

**REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION
CORPORATION (BPTC) MARCH 11, 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, Vice Chairman McDaniel, Secretary Cartwright, Board Member Hasler and Board Member Obermeyer. Also present were Lewis May, General Manager, Brenda Underwood, Human Resources/Marketing Administration, and members of the public Brandie Hartman, Aron Plummer, Grace Dickey, Mike Satterfield, Chanel Earls, Bob Flynn, Kelly Prill, and Cara Prill.

PUBLIC HEARING

Chairman McConn opened a public hearing to receive public comment on proposed service changes on Routes 1, 2, 3, 4, and 5 proposed to take effect concurrent with the opening of the new downtown passenger transfer facility in late spring 2014. Mr. May presented a PowerPoint on the proposed service changes on Route 1, 2, 3, 4, and 5. Mr. May noted the purpose of the proposed changes are two-fold - first we are in the process of constructing a new downtown passenger transfer facility at Third and Walnut and when that facility opens it will necessitate some changes to routing in the downtown area; secondly, the proposed route changes would in some cases provide for more direct routing to and from that new downtown facility. More direct routing will result in valuable time savings that are needed by several of the routes so that they can make their timed connections downtown so people can transfer between routes. This is especially critical for Route 3 and Route 4 as both routes will struggle at certain times of day making their timed connections downtown. Mr. May also noted that we do have another proposed route change that has nothing to do with the downtown routing. The 3 West route that serves the Highland Village area is our longest route in terms of total mileage and it often has difficulty sometimes making its timed connections downtown. Mr. May noted that we are proposing to go through Highland Village on the outbound portion of Route 3 and on the inbound go straight up Curry Pike to save time to help this route better makes its connections downtown.

Mr. May said the most substantive changes are to use Third Street as a more direct route to and from the new facility as opposed to using Kirkwood as we currently do on several of the routes. He said at least one bus would operate on Kirkwood in both the inbound and outbound directions on the hour and on the half hour. He noted that depending on the route people use, these changes could necessitate a transfer for some passengers who normally catch the bus on Kirkwood.

Mr. May described each proposed change for Routes 1, 2, 3, 4, and 5 going through each route street by street with the proposed changes as compared to the existing routing. He noted that the proposed changes are proposed to take effect with the opening of the new downtown facility

which is expected to be open in late June 2014. Chairman McConn opened the floor to public comment on the proposed route changes.

Member of the public, Bob Flynn noted he works at Indiana University. He said his understanding is that by direct routing you are hoping to increase the on-time connections. He said most of those seem to be on the inbound. He asked if there was any hard data on the number of drop offs downtown and how is that data collected. Mr. May said we do on off surveys periodically that check on offs by stop on every route for all the trips on a current day. Mr. Flynn said it seems to him that on the inbound you would be selling a lot of people short in getting into the downtown area by bypassing the Kirkwood area. He said he was wondering if some sort of hybrid solution had been considered where you have your outbound on one of the increased efficiency lines and the inbound being the same or vice versa rather than completely eliminating one side of the equation. Mr. May said that is a great comment and that is one that we have already considered and that could be a middle ground solution to use Kirkwood on the inbound on Kirkwood and Third Street on the outbound. Mr. Flynn said the Route 4 South sometimes is late arriving downtown because the Route 4 West, not the Route 4 South, causes the problem. He said will the comments today actually be considered in the decision of the proposed changes. Mr. May said that is the idea of the public hearing is to receive comments and the Board is not going to be considering a decision tonight as they first want to hear the input and then consider that input and any possible alternatives before they make a decision in the future. Mr. Flynn said he hopes that once the new downtown facility is built meetings like this will be there and not here where it is harder to get to by bus. Another member of the public, Cara Prill noted she had been a bus rider since 2001 and said she wanted to thank Bloomington Transit for a wonderful job they decided when their car broke down to stick with public transit and have been doing so for six years and doing great. She said her concern is the Route 3 West skipping Highland Village on the inbound trip. She explained that her mother lives at Garden Villa Nursing Home and that she is mobile enough to use the bus but can't walk very far. She gets her on the bus in the outbound direction and they would ride all the way around and back to get into town. She said if she were trying to get her mother back to the nursing home that she would have to get off on Curry Pike and cross a busy 4-lane street which could be a problem. She said BT is their cheapest option in town and the option that allows them to do things spontaneously. She said that they could use Rural Transit but they have to plan 2-4 weeks in advance to get the time that they want due to Rural Transit funding cut backs. Moreover, she added that a round trip on Rural Transit costs her 6 dollars as opposed to \$1.00 on BT. She added that there are taxis in town but they cost 15 dollars per trip. Chanel Earls noted she is speaking on the same topic the Route 3 West and that the proposed route change was used during construction period on W.3rd Street. Ms. Earls said they live in Orchard Glen and they use the bus all the time and when that detour in was in effect it was really hard to use the bus to do anything in the Walmart and Ivy Tech area. She said she and her husband teach at Ivy Tech and her husband is a student as well. She said if this change is made the trip back home will require him to pay twice he would have to get off the outbound bus over by Planet Fitness and then get back on the inbound bus to get home. She said she understands this is a difficult situation but it is a useful route that a lot of people need. She said one major suggestion that seems to make sense to her is you would get a lot more people riding if a way could be found to add Ivy Tech and have two west side routes. She said also having service on the west side on Sunday would be a big help. Aron Plummer said the east side has the 8 Eastside Local and it seems it would solve a lot of problems if there was a similar Westside Local. Mike Satterfield asked if there had been consultation with MCPL about the impact of the route changes. He said it is nice to take

congestion off of Kirkwood but he knows it is a heavily used resource and the parking is limited at the library so anything that is done that increases their parking is not going to help them. Mr. May said we have not dialoged with the library but have recently instituted an employee bus pass program with the library whereby all library employees use Bloomington Transit at no charge to the employee. The library provides that as a fringe benefit to their employees. Brandie Hartman asked how many routes will go down Kirkwood. Mr. May said two routes are proposed to continue serving Kirkwood including the 1 North which operates once an hour on the hour and the 5 Sare Road which also operates once an hour but serves Kirkwood on the half-hour. Mr. Flynn asked if any of the Board members used BT service. Treasurer Obermeyer noted that she has been using BT lately and would use it more regularly if she worked in Bloomington. She noted her job is in Terre Haute but she hopes to be working in Bloomington soon and as such expects to use BT more often. Vice Chair McDaniel noted that over the past month he had used BT 4-5 times. Chairman McConn asked if there was any further public comment. There being no further comment, Chairman McConn closed the public hearing and thanked everyone for attending.

PETITIONS AND COMMUNICATIONS

There were no messages from the public.

MESSAGES FROM BOARD MEMBERS

Vice Chairman McDaniel provided an update on the General Assembly saying the stated goal of the legislature is to try and finish tomorrow so that they can adjourn. He added that they legally have to done by Friday but they want to get out of town by tomorrow because the Big Ten Basketball Tournament starts on Thursday. He said most people don't think they can finish in time. He said the Central Indiana transit bill had a conference committee last Thursday and by 4:00 p.m. most of the legislators had gone home for the weekend. He said they did not take any action but they did talk about some amendments to the bill. He said they prepared a conference committee report. He said we were concerned about the PMTF because one of things they discussed at the meeting on Thursday is making some changes to keep INDYGO from getting a windfall if they succeed in getting that bill passed. Vice Chairman McDaniel explained that what they do not understand is that when you start tinkering with the PMTF formula there is a lot of unintended consequences. About a year ago this was reviewed and it would have hurt Bloomington Transit to the tune of about \$500,000 annually in less PMTF funding. He said our lobbyist met with the author of the bill last night and was assured that they were not going to do anything drastic. He said we pointed out that INDOT is already doing a review of the formula and there is no hurry to change things because even if this bill passes nothing is going to change for a couple of years at least given the lag built into the formula. He said the conference committee report came back this morning and they indeed refer to the PMTF in it saying that the State Budget Committee would review the distribution formula annually and then have it approved by the State Budget Agency. This was written into the bill even though it is already a requirement. He said he is hoping that we get good news for Central Indiana tomorrow but I think I have mentioned it before they have amended this bill so many times in the Senate that I don't know how much good it is going to do if they pass it.

MESSAGES FROM THE MANAGER

Mr. May said the Board has had the opportunity to hear the public comment on the proposed route changes tonight and noted he wanted to make a few comments. He said the one suggestion that was mentioned about the hybrid solution was one that staff had considered and that we will take another look at it. Such a solution would use Kirkwood inbound and 3rd Street outbound primarily on Routes 3 East and 4 South. Mr. May asked if there was anything that the Board would like staff to look at based on the public comments. Chairman McConn said given the ridership and interest of the public what about the Westside Local. Mr. May said that is a suggestion we have looked at internally for several years and reason why we are cool to the idea is that the 8 Eastside Local is the worst performing route in the entire system in terms of ridership per hour and mile. Mr. May also noted that the cost of a new route is likely prohibitive given our funding is contracting rather than growing. Chairman McConn asked Mr. May what he thought a ballpark cost would be for a Westside Local route. Mr. May said it would depend on the span of hours and days of week it operated, but \$200,000 annually is probably a good ballpark figure. Mr. May said he would provide a more exact estimate at the next Board meeting. Board Member Obermeyer suggested the possibility of eliminating the 8 Eastside Local entirely and use the resources to institute a Westside Local. This might enable service to the Ivy Tech area. Mr. May noted that in scenarios that staff envisioned, Route 3 West could be branched so that on the hour the route would remain the same as it operates now and on the half hour it would instead go to Ivy Tech rather than Highland Village. The challenge this presents is it would be a reduction of service to Highland Village (60 minute frequency compared to the current 30 minute frequency). Mr. May also added that there had been discussion in the past about eliminating Route 8 and there has been some very outspoken public sentiment against it coming primarily from the senior citizen and disabled population on the eastside who are the primary users of Route 8. Chairman McConn liked the idea of eliminating Route 8 on the eastside and using the resources to fund a new Westside local but ultimately wanted to know the cost and impacts. Mr. May thanked the Board for their direction and said we will review these items and report back to the Board.

Mr. May said each year we present to the Board a Preliminary Program of Projects that is funded by our Federal 5307 formula funding. He said for 2014 we have eight projects proposed for funding. He provided a brief description of each project in the proposed program of projects. He said the Federal 5307 operating assistance project provides a major source of Federal funds that are used to fund the operating costs of daily transit service including wages, benefits, fuel, vehicle maintenance and all costs associated with operating both fixed route and BT Access service. He said the proposed total 5307 funding for operating assistance is \$1,702,313. He said a proposed project that would provide for the replacement of a 2007 25-foot bus which is a smaller bus used on routes that have lower demand such as Route 8 and Route 5. He said the proposed 5307 funding is \$67,500 for a total of \$84,375 including local match. He said under FTA's capitalized maintenance program transit systems can use 5307 funds to capitalize maintenance expenses such as rebuilding engines and transmissions as well as the purchase of tires. He said such capitalization can be done using 80 percent Federal funds. He said the proposed capitalized purchase of engine and transmission rebuilds and tires is \$100,000 in 5307 funding for a total of \$125,000 with local match. He said we have project that would provide for the replacement of two 2008 BT Access vehicles in 2014. He said the proposed 5307 funding for this project is \$82,115 for a total of \$102,644 including the local match. He said we propose to replace the mobile auditron unit that was originally purchased in 2002. He said these unit collects, stores, and secures the proceeds from each individual bus farebox as they are dumped

each night until it can be unlocked and reconciled the following day. He said the proposed 5307 funding is \$12,000 for a total cost of \$15,000 including local match. He said we propose to purchase approximately six new passenger shelters for placement on various routes. He said the proposed 5307 funding for this project is \$25,600 for a total of \$32,000 including local match. He said we propose to replace a 1997 maintenance pickup truck that is used by the maintenance department for roadcalls and parts pickup and a 2002 15-passenger van that is used by drivers and staff for driver reliefs and road supervision. He said the proposed 5307 funding is \$68,000 for a total cost of \$85,000 with local match. He said we propose to purchase a portable wireless lift that is a four wheel independent lift that could be moved from bay to bay and provide the ability to lift our largest vehicles and provide a third lift for mechanics to use. He said the proposed 5307 funding is \$33,600 for a total of \$42,000 with local match. Mr. May noted that our annual 5307 apportionment is about 2.2 million and we are proposing to use 2.09 million in 2014. He said the balance would be saved and used for future large capital projects. He said as part of the POP development process we will solicit feedback from private sector transportation providers prior to finalizing the POP. He said a public hearing will be advertised and held before the Board takes final action on the POP. Once the POP is adopted by the Board the project budget will be incorporated into our Federal grant application. He said the discussion of the POP is for informational purposes only and no action from the Board is required tonight. He said the Board will take action to adopt the POP following a future public hearing.

Mr. May said we recently agreed to a new Collective Bargaining Agreement with our AFSCME Local. He said the CBA has wage increase for our employees as well as benefit changes, and work rule changes. The union has ratified the CBA and the Board has approved it. He said we have drafted the final CBA document and given it to the union for review and we hope to have the agreement executed soon. He said under state law the Board has to adopt a salary ordinance that specifies what the maximum wages and salaries are for the various positions in the organization. He said now that the CBA has been finalized the Board can consider a final salary ordinance for the organization. He said the adoption of the salary ordinance is a two meeting process that includes introduction and first reading of the ordinance which is on the agenda tonight. A public hearing will be held on March 25 meeting to get public input prior to the Board taking final action on the proposed ordinance.

MESSAGES FROM THE CONTROLLER

There were no messages from Controller Browning.

MINUTES

The minutes for February 25, 2014 were presented for approval by Board Member Obermeyer and seconded by Board Member Hasler. The minutes were approved unanimously.

CLAIMS

The claims for March 11, 2014 were presented for approval by Board Member Obermeyer and seconded by Board Member Hasler. The claims were approved unanimously.

OLD BUSINESS

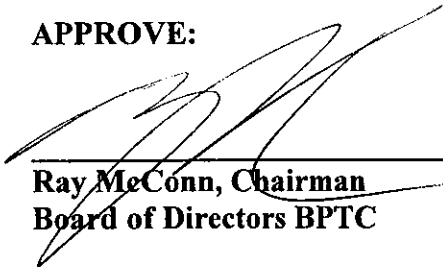
There was no Old Business.

NEW BUSINESS

Under New Business Secretary Cartwright introduced 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 Board concurred with the introduction of the ordinance.

ADJOURNMENT

APPROVE:


03-25-14
Ray McConn, Chairman
Board of Directors BPTC

ATTEST:


03-25-14
Alex B. Cartwright, Secretary
Board of Directors BPTC