

REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION (BPTC) MARCH 21, 2017, 12:30 P.M.

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

ROLL CALL

Board Members present: Chairman Obermeyer, Vice Chairman McDaniel, Board Member Cartwright, and Board Member Hartman. Also present were Lewis May, General Manager, Christa Browning, Controller, and Brenda Underwood, Human Resource/Marketing Administrator, Allen Jackson, Maintenance Manager, and Ian Patton, Operations Manager. There were no members of the public present.

PETITIONS AND COMMUNICATIONS ON NON-ACTION ITEMS

There were no petitions and communications on non-action items.

MESSAGES FROM BOARD MEMBERS

There were no messages from the Board Members.

MESSAGES FROM THE MANAGER

Mr. May said first on the agenda we have an award for bus purchases. He said we are a part of a joint procurement with the Greater Lafayette Public Transportation Corporation along with Fort Wayne and Danville, Illinois whereby we can purchase buses from this joint procurement together. He said we budgeted \$1.8 million for four (4) 40-foot diesel buses that would replace some 2005 vehicles. He said the funding for these vehicles is coming from STP road and highway funding that was allocated to us by our local MPO. He said we are in the process of converting that money from STP to Federal 5307 funding by actions of INDOT. He said that process is underway and there is some urgency to that process as it has to be concluded by INDOT by June 30 or the federal money is lost to the MPO. Mr. May noted that the recommended award of these four (4) buses would be subject to the receipt of these federal STP funds. He said if for some reason those STP funds were not received by us because INDOT did not properly conclude the transfer of funds, then we would have the authority to cancel the order with Gillig at no expense. He said he talked with Gillig they have no problem with that and in fact they say they do this sometimes understandings that federal grants are sometimes delayed or don't come through. He said in terms of the cost of the buses in working off the Lafayette procurement the base price is \$419,947 and if we take our variances it reduces the price down by \$9,179. He said given this contract was in 2013 it has a producer price index adjustment that adds about 5.15 percent which adds \$21,111 to the price of the bus. He said typically in most recent bus orders that we have been doing we are setting aside 1.5 percent of the cost of the total award to purchase spare parts and tooling to help our maintenance department. This adds

\$6,465.00 per bus. He said the total cost per bus is \$438,344 and multiply that by four buses and the total award is \$1,753,376. He said this is the biggest procurement award that we will bring to the Board this year and it is the largest single item in our budget for 2017. Mr. May noted that Resolution 17-07; a resolution awarding the purchase of four (4) 40-foot diesel buses from Gillig LLC as part of a cooperative procurement with the Greater Lafayette Public Transportation Corporation is on the agenda for the Board's consideration.

Mr. May noted Earth Day is Saturday, April 22 this year and we are planning to celebrate and mark that day by providing a free ride on Bloomington Transit and BT Access on that day. He said it is the first time we have done a free ride in several years. He said this is an appropriate time to do it and we are planning several of these free ride days during the course of the year including Dump the Pump Day on June 22 and Rosa Parks Birthday December 1. He said we will publicize this in advance in the media with press releases we will have it on our website notices on the buses and social media. He said we will track the ridership on those days as well to see how much it boost our ridership. He said if the past is any indicator of how we will do typically when we have had in the past we have had a 10-15 percent increase in ridership. Chair Obermeyer asked if there were any other activities in the city that we could collaborate with. Mr. May said he would check with the City.

Mr. May noted he wanted to update the Board on several grant related matters. He said we are pursuing some discretionary grants from various sources. He said we just put in a 5310 grant application to INDOT recently seeking \$112,000 in Federal funds for the purchase of two replacement BT Access vehicles and \$40,000 in Federal funds to retrofit ten BT Access vehicles with security camera technology. He said INDOT is also soliciting 5339 grant applications for buses and bus facilities. He said we plan to submit an application seeking about \$720,000 for the replacement of two 40-foot diesel buses. He said the application are due March 31 and would fund 80 percent of the purchase of these two vehicles. He said our local MPO solicited TIP projects for the period 2018-2021 including proposal for the use of STP Federal road and highway funding. He noted request were submitted seeking \$1.12 million in 2018 for the replacement of three 40-foot buses; and seeking \$560,000 in 2018, \$576,000 in 2019, \$588,000 in 2020, and \$600,000 in 2021 for the replacement of 30 and 35-foot buses with hybrid electric buses. He said he got some feedback just from one of the senior staff members and it looks like there are more road and highway projects than there are STP funding so right now they are not looking very favorably at our project. He has expressed our disappointment to staff at the MPO that greater consideration wasn't given to the use of road and highway dollars for transit.

Mr. May said he wanted to update the Board on annexation. He said last night was the first of six public meetings that the City is having. He said there was a large attendance at last night's meeting and many expressed concern about the proposed annexation. He said the meetings are done in an open house type format where they have tables for each department. He said we are sharing a table with the public works department. He said we had a lot of people in different annexed areas that were asking about transit service. He said a few examples are people on 446 and Gentry Estates, Old 37 down by Mays Greenhouse, Van Buren on the Southwest side, Fieldstone subdivision on West Third Street, and Clear Creek. He said these are the five different areas people asked about the possibility of future transit service. Mr. May noted that

none of these areas were likely to receive transit service in the foreseeable future unless there were substantial changes to add more residential or commercial density. Mr. May added that it would be incumbent upon us to find a way to serve the Ivy Tech campus and the adjacent industrial park. He said the reason for serving Ivy Tech is that Rural Transit would likely not be able to serve it if it were annexed. Vice Chairman McDaniel asked if the reason for Rural Transit discontinuing service to Ivy Tech was due to State or Federal requirements... Mr. May said his understanding is that it is an INDOT requirement. He said he would have to confirm that with Kerry Conway. He recently had lunch with Kerry Conway and Geoff McKim and Kerry confirmed that they would have to give up that service. Vice Chairman McDaniel said he would not be surprised if Kerry doesn't go to INDOT and ask for an exception and she might get it. Mr. May said possibly which would be fine with us. He said if we are forced to take the service over we could probably carry more given our higher capacity vehicles and greater number of daily trips to the area. Mr. May added that Rural Transit operates a closed-door service once it leaves downtown and cannot stop along the portion of their route that is within the City to pick up or drop off people. He said we would be able to stop and pickup and drop off people along the way which would help generate additional ridership. He said currently our BT Access service goes to all areas within the City. Mr. May provided a map of the proposed annexed areas. He said under the ADA we would be required to provide service to all areas within our jurisdictional boundaries that are within $\frac{3}{4}$ of a mile. He said what this map shows is that much of the area proposed to be annexed is covered by the $\frac{3}{4}$ mile corridor. He said if all these areas were to get annexed, it would be his opinion we should provide service to these areas with BT Access service. Vice Chairman McDaniel asked what the total cost was. Mr. May said we projected adding about 4,000 annual revenue hours of service which would range in cost from about \$160,000 to \$200,000 with the cost increasing annually due to inflation and with growing ridership.

Mr. May gave an overview of February ridership. He said February fixed route ridership was down 8.7 percent compared to February of last year. He said the primary reason is we had one less weekday in the calendar this year compared to 2016 when we had leap day which we do not have this year. He said even if you factor that out, ridership was still down about 4 percent on a day to day basis. That mirrors the trend that has been happening in Bloomington for the last two years and it also matches up with trend that is happening statewide and nationally primarily due to low gas prices. He said there are other factors that are affecting ridership specifically here in Bloomington including the impact that UBER has made. He said year-to-date ridership is down 2.94 percent compared to the same period last year.

Mr. May noted BT Access ridership was up 9.78 percent in February compared to February 2016. He said the increase in spite of having one fewer day of service. He said the interesting thing even though we were up 9.78 percent we operated 5.3 percent fewer revenue hours. He said we are carrying more people on BT Access with fewer revenue hours. He said our passengers per revenue hour was 2.53 in February compared to 2.18 in February 2016. He said most of the increase is attributable to our new scheduling software which is improving our efficiency. He said year-to-date BT Access ridership is up 13.24 percent in February compared to the same period last year.

MESSAGES FROM THE CONTROLLER

Controller Browning gave an overview of the February Financial Reports.

EXECUTIVE SESSION

An executive session for discussion of strategy with respect to collective bargaining as per Indiana Code 5-14-1.5-6.1(b)(2)(A).

PUBLIC COMMENT – ACTION ITEMS

Upon returning to public session, Chair Nancy Obermeyer noted that the Board just concluded an Executive Session for the purpose of discussing strategy with respect to collective bargaining as per Indiana Code 5-14-1.5-6.1(b)(2)(A) and that no other matters were discussed in the Executive Session.

Chair Obermeyer asked if there was any public comment relevant to Action Items on the agenda. There was no such public comment

NEW BUSINESS – ACTION ITEMS

Under New Business, Board Member Cartwright moved to approve Resolution 17-07; a resolution awarding the purchase of four (4) 40-foot diesel buses from Gillig LLC in the total amount of \$1,753,376 as part of a cooperative procurement with the Greater Lafayette Public Transportation Corporation. The motion was seconded by Vice Chairman McDaniel. Resolution 17-07 was approved unanimously.

Also under New Business, Board Member Hartman moved to approve Resolution 17-08; a resolution authorizing McDonald Transit Associates, Inc. to provide professional services in the form of collective bargaining/negotiation services. The motion was seconded by Board Member Cartwright. Resolution 17-08 was approved unanimously.

OLD BUSINESS

There was no Old Business.

MINUTES

The minutes for February 21, 2017 were presented for approval by Board Member Cartwright and seconded by Vice Chairman McDaniel. The minutes were approved unanimously.

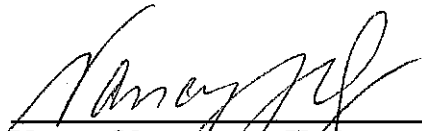
CLAIMS

The claims for March 21, 2017 were presented for approval by Board Member Cartwright and seconded by Vice Chairman McDaniel. The claims were approved unanimously.

ADJOURNMENT

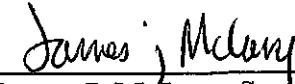
APPROVE:

ATTEST:



Nancy Obermeyer, Chair
Board of Directors BPTC

04-18-17



James J. McLary, Secretary
Board of Directors BPTC

04-18-17