



AGENDA OF THE TRANSIT COMMISSION

WEDNESDAY, DECEMBER 21, 2022, 8:15 AM
TRANSIT
901 University Ave

A. Roll Call.

1. Roger Kolb, Chair; Emily Ysebaert, Vice-Chair; Kevin Kuehn, Secretary; Alderman Randy Scannell, Rashad Cobb, and Michael Conley-Kuhagen

B. Approval of the Agenda.

1. Approval of December 21, 2022 Transit Commission Agenda

C. Approval of Minutes.

1. Approval of November 23, 2022 Transit Commission Minutes

D. Public Hearing

1. Public Hearing: On the Proposed Modification of Green Bay Metro's Fixed Route Bus and Microtransit Service Hours.

E. Regular Business.

1. Discussion/Action: Proposed Modification of Green Bay Metro's Fixed Route Bus and Microtransit Service Hours.
2. Discussion/Action: Reclass the Bus Cleaner Position to a Fueler

F. Informational.

1. Dale Detrie Retirement
2. Operational Reports
3. Financial Report
4. Director's Report
5. Next Transit Commission Meeting: Wednesday, January 18, 2023

G. 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 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # B.1

Approval of December 21, 2022 Transit Commission Agenda

BACKGROUND

Enclosed is the agenda for the Transit Commission meeting being held on December 21, 2022.

RECOMMENDATION

Staff recommends the approval of the agenda for December 21, 2022.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # C.1

Approval of November 23, 2022 Transit Commission Minutes

BACKGROUND

Enclosed are the proposed minutes from the Transit Commission meeting that was held on November 23, 2022.

RECOMMENDATION

Staff recommends the approval of the minutes from November 23, 2022.

FISCAL IMPACT

ATTACHMENTS

- I. Transit Commission 11-23-22



MINUTES OF THE TRANSIT COMMISSION

WEDNESDAY, NOVEMBER 23, 2022, 8:15 AM

TRANSIT

901 University Ave

A. ROLL CALL.

I. Roger Kolb, Chair; Emily Ysebaert, Vice-Chair; Kevin Kuehn, Secretary; Alderman Randy Scannell, Rashad Cobb, and Michael Conley-Kuhagen

Present: Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen

Excused: Kevin Kuehn, Rashad Cobb

Chair Roger Kolb called the meeting to order at 8:15 a.m.

B. APPROVAL OF THE AGENDA.

I. Approval of November 23, 2022 Transit Commission Agenda

Moved by Ald. Randy Scannell, seconded by Commissioner Emily Ysebaert to approve the November 23, 2022 agenda. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

C. APPROVAL OF MINUTES.

I. Approval of October 26, 2022 Transit Commission Minutes

Moved by Commissioner Emily Ysebaert, seconded by Michael Conley-Kuhagen to approve the minutes from the October 26, 2022 meeting. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

D. REGULAR BUSINESS.

I. Presentation of the Green Bay Metro Annual System Review and Analysis Report, by Brown County Planning Commission.

Brown County MPO, Lisa Conard provided a review of the report, noting that the ridership data collected indicates that the service restructure implemented in August of 2021 continues to be successful. A good balance between fixed route bus and microtransit services has been achieved. Lisa noted that the bus fleet is in the best condition (age and mileage) it has been in decades. She informed the commission that staff will be preparing a new five-year Transit Development Plan in 2023 and discussed some of the opportunities associated with that process.

Moved by Ald. Randy Scannell, seconded by Commissioner Emily Ysebaert to receive and place on file the Green Bay Metro Annual System Review and Analysis report, by Brown County Planning. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

2. Discussion/Action: Green Bay Metro's 2023 Budget

Director Kiewiz stated we have provided several different documents in your packets. The documents show how Metro dollars are split up according to what is paid by the federal, state and each municipality. Green Bay Metro will be utilizing the new funding structure compared to previous years. Green Bay Metro has entered into a public comment period for potential service hour changes. The proposed changes will provide riders with more direct transportation options.

The local share of the 2023 Green Bay Metro budget has been approved by the City Council and all partnering municipalities. Director Kiewiz stated if the Commission had any questions she would be more than happy to answer them.

Moved by Ald. Randy Scannell, seconded by Commissioner Emily Ysebaert to approve Green Bay Metro's 2023 Budget. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

3. Discussion/Action: Reclassification of the Accountant Position

Director Kiewiz gave a brief overview of the Accountant position. The responsibilities have changed significantly due to the evolving nature of our transit services. Along with the implementation of microtransit, Green Bay Metro became part of a large urban system which comes with different financial regulations and reporting. This position oversees the Disadvantaged Business Enterprise (DBE) program and Title VI compliance to ensure that purchases and services are equitable. Green Bay Metro is requesting that the Accountant position be reclassified to a new Finance Manager to ensure appropriate compensation for the work that is being performed and the additional responsibilities.

Moved by Ald. Randy Scannell, seconded by Commissioner Emily Ysebaert to approve the reclassification of the Accountant position to Finance Manager effective November 6, 2022. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

4. Discussion/Action: Tire Leasing Contract

Director Kiewiz stated that staff had worked with the city Purchasing Department to secure a contract for tire leasing for the transit buses. The current contract expires 12/31/2022. Based on the Federal Transit Administration guidelines, Metro conducts a full procurement process every five years. Staff recommends the award of the Tire Leasing contract to Bridgestone Americas Tire, the vendor with the overall lowest cost to Metro Transit for the five (5) year tire leasing contract for the projected total amount of \$142,898.85.

Moved by Ald. Randy Scannell, seconded by Michael Conley-Kuhagen to approve the award of the Tire Leasing contract to Bridgestone Americas Tire for (5) years for the projected total amount of \$142,898.85. Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

5. Discussion/Action: Green Bay Metro's Public Transit Agency Safety Plan (PTASP)

Director Kiewiz stated that per the regulation of the Federal Transit Administration (FTA) 49 CFR Part 673, Green Bay Metro is required to submit a Public Transit Agency Safety Plan ensuring compliance. Page three (3) of the document summarizes the changes. Updated the Bipartisan Infrastructure Law requirements along with expanded definitions of the Safety Solutions Team. Modifications and revisions have been made to meet the new requirements.

Moved by Ald. Randy Scannell, seconded by Michael Conley-Kuhagen to approve the Green Bay Metro's Public Transit Agency Safety Plan (PTASP) . Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain-None

E. INFORMATIONAL.

1. Service Hour Changes

Director Kiewiz stated Green Bay Metro has entered into a public comment period for potential service hour changes due to staffing levels. The public comment period will be conducted from November 18 through December 17, 2022. The proposed changes will provide riders with more direct transportation options.

Proposed service hours are as follows:

Monday – Friday:

Fixed route (includes Paratransit): 5:45am – 6:45pm

Microtransit (all zones): 6:45pm – 10:45pm

Saturday:

Fixed route (includes Paratransit): 7:45am – 1:45pm

Microtransit (all zones): 1:45pm – 7:45pm

Paratransit riders have been sent letters informing them of the proposed service hour changes.

2. Operational Reports

Director Kiewiz stated packets included ridership reports for fixed route, paratransit and microtransit. An overview of ridership was provided. Staff continues to see an increase in ridership.

Director Kiewiz stated she would be happy to answer any questions the Commission might have.

3. Financial Report

Director Kiewiz stated in your packets you will find the operating expense report for January through September. A brief overview of the revenue and expense reports was provided. No questions from the Transit Commission.

4. Director's Report

Director Kiewiz stated she would like to update the Commissioners on a few items:

- Green Bay Metro has been notified of the Federal Triennial review which is conducted every three (3) years.
- The next meeting will be Wednesday, December 21, 2022. We will need a quorum for our action items at the next meeting.

5. Next Transit Commission Meeting: Wednesday, December 21, 2022

F. ADJOURNMENT.

Moved by Ald. Randy Scannell, seconded by Commissioner Emily Ysebaert to adjourn at 8:52 a.m.
Motion carried.

Yes- Emily Ysebaert, Randy Scannell, Roger Kolb, Michael Conley-Kuhagen, No- None, Abstain- None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

AGENDA ITEM # D.I

Public Hearing: On the Proposed Modification of Green Bay Metro's Fixed Route Bus and Microtransit Service Hours.

BACKGROUND

Green Bay Metro implemented an additional mode of transportation in 2020, microtransit. Over the past two years, this mode has provided additional service options to the existing system and has allowed Green Bay Metro to extend service hours. The flexibility of the service has allowed riders an efficient, convenient transportation option, while reducing their ride times.

Given the success of the service, Green Bay Metro is considering extending the all-zone ride times. A 30-day public comment period was conducted from November 18, 2022 through December 17, 2022.

Proposed service changes are as follows:

Monday – Friday:

Fixed route service hours 5:45am – 6:45pm (Currently 5:45am - 8:45pm)

Microtransit (all zones) service hours 6:45pm – 10:45pm (Currently 8:45pm - 10:45pm)

Saturday:

Fixed route service hours 7:45am – 1:45pm (Currently 7:45am - 3:45pm)

Microtransit (all zones) service hours 1:45pm – 7:45pm (Currently 3:45pm - 7:45pm)

The staff received several calls clarifying the change.

One written comment was received and included in the packet.

One individual called and expressed her dislike of the change.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Online Form Submittal: Service Comments

Essie Fels

From: Patricia Kiewiz
Sent: Thursday, December 8, 2022 2:10 PM
To: Andrea Vlach; Essie Fels
Subject: FW: Online Form Submittal: Service Comments

Essie – please save for public record.

Patty Kiewiz
Transit Director



GB Metro Transit
901 University Avenue
920.448.3455
greenbaymetro.org

From: Patricia Kiewiz <Patricia.Kiewiz@greenbaywi.gov>
Sent: Thursday, December 8, 2022 1:53 PM
To: rnesvet@gmail.com
Subject: FW: Online Form Submittal: Service Comments

Rebecca,

Thank you for taking the time to share your comments. I will enter them as public record.

Our intent with microtransit is to keep arrival times less than 30 minutes. Our average currently is 14.7 minutes. We want to ensure everyone has transportation. Microtransit services the same area as fixed route. If you have used it and you were unable to get a ride, that is critical information for me to know. There are busy times and if you get “no seat available” you can just wait a minute or two and book again. We do monitor usage very, very closely.

Would you like to meet or have a call with our mobility coordinator? She could assist with learning to use microtransit.

Patty Kiewiz
Transit Director



GB Metro Transit
901 University Avenue
920.448.3455
greenbaymetro.org

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Thursday, December 8, 2022 10:56 AM

To: Patricia Kiewiz <Patricia.Kiewiz@greenbaywi.gov>

Subject: Online Form Submittal: Service Comments

Service Comments

Name Rebecca Nesvet

Email Address rnesvet@gmail.com

Address 201 HUTH ST, APT D

City GREEN BAY

State WI

Zip Code 54302

Phone Number 9203930367

(Section Break)

Please check all that apply Customer Service, Bus Stop Related, Information Request, Request for NEW Service

Describe Your Request I write with the greatest possible urgency to implore you to implore Green Bay Metro not to cut evening bus transit.

It is an absolute lifeline for people with disabilities, people struggling with addiction, and the poorest members of the Green Bay community. I am aware that most of Green Bay does not use evening bus transportation, but for those who do, it is absolutely essential to their ability to lead productive lives, maintain physical and mental health, and remain in the Green Bay community.

For example...

Eliminating the evening bus will mean that I will be virtually under house arrest. I don't want to stop being a productive member of society.

I am medically unable to drive, as my G.P. can certify. In 2014, I was offered interviews for professorships at 5 universities in the US, Europe, and Asia. I accepted a job at UWGB, and cancelled all the other interviews, because Green Bay seemed to have reliable bus service. In my first few years at UWGB, the bus allowed me to be an incredibly productive member of society. The bus makes it possible for me to work at UWGB, spend most of my income locally, at small businesses, and volunteer in the

Green Bay community.

Furthermore, eliminating the evening bus means that bus commuters with 9-5 (or later) jobs may stop taking the bus at all, which will jeopardize the viability of the 9-5 buses. If the bus is eliminated entirely, I will not be able to do my job as it currently exists without spending most of my disposable income on transportation. As I try to patronize small businesses in Green Bay as often as possible, this will be their loss.

More seriously, we cannot have a genuinely accessible, inclusive, and diverse culture without the bus. In my experience, the bus-riding population is more ethnically and culturally diverse than the general population of Green Bay, and seems to be on average less wealthy. People without individual vehicles have always been the most vulnerable.

It is difficult to explain to those who have never taken the bus why it matters, not only as a tool but as a community. There is a reason that nowhere in the Gospels does it say that Jesus Christ traveled by chariot. (He didn't.) How would He have got to know the people from a chariot? As Sen. Raphael Warnock just told us yesterday, to serve the people you must know them; to know them, you must walk among them -- not seal yourself up in a private metal and glass box. So, to cut bus service when the most vulnerable people need it is by definition immoral. To do it at Christmas - as GB Metro is now proposing - is, frankly, behavior one would expect from a pre-Christmas-1843 Ebenezer Scrooge.

Particularly as gas prices make people have to choose between transportation (including to work) and food/rent/utilities, not to mention necessities that in our society are luxuries such as medicine and education, cutting transportation will make our entire society poorer, sicker, less employable, and more isolated.

I am aware of the GB Metro On Demand individual ride service. It is not at this point robust or reliable enough to replace evening bus service, as it does not guarantee availability at given times. Bus service does.

I have on previous occasions shared with various Chancellors of UWGB statistics that support the absolute urgency of reliable, robust bus options, for reasons other than our "EcoU" mission. I would be willing to share these again and eager to take part in any conversations about bus access that you wish to have.

I want to be a productive worker and not a social outcast. I work hard to earn the right to fully belong to society. Please keep the night bus.

Best wishes

Rebecca Nesvet

GB metro regular monthly ticket buyer

Email not displaying correctly? [View it in your browser.](#)



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.1

Discussion/Action: Proposed Modification of Green Bay Metro's Fixed Route Bus and Microtransit Service Hours.

BACKGROUND

As discussed in the public hearing.

RECOMMENDATION

Staff recommends the approval of the proposed modification of Green Bay Metro's fixed route bus and microtransit service hours, effective January 1, 2023.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # E.2

Discussion/Action: Reclass the Bus Cleaner Position to a Fueler

BACKGROUND

Currently, the Bus Cleaner is responsible for detailing buses. The Bus Cleaner is not required to have a CDL, limiting the duties that can be done. The staff is looking to reclass this position to a Fueler. This will then give Metro a total of three Fuelers, allowing for additional coverage, while reducing overtime. Fuelers are required to maintain a CDL. Annual impact will be approximately \$6,900.

RECOMMENDATION

Staff recommends reclassing the current Bus Cleaner to a Fueler position.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # F.I

Dale Detrie Retirement

BACKGROUND

Director Kiewiz will present a token of appreciation to Bus Operator, Dale Detrie who has committed FIFTY YEARS of service to The City of Green Bay.

RECOMMENDATION

No action is necessary.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # F.2

Operational Reports

BACKGROUND

Operational reports included. Staff will present the reports.

RECOMMENDATION

No action is necessary.

FISCAL IMPACT

ATTACHMENTS

1. 10.Oct Ridership
2. 10.Oct Micro KPIs

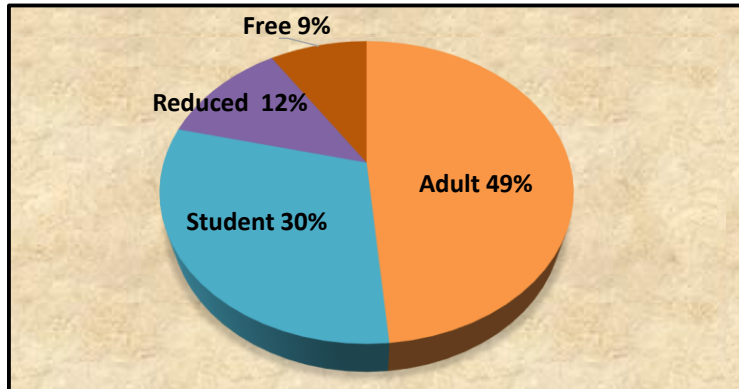
OPERATIONAL REPORT OCTOBER 2022

Fixed Route Ridership

	ADULT	STUDENT	*REDUCED	*FREE	MONTHLY FIXED ROUTE	YTD FIXED ROUTE
October 2021	24,899	11,050	8,083	9,545	53,577	392,250
October 2022	34,272	22,562	8,858	6,880	72,572	549,373
Difference	9,373	11,512	775	(2,665)	18,995	
	38%	104%	10%	-28%	35%	

Microtransit On Demand Ridership

ADULT	STUDENT	*REDUCED	*FREE	MONTHLY ON DEMAND	YTD ON DEMAND
1,647	101	90	165	2,003	10,315
2,225	193	149	14	2,581	23,470



YTD PASSENGERS
572,843

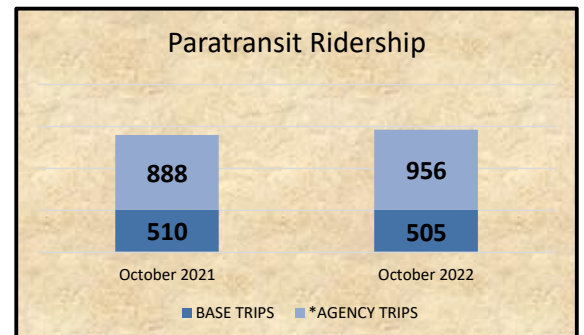
*Reduced fare program is for individuals who are age 65 and older, Medicare recipients, and individuals with qualifying disabilities.

*Free is comprised of game day, children 4 & under, promos, etc.

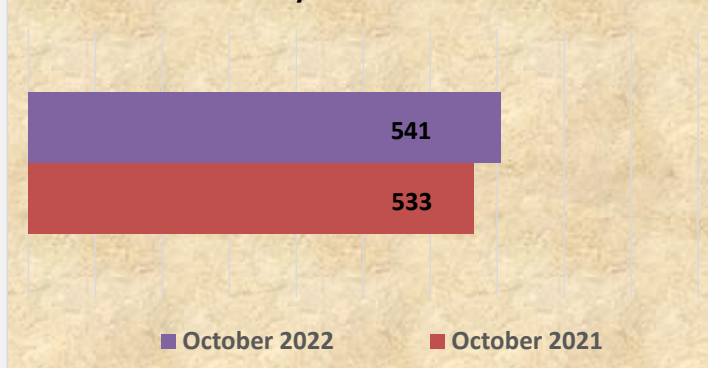
Paratransit Ridership

	BASE TRIPS	*AGENCY TRIPS	TOTAL TRIPS
October 2021	510	888	1,398
October 2022	505	956	1,461
Difference	(5)	68	63
	-1.0%	7.7%	4.5%

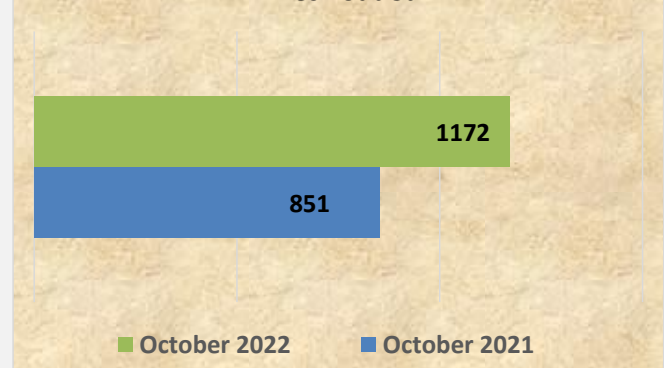
*Agency Fare includes base fare plus additional cost for expenses that is permitted by 49 CRF 37.131 to social service agencies and other organizations for agency trips (i.e., trips guaranteed to the organization).



Mobility Devices Boarded



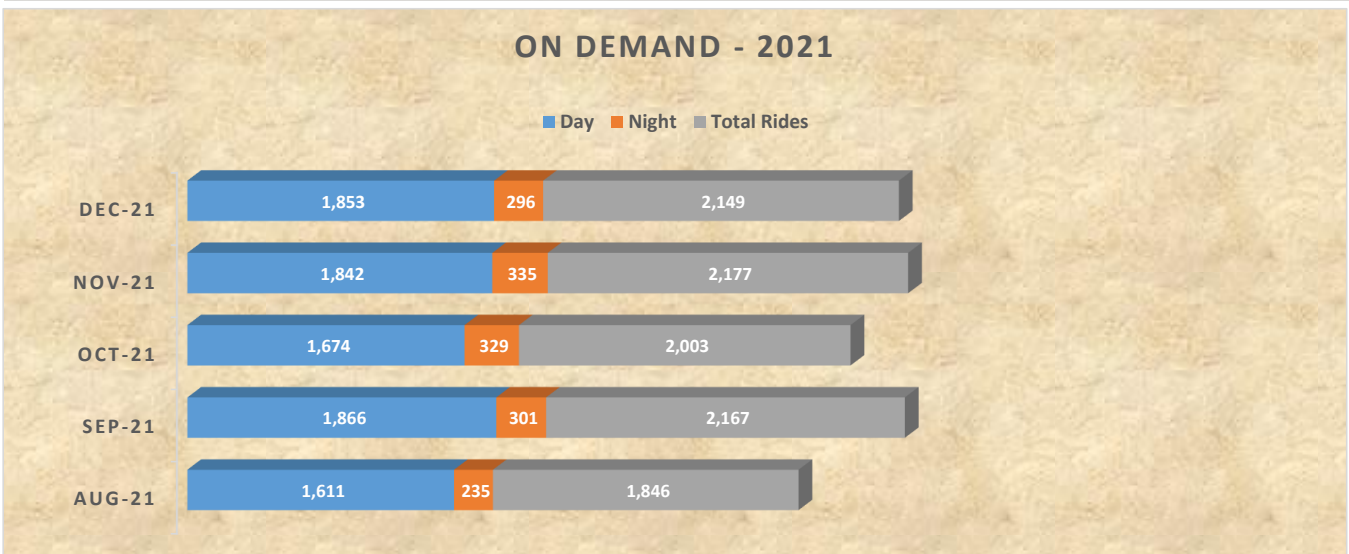
Bikes Loaded



GBM ON DEMAND RIDERSHIP - KPIs

OCTOBER 2022

	Day Service	Night Service	Total	YTD	Target
Passengers	2,140	441	2,581	23,470	
Operating Hours	1,154.0	174.4	1,328.4	12,216	
Passengers per Operating Hour	1.85	2.53	1.94	1.92	3.0
Average Customer Wait Time (minutes)	14.31	18.44			<20.0
On-Time Pickups	92%	72%			95%



Day Service	Monday - Friday	5:45am - 8:45pm	Saturday	7:45am - 3:45pm
Night Service	Monday - Friday	8:45 pm - 10:45pm	Saturday	N/A

*Key Performance Indicators (KPI)



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # F.3

Financial Report

BACKGROUND

Green Bay Metro's staff will present the Commission with the financial report for October 2022.

RECOMMENDATION

No action is necessary.

FISCAL IMPACT

ATTACHMENTS

- I. 10-October Financials



EXPENSES

ACCOUNT DESCRIPTION	2022 Jan-Oct	2021 Jan-Oct	+/-	%	2022 BUDGET	% OF BUDGET
Wages & Salaries	2,064,478.79	1,888,167.86	176,311	9.3%	2,585,333	79.9%
Fringe Benefits	1,105,928.55	1,044,486.84	61,442	5.9%	1,597,262	69.2%
Other Employment Expenses	53,597.74	35,732.53	17,865	50.0%	46,160	116.1%
Contract Services	164,339.30	163,522.14	817	0.5%	333,573	49.3%
Materials & Supplies**	544,324.66	335,169.71	209,155	62.4%	686,265	79.3%
Building & Equip Maintenance	211,290.04	220,976.03	(9,686)	-4.4%	204,300	103.4%
Utilities	81,511.27	69,117.21	12,394	17.9%	100,091	81.4%
Insurance*	170,891.62	197,700.05	(26,808)	-13.6%	164,129	104.1%
Miscellaneous	195.40	205.40	(10)	-4.9%	250	78.2%
Paratransit Services	470,064.16	457,791.56	12,273	2.7%	1,094,740	42.9%
Microtransit Services	821,867.85	556,898.70	264,969	47.6%	1,921,754	42.8%
Subrecipient Expenses	-	-	-	0.0%	-	0.0%
TOTAL	5,688,489.38	4,969,768.03	718,721	14.5%	8,733,857	65.1%

REVENUES

ACCOUNT DESCRIPTION	2022 Jan-Oct	2021 Jan-Oct	+/-	%	2022 BUDGET	% OF BUDGET
Federal Operating Asst	1,255,614.00	1,003,266.00	252,348	25.2%	2,456,328	51.1%
State Operating Asst	2,366,052.00	2,431,972.00	(65,920)	-2.7%	2,358,141	100.3%
Other Local Municipalities	562,259.60	554,473.32	7,786	1.4%	644,265	87.3%
Green Bay	1,040,000.00	1,040,000.00	-	0.0%	1,676,517	62.0%
Farebox Revenue-Fixed Route	380,452.85	322,528.43	57,924	18.0%	775,000	49.1%
Farebox Revenue-Paratransit	190,221.00	190,519.00	(298)	-0.2%	462,000	41.2%
Farebox Revenue-Microtransit	12,004.00	9,990.00	2,014	20.2%	-	0.0%
College Program Fares	5,627.00	2,959.00	2,668	90.2%	-	0.0%
TMI Refund*	50,038.00	65,431.00	(15,393)	-24%	-	0.0%
Non-Transportation Revenue	44,936.77	32,691.77	12,245	37.5%	17,200	261.3%
State Fuel Refund	11,493.25	5,143.09	6,350	123.5%	-	0.0%
Advertising	100,107.42	94,547.80	5,560	5.9%	120,000	83.4%
Intercity Bus Commissions	5,045.61	6,890.30	(1,845)	-26.8%	36,000	14.0%
Partnership Contributions	141,048.00	110,688.17	30,360	27.4%	188,404	74.9%
TOTAL	6,164,899.50	5,871,099.88	293,800	5.0%	8,733,857	70.6%

KEY PERFORMANCE INDICATORS (KPI)

Operating Days	256	257	(1)	-0.4%	307
Revenue Miles	632,750	608,927	23,823	3.9%	802,941
Revenue Hours	42,489	41,486	1,003	2.4%	53,491
Unlinked Passenger Trips	549,373	392,250	157,123	40.1%	591,868
Revenue / Cost	108.4%	118.1%			1
Farebox Revenue / Mile	0.60	0.53	0	13.5%	1
Farebox Revenue / Pass Trip	0.69	0.82	(0)	-15.8%	1
Farebox Revenue / Hour	8.95	7.77	1	15.2%	14
Passenger / Mile	0.87	0.64	0	34.8%	0.74
Cost / Mile	6.95	6.50	0	7.0%	8.48
Cost / Passenger Trip	8.00	10.08	(2)	-20.6%	11.51

*Insurance is [NET] TMI

October = 83.3%

**Diesel Fuel is included in materials and supplies subtotal.

2022



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

Patty Kiewiz, Transit Director

AGENDA ITEM # F.4

Director's Report

BACKGROUND

Director Kiewiz will provide the Commission with an update on Green Bay Metro.

RECOMMENDATION

No action is necessary.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Transit Commission
of the City of Green Bay



MEETING DATE

December 21, 2022

PREPARED BY

AGENDA ITEM # F.5

Next Transit Commission Meeting: Wednesday, January 18, 2023

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None