

**** All present are expected to conduct themselves in accordance with the City's Core Values ****



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department, Committee, Agency, Corporation, Quasi-Municipal Corporation or sub-unit thereof.

Meeting of the: **TRANSIT COMMISSION**
Date/Time: Thursday, November 20, 2014 @1:30 p.m.
Location: Wausau Downtown Airport, 725 Woods Place, Wausau
Members: Sherri Abitz (C), Keene Winters, Robert Mielke, Keith Draheim, Daniel Guild, George Peterson, Joan Joss, Txanj Hue Yang

AGENDA ITEMS FOR CONSIDERATION (All items listed may be acted upon)

1. Roll Call
2. Public Comment on Matters Appearing on the Agenda
3. Approval of Minutes – September 18, 2014
4. Financial Report
5. Consider Elimination of Route K and Paratransit Service in the City of Schofield, Village of Rothschild and Village of Weston
6. Consider Passenger Fare Increase
7. Consider Location of Future Transit Commission Meetings
8. Transit Director's Report
 - Staffing Update
 - Ridership Report
 - Fleet Status Update
9. Next Meeting Date
10. Adjourn

THIS NOTICE FAXED TO THE WAUSAU DAILY HERALD AND CITY PAGES:

Date: 11/10/2014 TIME: 9:32 AM BY: Greg Seubert, Transit Director

Meeting facilities are accessible to the disabled. Please note that upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For information or to request this service, contact the City Clerk at 715-261-6620.

TRANSIT COMMISSION MINUTES

Date and Time: The Transit Commission met on Thursday, September 18, 2014, at 1:30 P.M. at the Wausau Downtown Airport, 725 Woods Place, Wausau, WI.

Members Present: Daniel Guild, George Peterson, Keene Winters, Sherri Abitz and Tchang Hue Yang

Members Excused: Keith Draheim, Joan Joss and Robert Mielke

Also Present: Greg Seubert, Mary Foss

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and sent to the Wausau Daily Herald in the proper manner. The meeting was called to order by Chairperson Abitz after noting a quorum was present.

Public Comment on Matters Appearing on the Agenda

Kathy Zoern asked what Schofield and Rothschild will do if the Weston referendum does not pass. Peterson noted that at the last meeting, Joss stated that Schofield would be out if their 2015 cost did not remain the same as 2014. Peterson stated that if the cost rises for Rothschild, they would be out as well.

Approval of Minutes

Winters moved to approve the minutes of the July 17, 2014 meeting. Peterson seconded. Motion carried.

Route K (Scenario 6) Schedule Recommendation and Cost Estimate

Seubert stated that his 2015 Budget Scenario 1 incorporates Route K (Scenario 6) at 8 trips per day. The Commission had endorsed the proposed route in July, but the exact number of daily trips was to be determined once the 2015 budget was prepared. Seubert recommended 8 trips per day, noting that the local share cost for Schofield, Rothschild and Weston was similar to the targets set at the last meeting. Abitz stated that budgets are becoming increasingly challenging and she expressed her appreciation for Seubert's effort in preparing the budget. No action was taken.

2015 Budget Scenario

Seubert stated that he prepared three budget scenarios and presented them to the City of Wausau. He provided the Commission with summaries of each scenario, along with local cost distribution exhibits. Budget Scenario #1 assumes that the Weston transit referendum will pass and Route K will operate at 8 trips per day. Budget Scenario #2 assumes that the referendum will fail and Route K will be discontinued. The result is an increase of about 5% in the City of Wausau's share of the Metro Ride budget. Budget Scenario #3 assumes that referendum fails and Route K is discontinued. A passenger fare increase is incorporated to reduce the cost for the City of Wausau. Seubert projects that we will be under budget this year, which means that the State/Federal contribution could go up from 55.6% of expense to as much as 60%. That would in turn reduce the cost for local municipalities.

Abitz asked why paratransit costs weren't reduced with the elimination of Route K. Seubert said that predicting paratransit ridership and cost is difficult, because transit dependent riders may relocate to retain access to the program.

Peterson asked about ridership loss due to the fare increase. Seubert said that he used a nationally recognized formula that assumes a 1% ridership loss for every 3% the fare is raised. He noted that the loss of Route K would mean the loss of another 2% of overall ridership.

Abitz asked bus operator Tracy Pagryzinski if bus riders have expressed concern about the loss of Route K. She said that riders are always asking for more service, not less. Bus operator Andy Klaschus said that the uncertain future of Route K makes it difficult for riders to decide where to live and where to seek employment.

Seubert said that he considered service alternatives that would reduce route frequency during the middle of the day and cut cost. He explained that the result would be unpredictable transfer connections for passengers and frequent layovers of thirty minutes. He stated that layovers would not be prudent, particularly in the winter, unless the transit center were to be modified to provide inside waiting space for customers.

Abitz asked if we could run a route that serves only the colleges. She thought maybe a survey should be sent to all the Colleges. Seubert acknowledged that current services are insufficient to meet the needs of college students, but he question where funding for additional services would come from.

Winters asked if the budgeted fare increase of \$21,000 was from Wausau alone. Seubert said yes. He stated that the last fare increase was in January 2012 and that it, along with cuts in service resulted in the loss of 20% of bus ridership. Seubert stated that Mayor Tipple's budget incorporates Metro Ride budget scenario #1. The Mayor felt that by keeping Route K in the budget it would send a positive message to citizens in Weston. No action was taken.

Consider Possible Changes to Bus Routes and/or Passenger Fares and Establish Schedule for Seeking Public Input

Seubert stated that regardless of the outcome of the Weston referendum, public input must be sought and considered before cutting services or increasing passenger fares. He noted that public notices must be published at least 14 days in advance of the hearings, so waiting until after the referendum to schedule them would provide little time to prepare before implementation of the changes. He recommended that hearings be held in October to gather input regarding the new Route K design; the possible elimination of Route K; and the proposed fare increase.

After a discussion regarding possible hearing dates, times and locations, Guild moved to empower the Transit Director to set dates and locations for public hearings. Winters seconded the motion. Seubert will contact members when details are finalized.

Transit Director's Report

Seubert stated that six Metro Ride buses had been removed from service several months ago because the frames were cracked. Since then, four used buses were acquired from Ozaukee County Transit. Although each has accumulated about 500,000 miles, the frames, which are constructed of stainless steel, are in very good shape. Seubert stated that he hoped to purchase four additional used buses from Milwaukee County Transit, but decided to pass because they were in poor condition. He and his staff will continue to look for available buses elsewhere. In the meantime, some routes are overcrowded, because too few buses are available at peak times of day.

The next regular meeting date is October 16, 2014, at 1:30 p.m.

Winters moved to adjourn the meeting. Peterson seconded. Motion carried.

Respectfully submitted,

Sherry Abitz, Chairperson

mf

Wausau Area Transit System
Revenue & Expense Summary
Year to Date
September 30, 2012

Revenue	Year to Date	City Budget	State Budget	% of Total (City Budget)
Adults	\$118,035.54	\$178,279.40	\$178,279.40	66.2%
Students	\$158,795.12	\$203,787.69	\$203,787.69	77.9%
Elderly & Disabled	\$24,578.38	\$55,871.84	\$55,871.84	44.0%
Trippers	\$21,751.20	\$29,483.10	\$29,483.10	73.8%
Paratransit	\$5,568.75	\$11,475.00	\$11,475.00	48.5%
Total Revenue	\$328,728.99	\$478,897.03	\$478,897.03	68.6%
Expense-Fixed Route Bus				
Wages - Drivers	\$546,566.43	\$779,811.60	\$779,811.60	70.1%
Wages - Repair & Garage	\$161,865.00	\$224,349.89	\$224,349.89	72.1%
Wages - Administrative	\$162,560.33	\$210,603.85	\$210,603.85	77.2%
Total Wages	\$870,991.76	\$1,214,765.34	\$1,214,765.34	71.7%
Employee Welfare Services	\$672,163.07	\$938,643.05	\$938,643.05	71.6%
Services	\$107,967.90	\$148,194.29	\$148,194.29	72.9%
Fuels & Lubes	\$258,656.83	\$391,288.46	\$404,410.46	66.1%
Tire Expense	\$15,084.40	\$19,708.48	\$19,708.48	76.5%
Parts, Supplies, Rep & Laundry	\$94,894.10	\$116,812.00	\$116,812.00	81.2%
Maint-Bids, Grds, Equip	\$13,692.31	\$18,400.00	\$18,400.00	74.4%
Utilities	\$42,099.19	\$64,272.29	\$64,272.29	65.5%
Insurance	\$93,321.72	\$140,656.25	\$140,656.25	66.3%
Advertising	\$4,377.62	\$6,000.00	\$6,000.00	73.0%
Pstg/Dupl/Off Spls/Pub Not/Software	\$7,825.17	\$17,800.00	\$17,800.00	44.0%
Fees, Subscriptions & Dues	\$4,211.00	\$4,368.43	\$4,368.43	96.4%
Meetings	\$1,201.71	\$3,900.00	\$3,900.00	30.8%
Other Expenses	\$1,294.99	\$3,300.00	\$3,300.00	39.2%
Total Fixed Route Bus Service	\$2,187,781.77	\$3,088,108.59	\$3,101,230.59	70.8%
Expense-Paratransit				
Wages and Employee Welfare	\$145,202.39	\$237,558.78	\$237,558.77	61.1%
Contractual Services- Marathon Cty.	\$0.00	\$0.00	\$0.00	#DIV/0!
Contractual Services	\$8,664.05	\$4,215.32	\$4,215.32	205.5%
Supplies and Expenses	\$7,744.38	\$19,652.83	\$20,230.89	39.4%
Fixed Charges	\$12,517.11	\$0.00	\$0.00	
Miscellaneous Expense	\$0.00	\$0.00	\$0.00	#DIV/0!
Total Paratransit Services	\$174,127.93	\$261,426.93	\$262,004.98	66.6%
Total Operating Expenses	\$2,361,909.70	\$3,349,535.52	\$3,363,235.57	70.5%
Contract Expense (s.85.205)	-\$21,750.00	-\$29,000.00	-\$29,000.00	
Net Expenses	\$2,340,159.70	\$3,320,535.52	\$3,334,235.57	
Net Income (loss) from Operations	\$2,011,430.71	-\$2,841,638.49	-\$2,855,338.54	
Other Income				
Subsidy - State	\$575,155.64	\$763,723.17	\$766,874.18	75.3%
Subsidy - Federal (operating asst.)	\$806,468.23	\$1,062,571.36	\$1,075,290.97	75.9%
Subsidy - Federal (capital maint.)	\$0.00	\$0.00	\$0.00	
Subsidy - Rothschild	\$6,020.86	\$9,088.54	\$9,073.71	66.4%
Subsidy - Schofield	\$19,981.72	\$30,162.59	\$30,113.37	66.4%
Subsidy - Weston	\$31,346.08	\$47,317.21	\$47,239.99	66.4%
Subsidy - Wausau	\$460,234.28	\$781,412.30	\$779,383.01	58.9%
Marathon County	\$0.00	\$0.00	\$0.00	#DIV/0!
Wausau School District	\$8,115.36	\$12,243.00	\$12,243.00	66.3%
Subsidy - Sec 85.21	\$63,589.05	\$84,785.40	\$84,785.40	75.0%
Recovery of Phys Damage Losses	\$0.00	\$0.00	\$0.00	#DIV/0!
Advertising	\$40,519.50	\$46,959.43	\$46,959.43	86.3%
Miscellaneous	\$0.00	\$3,375.50	\$3,375.50	0.0%
Insurance Premium Dividend	\$0.00	\$0.00	\$0.00	
Total Other Income	\$2,011,430.71	\$2,841,638.50	\$2,855,338.56	70.8%
Total Revenue & Other Income	\$2,340,159.70	\$3,320,535.53	\$3,334,235.59	70.5%
Net Income/(Loss)	\$0.00	\$0.01	\$0.02	

**Metro Ride Public Hearing Regarding
Proposed Changes to Bus Routes and Passenger Fares
Wednesday, October 22, 2014, 10:00 A.M.
North Central Health Care Facilities, Wausau.**

Transit Commission Members Present: Keene Winters, George Peterson, Daniel Guild

Metro Ride Staff Present: Greg Seubert, Mary Foss

Notice of this hearing was published in the newspaper as required by law.

Winters opened the hearing by explaining the purpose of the hearing and detailing the proposed changes. He then asked for comments from attendees.

Chris Weems, 500 Grand Avenue, Apt. 515, Wausau stated that he is a disabled rider who uses transit quite a bit. He is not against raising the bus fare but feels that the service is vital and should be retained. He asked if fares would be raised even if the referendum passes. He also asked if a longer term contract could be established so that passengers didn't have to worry every year about the loss of service. Seubert stated that he anticipates the implementation of the fare increase only if referendum fails. He said that a long term contract was not being discussed at this time. He asked Winters if the Council would be willing to consider restoring Saturday bus service. Winters stated that he would be willing to look at it. He said that it would require some study and it was unlikely to happen in this budget cycle.

Kathy Zoern, 915 North 2nd Avenue, Wausau thanked the Transit Commission and Metro Ride for working to save transit services. She stated that people will be stranded if bus and paratransit services are discontinued in Rothschild, Schofield and Weston. Without the service people will lose their independence. She suggested that the creation of a regional transit authority would provide be a long-term solution. She encouraged the municipalities to realize that this is a community issue because people need to travel throughout the community. She stated that transit is a good economic investment and a vitally important service for everyone. She asked if combining routes during the midday was something that is still being considered. Seubert stated that it was not being considered, because it would require the modification of the transit center to add inside waiting space for passengers.

Ryan Peterson, 1813 N. 11th Avenue, Wausau stated that taxi service is expense. Bus service is need for elderly people who can no longer drive. Riding the bus saves money. Transit service is important because of all of the development happening in Weston. Although discussion today is about service to Weston, we need to consider needs for the future, such as an aging population. Current transit services are not sufficient to meet the needs of the disabled and people who need to get to jobs. He feels it would be a mistake to cut services.

Audry Kostruski, 422 Ross Avenue, Wausau stated that she works for the State Department of Workforce Development in Wausau. She presented a map showing the locations of job openings in Wausau, Rothschild, Schofield, Weston and Rib Mountain area for a one week period of time. Of the 423 job openings on the map 248 of them were not accessible by public transit, because they were located beyond the Metro Ride service area or outside of Metro Ride service hours. She said that she didn't realize how shocking the information was until she prepared the visual, but it represents the importance of the availability of transit services. She reiterated that the information represented just a week of job openings and suggest imagined that data for a longer period of time would be even more significant. She stated that if transit service were available, people could get jobs, it would change their lives and they could become productive members of society.

Mai Ger Moua, 1721 Pardee Street, representing United Way 211 shared information regarding requests made for transportation services. In 2013, 14,376 calls were received for community resources. 702 (5%) of the calls

or were transportation related. 203 (29%) of the need transportation related requests were unmet. Transportation was the second highest unmet need in 2013. The breakdown of unmet transportation related needs by municipality is as follows: In Wausau, 160 of 557 transportation related calls (29%) were unmet; in Schofield, 7 of 35 transportation related calls (20%) were unmet; in Rothschild, 5 of 13 transportation related calls were (38%) were unmet; in Weston, 9 of 21 transportation related calls (43%) were unmet.

Chris Summerfield, 109 Callon Street, Wausau relies on the bus on a daily basis, to get to places like his doctor at the Marshfield Clinic in Weston. He thinks it is important to keep Route K so that people can get to work and to the medical facilities in Weston.

Ron Alexander, 15420 Brandenburg Avenue, Merrill said that he is active with NAOMI and joined them in knocking on doors in Weston over the weekend to gain support of transit services. He pointed out that there is a need for more transit services, not less. He feels the community is shortsighted in not looking at the bigger picture and instead trying to survive. He suggested that changing demographics will necessitate the need for more transit services and he thought it seemed odd to be considering cuts instead. He also works with people living in Weston who are part of 12-step programs. Part of their recovery and the process of them becoming productive citizens, involves the use of public transportation. He hopes that the Weston community will vote to support public transportation and we can expand services to meet the needs of the entire community.

Mary Sann 1320 Merrill Avenue, Wausau stated that up until a few years ago she didn't think much about bus service because she had a car and didn't need bus service. She is now in a wheelchair and she depends upon Metro Ride to get around. Transit service allows her to remain independent and be a normal person. She doesn't like to rely on others and other transportation options are more expensive. She feels that public transportation is an asset to draw people to the community.

Katherine Gardener, 500 Grand Avenue and she uses transit services. She thinks transportation is important to get to places like the doctor's office. She stated that not everyone can walk and not every has a car. She suggested that evening and weekend services be added.

Virginia Korleski, 3510 Mount View Avenue #7 stated that people need to use paratransit to get to medical appointments, jobs and school. She is a former paratransit user and knows others who currently use the program. She stated that people have had to move to Wausau in order to access transportation. She is the blind outreach director for at Trinity Lutheran Church the blind have to rely on volunteers on Saturdays because there are no transit services on the weekends and cabs are not cheap.

Pam Engelmeier, 3016 Christian Avenue, Wausau stated that she is a retired physical therapist. Over the years she has seen an ongoing need for public transportation, not just for disabled people to get to medical appointments, but for an aging population experiencing vision problems and losing their ability to drive. She feels that all communities should support all members of the community and she is attending to hearing to encourage the community to keep the transit system.

An unidentified person in the audience asked about alternatives for those who need to get to the medical facilities in Weston if the route is changed. Seubert stated that there would be a bus stop sign near the base of the pedestrian bridge and those with sufficient mobility would be able to cross highway 29 and walk to those locations. He noted that those locations will still be within the paratransit service area.

Amy Litzer, 1240 Merrill Avenue, Apt. 7, Wausau stated that Marshfield Clinic in Wausau has cut some services, so people who use paratransit now need to go to Weston for those services. She asked if paratransit service could be continued even if bus service is cut. Seubert stated that paratransit services are required only when bus service is provided. If bus service is not provided, it is unlikely that paratransit service would be provided on its own.

There being no further comments, the hearing was closed.

**Metro Ride Public Hearing Regarding
Proposed Changes to Bus Routes and Passenger Fares
Wednesday, October 22, 2014, 5:30 P.M.
Schofield City Hall, Schofield**

Transit Commission Members Present: Sherry Abitz, Robert Mielke, Daniel Guild

Metro Ride Staff Present: Greg Seubert, Mary Foss

Notice of this hearing was published in the newspaper as required by law.

Seubert opened the hearing by explaining the purpose of the hearing and detailing the proposed changes. He then asked for comments from attendees.

Audry Kostruski, 422 Ross Avenue, Wausau stated that she works for the State Department of Workforce Development in Wausau. She presented a map showing the locations of job openings in Wausau, Rothschild, Schofield, Weston and Rib Mountain area for a one week period of time. Of the 423 job openings on the map 248 of them were not accessible by public transit, because they were located beyond the Metro Ride service area or outside of Metro Ride service hours. She said she hoped the visual was helpful. She indicated that if Route K is eliminated, more jobs will be inaccessible via public transportation.

Mike Shoenherr, Weston stated that he voted no in the last referendum, but has since changed his mind. He supports a conservative approach to public spending. He feels that the bus is one of the fundamental services that cities ought to provide and for ten or twenty bucks a year it is worthwhile. He stated that although he has never ridden the bus and doesn't ever expect to need it, somebody does need it. He said for ten or twenty bucks a year, why not?

Tom Boodle, P.O. Box 64, Rothschild stated that he was attending the hearing because he provided a ride for his sister who cannot drive and she needs the bus. He said that the lack of bus service will hurt not only those who currently use the bus, but all of us, because we are all one paycheck away from not having our car or one car accident away from being able to drive.

He thinks that society is judged, not only by the great things it does, but by how it takes care of people in need. People in need are still our citizens and we have to think about that if we are to believe in what this country stands for. He feels that there are other things that could be cut to find the resources necessary to fund bus service. He stated that if we take away what little transportation is now available, others will have to step up and provide that service, but not everyone has someone who can do that. He said that we have to think about what we stand for as a community and what we stand for as a country. If we believe that everyone is equal, maybe those who have a little bit more in the pot could share it. He thinks that we can find the \$60,000 to fund bus service by cutting some things and giving a little more to help the people who really need it.

Kathy Zoern, 915 North 2nd Avenue, Wausau stated that the bus is good for the entire community, so that people can get to jobs, medical appointments, shopping, visits with family and volunteer opportunities. She stated that for every \$1 invested in public transportation, it brings \$4 in economic development to this community. This whole community should be concerned about getting good

young people to locate here for jobs. Many of them are choosing to not to drive and they are relying on public transportation. Every cut in transportation is a cut in the quality of life for people who ride the bus. She is concerned that continued cuts could cause the entire transit system to go out of business. She relies on the bus and she can't afford a taxi. She stated that the biggest concern of the elderly is their ability to drive and the availability of public transportation. The need for public transportation will only grow with the aging of the population. She thanked the communities for considering keeping the bus.

Kari Flater, 1215 N. 3rd Avenue, Wausau stated that she has a number of medical problems and tries to schedule her doctor appointment at locations on the bus route. When she has to take a taxi it costs \$16 one-way, \$32 round-trip and when she goes several times per week it is \$64. She is currently looking for a job, but jobs are located where the bus doesn't go. She relies on the bus because she doesn't drive. She relies on family to get around but they are not always available. To lose the bus would be devastating because it is her vehicle for independence. Without it she cannot travel alone. She would like to see Route K and the entire system retained, otherwise she will have to move away from the community and away from her family. She asked that all options be considered before saying no. She feels it is a right that everyone should have a way of getting around.

Jean Abreu, 1233 Jackson Street, Wausau stated that until she became involved with NAOMI in the bus issue, she didn't think about municipal boundaries. She is able to drive and is able to go from one municipality to another without thinking about it. It was a shock for her to learn that bus service could be lost in the entire south half of the community if they didn't all participate. She feels that public transportation is a community issue and a gift that she as a taxpayer can provide for those who need it.

There being no further comments, the hearing was closed.

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Why Metro Ride Bus Transportation is important to the Community?

People who have Physical disabilities and are not Capable of obtaining a drivers license need Transportation to and from Grocery Stores and hospitals and every day jobs to ensure staying independent in their Lives w/o metro Ride people with disabilities

will not be capable of doing things in every day Living Such as getting to dr Appointments / Jobs that are 100% Committed to Keeping People in the work

Force and w/o help people with disabilities

Can do grocery Shopping without having to

Pay for a City Cab to and from. i as a bus rider

Rely on Metro bus Services to get to and from

volunteer Job work in the community elderly people

need it to Transport them for every day activities

and to ensure Transportation to workers to their

Jobs in Weston, i know budget is tight but transportation

is a must/ People who utilize the bus use it for medical

needs especially the blind & handicapped and those who use wheelchairs are in need for Transportation to live out daily lives

For people like us who can't afford gas we need to have

ways to incorporate transportation for people who ride

the Buses) one other Option would be adding the Charlie Route

which was a successful Route when used.

OR Compromise on expanding Bus service where
Businesses are busy on Rib mountain

Amy Lutz 1240 Merrill Ave

if you raise the Bus Fare you would have to have an option for people who don't and can not afford monthly passes and make it affordable for low income families. if you cut marshfield Clinic Bus Stop you will lose riders who need transportation for medical needs and can't afford using All American Cab services and otherwise used transportation needs. I use Route K for medical Appts at the marshfield Clinic for my current dr's who are designated physicians for my chronic conditions.

From: Beth A Richlen [<mailto:bethannrichlen@gmail.com>]
Sent: Wednesday, October 22, 2014 1:28 PM
To: Mary Foss
Subject: Transportation Public Hearing Comments

Hello Mr. Seubert,

My name is Beth Ann Richlen and I am an attorney for Wisconsin Judicare Inc., a member of the Marathon County Housing and Homelessness Coalition (HHC) and Board President of Randlin Adult Family Homes. I am writing to you today not on behalf of my employer, the HHC or Randlin Homes but as a resident of the City of Wausau in regards to the public hearing regarding changes to Metro Ride bus routes, para-transit services and passenger fares.

I strongly support the continuation of Route K without a decrease in any services, including para-transit, and I also oppose a passenger fare increase.

In my line of work, I see many Marathon County residents who are elderly, disabled and all of them are low income. My clients rely on public transportation for all of their basic needs and would be unable to work, to shop or complete any of their personal business without Metro Ride. I have worked with many of these clients on household budgets in order to assist them in affording utility services, prescription drugs and consumer payment plans. I have allotted \$36 for monthly passes into many budgets and can tell you that my clients cannot afford an increase in this amount.

This past spring, as a member of the HHC, I assisted in drafting and compiling the results of a survey of homeless individuals in Wausau. Out of the 75 homeless individuals that completed the survey, the number one self-identified need was transportation. Transportation was also identified as the number one barrier to finding and sustaining employment. Homeless individual ranked transportation as more important than sustainable housing, healthcare and food assistance. I have attached a copy of the unpublished survey results.

There are many other reasons that I believe our city should invest in Metro Ride, including the need to create a city that welcomes all people, increases its tax base and promotes economic growth. However, I am mostly submitting these written comments because I believe that my professional and volunteer experiences give me a unique perspective on the needs of the low income and homeless individuals of this community that may not otherwise be heard.

Thank you for your time.

Beth Ann Richlen
1510 Pine View Lane
Wausau, WI 54403

From: Truman Young [<mailto:truman.joan.young@hotmail.com>]
Sent: Sunday, October 19, 2014 3:19 PM
To: Mary Foss
Subject: Proposed Route K Changes

I am confined to a motorized wheelchair and elimination of either proposed Route K changes will take away the only means I have to maintain some freedom to shop and take advantage of Wausau's activities. If the proposed change to eliminate Route K service South of Hwy. 29 happens I will no longer have access to my doctors at Marshfield Clinic Weston Center and St. Clare's Hospital. If Route K is eliminated entirely I won't have access to the Marshfield Clinic Wausau Center, all shopping, Wausau activities and attractions.

Thank you for your kind attention

Truman Young
4602 Barbican Ave. Apt. 218
Weston WI
54476

2013 Marathon County Snapshot

Needs and Unmet Needs in Marathon County



Who Called 2-1-1?

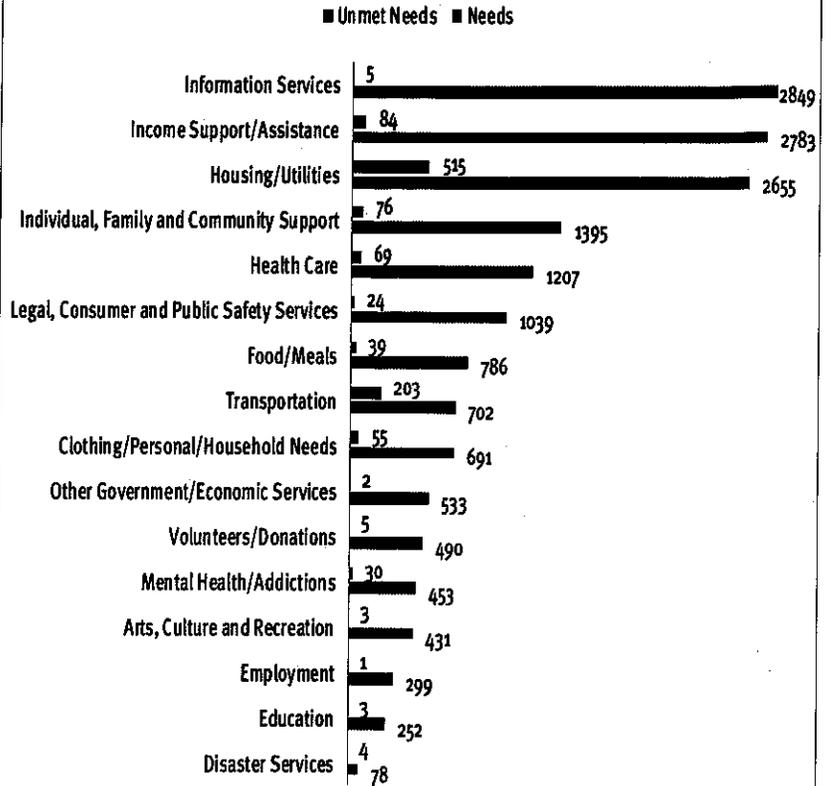
- 96% Individuals for self, family, friend
- 4% Organizations for client, patient, employee, student, etc.
- 70% Females
- 30% Males
- 83% Adults (18-64)
- 16% Seniors (65+)
- 1% Youth (under 18)

Where are callers looking for help?

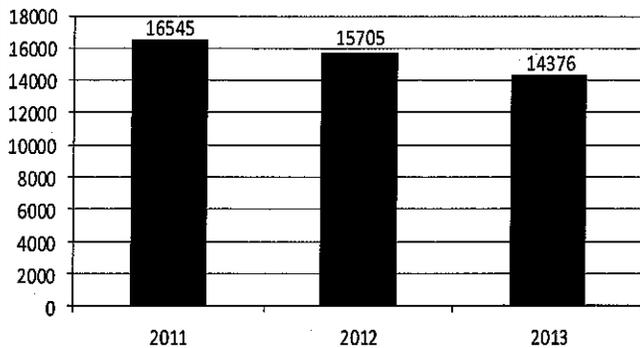
(Top 10)

11342	Wausau	110	Athens
623	Weston	102	Marathon
607	Schofield	101	Rib Mountain
573	Mosinee	96	Edgar
288	Rothschild	91	Kronenwetter

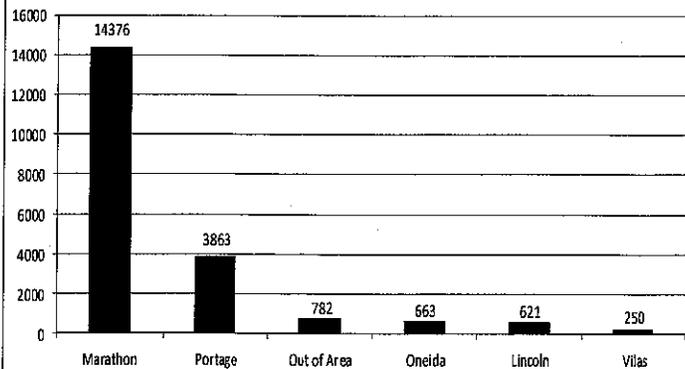
Needs and Unmet Needs



Marathon County Call History



Total Calls by County



In 2013, United Way's 2-1-1 provided information and referral services to 14,376 Marathon County callers with 16,643 needs. Of the total needs requests, 1,118 or 7% of needs went unmet. The top five needs that Marathon County callers requested information and assistance for were: Information Services; Income Support & Assistance; Housing & Utilities; Individual, Family and Community Support; and Health Care. The top five unmet needs were: Housing & Utilities; Transportation; Income Support & Assistance; Individual, Family and Community Support; and Health Care. Compared to 2012, there was a 22% decrease in the number of unmet needs for Housing & Utilities assistance (660 in 2012), 6% decrease in unmet needs for Transportation services (215 in 2012), and 1% decrease for Health Care (70 in 2012). However, there was an increase in unmet needs in the following areas: 17% for Income Support & Assistance (72 in 2012), 19% for Clothing, Personal & Household (46 in 2012), 77% for Food & Meals (22 in 2012), and 200% increase in unmet needs for Mental Health & Addiction services (10 in 2012).

Why do people have unmet needs? The reasons for unmet needs include: no community program exists to meet the need, gaps in service, eligibility requirements, and social or economic barriers. Community resources may exist, but individuals and families that need immediate assistance may find themselves placed on long waiting lists; ineligible for services due to income or program requirements; or unable to find transportation to get to their appointment. In Marathon County, existing systems are overwhelmed by requests for assistance and program funds are insufficient to support all individuals and families in need.

**Budget Scenario 3
Route K Eliminated
Passenger Fare Increase**

**Fare Structure and Estimated Ridership
2015**

Fare Category	Fares 2014		Proposed Fare		% Increase	Rider Loss	2014 Riders	2014 Revenue	2015 Riders	2015 Revenue	Revenue Change	Rider Change	Rider Loss %
ADULTS													
Cash	\$1.50		\$1.75		16.67%	7.56%	38,560	\$57,840.00	35,647	\$62,381.51	\$4,541.51	-2,913	-7.56%
Tokens	10 for \$9.00	\$0.90	10 for \$10.00	\$1.00	11.11%	4.70%	30,594	\$27,534.60	29,155	\$29,154.95	\$1,620.35	-1,439	-4.70%
Monthly Pass	\$36.00		\$38.00		5.56%	3.85%	68,032	\$80,064.00	65,412	\$81,256.72	\$1,192.72	-2,620	-3.85%
						rides/pass	30.59	2,224	passes sold	2,138			
ELDERLY/DISABLED													
Cash	\$0.75		\$0.85		13.33%	6.44%	11,618	\$8,713.50	10,869	\$9,238.89	\$525.39	-749	-6.44%
Monthly Pass	\$18.00		\$19.00		5.56%	3.85%	140,616	\$45,600.00	135,200	\$46,279.31	\$679.31	-5,416	-3.85%
						rides/pass	55.51	2,533	passes sold				
STUDENTS													
Cash	\$1.25		\$1.50		20.00%	7.67%	13,606	\$17,007.50	12,563	\$18,844.31	\$1,836.81	-1,043	-7.67%
Tickets	10 for \$7.50	\$0.75	10 for \$8.50	\$0.85	13.33%	5.44%	17,774	\$13,330.50	16,806	\$14,285.36	\$954.86	-968	-5.44%
Schl. Dist. Tickets	\$0.75		\$0.85		13.33%	4.44%	119,018	\$89,263.50	113,728	\$96,669.06	\$7,405.56	-5,290	-4.44%
Monthly Pass	\$18.00		\$19.00		5.56%	2.85%	101,570	\$91,938.24	98,673	\$94,278.31	\$2,340.07	-2,897	-2.85%
						rides/pass	19.89	5,108	passes sold	4,962			
PARATRANSIT:													
Cash	\$2.25		\$2.25		0.00%		3,388	\$7,623	3,644	\$8,199.00	\$576.00	256	7.56%
Total							544,776	\$438,915	521,697	\$460,587	\$21,673	-23,079	-4.24%

**PASSENGER SUMMARY (fixed route bus)
2014**

Fare Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Adult Cash	3,368	3,563	3,401	3,520	3,318	2,714	2,779	2,797	3,057				28,517
Adult Token	2,988	2,573	2,705	2,767	2,485	2,132	2,376	2,447	2,286				22,759
Adult Pass	4,752	5,656	6,610	6,752	6,205	5,123	4,922	4,962	6,346				51,328
Student Cash	1,151	1,111	1,122	1,031	1,095	1,194	780	538	1,080				9,102
Metro Ride Tickets	1,153	1,155	1,271	1,192	999	2,058	2,172	1,375	930				12,305
Sch. Dist. Tickets	11,397	14,022	14,026	10,744	14,140	4,660	0	0	13,344				82,333
Student Pass	11,010	11,946	12,985	9,318	11,762	2,763	939	539	12,164				73,426
E/H Cash	833	868	1,043	1,169	985	948	1,100	999	1,014				8,959
E/H Pass	10,410	10,817	12,110	12,863	12,895	12,054	12,059	11,451	11,755				106,414
N. V. Workshop	1,360	1,280	1,360	1,440	1,280	1,360	1,520	1,280	1,360				12,240
Hospital	253	222	308	265	247	254	302	306	284				2,441
Shopping Tripper	290	293	314	358	286	260	326	266	262				2,655
Misc. Tripper	0	0	0	0	0	0	0	0	0				0
TI Revenue Psgrs	48,675	53,213	56,941	51,061	55,411	35,260	28,949	26,694	53,620	0	0	0	409,824
Non-Revenue Psgrs	290	293	314	358	286	260	326	266	262	0	0	0	2,655
Transfers Received	7,546	8,109	8,294	7,516	8,103	5,558	4,713	4,234	7,526				61,599
Total Passengers	56,511	61,615	65,549	58,935	63,800	41,078	33,988	31,194	61,408	0	0	0	474,078
Service Days	22	20	21	22	21	21	22	21	21	23	19	22	255
Avg Daily Psgrs	2,569	3,081	3,121	2,679	3,038	1,956	1,545	1,485	2,924	0	0	0	

RIDERSHIP & REVENUE SUMMARY (fixed route bus)

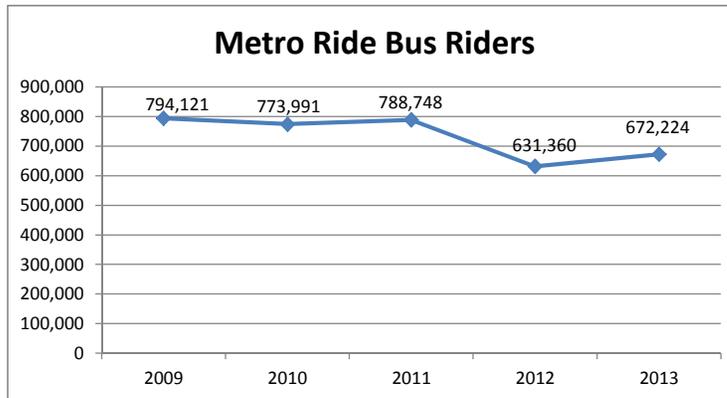
	Revenue Passengers Carried						Passenger Revenue			
	2013	2014	+/-	% Change	Avg. 10 Yr.	Avg. 5 Yr.	2013	2014	+/-	% Change
January	53,489	48,675	-4,814	-9.00%	64,953	60,293	\$42,354.52	\$39,811.59	-\$2,542.93	-6.00%
February	54,904	53,213	-1,691	-3.08%	64,403	61,892	\$42,661.35	\$41,753.87	-\$907.48	-2.13%
March	52,368	56,941	4,573	8.73%	64,273	61,944	\$41,945.74	\$42,462.79	\$517.05	1.23%
April	61,198	51,061	-10,137	-16.56%	64,311	61,804	\$45,271.82	\$40,516.01	-\$4,755.81	-10.51%
May	59,698	55,411	-4,287	-7.18%	63,450	59,521	\$43,983.98	\$40,909.00	-\$3,074.98	-6.99%
June	29,795	35,260	5,465	18.34%	37,231	33,834	\$26,873.49	\$30,012.54	\$3,139.05	11.68%
July	28,279	28,949	670	2.37%	30,889	29,049	\$24,706.49	\$24,568.08	-\$138.41	-0.56%
August	28,869	26,694	-2,175	-7.53%	32,311	30,598	\$25,034.76	\$23,242.27	-\$1,792.49	-7.16%
September	53,074	53,620	546	1.03%	61,854	58,251	\$40,661.68	\$40,521.99	-\$139.69	-0.34%
October	0	0	0	0.00%	0	0	\$0.00	\$0.00	\$0.00	0.00%
November	0	0	0	0.00%	0	0	\$0.00	\$0.00	\$0.00	0.00%
December	0	0	0	0.00%	0	0	\$0.00	\$0.00	\$0.00	0.00%
Total	421,674	409,824	-11,850	-2.81%	483,674	457,185	\$333,493.83	\$323,798.14	-\$9,695.69	-2.91%

RIDERSHIP HISTORY (fixed route bus)

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Avg. 10 Yr.	Avg. 5 Yr.
January	58,675	67,422	74,191	77,473	70,309	63,805	62,706	64,370	57,093	53,489	48,675	64,953	60,293
February	59,633	67,363	69,940	65,300	72,333	69,584	65,145	63,503	56,323	54,904	53,213	64,403	61,892
March	64,037	68,530	71,224	65,938	63,276	66,344	68,209	69,281	53,519	52,368	56,941	64,273	61,944
April	60,438	67,349	64,769	67,813	73,722	70,184	61,782	63,019	52,835	61,198	51,061	64,311	61,804
May	57,827	65,215	72,296	72,200	69,352	62,628	57,219	63,648	54,412	59,698	55,411	63,450	59,521
June	39,549	39,700	43,750	40,790	39,348	40,292	34,993	38,648	25,442	29,795	35,260	37,231	33,834
July	32,179	29,816	32,386	33,487	35,771	33,462	31,221	29,528	22,756	28,279	28,949	30,889	29,049
August	30,923	34,154	36,397	34,687	33,959	30,371	32,485	36,661	24,605	28,869	26,694	32,311	30,598
September	60,793	63,835	68,259	64,727	69,676	64,147	64,536	63,753	45,743	53,074	53,620	61,854	58,251
October	61,792	66,489	72,320	75,069	74,289	63,965	63,656	63,478	57,411	59,754	0	65,822	61,653
November	65,695	66,952	71,568	69,427	62,651	61,526	65,149	64,207	52,502	52,762	0	63,244	59,229
December	61,849	62,968	62,848	60,822	64,991	60,884	62,323	61,496	43,123	45,649	0	58,695	54,695
Rev Psgrs	653,390	699,793	739,948	727,733	729,677	687,192	669,424	681,592	545,764	579,839	409,824	671,435	632,762
Non-Rev Psgrs	0	0	0	0	0	4,350	4,116	3,536	3,734	3,486	2,655	0	3,844
Transfers	92,849	109,718	117,467	121,020	120,308	102,579	100,451	103,620	81,862	88,899	61,599	103,877	95,482
Total Passenger:	746,239	809,511	857,415	848,753	849,985	794,121	773,991	788,748	631,360	672,224	474,078	777,235	732,089

PASSENGER HISTORY (fixed route bus)

Year	Total Passengers Carried	% Change
1980	1,096,220	
1981	1,028,289	-6.20%
1982	939,156	-8.67%
1983	846,288	-9.89%
1984	898,232	6.14%
1985	890,381	-0.87%
1986	805,950	-9.48%
1987	737,653	-8.47%
1988	811,303	9.98%
1989	746,212	-8.02%
1990	775,821	3.97%
1991	834,629	7.58%
1992	828,897	-0.69%
1993	820,937	-0.96%
1994	891,711	8.62%
1995	895,604	0.44%
1996	940,138	4.97%
1997	945,460	0.57%
1998	909,138	-3.84%
1999	849,860	-6.52%
2000	827,939	-2.58%
2001	805,551	-2.70%
2002	737,828	-8.41%
2003	725,188	-1.71%
2004	746,239	2.90%
2005	809,511	8.48%
2006	857,415	5.92%
2007	848,753	-1.01%
2008	849,985	0.15%
2009	794,121	-6.57%
2010	773,991	-2.53%
2011	788,748	1.91%
2012	631,360	-19.95%
2013	672,224	6.47%



- Major fare increase / service reduction implemented 1/1/2012.
 - Limited service restored 1/1/2013.

Route Cuts	
In 2012	2009-2012
22.22%	30.00%
2 of 9	3 of 10

**Route K Riders
Year-to-Date
2014**

Fare Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Adult Cash	130	158	132	107	105	112	141	117	121	0	0	0	1,123
Adult Token	63	56	82	104	73	80	109	105	86	0	0	0	758
Adult Pass	148	168	201	270	263	255	285	233	235	0	0	0	2,058
Hospital Psgrs	0	0	0	1	0	1	0	0	1	0	0	0	3
Student Cash	0	9	16	2	4	18	23	25	1	0	0	0	98
Metro Ride Tickets	14	3	1	1	13	34	68	0	8	0	0	0	142
Sch. Dist. Tickets	3	3	4	3	16	5	0	0	10	0	0	0	44
Student Pass	28	19	6	38	118	16	20	0	6	0	0	0	251
E/H Cash	41	52	43	47	43	69	76	88	66	0	0	0	525
E/H Pass	351	400	413	495	492	415	516	473	488	0	0	0	4,043
Saturday Boardings	0	0	0	0	0	0	0	0	0	0	0	0	0
Saturday Alightings	0	0	0	0	0	0	0	0	0	0	0	0	0
TI Revenue Psgrs	778	868	898	1,068	1,127	1,005	1,238	1,041	1,022	0	0	0	9,045
Transfers Received	174	185	179	202	207	210	271	253	224	0	0	0	1,905
Total Passengers	952	1,053	1,077	1,270	1,334	1,215	1,509	1,294	1,246	0	0	0	10,950
Service Days	22	20	21	22	21	21	22	21	21	0	0	0	191
Average Daily Riders	43.3	52.7	51.3	57.7	63.5	57.9	68.6	61.6	59.3	0.0	0.0	0.0	57.3

Avg Riders/Trip 6.18 7.52 7.33 8.25 9.07 8.27 9.80 8.80 8.48 0.00 0.00 0.00

For the Period Ending September 30, 2014

	75.00%		
	2014	2014	
<u>Expenses</u>	<u>State Budget</u>	<u>Year to Date</u>	
Wages and Benefits	237,558.77	145,202.39	61.12%
Contractual Services	50.00	4,664.05	9328.10%
Supplies and Expense	24,396.21	11,744.38	48.14%
Insurance	0.00	12,517.12	
Total Paratransit Expense	262,004.98	174,127.94	66.46%
Passenger Revenue	17,212.50	5,598.00	32.52%
Net Expense	244,792.48	168,529.94	68.85%

Trip Purpose

Medical		1,503	
Employment		7	
Nutrition		0	
Education/Training		7	
Social/Recreational		970	
Shopping/Personal Business		0	
Other		0	
Total Trips	5,100	2,487	48.76%

Mobility Status

Ambulatory		1,048	
Non-Ambulatory		1,439	
		2,487	

Trip Changes

No-Shows		47.00	1.74%
Cancellations		170.00	6.29%
Missed Trips		0.00	0.00%

Miles and Hours of Operations

Total Service Miles		18,731.00	
Total Service Hours		1,734.66	
Miles/Trip		7.53	
Hours/Trip		0.70	

On-Time Performance

99.84%

Cost / Trip

\$70.02

Comments:

- Year-to-date average daily ridership is 13.2. That contrasts with 20 rides per day anticipated in the operating budget.
- Personnel and supply expenses (fuel) are under budget, because fewer rides are being provided than was anticipated in the budget.
- Contractual and insurance expenses are over budget, because a portion of overall utility and insurance costs were not allocated to the paratransit program in the budget process. The allocation of those expenses is required by the Federal Transit Administration.