,000
6	County of Ozaukee	5309-ARRA	2009	ADP Hardware	\$30,000
6	County of Ozaukee	5309-ARRA	2009	Sedans	\$126,000
6	County of Ozaukee	5309-ARRA	2009	Bicycle Rack Equipment	\$7,183
6	County of Ozaukee	5309-ARRA	2009	Bicycle Rack Equipment	\$10,000
6	County of Ozaukee	5309-ARRA	2009	ADA Van	\$225,640
6	County of Ozaukee	5309-ARRA	2009	Passenger Shelters	\$10,000
6	County of Ozaukee	5339	2013	Bus and bus facilities	\$66,474
					\$16,422,448



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
7	Bad River Tribe	5311	2007	Bus and Equipment	\$87,600
7	Bad River Tribe	5311-ARRA	2009	Admin/Maint design	\$195,200
7	Bad River Tribe	5311-ARRA	2009	Shop Equipment	\$5,000
7	Bad River Tribe	5311-ARRA	2009	Surveillance/ Security	\$2,280
7	Bad River Tribe	5311-ARRA	2010	Bus	\$48,500
7	Bad River Tribe	5311-ARRA	2010	Buses (2)	\$169,000
7	Bad River Tribe	5311-ARRA	2010	Passenger Shelters	\$7,500
7	Bad River Tribe	5311-ARRA	2010	Passenger Shelters	\$4,000
7	Bad River Tribe	5311-ARRA	2010	Shop Equipment	\$4,054
7	Bad River Tribe	5311-ARRA	2010	Shop Equipment	\$10,000
7	Bad River Tribe	5311-ARRA	2010	Shop Equipment	\$15,000
7	Bad River Tribe	5311-ARRA	2010	ADP Hardware	\$5,000
7	Bad River Tribe	5311-ARRA	2010	Surveillance/ Security	\$2,000
7	Bad River Tribe	5311-ARRA	2010	Surveillance/ Security	\$3,600
7	Bad River Tribe	5311-ARRA	2010	Fare Collection (Mobile)	\$24,000
7	Bad River Tribe	5311-ARRA	2010	Miscellaneous Equipment	\$1,200
7	Bad River Tribe	5311-ARRA	2010	Miscellaneous Equipment	\$4,000
7	Bad River Tribe	5311-ARRA	2010	Admin/Maint construction	\$812,800
7	Bad River Tribe	5311-ARRA	2010	Communications Systems	\$15,000
7	Bad River Tribe	5311-ARRA	2010	Radios	\$5,000
7	Bad River Tribe	5311-ARRA	2010	Miscellaneous Equipment	\$1,500
7	Bad River Tribe	5311	2011	Support Vehicle for repairs	\$36,000
7	Bad River Tribe	5311	2011	LED Safety lights	\$3,200
7	Bad River Tribe	5311	2012	Generator, ramps for garage, equipment	\$80,000
7	Bad River Tribe	5311	2013	Facility construction	\$120,000
7	Bad River Tribe	5311	2013	Security equipment	\$22,400
7	Bad River Tribe	5311	2013	Bicycle racks	\$3,200
7	Bad River Tribe	5311	2014	Lift, Miscellaneous equipment	\$40,800
7	Bad River Tribe	5311	2014	Computers w/2 monitors each	\$1,600
7	Bad River Tribe	5311	2014	Office Furnishings	\$1,600
7	Bad River Tribe	5311	2015	Replacement bus	\$48,000
7	Bay Area Rural Transit Commission	5311	2007	Facility, equipment, shelters, vehicle	\$54,400
7	Bay Area Rural Transit Commission	5311	2008	Buses (4) Facility A&E	\$255,200
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Miscellaneous Equipment	\$4,500
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Bus	\$343,980



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	Bay Area Rural Transit Commission	5311-ARRA	2009	Bus	\$72,364
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Admin/Maint design	\$85,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Admin/Maint design	\$170,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Support Vehicles	\$34,500
7	Bay Area Rural Transit Commission	5311-ARRA	2009	ADP Hardware	\$12,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Bus	\$102,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Shop Equipment	\$2,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Bus	\$156,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Radios	\$14,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Fare Collection (Mobile)	\$4,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Shop Equipment	\$1,500
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Support Vehicles	\$44,472
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Spare Parts/Assoc Capital Maintenance Items	\$6,400
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Spare Parts/Assoc Capital Maintenance Items	\$4,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Spare Parts/Assoc Capital Maintenance Items	\$12,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Fare Collection Equip.	\$2,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Yards and Shops	\$24,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Shop Equipment	\$10,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	ADP Hardware	\$30,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	Bay Area Rural Transit Commission	5311-ARRA	2009	ADP Software	\$110,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Fare Collection (Mobile)	\$36,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Fare Collection (Mobile)	\$39,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Excl Bicycles Equipment	\$1,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Admin/Maint Facility construction	\$2,440,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Admin/Maint Facility	\$4,500
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Yards and Shops	\$24,000
7	Bay Area Rural Transit Commission	5311-ARRA	2009	Radios	\$26,000
7	Bay Area Rural Transit Commission	5311	2011	Buses (3)	\$109,159
7	Bay Area Rural Transit Commission	5311	2011	Security and Bus Cameras	\$9,600
7	Bay Area Rural Transit Commission	5311	2011	Bicycle Racks and Equipment	\$7,380
7	Bay Area Rural Transit Commission	5311	2011	GPS Software	\$6,480
7	Bay Area Rural Transit Commission	5311	2012	Admin/Maint Facility construction	\$110,000
7	Bay Area Rural Transit Commission	5311	2012	Passenger Shelters	\$12,800
7	Bay Area Rural Transit Commission	5311	2012	Computer hardware/ software	\$15,680
7	Bay Area Rural Transit Commission	5311	2012	Surveillance cameras	\$4,800
7	Bay Area Rural Transit Commission	5311	2012	Radios	\$3,840
7	Bay Area Rural Transit Commission	5311	2012	Furnishings at facility	\$1,600
7	Bay Area Rural Transit Commission	5311	2013	Bus rehabilitation	\$12,000
7	Bay Area Rural Transit Commission	5311	2013	Security equipment	\$19,200



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	Bay Area Rural Transit Commission	5311	2013	Shop equipment	\$14,400
7	Bay Area Rural Transit Commission	5311	2014	Administrative vehicle	\$20,800
7	Bay Area Rural Transit Commission	5311	2014	ADA Van	\$31,960
7	Bay Area Rural Transit Commission	5311	2014	Mini-bus (ADA)	\$47,160
7	Bay Area Rural Transit Commission	5311	2014	Medium bus	\$49,600
7	Bay Area Rural Transit Commission	5311	2015	Radios	\$560
7	Bay Area Rural Transit Commission	5311	2015	Replacement small bus	\$37,600
7	Bay Area Rural Transit Commission	5311	2015	Rehab medium bus	\$8,960
7	Bay Area Rural Transit Commission	5311	2015	Medium buses (2)	\$112,000
7	Bay Area Rural Transit Commission	5311	2015	Rehab equipment	\$2,000
7	Bay Area Rural Transit Commission	5311	2016	Replacement small bus	\$53,600
7	Bay Area Rural Transit Commission	5311	2017	Buses (2)	\$78,000
7	City of Marshfield	5311	2007	Sedan, radios	\$18,880
7	City of Marshfield	5311	2008	Sedan, radios	\$20,000
7	City of Marshfield	5311-ARRA	2009	Sedan	\$22,400
7	City of Marshfield	5311-ARRA	2009	Radio	\$1,400
7	City of Marshfield	5311-ARRA	2009	ADA Bus	\$37,000
7	City of Marshfield	5311-ARRA	2010	Van	\$24,000
7	City of Marshfield	5311	2011	Van	\$20,000
7	City of Marshfield	5311	2011	Radios	\$1,360
7	City of Marshfield	5311	2012	Van	\$17,200
7	City of Marshfield	5311	2012	Radios	\$1,600
7	City of Marshfield	5311	2013	Van	\$22,800
7	City of Marshfield	5311	2014	ADA Vans (2)	\$63,828
7	City of Marshfield	5311	2014	Rehab 3 Vans	\$27,900
7	City of Marshfield	5311	2014	Radio equipment	\$800
7	City of Marshfield	5311	2015	Replacement bus	\$50,400
7	City of Marshfield	5311	2015	Expansion Van	\$58,082
7	City of Marshfield	5311	2015	Computer hardware	\$1,200
7	City of Marshfield	5311	2016	ADA Van	\$24,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	City of Marshfield	5311	2017	Bus < 30 ft	\$44,000
7	City of Merrill	5311	2014	Bus terminal renovation	\$160,000
7	City of Merrill	5311	2015	Communication system	\$104,000
7	City of New Richmond	5311-ARRA	2009	ADA Vans (2)	\$69,000
7	City of New Richmond	5311	2016	ADA Van	\$30,400
7	City of New Richmond	5311	2017	Vans	\$32,000
7	City of Rhinelander	5311	2007	Van and ADA Equipment	\$34,600
7	City of Rhinelander	5311	2012	Van and ADA Equipment	\$26,570
7	City of Rhinelander	5311	2015	Van and ADA Equipment	\$26,400
7	City of Rice Lake	5311-ARRA	2009	ADA Van	\$34,500
7	City of Rice Lake	5311	2011	ADA Van	\$29,930
7	City of Rice Lake	5311	2013	ADA Van	\$32,134
7	City of Rice Lake	5311	2017	Vans	\$28,000
7	City of Wausau	5309	2008	Buses (10)	\$2,139,547
7	City of Wausau	5307	2009	Bus Bike Racks	\$28,080
7	City of Wausau	5309	2009	Bus	\$284,644
7	City of Wausau	5309-ARRA	2010	Buses (5)	\$1,800,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2009	Bus < 30 FT	\$37,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2009	Sedan/Station Wagon	\$22,400
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2009	Bus < 30 FT	\$147,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2009	ADP Software	\$174,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2010	Bus STD 35 FT	\$169,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2010	Bus < 30 FT	\$50,000
7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2010	Shop Equipment	\$15,500



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	County of Rusk / Rusk County Transit Commission	5311-ARRA	2010	Vans	\$35,500
7	County of Rusk / Rusk County Transit Commission	5311	2014	Buses (2)	\$80,800
7	County of Rusk / Rusk County Transit Commission	5311	2016	Replacement bus	\$45,600
7	Oneida-Vilas Transit Commission	5311	2017	Bus < 30 ft (3)	\$123,705
7	Sawyer County / LCO Transit Commission	5311	2007	Bus, ADA equipment	\$73,300
7	Sawyer County / LCO Transit Commission	5311	2008	ADA Vans (2), Routing Software	\$97,901
7	Sawyer County / LCO Transit Commission	5311-ARRA	2009	Admin/Maint Facility design	\$50,000
7	Sawyer County / LCO Transit Commission	5311-ARRA	2009	Buses (8)	\$448,800
7	Sawyer County / LCO Transit Commission	5311-ARRA	2009	ADP Hardware	\$40,184
7	Sawyer County / LCO Transit Commission	5311-ARRA	2009	ADP Software	\$60,276
7	Sawyer County / LCO Transit Commission	5311-ARRA	2010	Admin/Maint Facility	\$645,100
7	Sawyer County / LCO Transit Commission	5311-ARRA	2010	Buses (5)	\$250,000
7	Sawyer County / LCO Transit Commission	5311	2011	Buses (5)	\$272,863
7	Sawyer County / LCO Transit Commission	5311	2011	Mobile lifts for garage	\$40,000
7	Sawyer County / LCO Transit Commission	5311	2011	Admin/Maint Facility design	\$60,000
7	Sawyer County / LCO Transit Commission	5311	2012	Admin/ Maint Facility	\$420,000
7	Sawyer County / LCO Transit Commission	5311	2012	ADA Vans (2)	\$57,980
7	Sawyer County / LCO Transit Commission	5311	2014	Buses (3)	\$165,200
7	Sawyer County / LCO Transit Commission	5311	2014	ADA Vans (2)	\$67,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 7

7	Sawyer County / LCO Transit Commission	5311	2014	Misc equipment	\$40,000
7	Sawyer County / LCO Transit Commission	5311	2014	Support vehicle	\$20,800
7	Sawyer County / LCO Transit Commission	5311	2015	Replacement buses (3)	\$176,400
7	Sawyer County / LCO Transit Commission	5311	2015	Rehab facility	\$23,600
7	Sawyer County / LCO Transit Commission	5311	2016	Replacement bus	\$52,000
7	Sawyer County / LCO Transit Commission	5311	2017	Bus < 30 ft	\$60,000
					\$16,011,593



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 8

DISTRICT	TRANSIT SYSTEM	FEDERAL FUND- ING PROGRAM	YEAR	MAJOR PURCHASES	FEDERAL AWARD AMOUNT
8	City of Appleton	5309-ARRA	2009	Hybrid Buses (3)	\$306,000
8	City of Appleton	5309-ARRA	2009	Rehab Admin/Maint Facility	\$112,357
8	City of Appleton	5309-ARRA	2009	Fare Collection Equipment	\$507,643
8	City of Appleton	5309-ARRA	2009	Passenger Shelters	\$14,400
8	City of Appleton	5309-ARRA	2009	Route Signage	\$37,500
8	City of Appleton	5309-ARRA	2009	AVL System	\$500,000
8	City of Appleton	5309	2011	Shelters, ADA upgrades, Bus equip.	\$220,800
8	City of Appleton	5339	2013	Bus and bus facilities	\$338,175
8	City of Appleton	5339	2014	Bus and bus facilities	\$362,377
8	City of Appleton	5339	2015	Bus and bus facilities	\$331,243
8	City of Clintonville / Clintonville Transit Commission	5311	2008	Minivan	\$14,400
8	City of Clintonville / Clintonville Transit Commission	5311-ARRA	2009	ADA Van	\$34,500
8	City of Clintonville / Clintonville Transit Commission	5311	2011	Radios	\$3,200
8	City of Clintonville / Clintonville Transit Commission	5311	2015	ADA Van	\$30,400
8	City of Green Bay	5309	2008	Buses (5)	\$1,320,000
8	City of Green Bay	5309	2009	Buses (2)	\$604,000
8	City of Green Bay	5309-ARRA	2010	Farebox System Upgrade	\$720,000
8	City of Green Bay	5309-ARRA	2010	Surveillance/Security/AVL Equip-	\$500,000
8	City of Green Bay	5309-ARRA	2010	Radio Equipment	\$60,000
8	City of Green Bay	5309-ARRA	2010	Support Vehicles	\$105,000
8	City of Green Bay	5309-ARRA	2010	Misc. Equipment	\$75,000
8	City of Green Bay	5309-ARRA	2010	Bus (4)	\$1,440,000
8	City of Green Bay	5309	2010	Buses/ facilities	\$1,100,000
8	City of Green Bay	5309	2012	Radios, Bus Wash, floor scrubber	\$312,722
8	City of Green Bay	5339	2013	Bus and bus facilities	\$289,615
8	City of Green Bay	5339	2014	Bus and bus facilities	\$293,844
8	City of Green Bay	5339	2015	Bus and bus facilities	\$288,304
8	City of Shawano	5311	2007	Van	\$20,800



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 8

8	City of Shawano	5311-ARRA	2010	ADA Van	\$35,500
8	City of Shawano	5311	2013	ADA Van (2)	\$64,144
8	City of Shawano	5311	2016	ADA Van	\$27,200
8	City of Waupaca	5311-ARRA	2009	Sedans	\$69,000
8	City of Waupaca	5311-ARRA	2009	Bus	\$49,000
8	City of Waupaca	5311-ARRA	2010	Van	\$24,000
8	City of Waupaca	5311	2014	ADA Buses	\$44,500
8	City of Waupaca	5311	2014	ADA Van	\$31,914
8	City of Waupaca	5311	2016	ADA Van	\$32,000
8	City of Waupaca	5311	2017	Vans	\$28,000
8	County of Door	5311-ARRA	2010	Bus	\$41,000
8	County of Door	5311-ARRA	2010	Buses (5)	\$250,000
8	County of Door	5311-ARRA	2010	ADA Van	\$35,500
8	Menominee Indian Tribe of Wisconsin	5311	2007	Bus, equipment, furniture, facility	\$1,041,500
8	Menominee Indian Tribe of Wisconsin	5311	2008	Admin, Shelter Facility	\$1,600,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Shop Equipment	\$569,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Surveillance/ Security	\$21,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Miscellaneous Equipment	\$135,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	ADP Hardware	\$26,500
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Communications Systems	\$5,500
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	ADP Software	\$1,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Admin/Maint Facility	\$2,700,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Vans	\$103,500
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Support Vehicles	\$85,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Bus	\$280,500
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Bus	\$96,000



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 8

8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Miscellaneous Equipment	\$125,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Support Vehicles	\$25,000
8	Menominee Indian Tribe of Wisconsin	5311-ARRA	2009	Support Vehicles	\$135,000
8	Menominee Indian Tribe of Wisconsin	5311	2010	Buses (3)	\$253,500
8	Menominee Indian Tribe of Wisconsin	5311	2010	Buses (2)	\$205,200
8	Menominee Indian Tribe of Wisconsin	5311	2010	Vans (3)	\$106,162
8	Menominee Indian Tribe of Wisconsin	5311	2010	Furniture	\$6,500
8	Menominee Indian Tribe of Wisconsin	5311	2010	ADP Hardware	\$68,150
8	Menominee Indian Tribe of Wisconsin	5311	2010	Fare Collection Equipment	\$25,000
8	Menominee Indian Tribe of Wisconsin	5311	2010	Shop Equipment	\$20,821
8	Menominee Indian Tribe of Wisconsin	5311	2010	Preventive Maintenance	\$551,641
8	Menominee Indian Tribe of Wisconsin	5311	2011	Buses (3)	\$196,803
8	Menominee Indian Tribe of Wisconsin	5311	2011	ADA Mini Van	\$29,930
8	Menominee Indian Tribe of Wisconsin	5311	2011	ADP Hardware	\$123,000
8	Menominee Indian Tribe of Wisconsin	5311	2011	Shop Equipment	\$20,000
8	Menominee Indian Tribe of Wisconsin	5311	2011	Maintenance facility furniture	\$8,000
8	Menominee Indian Tribe of Wisconsin	5311	2011	Project Management	\$113,406
8	Menominee Indian Tribe of Wisconsin	5311	2011	Preventive Maintenance	\$515,838
8	Menominee Indian Tribe of Wisconsin	5311	2012	Large bus	\$300,000
8	Menominee Indian Tribe of Wisconsin	5311	2012	Radios	\$148,320



TRANSIT CAPITAL GRANT AWARDS BY CONGRESSIONAL DISTRICT SINCE 2007 - DISTRICT 8

8	Menominee Indian Tribe of Wisconsin	5311	2012	Admin facility remodeling	\$106,800
8	Menominee Indian Tribe of Wisconsin	5311	2012	Computer Equipment/ Servers	\$83,040
8	Menominee Indian Tribe of Wisconsin	5311	2012	Preventive Maintenance	\$601,567
8	Menominee Indian Tribe of Wisconsin	5311	2013	ADA Vans	\$224,504
8	Menominee Indian Tribe of Wisconsin	5311	2013	Bus	\$304,000
8	Menominee Indian Tribe of Wisconsin	5311	2013	Security equipment	\$103,600
8	Menominee Indian Tribe of Wisconsin	5311	2013	IT equipment	\$80,800
8	Menominee Indian Tribe of Wisconsin	5311	2014	Preventive Maintenance	\$763,435
8	Menominee Indian Tribe of Wisconsin	5311	2014	IT equipment	\$222,720
8	Menominee Indian Tribe of Wisconsin	5311	2015	Replacement buses (3)	\$196,800
8	Menominee Indian Tribe of Wisconsin	5311	2015	Computer hardware	\$75,556
8	Menominee Indian Tribe of Wisconsin	5311	2015	Mobility managers	\$164,880
8	Oneida Nation	5311-ARRA	2009	Buses (2)	\$154,000
8	Oneida Nation	5311-ARRA	2009	Bus	\$49,000
8	Oneida Nation	5311-ARRA	2009	Support Vehicle	\$60,000
8	Oneida Nation	5311-ARRA	2009	Passenger Shelters	\$86,400
8	Oneida Nation	5311-ARRA	2009	ADP Software	\$100,000
8	Oneida Nation	5311	2013	Buses (4)	\$198,660
8	Oneida Nation	5311	2013	ADA Vans (2)	\$58,750
					\$23,950,321



Section 5311(b), FTA Rural Public Transit Program

Along with 44 other rural Wisconsin communities, four tribes in Wisconsin currently receive federal Section 5311 (rural public transit) funding either directly or indirectly through WisDOT. WisDOT administers the program on behalf of the Federal Transit Administration (FTA).

Menominee Indian Tribe

- State's largest rural bus system (in terms of budget and service area)
- Administered and operated by the Tribe
- Serves Menominee, Langlade, and Shawano counties with regular service, and provides trips to Green Bay for needed services; also offers periodic service to more distant destinations
- New transit facility built with ARRA and other capital funds in 2010
- STRAP funding was used to establish regional routes

Bad River & Red Cliff Bands of Lake Superior Chippewa

- Both members of the Bay Area Rural Transit (BART) Commission, which also includes the City of Ashland, and Bayfield and Ashland counties
- Bad River and Red Cliff operate their own buses
- BART operates service that connects to the Tribes' service areas
- Bad River received ARRA and regular 5311 capital funding for a new maintenance facility, completed summer in 2013

Lac Courte Oreilles Band of Lake Superior Chippewa

- Partners with Sawyer County to form Sawyer County / Lac Courte Oreilles Transit Commission (doing business as Namekagon Transit)
- Namekagon Transit serves Washburn, Barron and Sawyer counties, including the Lac Courte Oreilles reservation
- Received ARRA funding, some of which went toward a new facility
- Shared responsibilities:
 - Namekagon Transit administers public and specialized transit grants
 - Transit manager is hired by the transit commission

Lac du Flambeau Band of Lake Superior Chippewa

- Received STRAP grants in 2013 and 2014, to fund new service between reservation and towns of Minocqua and Woodruff; service began in Fall 2013
- Partners with Menominee Tribe, which operates the transit service
- Operates an on-reservation transit service, following recommendations of a 2010 planning study

In addition to these four tribes, the Oneida Tribe previously has received public transit operating through WisDOT's statewide rural public transit funding distribution (though it received state funds exclusively). Additionally, the Forest County Potawatomi Community and Stockbridge-Munsee Community have explored participating in the state program in the future.



TRIBAL TRANSIT SYSTEMS IN WISCONSIN

Section 5311(c), FTA Tribal Transit Program

Several Wisconsin tribes receive, or have received, Section 5311(c) funding, which is available to support public transit service on Indian reservations. FTA allocates funds to tribes directly.

Tribal transit funds are available through both formula and discretionary programs. The FAST Act sets annual Tribal Transit funding at \$35 million through 2020, with \$30 million issued to tribes via formula and \$5 million issued as discretionary awards. The table below summarizes Tribal Transit program awards to Wisconsin-based tribes since FFY 2011.

Summary of 5311(c) Funding Awards for Wisconsin Tribes

Tribes	FFY2011	FFY2012	FFY2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017
Bad River		\$25,000		\$104,649	\$107,623	\$124,415	\$128,111
Forest County Potawatomi							\$250,000
Ho-Chunk		\$25,000					
Lac Courtes Oreilles			\$92,896	\$68,671	\$78,178	\$99,859	\$132,672
Lac du Flambeau						\$80,666	\$144,001
			\$200,000	\$300,000			
Menominee	\$475,000		\$1,062,486	\$949,890	\$1,074,106	\$1,369,055	\$1,320,237
				\$300,000			
Oneida			\$608,609	\$577,030	\$558,080	\$565,639	\$494,374
Red Cliff				\$22,469	\$42,489	\$46,405	\$45,447
			\$82,690			\$25,000	
Stockbridge-Munsee							
	\$25,000						
Totals	\$500,000	\$50,000	\$2,046,681	\$2,322,709	\$1,860,476	\$2,311,039	\$2,514,842

Notes: 1) For each tribe, upper row is formula funding, lower row is discretionary funding; 2) FTA aggregated FFY 2014 and 2015 discretionary funds.

Section 5304 (Transit Planning)

Tribes are eligible subrecipients for transit planning grant funds that flow through WisDOT. Since 2010, two tribes have received Section 5304 funds.

Forest County Potawatomi Community

Received planning funds in 2017 to analyze current operations and recommend alternatives to improve transit service efficiency and effectiveness

Lac du Flambeau Band of Lake Superior Chippewa

Received planning funds in 2010 to analyze the transportation services available to Band members and to develop options for improving those services.



TRANSIT SECTION AT WISDOT - CONTACT LIST

Dave Simon, Director, Bureau of Transit, Local Roads, Railroads & Harbors (608) 266-2963 david.simon@dot.wi.gov	
Ian Ritz, Transit Section Chief (608) 266-0189 ian.ritz@dot.wi.gov	
Administration & Compliance Unit	Policy & Program Development Unit
Katie Patterson (608) 264-7335 katherine.patterson@dot.wi.gov Federal Compliance, Rail Transit Safety Oversight, Title VI, ADA, DBE, Drug & Alcohol Testing, Financial Management	Chad Reuter (608) 267-7345 chadwic.reuter@dot.wi.gov Public/Specialized Transit Program Policy Issues, Transit Audits, Public Transit Operating Funds Distribution, Section Grants Management Software, Intercity Bus Program
Danette Tessmann (608) 266-8165 danette.tessmann@dot.wi.gov Procurement, Contract Administration Oversight	Steve Hirshfeld (608) 267-0209 stephen.hirshfeld@dot.wi.gov Rural Transit Program Manager (Section 5307/5311, Ch. 85.20), Ch. 85.20, Rural Transportation Assistance Program (RTAP), Section 5304 Planning
Judy Egnor (608) 266-8968 judy.egnor@dot.wi.gov Technical Assistance Contractor Oversight, Transit Safety and Rail Safety and Security, (WETAP), JARC, TEAM	John Swissler (608) 264-9532 john.swissler@dot.wi.gov and specialized.transit@dot.wi.gov Program Manager for Specialized Transit - 5310/85.22 for Mobility Management and Vehicles, 85.21 counties, 85.215 Tribal Elderly, Local Coordination Plans
Margaret Schlender (608) 267-7525 margaret.schlender@dot.wi.gov Federal Asset Management, Vehicle Disposals/Transfers	Specialized Transit - Vacant (608) 266-1535 first.last@dot.wi.gov and specialized.transit@dot.wi.gov Program Manager for Specialized Transit
Becky Soderholm (608) 266-1650 becky.soderholm@dot.wi.gov FTA Compliance, Title VI, ADA, DBE, Drug & Alcohol Testing	Ben Vondra (608) 266-0560 benjamin.vondra@dot.wi.gov Rural Transit Program Manager (Section 5307/5311, Ch. 85.20), 5339 Capital, National Transit Database (NTD), Cost Efficiency Reporting
Eric Stoegbauer (608) 286-0041 eric.stoegbauer@dot.wi.gov FTA Compliance, Rail Transit Safety Oversight, Title VI, ADA, Drug & Alcohol Testing, DBE	Valentina (608) 266-8508 valentinad.ritz@dot.wi.gov Financial Management, FTA TrAMS, STAR
Nathan Abney nathan.abney@dot.wi.gov Intern (LTE) – Transit Annual Report	



PUBLIC TRANSIT SYSTEMS - CONTACT LIST

System	System Contact	Telephone	Urban/Rural
Bad River Tribe of Wisconsin	Lloyd Hartwell	(715) 685-9461	R
Baraboo Shared-ride Taxi System	Cheryl Giese	(608) 355-2700	R
Bay Area Rural Transit System	Pat Daoust	(715) 682-9664	R
Beaver Dam Shared-ride Taxi System	John Somers	(920) 887-4600	R
Beloit Transit System	Michelle Gavin	(608) 364-2870	U
Berlin Shared-ride Taxi System	Susie Thom	(920) 361-5400	R
Black River Falls Shared-ride Taxi System	Brad Chown	(715) 284-5514	R
Chippewa Falls Shared-ride Taxi System	Ann Schell	(715) 836-2918	U
Clark County Transit	Suzanne Lindenman	(715) 743-5237	R
Clintonville Shared-ride Taxi System	Stacy Zachow	(715) 823-7600	R
Door County Transit System	Joseph Krebsbach	(920) 746-2337	R
Dunn County Transit System	Dolores Catlin	(715) 235-7433	R
Eau Claire Transit System	Tom Wagener	(715) 839-5111	U
Edgerton Shared-ride Taxi System	Jenny Salvo	(608) 884-3341	R
Fond du Lac Transit System	Lynn Gilles	(920) 322-3652	U
Fort Atkinson Shared-ride Taxi System	Andy Selle	(920) 563-7760	R
Grant County Shared-ride Taxi System	Lori Reid	(608) 723-6113	R
Green Bay Transit System	Patty Kiewiz	(920) 448-3455	U
Hartford Shared-ride Taxi System	Lisa Alves	(262) 673-8223	U
Janesville Transit System	Rebecca Smith	(608) 755-3104	U
Jefferson Shared-ride Taxi System	Tim Freitag	(920) 674-7700	R
Kenosha County Transit	Carolyn Feldt	(262) 605-6611	R
Kenosha Transit Commission	Nelson Ogbuagu	(262) 653-4290	U
La Crosse Municipal Transit Utility	James Krueger	(608) 789-7350	U
Lake Mills Shared-ride Taxi System	Misty Quest	(920) 648-2344	R
Madison Metro Transit System	Chuck Kamp	(608) 267-8777	U
Marinette Shared-ride Taxi System	Jackie Miller	(715) 732-5143	R
Maritime Metro Transit (Manitowoc)	Jim Muenzenmeyer	(920) 686-6940	R
Marshfield Shared-ride Taxi System	Amy Van Whye	(715) 387-3033	R
Mauston Shared-ride Taxi System	Val Nelson	(608) 847-4070	R
Medford Shared-ride Taxi System	Robert Christensen	(715) 748-4321	R
Menominee Tribe Rural Transit System	Tim Reed	(715) 799-5264	R



PUBLIC TRANSIT SYSTEMS - CONTACT LIST

Merrill-Go-Round Transit System	Brad Brummond	(715) 536-7112	R
Milwaukee County Transit System	Steven Nigh	(414) 278-4909	U
Monona Transit System	Marc Houtakker	(608) 222-2525	U
Monroe Shared-Ride Taxi System	Sam Liebert	(608) 329-2530	R
Namekagon Transit Commission	Karen Melasecca	(715) 638-3301	R
Neillsville Shared-ride Taxi System	Barb Boyer	(715) 743-2105	R
New Richmond Shared-ride Taxi System	Marie Bannink	(715) 246-4268	R
Onalaska Shared-ride Taxi System	Fred Buehler	(608) 781-9530	U
Oneida Public Transit System	Brandon Cooper	(920) 833-9827	R
Oneida-Vilas Transit Commission	Erv Teichmiller	(715) 420-0585	R
Oshkosh Transit System	Korbin Figg	(920) 232-5341	U
Ozaukee County Shared-ride Taxi System	Jason Wittek	(262) 284-8331	U
Platteville Shared-ride Taxi System	Howard Crofoot	(608) 348-9741	R
Plover Shared-ride Taxi System	Dan Mahoney	(715) 345-5250	R
Portage Shared-ride Taxi System	Jean Mohr	(608) 742-2176	R
Prairie du Chien Shared-ride Taxi System	Garth Frable	(608) 326-6406	R
Prairie du Sac Shared-ride Taxi System	Niki Conway	(608) 643-2121	R
Reedsburg Shared-ride Taxi System	Stephen Compton	(608) 768-3352	R
Rhineland Shared-ride Taxi System	Wendi Bixby	715-365-8600	R
Rice Lake Shared-ride Taxi System	Kathy Morse	(715) 234-7089	R
Richland Center Shared-ride Taxi System	Melinda Jones	(608) 647-3466	R
Ripon Shared-ride Taxi System	Lori Rich	(920) 748-4914	R
River Falls Shared-ride Taxi System	Julie Bergstrom	(715) 426-3416	R
Rusk County Transit Commission	Sheryl Kisling	(715) 532-1570	R
RYDE (Racine)	Michael Maierle	(262) 636-9480	U
Shawano Shared-ride Taxi System	Karla Duchac	(715) 526-6138	R
Sheboygan Transit System	Derek Muench	(920) 459-3140	U
Stevens Point Transit System	Susan Lemke	(715) 341-4490	R
Stoughton Shared-ride Taxi System	Lisa Aide	(608) 646-0404	U
Sun Prairie Shared-ride Taxi System	Kristin Vander Kooi	(608) 837-1107	U
Superior-Duluth Transit Authority	Carla Montgomery	(218) 722-4426	U
Tomah Shared-ride Taxi System	Julia Mann	(608) 374-7423	R



PUBLIC TRANSIT SYSTEMS - CONTACT LIST

Valley (Appleton) Transit System	Deborah Ebben	(920) 832-2292	U
Verona Transit (operated by Madison Metro)	Ellen Clark	(608) 845-9943	U
Viroqua Shared-ride Taxi System	Lori Polhamus	(608) 637-7154	R
Walworth County Shared-ride Taxi System	Al Stanek	(262) 741-4357	R
Washington County Shared-ride Taxi System	Joseph Steier	(262) 335-7700	U
Watertown Shared-ride Taxi System	Cindy Rupprecht	(920) 262-4007	R
Waukesha Metro Transit System	Brian Engelking	(262) 524-3634	U
Waupaca Shared-ride Taxi System	Henry Veleker	(715) 258-4411	R
Waupun Shared-ride Taxi System	Michelle Kast	(920) 324-7850	R
Wausau Area Transit System	Greg Seubert	(715) 842-9287	U
West Bend Shared-ride Taxi System	Angela Rosenberg	(262) 335-5064	U
Whitewater Shared-ride Taxi System	Stephen Hatton	(262) 473-1380	R
Wisconsin Rapids Shared-ride Taxi System	Cindy Schlichting	(715) 421-8235	R





Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.7.

Marketing Report

BACKGROUND

First Quarter 2017 Marketing report is included.

Staff will be available to answer any specific questions regarding the report.

RECOMMENDATION

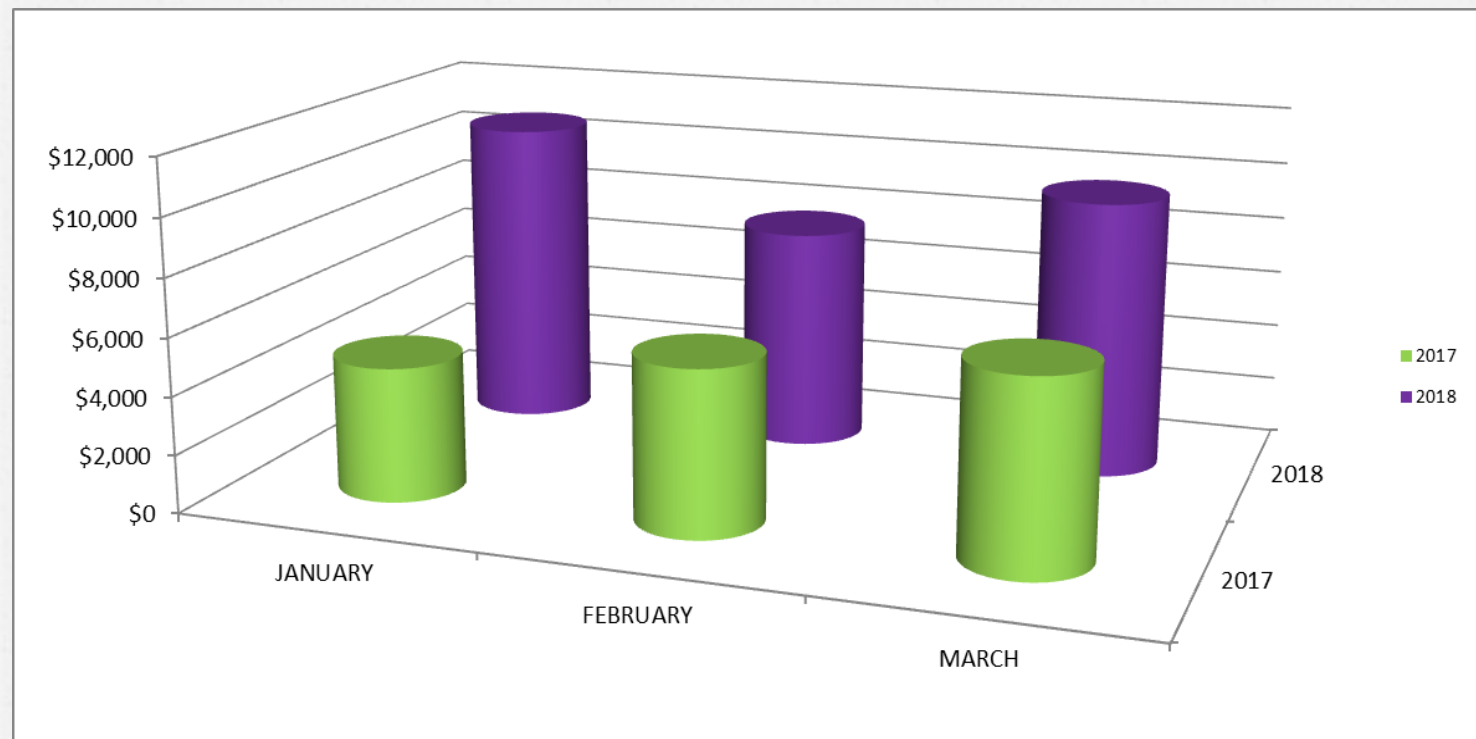
Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. Advertising Comparison-Jan-March 2018

January – March 2018 Advertising Comparison



2017	\$16,897.00
2018	\$28,171.00



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.8.

Operational Reports

BACKGROUND

Operational reports are included.

Staff will be available to answer any specific questions regarding these reports.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

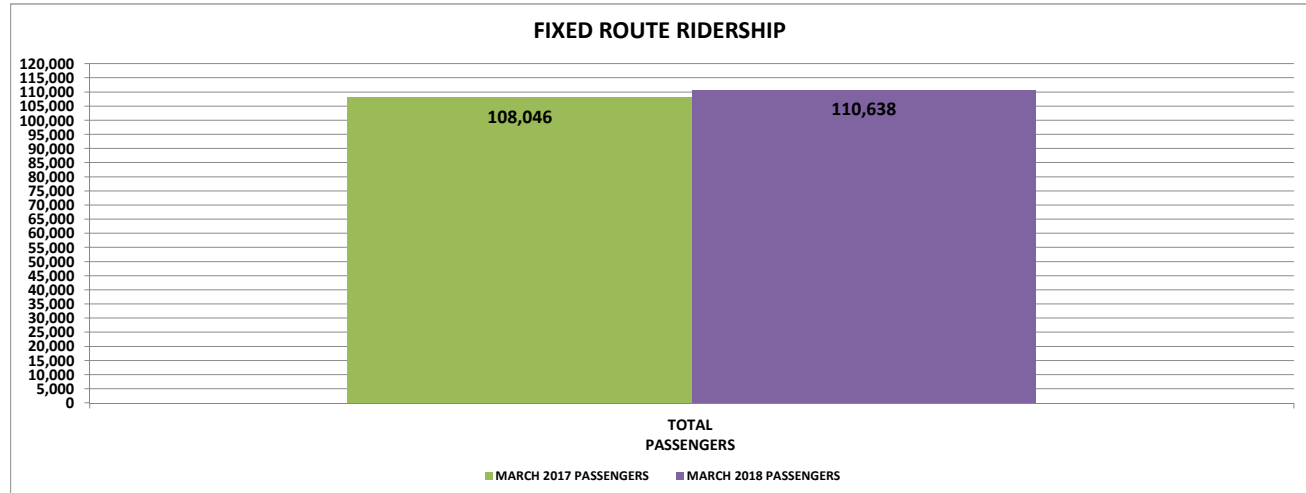
ATTACHMENTS

1. March 2018 Ridership
2. March 2018 Schedule Adherence Report
3. Green Bay Public Schools Ridership - March 2018
4. Ashwaubenon School Ridership - March 2018
5. 1st Quarter Bicycle
6. 1st Quarter Mobility
7. Green Bay Public Schools Ridership - April 2018
8. Ashwaubenon School Ridership - April 2018
9. April 2018 Ridership
10. April 2018 Schedule Adherence Report

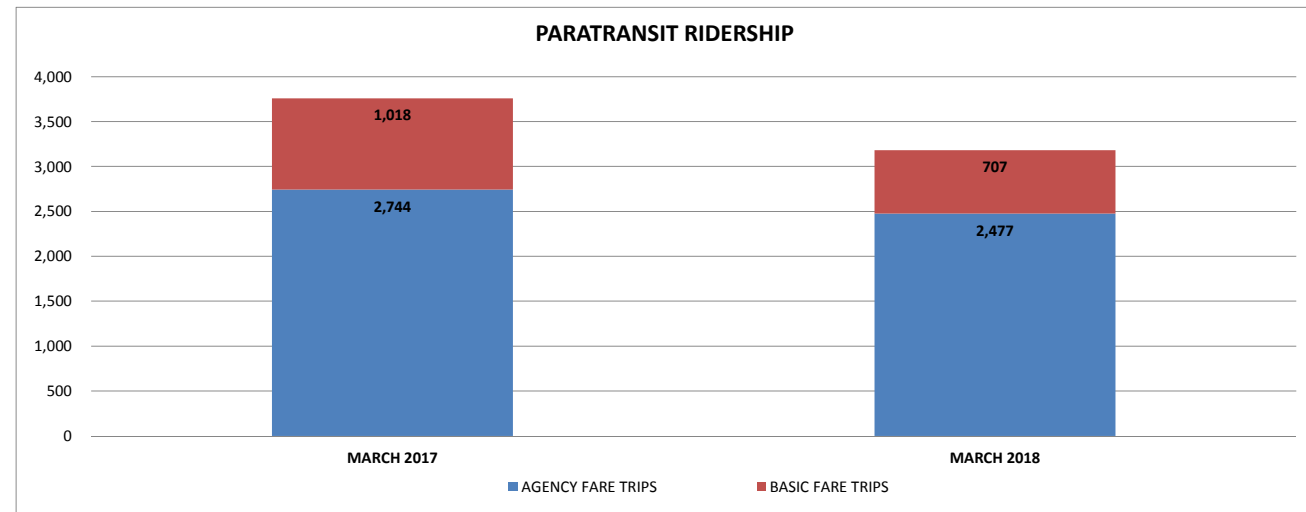
FIXED ROUTE RIDERSHIP

	ADULT CASH	ADULT PASS	COLLEGE STUDENT PASS	WEEK PASS	ADULT DAY PASS	STUDENT DAY PASS	REDUCED DAY PASS	ADULT SINGLE	STUDENT CASH	STUDENT PASS	STUDENT SINGLE	E&D CASH	E&D PASS	E&D SINGLE	REVENUE PASSENGERS
MARCH 2017	3,213	30,171	1,504	2,844	17,253	2,592	6,402	14	2,151	14,565	6	453	12,862	7	94,037
MARCH 2018	2,945	30,698	1,162	2,291	15,701	493	6,414	3	350	456	1	412	11,892	0	72,818
CHANGE '17-'18	(268)	527	(342)	(553)	(1,552)	(2,099)	12	(11)	(1,801)	(14,109)	(5)	(41)	(970)	(7)	(21,219)
	-8.3%	1.7%	-22.7%	-19.4%	-9.0%	-81.0%	0.2%	-80.0%	-83.7%	-96.9%	-80.0%	-9.1%	-7.5%	-100.0%	-22.6%

	GREEN SATURDAY	GAME DAY	SNC	FREE FARE	FREE 4 & UNDER	PROMO	TOTAL FREE FARES	ASHWAUPE NON SCHOOLS	GBAPS	U-PASS	RAZ PASS	G-LINE	TOTAL PARTNERSHIP FARES	TOTAL PASSENGERS
MARCH 2017	10,539	0	0	1,351	1,045	3	12,938	0	0	1,071	0	0	1,071	108,046
MARCH 2018	13,265	0	0	1,099	1,425	7	15,796	956	20,091	977	0	0	22,024	110,638
CHANGE '17-'18	2,726	0	0	(252)	380	4	2,858	956	20,091	(94)	0	0	20,953	2,592
	25.9%	#DIV/0!	#DIV/0!	-18.7%	36.4%	133.3%	22.1%	#DIV/0!	#DIV/0!	-8.8%	100.0%	100.0%	1956.4%	2.4%

**PARATRANSIT**

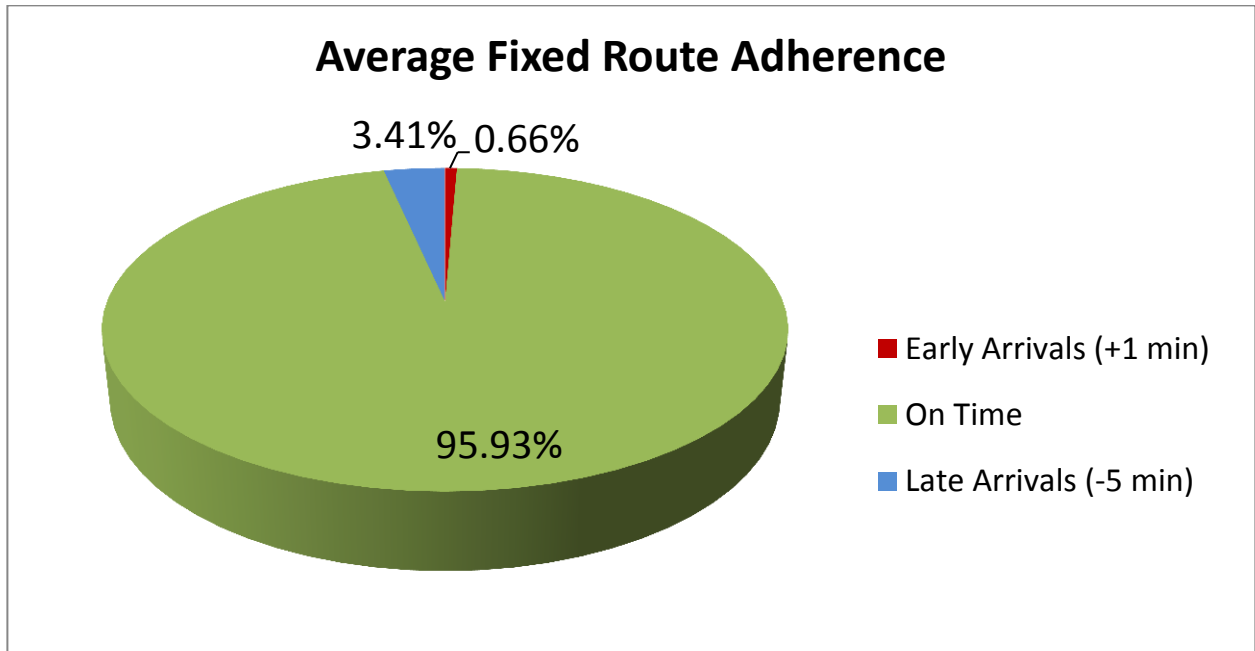
	AGENCY FARE TRIPS	BASIC FARE TRIPS	TOTAL TRIPS		BASIC FARE	AGENCY FARE	TOTAL FARES
MARCH 2017	2,744	1,018	3,762	\$	11,070	\$ 32,760	\$ 43,830
MARCH 2018	2,477	707	3,184	\$	9,552	\$ 29,511	\$ 39,063
CHANGE '17-'18	(267)	(311)	(578)	\$	(1,518)	\$ (3,250)	\$ (4,768)
	-9.7%	-30.6%	-15.4%		-13.7%	-9.9%	-10.9%





MONTHLY SCHEDULE ADHERENCE REPORT

March 2018



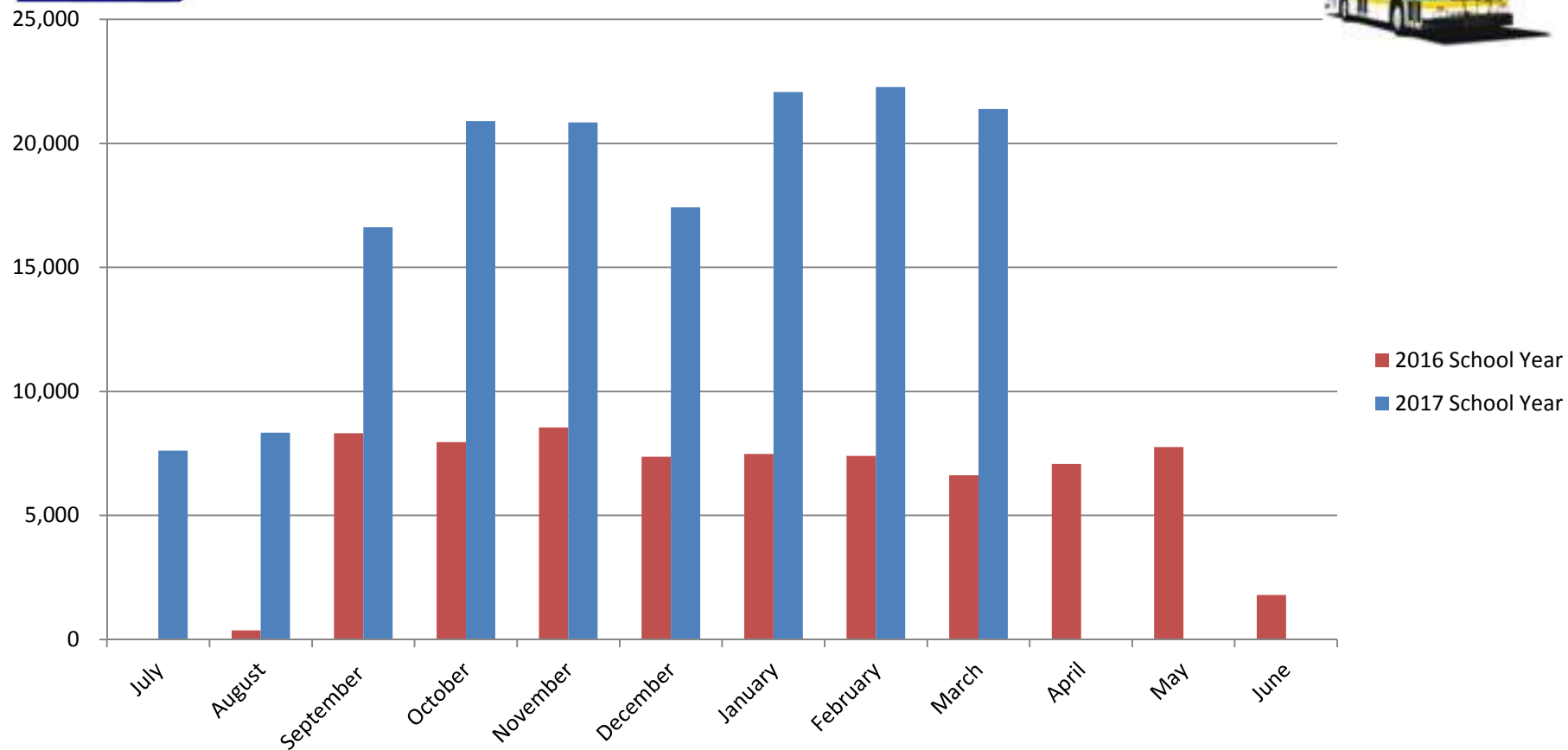
Operating Days:

Full Service Routes:	27
Limited Service Routes:	20
Game Day Routes:	0

Comments:

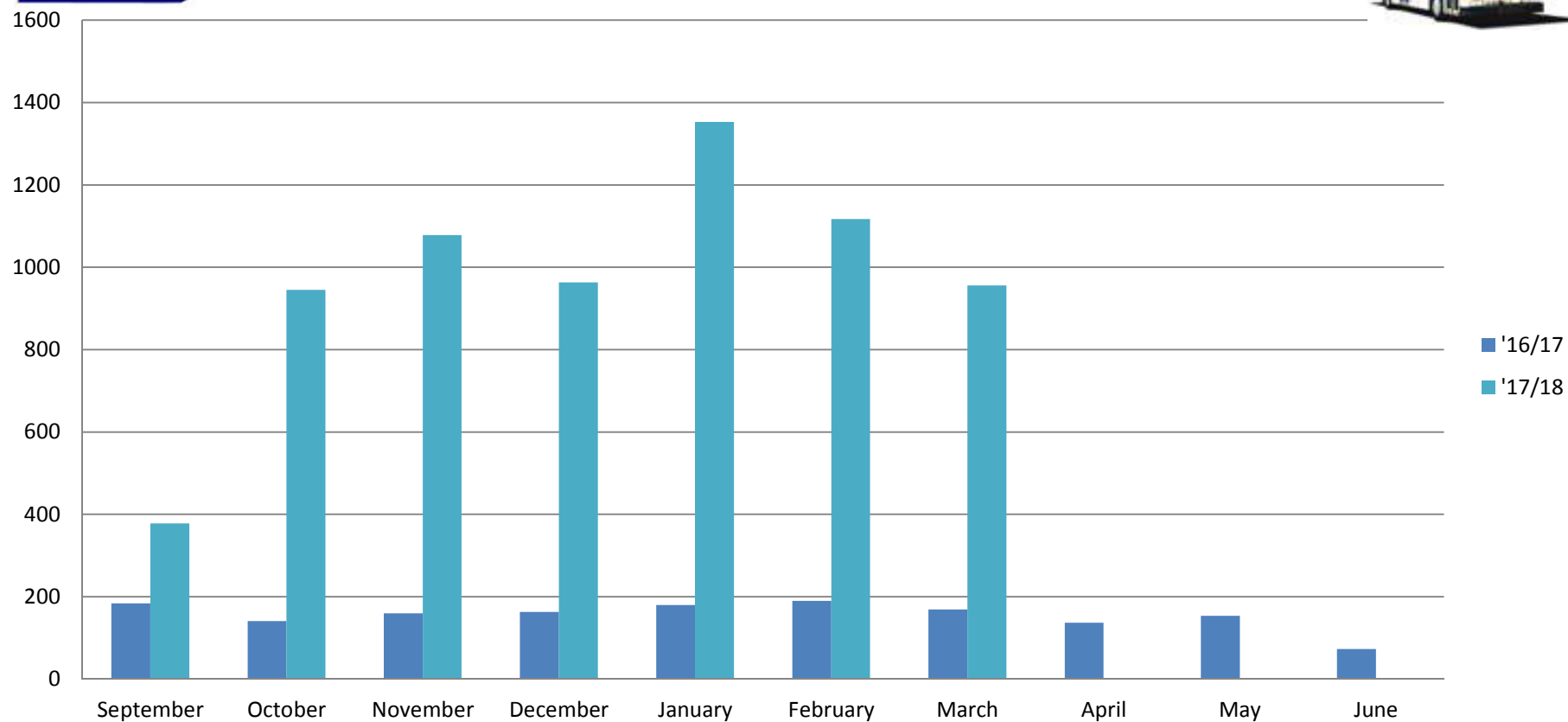
- One day of severe weather
- Two days of bridge closures

'16/17 vs '17/18 School Year GBAPS Ridership



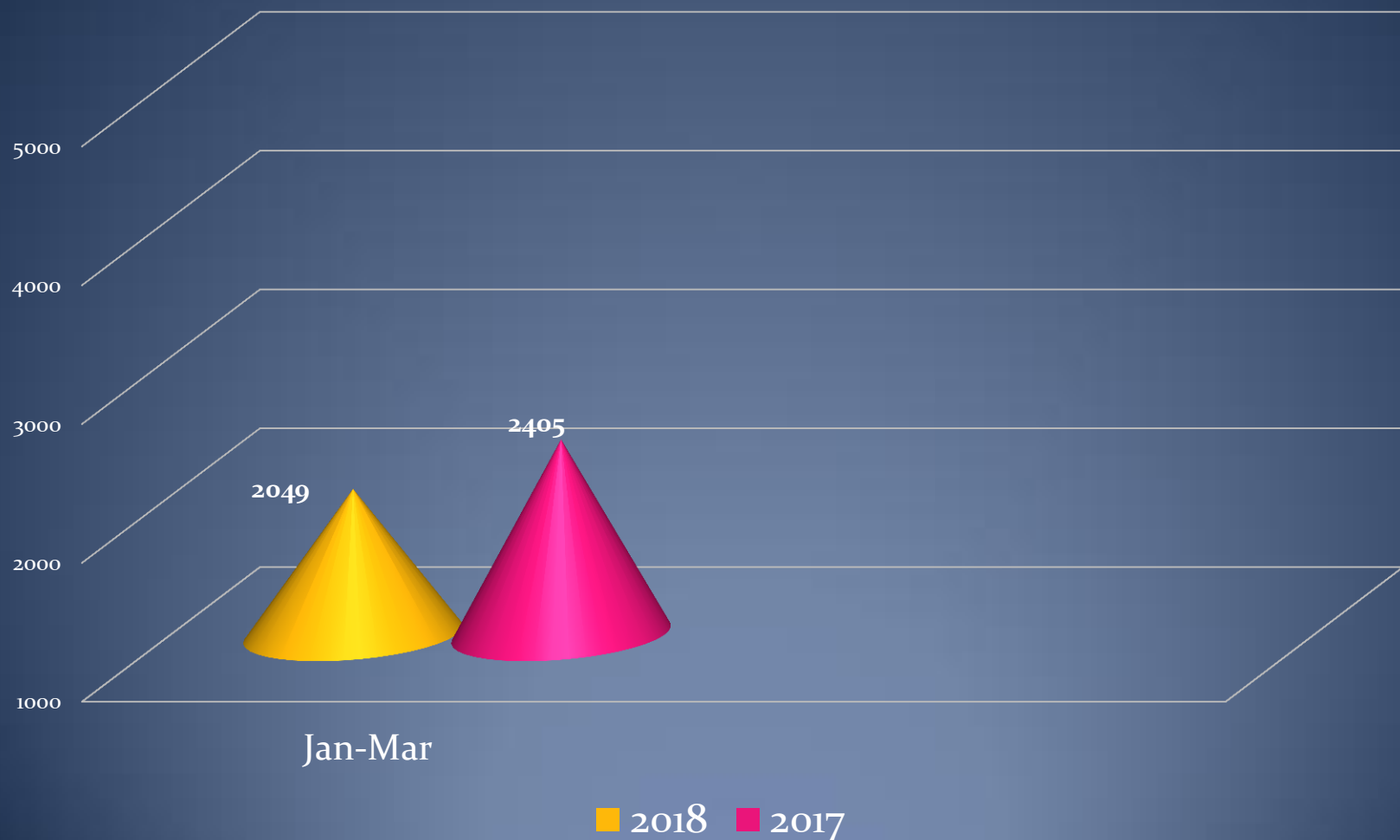


'16/17 vs '17/18 School Year Ashwaubenon School Ridership



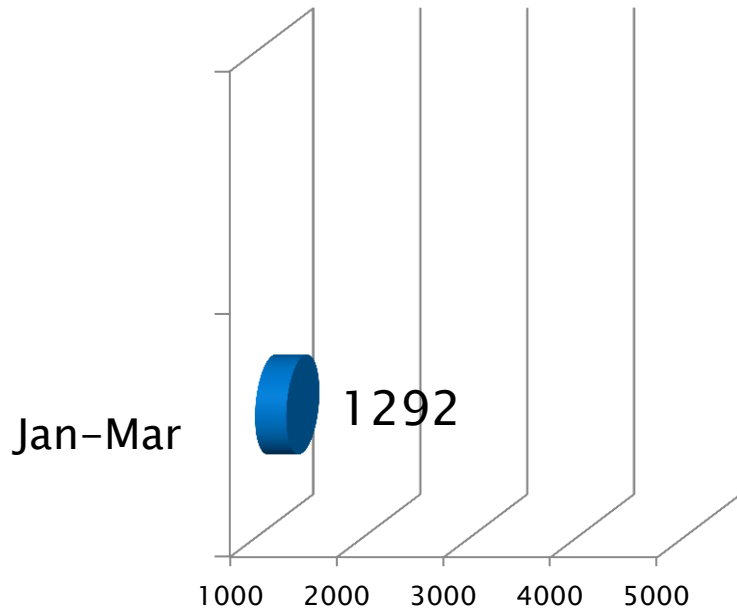


Annual Bicycle Usage

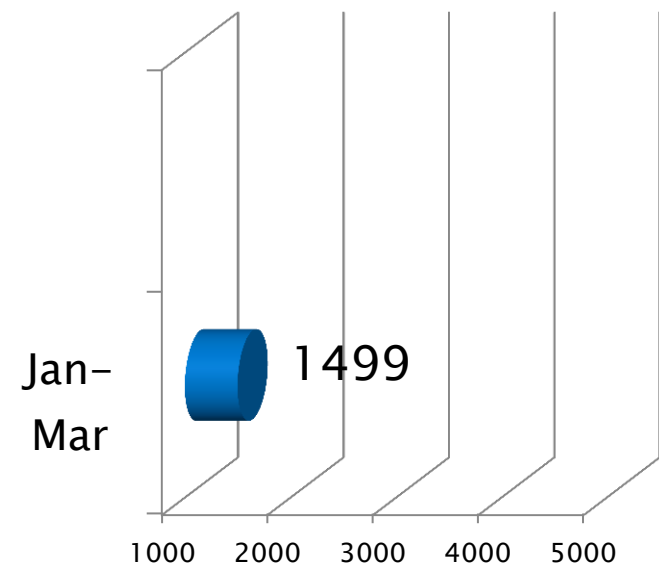


Mobility Device Annual Comparison

2018

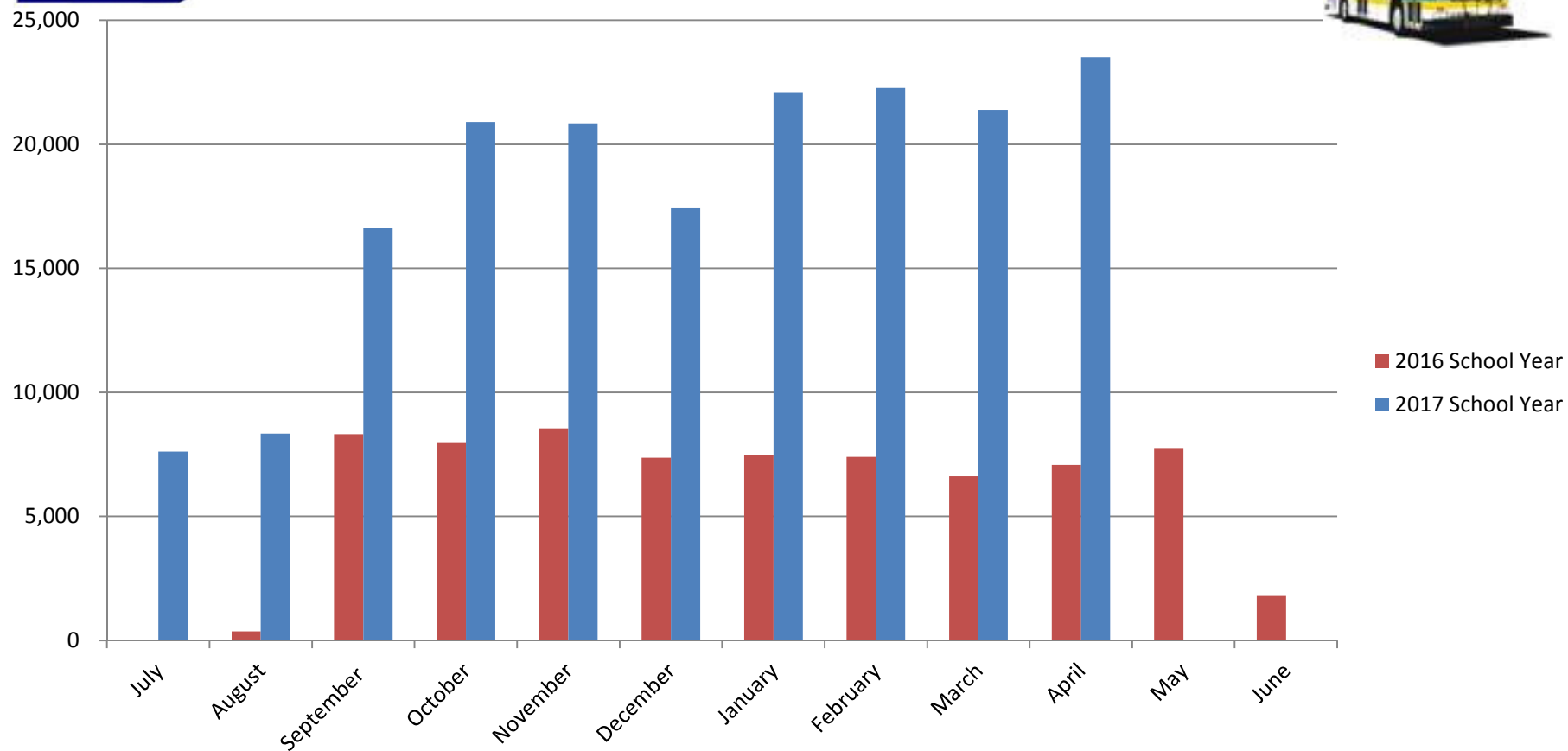


2017



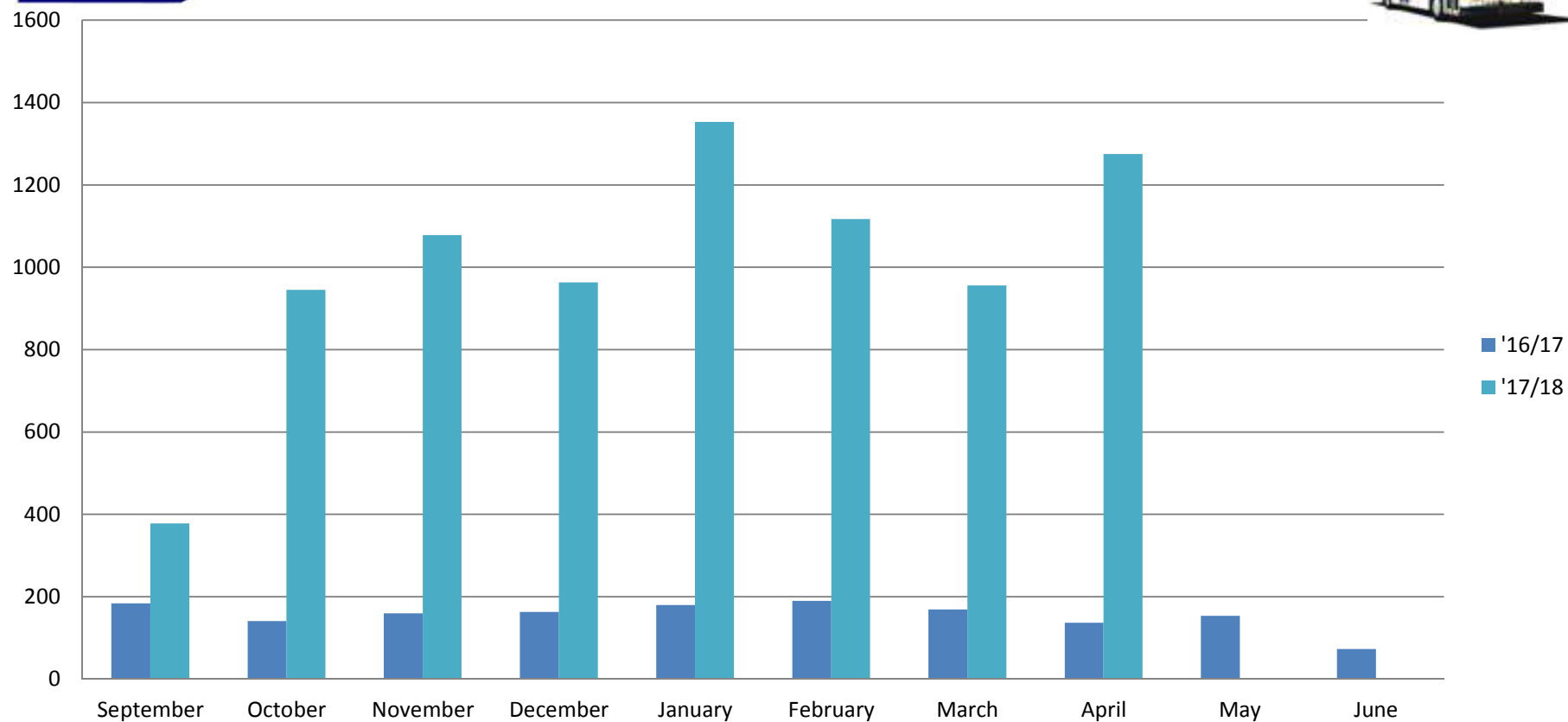
■ Mobility Devices Transported on Fixed Route

'16/17 vs '17/18 School Year GBAPS Ridership





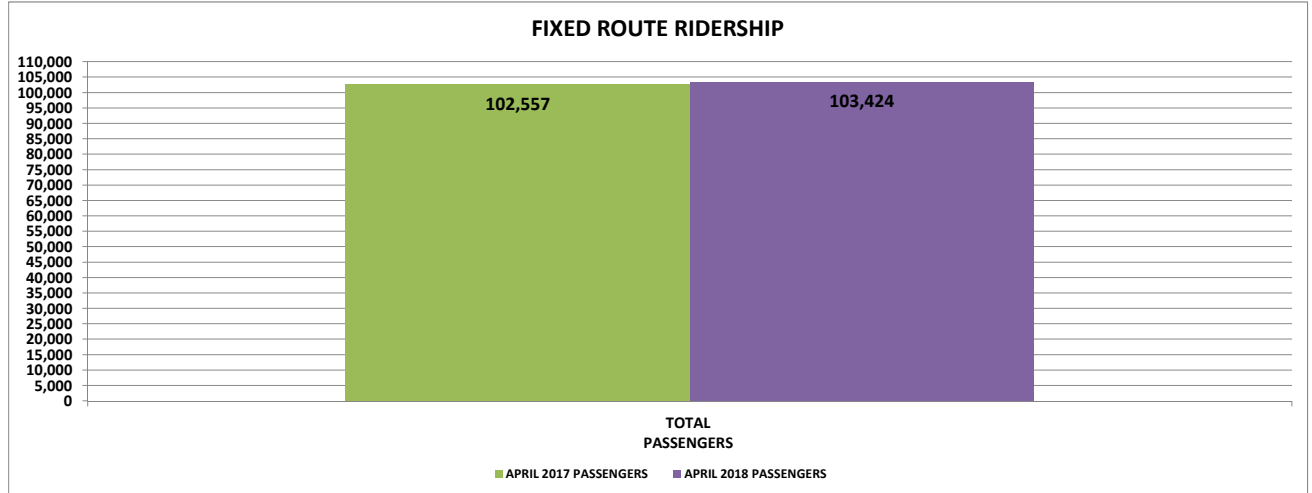
'16/17 vs '17/18 School Year Ashwaubenon School Ridership



FIXED ROUTE RIDERSHIP

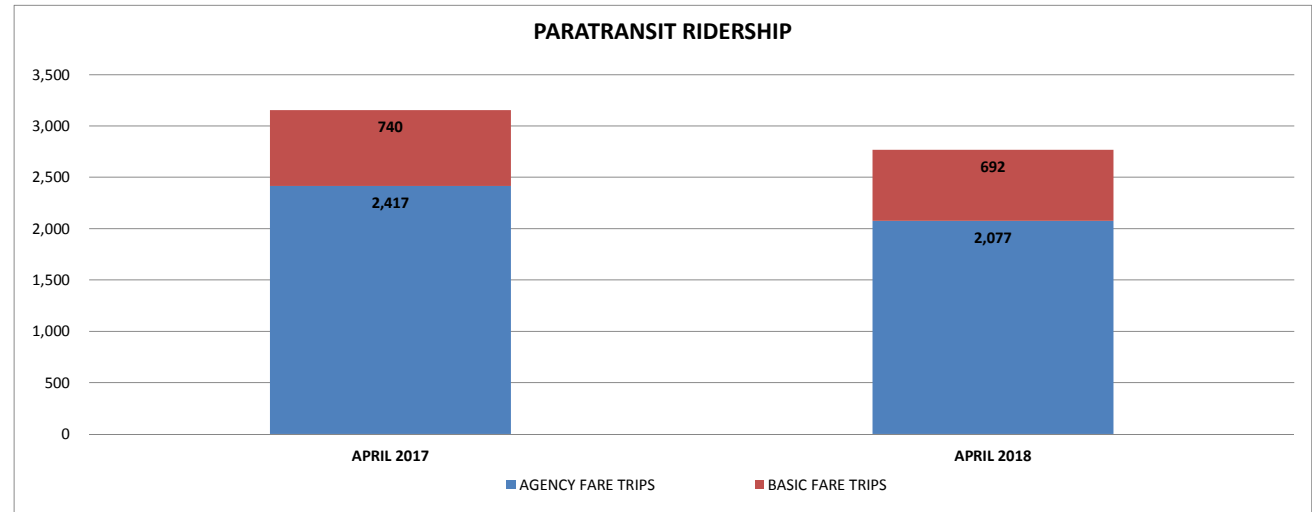
	ADULT CASH	ADULT PASS	COLLEGE STUDENT PASS	WEEK PASS	ADULT DAY PASS	STUDENT DAY PASS	REDUCED DAY PASS	ADULT SINGLE	STUDENT CASH	STUDENT PASS	STUDENT SINGLE	E&D CASH	E&D PASS	E&D SINGLE	REVENUE PASSENGERS
APRIL 2017	3,045	26,724	1,210	2,378	15,320	2,288	5,804	7	1,939	14,917	3	358	11,245	0	85,238
APRIL 2018	2,686	28,594	1,252	2,356	14,629	400	6,438	6	340	459	2	342	10,687	2	68,193
CHANGE '17-'18	(359)	1,870	42	(22)	(691)	(1,888)	634	(1)	(1,599)	(14,458)	(1)	(16)	(558)	2	(17,045)
	-11.8%	7.0%	3.5%	-0.9%	-4.5%	-82.5%	10.9%	-20.0%	-82.5%	-96.9%	-20.0%	-4.5%	-5.0%	#DIV/0!	-20.0%

	GREEN SATURDAY	GAME DAY	SNC	FREE FARE	FREE 4 & UNDER	PROMO	TOTAL FREE FARES	ASHWAUPE NON SCHOOLS	GBAPS	U-PASS	RAZ PASS	G-LINE	TOTAL PARTNERSHIP FARES	TOTAL PASSENGERS
APRIL 2017	13,947	0	0	1,361	960	2	16,270	0	0	1,049	0	0	1,049	102,557
APRIL 2018	8,311	0	0	1,186	1,111	11	10,619	1,275	22,311	1,026	0	0	24,612	103,424
CHANGE '17-'18	(5,636)	0	0	(175)	151	9	(5,651)	1,275	22,311	(23)	0	0	23,563	867
	-40.4%	#DIV/0!	#DIV/0!	-12.9%	15.7%	450.0%	-34.7%	#DIV/0!	#DIV/0!	-2.2%	100.0%	100.0%	2246.2%	0.8%



PARATRANSIT

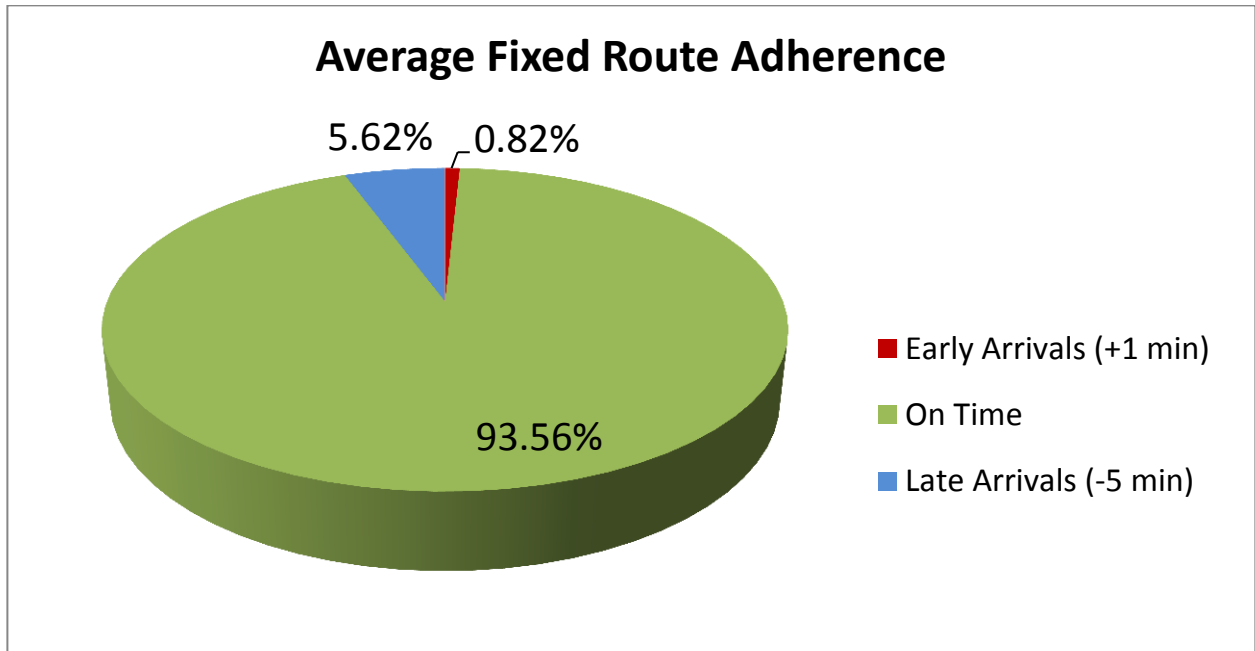
	AGENCY FARE TRIPS	BASIC FARE TRIPS	TOTAL TRIPS	BASIC FARE	AGENCY FARE	TOTAL FARES
APRIL 2017	2,417	740	3,157	\$ 9,471	\$ 28,943	\$ 38,414
APRIL 2018	2,077	692	2,769	\$ 8,307	\$ 24,861	\$ 33,168
CHANGE '17-'18	(340)	(48)	(388)	\$ (1,164)	\$ (4,082)	\$ (5,246)
	-14.1%	-6.5%	-12.3%	-12.3%	-14.1%	-13.7%





MONTHLY SCHEDULE ADHERENCE REPORT

April 2018



Operating Days:

Full Service Routes:	24
Limited Service Routes:	18
Game Day Routes:	0

Comments:

- Multiple days of inclement weather
- One Saturday of no service due to weather



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.9.

Financial Report

BACKGROUND

Green Bay Metro staff will present the Commission with January through March financial reports.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. 2018 Financials-Feb
2. 2018 Financials-Mar



EXPENSES

ACCOUNT DESCRIPTION	2018 FEBRUARY	2017 FEBRUARY	+/-	%	2018 BUDGET	% OF BUDGET
Wages & Salaries	268,546	280,756	(12,210)	-4.3%	3,642,221	7.4%
Fringe Benefits	216,793	215,259	1,534	0.7%	1,536,653	14.1%
Other Employment Expenses	6,891	5,828	1,062	18.2%	43,750	15.8%
Contract Services	6,453	18,409	(11,956)	-64.9%	334,515	1.9%
Materials & Supplies	97,444	75,282	22,161	29.4%	956,979	10.2%
Building & Equip Maintenance	65,660	43,194	22,466	52.0%	304,500	21.6%
Utilities	12,622	12,557	65	0.5%	114,017	11.1%
Insurance	170,963	193,427	(22,464)	-13.1%	175,016	97.7%
Miscellaneous	24	24	(1)	-2.1%	300	7.9%
Paratransit Services	101,442	84,403	17,039	20.2%	1,353,520	7.5%
Subrecipient Expenses	-	112,710	(112,710)	0.0%	-	0.0%
TOTAL	946,838	1,041,850	(95,012)	-9.1%	8,461,471	11.2%

REVENUES

ACCOUNT DESCRIPTION	2018 FEBRUARY	2017 FEBRUARY	+/-	%	2018 BUDGET	% OF BUDGET
Federal Operating Asst	-	26,310	(26,310)	0.0%	2,326,078	0.0%
State Operating Asst	-	-	-	0.0%	2,326,078	0.0%
Other Local Municipalities	104,212	98,714	5,497	5.3%	555,842	18.7%
Green Bay	212,500	216,667	(4,167)	-2.0%	1,561,073	13.6%
Farebox Revenue-Fixed Route	103,414	120,411	(16,997)	-16.4%	660,000	15.7%
Farebox Revenue-Paratransit	73,151	79,722	(6,572)	-9.0%	564,000	13.0%
College Program Fares	-	-	-	0.0%	-	0.0%
TMI Refund	-	-	-	0%	-	0.0%
Non-Transportation Revenue	20,107	8,162	11,944	59.4%	21,400	94.0%
State Fuel Refund	-	-	-	0.0%	-	0.0%
Advertising	21,998	10,478	11,520	52.4%	100,000	22.0%
Greyhound Commission	5,201	5,393	(192)	-3.7%	50,000	10.4%
Partnership Contributions	834	-	834	100.0%	297,000	0.3%
TOTAL	541,416	565,858	(24,442)	-4.5%	8,461,471	6.4%

KEY PERFORMANCE INDICATORS (KPI)

Operating Days	24	24	0	0.0%	307
Revenue Miles	85,743	88,165	(2,422)	-2.7%	1,178,076
Revenue Hours	5,969	6,109	(140)	-2.3%	82,110
Unlinked Passenger Trips	102,273	103,221	(948)	-0.9%	1,414,000
Revenue / Cost	57.2%	54.3%			100.0%
Farebox Revenue / Mile	1.21	1.37	(0.16)	-11.7%	0.56
Farebox Revenue / Pass Trip	1.01	1.17	(0.16)	-13.3%	0.47
Farebox Revenue / Hour	17.32	19.71	(2.39)	-12.1%	8.04
Passenger / Mile	1.19	1.17	0.02	1.9%	1.20
Cost / Mile	9.86	10.86	(1.00)	-9.2%	6.03
Cost / Passenger Trip	8.27	9.28	(1.01)	-10.9%	5.03



EXPENSES

ACCOUNT DESCRIPTION	2018 MARCH	2017 MARCH	+/-	%	2018 BUDGET	% OF BUDGET
Wages & Salaries	611,145	622,909	(11,764)	-1.9%	3,642,221	16.8%
Fringe Benefits	363,230	355,063	8,167	2.3%	1,536,653	23.6%
Other Employment Expenses	11,608	8,948	2,660	29.7%	43,750	26.5%
Contract Services	8,674	22,301	(13,627)	-61.1%	334,515	2.6%
Materials & Supplies	151,312	118,274	33,038	27.9%	956,979	15.8%
Building & Equip Maintenance	83,134	60,184	22,950	38.1%	304,500	27.3%
Utilities	23,916	25,035	(1,119)	-4.5%	114,017	21.0%
Insurance	170,963	193,427	(22,464)	-13.1%	175,016	97.7%
Miscellaneous	25	48	(24)	-95.5%	300	8.2%
Paratransit Services	187,251	182,016	5,235	2.9%	1,353,520	13.8%
Subrecipient Expenses	-	112,710	(112,710)	0.0%	-	0.0%
TOTAL	1,611,256	1,700,913	(89,657)	-5.3%	8,461,471	19.0%

REVENUES

ACCOUNT DESCRIPTION	2018 MARCH	2017 MARCH	+/-	%	2018 BUDGET	% OF BUDGET
Federal Operating Asst	-	135,020	(135,020)	0.0%	2,326,078	0.0%
State Operating Asst	-	-	-	0.0%	2,326,078	0.0%
Other Local Municipalities	138,960	129,843	9,117	6.6%	555,842	25.0%
Green Bay	318,750	325,000	(6,250)	-2.0%	1,561,073	20.4%
Farebox Revenue-Fixed Route	157,338	182,735	(25,397)	-16.1%	660,000	23.8%
Farebox Revenue-Paratransit	112,183	123,534	(11,351)	-10.1%	564,000	19.9%
College Program Fares	2,363	1,756	607	25.7%	-	0.0%
TMI Refund	-	-	-	0%	-	0.0%
Non-Transportation Revenue	23,731	9,872	13,860	58.4%	21,400	110.9%
State Fuel Refund	-	7,246	(7,246)	0.0%	-	0.0%
Advertising	30,870	16,897	13,973	45.3%	100,000	30.9%
Greyhound Commission	8,168	8,975	(807)	-9.9%	50,000	16.3%
Partnership Contributions	1,251	-	1,251	100.0%	297,000	0.4%
TOTAL	793,615	940,877	(147,262)	-18.6%	8,461,471	9.4%

KEY PERFORMANCE INDICATORS (KPI)

Operating Days	27	27	0	0.0%	307
Revenue Miles	94,399	99,369	(4,970)	-5.0%	1,178,076
Revenue Hours	6,569	6,881	(312)	-4.5%	82,110
Unlinked Passenger Trips	110,638	108,046	2,592	2.4%	1,414,000
Revenue / Cost	49.3%	55.3%			100.0%
Farebox Revenue / Mile	1.67	1.84	(0.17)	-9.4%	0.56
Farebox Revenue / Pass Trip	1.42	1.69	(0.27)	-15.9%	0.47
Farebox Revenue / Hour	23.95	26.56	(2.60)	-9.8%	8.04
Passenger / Mile	1.17	1.09	0.08	7.8%	1.20
Cost / Mile	15.08	15.29	(0.20)	-1.3%	6.03
Cost / Passenger Trip	12.87	14.06	(1.19)	-8.4%	5.03



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.10.

Director's Report

BACKGROUND

Green Bay Metro's Transit Director will provide the Commission with an update on Metro.

RECOMMENDATION

No action necessary.

FISCAL IMPACT

ATTACHMENTS

1. Syble Hopp School Thank you
2. Mural 5-2018

Dear Essie

Thanks you for the
tour of the Greenbay
Mentor. It was fascinating
and we enjoyed it!
Thanks also for the gift
bags. we appreciate the
safe rides everyday on
the city bus.

Syble Hopp School

Alex

Darlyn

Essie + Staff,

Jabby

Thank you for
the tour and
all you do every
day!

Todd Gehrig
Syble Hopp





Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

May 16, 2018

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.11.

Next Meeting Date: June 20, 2018

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None