

REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION (BPTC) MARCH 25 , 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, Secretary Cartwright, 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, Eli McCormick, Customer Service Manager and members of the public Suzanne Owen.

PUBLIC HEARING

Chairman McConn opened a public hearing to receive public comment on Ordinance 14-01 which is an ordinance amending salary and wage rates of appointed officers and employees of the Bloomington Public Transportation Corporation, Monroe County, Indiana for the year 2014. There was no comment from the public. Chairman McConn closed the public hearing accordingly.

PETITIONS AND COMMUNICATIONS

Member of the public, Suzanne Owen, said she was a regular rider of Route 4 and Route 5. She said she was concerned about the rerouting of some of the buses but learned today that they have been reconsidered and there are changes that will be presented to the Board tonight. She noted she wanted to pass on the director of the Monroe County Public Library Sara Laughlin's gratitude that revisions to the original proposals are going to be considered by the Board. She said the number one issue for her was access to the library. She was very concerned about the number of people on the bus with strollers with kids and toddlers and that the library was their destination. She said her continuing concern is the limited proximity of the buses to the square and we all know of course the whole idea with the parking meters was to get people to use more public transportation. She said it is a two-block hike from the new terminal to the square. She said that originally all the routes were obviously focused on getting to the new terminal rather than getting people to where they need to go. She is glad to see the proposed revisions and she wants to support those changes. She said her final project is she thinks the City needs to make some major changes where the beverage trucks can unload. She said anytime a structure is built that is going to house a restaurant or bar they need to have a place to unload delivery trucks so that they don't block traffic including buses.

MESSAGES FROM BOARD MEMBERS

There were no messages from the Board Members.

MESSAGES FROM THE MANAGER

Mr. May said at the direction of the Board we took the Board's thoughts as well as the comments from the public and revised our recommendations on some of the routes and would like to go over them tonight. He said all of our recommendations tonight have to do with the downtown routing along with a recommendation that we postpone any decision on the Highland Village route changes that were proposed to give staff more time to consider other options on this proposed change.

Mr. May presented a PowerPoint of the revised recommendations on the proposed service changes. He said for Route 1 Fee Lane/BHS North no changes are proposed from our original recommendation. As such, service is proposed to remain on Kirkwood in both the inbound and outbound direction. For Route 1 South Walnut/Clear Creek Shopping Center originally it was proposed to take this route off of Kirkwood and instead serve the Third Street area between Jordan and Indiana Avenue. Mr. May said that staff has revised this proposal and is now proposing to keep the route on Kirkwood in the inbound direction as it currently operates with a routing change to get the route to the new terminal via Washington Street. No changes are being proposed from the original recommendation to Route 2 West 11th Street/via Showers Complex as it is proposed to continue to operate south on Washington past Kirkwood to the terminal and outbound the route is proposed to operate north on Walnut Street from the new terminal. No changes are proposed from the original recommendation to Route 2 South Rogers/Countryview as this route is proposed to operate inbound on Second Street to north on Walnut to east on 3rd Street to south on Washington into the new terminal. In the outbound direction, it would operate south on Washington from the new terminal to west on 2nd Street and then resuming its regular route. Mr. May proposed a revised recommendation for Route 3 College Mall/Bradford Place so as to keep inbound service on Indiana and Kirkwood. Outbound service on this route is proposed to use Third Street to Atwater then resume the current route. This will allow people to get to Kirkwood in the inbound direction and streamline the route once it leaves the new terminal as it is proposed to go directly east on Third Street to Atwater resuming its existing route. No change is proposed to Route 3 Highland Village/Curry Pike from the original recommendation on the downtown routing as it is proposed to operate inbound via east on Kirkwood to south on College to east on 3rd Street to south on Washington into the new terminal. In the outbound direction this route is proposed to operate north on Walnut to west on 4th Street to north on Rogers to west on Kirkwood. Mr. May noted a revised recommendation to Route 4 High Street/Sherwood Oaks is to continue inbound service by way of Indiana to Kirkwood to Washington to the new terminal. In the outbound direction, we propose to operate east on 3rd Street to Atwater and then resuming the regular route. No changes are proposed to the original recommendation to Route 4 Bloomfield Road/Heatherwood which is proposed to operate inbound on 4th Street to Washington and into the new terminal. Outbound on this route is proposed to go north on Walnut to west on 4th to south on College to west on 3rd Street to south on Rogers and then resuming the regular route. No changes are proposed to the original recommendation for Route 5 Sare Road as this route is proposed to continue operating both inbound and outbound on Kirkwood.

Mr. May added that we have received requests for new service to the Stella Ridge area on Smith Road just north of Moore's Pike and the University School area on East Tenth Street just northeast of Smith Road. He stated that staff is evaluating whether a change can be made to Route 8 to service one or the other and that we will return to the Board with a recommendation

relative to the requests. Mr. May noted on the agenda for the Board's approval is Resolution 14-06 which would approve the proposed service changes as amended. He said assuming the Board's approval of the amended recommendations, staff would begin the process of revising public information including website information, printed system maps, printed timetables, Google Transit, DoubleMap, and voice annunciators. He noted these changes would be concurrent with the opening of the new downtown terminal. Staff would further evaluate options to Route 3 in the Highland Village area as well and report back to the Board this summer as any changes to Route 3 in this area did not have to coincide with the opening of the new terminal projected to be in late June 2014.

Mr. May said our renewal information has been received from SIHO for our partially self-funded employee health insurance program. He said we have had an excellent year in terms of medical claims paid and the projections for the upcoming plan year are also very good. He said SIHO prepared premium equivalents for the upcoming plan year with continuing emphasis on making the Health Savings Account (HSA) plan option more attractive. The HSA plan is considered a high deductible plan and features a deductible of \$1,250. He said BPTC does offer up to a \$50 per month match to amounts employees contribute to their medical savings account which can be used for out-of-pocket expenses. He said the PPO plan option has a deductible of \$750. He noted over the past five years we have seen a gradual shift from the PPO plan to the HSA plan as some employees have found the HSA plan more attractive. He said we recommend a small increase of 3.43 percent in the employee share for the PPO premium equivalent for employees only coverage and a 4.76 percent decrease in the employee only share for the HSA plan. He said there are two reasons for the proposed decrease to the HSA plan employee only premium equivalent – (1) making the HSA less expensive for employees will continue to encourage a change from the PPO plan which is a more costly plan and (2) the Affordable Care Act (ACA) will require that our lowest plan option have an employee share that is no more than 9.5 percent of their household income. He said by lowering our HSA employee share this year we will be very close to the 9.5 percent figure for our lowest paid employee and very close to compliance with the ACA relative to the affordability requirement which takes effect with our plan year renewal May 1, 2015. Mr. May noted increases in dependent care coverage under the PPO option were in the range of 5-7 percent and decreased in the range of 9-20 percent under the HSA option. Mr. May directed the Board's attention to a spreadsheet which summarized the changes in the premium equivalents for each plan option. The spreadsheet included the proposed employee contributions for the PPO and HSA options including employee only and various dependant coverages. He said under new business is an action item to approve premium equivalents for the PPO and HSA plans effective May 1, 2014.

Mr. May said we had our public hearing tonight to consider any public comment on our new salary ordinance tonight that would be retroactive to February 16, 2014. He said this is keeping with the Collective Bargaining Agreement that was recently approved that has pay increases for various positions in the organization that we needed to go back and revise our salary ordinance to match with pay rates in our Collective Bargaining Agreement. Mr. May recommended approval of Ordinance 14-01 which is on the agenda for second reading and adoption by the Board.

Mr. May said we have been awarded a Federal discretionary grant for \$336,000 by INDOT for the purchaser of one (1) fixed route 40-foot diesel bus. He said rather than give us 5339 funding as applied for, INDOT explained they wanted to keep the number of grantees to a minimum for 5339 funding so they are going to give us 5307 funding instead of 5339 funding. Mr. May noted

that we are a participant with CityBus in Lafayette in a recent bus procurement and would be able to purchase the bus off of the CityBus contract. Assuming a purchase order is issued in the next 90 days, we could probably expect delivery of the bus in the summer of 2015.

Mr. May said typically when we need major bus body and paint repair work we have to send this work out to have it done by a private repair service. Typically these private repair shops are located in Indianapolis or Evansville as there is no locally available services in Bloomington. He said Greater Lafayette Public Transportation Corporation (GLPTC) has a body shop and a paint booth and they have the best expertise given they have the same makes and models of buses in their fleet. Most importantly their hourly rates to do the work are better than the market rates that we have found in Indianapolis or Evansville. He said GLPTC has suggested the establishment of an Interlocal Cooperation Agreement with BPTC to undertake such work as needed at the hourly rate of \$50.00 for body work and \$65.00 per hour for mechanical repairs. He said the typical market rates that we researched from three different private repair shops recently ranged from \$77.00 to \$121.00 per hour. Mr. May said BPTC would in most cases supply GLPTC with the necessary parts so as to avoid any parts markup and deliver the bus to them for repair. GLPTC would charge us the \$50 and \$65 per hour rates for their repair services. He said the agreement between BPTC and GLPTC would be good for two years. Mr. May said the advantage to BPTC is two-fold in that GLPTC's hourly rates are lower than market rates we've researched and GLPTC is more experienced in working with transit buses than most private repair shops. Mr. May noted that Resolution 14-07 is on the agenda under new business for the Board's consideration.

Mr. May said there is a Board Meeting scheduled for May 6 which happens to be Election Day and our conference room is used as a precinct polling station. He said we need to consider rescheduling the Board meeting to another day that week. He said the room is used on Monday to set-up for the election. Chairman McConn suggested changing the Board Meeting to Wednesday May 7, 2014 at 5:30 p.m. and all Board Members concurred.

MESSAGES FROM THE CONTROLLER

Controller Browning gave an overview of the February Financial Report.

Controller Browning presented the 2013 Management's Discussion and Analysis and Financial Statements and recommend the Board acknowledge receipt and review of this document.

MINUTES

The minutes for March 11, 2014 were presented for approval by Secretary Cartwright and seconded by Board Member Obermeyer. The minutes were approved unanimously.

CLAIMS

The claims for March 25, 2014 were presented for approval by Secretary Cartwright and seconded by Board Member Obermeyer. The claims were approved unanimously.

OLD BUSINESS

Under Old Business, Board Member Obermeyer moved that Ordinance 14-01; an ordinance amending salary and wage rates of appointed officers and employees of the Bloomington Public Transportation Corporation, Monroe County, Indiana for the year 2014. The motion was seconded by Board Member Hasler. The motion was approved unanimously.

NEW BUSINESS

Under New Business, Secretary Cartwright moved to approve Resolution 14-06; a resolution approving service changes to the downtown portion of routes 1, 2, 3, 4, and 5 effective with the opening of the new downtown passenger transfer facility expected in late June or early July 2014. The motion was seconded by Board Member Obermeyer. Resolution 14-06 was approved unanimously.

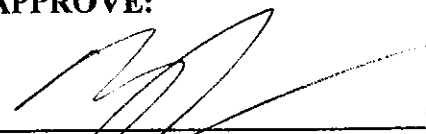
Also under New Business, Secretary Cartwright moved to approve Resolution 14-07; a resolution approving an Interlocal Cooperation Agreement between the Bloomington Public Transportation Corporation and the Greater Lafayette Public Transportation Corporation for major bus repair services. The motion was seconded by Board Member Obermeyer. Resolution 14-07 was approved unanimously.

Under New Business, Board Member Obermeyer moved to approve premium equivalents for employee health insurance effective May 1, 2014. The motion was seconded by Board Member Hasler. The motion was approved unanimously.

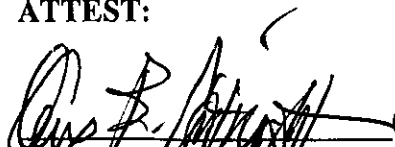
Under New Business, Board Member Obermeyer moved to acknowledge receipt and review of Bloomington Public Transportation Corporation 2013 Management's Discussion and Analysis and Financial Statements. The motion was seconded by Board Member Hasler. The motion was approved unanimously.

ADJOURNMENT

APPROVE:


04-22-14
Ray McCorm, Chairman
Board of Directors BPTC

ATTEST:


04-22-14
Alex B. Cartwright, Secretary
Board of Directors BPTC