

**REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION
CORPORATION (BPTC) JANUARY 28, 2014 5:30 P.M.**

In the Edward J. Kuntz Board Room of the Bloomington Transit Operating Facility, 130 W. Grimes Lane, Chairman McConn convened the regular meeting of the Board of Directors of the Bloomington Public Transportation Corporation.

ROLL CALL

Board Members present: Chairman McConn, Board Member Hasler and Board Member Obermeyer. Also present were Lewis May, General Manager, Brenda Underwood, Human Resources/Marketing Administration, Christa Browning, Controller, Ian Patton, Operations Manager, and members of the public Randy Paul, Robert Harris, Kathy Baker, Ron Hamilton, Charles Haley, and Andy Ruff, Parliamentarian & Councilmember At-Large.

PETITIONS AND COMMUNICATIONS

Randy Paul noted he has been riding BT Access for the last 13 years and for 9 of those years he has been concerned about BT Access drivers in terms of working conditions, pay raises and compensation which dates back to when Jewel Echelbarger was the director at Area 10. He said he watched these guys every year under Jewell to be promised things and something always came up and they never got it. He has watched them every single year fall financially behind because they were not getting any pay raises. He said we finally got a union into Area 10 and Jewell said if we got it in she would resign and she kept that promise. Then BT brought BT Access in-house. He said the last labor agreement was just being finished up and the union feeling was that it was too late to renegotiate the contract for them. The union told the BT Access drivers we will take care of you next time. Mr. Paul said he did not necessarily agree with that but was quiet about it. Mr. Paul said BT Access drivers are advocating to equalize at least to some extent with the hourly wage paid to fixed route drivers. He said we have BT Access drivers that have been with working with BT Access for 15 years making exactly what someone who was hired six months ago makes. They do not have any step increases compared to fixed route drivers. He said during the summer he told BT Access drivers to get to the union and encourage them to let them in the room so that they can tell their story because their job is different from what fixed route drivers do. Mr. Paul contends that it takes a special driver to deal with people with disabilities. He said you cannot just take a driver and throw them on BT Access and expect them to do the job because they can't. Mr. Paul said the union would not let them in the room to join the discussion on contract negotiations. Mr. Paul said the union kept telling them we do not want you on the negotiating committee but we will take care of you. He said he knew there was something wrong because they never went to the BT Access drivers and asked them what they wanted. Mr. Paul wanted the Board to know how he felt about the matter and wanted to give the Board a heads up before he pursues the matter further. Mr. Paul said he did find out even though there was a tentative agreement among the union and management that they cannot talk publicly about negotiations. Mr. Paul said he did find out that there was no proposal submitted by the union for the BT Access drivers. So this idea of "we are going to take care of you" never happened. He said he understands that management cannot discuss the matter and he understands that because of the ground rules agreement. Mr. Paul says he has been in labor negotiations where their agreement is strict silence although there are always leaks and

there is a leak this time. Mr. Paul said that silence can be good because that sometimes moves you ahead but it is also a very effective way of limiting your exposure to the people you represent. He said some of these guys are here tonight because no one will talk to them and no one is representing them. Mr. Paul said 75 percent of his anger is with the union and he is going to deal with that separately. Mr. Paul said he is going to try to initiate a recall vote on the union to see if we can get another union in here to represent employees. He stated that AFSCME is horrible as far as what they are doing for BT Access drivers. He said the Board and management are not off the hook on this matter. Nothing says that management can't propose something that is good for labor and not necessarily bad for management. He said there is nothing to stop management from saying for the good of the organization we should improve pay for BT Access drivers. Nobody saying they want equality in pay with fixed route operators but there has to be some recognition of what they do is important. He wants the Board to be aware of the issue and takes it seriously. Mr. Paul said he has told other passengers that he believes every passenger who uses BT Access owes the drivers something. He said what I can help them with is to tell their story by going to meetings like this. He added that he can go to the City Council and he can go to the Mayor. He can write letters to the editor and can inform the public about what the issue is. He said it is hard to explain the difference between these drivers and fixed route drivers. Mr. Paul said he understands that the tentative agreement was not ratified and BT will be back in negotiations soon. Mr. Paul expressed his hope that it is not too late to do something for the BT Access drivers.

Chairman McConn asked if there were any other comments from the public. Charles Haley noted he was one of the BT Access drivers he has been working BT Access for 15 years. He said the major problem is the difference in wage is huge. He added that he does not know if the Board is aware that their jobs are actually harder than the job the fixed route drivers do. He stated that there are a number of fixed route drivers that could not physically do what BT Access drivers do so it is not like BT Access driver's jobs are easier so they deserve less. He said what is happening is our wage is below market wage. He said in fact the latest driver who is apparently being trained for BT Access is an elderly gentleman who had three accidents driving big buses. He said also what is happening is that due to the shortage of BT Access drivers, management drives. He said the union should not allow that to happen as it rarely happens with fixed route drivers. Ron Hamilton said he has been with BT Access since it was taken in-house by BT. He stated that he was paid \$10.00 per hour during training and recently last year they increased the training wage to \$11.00 to attract people. Mr. Hamilton asked why can we not get an increase in pay if the training wage has been increased. Kathy Baker noted she was a part-time BT Access driver and she wants the Board to know that the full-time operators are on the radio telling us what we need to do and they are always there for us and she believes they deserve better than they are getting. She said every other employee at BT covered by the contract has wage progression increases. Chairman McConn expressed his gratitude for the comments made by everyone and though the Board cannot discuss contract negotiations since they are still in progress, the Board nevertheless appreciated the statements made by everyone in attendance.

MESSAGES FROM BOARD MEMBERS

There were no messages from Board Members.

MESSAGES FROM THE MANAGER

Mr. May noted first on the agenda tonight that INDOT is currently soliciting discretionary grant applications for Section 5339 capital. This is the first time INDOT has done this as it is a new program that came about as a result of the MAP-21. He said most of the discretionary funds under the new authorization were eliminated. He said under the Federal transportation authorization discretionary funding for capital purchases has been dramatically reduced and very small amounts have been allocated to the states for distribution to the small urban systems in each state. He said INDOT has \$2.57 million available for bus replacement purposes which is two years worth of funding for 2013 and 2014. Mr. May noted BPTC has several vehicle replacement needs including replacement of three (3) 2002 40-foot buses and replacement of two (2) 2008 BT Access vans. He said since the grant application process is relatively simple and the needs of transit systems across the state is large he recommends that a reasonable application requesting \$420,000 which would be about 16 percent of the total funds that they have available be prepared. He said \$420,000 would provide 80 percent of the cost for one (1) 40-foot diesel bus and (2) paratransit vehicles. He noted that Resolution 14-02 is on the agenda under New Business for the Board's consideration.

Mr. May noted the new downtown transfer facility is under construction and is anticipated to open in late spring. Mr. May presented a PowerPoint on proposed downtown route changes that would be needed to reroute downtown oriented routes to/from the new transit center once it opens. This would affect Routes 1, 2, 3, 4, and 5 in the downtown area. He said staff reviewed each of the routes and formulated proposed service changes. He said maps that show the existing and proposed routing for each route were included in the Board packet and we are seeking the Board's direction to begin the public participation process on the proposed service changes. Mr. May went on to describe the proposed changes for each specific route including Routes 1, 2, 3, 4, and 5. Treasurer Obermeyer expressed concern about increased walking distance of up to 2 blocks for routes that would no longer serve Kirkwood. Mr. May noted that Routes 1 and 5 would continue to operate on Kirkwood. This would provide service on Kirkwood with inbound and outbound buses on the hour and half hour. If riders didn't want to use these routes on Kirkwood they would have to walk up to 2 blocks to 3rd Street. Mr. May recommended that the Board direct staff to begin the public comment process on the proposed changes. Mr. May noted that a public hearing would be held on the proposed service changes on March 11 and that information on the proposed changes would be widely disseminated to the public through the BT website, social media, and notices at the existing downtown terminal. The Board understood that given the new location for the new downtown transit facility, changes were necessary and directed Mr. May to begin the public comment process.

Mr. May said construction continues on the downtown passenger transfer facility and includes installation of limestone on most of the east, south, and west faces of the building along with glass installation underway on the south side. He said work continues with the architect and contractor on number of challenging design and construction issues that have and will continue to generate significant change orders. He presented a budget spreadsheet that illustrated the various change orders where there are additions or subtractions from the project that he uses as a tool to keep track of how the project stands budgetwise. He noted that he highlighted what he thinks is the most significant changes. He pointed out that in November 2013 we were about \$21.145 over the contingency budget of \$457,586 to cover unforeseen costs and change orders.

Since that time, we have experienced several major change orders resulting in cost increases as well as value engineering measures to help offset cost increases. The spreadsheet represents the worst case scenario as of today and shows us at \$105,081 over the contingency budget. Mr. May noted that the budget is significantly over the contingency amount and working with the architect and contractor a number of value engineering items have been implemented to keep the increases from being even greater.

Mr. May noted next on the agenda is the renewal of the McDonald Transit Management Contract. He said BT has had a long standing management contract with McDonald Transit dating back to 1991 to provide the services of a professional transit manager for BT. He said BT is currently nearing the end of a three year contract with McDonald Transit that will expire March 31, 2014. He noted there is a two-year renewal option that is available and the first year includes a three percent cost increase over what is currently charged. The second year of the two-year option would include an additional three percent increase. He said the Board has the option to exercise that option to renew the contract for two years or the Board can opt to solicit proposals for a new management contract. Chairman McConn noted that he was very satisfied with the job that Mr. May and McDonald Transit Associates and has done and asked if there was any interest from the Board in soliciting proposals for a new management contract. Hearing no desire from the Board to solicit proposals for a new management contract, Chairman McConn urged approval of Resolution 14-03 to authorize a two-year extension of the current contract with McDonald Transit Associates, Inc. for the provision of transit management services.

Mr. May said the fixed route ridership in December was up 38.69 percent compared to December 2012. He noted the reason for the large increase was that the 2013 December calendar had an extra IU school week in it compared to December 2012 as school started a week later this year. He said we finished 2013 with a 1.54 percent increase over 2012 which was an all-time record high for ridership. He said BT carried a total of 3,454,889 passenger trips in 2013. He said we have had nine (9) consecutive years of ridership increases; fifteen (15) of the past sixteen (16) years we have seen a ridership increase; and twenty-six (26) out of the past thirty (30) years our ridership has increased. He noted BT Access ridership was up 25.3 percent in December compared to December 2012 and year-to-date BT Access ridership up 5.68 percent compared to 2012. He said BT Access carried 30,174 passenger trips in 2013 compared to 28,552 in 2012.

MESSAGES FROM THE CONTROLLER

Controller Browning gave an overview of the December financials.

MINUTES

The minutes for January 14, 2014 were presented for approval by Board Member Obermeyer and seconded by Board Member Hasler. The minutes were approved unanimously.

CLAIMS

The claims for January 28, 2014 were presented for approval by Board Member Obermeyer and seconded by Board Member Hasler. The claims were approved unanimously.

OLD BUSINESS

There was no Old Business.

NEW BUSINESS

Under New Business, Board Member Obermeyer moved to approve Resolution 14-02; a resolution authorizing the filing of a discretionary capital grant application with INDOT for bus replacement purposes. The motion was seconded by Board Member Hasler. Resolution 14-02 was approved unanimously by all Board Members.

Under New Business Board Member Obermeyer moved to approve Resolution 14-03; a resolution authorizing a two-year extension of the current contract with McDonald Transit Associates, Inc. for the provision of transit management services including the proposed cost increases for each of the two additional years. The motion was seconded by Board Member Hasler. Resolution 14-03 was approved unanimously by all Board Members.


ADJOURNMENT

APPROVE:



02-11-14
Ray McConn, Chairman
Board of Directors BPTC

ATTEST:



02-11-14
Alex B. Cartwright, Secretary
Board of Directors BPTC