

**REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION (BPTC) MARCH 24, 2015, 5:30 P.M.**

In the Edward J. Kuntz Board Room of the Bloomington Transit Operating Facility, 130 W. Grimes Lane, Chairman 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, Secretary Hasler, Board Member McLary, and Board Member Cartwright. Also present were Lewis May, General Manager, Christa Browning, Controller, Ian Patton, Operations Manager and 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**

Vice Chairman McDaniel said based on reports from the ITA lobbyist, Mark Palmer, he is discouraged after talking to Tim Brown the Chair of the House Ways and Means Committee about our Bill 379. He said Brown did not give any reasons but he clearly doesn't care for the bill and likewise Bill 478 being promoted by Ft. Wayne for TIF funding. He said we are running out of time as most committees are aiming to get their committee work done by April 9. He said the Budget Hearing in the Senate Appropriations will be April 9 and we will have a better idea then whether the budget bill will include any additional funding for PMTF. He said the only thing encouraging that Tim Brown told Mark was if AMTRAK really did go out of business in Indiana there may be some more funding available for transit. Vice Chairman McDaniel said the current proposal would be an 8 percent increase for PMTF in the first year and then it would go up to 15 percent assuming AMTRAK funding is eliminated. Vice Chairman McDaniel said Matt Ubelhor signed on to sponsor our bill but it doesn't look like he will be able to get a hearing in Ways and Means. He said anything can happen and it may still come through as you never know until the General Assembly is over. Mr. May asked if there anything we can do. Vice Chairman McDaniel said to encourage Matt Ubelhor and if he doesn't do anything Matt Pierce is also on that bill though but he doesn't have any power in the Ways and Means Committee. Vice Chairman McDaniel said Mark will talk with Tim Brown and see. Mr. May said he will get a hold of Matt Ubelhor and see what we can do. Vice Chairman McDaniel said he had not heard anything from Stoops either.

**MESSAGES FROM THE MANAGER**

Mr. May noted at the last Board Meeting we had a person from the public here who had a couple of complaints. He said that person complained about not having the reduced photo I.D. cards available at the Downtown Transit Center. Mr. May said we will go ahead and buy the equipment and train the staff on how to issue the ID cards. The key portion of that training will be how to recognize valid documentation that proves you are disabled or age 60 or older. Board Member McLary asked if you have to be both or either. Mr. May responded either. Board

Member McLary said so if you are 59 and disabled you qualify. Mr. May said yes assuming the persons presents documentation from SSDI or a doctor's note that confirms the person has a disability. He said for age 60 or older all that is required is proof of age. He said there is one other very important form of documentation that we must accept for reduced fare and that is the Medicare card which under Federal law we must accept for reduced fares during peak periods. He said we will purchase new photo ID making equipment train our staff and get that up and running sometime in the near future. He said that same person had a complaint of a bus that he observed in his words was on two wheels at it turned a corner. As Mr. May explained at that Board meeting to the gentleman, we have security cameras in most of our buses that can be used sometimes to determine if a complaint is valid. Our staff pulled the surveillance video from the bus in question and looked at it. Mr. May asked Ian Patton to describe what he found. Ian Patton said he used every camera angle on the bus and actually every one of them have useful angles. He said the video absolutely doesn't suggest unreasonable speed as it didn't indicate any discomfort, alarm or concern among passengers. He said he then used the DoubleMap bus tracker that will tell us how fast that bus was moving as it when around that corner. The DoubleMap bus tracker data revealed that the bus went around the corner at 13 miles per hour which is a reasonably safe speed. Mr. Patton explained that he used DoubleMap to look at about a half a dozen other drivers going around the same corner and I would say the average speed is about 12 miles per hour which indicates there was nothing unusual about the bus making that corner as alleged. Mr. Patton further explained that he had ridden with that same driver around that same corner on March 3<sup>rd</sup> and he checked the speed on that trip and it was 12 miles per hour. So Mr. Patton concluded that the allegation by the person was not substantiated. Board Member Cartwright asked how Mr. Patton was able to obtain such data. Mr. Patton said he can get computer history off of the DoubleMap system that indicates vehicle speeds at specific points. Mr. Patton noted that he has been riding several buses lately and realized he was on the bus with the same driver on March 3. So he went back to the DoubleMap records which gave the speed of the bus when Mr. Patton was on the bus. Mr. Patton recalls his trip around that corner did not arouse any discomfort or concern and that when he later checked the speed on DoubleMap it was 12 miles per hour. He said he pulled the video of incident in question and interestingly enough as the driver came around the corner there was a bicycle headed the wrong way in our lane towards the bus. Mr. Patton suspects that might possibly be the person who made the complaint. He made the complaint that we were fairly aggressive on a yellow light which turned red while we were in the intersection and from the video he determined that is true. He said we did not enter the intersection on a red light but it turned red before the bus was clear of the intersection. He said he did review the video of the driver. He said the driver made a poor judgment on the light and the driver has worked for BT for 14 years and is an exemplary employee. He would say overall the complaint relative to speed around the corner was not valid. Mr. May said he wanted Mr. Patton to share with you what his findings were on the incident. He noted that the gentleman gave us his name but no contact information. Board Member Cartwright said so there is no way to get back in touch with him to let him know. Board Member Obermeyer said the nice thing is that he will see the ability to get photo ID cards will be available downtown in the near future.

Vice Chairman McDaniel said as long as we are on that issue something came up today at a Traffic Safety Committee Meeting he attended. There were people from IUPD and Bloomington Police Department as well as others and someone raised an issue that at 3<sup>rd</sup> and Indiana there is a lot of traffic because of the parking garage and students aren't always attentive to traffic when crossing streets. He said was complaining about the fact that a lot of drivers and he mentioned

BT specifically go around that corner and instead of coming to a full stop, Vice Chairman McDaniel said what they decided to do is look at the possibility of putting a no right turn on red prohibition at this intersection. Mr. May thanked Mr. Patton for his report and noted he wanted the Board to hear a response to those concerns that were expressed at the last Board Meeting.

Mr. May said in this year budget we have \$880,000 set aside for two 40-foot diesel buses which will replace a couple of 2002 models we have in our fleet. He said assuming we place the order and the Board awards the purchase tonight it will be next year before these buses actually arrive given the lag time from the time you place the order until the time they are manufactured and delivered. As such, the buses being replaced will actually be 14 years old at the time of replacement. He noted that assuming the buses replaced are still in good operating condition, we will likely keep them in service. He said in 2013 we did a cooperative bus procurement that was headed up by CityBus in Lafayette on behalf of Lafayette, Bloomington, Fort Wayne, and Danville Illinois. We have the ability to make our purchases off the Lafayette contract. He said we will use our regular 5307 formula funds to pay 80 percent of the cost with 20 percent local match funded by BT. He said you can see in the notes the base cost of the vehicle is \$419,947. and then we go through and we have various options and features that were on the Lafayette. There are several variances on bus features and equipment that will bring the cost down by about \$12,559 per bus. He said this was a 2013 procurement and there is a producer price index adjustment that is made based on the amount of time that has elapsed since the original contract with CityBus. As such, a PPI adjustment of 2.51 percent is added to the base cost given that the PPI index has increased 2.51 since 2013. That adds \$10,225 to the cost and then we set aside a portion of the cost for spare parts and tooling. Board Member Cartwright asked what kinds of parts or tools might we purchase with the bus. Mr. May said these are your typical kind of parts that require periodic replacement. It could be an alternator, radiator, fuel tank, a wheel rim, or an airbag as examples of what we might purchase in spare parts. Mr. McLary asked what a typical spare parts and tool budget might be on a bus purchase. Mr. May said he is not sure if there is a limit but something in the range of 1-2 percent is acceptable. Board Member McLary said the reason he asked was if you have extra funds it might be wise to buy even more parts. Mr. May said he is trying to keep it low to conserve our federal formula dollars because we have a limited amount and those funds are not growing very fast. He said the total cost per bus would be \$423,877 and noted we need to buy diesel because these buses are operating on 10<sup>th</sup> Street and through the railroad underpass which does not have sufficient clearance for a hybrid bus. Mr. May said these buses are not expected to be delivered until late next year as Gillig has a current backlog of vehicles. He said the one bus that we ordered in September last year plus these two buses will replace all three of the 2002 models that we have.

He said on this topic of bus procurement the Board may remember a few months ago he shared his interest and desire to submit to the MPO a request for STP funding for bus replacement purposes. Preliminary feedback from MPO staff is positive and we may be successful in obtaining some STP funds though it may not be the amount we requested which was about \$2.5 million. If approved, this will be the first time we have successfully used STP road and highway funds from our MPO and that will help us greatly. He said we have a total of 15 buses to replace including the three that are on order at about \$425,000 apiece. As such, we will need about \$6 million to replace these buses and we do not have enough 5307 funding to do it. He said many of these buses that are being replaced were purchased with discretionary funds and earmarks that we got back in the early and mid-2000s. He said those discretionary dollars are not available to the same degree now. Thus STP and other discretionary funding might be the only

way to replace this segment of our fleet. Board Member McLary asked if Bloomington gets any CMAQ money. Mr. May said the Bloomington MPO does not receive CMAQ as this area is not considered to be a non-attainment area in terms of air quality. Vice Chairman McDaniel said I-69 could change that. Mr. May provided a revised Resolution 15-04 which corrected several typos in the original resolution. Board Member Cartwright asked Controller Browning when we participate in a procurement like this do we purchase the buses from CityBus in Lafayette. Mr. May said that we purchase the buses directly from Gillig. He noted that Christa will apply for the grant; the grant will be obligated and the funds will be available to draw down electronically and when the bus comes in. Christa will draw down the 80 percent share electronically off the federal grant system and then we will pay the other 20 percent using local funds. Controller Browning said we write a check for the whole amount and we get reimbursed 80 percent from FTA. Board Member Cartwright said we have a pretty good cash position so he did not think there would be a problem but he just wondered about the mechanics of doing that. Mr. May recommended Board approval of the resolution to award the purchase for two (2) 40-foot diesel buses from Gillig.

Mr. May said our fixed route ridership was down slightly by about 4/10ths of one percent or about 272 riders in the month of February compared to February 2014. He said we did run about ½ of 1 percent fewer revenue hours in 2015 compared to February 2014. He noted that we had a small service reduction starting in August 2014 on our Route 6 night owl on Thursday nights and Route 7 Friday night service. He said year-to-date ridership is basically flat for January and February compared to last year on fixed route.

He said BT Access ridership was up 12.1 percent in February and he would generally attribute that to the better weather that we had even though we had a couple of weeks of snow this year in February. He said BT Access is up 17.6 percent year-to-date compared to the same period last year. He said if you combine fixed route and BT Access ridership we are up slightly by .07 percent of 1 percent. He said just an interesting comparison bus ridership nationally for calendar year 2014 was down about 1.1 percent according to APTA statistics. Another reason for the decline in ridership nationally are lower fuel prices. Chairman Obermeyer said on the other hand perhaps we save on our fuel costs. Mr. May said it's important to remember that we are locked into a fixed price fuel contract now. Not all of our fuel is bought off that contract but about 75 percent is bought off that contract. Board Member McLary asked is BT required to buy a minimum amount. Mr. May said yes we have a minimum specified number of gallons and it is a joint purchase that we do with IU Campus Bus. Board Member McLary asked what price did we lock in at. Mr. May said we locked in right at about \$3 per gallon. He said it is higher than what the market price is now but we still have some ability to purchase small amounts up to 25 percent at market prices. He said all that purchasing is done for us by the University.

#### **MESSAGES FROM THE CONTROLLER**

Controller Browning gave an overview of February Financial Report.

Controller Browning clarified how the restricted funds for Bloomington Public Transportation Corporation partially self-insured health insurance functions.

#### **PUBLIC COMMENT – ACTION ITEMS**

There were no comments from the public.

### NEW BUSINESS – ACTION ITEMS

Under New Business, Board Member Cartwright moved to approve Resolution 15-04; a resolution awarding the purchase of two (2) 40-foot diesel buses from Gillig LLC as part of a cooperative procurement with the Greater Lafayette Public Transportation Corporation in the amount of \$423,877 each for a total amount of \$847,754. The motion was seconded by Secretary Hasler. Resolution 15-04 was approved unanimously.

### OLD BUSINESS

There was no Old Business.

### MINUTES

There were no minutes for approval.

### CLAIMS

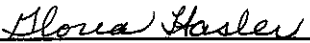
The claims for March 24, 2015 were presented for approval by Vice Chairman McDaniel and seconded by Board Member Cartwright. The claims were approved unanimously.

### ADJOURNMENT

APPROVE:

ATTEST:

  
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Nancy Obermeyer, Chairman  
Board of Directors BPTC 4-21-15

  
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Gloria Hasler, Secretary  
Board of Directors BPTC 4-21-15