



***MASS TRANSPORTATION AUTHORITY  
MINUTES OF THE MAY 27, 2010 BOARD MEETING***

***PRESENT:*** Paul Newman, Chairman, Pastor Seon Thompson, Jamie Curtis, Mike Zelle,  
John Northrup, Sheldon Neeley

***STAFF:*** Robert Foy, Suzanne Shepherd, Jerry Ragsdale, Ed Benning, Terry Jurrens,  
Steve Hamelin

***GUEST:*** Rezena Phillips, Gary Mitchell

***ABSENT:*** Richard Abrams, Gregory Eason, Maxine Murray, Paul Luttenbacher

Chairman Newman called the meeting to order at 8:05 A.M.

***Comments of the Public***

Rezena K. Phillips, 801 Gardenview Dr. Apt. 228 stated that she wanted to know how she can apply for a bus shelter at Pierson and Saginaw Street on the west side of the road.

Mr. Foy stated that we would accept any suggestions for the placement of bus shelters but we need a mentor to oversee the shelter. We have lost two shelters at that particular location from vandals and/or vehicles running into them. We started the mentoring program where either a neighborhood group or church adopts the shelters and makes sure that they are kept secure and in good order. Ed Benning maintains the contact with the mentors involved. Mr. Benning will get with Ms. Phillips after the meeting and enter into a dialogue about getting some type of shelter or seat for that location.

***Minutes of the April 22, 2010 Regular Board Meeting***

Mr. Zelle moved, supported by Mr. Northrup to approve the minutes of the April 22, 2010 Regular Board Meeting. Motion passed unanimously.

***General Manager's Report***

Mr. Foy stated that these are very exciting and very challenging times. At the Federal level the opportunities for capital grant money is significant. There is currently \$1.5 billion available. Of that \$900 million is transit exclusive. The other \$600 million is open to any transportation, whether it be roads or anything else dealing with transportation. We are going to be

Minutes of the May 27, 2010 Regular Board Meeting

-2-

submitting several grant applications. Out of the \$900 million we hope to get our fair share. As soon as we get the grants put together it is our intention to ask Senator Levin, Senator Stabenow and Congressman Kildee to come here and go over everything we are working towards.

One of the important things we want to focus on is our goal to completely convert over to either CNG or a CNG hybrid so we can move away from diesel fuel by the year 2015. The significant first thing we have to do is have all fourteen of our facilities modified to be CNG compatible. This is a \$14 million effort. We have a commitment already from Senator Levin and Congressman Kildee of \$5 million in 2011. We are asking for an additional \$9 million to completely make the conversion of the infrastructure.

We now have the approval for the MTA to move forward with our hydrogen generation/CNG-hydrogen dispensing facility, which will be the distribution point for bio-gas and hydrogen. We expect the Request For Proposal for an organization to do the design and build of the facility will go out shortly. We are going after the same firm to design and build the facility because of the high technology involved. We hope to make this a public private adventure where we will have a station operated by a private firm that will sell hydrogen to anyone who has a vehicle that uses hydrogen. We have the approval on the RFP and it is fully funded. It will be followed with the purchase of a fuel cell vehicle that is also fully funded. This whole project is designed for the purpose of creating jobs in Genesee County. Clearly the MTA has some very clear goals to move away from fossil fuels the best we can because of the anticipated cost and the environmental aspects of it.

A bill has been introduced at the Federal level to provide \$2 billion for the purpose of providing operating assistance. Of that amount about three quarters will be distributed by formula. That should provide about \$1 million in operating money to us if the bill passes. It is called the Public Transportation Preservation Act of 2010.

The State of Michigan has for many years funded a van pool administration process that allowed for individuals to come together for transportation. The

State would provide them with a van and also provide operating assistance out of CMAQ money. The Federal Highway Administration has informed them that they cannot use that money for operating assistance. It has to be capital money only. As of September 30<sup>th</sup> the vanpooling program in the State of Michigan will terminate. There are 339 van pools right now. We have about 6% of them here in Genesee County. We met and if a vanpooling operation is going to remain in the State of Michigan, the transit operators are going to have to pick it up. We have our regional system which is extremely valuable to this community but there are areas where people would like us to provide transportation beyond our regional routes. We can't find an economical way to provide the service. Vanpooling is a perfect fit for that service. The State has said that they will give us money to buy the vans. We would have to administer it in such a way that the

Minutes of the May 27, 2010 MTA Regular Board Meeting

-3-

individuals who are using the vans would pay 100% of the operating cost. This is going to become an issue. We are not anxious to get into it but we don't want the van pools to die either. We don't have all the details yet but we want you to be aware of this.

We are moving forward with other projects now. The Flushing Service Center has now been approved. We anticipate having construction start by Fall.

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

### **2<sup>nd</sup> Quarter Mass Transportation Authority Performance Indicators**

Terry Jurrens, MTA Grant Administrator stated that through the end of March passengers per vehicle revenue hour are just slightly under for fixed route and are actually over our target in demand response. Operating costs per vehicle hour is a little bit over our targets for both the quarter and the year. We set very ambitious targets for the year knowing that finances are always uncertain and that is why it appears we are over budget but we just set ambitious targets. Our cost per passenger is under target because our passenger's year-to-date is under where it was a year ago. Cost per vehicle mile, our vehicle miles are about the same as last year and again the reason we are below target is due to ambitious targets that were set. Farebox recovery ratio is dependent upon the number of passengers carried. In the area of maintenance for pull offs we set a target that was actually lower than last year. Our annual target was for 700 in fixed route and we are at 283. In the demand response side the target is 210 and we are at 51. The maintenance department has put a lot of effort into getting the fleet into condition so we have had less pull offs. Miles between

failures reflects the same thing. This is one where if the numbers go up it is actually better. So we are over our target in this area. On time service is at 100%. Accident rate is under target because we go by the definition of NTD reportable events. In Labor Relations we are not going to meet our targets this year.

Chairman Newman ruled that the 2<sup>nd</sup> Quarter Mass Transportation Authority Performance Indicators be received and filed.

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

Jerry Ragsdale, MTA Assistant General Manager-Administration stated that in passenger fares we are below projection by about \$139,000. In non-transportation revenue we are still seeing issues with vehicle advertising revenue because of the economy. Rental-Blds/Tower had been down for the first few months in our current fiscal year but it is now starting to pick up. Miscellaneous revenue comes in all through the year so we don't have a concern there. In total, non-transportation revenue is down by about \$15,000. Dedicated tax revenue is ahead of projection by \$2.6 million. This is a timing issue of when the taxes come in. State cash grants are down about \$234,000 because of the change in formula for operating assistance after the budget was put together and the reduction in the State Jobs Program. Federal cash grants we are ahead by about \$58,000 because we put more money into preventive maintenance. Total revenue through April is above projection by almost \$2.3 million.

Minutes of the May 27, 2010 MTA Regular Board Meeting

-4-

In expenses the biggest increase was in fuel. During the month of April diesel fuel went up to about \$2.50 a gallon and our original budget was at \$1.80 a gallon. Total expense is under budget by \$22,537. Net income is \$2.3 million ahead of our projection.

Chairman Newman ruled that the April, 2010 Income/Expense Statement be received and filed.

#### **April, 2010 Ridership Statistic Report**

Ed Benning, MTA Assistant General Manager-Services stated that ridership for the month of April was 490,040 passengers, up 1%. Year-to-date ridership is 3,511,513, down 2%. At the beginning of the year we were down 13% so we are now coming in line again. On our fixed routes we had ridership of 376,918, up 3%. On the Miller-Linden route we had a 49% increase in ridership. This is a good sign that maybe jobs are becoming more available. Peak period service had a ridership of 45,701, up 7%. On the regional routes we have actually come back

where there is no change. We took a substantial decrease when the economy first went bad but we are now seeing it come back. Curb-to-curb service had ridership of 52,717, down 12%. Some of that can be contributed to those who have been suspended from service as a result of non-payment of fares. Senior care had a ridership of 3,242. For a seven month period where the millage allows for 3,000 trips a month, we have carried 21,734 passengers and have remained in budget.

Chairman Newman ruled that the April 2010 Ridership Statistic Report be received and filed.

#### **April, 2010 Complaint Statistic Report**

Mr. Benning stated that for the month of April we had 7.5 complaints per 100,000 passengers. The area that always comes out the highest is the one that deals with driver conduct. We continue to work on this. Sometimes the complaint is not something that needs action. It could be expectation of what a driver should do under certain circumstances and the driver is merely following the rules that the MTA has set.

Chairman Newman ruled that the April 2010 Complaint Statistic Report be received and filed.

#### **Fixed Route On-Time Service Report**

Mr. Benning stated that we did a total of 252 surveys. Of those, 245 routes were on time for a percentage of 97%. We had three routes in particular where we had less than 100% on time service. Those were Miller-Linden, Civic Park and Dupont. Civic Park is one that we have to go through construction so it slows the vehicle down a little but overall we were on time 97% of the time.

Chairman Newman ruled that the Fixed Route On-Time Service Report be received and filed.

#### **Comments of Board Members**

Mr. Neeley asked for an update on the millage.  
Minutes of the May 27, 2010 MTA Regular Board Meeting

-5-

Mr. Foy stated that we completed the first survey. The second survey will be taken the fourth week in June and we will have the results for the July meeting. We have had an extensive effort this time in getting out to the public. Our speaker's bureau has been more active than ever. The results coming from them are better than we had expected. We will have an endorsement page in the Flint Journal the first part of August.

In the City of Flint the survey showed that 90% are either going to vote in a positive way or are inclined to vote in a positive way. The weakness is in the small cities. Overall in the out county 59% of the survey indicated that they will either support or were inclined to support a millage renewal. But in the small cities we only had a 30% positive response so that is where we have been concentrating our speaker's bureau.

Mr. Foy also stated that there is a golf outing, which is put on by the Friends of Public Transportation on June 21<sup>st</sup>.

**Adjournment**

Meeting was adjourned at 9:08 A.M.

---