

**KALAMAZOO TRANSIT AUTHORITY
BOARD OF DIRECTORS MEETING
Minutes of July 22, 2011**

Members Present: Chair Carol Fricke, Andy Havice, Garrylee McCormick, Joseph Szuszwalak and Jason Meddaugh

Members Absent: Reuben Richardson (excused) Jason Meddaugh

City Commission Liaison: Robert Cinabro (absent)

Technical Support Members Present: William J. Schomisch, Executive Director

City Administration Member Present: Beth Sowles, Administrative Office Specialist

Others Present: Michele McGowan, Disability Network

Chair Fricke called the regular meeting of the Transit Authority Board of Directors to order at 8:17 am.

ROLL CALL

Roll call was taken.

INTRODUCTIONS

Transit Authority Board introduced themselves to the people in attendance.

PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

ISSUES/ITEMS FOR CITY MANAGER/CITY COMMISSION

MDOT Master Agreement

MDOT Rideshare Agreement

ITS Contract – Mr. Schomisch explained the scope of this project. Chair Fricke asked about the “next bus” info.

ACTION ITEMS

Meeting Minutes of May 20, 2011

The minutes were approved as presented.

Mr. McCormick made a motion to approve the minutes from May 20, 2011, and was supported by Mr. Szuszwalak. Motion carried unanimously.

Income and Expense Statement – May and June

Mr. Schomisch presented the June Income and Expense Statement.

Mr. McCormick made a motion to approve the May and June Income and Expense Statements, and was supported by Mr. Havice. Motion carried unanimously.

Ridership Report – May and June

Mr. Schomisch presented the May and June ridership reports. May ridership was up slightly with Specialized Service down slightly. In June a slight decline occurred. Overall ridership is up for the year. Mr. Schomisch commented on the billboard advertising campaign.

Mr. McCormick made a motion to approve the May and June Ridership Reports, and was supported by Mr. Szuszwalak. Motion carried unanimously.

Safety and Security Plan (FTA Required)

Mr. Schomisch explained that following September 11, 2001, FTA required all transit systems to incorporate a safety and security plan. Mr. Schomisch presented an outline of what is required by the FTA and is asking for Board approval of document as an outline so that it can be implemented.

Chair Fricke stated that in the last Triennial Review this document was the one area Metro was 'dinged' on.

Mr. Szuszwalak inquired on how the Safety Committee works. Mr. Szuszwalak also wondered if certain routes had more opportunities for incidents to occur.

Chair Fricke asked whether a new report would be generated and be provided updates.

Mr. Szuszwalak made a motion to approve the Safety and Security Plan as presented, and was supported by Mr. McCormick. Motion carried unanimously.

DISCUSSION ITEMS

Federal/State Funding Update

With State funding, there is nothing new to report at this time. Governor Snyder has signed the 2012 State budget into law.

Regarding Federal funding, Congressman Mica has introduced a proposal that matches federal expenditures with available resources. Funding that is received on the federal level is derived from the Highway Trust Fund. Revenues are down approximately 30%. Reauthorization is normally done every six years; however, it has been almost three years without a new reauthorization.

The second issue is when an area's population is over 200,000 in an urbanized area; FTA has a regulation that 5307 monies can only be used for capital (that includes vehicle maintenance), with a limitation of 50% being covered by the feds. Metro Transit's maintenance budget is \$2 million. If 5307 monies are lost, we would be losing money on the operating side.

Diesel Fuel Update

Mr. Schomisch presented the diesel fuel report and expenditures.

Act 196 Changes – Update

When the county-wide millage was defeated in 2008, the KCTA board recognized that to be successful, two separate millages were needed: one for the City of Kalamazoo and one for the out county areas. After that time, both the KCTA and the TAB were successful in passing both millages. In order to have a successful operation with two millages by KCTA it was determined that legislative changes in Act 196 were needed. TAB is an Act 55 board. Two bills were introduced dealing with having a second Act 196 authority within the bounds of the first Act 196. Individuals who serve on the first board are also eligible to serve on the second board. Governor has signed the bills. Now that the bills are law, KCTA will take applications for a second Act 196 board and it will probably be formed by the end of this year. Those boards will decide how to continue with the millage requests in 2012. Both current millages expire next year. When the transfer of Metro Transit actually takes place, this TAB will no longer exist.

Chair Fricke asked what TAB will be doing in the meantime. Mr. Schomisch stated that if the Act 196 millages are not successful, TAB is the backup of asking for a millage in the City of Kalamazoo.

Public Transit/Human Services Transportation Coordination Plan Update

Public Transit Human Services Coordination Committee dealt with the idea of a transportation plan that worked with human services agencies. That plan was developed, and the Committee met and determined there were two additional needs to be recognized – a travel training/mobility trainer staff person to instruct people on how to ride a bus and a bariatric van that could be used to transport passengers who were overweight, but in a mobility device. ADA laws now state that passengers up to 600 pounds (including the mobility device) can be transported. The new van would transport passengers up to 900 pounds. These two items would be added to the application, but also had to be amended into the plan. The problem is that a lift that can handle up to 900 pounds is not actually available as yet.

ATU's 13(c) Request to the US Department of Labor

The Governor is attempting to change the rights of collective bargaining for labor unions. Across the state, ATU has filed a petition with the Department of Labor to decertify their agreement. Under the Governor's proposal, they would no longer have the rights to collective bargaining. In Wisconsin when it happened, it was recognized that it would have an impact on federal transit funding; a waiver was given to public transit employees. An attempt is being made by the ATU to be waived out of this collective bargaining issue. Lawyers working for MPTA are working on this, and MPTA's lobbyist is in contact with Governor Snyder's staff.

FTA's Triennial Review

On August 9th and 10th, FTA will be reviewing Metro Transit's compliance with all federal regulations.

Implementation of Renewable Bus Cards

The last fare increase included swipe cards and the renewable bus passes. Another firm is working with GFI to come up with a plan to use reloadable cards. On August 1st these new passes will become available. With the unlimited ride passes, a passenger just taps it against the farebox and it will deduct the appropriate fare. A reloadable disabled and senior pass is not available.

Metro County Connect Service Area

A memo to the LAC with the COA indicates areas that changed when route changes were made in April. Specifically in Portage there is an area that is no longer in the service area. Mr. Schomisch had stated he felt it could be grandfathered in. Staff put together a recommendation to grandfather that area in even though it was outside the area. The LAC adopted the motion in May to grandfather it in. The issue itself, based on policy, was not well vetted by staff. The motion that was approved could be interpreted as all areas outside the ADA area could be grandfathered in. It becomes an issue when the ADA service is more expensive and rides cannot be refused. Eleven (11) people that live in the Portage area are now outside the service area. The difference in cost is \$3 a ride in ADA service and \$4 a ride for the Metro County Connect service.

This issue will need to go back to the LAC for further clarification. Chair Fricke asked whether staff recommendations were involved. Mr. Schomisch stated it was a mistake on the part of staff on how it went to LAC in the first place. Future route changes would be affected by this policy statement. Staff is asking for more time to research this situation.

MISCELLANEOUS COMMENTS

None

PUBLIC COMMENTS

Ms. McGowan stated it was nice that public transit is providing transportation to the cooling centers. Metro County Connect will also be helping people in the outlying areas to get to the cooling centers.

ADJOURNMENT

There being no further business presented before the Transit Authority Board of Directors at their meeting dated Friday, July 22, 2011, Chair Fricke adjourned the meeting. The meeting adjourned at 9:17 a.m.

Beth A. Sowles, Recording Secretary

Date: July 22, 2011