

INTERURBAN TRANSIT PARTNERSHIP BOARD

SEPTEMBER 22, 2010

ATTENDANCE

Board Members Present

Don Lawless, Chair
Charis Austin
Tim Cochran
Ira Hart
Lisa Haynes
Jack Hoffman
Rick Morris
Terry Schweitzer
Jim White

Staff

Peter Varga, CEO
Robin Crothers
Alan Hartley
Taiwo Jaiyeoba
Meegan Joyce
Jennifer Kalczuk
Steve Luther
Brian Pouget
Steve Schipper

Board Members Absent

Randy Gelderloos
Tammy Hopman
George Heartwell
Barbara Holt
Richard Root
Rob VerHeulen

Others Present

Dan Fox, MV Transportation
Richard Jackson, Vice-President ATU-Local 836
Gopal Ji, CCIT
Watchdog Miller, Citizen
Adil Sefer, DK Security

MINUTES OF
INTERURBAN TRANSIT PARTNERSHIP BOARD
AS RECORDED ON SEPTEMBER 22, 2010

Commencing at 4:03 p.m., Mr. Lawless called the regular meeting of the Interurban Transit Partnership Board to order.

PUBLIC COMMENT

Watchdog Miller again requested an Environmental Impact Statement on the Division Ave. Silver Line BRT for economic, cultural, democratic and environmental reasons and asked that we fully inform our "higher ups" in Lansing, Chicago and Washington DC of this necessity. He noted mistakes in the minutes of the August 25, 2010 Board meeting regarding his comments. He clarified that he requested that we harvest some of the beautiful county school bus seats after 10 years of use. He did not request new bus seats. Over the last five years we have blown over \$1 million on marketing outreach and advertising and spent nothing on a decent bus seat. Most GVSC grads quit riding after graduation. He commented that the number of 31-day passes sold per month by The Rapid is very low compared to the Chicago commuter lines. Spectrum has over 13,000 employees and we only have 84 round trips per day in that program. The public doesn't like our vicious amenities, including the slippery bus floors, there are no grab bars for seniors, pregnant women and people with bags to hold on due to power brakes and sudden stops. News releases and Rapid Reporter should be pre-screened by Performance Oversight Committee and by External Relations Committee to correct the misrepresentations.

1. Minutes of August 25, 2010 Board Meeting:

A motion was made by Hoffman, supported by Haynes, to approve the minutes of the August 25, 2010 as written. Motion passed unanimously.

CONSENT AGENDA

A motion was made by Cochran, supported by Hoffman, to approve Consent Agenda items 2-6. Motion passed unanimously.

REGULAR AGENDA

Performance Oversight Committee

7. Purchase of Fixed Route Buses:

Mr. Schweitzer reported that staff requests authorization to purchase 12 fixed route buses. This purchase is consistent with the federal regulation that allows replacement after a bus in service for 12 years. These 12 buses will be 40-foot buses and will replace 35-foot buses to achieve higher capacity of 4-6 seats per bus. He commended staff's resourcefulness for locating a piggyback opportunity on the Gillig contract with Charlottesville Area Transit.

This purchase will not exceed \$4,450,000, and includes 12 buses and spare parts. Funding comes from approved federal and state capital assistance grants.

A motion was made by Schweitzer, supported by Austin, to approve the purchase of 12 fixed route buses on the Gillig contract with Charlottesville Area Transit at a cost not to exceed \$4,450,000. Motion passed unanimously.

8. Contract Change Order with Progressive AE for Wealthy Operations Center Expansion:

Mr. Schweitzer stated that this change order has three elements:

- Add \$45,267 for a Fluid and Fleet Management System.
- Add \$18,317 for modifications to the existing design over and above original scope.
- Add \$75,175 to be spent only at the discretion of the CEO to increase the number of hours Progressive staff is currently spending on construction administration work from now to the end of the project.

He noted that the first two elements total \$63,584 and are felt to be necessary additions to the project. The Committee held considerable discussion on the third element of increasing the number of hours on the project for Progressive from 16 to 26 per week. The Committee agreed with Mr. Varga's proposal that hours on the project will be reviewed by the CEO on a case-by-case basis according to necessity and reasonableness at a cost not to exceed \$75,175.

A motion was made by Schweitzer, supported by Morris, to approve the contract change order with Progressive AE for the Wealthy Operations Center Expansion project.

Mr. Varga noted that he is still in the process of researching with other architectural/engineering companies the standard amount of time spent by the AE firm on a project like the Wealthy Expansion.

Ms. Haynes expressed her appreciation for addressing the concerns that she brought forward at the Governance Committee meeting regarding the additional hours.

Motion passed unanimously.

Mr. Hoffman thanked Ms. Haynes for her attention to this matter, since she has had experience with construction projects.

9. FY 2011 Priorities and Work Plan:

Mr. Lawless reported that the FY 2011 Priorities and Work Plan was sent to the Board on September 1, 2010. The document was reviewed through the committee process. Some revisions were recommended by the Governance Committee and incorporated into the Work Plan. This is the final version of the document, unless Board members have additional revisions/additions to include.

A motion was made by Cochran, supported by Haynes, to approve the FY 2011 Priorities and Work Plan, as revised. Motion passed unanimously.

10. CEO Report:

Mr. Varga distributed a ridership report prepared by APTA showing national trends. The ridership average is an increase of 1.7%.

The Rapid is collaborating with the Meijer Corporation and ArtPrize by providing free transportation service to ArtPrize for individuals with wristbands during the duration of ArtPrize. Meijer is offering their parking lots as park and ride lots for people without direct access to bus routes.

Mr. Varga informed the Board that the federal funding process is still held up. The President announced a major initiative to fund all transportation modes in a new authorization bill. It appears that the federal program will be front-loaded, which may mean there will be more money up front and less money in later years. It is hoped that there will be a similar pattern to previous authorizations where each year there is growth in the pot to deal with inflation. We haven't had any growth because the authorization bill has been held up. Normally about half of the money in an authorization bill is earmarks, but now that money is going to FTA to be appropriated. There will be several notices of funding opportunities through the grant process. This is a change in the way federal funds are made available to transit systems. The process is still political, but it is unclear how it has changed. He noted that areas in which there is local consensus and the ability to fund projects receive funding quicker than areas that do not. Michigan is at a disadvantage because the state does not have the money to leverage federal funding.

Mr. Varga reported that this year the state match for federal programs is short on both the road and transit sides. There is an \$85 million shortage on the road side

and a \$25 million shortage on the transit side. There is talk about the state of Michigan using toll revenue credits (TRC) for road projects now as well as transit projects. This reduces the amount available to transit and will use up the available TRC quicker. We have lost about \$800,000 in hard match money due to the use of TRC. The only way to avoid this is to raise revenues locally to match federal dollars.

There are several bills that we have been watching. These will be reviewed at the October Board meeting. There will be a push in the lame duck session to get these bills out, but this may or may not be successful.

Board members need to be alert to these issues and may be asked to get engaged in contacting legislators so they can hear from constituents.

The bond money to match our BRT project is still available from the state of Michigan.

In response to a question from Mr. Lawless, Mr. Varga stated that FTA has asked us to comment back on the financial plan and he has asked for a meeting in Washington DC to come up with an alternative way to solve the problem of getting our financial plan approved. We will probably have to reduce the cost to under 5% of our budget.

Mr. Varga informed the Board that we have committed to the APTA Sustainability effort at the bronze level. This requires us to meet six action items that we know we can meet.

Mr. Varga noted that he will be gone the first week of October to the APTA Annual Meeting. There are no Board members attending this conference. There are three Board members attending Rail~Volution later in October.

The Wealthy Expansion project is continuing. Mr. Varga indicated that staff can answer questions about the project.

Mr. Lawless stated that a tour will be conducted after the Board meeting for those Board members who are interested.

ADVISORY COMMITTEE REPORTS

No reports.

BOARD MEMBER COMMENTS

Mr. White inquired about the competitive process for obtaining funding. Mr. Varga stated that he feels The Rapid is in a position to be competitive, but there is not enough money to go around. There is actually only about 10% of the total need.

Mr. Lawless felt that we need to get involved in the grant development process.

Mr. Varga noted that community support is positive aspect for certain types of grants.

In response to a question from Mr. Hoffman, Mr. Varga explained the issues with state match for federal projects

Information Items:

No discussion was held on the following items.

- A. Minutes of 9-8-10 Governance Committee Meeting
- B. Minutes of 9-15-10 Performance Oversight Committee Meeting
- C. Minutes of 9-15-10 Strategic Planning Committee Meeting
- D. Minutes of 9-16-10 External Relations Committee Meeting
- E. Communications

The meeting was adjourned at 4:50 p.m.

Respectfully submitted,

Robin Crothers, ITP Board Secretary