



AGENDA OF THE TRANSIT COMMISSION

**WEDNESDAY, DECEMBER 18, 2019, 8:15 AM
TRANSIT
901 University Ave**

A. Roll Call.

- I. Roger Kolb, Chair; John Withbroe, Vice Chair; Kevin Kuehn Secretary; Alderman Randy Scannell, Rashad Cobb, Emily Ysebaert and Ron Antonneau

B. Approval of the Agenda.

- I. Approval of December 18, 2019 Transit Commission Agenda

C. Approval of Minutes.

- I. Approval of November 20, 2019 Transit Commission Minutes

D. Regular Business.

- I. Discussion/Action: January 1, 2020 Proposed Fare Increase for Fixed Route and ADA Paratransit Fares
2. Discussion/Action: Green Bay Metro's 2020 Budget
3. Discussion/Action: Consultant Services for System Review

E. Informational.

- I. Update FTA FY 2019 Triennial Review Final Report
2. Operational Report
3. Financial Report
4. Director's Report
5. Next Meeting: Wednesday, January 15, 2020

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 Common Council will attend this Transit Commission meeting and will constitute a meeting of the Common Council 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

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # B.I.

Approval of December 18, 2019 Transit Commission Agenda

BACKGROUND

Enclosed is the agenda for the Commission meeting being held on December 18, 2019.

RECOMMENDATION

Staff recommends the approval of the agenda for December 18, 2019.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # C.I.

Approval of November 20, 2019 Transit Commission Minutes

BACKGROUND

Enclosed are the proposed minutes from the Commission meeting held on November 20, 2019.

RECOMMENDATION

Staff recommends the approval of the minutes from November 18, 2019.

FISCAL IMPACT

ATTACHMENTS

- I. TC_minutes_November 20_2019



MINUTES OF THE TRANSIT COMMISSION

WEDNESDAY, NOVEMBER 20, 2019, 8:15 AM

TRANSIT

901 University Ave

A. ROLL CALL.

I. Roger Kolb, Chair; John Withbroe, Vice Chair; Kevin Kuehn, Secretary; Alderman Randy Scannell, Rashad Cobb, Emily Ysebaert and Ron Antonneau

Present: Roger Kolb, Chair; John Withbroe, Vice Chair; Kevin Kuehn, Secretary; Alderman Randy Scannell and Rashad Cobb

Excused: Emily Ysebaert

Absent: Ron Antonneau

Chair Roger Kolb called the meeting to order at 8:17 a.m.

B. APPROVAL OF THE AGENDA.

I. Approval of November 20, 2019 Transit Commission Agenda

Moved by Commissioner John Withbroe, seconded by Ald. Randy Scannell to approve the November 20, 2019 agenda. Motion carried.

Yes- John Withbroe, Randy Scannell, Roger Kolb, Kevin Kuehn, Rashad Cobb, No- None, Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of September 25, 2019 Transit Commission Minutes

Moved by Ald. Randy Scannell, seconded by Commissioner John Withbroe to approve the minutes from the September 25, 2019 meeting. Motion carried.

Yes- John Withbroe, Randy Scannell, Roger Kolb, Kevin Kuehn, Rashad Cobb, No- None, Abstain- None

D. PUBLIC HEARING

I. Discussion/Public Hearing: January 1, 2020 Proposed Fare Increase for Fixed Route and ADA Paratransit Fares

Director Kiewiz stated Green Bay Metro's policy requires a 30-day public review and public hearing for all fare increases.

The public review period for the proposed January 1, 2020 fare increase is open from November 4 through December 3, 2019.

Green Bay Metro has held two public comment and informational meetings on:
Tuesday, November 5, 2019 at 8:15 a.m. (Attendance 3)
Tuesday, November 12, 2019 at 4:15 p.m. (Attendance 5)

Over all people understood the reason and felt it was acceptable. There was one comment on November 5, 2019 that was against the increase. Through November 14, 2019 eight written comments have been received. Four comments were confirming the cost of fares, three requesting Sunday service and later Saturday service, and one regarding the College pass.

Green Bay Metro will hold the last public comment and informational meeting on:
Tuesday, November 26, 2019 at 5:45 pm

The Transit Commission is scheduled to take action on the proposed increase on Wednesday, December 18, 2019.

Chair Roger Kolb opened up the meeting for public response.

Motion made by Commissioner Kevin Kuehn, second by Ald. Randy Scannell, to suspend the rules and open the floor for the public hearing. Motion carried.

Chair Roger Kolb stated any person wishing to speak on the proposed fare increase for Fixed Route and ADA Paratransit fares are encouraged to address the Commission. He repeated this statement (3) three times.

No public participation.

Chair Roger Kolb closed the public hearing.

Motion made by Commissioner Kevin Kuehn, second by Ald. Randy Scannell, to close the public hearing. Motion carried.

Commissioner Rashad Cobb inquired about transportation for third shift workers.

Director Kiewiz stated Metro needs to go to the next step and review other alternatives to meet transportation needs. Not all service needs a 40 foot bus, other options need to be explored, she stated.

Commissioner Kevin Kuehn stated we need to explore other possibilities. Consideration should be given to some level of private service/privatizing certain hours of the day with smaller vehicles, to use on less used routes.

E. REGULAR BUSINESS.

I. Discussion/Action: Award for Paratransit Services

Director Kiewiz stated on August 28, 2019 Green Bay Metro Staff, along with city purchasing department released RFP #3177 for Metro Paratransit Services.

The evaluation team consisted of:

Roger Kolb, Transit Commission Chair

Essie Fels, Paratransit Coordinator

Miranda Socha, Compliance Coordinator

Lisa Conard, Senior Planner, Brown County Planning

Three (3) bid proposals were received on October 9, 2019 from the following vendors:

MV Transportation (current provider)

Via - River North Transit, LLC

American United Transportation Group

The evaluation team invited all three (3) vendors to come and present their proposal.

Presentations were conducted on November 7, 8 and 11, 2019 at Green Bay Metro.

The evaluation team felt very confident that all three (3) vendors could provide the service that Green Bay Metro is seeking. Based on the final scoring, it came down to price.

Director Kiewiz is seeking approval to proceed on completing the contract process with Via - River North Transit, LLC for the five (5) year contract. The estimate cost of \$5,812,300.00.

Implementation would be March 29, 2020.

Moved by Commissioner Kevin Kuehn, seconded by Ald. Randy Scannell to give Director Kiewiz the authority to proceed with completing the contract process with Via - River North Transit, LLC for the five (5) year contract. Estimate cost of \$5,812,300.00. Motion carried.

Yes- John Withbroe, Randy Scannell, Roger Kolb, Kevin Kuehn, Rashad Cobb, No- None, Abstain- None

2. Discussion/Action: Award for Bus Shelters

Director Kiewiz stated in August 2019, Green Bay Metro was awarded \$35,000 through the 85.21 program, administered by Brown County Planning Commission. Staff worked with city purchasing on issuing RFQ #3196.

Green Bay Metro will be receiving (8) eight bus shelters for \$34,888, which is 100% funding through 85.21 program.

Moved by Commissioner Kevin Kuehn, seconded by Commissioner Rashad Cobb to approve the purchase of the additional passenger bus shelters to Duo-Gard Industries, Inc. for \$34,888. Motion carried.

Yes- None, No- None, Abstain- None

F. INFORMATIONAL.

I. Presentation of the Green Bay Metro – Quarterly Route Data and Analysis Report – August 2019 by the Brown County Planning Commission.

Lisa Conard stated route reviews are conducted on a quarterly basis to assess the performance of the system and each fixed route. Route reviews are completed every quarter to illustrate how the routes perform on a seasonal basis (during cold and warm weather, when school is in session and is not in session, etc.).

Lisa Conard noted that the route performing at the low end of the scale (#15, #16, and #18) will likely continue to do so as are they serve areas that lack transit generators and have low density developments.

Randy Scannell noted that the #9 Gold route does not appear on the Passenger/Revenue table.

Lisa Conard noted that fares for both routes #8 Green and #9 Gold are paid for by the Green Bay Packers and that riders do not have to pay at the “Farebox”. Performance of the two routes can be seen in the Passengers per Hour table.

2. Update on the I-41 Commuter Service Feasibility Study for Northeast Wisconsin by the Brown County Planning Commission.

Lisa Conard provided an overview of the staff report, noting that the study is being conducted by a consulting firm. Lisa Conard noted that the study area focuses on the I-41 corridor between Green Bay and Fond du Lac. The firm is holding the fifth of five meetings today and staff will bring forward study findings at a future Transit Commission meeting. Lisa Conard noted that the demand for this service appears to be highest between Appleton and Oshkosh. Lisa Conard concluded that providing this service along I-41 may not be the highest priority for the Green Bay Metro system.

Director Kiewiz confirmed noting a similar study was conducted approximately 10 years ago.

3. Update on Artwork for Bus Shelters

Director Kiewiz stated in your packet you will find the press release for the unveiling of the bus shelter art work; along with a map of the 10 locations of the shelters. She invited the Commissioners to join staff and Mayor Genrich on Friday, November 22, 2019 at 10:00 a.m. by the shelter located on the north side of the Aging & Disability Resource Center (ADRC) of Brown County, 300 S. Adams Street, Green Bay, WI.

4. Marketing Report

Director Kiewiz stated the most current marketing report is included. Metro is slightly up due to timing of payments. Director Kiewiz stated Essie Fels is doing a good job keeping ads on the buses.

5. Operational Report

Director Kiewiz gave a brief overview of the ridership reports for Fixed Route, Paratransit, Game Day, Green Bay Public School and Ashwaubenon School; along with the mobility and bike comparisons on the Fixed Route System. P. Kiewiz stated she would be happy to answer any questions the Commission might have.

6. Financial Report

Director Kiewiz provided an overview of the January through September revenue and expense reports. Currently, Metro is under budget. P. Kiewiz stated she would be happy to answer any questions the Commission might have.

7. Director's Report

Director Kiewiz stated the WisDOT State Management Review will be conducted tomorrow. There will be a report coming back to the commission once it is completed.

We have received our final report from the FTA Triennial Review. Metro did receive one finding in DBE. That finding was pretty consistent through out the state. Green Bay Metro hosted the FTA here last week, as they conducted a training for all transit agencies in the state.

8. Next Meeting: Wednesday, December 18, 2019

G. ADJOURNMENT.

Moved by Commissioner John Withbroe, seconded by Commissioner Kevin Kuehn to adjourn at 9:05 a.m. Motion carried.

Yes- John Withbroe, Randy Scannell, Roger Kolb, Kevin Kuehn, Rashad Cobb, No- None, Abstain- None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # D.I.

Discussion/Action: January 1, 2020 Proposed Fare Increase for Fixed Route and ADA Paratransit Fares

BACKGROUND

Green Bay Metro staff proposed the attached fare increase for 2020 due to budget constraints. With levy limits imposed on local governments and little to no increase for ten years from state and federal governments, Metro continues to face budget challenges.

The public review period for the proposed January 1, 2020 fare increase was opened from November 4 through December 3, 2019.

Green Bay Metro held three public comment and informational meetings on:

Tuesday, November 5, 2019 at 8:15 am
Tuesday, November 12, 2019 at 4:15 pm
Tuesday, November 26, 2019 at 5:45 pm

A public information meeting was held on Wednesday, November 20, 2019 at 8:15 am.

Director Kiewiz will discuss comments that were received through the process. See attachment.

RECOMMENDATION

Staff recommends the approval of the proposed fare increase for Fixed Route and ADA Paratransit fares. Implementation to be January 1, 2020.

FISCAL IMPACT

ATTACHMENTS

1. Proposed Fare Increase 2020
2. Public Comments for January 1 Proposed Fare Increase
3. Metro Agency Fare January 2020



Proposed Fare Increases January 1, 2020

Fixed Route Bus Service	Current Fare	Increase 1/1/20	Change (+/-)
Adult (18 and above) Cash	\$1.50	\$2.00	+ .50
Adult One-day Pass	\$3.00	\$4.00	+ 1.00
Adult Weekly Pass	\$12.00	\$15.00	+ 3.00
Adult 30-day Pass	\$35.00	\$39.00	+ 4.00
College Student Pass	\$30.00	\$32.00	Discontinue
Student (K-12) Cash	\$1.00	\$1.50	+ .50
Student One-day Pass	\$2.00	\$3.00	+ 1.00
Student 30-day Pass	\$22.00	\$26.00	+ 4.00
Reduced Cash	\$0.75	\$1.00	+ .25
Reduced One-day Pass	\$1.50	\$2.00	+ .50
Reduced 30-day Pass	\$25.00	\$29.00	+ 4.00
Paratransit Services	Fare		
Origin to Destination	\$3.00	\$4.00	+ 1.00
Agency	\$15.00	\$19.00	+ 4.00

Essie Fels

From: Patricia Kiewiz
Sent: Wednesday, December 11, 2019 7:57 AM
To: Essie Fels
Subject: FW: Fare

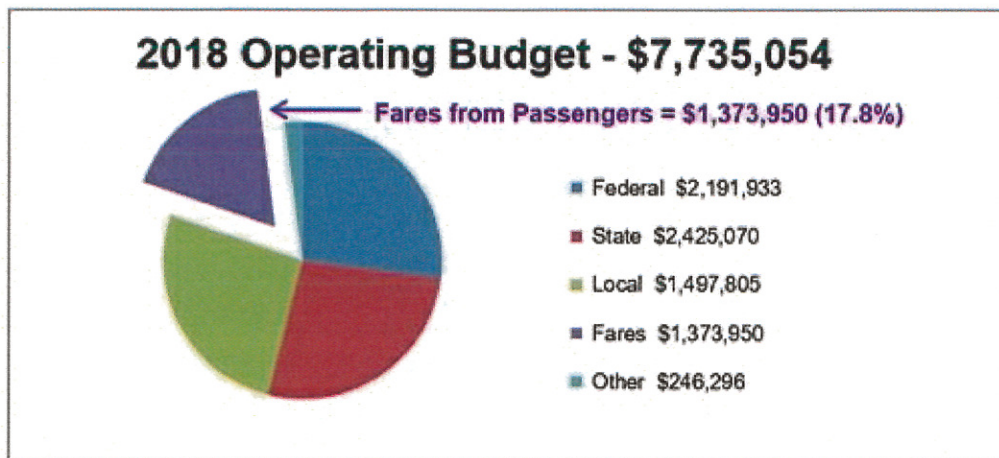
From: Patricia Kiewiz
Sent: Wednesday, December 11, 2019 7:57 AM
To: 'Jackie Jones' <sonicxjones@gmail.com>
Subject: RE: Fare

Good morning.

Thank you for taking the time to provide comment.

Current funding levels would not support Sunday service. Even if a fare was charged on Saturday and Sunday, it would not generate enough revenue to cover the cost.

Here is an example of where Metro's revenue comes from.....



With levy limits on local governments and with decreases in state and federal funding, budgets continue to be a challenge for Metro.

In 2020 Metro will be conducting a system review. What services are offered and what is needed will be included in that. Metro's goal is to provide the best service possible within the funding structure it has to work with.

I am excited and very optimistic that great things will come from this review.

Thank you again, and have a great holiday season.

Patty Kiewiz

Transit Director



Green Bay Metro

901 University Avenue

Green Bay, WI 54302

Direct: 920-448-3455

www.GreenBayMetro.org

From: Jackie Jones [<mailto:sonicxjones@gmail.com>]

Sent: Wednesday, December 11, 2019 7:47 AM

To: Patricia Kiewiz <PatriciaKi@greenbaywi.gov>

Subject: Fare

Can we please get Sunday buses? It's the only reason a fare increase seems fair to do. So many people have to not work on Sunday or take a cab just to get to work that day. A lot of people would like to also be able to go out as well that day. We would not even care if it was not free like Saturday.

Patricia Kiewiz

From: Dawn Radford <dawn.renee.radford@gmail.com>
Sent: Monday, December 9, 2019 10:38 AM
To: Patricia Kiewiz
Subject: Jan 2020 fare increase

I have one comment to offer regarding the proposed fare increase, and it pertains to veterans.

Presently, veterans with service-connected disabilities ride for free. The thing is, there are veterans who didn't get hurt, or served in a support role, or simply served during peacetime. They nonetheless accepted the same risks in service to their nation, despite those risks not being realized.

ALL of these veterans are at risk of poverty and homelessness; many are dependent upon mass transit.

I simply propose that all veterans be allowed to ride for free.

Dawn Radford
Green Bay

Essie Fels

From: Patricia Kiewiz
Sent: Tuesday, November 26, 2019 7:43 AM
To: 'Dana Peters'
Subject: RE: regarding bus fares
Attachments: Proposed Fare Increase 2020.pdf

Good morning.

The Transit Commission will take action on the fare increase on December 18th. If passed, it will take effect on January 1, 2020. This will then be the new fare.

Costs to operate have continued to increase, while our funding has decreased. In order to help maintain current service an increase is needed. This is the first increase in 10 years.

I have attached a document that shows you the new fares, if passed.

Thank you for your questions.

Happy Thanksgiving.

Patty Kiewiz

Transit Director



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Green Bay, WI 54302

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From: Dana Peters [mailto:theonlydana@yahoo.com]

Sent: Monday, November 25, 2019 8:22 PM

To: Patricia Kiewiz <PatriciaKi@greenbaywi.gov>

Subject: regarding bus fares

Hi Patricia my name is Dana Peters i have a question on the bus fares going to increased on Jan 1 2020 is that a permanent thing reduced bus passes 25.00 to 29.00. regular fare too. thanks for answer my questions why are they going up?

sincerely,

Dana Peters



Proposed Fare Increases January 1, 2020

Fixed Route Bus Service	Current Fare	Increase 1/1/20	Change (+/-)
Adult (18 and above) Cash	\$1.50	\$2.00	+ .50
Adult One-day Pass	\$3.00	\$4.00	+ 1.00
Adult Weekly Pass	\$12.00	\$15.00	+ 3.00
Adult 30-day Pass	\$35.00	\$39.00	+ 4.00
College Student Pass	\$30.00	\$32.00	Discontinue
Student (K-12) Cash	\$1.00	\$1.50	+ .50
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Reduced One-day Pass	\$1.50	\$2.00	+ .50
Reduced 30-day Pass	\$25.00	\$29.00	+ 4.00
Paratransit Services	Fare		
Origin to Destination	\$3.00	\$4.00	+ 1.00
Agency	\$15.00	\$19.00	+ 4.00

Essie Fels

From: Patricia Kiewiz
Sent: Monday, November 18, 2019 2:35 PM
To: Essie Fels
Subject: FW: Fare Increase Proposal Feedback

Save.

From: Patricia Kiewiz
Sent: Saturday, November 16, 2019 6:47 PM
To: 'Rebecca Nesvet' <rnesvet@gmail.com>
Cc: Jon Shelton <jonshelton24@gmail.com>
Subject: RE: Fare Increase Proposal Feedback

Good evening.

Thank you for your response and feedback.

I wanted to provide a few comments for you:

1. Tracking at major bus stops. This is one of Metro's future goals. However, all capital assets are purchased only when federal funding is available. That is a challenge for Metro and forces staff and the Commission to prioritize.
2. Purchasing of bus passes. Metro is working towards a mobile ticket option. Due to the cost of this, we are hoping to obtain funding in 2021. This will allow riders an option other than purchasing tickets. Current fareboxes only allow one option. When the Shopko stores closed, riders lost a pass outlet. Staff has been trying to secure more than the few we have now.
3. Cost of fares – which ones to increase. It is very important to the Transit Commission to maintain low fares.... As history shows that. The fare history as well as how Green Bay compares to other WI cities has been posted on our Facebook and in the public presentations. The Commission can elect to increase one type more than another. However, based on planning history and recommendations, this isn't typically what they elect to do.
4. College Express – I do agree the concept is great, which is why I supported piloting it. However, after meeting with staff from the city, NWTC and UWGB, it was decided to end it, because of the cost and lack of usage. It was costing several thousands of dollars EACH DAY with only 2-4 riders. Working with our Metropolitan Planning Organization, staff and the commission it was determined that with the current Route 6 and Route 7 serving both these locations every thirty minutes it was not the most cost effective service. Our MPO reports out to the Transit Commission quarterly on usage for all routes and how they compare to system standards. Many decisions are based on this information.
5. Saturday ridership use to be approximately 1,400 per Saturday. When budgets got tight in 2011-2012 Metro was instructed to look at eliminating Saturday service due to low ridership and the cost to operate the service. That was not something staff wanted to see happen. Offering the service on Saturday free has increased service to approximately 2,700 trips per Saturday. This has increased trips, but no revenue for the system. In fact we see many riders wait till Saturday for their trips as much as they can. It is typical for ridership to increase with "free" trips. Free Saturday is the only "free" service we have that is not subsidized by a community partner.

The fare increase will help to maintain the service we have today. Street closures have been very difficult on the system, causing many, many late trips. We are expecting this to get better and I apologize for the inconvenience. It has been difficult on our riders.

Metro has been making changes for the past two years to set up the system for dial-a-ride zones. This is a tremendous endeavor and will be a big change for the system. However, it will be a positive change for the community. Public transit is critical for many people and when it's unreliable and infrequent it's not good for anybody. You made a comment about a self-sustaining bus system. I could not agree more. However, for our system fares cover a little under 18% of expenses. Statewide average is 15%. Public Transit in Wisconsin relies heavily on funding from both state and federal governments. It has been a challenge to maintain service with decreased funding and increased costs.

Green Bay Metro will continue to provide safe transportation while working towards addressing scheduling concerns.

Thank you again for your comments. They will be included in our report.

Please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patty Kiewiz

Transit Director



Green Bay Metro

901 University Avenue

Green Bay, WI 54302

Direct: 920-448-3455

www.GreenBayMetro.org

From: Rebecca Nesvet [<mailto:rnesvet@gmail.com>]

Sent: Friday, November 15, 2019 12:54 PM

To: Patricia Kiewiz <PatriciaKi@greenbaywi.gov>

Cc: Jon Shelton <jonshelton24@gmail.com>

Subject: Fare Increase Proposal Feedback

Patty Kiewiz, Transit Director

Green Bay Metro

901 University Avenue

Green Bay, WI 54302

920-448-3450

patriciaki@greenbaywi.gov

Dear Ms. Kiewiz,

I am writing as a regular—six to ten trips weekly—Green Bay Metro bus commuter, to offer some input on the proposed fare increases and related issues. Like many of your customers, I cannot attend the input sessions at the Transit Center because I work during two of them and the final one would require a three-plus-hours bus commute for me to get there from work and then get home afterwards.

Increasing fares to keep up with inflation, the cost of living, and the cost of service makes sense. I know that individual rides on Milwaukee buses—a much better funded system—cost \$2.25 now. I support your move **as long as it maintains or improves the accessibility (including equity of access), efficiency, and reliability of the GB Metro system.**

Unfortunately, in the six years during which I have lived in Green Bay and commuted to work by bus, all of these qualities have been consistently compromised, making it increasingly difficult, unpleasant, and anxiety-causing to patronize the GB Metro system. To cite a few examples:

- GB Metro buses have become extremely unreliable, especially in below freezing weather, when many devices (phones) on which customers might consult the DoubleMap bus tracker, cease working. To keep regular customers, GB Metro must either run buses on time OR provide bus tracking information digitally *at major bus stops* – as many small urban transit systems do – via technology that unlike some phones, does not shut down when frozen.
- It is not possible to buy weekly or monthly passes at most stops, and the lag time between trips, combined with regular bus lateness, makes it unreasonable or impossible for many commuters to go downtown to the Transit Center or Town Hall *only* to buy bus passes.
- The bus system is of vital use to the poorest members of our communities. Raising the per-ride amount from \$1.50 to \$2 – by 20% -- seems likely to hurt these customers more than those who can afford a \$40 (was \$35) monthly pass. Have you done any studies to see if increasing the fares this way, instead of, say, raising the passes **ONLY** to \$45, will price your neediest customers out of taking the bus?
- The College Express was a wonderful idea, that, *if properly operated and advertised, and given time to gain popularity, would have greatly enhanced both equitable access to UWGB by the neediest prospective college students, AND created lifelong public transit customers.* Unfortunately, it was a fiasco. It was not clearly or effectively advertised. I rode one College Express that went to the wrong campus because the marquee sign was incorrect. It was often so off schedule that it arrived at UWGB at the exact same time as the slower no. 7 bus, confusing new students, who assumed there was no difference between them and so took the 7. More than once a run was cancelled without explanation. I talked to students and staff who had tried taking it but given up due to the unreliability. One student whom I met said that it normally took him about 2 hours to get to college, so he would be dropping out after that term. Another, who lived *on Humboldt for the bus access*, actually *did* drop out after a semester of waiting for late buses in below freezing temperatures.
- Finally, after the College Express was suddenly cancelled, it continued to be advertised both by UWGB and, astoundingly, by GB Metro, on paper signs *in the 7 bus*—which really confused a lot of commuters trying to get to UWGB.
- Here's an excerpt from my "bus experience diary" of February 2019:
 - February 7, 2019: Bus station. Sign advertising the College Express still posted, but UWGB Express isn't running anymore. Why? "The company director made a decision to cancel it for the rest of the week." "Shouldn't you post that?" I ask. "The sign says it will run through 2/8," tomorrow. "No, the director told the drivers to look out for people outside." "What if they read the sign and plan to take it later?" "I'll email the director." Then I am basically told to go away. My impression is that we commuters, especially students, are not being treated as valued customers or fellow citizens.
- It was a horrifying insult to be told after all that, that the College Express was cancelled due to "low interest." After less than an academic year, how can you even know? Remember how long the free Saturday bus test period lasted, and its results? The Saturday buses are popular now, aren't they? Patience, clear advertising, and delivering what you advertise all matter.

- Over the past six years, I have seen many loyal customers stop taking the bus because it is so unpredictable, unreliable, and (wait times, station ambience, harassment in the station...) unpleasant. I have stopped taking it *every day*—and I don't even have a car! If people are discouraged from taking the bus, or priced out of taking it, there will not be enough money in the system for it to survive. Further cuts will become necessary. Ridership will further decrease. Then, it will need to disappear. I am terrified that this vicious cycle will begin, if it hasn't already. I took a job in this area in 2014, forgoing other jobs in other regions, in part because it seemed to offer sustainable, reliable, accessible public transit. Now, when I interview people for jobs here, if they're from outside NE Wisconsin, they *always* ask whether they can commute to work by public transit, as many millennials in small urban areas are now used to doing or wanting to do. It's hard to know what to say.
- Finally, a town without a functional public transportation system is, quite simply, on the wrong side of history. We all learn in school about how Rosa Parks's act of civil disobedience led to the Montgomery Bus Boycott and, consequently, desegregated public transportation. The part of this history that we don't often learn is that not long after this moment, the rise of the automobile destroyed public transportation networks across the nation. When public transportation is efficient, accessible, and friendly, it facilitates the sharing of space across ethnic, cultural, generational, vocational and socioeconomic boundaries—as few other public spaces effectively do. I would hope that Green Bay Metro wants to encourage the dialogues that often, almost magically, happen on the bus and then spill out of it to positively transform the civic community.

In short, the proposed fare increase should happen *so long as it enables a more reliable, accessible, desirable, and therefore desirable and self-sustaining bus system*. This is because the best thing that Green Bay can do to reduce poverty and increase consistent employment and access to education is to maintain a reliable, accessible bus system.

Best wishes

Rebecca Nesvet

Essie Fels

From: Patricia Kiewiz
Sent: Wednesday, November 13, 2019 10:24 AM
To: Essie Fels
Subject: 11/12/19 Public Comment Meeting

Comments:

Happy with the increase... thought it would be more.
What can we do to help with public transportation funding?
Increase seems fair and in line.

Consider connecting with Appleton and the Fox Valley.

Patty Kiewiz

Transit Director



Green Bay Metro

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Essie Fels

To: Patricia Kiewiz
Subject: RE: Message from Unknown sender (9205920152)

Phoned Daryl back. He just wanted to know what the rate would be in January 2020. Informed of the Reduce Fare proposed rates for January 2020.

Also making sure his reduce fare ID will still be valid in January 2020. Informed Daryl nothing would change with the ID's.

Thanks.

Essie Fels
Paratransit Coordinator



Green Bay Metro
901 University Avenue
Green Bay, WI 54302
Direct: 920-448-3452
www.GreenBayMetro.org

From: Patricia Kiewiz
Sent: Wednesday, November 6, 2019 10:29 AM
To: Essie Fels <EssieFe@greenbaywi.gov>
Subject: FW: Message from Unknown sender (9205920152)

From: Cisco Unity Connection Messaging System [<mailto:unityconnection@ci.green-bay.wi.us>]
Sent: Wednesday, November 6, 2019 9:56 AM
To: Patricia Kiewiz <PatriciaKi@greenbaywi.gov>
Subject: Message from Unknown sender (9205920152)

John Rustlie - 920-405-0806 Comment for fares
Tuesday, November 5, 2019 12:39 pm

Tickets prices are fine @ the current rate.
But if you decide to raise it; I still be able
to pay the difference. I will need to know
what you are raising it to. Don't want to
pay an arm or a leg.

Switch to Lakeland in Sept explained the
Cost.

* Basic Fare \$4.00

* Agency Fare \$19.00

Thanked me for calling back.

Essie Fels

From: Patricia Kiewiz
Sent: Friday, November 01, 2019 12:37 PM
To: 'William Aschenbrenner'
Subject: RE:

Good afternoon.

Staff is proposing a fare increase due to increasing costs. Over the past ten years we have done our best to maintain service without receiving additional funding. However, we have hit the end of the line.

Fares cover less than 18% of our expenses. Majority of our funding comes from federal and state governments. Unfortunately, we have continued to see decreases over the years. This creates a challenge since costs continue to rise.

Increases are not something we like to do, but at this point it's a must.

Please feel free to reach out if you have any other questions.

Patty Kiewiz

Transit Director



Green Bay Metro

901 University Avenue

Green Bay, WI 54302

Direct: 920-448-3455

www.GreenBayMetro.org

From: William Aschenbrenner [<mailto:waschenbrenner13@gmail.com>]

Sent: Friday, November 1, 2019 11:47 AM

To: Patricia Kiewiz <PatriciaKi@greenbaywi.gov>

Subject:

Why are the bus fares going up next year

10/30/19 @ 9:15am

Ph: 265-2715

Shawdra

proposed fares for GB school students

GB School District - they are on a school contract.

This does not affect the students.

The contract supersedes the payment.

This is only for cash fares & passes

Monday, November 04, 2019
8:07 AM

**Green Bay Metro**

Published by Patty Kiewiz [?] · November 1 at 10:19 AM · 🌐

Reminder: If you wish to submit comments about the January 1, 2020 proposed fare increase, you can submit them by telephone, email, or US mail to:

Patty Kiewiz, Transit Director
Green Bay Metro
901 University Avenue... [See More](#)

302
People Reached

67
Engagements

Boost Post

  2

3 Comments

 Like

 Comment

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Most Relevant ▾



**Neil A. Rowell** Sure we all know what that means automated consumer services will be available 24/7

Like · Reply · Message · 2d · Edited

**William Aschenbrenner** Why is the bus fares going up for next year

Like · Reply · Message · 2d

**Kevin C. Smith** Because costs have gone up, while the fare has remained the same for almost a decade...and the local/state/federal governments have spent 40 years defunding public services.

Like · Reply · Message · 2d

 2



Screen clipping taken: 11/4/2019 8:07 AM

Monday, November 04, 2019
8:08 AM



Green Bay Metro

Published by Patty Kiewiz (?) · October 29 at 4:48 PM ·

How does Green Bay Metro's proposed fare increase stack up against other WI transit systems? Take a look....

**Transit System Fixed Route Bus Fare Comparisons
with Green Bay Metro Fare Adjustment Proposal for January 2020
by Brown County Planning Commission**

		Adult Cash Fare	Student Cash Fare	Reduced Cash Fare	Unlimited 30-day Adult Pass	Unlimited 30-Day K-12 Student Pass	Unlimited 30-Day Reduced Pass
	Wisconsin Peer Systems						
1.	Appleton (Valley Transit)	\$2.00	\$0.75	\$1.00	\$60.00	\$22.00	\$40.00
2.	Beloit Transit	\$1.50	\$1.50	\$0.75	not offered*	not offered*	not offered*
3.	Eau Claire Transit	\$1.50	\$1.00	\$0.75	\$45.00	not offered*	\$23.00
4.	Fond du Lac Area Transit	\$1.50	\$1.25	\$0.75	\$38.00	\$32.00	not offered*
5.	Janesville Transit	\$1.50	\$1.50	\$0.75	\$52.00	\$30.00	not offered*
6.	Kenosha Transit	\$2.00	\$1.50	\$1.00	\$60.00	\$45.00	\$30.00
7.	La Crosse Municipal Transit	\$1.50	\$1.25	\$0.75	\$35.00	\$23.00	\$25.00
8.	Manitowoc (Maritime Metro)	\$1.50	\$1.00	\$0.75	\$28.00	\$28.00	\$28.00
9.	Madison Metro	\$2.00	\$1.25	\$1.00	\$65.00	\$41.25	\$32.50
10.	Milwaukee County Transit	\$2.25	\$2.25	\$1.10	\$72.00	\$72.00	\$32.00
11.	Oshkosh (GO Transit)	\$1.50	\$1.50	\$0.75	\$35.00	not offered*	not offered*
12.	Racine (RYDE)	\$2.00	\$2.00	\$1.00	\$65.00	\$65.00	\$30.00
13.	Sheboygan (Shoreline Metro)	\$1.75	\$1.75	\$0.85	\$48.00	not offered*	not offered*
14.	Waukesha Metro	\$2.00	\$1.25	\$1.00	\$46.00	\$30.00	\$35.00
15.	Wausau (Metro Ride)	\$1.75	\$1.50	\$0.85	\$38.00	\$19.00	\$19.00
	Average:	\$1.75	\$1.42	\$0.87	\$49.07	\$37.02	\$29.45
16.	Green Bay Metro:	\$2.00	\$1.50	\$1.00	\$39.00	\$26.00	\$29.00
	Difference:	\$0.25	\$0.08	\$0.13	-\$10.07	-\$11.02	-\$0.45

* 30 day or monthly pass not available for specific category; passenger could purchase adult 30 day pass, pay daily cash fare, or may have options for lower-cost single-ride tickets, tokens, day pass, student semester pass, or punch card.

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Monday, November 04, 2019
8:08 AM

544
People Reached

244
Engagements

Boost Post

 7

17 Comments 2 Shares

 Like

 Comment

 Share



Most Relevant ▾



Write a comment...





Donald Woosencraft There is NO Sunday full area bus service!
Like · Reply · Message · 5d  2



Patty Kiewiz **Donald Woosencraft** Due to funding levels, no there isn't. Please do not hesitate to share your concerns with your elected officials. A considerable amount (nearly 60%) of revenue for Transit comes from the state and federal governments. ...
Like · Reply · Message · 5d  3



Mark Oresky **Donald Woosencraft** Heaven forbid a Bus driver has a Sunday of rest with his family 😊
Like · Reply · Message · 5d



Donald Woosencraft **Mark Oresky** Buses are a consumer service, so they should operate 7 days a week! Some riders would like to go to church on Sat. evenings or Sundays, open your eyes Mark Oresky!
Like · Reply · Message · 5d



Patty Kiewiz **Donald Woosencraft** We would provide the service if funding allowed for it.
Like · Reply · Message · 5d  1



Write a reply...



Screen clipping taken: 11/4/2019 8:08 AM

Monday, November 04, 2019
8:09 AM



Dan Baierl Can't compare costs to ride when the service in the other areas are much better. Though I would not be against a monthly increase, daily increases would not be advisable unless service is expanded.

Like · Reply · Message · 4d



Brett Jilot Is this punishment for making the 'stadium district' busses free on a daily basis?

Like · Reply · Message · 5d



Patty Kiewiz Brett Jilot No. those fares are covered by partnership agreements.

Like · Reply · Message · 5d



Write a reply...



Steve Arveson I was in Appleton in June and day passes were \$4 and according to the screens in the bus, monthly passes were \$65

Like · Reply · Message · 5d



Chad Sobieck I would at the very least like later Saturday hours 6:45 is a little too early you feel rushed to get home

Like · Reply · Message · 5d



Brett Jilot Now that Shopko is out, any other businesses where you will start selling them? Going downtown is a pain in my you know what.

Like · Reply · Message · 5d



Matthew James So many complainers. Get with the times ppl. Things change, things cost more as time goes on. Get over it.

Like · Reply · Message · 5d



Anthony Shivers Stop trying to justify the increases.

Like · Reply · Message · 5d



Screen clipping taken: 11/4/2019 8:09 AM

Monday, November 04, 2019
8:09 AM

Cassie Cornelius Anthony Shivers then tell your elected officials, complaining on this Facebook page isn't going to change anything
Like · Reply · Message · 5d 2

Anthony Shivers I will be going the meetings.
Like · Reply · Message · 5d 2

Josh Rowell Anthony Shivers They need too Raise the fares from time too time. Too keep up with service and paying the bus drivers and upkeep of the busses. The federal funding and state grants they receive and advertising is not enough
Like · Reply · Message · 5d 1

Patty Kiewiz Anthony Shivers The comparison is just to share how Green Bay compares to other systems. In the past 10 years there have been significant increases in costs and reductions in state and federal aides. Transit has been able to make changes internally in order to maintain fares and still increase service hours.
Like · Reply · Message · 5d 1

Write a reply...

Write a comment...

Screen clipping taken: 11/4/2019 8:09 AM

Monday, November 04, 2019
8:09 AM



Green Bay Metro

Published by Patty Kiewiz (?) · October 29 at 2:44 PM · 🌐

WHEN WAS THE LAST FARE INCREASE YOU ASK.....

The Green Bay Transit Commission has a history of maintaining low fares. However, from time to time they do need to increase them. Here is Green Bay Metro's fare history.

Green Bay Metro Fixed Route and Paratransit System
Fare History and Analysis
by Brown County Planning Commission

Fare Category	Years					
	1998	2003	2005	2009	2019	Proposed 2020
Adult						
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50	\$2.00
Day Pass					\$3.00	\$4.00
Week Pass					\$12.00	\$15.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$36.00	\$39.00
College 30-Day Pass					\$30.00	Discontinue
Student (K-12)						
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00	\$1.50
Day Pass					\$2.00	\$3.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$22.00	\$25.00
Reduced (Age 65 or over or Disability w/ ID Card)						
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75	\$1.00
Day Pass					\$1.50	\$2.00
30-Day Pass	\$9.75	\$12.25	\$15.25	\$25.00	\$25.00	\$29.00
Paratransit Program						
Origin to Destination	\$2.00	\$2.50	\$3.00	\$3.00	\$3.00	\$4.00
Origin to Destination - Agency Fare					\$15.00	\$19.00

348

People Reached

77

Engagements

Boost Post



3

1 Share



Screen clipping taken: 11/4/2019 8:09 AM

Monday, November 04, 2019
8:10 AM



Green Bay Metro

Published by dlvr.it [?] · October 29 at 8:08 AM · 🌐

NOTICE FOR PUBLIC MEETINGS FOR PROPOSED FARE INCREASE
FOR FIXED ROUTE AND ADA PARATRANSIT FARES <http://dlvr.it/RHBQvY>

JANUARY 1, 2020 PROPOSED FARE INCREASES FOR FIXED ROUTE AND ADA PARATRANSIT FARES

Fixed Route Bus Service	Current Fare	Increase 1/1/20	Change (+/-)
Adult (18 and above) Cash	\$1.50	\$2.00	+ .50
Adult One-day Pass	\$3.00	\$4.00	+ 1.00
Adult Weekly Pass	\$12.00	\$15.00	+ 3.00
Adult 30-day Pass	\$35.00	\$39.00	+ 4.00
College Student Pass	\$30.00	\$32.00	Discontinue
Student (K-12) Cash	\$1.00	\$1.50	+ .50
Student One-day Pass	\$2.00	\$3.00	+ 1.00
Student 30-day Pass	\$22.00	\$26.00	+ 4.00
Reduced Cash	\$0.75	\$1.00	+ .25
Reduced One-day Pass	\$1.50	\$2.00	+ .50
Reduced 30-day Pass	\$25.00	\$29.00	+ 4.00
Paratransit Services	Current Fare	Increase 1/1/20	Change (+/-)
Origin to Destination	\$3.00	\$4.00	+ 1.00
Agency	\$15.00	\$19.00	+ 4.00

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Boost it to get more great results.

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272

Engagements

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9

20 Comments 10 Shares

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Monday, November 04, 2019
8:10 AM



Write a comment...



Mary Goulding I. understand but I think the problem is that not enough people utilize our fantastic Transit system.

[Like](#) · [Reply](#) · [Message](#) · 5d



Steve Arveson I have ripped on you folks in the past but to all the naysayers, \$39 is still an incredible bargain. I was in Appleton recently and their day passes are four dollars, and a monthly pass is \$65.

[Like](#) · [Reply](#) · [Message](#) · 5d



Julaine Pieschek Schmidt [Steve Arveson](#) agree where does free Saturday now fit in?

[Like](#) · [Reply](#) · [Message](#) · 4d



Julaine Pieschek Schmidt [Steve Arveson](#)
My guess they will remain????

[Like](#) · [Reply](#) · [Message](#) · 4d



Write a reply...



Nathaniel Larkin So let me get this straight. I've been riding Green Bay Metro my entire life. The year after I graduate High School, students are finally able to ride free. And now you want to rob me of my college discount on top of that?

[Like](#) · [Reply](#) · [Message](#) · 5d



Patty Kiewiz [Nathaniel Larkin](#) if you are a UWGB student, you just show your id and there is no cost at the box for you.

[Like](#) · [Reply](#) · [Message](#) · 5d



Nathaniel Larkin [Patty Kiewiz](#) Unfortunately I'm over at NWTC. The discount was incredibly helpful. On top of that, I could buy them here on campus. With card too!

[Like](#) · [Reply](#) · [Message](#) · 4d

Screen clipping taken: 11/4/2019 8:10 AM

Monday, November 04, 2019
8:10 AM

 **Green Bay Metro Nathaniel Larkin** Please consider submitting written comment if you are unable to attend the meeting that can be shared with the Transit Commission.

Like · Reply · Commented on by Patty Kiewiz (?) · 4d

 Write a reply...



Angela Rodriguez Does this mean longer run times in the future? And sundays?

Like · Reply · Message · 6d



↳ View 1 more reply

 **Green Bay Metro Josh Rowell** You are correct Josh. This is not something the Transit Commission does often. It has been ten years since the last increase. ...

Like · Reply · Commented on by Patty Kiewiz (?) · 5d



 **Green Bay Metro** Unfortunately, no additional services are budgeted for 2020. However, Green Bay Metro is always looking for ways to provided better transportation.

Like · Reply · Commented on by Patty Kiewiz (?) · 5d



Angela Rodriguez **Green Bay Metro** would be nice to see expanded services in the future similar to Milwaukee/Chicago as our little city is getting bigger. Thank you for the services you provide already for the city such as packer games and New Years!

Like · Reply · Message · 5d



Most Relevant is selected, so some replies may have been filtered out.

 Write a reply...



Screen clipping taken: 11/4/2019 8:10 AM

Monday, November 04, 2019
8:11 AM



Mary Goulding No longer providing senior passes at a discounted price?

Like · Reply · Message · 6d



Josh Rowell Mary Goulding that would be in the Reduced cash section.

Like · Reply · Message · 5d



Green Bay Metro There are still reduced fare options.

Like · Reply · Commented on by Patty Kiewiz [?] · 5d



Write a reply...



Kyra Santa Cruz Is buses free on Saturdays still and will buses run on Sundays

Like · Reply · Message · 6d



Josh Rowell Kyra Santa Cruz No Sunday's and yes I would assume Saturday would stay free

Like · Reply · Message · 5d



Justin Lukas Kyra Santa Cruz If you're suggesting that that they should with this increase, I concur.

Like · Reply · Message · 5d



Patty Kiewiz Kyra Santa Cruz Saturday's will remain as Green Saturday. Sunday service is not in the 2020 budget.

Like · Reply · Message · 5d



Write a reply...



Write a comment...

Screen clipping taken: 11/4/2019 8:11 AM

Monday, November 04, 2019
8:11 AM



Green Bay Metro

Published by Patty Kiewiz [?] · October 28 at 2:54 PM · 🌐

NOTICE OF REQUEST FOR COMMENTS, NOTICE OF INFORMATIONAL MEETINGS, AND NOTICE OF PUBLIC HEARING FOR GREEN BAY METRO

JANUARY 1, 2020 PROPOSED FARE INCREASE FOR FIXED ROUTE AND ADA PARATRANSIT FARES

Green Bay Metro will conduct public comment and informational meetings on:... [See More](#)

JANUARY 1, 2020 PROPOSED FARE INCREASES FOR FIXED ROUTE AND ADA PARATRANSIT FARES

Fixed Route Bus Service	Current Fare	Increase 1/1/20	Change (+/-)
Adult (18 and above) Cash	\$1.50	\$2.00	+ .50
Adult One-day Pass	\$3.00	\$4.00	+ 1.00
Adult Weekly Pass	\$12.00	\$15.00	+ 3.00
Adult 30-day Pass	\$35.00	\$39.00	+ 4.00
College Student Pass	\$30.00	\$32.00	Discontinue
Student (K-12) Cash	\$1.00	\$1.50	+ .50
Student One-day Pass	\$2.00	\$3.00	+ 1.00
Student 30-day Pass	\$22.00	\$26.00	+ 4.00
Reduced Cash	\$0.75	\$1.00	+ .25
Reduced One-day Pass	\$1.50	\$2.00	+ .50
Reduced 30-day Pass	\$25.00	\$29.00	+ 4.00
Paratransit Services	Current Fare	Increase 1/1/20	Change (+/-)
Origin to Destination	\$3.00	\$4.00	+ 1.00
Agency	\$15.00	\$19.00	+ 4.00

Get More Likes, Comments and Shares

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Boost it to get more great results.

1,892

People Reached

298

Engagements

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6 Comments 7 Shares

Screen clipping taken: 11/4/2019 8:11 AM

Monday, November 04, 2019
8:11 AM



Christy Erickson Oh no my daughter takes the bus to uwgb and most college students are on a limited income so the lower rate was nice.

[Like](#) · [Reply](#) · [Message](#) · 6d



Green Bay Metro UWGB students can still ride free with their ID based on the agreement with UWGB.

[Like](#) · [Reply](#) · Commented on by Patty Kiewiz [?] · 5d



Christy Erickson **Green Bay Metro** what I didn't know that do they just show there student id? How does that work? My kid had been purchasing a bus pass. Is it just for to and from school?

[Like](#) · [Reply](#) · [Message](#) · 5d



Write a reply...



Kevin C. Smith I don't like this, not one little bit. But I understand the necessity of it in the face of inadequate funding.

And don't like that even more.

[Like](#) · [Reply](#) · [Message](#) · 6d



5



J.D. Kulis Will the elimination of the College Pass affect UWGB students and their ability to receive a bus pass from the school?

[Like](#) · [Reply](#) · [Message](#) · 6d



Patty Kiewiz **J.D. Kulis** The current agreement with UWGB is in place. No changes at this time. The Commission would review when the current agreement expires and make a decision at that point.

[Like](#) · [Reply](#) · [Message](#) · 6d



1



Write a reply...



Screen clipping taken: 11/4/2019 8:11 AM

METRO TRANSIT FARE POLICY

Effective January 1, 2020

SERVICE CATEGORY: Metro Fixed Route Service

Adult Fares (18-64)

Cash	\$2.00
One Day Pass	\$4.00
Weekly Pass	\$15.00
30 Day Pass	\$39.00

Reduced Fares – With Proper ID

Cash	\$1.00
One Day Pass	\$2.00
30 Day Pass	\$29.00

Notes:

1. The Adult 30 day pass will entitle the person to whom it is issued an unlimited number of rides during the 30 day period after initial activation.
2. The Reduce Fare 30 day pass will entitle the person to whom it is issued an unlimited number of rides during the 30 day period after initial activation.
3. The Medicare card is an acceptable form of identification for a person. Without identification, the adult fare applies.
4. Weekly Pass allows unlimited number of rides during the 7 day period after initial activation.
5. Green Saturday everyone rides Free.
6. Green Bay Metro operates on all NFL home games.
7. No service on major holidays.

Student Fares – Grades 6-12

Cash	\$1.50
One Day Pass	\$3.00
30 Day Pass	\$26.00

Notes:

1. The student 30-day pass will entitle the person to whom it is issued an unlimited number of rides during the period after initial activation.
2. All children under the age of 5, when accompanied by an adult, ride free.
3. In order to be eligible to ride for the student fare, student's grades 6-12 must present an identification card.
4. All students, Grades 6-12 can purchase a Day pass for \$3.00.
5. Green Saturday everyone rides Free.
6. Green Bay Metro operates on all NFL home games.
7. No service on major holidays.

SERVICE CATEGORY: Paratransit Service

All Passengers:

Cash	\$4.00
Agency Fare	\$19.00 per trip (To be paid by the agency.)

Notes:

1. The cost for each agency trip will be \$19.00 (\$4.00 base fare + \$15.00 agency fare).
2. Paratransit Convenience Tickets are sold at Green Bay Metro office.
3. An agency is defined as an organization that serves persons who qualify for human service or transportation-related programs or services due to disability, income, or advanced age consistent with President's Executive Order on Human Service Transportation Coordination (February 24, 2004).
4. Green Bay Metro does not provide Medicaid (Medical Assistance) trips. Clients that have Medicaid (Medical Assistance) should contact Medical Transportation Management (MTM) at 1-866-907-1493 (or TTY 1-866-907-1497).
5. Green Bay Metro operates on all NFL home games.

RESOLUTION
OF THE
CITY OF GREEN BAY, WISCONSIN
TRANSIT COMMISSION

Regarding Green Bay Metro Fare Policy

WHEREAS, the fare tariff generates revenue in order for the Green Bay Metro Transit System to meet its budget; and

WHEREAS, the ADA allows an entity to charge a fare higher than the maximum of twice the fixed-route adult cash fare as specified by the ADA to a social service agency or other organization for agency trips as defined in 49 CFR Part 37.131 (c) (4).

WHEREAS, an Agency Fare is supported by a program as defined in 49 CFR Part 604, Appendix A "Listing of Federal Programs Providing Transportation Assistance" and said agency is responsible for arranging and/or providing specialized transportation schedules and pays for the trip on behalf of the Paratransit customer; and,

WHEREAS, an Agency in this context means an organization that serves persons who qualify for human service or transportation-related programs or services due to disability, income, or advanced age. This term is used consistent with President's Executive Order on Human Service Transportation Coordination (February 24, 2004); and,

WHEREAS, the current trip cost for agencies will be \$19.00 (\$4.00 + \$15.00 agency fare) per trip and will be adjusted by Green Bay Metro as needed to cover expenses; and,

WHEREAS, the City of Green Bay is able to sustain more efficient and broadly available access to transportation for people with disabilities by sharing resources in this way; and,

WHEREAS, Metro Staff recommends that the fare be amended to include a description of Agency Fares, and the Transit Commission approved this recommendation on July 1, 2015;

NOW, THEREFORE, BE IT RESOLVED that the Transit Commission does hereby formally adopt the attached Green Bay Metro Fare Policy, from this point forward until revised by the Transit Commission, as the official fare for the Green Bay Metro Transit System.

Approved this 18th day of December 2019, by the City of Green Bay and Transit Commission.

Roger Kolb, Chair
Transit Commission

Adoption and Revision History

Approved by the Green Bay Transit Commission January 18, 2012
Revised by the Green Bay Transit Commission November 25, 2013
Revised by the Green Bay Transit Commission November 19, 2014
Revised by the Green Bay Transit Commission December 18, 2019

DRAFT



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # D.2.

Discussion/Action: Green Bay Metro's 2020 Budget

BACKGROUND

Green Bay Metro's staff will present the 2020 budget.

RECOMMENDATION

Staff recommends the approval of the 2020 budget.

FISCAL IMPACT

ATTACHMENTS

1. PATTY Budget roll-up 2020 PROJECTION TOTALS 10.21.19
2. PATTY Budget roll-up 2020 PROJECTION Variance 12.11.19

ACCOUNT DESCRIPTION	% Of 2020 Budget	2020 Budget	2019 Budget	Difference	%
SUBTOTAL: FAREBOX REVENUE	7.8%	665,000	660,000	5,000	0.8%
PARATRANSIT FARES & AGENCY FEES	6.5%	554,400	528,000	26,400	4.8%
TOTAL FAREBOX REVENUE	14.3%	1,219,400	1,188,000	31,400	2.6%
PARATRANSIT/ID FEES	0.4%	300	400	(100)	-33.3%
INVESTMENT INCOME	0.1%	9,000	9,000	-	
SALE OF EQUIPMENT	0.0%	-	0	-	
BUS ADVERTISING	1.6%	140,000	120,000	20,000	14.3%
INTERCITY BUS COMMISSION	0.4%	36,000	36,000	-	
NON-TRANS - VENDING MACHINES	0.1%	5,500	6,000	(500)	-9.1%
NON-TRANS - SALE OF SCRAP	0.0%	1,800	1,500	300	16.7%
NON-TRANS - PAYPHONE	0.0%	100	500	(400)	-400.0%
STORAGE LOCKER TOKENS	0.0%	500	500	-	0.0%
FEDERAL OPERATING ASSISTANCE	26.5%	2,257,847	2,264,357	(6,509)	-0.3%
STATE OPERATING ASSISTANCE	26.5%	2,257,847	2,264,357	(6,509)	-0.3%
RAZ PASS\UWGB\ST NORBERT	0.0%		0	-	
VILLAGE OF ALLOUEZ	0.9%	80,009	68,254	11,755	14.7%
VILLAGE OF ASHWAUBENON	3.1%	266,809	243,083	23,726	8.9%
VILLAGE OF BELLEVUE	1.8%	149,879	132,032	17,847	11.9%
CITY OF DEPERE	1.9%	158,926	139,362	19,564	12.3%
CITY OF GREEN BAY	19.6%	1,670,461	1,620,161	50,300	3.0%
ONEIDA TRIBE OF INDIANS	0.0%		0	-	
PARTNERSHIP CONTRIBUTION	0.0%	-	40,000	(40,000)	
PARTNERSHIP CONTRIBUTION	3.1%	265,800	253,000	12,800	4.8%
MISC REVENUE	0.0%		0	-	
TOTAL REVENUE	100.0%	8,520,178	8,386,505	133,673	1.6%
Total Operating Revenue		8,512,578	8,378,605	133,973	1.6%

ACCOUNT DESCRIPTION	% Of 2020 Budget	2020 Budget	2019 Budget	Difference	%
TOTAL SALARIES	42.0%	3,579,380	3,508,618	70,762	2.0%
TOTAL OVERTIME	1.4%	116,522	218,003	(101,481)	-87.1%
TOTAL VACATION	0.0%		0	-	
TOTAL HOLIDAY	0.0%		0	-	
TOTAL PERSONAL	0.0%		0	-	
TOTAL FUNERAL LEAVE	0.0%		0	-	
TOTAL SICK	0.6%	53,060	43,901	9,159	17.3%
TOTAL UNEMPLOYMENT	0.1%	6,000	9,000	(3,000)	-50.0%
TOTAL HEALTH INSURANCE	9.1%	779,526	839,028	(59,502)	-7.6%
TOTAL DENTAL INSURANCE	0.7%	60,023	59,892	131	0.2%
TOTAL LIFE INSURANCE	0.1%	5,874	5,792	82	1.4%
TOTAL LEVY SUPPORTED HEALTH	0.1%	10,180	15,271	(5,091)	-50.0%
TOTAL SOCIAL SECURITY	2.6%	220,730	221,835	(1,105)	-0.5%
TOTAL MEDICARE	0.6%	51,649	51,908	(259)	-0.5%
TOTAL WORKER COMPENSATION	0.3%	25,000	19,269	5,731	22.9%
TOTAL PENSIONS	2.9%	249,509	244,134	5,375	2.2%
TOTAL CAR ALLOWANCE	0.0%	360	360	-	
TOTAL CLOTHING ALLOWANCE	0.3%	22,300	18,900	3,400	15.2%
TOTAL EMPLOYEE ALLOWANCES	0.0%	860	680	180	20.9%
TOTAL OTHER FRINGE BENEFITS	0.0%	3,712	3,711	1	0.0%
TOTAL TRAINING & TRAVEL	0.3%	23,500	19,750	3,750	16.0%
TOTAL DUES, LICENSES, SUBSCRIPTIONS	0.2%	16,650	15,350	1,300	7.8%
TOTAL EMPLOYMENT RELATED EXPENSES	0.2%	12,950	7,500	5,450	42.1%
TOTAL SERVICES	3.1%	265,464	246,089	19,375	7.3%

ACCOUNT DESCRIPTION	% Of 2020 Budget	2020 Budget	2019 Budget	Difference	%
TOTAL PROMOTIONAL	0.3%	25,750	20,750	5,000	19.4%
TOTAL PARATRANSIT SERVICES	16.3%	1,387,080	1,184,040	203,040	14.6%
TOTAL FUEL	10.6%	900,048	963,654	(63,605)	-7.1%
TOTAL TIRES & TUBES	0.6%	55,000	50,000	5,000	9.1%
TOTAL MATERIALS & SUPPLIES	0.8%	70,675	68,075	2,600	3.7%
TOTAL BUILDING & EQUIPMENT	3.3%	277,500	273,500	4,000	1.4%
TOTAL BUILDING REPAIRS	0.2%	20,000	25,000	(5,000)	-25.0%
TOTAL PAVE CONST (SHELTER PADS)	0.1%	5,000	5,000	-	
LANDSCAPING/SITE RESTORATION	0.0%	-	0	-	
TOTAL ELECTRIC	0.6%	50,600	45,999	4,601	9.1%
TOTAL GAS	0.6%	52,800	49,999	2,801	5.3%
TOTAL PHONE/CELLULAR SERVICE	0.1%	5,645	5,550	95	1.7%
TOTAL WATER	0.0%	3,125	3,211	(86)	-2.8%
TOTAL SEWER	0.1%	6,191	4,802	1,389	22.4%
TOTAL INSURANCE	1.8%	157,515	137,935	19,580	12.4%
CASH OVER/SHORT	0.0%		0	-	
TOTAL OPERATING EXPENSES	100.0%	8,520,178	8,386,506	133,672	1.6%

2020 GREEN BAY METRO BUDGET SUMMARY

Variance to 2019 Budget

<u>Revenues</u>	<u>Change</u>	<u>% Chg</u>
Farebox Revenue-Fixed Route	\$ 5,000	0.8%
Farebox Revenue-Paratransit	\$ 26,400	4.8%
Federal Operating Assistance	\$ (6,509)	-0.3%
State Operating Assistance	\$ (6,509)	-0.3%
Green Bay	\$ 50,300	3.0%
Other local municipalities	\$ 72,891	11.1%
Intercity Bus Commission	\$ -	
Advertising	\$ 20,000	14.3%
Local Partnerships	\$ (27,200)	4.8%
Non-transportation income	\$ (700)	-4.1%
Total Revenue	\$ 133,672	1.6%

<u>Operating Expenses</u>	<u>Change</u>	<u>% Chg</u>
Salaries & Leave time	\$ 78,557	2.0%
Overtime	\$ (101,481)	-87.1%
Health / Dental	\$ (59,371)	-7.1%
WRS	\$ 5,375	2.2%
Other employment expenses	\$ 4,772	13.1%
Workers comp	\$ 5,731	22.9%
Contract Services	\$ 19,375	7.3%
Paratransit services	\$ 203,040	13.8%
Diesel fuel	\$ (63,605)	-7.8%
Building & Equipment maint	\$ 6,600	1.6%
Marketing expense	\$ 5,000	19.4%
Insurance	\$ 19,580	12.4%
Utilities	\$ 8,800	7.4%
Shelter pads	\$ -	
Misc	\$ 1,300	7.8%
Total Expenses	\$ 133,672	1.6%

Revenues:

.50% Decrease in State and Federal funding 54% in 2019 53% Projected for 2020

Expenses:

2% Wage Increase - Oct 1st

3% Dental & 4% Health insurance increase

Increase in Property and Liability Insurance due to reallocation to Transit

Projected Increase of 36% for the Paratransit Contract



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # D.3.

Discussion/Action: Consultant Services for System Review

BACKGROUND

Transportation is constant changing industry. To ensure Green Bay Metro meets the needs of the community, staff is seeking a consultant to assist in a system review. Green Bay Metro staff and Brown County Planning staff will work closely with the consultant to review and analyze all aspects associated with the following:

- Current Metro services
- Community needs
- Efficiency of current services
- Current service area
- Other service options

A committee consisting of community members, Metro staff, Brown County Planning and rider(s) will be created to participate throughout the process.

The Transit Commission will receive a final report consisting of comments, suggestions and recommendations from all involved participants.

RECOMMENDATION

Staff recommends approval to acquire services from SRF Consulting Group. Amount not to exceed \$25,000.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.I.

Update FTA FY 2019 Triennial Review Final Report

BACKGROUND

The Federal Transit Administration requires all grantees to complete a triennial review every three years. The final report for fiscal years 2016-2018 has been completed

Director Kiewiz will provide a summary of the report.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. WI_GreenBay_TR19_Final Reportsigned



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

November 15, 2019

Mr. Roger Kolb
Transit Commission Chair
Green Bay Metro
901 University Avenue
Green Bay, WI 54302

Re: Federal Transit Administration (FTA) Fiscal Year 2019 Triennial Review – Final Report

Dear Mr. Kolb:

I am pleased to provide you with a copy of this FTA report as required by 49 U.S.C. Chapter 53 and other Federal requirements. The enclosed final report documents the FTA's Triennial Review of the City of Green Bay/Green Bay Metro (GBM). Although not an audit, the Triennial Review is the FTA's assessment of GBM's compliance with Federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

The Triennial Review focused on the GBM's compliance in 21 areas. No deficiencies were found with the FTA requirements in 20 areas. A deficiency was found in one area: Disadvantaged Business Enterprise (DBE). There were no repeat deficiencies from the 2016 Triennial Review.

Regulations and Guidance

Public Transportation Agency Safety Plan (PTASP) Final Rule

On July 19, 2018, FTA published the PTASP Final Rule. The PTASP Final Rule, which takes effect July 19, 2019, requires all operators of public transportation systems that are recipients and subrecipients of FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

As part of the Annual Certifications and Assurances, transit operators must certify they have a safety plan in place for meeting the requirements of the rule by July 20, 2020. All plans will be reviewed starting October 1, 2021 through FTA's oversight process. For guidance and updates to assist in the preparation and implementation of the PTASP Final Rule, please visit FTA's website at www.transit.dot.gov/PTASP.

Random Drug Testing Rate Increase

On October 17, 2018, FTA published a dear colleague letter "2019 Random Drug Testing Increase". FTA, as mandated by its drug and alcohol regulation for random testing, at 49 C.F.R. 655.45, will increase the minimum rate of random drug testing from 25 percent to 50 percent of covered employees for employers subject to FTA's drug and alcohol regulation, which takes effect January 1, 2019. This increased random drug testing rate results from a recent uptick in the proportion of violations identified through random drug testing.

Ms. Patty Kiewiz

Page 2 of 2

The 50 percent random drug testing rate will apply to entities receiving Federal assistance under 49 U.S.C. 5307, 5309, 5311 or 5339, including recipients, subrecipients, and safety-sensitive contractors. The required minimum rate for random alcohol testing is unaffected and will remain at 10 percent for calendar year 2019.

Thank you for your cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Mr. Hassan Dastgir, General Engineer, at 312-705-1280, or by email at hassan.dastgir@dot.gov.

Sincerely,



Kelley Brookins
Regional Administrator

Enclosure

cc: Patty Kiewiz, Transit Director
Hassan Dastgir, General Engineer
Marjorie Hughes, Regional Civil Rights Officer
George Pierlott, Reviewer

FINAL REPORT

**FISCAL YEAR 2019
TRIENNIAL REVIEW**

of

**City of Green Bay/Green Bay Metro
Green Bay, Wisconsin
ID: 1247**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION V**

Prepared By:

Interactive Elements Inc.

Scoping Meeting/Desk Review Date: June 6, 2019

Site Visit Date: September 10 and 11, 2019

Draft Report Date: October 9, 2019

Final Report Date: November 15, 2019

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the City of Green Bay/Green Bay Metro (GBM). FTA wants to ensure that awards are administered in accordance with the requirements of Federal public transportation law 49 U.S.C. Chapter 53. The review was performed by Interactive Elements Inc. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. GBM's transit facilities were toured to obtain an overview of activities related to FTA-funded projects.

The Triennial Review focused on GBM's compliance in 21 areas. Deficiencies were found in the areas listed below:

Review Area	Deficiencies	
	Code	Description
10. Disadvantaged Business Enterprise (DBE)	DBE5-1	DBE uniform reports contain inaccuracies and/or are missing required information

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f) (2)) requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...” This Triennial Review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993).

The Triennial Review includes a review of the recipient’s compliance in 21 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of GBM. The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of award funds. The specific documents reviewed and referenced in this report are available at the FTA’s regional office or the recipient’s office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting/desk review with the FTA regional office, and an on-site visit to the recipient’s location. The review scoping meeting/desk review was conducted with the Region 5 Office on June 6, 2019. Necessary files retained by the regional office were sent to the reviewer electronically. A recipient information request was sent to GBM advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to Green Bay occurred on September 10 and 11, 2019.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. The reviewer visited the GBM’s transit administration and maintenance facility to obtain an overview of activities related to FTA-funded projects. The reviewer examined a sample of maintenance records for FTA-funded vehicles and equipment.

Upon completion of the review, FTA and the reviewer provided a summary of preliminary findings to GBM at an exit conference. Section VI of this report lists the individuals participating in the review.

3. Metrics

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient: An area is considered not deficient if, during the review, no findings were noted with the recipient's implementation of the requirements.
- Deficient: An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable: An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

III. Recipient Description

1. Organization

Green Bay Metro (GBM) was created in 1972. GBM provides public transit service for the Green Bay urbanized area, located in Brown County in northeast Wisconsin, which includes the Cities of Green Bay and De Pere, and the Villages of Allouez, Ashwaubenon, and Bellevue. The service area population is approximately 173,400.

The participating municipalities pay their share of the transit costs to the City of Green Bay based on actual fixed-route bus miles within each municipality and respective riders of the paratransit program. GBM is governed by the Green Bay Transit Commission. The Commission acts as an advisory body to Metro management and the Common Council of the City of Green Bay. The Transit Director reports to the Mayor and the Green Bay Transit Commission. All transit staff are employees of the City, with the exception of the staff associated with the paratransit services operated by MV Transportation.

2. Services

GBM operates a network of 20 fixed routes. GBM's fleet consists of 36 FTA-funded, 35-foot, and 40-foot buses, of which 25 are required during peak hours. Weekday service is provided between the hours of 5:00 a.m. and 10:00 p.m. Saturday service operates from 7:00 a.m. to 7:00 p.m. Sunday service is provided only on days when the Green Bay Packers have a home game.

Transit service is oriented around GBM's main transit center located at 901 University Avenue in Green Bay. The facility is FTA-funded and contains administrative offices, operations, maintenance, and bus storage facilities and also serves as the main transfer center.

The basic adult fare for bus service is \$1.50. A reduced fare of \$0.75 is offered during all hours of operation for seniors, persons with disabilities, and Medicare cardholders.

GBM contracts for ADA paratransit service with MV Transportation. MV Transportation operates a turnkey service, providing all staff, vehicles and facilities necessary for complementary paratransit. The ADA paratransit service operates the same days and hours as the regular fixed-route service. The fare for the paratransit service is \$3.00.

The National Transit Database Report for fiscal year 2017 provided the following financial and operating statistics for GBM's fixed-route and paratransit service:

Statistics	Fixed-Route Service	ADA Paratransit Service
Unlinked Passengers	1,242,910	38,476
Revenue Hours	1,119,880	261,510
Operating Expenses	\$6,249,168	\$1,046,174

3. Award and Project Activity

Below is a list of GBM's open awards at the time of the review:

Award Number	Award Amount	Year Executed	Description
WI-2016-014	\$2,139,309	2016	FY16 5307 OPER/CAP / FY15 ATI
WI-2017-009	\$161,014	2017	FY15 Section 5310
WI-2018-025	\$168,391	2018	FY16 Section 5310 Funds: Green Bay Metro Mobility Management Replacement vehicles for service provider program admin
WI-2018-037	\$369,840	2018	STBG Funds for Transit-way Improvements
WI-34-0011	\$470,589	2014	FY13/14 Bus Formula Grant
WI-2016-037	\$161,300	2016	FY14 Section 5310
WI-2017-016	\$2,215,914	2017	Section 5307 and 5339 Capital and Operating
WI-2018-023	\$1,670,945	2018	5307: STBG FY 2015 5339 Transfer Funds FY 2016 5339 Transfer Funds and FY 2017 5339 Transfer Funds for Replacement Vehicles

Projects Completed

In the past few years, GBM has completed the following noteworthy projects:

- Purchased 5 transit buses
- Implemented an additional transfer point
- Restructured east side routes

Ongoing Projects

GBM is currently undertaking the following FTA-funded projects:

- Replacement of facility security access

- Replacement of rolling stock that is past useful life
- Replacement of a forklift
- Purchase of a DPF cleaning machine
- Replacement of garage lighting
- Examination of paratransit operational options (i.e., bring in-house partially, or completely)

Future Projects

In the next three to five years, GBM plans to continue its replacement of rolling stock that are beyond useful life, and to secure funding for a back-up generator for the Administration and Operations Facility at 901 University Avenue.

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify the FTA of legal matters and additionally notify the U.S. DOT Office of Inspector General (OIG) of any instances relating to false claims under the False Claims Act or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Legal.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns and delegates authority; and financial management systems in place to match, manage, and charge only allowable cost to the award. The recipient must conduct required single audits and provide financial oversight of subrecipients.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Financial Management and Capacity.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to the FTA timely.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Technical Capacity – Award Management.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: The recipient must follow the public involvement process for transportation plans; develop and submit a State Management Plan to the FTA for approval; report in the Federal Funding Accountability and Transparency Act Subaward Reporting System (FSRS) on subawards; and ensure subrecipients comply with the terms of the award.

Finding: FTA requirements for Technical Capacity – Program Management & Subrecipient Oversight are not applicable to GBM. The City is not a designated recipient of Section 5310, or Section 5339 funding, and does not have any subrecipients.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must be able to implement FTA-funded projects in accordance with the award application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices; and prepare force account plans.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Technical Capacity – Project Management.

6. Transit Asset Management

Basic Requirement: Recipients must comply with 49 CFR Part 625 to ensure public transportation providers develop and implement transit asset management (TAM) plans. Recipients' TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Transit Asset Management.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Satisfactory and Continuing Control.

8. Maintenance

Basic Requirement: Recipients must keep federally funded vehicles, equipment, and facilities in good operating condition. Recipients must keep ADA accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Maintenance.

9. Procurement

Basic Requirement: States: When procuring property and services under a Federal award, a state must follow the same policies and procedures it uses for procurements from its non-Federal funds. The state will comply with 2 CFR §200.322 (Procurement of Recovered Materials) and ensure that every purchase order or other contract includes any clauses required by section 2 CFR §200.326 (Contract Provisions). All other non-Federal entities, including subrecipients of a state, will follow 2 CFR §§200.318 (General Procurement Standards) through 200.326 (Contract Provisions).

Non-state recipients: The non-Federal entity must use its own documented procurement procedures which reflect applicable State, local, and tribal laws and regulations, and conform to applicable Federal law and the standards identified in 2 CFR part 200.

Where FTA funds are used in procurements for services or supplies, or where FTA-funded facilities or assets are used in revenue contracts, FTA Circular 4220.1F applies. FTA funds, even operating assistance, can be segregated from local funds. FTA Circular 4220.1F does not apply to wholly locally-funded capital procurements.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Procurement.

During the site visit six procurement files were reviewed. The table below provides details for each procurement. No deficiencies were identified for these procurements.

Procurement #	1	2	3	4	5	6
Goods/Services Procured	Walk behind floor scrubber	Overhead Garage Doors	Furniture	Video Surveillance Upgrade	5 transit buses	Metro Exterior Lighting Project
Date	8/25/2016	11/22/2016	11/17/2016	2017	2017	10/14/2016
Dollar Value	\$15,200	\$19,300	\$15,933	\$9,840	\$2,173,061	\$56,574
Type	Materials & Supplies	Construction	Materials & Supplies	Professional Services	Rolling Stock	Construction
Method	Quotes	IFB (Single Bid)	Quotes	Sole Source	Piggyback	IFB
New Start or Small Start	No	No	No	No	No	No
Awarded by Contractors or Subrecipients	No	No	No	No	No	No
Change Order	No	No	No	No	No	No
DBE Goal	No	No	No	No	No	No
Protest	No	No	No	No	No	No
Deficiencies	No	No	No	No	No	No

10. Disadvantaged Business Enterprise (DBE)

Basic Requirement: Recipients must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT assisted contracts. Recipients also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts.

Finding: During this Triennial Review of GBM, a deficiency was found with the US DOT requirements for DBE.

DBE uniform reports contain inaccuracies and/or are missing (DBE5-1)

GBM has been reporting total contract dollars, both federal and local share, in its DBE semi-annual reports to FTA.

49 CFR Part 26 Appendix B "INSTRUCTIONS FOR COMPLETING THE UNIFORM REPORT OF DBE AWARDS/COMMITMENTS AND PAYMENTS"

Recipients of Department of Transportation (DOT) funds are expected to keep accurate data regarding the contracting opportunities available to firms paid with DOT dollars. Failure to submit contracting data relative to the DBE program will result in noncompliance with Part 26. All dollar values listed on this form should represent the DOT share attributable to the Operating Administration (OA): Federal Highway Administration (FHWA), Federal Aviation Administration (FAA) or Federal Transit Administration (FTA) to which this report will be submitted.

- 1. Indicate the DOT (OA) that provides your Federal financial assistance. If assistance comes from more than one OA, use separate reporting forms for each OA. If you are an FTA recipient, indicate your Vendor Number in the space provided.*
- 2. If you are an FAA recipient, indicate the relevant AIP Numbers covered by this report. If you are an FTA recipient, indicate the Grant/Project numbers covered by this report. If more than ten vendors attach a separate sheet.*
- 3. Specify the Federal fiscal year (i.e., October 1-September 30) in which the covered reporting period falls.*
- 4. State the date of submission of this report.*
- 5. Check the appropriate box that indicates the reporting period that the data provided in this report covers. For FHWA and FTA recipients, if this report is due June 1, data should cover October 1-March 31. If this report is due December 1, data should cover April 1-September 30. If the report is due to the FAA, data should cover the entire year.*
- 6. Provide the name and address of the recipient.*
- 7. State your overall DBE goal(s) established for the Federal fiscal year of the report being submitted to and approved by the relevant OA. Your overall goal is to be reported as well as the breakdown for specific race-conscious and race-neutral projections (both of which include gender-conscious/neutral projections). The race-conscious projection should be based on measures that focus on and provide benefits only for DBEs. The use of contract goals is a primary example of a race-conscious measure. The race-neutral projection should include measures that, while benefiting DBEs, are not solely focused on DBE firms. For example, a small business outreach program, technical assistance, and prompt payment clauses can assist a wide variety of businesses in addition to helping DBE firms.*

Section A: Awards and Commitments Made During This Period

The amounts in items 8(A)-10(I) should include all types of prime contracts awarded and all types of subcontracts awarded or committed, including: professional or consultant services, construction, purchase of materials or supplies, lease or purchase of equipment and any other types of services. All dollar amounts are to reflect only the Federal share of such contracts and should be rounded to the nearest dollar.

Line 8: Prime contracts awarded during this period: The items on this line should correspond to the contracts directly between the recipient and a supply or service contractor, with no intermediaries between the two.

8(A). Provide the total dollar amount for all prime contracts assisted with DOT funds and awarded during this reporting period. This value should include the entire Federal share of the contracts without removing any amounts associated with resulting subcontracts.

8(B). Provide the total number of all prime contracts assisted with DOT funds and awarded during this reporting period.

8(C). From the total dollar amount awarded in item 8(A), provide the dollar amount awarded in prime contracts to certified DBE firms during this reporting period. This amount should not include the amounts sub contracted to other firms.

8(D). From the total number of prime contracts awarded in item 8(B), specify the number of prime contracts awarded to certified DBE firms during this reporting period.

8(E&F). This field is closed for data entry. Except for the very rare case of DBE-set asides permitted under 49 CFR Part 26, all prime contracts awarded to DBES are regarded as race-neutral.

8(G). From the total dollar amount awarded in item 8(C), provide the dollar amount awarded to certified DBEs through the use of Race Neutral methods. See the definition of Race Neutral in item 7 and the explanation in item 8 of project types to include.

8(H). From the total number of prime contracts awarded in 8(D), specify the number awarded to DBEs through race-neutral methods.

8(I). Of all prime contracts awarded this reporting period, calculate the percentage going to DBEs. Divide the dollar amount in item 8(C) by the dollar amount in item 8(A) to derive this percentage. Round percentage to the nearest tenth.

Line 9: Subcontracts awarded/committed this period: Items 9(A)-9(I) are derived in the same way as items 8(A)-8(I), except that these calculations should be based on subcontracts rather than prime contracts. Unlike prime contracts, which may only be awarded, subcontracts may be either awarded or committed.

9(A). If filling out the form for general reporting, provide the total dollar amount of subcontracts assisted with DOT funds awarded or committed during this period. This value should be a subset of the total dollars awarded in prime contracts in 8(A), and therefore should never be greater than the amount awarded in prime contracts. If filling out the form for project reporting, provide the total dollar amount of subcontracts assisted with DOT funds awarded or committed during this period. This value should be a subset of the total dollars awarded or previously in prime contracts in 8(A). The sum of all subcontract amounts in consecutive periods should never exceed the sum of all prime contract amounts awarded in those periods.

9(B). Provide the total number of all subcontracts assisted with DOT funds that were awarded or committed during this reporting period.

9(C). From the total dollar amount of subcontracts awarded/committed this period in item 9(A), provide the total dollar amount awarded in subcontracts to DBEs.

9(D). From the total number of subcontracts awarded or committed in item 9(B), specify the number of subcontracts awarded or committed to DBEs.

9(E). From the total dollar amount of subcontracts awarded or committed to DBEs this period, provide the amount in dollars to DBEs using race-conscious measures.

9(F). From the total number of subcontracts awarded or committed to DBEs this period, provide the number of subcontracts awarded or committed to DBEs using race-conscious measures.

9(G). From the total dollar amount of subcontracts awarded/committed to DBEs this period, provide the amount in dollars to DBEs using race-neutral measures.

9(H). From the total number of subcontracts awarded/committed to DBEs this period, provide the number of subcontracts awarded to DBEs using race-neutral measures.

9(I). Of all subcontracts awarded this reporting period, calculate the percentage going to DBEs. Divide the dollar amount in item 9(C) by the dollar amount in item 9(A) to derive this percentage. Round percentage to the nearest tenth.

Line 10: Total contracts awarded or committed this period. These fields should be used to show the total dollar value and number of contracts awarded to DBEs and to calculate the overall percentage of dollars awarded to DBEs.

10(A)-10(B). These fields are unavailable for data entry.

10(C-H). Combine the total values listed on the prime contracts line (Line 8) with the corresponding values on the subcontracts line (Line 9).

10(I). Of all contracts awarded this reporting period, calculate the percentage going to DBEs. Divide the total dollars awarded to DBEs in item 10(C) by the dollar amount in item 8(A) to derive this percentage. Round percentage to the nearest tenth.

Corrective Actions and Schedule: No later than February 13, 2020, GBM must submit to the FTA Regional Civil Rights Officer (RCRO) corrected semi-annual reports for FFY 2016, FFY 2017, FFY 2018 and FFY 2019. GBM must also submit procedures to ensure that future semi-annual reports will be completed accurately.

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Title VI.

12. Americans with Disabilities Act (ADA) - General

Basic Requirement: Titles II and III of the ADA of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of GBM, no deficiencies were found with the US DOT requirements for ADA – General.

13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system. “Comparability” is determined by 49 CFR 37.123-37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: During this Triennial Review of GBM, no deficiencies were found with US DOT requirements for ADA – Complementary Paratransit.

14. Equal Employment Opportunity

Basic Requirement: The recipient must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under the Federal transit laws. (Note: Equal Employment Opportunity Commission’s regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Equal Employment Opportunity.

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for School Bus.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Recipients are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Charter Bus.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug-free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug-free awareness program.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Drug-Free Workplace Act.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Drug and Alcohol Program.

19. Section 5307 Program Requirements

Basic Requirement: For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares. Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction. Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP). Recipients must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary. Recipients must ensure that least one percent of such funds are expended on associated transit enhancement projects.

Finding: During this Triennial Review of GBM, no deficiencies were found with the FTA requirements for Section 5307 Program Requirements.

20. Section 5310 Program Requirements

Basic Requirement: Recipients must expend funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding under the Section 5310 program must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all leases of Section 5310-funded vehicles and ensure that leases include required terms and conditions. Either the recipient or subrecipient must hold title to the leased vehicles.

Finding: This section only applies to recipients that receive Section 5310 funds directly from FTA, therefore, the related requirements are not applicable to the review of GBM.

21. Section 5311 Program Requirements

Basic Requirement: Recipients must expend funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: This section only applies to recipients that receive Section 5311 funds directly from FTA, therefore, the related requirements are not applicable to the review of GBM.

V. Summary of Findings

Review Area	Finding	Deficiency Code(s)	Corrective Action	Response Due Date	Date Closed
1. Legal	ND				
2. Financial Management and Capacity	ND				
3. Technical Capacity – Award Management	ND				
4. Technical Capacity – Program Management and Subrecipient Oversight	NA				
5. Technical Capacity – Project Management	ND				
6. Transit Asset Management	ND				
7. Satisfactory Continuing Control	ND				
8. Maintenance	ND				
9. Procurement	ND				
10. Disadvantaged Business Enterprise (DBE)	D	DBE5-1: DBE uniform reports contain inaccuracies and/or are missing required information	GBM must submit to the FTA RCRO corrected semi-annual reports for FFY2016, FFY2017, FFY2018 and FFY2019. GBM must also submit procedures to ensure that future semi-annual reports will be completed accurately.	02/13/2020	
11. Title VI	ND				
12. Americans With Disabilities Act (ADA) - General	ND				
13. Americans With Disabilities Act (ADA) – Complementary Paratransit	ND				
14. Equal Employment Opportunity (EEO)	ND				
15. School Bus	ND				
16. Charter Bus	ND				
17. Drug-Free Workplace Act	ND				
18. Drug and Alcohol Policy	ND				
19. Section 5307 Program Requirements	ND				
20. Section 5310 Program Requirements	NA				
21. Section 5311 Program Requirements	NA				

* Denotes a repeat deficiency

VI. Attendees

Name	Title	Phone Number	E-mail Address
<i>Green Bay Metro</i>			
Patty Kiewiz	Transit Director	920.448.3455	patriciaki@greenbaywi.gov
Miranda Socha	Compliance Coordinator	920-448-3454	mirandaso@greenbaywi.gov
Sherry Schuh	Accountant	920-448-3453	sherryse@greenbaywi.gov
Essie Fels	Paratransit Coordinator	920.448.3461	essiefe@greenbaywi.gov
Rick Jensen	Purchasing Manager	920-448-3049	rickje@greenbaywi.gov
Jackie Krauze	Purchasing Buyer	920-448-3049	jackiekr@greenbaywi.gov
Diane Kruse	Purchasing Buyer	920-448-3051	dianekr@greenbaywi.gov
Kenny Hofer	Maintenance Manager	920-448-3451	kennyho@greenbaywi.gov
Karen Jossart	Maintenance Coordinator	920-448-3459	karenjo@greenbaywi.gov
<i>Brown County Planning Commission</i>			
Lisa Conrad	Senior Planner	920-448-6489	conrad_lj@co.brown.wi.us
<i>FTA Region 5</i>			
Melody Hopson	Director, Program Management & Project Oversight	312-886-1611	melody.hopson@dot.gov
Hassan Dastgir	General Engineer	312-705-1280	hassan.dastgir@dot.gov
Bill Wheeler (via teleconference)	Community Planner	312-353-2639	william.wheeler@dot.gov
Nicholas Sun (via teleconference)	Program Manager	312-705-1267	nicholas.sun@dot.gov
<i>Interactive Elements Inc.</i>			
George Pierlott	Lead Reviewer	609-304-6253	george@pierlottassociates.com

VII. Appendices

No appendices included in this report.



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.2.

Operational Report

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

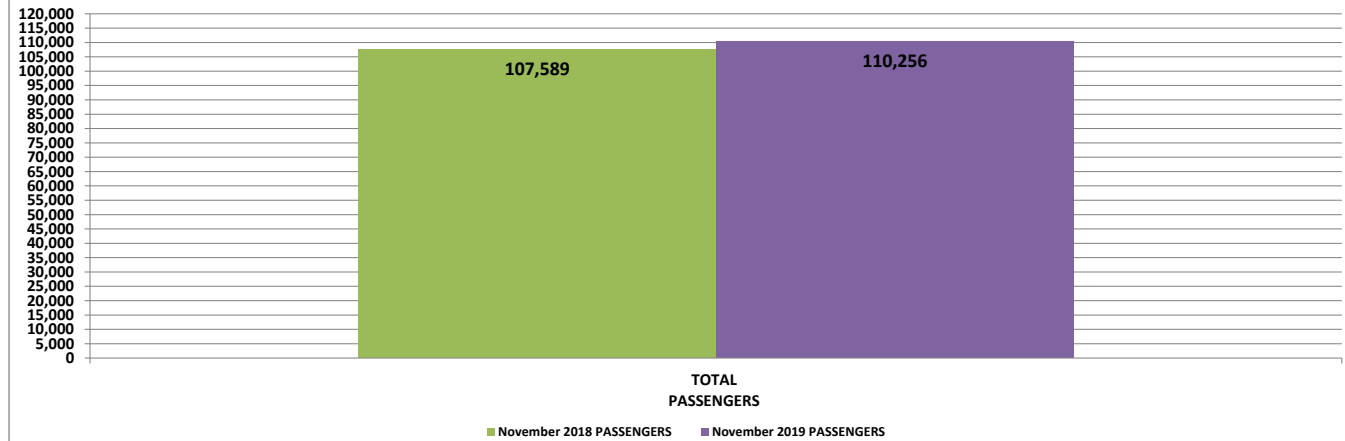
ATTACHMENTS

- I. 2019.11 Ridership Report

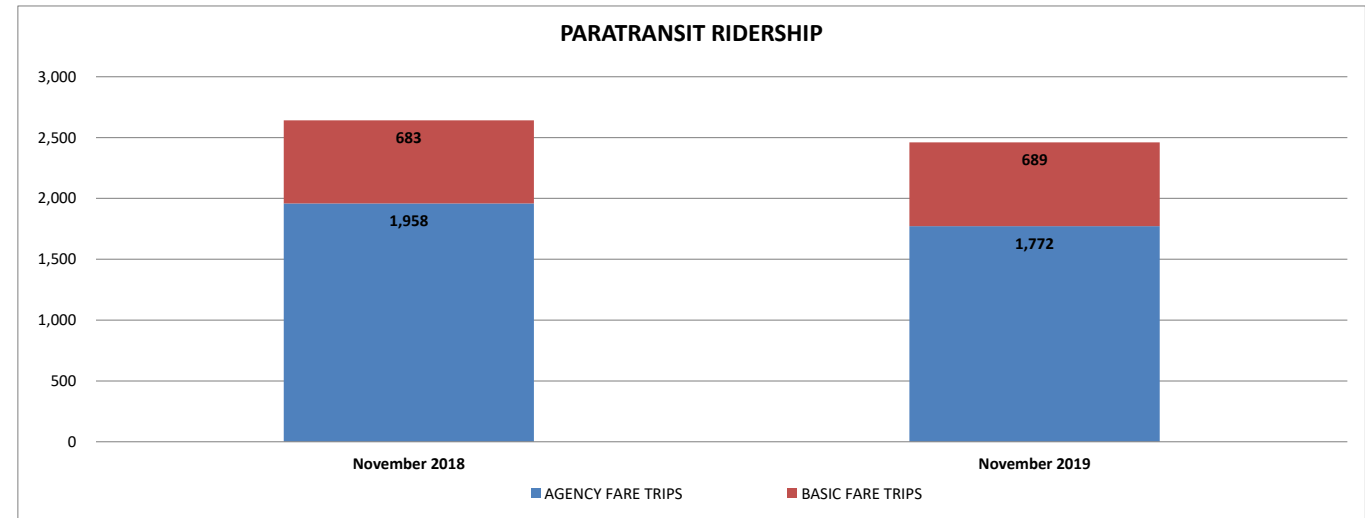
FIXED ROUTE RIDERSHIP

	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
November 2018	2,672	28,546	868	2,774	16,106	228	6,085	12	237	420	5	329	11,131	0	69,413
November 2019	2,443	23,768	798	1,893	12,483	193	4,845	7	182	206	3	300	8,772	0	55,893
CHANGE '18-'19	(229)	(4,778)	(70)	(881)	(3,623)	(35)	(1,240)	(5)	(55)	(214)	(2)	(29)	(2,359)	0	(13,520)
	-8.6%	-16.7%	-8.1%	-31.8%	-22.5%	-15.4%	-20.4%	-41.2%	-23.2%	-51.0%	-41.2%	-8.8%	-21.2%	#DIV/0!	-19.5%

	GREEN SATURDAY	GAME DAY	SNC	FREE FARE	FREE 4 & UNDER	PROMO	TOTAL FREE FARES	ASHWAUPE NON SCHOOLS	GBAPS	U-PASS	RAZ PASS	G-LINE DT-TT	TOTAL PARTNERSHIP FARES	TOTAL PASSENGERS
November 2018	9,906	2,288	0	585	1,597	4	14,380	1,657	20,884	1,255	0	0	23,796	107,589
November 2019	10,544	2,608	0	1,989	913	4	16,058	1,819	21,354	1,373	0	13,759	38,305	110,256
CHANGE '18-'19	638	320	0	1,404	(684)	0	1,678	162	470	118	0	13,759	14,509	2,667
	6.4%	14.0%	#DIV/0!	240.0%	-42.8%	0.0%	11.7%	9.8%	2.3%	9.4%	100.0%	100.0%	61.0%	2.5%

FIXED ROUTE RIDERSHIP**PARATRANSIT**

	AGENCY FARE TRIPS	BASIC FARE TRIPS	TOTAL TRIPS	BASIC FARE	AGENCY FARE	TOTAL FARES
November 2018	1,958	683	2,641	\$ 7,923	\$ 23,360	\$ 31,283
November 2019	1,772	689	2,461	\$ 7,383	\$ 26,538	\$ 33,921
CHANGE '18-'19	(186)	6	(180)	\$ (540)	\$ 3,179	\$ 2,639
	-9.5%	0.9%	-6.8%	-6.8%	13.6%	8.4%

PARATRANSIT RIDERSHIP**COMMENTS:**



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.3.

Financial Report

BACKGROUND

Green Bay Metro's staff will present the Commission with January through October financial report.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. 10 - October 2019 Financials



EXPENSES

ACCOUNT DESCRIPTION	2019 Jan-Oct	2018 Jan-Oct	+/-	%	2019 BUDGET	% OF BUDGET
Wages & Salaries	2,475,077.57	2,416,642.84	58,435	2.4%	3,726,621	66.4%
Fringe Benefits	1,285,426.72	1,356,029.38	(70,603)	-5.2%	1,533,681	83.8%
Other Employment Expenses	48,868.07	40,255.01	8,613	21.4%	42,350	115.4%
Contract Services	126,716.35	137,107.44	(10,391)	-7.6%	266,839	47.5%
Materials & Supplies	540,118.00	577,836.39	(37,718)	-6.5%	998,979	54.1%
Building & Equip Maintenance	316,438.25	574,668.00	(258,230)	-44.9%	304,500	103.9%
Utilities	76,348.55	78,794.91	(2,446)	-3.1%	109,262	69.9%
Insurance	185,866.80	180,795.86	5,071	2.7%	137,935	134.7%
Miscellaneous	308.30	383.80	(75)	-24.5%	300	102.8%
Paratransit Services	773,064.71	782,548.50	(9,484)	-1.2%	1,266,040	61.1%
Subrecipient Expenses	-	143,135.14	(143,135)	0.0%	-	0.0%
TOTAL	5,828,233.32	6,288,197.27	(459,964)	-7.3%	8,386,507	69.5%

REVENUES

ACCOUNT DESCRIPTION	2019 Jan-Oct	2018 Jan-Oct	+/-	%	2019 BUDGET	% OF BUDGET
Federal Operating Asst	1,969,725.00	205,219.00	1,764,506	89.6%	2,264,357	87.0%
State Operating Asst	2,436,138.00	2,425,070.00	11,068	0.5%	2,264,357	107.6%
Other Local Municipalities	437,048.28	486,344.10	(49,296)	-11.3%	582,731	75.0%
Green Bay	1,040,000.00	1,062,500.00	(22,500)	-2.2%	1,620,161	64.2%
Farebox Revenue-Fixed Route	555,631.75	581,540.51	(25,909)	-4.7%	660,000	84.2%
Farebox Revenue-Paratransit	306,821.00	345,322.00	(38,501)	-12.5%	528,000	58.1%
College Program Fares	10,758.00	4,663.00	6,095	56.7%	-	0.0%
TMI Refund	70,654.00	83,359.00	(12,705)	-18%	-	0.0%
Non-Transportation Revenue	52,457.68	118,708.58	(66,251)	-126.3%	17,900	293.1%
State Fuel Refund	11,289.79	15,856.57	(4,567)	-40.5%	-	0.0%
Advertising	130,873.36	138,370.31	(7,497)	-5.7%	120,000	109.1%
Intercity Bus Commissions	13,861.71	23,269.15	(9,407)	-67.9%	36,000	38.5%
Partnership Contributions	108,015.50	102,741.83	5,274	4.9%	293,000	36.9%
TOTAL	7,143,274.07	5,592,964.05	1,550,310	21.7%	8,386,506	85.2%

KEY PERFORMANCE INDICATORS (KPI)

Operating Days	257	257	0	0.0%	307
Revenue Miles	1,007,959	972,778	35,181	3.6%	1,319,521
Revenue Hours	72,823	65,675	7,148	10.9%	84,124
Unlinked Passenger Trips	1,077,286	1,065,336	11,950	1.1%	1,289,000
Revenue / Cost	122.6%	88.9%			100.0%
Farebox Revenue / Mile	0.55	0.60	(0.05)	-7.8%	0.50
Farebox Revenue / Pass Trip	0.52	0.55	(0.03)	-5.5%	0.51
Farebox Revenue / Hour	7.63	8.85	(1.22)	-13.8%	7.85
Passenger / Mile	1.07	1.10	(0.03)	-2.4%	0.98
Cost / Mile	5.02	5.66	(0.64)	-11.4%	5.40
Cost / Passenger Trip	4.69	5.17	(0.48)	-9.2%	5.52



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.4.

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

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 18, 2019

PREPARED BY

AGENDA ITEM # E.5.

Next Meeting: Wednesday, January 15, 2020

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None