



**MASS TRANSPORTATION AUTHORITY  
MINUTES OF THE APRIL 22, 2010 BOARD MEETING**

**PRESENT:** Acting Chairman, John Northrup, Richard Abrams, Jamie Curtis, Paul Luttenbacher, Mike Zelle, Pastor Seon Thompson, Sheldon Neeley (Arrived at 8:08 A.M.) Maxine Murray (Arrived at 8:10 A.M)

**STAFF:** Robert Foy, Suzanne Shepherd, Ed Benning, Jerry Ragsdale, Lynn Mc Lean

**GUEST:** Jerry Ogdlon, Gary Mitchell, Local 3437, Richard McDonough, Local 3437

**ABSENT:** Paul Newman, Gregory Eason

Acting Chairman Northrup called the meeting to order at 8:02 A.M.

**Comments of the Public** None

**Minutes of the March 25, 2010 Regular Board Meeting**

Mr. Zelle moved, supported by Mr. Abrams to approve the minutes of the March 25, 2010 Regular Board Meeting. Motion passed unanimously.

**Minutes of the March 23, 2010 Finance Committee Meeting**

Mr. Abrams moved, supported by Mr. Luttenbacher to approve the minutes of the March 23, 2010 Finance Committee Meeting. Motion passed unanimously.

**Resolution #10-22 authorizing Robert J. Foy, General Manager to enter into a contract with Twin Vision NA, Inc. for the purchase of twenty (20) LED Bus Destination Signs, at a cost of \$4,765.00 each, for a total contract not to exceed \$95,300.00.**

Mr. Abrams stated that the Resolution is misleading because it says twenty signs and it is really twenty sign sets. Mr. Abrams made the motion to amend the Resolution to say twenty sign sets and to approve Resolution #10.22. Mr. Zelle supported.

Mr. Foy stated that we have taken all of our New Flyer vehicles through a mid-life rehabilitation program to extend the life of the vehicles beyond twenty years. When we did that, we did it in a series of ten vehicles per year over a five-year period. For the first two years of that process we were operating with a set of destination signs that were the original. They proved to be less than adequate when it became time to be able to add such features as the announcement of stops so by

the time we got to the third set of ten vehicles to be rehabbed we went to a more technological set of signs. Those have worked very well for us and we continued to buy those as part of the rehab program and had the remaining New Flyer vehicles installed with this type of destination signs. We are now going back and getting the first twenty buses that were rehabbed installed with the Twin Vision signs so they are consistent with the rest of the fleet. This will complete the sign structure for all of the fifty New Flyers but it does not give us any inventory type material so we may have to come back to purchase more to be put in inventory.

Mr. Abrams asked about the difference in price between the two bids.

Mr. Foy stated that there is only one set of signs that are available. You are not going to get various options. In the case of Midwest they are purchasing the signs from Twin Vision and then installing them so that is why there is such a variation. We have an arrangement dealing with Twin Vision who is the manufacturer of the signs and they will come in and install them themselves. We are getting exactly the same signs that are in the other thirty vehicles.

Jerry Ragsdale, MTA Assistant General Manager-Administration stated that the reason we had to put the Twin Vision signs in is because we could not connect the AVL (Automatic Vehicle Locator) System and satellite system to the old signs. All four signs on each vehicle will read together and be able to announce the stops for the visually impaired as well as display each stop for those that may be deaf.

As far as the procurement issue, FTA considers we have a competitive procurement if we have two or more bidders on a project.

Motion passed unanimously.

Mr. Abrams wanted to make the statement that normally the Finance Committee would review this before the Board meeting but because we only had a single item the committee did not meet.

**Resolution #10-23 authorizing the General Manager of the Mass Transportation Authority to sign and submit a grant application and sign, file and execute a contract with the Department of Transportation, United States of America, for grants under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) amended, and the Congestion Mitigation and Air Quality (CMAQ) Program for Fiscal years 2012-2014.**

Mr. Foy stated that there are two things involved. One is our requirement to be able to have the authority for the General Manager to submit and sign the grants that we would normally have under Section 5309 funds. The second part is for the ability to sign a grant for the Congestion Mitigation and Air Quality Program for 2012-2014. We are submitting the normal grants that we have for 2011 that will be done as part of the SAFETEA legislation and this is a routine approval. The CMAQ is the program we have through Genesee County. We submit a proposal for using CMAQ money and then compete with other requirements in the county. We are asking for money for the conversion of our facilities to convert them over to CNG compatible. We have a grant application for 2011 for \$5 million to start the program but it will not complete the

program. This will allow us to submit grants and compete for money under CMAQ for the addition of two more buildings that we will have converted over to be CNG compatible.

Mr. Abrams moved, supported by Mr. Neeley to approve Resolution #10-23. Motion passed unanimously.

### **General Manager's Report**

Mr. Foy stated that the staff met with the residents of Beacon Pointe in Flushing about being a good neighbor and showed them a rendering of what the Flushing Service Center would look like. There is a certain amount of concern whenever we build a service center because they are afraid that we are going to be bringing in forty-foot buses. We have to calm the fears of the local neighborhood. We will be going within the next two weeks for our site plan review with the City of Flushing. We hope to be able to put the construction out to bid within the next month.

Mr. Foy also provided information regarding the impact of foreclosures and the reevaluation of property values on the MTA. We have been very fortunate for 2010. The results have been much better than what we had anticipated. The major changes won't start until 2011. To date we are only \$344,919 short in tax collections from where we were at this time last year. Our focus this year is about \$10.1 to \$10.2 million. We budgeted it at \$9.5 million and it appears we will come in well above that. For 2011 there is an indication that the tax collection will be \$1.1 million less. We have been making our regular contributions to our fund balance so under the worst case scenario we would not be able to put additional funds into our equity. There are several actions taking place at the present time to see if transit can get some relief at the Federal level. Proposed legislation would allow some of the current capital allocation be used for operating. We also have to deal with the issue of whether we will be getting funding for the work related transportation. We have some challenges for 2011 but we still have four to five months to work the problem.

Mr. Foy stated that we are more than halfway through this fiscal year and there has been additional money appropriated by Congress but the FTA has not released it. A lot of it is competitive money. This week we got notification that the money is going to be released and they sent details on how we can apply and compete and how they are going to evaluate the proposals. There are two things that are of major importance to MTA. One is the Clean Fuels Grant Program. This is for \$81.2 million. This program is asking for proposals for an ultra-light vehicle that is going to be all-electric. We have been working on this for quite some time and are moving forward. It is part of our relationship we have with Fisher Coachworks. We fully intend to send in at least one and maybe two grants. In addition we are dealing with the Green House Gas and Energy Reduction Program, which is for \$75 million. This program is primarily dealing with the hybrid program. It is looking for ways to reduce the amount of fuel and the amount of energy to operate the buses. In addition there is going to be a stipulated amount of money out of Section 5309 that has not been designated for anybody. They will use that additional money to supplement the \$75 million program and the \$81.2 million program. Although these are very difficult times there are also a lot of opportunities. We will be aggressively going after them. The total of our grant requests will probably come in close to \$30

million. We aren't going to get it all but if we can get a fair share of it we could see \$10-\$15 million available to us.

Mayor Walling and the Genesee Regional Chamber of Commerce have invited the MTA to become a member of the Local Energy Council. We are going to focus on seeing if we can't start developing energy technology here in Genesee County as a primary source of jobs.

The FTA has finally decided that they are going to ask for approval for the MTA to issue our RFP for the Hydrogen Fueling Station. That will lead to the purchase of a fuel cell vehicle.

In working with the ITS technology, we have been working in putting together the Automatic Vehicle Locator System and Mobile Data Terminals so that we would have real time communication and be able to track every vehicle that we have. The vehicle control center should be fully operational within ninety days.

Mr. Neeley asked for a brief update on the millage renewal.

Mr. Foy stated that the renewal would be on the ballot the first week in August. We have laid out our program. Meetings have already been started with all of the service clubs, Township Boards and local city councils throughout Genesee County. Our focus this time is in the out-county. We have taken our initial survey to see what the attitude is toward the millage. We develop a program of community awareness and then six weeks before the millage we will take another survey to see how affective our program was in getting the information out to the public. The results of the first survey indicate that the support in the City of Flint is about 90%. In the out-county the percentage was 59% that said that they would vote for the millage. Our concentration is going to be with the small cities to get out and communicate with them.

Acting Chairman Northrup ruled that the General Manager's Report be received and filed.

### **March, 2010 Income/Expense Statement**

Mr. Ragsdale stated that in passenger fares we are running \$205,560 below projection. Peak routes are really part of fixed route so if you add the two together we are only \$63,000 under projection. Demand response is a timing issue on when we get reimbursed for the senior care, which normally comes in after the close out of the month. Non-transportation revenue is about \$53,000 ahead of projection. A large part of that is in local contracts, which is a grant to support training for new drivers. The interest revenue is that back in December we started a sweep account with Chase Bank where they sweep all of the funds out except for \$15,000 overnight and then bring it back in the next morning. We have been able to generate almost \$3700 in that account. Dedicated tax revenue is a timing issue of when the taxes come in. We will be over \$10 million when it is all completed. State cash grants the operating assist-urban is down almost \$65,000 because the original projection provided to us when we made up the budget actually came in a lot lower than the original formula. However, in the non-urban revenue we are almost \$43,000 ahead. Federal cash grants are \$50,000 ahead because we got more in preventive maintenance. Total revenue is about \$3 million ahead of projection.

In expenses we are almost \$166,000 under budget but we are starting to see an increase in fuel cost. Net income is about \$3.2 million ahead of projection.

Mr. Foy stated that we are receiving some of our grant dollars quicker than what we had anticipated so that gives us a cash reserve of about \$3 million. We do anticipate that by the time we get to the end of September that that \$3 million will dwindle itself down to about the million dollars we have in the program.

Acting Chairman ruled that the March 2010 Income/Expense Statement be received and filed.

**March, 2010 Ridership Statistic Report**

Ed Benning, MTA Assistant General Manager-Services stated that the ridership for March was 555,632 passengers, which was up 5% from the previous year. We had a little fluctuation as we had one more weekday this year. On the fixed routes we had ridership of 412,110, which was up 5%. On our Miller-Linden route ridership was 40,142, up 55%. A year ago we had 25,821 passengers. There is a possibility that the reason for the big difference is that in the prior year Miller Road was under construction.

On the peak period routes we had ridership of 68,607, which is up 23%. Regional transportation had passengers of 16,334, down 4%. Every month we are seeing that the regional routes are increasing and starting to come back up. Curb-to-curb service had a ridership of 58,581, down 9%. On the senior care we had a ridership of 3,282. The break down of that service is that we had 3,101 passengers for door-to-door and 181 passengers for door-through-door for the month of March.

Acting Chairman Northrup ruled that the March 2010 Ridership Statistic Report be received and filed.

**March, 2010 Complaint Statistic Report**

Mr. Benning stated that we had 6.29 complaints per 100,000 passengers for a total of 35 complaints. The two areas that were the highest are driver conduct and reckless driving. These are areas that we continue to work on and monitor. We have increased our efforts within the community to make sure we are checking our drivers along the routes with radar equipment to make sure they are not exceeding the speed limit. Some of the reckless driving complaints we receive are related to drivers pulling away from bus stops back into traffic, which generates a complaint.

Acting Chairman Northrup ruled that the March 2010 Complaint Statistic Report be received and filed.

**Fixed Route On-Time Service Report**

Mr. Benning stated that we were asked to do some on-time surveys of the operation. For the month of March we conducted 321 surveys. On a random basis the result was that out of 321 surveys, 320 runs were on time for a percentage of 99.7%.

Mr. Neeley stated that he asked for this report to be provided for the fixed route areas in the northern portion of the City of Flint. How where the surveys done?

Mr. Benning stated that our Quality Assurance personnel that operate the center downtown and are out on the street did the surveys. The surveys were done over the entire system.

Mr. Foy stated that he has asked that along the routes we establish peg points. The drivers have to meet those peg points and not leave those points before the designated time.

Mr. Ragsdale stated that when the Automatic Vehicle Locator System is fully operational (it is in a pilot program right now) we will be able to track the vehicles to see exactly where the vehicle is and whether they are arriving on time at the designated peg points.

**Comments of Board Members**          None

**Adjournment**

Meeting was adjourned at 9:14 A.M.