



**MASS TRANSPORTATION AUTHORITY
MINUTES OF THE OCTOBER 18, 2007 BOARD MEETING**

- PRESENT:** Mike Zelle, Chairman, Paul Luttenbacher, Richard Abrams, Paul Newman, John Northrup, Rose Bogardus, Carolyn Sims (Arrived at 8:06 A.M.)
- STAFF:** Robert Foy, Suzanne Shepherd, Ed Benning, Charlene Kowalski
- GUEST:** Greg Wright, Case & Company, Doug Atkinson, Hamilton Anderson, Sheila Powell, Michael Joliat, Attorney, Rohn Smith, Sorensen Gross

Chairman Zelle called the meeting to order at 8:03 A.M.

Minutes of the September 20, 2007 Regular Board Meeting

Mr. Northrup moved, seconded by Mr. Abrams to approve the minutes of the September 20, 2007 Regular Board Meeting. Motion passed unanimously.

Minutes of the September 18, 2007 Finance Committee Meeting

Mr. Northrup moved, seconded by Mr. Newman to approve the minutes of the September 18, 2007 Finance Committee Meeting. Motion passed unanimously.

Minutes of the September 18, 2007 Service Committee Meeting

Mr. Newman moved, supported by Mr. Northrup to approve the minutes of the September 18, 2007 Service Committee Meeting. Motion passed unanimously.

Resolution #08-01 authorizing the General Manager to amend the contract with Sorensen Gross Construction Co., for the renovation of the Mass Transportation Authority Downtown Customer Service and Transfer Center, and issue Change Order Number Seventeen (17) in the amount of \$57,202.12. The total amended contract is in an amount not to exceed \$6,325,194.30.

Mr. Foy stated that we are coming very close to the end of the renovation of the Downtown Transfer Center. We wish there was not going to be any more change orders associated with it but this is basically a series of changes that were necessary.

Mr. Abrams asked relative to raising the parapet wall for \$6800.00 it says the existing wall was lower than what the drawing indicated. Why do we have to pay for someone else's mistake?

Rohn Smith, Sorensen Gross stated that the original drawings from when the building was originally built twenty years ago showed the wall as being 4" taller than what the existing structure really was. When the building was built they put three layers of top plates on top of the wall. Sorensen Gross had to restructurally build the wall so we weren't just stacking up lumber. We had to redesign and change the wall to make the wall 4" taller.

Mr. Foy also stated that when we were building the building and at the same time working with the technical people in terms of the LED sign we were dealing with a lot of new technology. The changes that deal with the sign are clearly the responsibility of the MTA because we got into the construction phase before we had a complete understanding of what the sign was going to be and how it was going to look.

Mr. Northrup moved, supported by Ms. Bogardus to approve Resolution #08-01. Motion passed unanimously.

General Manager's Report

Mr. Foy stated that his written report lays out that here we are again in the third week of the operating year and we do not have a final resolution at the State level as to what the budget will be and we do not have a final resolution at the Federal level because we don't have an appropriation. These are two issues that are always out there. We have a lot at stake at the Federal level because we have an earmark for \$4 million. Right now they are in the process of reconciling the differences between the House and the Senate in terms of the two bills. We hope to be able to hold onto that \$4 million. We hope to have something before Christmas in regards to that issue.

At the State level it has been announced that the Governor has achieved a resolution, however the details are yet to be determined. Our understanding is that there will be some cut in the Comprehensive Transportation Fund but what the amount is, is very uncertain. The one thing we are working very hard to do is to hang onto the operating subsidy.

In terms of ridership for the year, we had a fare increase earlier in the year, which reduced ridership for six months. In April the ridership started coming back and now we are up to where we are getting about 7% more ridership than we had last year. For the whole year we ended up about the same as we were in 2006. We had about 5.3 million riders.

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

September, 2007 Income/Expense Statement

Mr. Foy stated that the initial closeout for FY 2007 shows that our actual revenue for this year was \$24,504,848 with expenses of \$22,471,046. This shows a contribution to equity of \$2,033,802. Our expenses are actually running \$579,000 below what the original budget was set for. Fringe benefits was the area where we had the largest reduction along with utilities. On the revenue we came in very close to our projection. We had anticipated getting \$10 million in

dedicated tax revenue and we actually came in at \$9,878,035. This may be adjusted slightly in the audit. Our goal was to have a net income of \$1.5 million and we ended up with an income of about \$2 million.

Chairman Zelle ruled that the September, 2007 Income/Expense Statement be received and filed.

September, 2007 Ridership Statistic Report

Ed Benning, MTA Assistant General Manager-Services stated that the total ridership for the year was 5.3 million riders. For the month of September we had a total ridership of 466,737. This was up 7% over the prior year. On the fixed routes we had ridership of 366,855 for an increase of 4%. On the peak period service where we had 14,183 riders last year, we had 37,046 riders this year. This is very significant because the need for Charter School transportation keeps growing. There is also a direct correlation between the ridership on the peak routes this year and curb-to-curb because of the fact that most of the student transportation on curb-to-curb was moved over to peak period this year.

The ridership for curb-to-curb for the month of September was 48,218, which is down 6%. Overall we had a difference in the number of weekdays this year as compared to last year, which does make a difference in the ridership because the weekdays are our busiest days and we had one less weekday this year in September as compared to September last year.

Mr. Foy stated that one of the reasons we shifted the students from Your Ride over to peak period is because it has become very clear to us that we are going to have a surge in the requirements for curb-to-curb because of the Senior Millage. We are making room in the Your Ride to take on this responsibility. We are giving a proposal to the Senior Millage Committee at the end of this month on how we will be able to provide all of the additional transportation. Right now we have assigned a vehicle with a driver to each Senior Center in Genesee County. The senior director can direct the ridership on that vehicle. They don't have to go through us to plan the trip because the vehicle is already there. Three of the centers have really taken into this and using the transportation. We have a couple of them that still want to have their own system.

Chairman Zelle ruled that the September, 2007 Ridership Statistic Report be received and filed.

September, 2007 Complaint Statistic Report

Mr. Benning stated that the number of complaints for September was 61. Across the year we averaged 9.1 complaints per 100,000 passengers. We were up the month of September and we are addressing those issues. We meet each Friday with staff, look at the complaints and take corrective action. In the breakdown of complaints the two that are the highest is driver conduct and no bus or van. We follow up on those. Sometimes the driver conduct can simply be the driver following the instructions we have given them and the individual is not happy with those instructions. Other circumstances may require retraining.

Chairman Zellely ruled that the September, 2007 Complaint Statistic Report be received and filed.

Comments of the Public

Sheila Powell stated that there used to be a two-minute hold on buses before they would leave the transfer center if a bus was running late. They still have the two-minute hold in the evening at 6:00 p.m. but during the daytime when the ridership is greater there is no two-minute hold. Therefore if the bus is pulling into the center just as the buses are starting to leave you have people jumping over people trying to catch the bus. Someone is going to actually get hurt trying to get to the next bus. Ms. Powell would like to see the two-minute hold put back into existence during the day when ridership is higher.

Ms. Powell also stated other concerns that she has with driver conduct (attitudes) and the speed that some drivers are driving on the routes.

Mr. Foy stated that we used to have a two-minute hold when the ends of the routes were about 5 miles shorter than they are now. As the people are asking for more transportation and we are extending the length of the routes some of the routes during the day cannot get into the transfer center in the ½ hour time frame. Some buses may get in 8 minutes later. For those people we ask them to relax, take a seat and the next bus will be there in 20 minutes. We have customers who are used to the old ways but we no longer have the same length for each route and some routes cannot run in the half hour sequence at all times during the day.

Election of Officers

Chairman Zellely stated that the slate of officers for FY 2008 is:

Chairman – Paul Newman
Vice-Chair – John Northrup
Sec/Treasurer – Richard Abrams

Chairman Zellely asked if there were any other nominations from the floor. As there were no other nominations, Chairman Zellely made the motion that the slate of officers be approved for the coming year. Mr. Luttenbacher supported. Motion passed unanimously.

Executive Session

Attorney Michael Joliat advised the Board that an Executive Session was necessary to discuss a matter pending litigation in Genesee County Circuit Court involving the Mass Transportation Authority. Discussion in open session may jeopardize MTA's position.

Mr. Northrup moved, supported by Mr. Abrams to move into Executive Session for the purpose as stated by the Attorney.

Roll Call Vote: Mike Zellely, John Northrup, Richard Abrams, Paul Luttenbacher, Paul Newman, Rose Bogardus, Carolyn Sims voted in the affirmative.

Regular session of the MTA Board was suspended at 9:08 A.M.

Ms. Bogardus moved, supported by Mr. Abrams to go out of Executive Session.

Regular session of the MTA Board reconvened at 9:21 A.M.

Ms. Bogardus moved, supported by Mr. Northrup to accept the recommendation of council relative to Nathaniel Nard vs. the Mass Transportation Authority. Motion passed unanimously.

Comments of Board Members None

Adjournment

Meeting was adjourned at 9:22 A.M.
