

**REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION
CORPORATION (BPTC) JANUARY 21, 2020, 5:30 P.M.
MINUTES**

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 and staff present: Chair Nancy Obermeyer, Vice Chairman Kent McDaniel, Treasurer Alex Cartwright, Marilyn Hartman and Secretary James McLary via telephone. Also present were Lewis May, General Manager, Christa Browning, Controller, Brenda Underwood, Director of Human Resources and Marketing, Zac Huneck, Planning and Special Projects Manager.

Members of the public present: Adam Pinsker - WTIU/WFIU, Emily Ernsberger - Herald Times, Mary Morgan - Greater Bloomington Chamber of Commerce, Dave Askins - B Square Beacon, Nancy Chadbury, and Emily Schlichtman - CRE Rentals.

PETITIONS AND COMMUNICATIONS ON NON-ACTION ITEMS

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

MESSAGES FROM BOARD MEMBERS

Vice Chair McDaniel informed the board that he is no longer an MPO policy committee officer but is still a board member.

MESSAGES FROM THE MANAGER

Mr. May began the meeting with a recommendation in regards to the Election of Officers. Indiana Code requires that the Board annually elect a Chair and Secretary. Traditionally, the board has also elected a Vice Chair and Treasurer. Mr. May recommended that the Board move to nominate and approve officers for these four positions for 2020. Current BPTC Board officers are Chair- Nancy Obermeyer, Vice Chair – Kent McDaniel, Treasurer – Al Cartwright, and Secretary – Jim McLary.

It was also requested by Controller Browning, that if Jim McLary is elected secretary that you also elect a Secretary Pro Tem who would serve as Secretary any time that Jim is not attending the meeting. This would allow the Secretary Pro Tem to sign any Board-related documents in the absence of Mr. McLary.

In addition, Mr. May asked the Board to appoint a Board representative to serve on the MPO Policy Committee. Kent McDaniel currently serves as that Board appointment for the MPO Policy Committee.

Next, Mr. May presented staff recommendations relative to adjustments to proposed fixed route service changes. Mr. May noted that staff is not looking for any final action from the board in regards to these adjustments today. It is anticipated that the board will have questions and further review may be needed. A copy of the presentation is provided at the table.

The information was presented as follows:

Summary of Staff Recommendations for Service Adjustments

Route 1 – Serve N. Walnut north of bypass

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:30 am – 11:35 pm	Weekday	6:30 am – 9:35 pm
Saturday	7:35 am – 6:35 pm	Saturday	7:35 am – 6:35 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion: Needs to be looked at from an operational prospective due to the bus needing to turn around in the parking lot of the apartment complex and then making a left onto N. Walnut Street. Staff will discuss with the union and drivers before a final recommendation will be made.

Another staff recommendation is that this route does not go to campus as it currently does. If service to the N. Walnut area north of the bypass isn't possible, staff will consider the possibility of adding a linkage to campus on this route.

Route 2 – Serve Blair Ave near Tri-North Middle School

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:19 am – 11:28 pm	Weekday	6:19 am – 9:28 pm
Saturday	8:10 am – 6:36 pm	Saturday	7:35 am – 6:35 pm
Day	Frequency	Day	Frequency
Weekday	30 6:19a – 6:36p 60 6:36a – 11:28p	Weekday	30 minutes 6:19a – 6:36p 60 minutes 6:36p – 9:28p
Saturday	60	Saturday	60

Notes and Discussion: This route needed to be shortened due to difficulty of staying on time. That shortening would be accomplished by not serving the Maple to 17th Street to College Avenue loop. Staff recommends keeping service on Blair Avenue.

Route 3

Serve Whitehall Plaza
Neutral on Ivy Tech/Cook Service
Use current Walmart loop

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:02 am – 11:32 pm	Weekday	6:02 am – 9:32 pm
Saturday	7:32 am – 7:01 pm	Saturday	7:32 am – 6:32 pm
Day	Frequency	Day	Frequency
Weekday	30 6:02a – 8:01p 60 8:01p – 11:32p	Weekday	30 minutes 6:02a – 7:01p 60 minutes 7:01p – 9:32p
Saturday	60	Saturday	60

Notes and Discussion – Staff recommended that we not go into the Whitehall Crossing Shopping Center with the exception that if service to Ivy Tech/Cook is not provided, then it would be possible to service Whitehall Crossing. Property owner at Whitehall Crossing has asked that we no longer go into the shopping center using private roads. Staff is neutral on this service decision and defers to the Board on whether or not to go into the Ivy Tech/Cook Area. Both Ivy Tech and Cook are located outside the City and as such would require City Council approval to change the BT service boundaries. Board member Hartman asked staff to open a dialogue with the City on this matter. Mr. May will have conversations at the city level to get their thoughts. Currently Rural Transit meets our bus at the Whitehall Plaza to make a transfer between our Route 3 and the Rural Transit bus to get people to Ivy Tech/Cook. Staff also recommended that we continue to serve Orchard Glen using existing routing since we have a good ridership in that area. This route greatly struggles with on-time performance. Staff concurs with study recommendation to change the round trip running time from 60 minutes to 90 minutes. This would necessitate adding a 3rd bus to maintain a 30 minute weekday frequency.

Route 4 – Basswood Dr/Oakdale Sq & 2nd
Street served if Route 14 isn't funded

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:50 pm	Weekday	6:35 am – 9:50 pm
Saturday	8:10 am – 6:50 pm	Saturday	8:10 am – 6:50 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion: Staff noted the difficulty this route has in staying on-time. The study recommended that service to Basswood Drive and Oakdale Square Apartments be provided using a new Route 14. Staff recommends that Route 14 only be created if apartment complexes are willing to fund the route in lieu of operating their own private shuttles. If the new Route 14 can't be funded by apartment complexes or some outside source, service to Basswood Drive and Oakdale Square Apartments is recommended by staff to be continued using Route 4. This is a very imperfect solution given the Route 4 would continue to struggle with on-time performance.

Route 14 – Must be funded by outside source(s)

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:50 pm	Weekday	Determined by outside sources
Saturday	8:10 am – 6:50 pm	Saturday	
Day	Frequency	Day	Frequency
Weekday	60	Weekday	Determined by outside sources
Saturday	60	Saturday	

Notes and Discussion – Oakdale Square Apartments and Basswood Drive are currently served by Route 4. There are four (4) apartment complexes on or near this route that currently have their own private shuttle service. It is recommended that we approach these apartment complexes about the possibility of creating this new Route 14 to take the place of the private shuttles operated by the apartment complexes. One apartment complex has shown interest. Staff recommends this route not be created if not funded by outside sources. Cost of service would be driven by the number of days, span of hours, and frequency provided.

Route 40

Serve Sherwood Oaks area
Serve YMCA

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:35 pm	Weekday	6:35 am – 9:35 pm
Saturday	8:10 am – 6:35 pm	Saturday	8:10 am – 6:35 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion – It is recommended that we continue to service the YMCA parking lot and the Sherwood Oaks area with this route the same as it currently served by Route 4. Public comment received during the public hearings indicated that riders want service into the YMCA

and into the Sherwood Oaks areas. Despite the difficulties of this parking lot it is still recommended that we service the YMCA and Sherwood Oaks areas with Route 40.

Route 5 – Serve E. Kirkwood

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	7:03 am – 11:00 pm	Weekday	7:03 am – 9:00 pm
Saturday	8:03 am – 7:03 pm	Saturday	8:03 am – 7:00 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion – Public comment revealed a concern for this route to continue to operate on E.Kirkwood. As such, staff recommends continuing Route 5 to serve E. Kirkwood in its present form.

Route 7

Serve Miller Dr/Huntington Dr areas
 Serve S. Walnut Street south of Winslow

Current		Recommendation	
Day	Service Span (1S)	Day	Service Span
Weekday	6:20 am – 11:32 pm	Weekday	6:25 am – 9:25 pm
Saturday	7:20 am – 6:32 pm	Saturday	7:25 am – 6:30 pm
Day	Frequency (1S)	Day	Frequency
Weekday	30/60	Weekday	20 minutes 6:25a – 7:25p 60 minutes 7:25p – 9:25p
Saturday	60	Break Weekday	30 minutes 6:25a – 7:25p 60 minutes 7:25p – 9:25p
		Saturday	60 minutes
Day	Service Span (7)		
Weekday	7:00 am – 9:40 pm		
Friday	7:00 am – 5:50 pm		
Day	Frequency (7)		
Weekday	15-20		
Friday	15-20		

Notes and Discussion – It is recommended that we consolidate Route 1 South and Route 7 as they are very similar.

Route 12 – Use Walmart turnaround

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:21 am – 11:04 pm	Weekday	6:21 am – 9:40 pm
Saturday	7:51 am – 6:51 pm	Saturday	7:51 am – 6:51 pm
Day	Frequency	Day	Frequency
Weekday	30 min 6:21a-6:34p 60 min 6:34 – 11:04p	Weekday	30 min 6:21a-6:51p 60 min 6:51p-9:40p
Saturday	60	Saturday	60 min

Notes and Discussion – Staff recommends one minor adjustment to turn around in the Walmart parking lot instead of a left turn onto Curry Pike from Industrial. Walmart has been contacted and the Walmart management is okay with this but final approval would need to come from the property owner.

Route 16

Use 7th Street instead of E. Kirkwood

Simplify span of hours and frequencies for break vs non-break times

Current		Recommendation	
Day	Service Span (6+6L)	Day	Service Span
Weekday	7:10 am – 11:30 pm	Weekday	7:10 am – 9:40 pm
Saturday	7:30 am – 10:50 pm	Saturday	8:10 am – 9:40 pm
Sunday	10:10 am – 6:50 pm	Sunday	9:30 am – 6:30 pm
Break Weekday	8:10 am – 11:30 pm	Break Weekday	7:10 am – 9:00 pm
Break Saturday	8:10 am – 7:30 pm		
Break Sunday	9:30 am – 7:30 pm		
Day	Frequency (6+6L)	Day	Frequency
Weekday	13+30	Weekday	20 minutes 7:10a – 7:10p 30 minutes 7:10 p – 9:40p
Saturday	80	Saturday	60 minutes
Sunday	80	Sunday	60 minutes
Break Weekday	80	Break Weekday	30 minutes 7:10a-7:10p 60 minutes 7:10p-9:40p
Break Saturday	80		
Break Sunday	80		

Route 60

Simplify span of hours and frequencies for break vs non-break times

Current		Recommendation	
Day	Service Span (6+6L)	Day	Service Span
Weekday	7:10 am – 11:30 pm	Weekday	7:10 am – 9:40 pm
Saturday	7:30 am – 10:50 pm	Saturday	8:10 am – 9:40 pm
Sunday	10:10 am – 6:50 pm	Sunday	9:30 am – 6:30 pm
Break Weekday	8:10 am – 11:30 pm	Break Weekday	7:10 am – 9:00 pm
Break Saturday	8:10 am – 7:30 pm		
Break Sunday	9:30 am – 7:30 pm		
Day	Frequency (6+6L)	Day	Frequency
Weekday	13+30	Weekday	15 minutes 7:10a – 7:10p 30 minutes 7:10 p – 9:40p
Saturday	80	Saturday	30 minutes
Sunday	80	Sunday	60 minutes
Break Weekday	80	Break Weekday	30 minutes 7:10a-7:10p 60 minutes 7:10p-9:40p
Break Saturday	80		
Break Sunday	80		

Notes and Discussion – This would be a bi-directional route. Serves several streets and many apartments complexes as well as the IMU. Currently the busiest route. A simpler schedule is proposed.

Route 90

Serve Tulip Tree Apts.

Simplify span of hours and frequencies for break vs non-break times

Current		Recommendation	
Day	Service Span (9+9L)	Day	Service Span
Weekday	7:24 am – 11:01 pm	Weekday	6:31 am – 9:40 pm
Saturday	8:30 am – 10:30 pm	Saturday	8:30 am – 9:30 pm
Sunday	10:30 am – 10:30 pm	Sunday	9:30 am – 6:30 pm
Break Weekday	7:24 am – 10:38 pm	Break Weekday	6:31 am – 9:40 pm
Break Saturday	8:30 am – 10:30 pm		
Break Sunday	10:30 am – 7:30 pm		
Day	Frequency (9+9L)	Day	Frequency
Weekday	15+30	Weekday	20 minutes 6:00a – 6:00p 30 minutes 6:00 p – 10:00p
Saturday	20-25	Saturday	30 minutes
Sunday	45	Sunday	60 minutes
Break Weekday	30	Break Weekday	30 minutes 6:00a-5:00p 60 minutes 5:00p-9:40p
Break Saturday	45		
Break Sunday	45		
Day	Service Span (3)		
Weekday	6:30 am – 11:30pm		
Saturday	7:30 am – 7:00 pm		
Day	Frequency		
Weekday	30 6:30a – 6:00p 60 9:00p – 11:30p		
Saturday	60		

Notes and Discussion – This too would be bi-directional route. We would be combining 3 routes including Routes 3 East, Route 9 and 9 Limited, and Route 8. This new route 90 would serve the new hospital as well as the College Mall area and apartment complexes on Covenanter, Clarizz and a part of 10th street.

Micro Transit Service – Staff proposed an app based microtransit service, pending approval of a pending Federal grant, to be used from 9:30 p.m. until 11:30 p.m. to serve previously served areas on weeknights that would be without service after 9:30 p.m. Currently, there is a grant pending with the Federal Transit Administration and we expect an announcement will be made in March on whether or not that grant will be funded. There was also some discussion on the possibility of serving the entire city with microtransit service though staff has some concern as to how much microtransit service would be necessary to serve the entire City on weeknights after 9:30 p.m.

McLary questioned the number of service hours currently being used. Mr. May explained that we currently run about 94,500 revenue hours annually and that with the proposed changes in routes there would be less than a 1 percent increase in revenue hours. It was noted that even though we have decreased the service hours we have added additional routes and improved frequencies on other routes and as such this drove the increase in service hours. Mr. McLary stated a concern of whether or not microtransit could handle the number of night time riders on certain routes after 7:30 p.m. He also requested to know the number of per hour night riders on all routes.

Mr. May recapped the questions that the board had and asked if there was any additional information needed:

- Per hour night ridership on all routes.
- Open dialog with City on the Ivy Tech/Cook service to gauge their prospective
- If and how we can contract Lyft and Uber to help with overflow from Micro Transit

Mr. May thanked everyone for their time and patience on listening to all the detail relative to the proposed adjustments.

Next, Mr. Huneck presented the December operational statistics. He stated that December fixed route ridership increased 47 percent compared to December 2018. The primary reason for such a big increase was that we had five (5) additional IU class days in December 2019 compared to December 2018. Year-to-date fixed route ridership finished up 1.75 percent for all of 2019 compared to 2018. This was our first increase in fixed route ridership since 2014.

BT Access ridership was down 1.28 percent compared to December 2018. 2019 BT Access ridership finished the year up 5.87 percent compared to 2018. We set an all-time record for BT ridership in 2019 compared to any single year in past history. The 38,566 passenger trips we carried in 2019 eclipsed the old record of 37,731 carried on 2006.

Included in your packet are monthly statistics and performance for fixed route and BT Access service.

MESSAGES FROM THE CONTROLLER

Controller Browning noted on the agenda for the Board's consideration and approval is Resolution 20-01; a resolution approving the 2020 public official bond for Christa Browning, Controller of the Bloomington Public Transportation Corporation (BPTC).

Controller Browning noted on the agenda for the Board's consideration and approval is Resolution 20-02; a resolution authorizing the encumbrance of appropriations from the Calendar Year 2019 budget.

Controller Browning gave an overview of the December Financial Report as included in the Board Packet.

PUBLIC COMMENT – ACTION ITEMS

Notes and Discussion from the Public

Emily Schlichtman – CRE Rental (Park Doral and Hunter Ridge Apartments)
Questioned what will happen if the shuttle stop is removed from Tenth and the By-Pass? Mr. May stated that the closest stop would be Route 16 on 10th Street at the shelter at the UITTS bus stop. Another alternative would be to walk to Pete Ellis where riders could access Route 90. A question was also asked about what route would be best for residents at Hunter Ridge Apartments. Route 90 will be the best route with service on College Mall Road.

Mary Chadbury - Rider

It was questioned as to what would happen to the riders from Regency Courts. It was explained that they could walk up to Hillside and Henderson to catch the westbound (inbound to downtown/campus) Route 7 bus. A bus stop currently exists at this location. Outbound from downtown/campus there is a current bus stop on Hillside west of the development at Henderson Street. There was discussion with regards to moving the stop closer to Henderson. It was also questioned as to the lack of service provided on South Walnut near Lucky's. Mr. May explained that Route 7 can't cover all the ground of the current Route 1 South and Route 7. As such, the new Route 7 is proposed to focus primarily on the density of apartment complexes on and along Henderson Street south of Miller Drive. Discussion was had on the lack ease to the shopping centers on 3rd street at Eastland Plaza. Mr. May noted a bus stop would be sited along Second Street near the gas station which is a short walk to Eastland Plaza. Lastly, Route 3 and 8 currently go into Eastland Plaza. With the current changes, where would riders get on/off for Eastland Plaza? Woodcrest or 2nd Street stops were recommended.

Mary Morgan – Greater Bloomington Chamber of Commerce

She expressed thankfulness of how responsive the Transit has been to questions and concerns with this process. The Chamber is supportive of the Transit system. It was encouraged that the Transit have a vision for extending service to Ivy Tech. The Chamber is advocating that the City Council would eliminate any barriers that would restrict Transit to be expanded beyond the city boundaries so that discussions and decisions can be made properly.

NEW BUSINESS – ACTION ITEMS

Under New Business, Treasurer Cartwright moved to retain the current slate of officers which include Nancy Obermeyer as Chair, Kent McDaniel as Vice Chair, James McLary as Secretary, and Alex Cartwright as Treasurer. In addition, the motion included naming Kent McDaniel as the BPTC Board representative on the MPO Policy Committee. The motion was seconded by Board member Hartman and approved unanimously.

Board Member Hartman moved to appoint Kent McDaniel to serve as Secretary Pro Tem when Secretary McLary is not present. The motion was seconded by Treasurer Cartwright and approved unanimously.

Board Member Hartman moved to approve Resolution 20-1, a resolution approving the 2020 public official bond for Christa Browning, Controller of the Bloomington Public Transportation Corporation (BPTC). The motion was seconded by Treasurer Cartwright. The motion was approved unanimously.

Treasurer Cartwright moved to approve Resolution 20-02, a resolution authorizing the encumbrance of appropriations from the Calendar Year 2019 budget. The motion was seconded by Board Member Hartman. The motion was approved unanimously.

OLD BUSINESS

Mr. May presented an addendum to Board member Hartman that proposes to amend the local agreement with the City and the Bloomington Public Transportation Corporation in regards to the solar panel contract provisions. Board Member Hartman will look this over and get back with Mr. May.

MINUTES

The minutes for the December 17, 2019 meeting were presented for approval by Treasurer Cartwright and seconded Board Member Hartman. The minutes were approved unanimously.

CLAIMS

The claims for January 21, 2020 were presented for approval by Treasurer Cartwright and seconded by Board Member Hartman. The claims were approved unanimously.

ADJOURNMENT

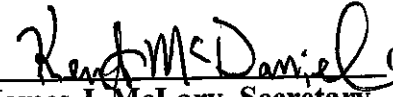
APPROVE:



Nancy Obermeyer, Chair
Board of Directors BPTC

02-18-20

ATTEST:



James J. McLary, Secretary
Board of Directors BPTC

02-18-20