

Minutes

Kalamazoo County Transportation Authority

June 8, 2009

Place: Room 207-A, County Administration Building
Time: 5:30 p.m. – 6:43 p.m.
Others Present: Dale Hein, Lydia Hoff, Michele McGowen, Bill Schomisch, Jack Urban and
Lori Pyatt

Chairperson Teeter called the meeting to order.

1. ROLL CALL

Members Present: Paul Ecklund, Diane Kempen, Terry Kuseske, Jack Mekemson, Greg Rosine, Char Sumney, Linda Teeter

Members Absent: Jan VanStratt, David Worthams.

A quorum was present. A motion to excuse Ms. VanStratt and Mr. Worthams was made by Mr. Mekemson, supported by Mr. Kuseske, and approved.

2. REPORT FROM TRANSPORTATION DIRECTOR

Mr. Schomisch said that he and Dale Hein would be presenting the same basic overview to a number of transportation planners at a KATS conference on July 17th. He turned to his Power Point presentation and highlighted the following:

- The Operating Statistics covered all service modes provided.
- Passenger Trips/Hour looked lower because it represented system wide numbers.
- The Farebox Recovery of 19.4% was a little high because it included commissions received at the transportation center. Line Haul by itself was 15-16%, a fact that would be used to promote fare increases. (Farebox Recovery was the operating revenue the system generated on its own, without any federal, state and local subsidies.)
- Passenger Trips included transfers; this measurement was an industry standard.
- System Size: Metro Transit employed 129 employees; when PrideCare workers were included, the total operation employed over 200 people.
- The fleet of Gillig buses averaged 4.3 years of age; it was possible that Metro wouldn't need to look at bus replacements again until 2018.
- Community Service Vehicles were funded through a State Program for specialized services and were reimbursed at \$4.07 per person which paid for the use and maintenance of the vehicles.
- The information for the Ridership Profile was collected in 2003 by KATS. The most recent survey was still being tabulated, and the results would be compared in the near future.
- Fare Structure slides were included in order to show the complexity of the structure and the need for simplicity. (It was his hope that the ½ fare for seniors and the disabled during non-peak hours would be expanded to all hours. It was also his hope that the SMART Pass would be changed from beginning the first of each month, to a rolling month date.)
- It was possible that the Care-A-Van fares may not be lower than MetroVan because of the distance usually travelled. (MetroVan trips begin and end within the MetroVan area.)

- 2009 Operating Expenses & Revenues: WMU had agreed to a three year contract for 1.6 million which was not in the budget.
- Going forward, Metro's Fund Balance would much lower than it had been in the past, due to the November '08 millage not passing.
- The KCTA FY 2009 Budget slide showed system productivity measured in Passengers per Service Hour; through April, this number was 30.5 over the budgeted 24.7. (In 2008, the C-A-V number decreased due to expanded service hours and was beginning to climb again.)
- Metro ranked #4 in the Urban Metro category, #3 in the Large Urban category, #1 in the Mid-Sized Urban category.
- The larger items on the 2009 Program of Projects slide including many projects that qualified under the American Recovery and Reinvestment Act (ARRA). The larger items included:
 - up to 70 Bus Shelters, with possible add-ons.
 - the AVL/Bus Tracking System which would lead to system efficiencies and increased ridership.
 - Facility Expansion which would not be considered until after November.
- The MetroVan/Care-A-Van bid process had been delayed until after the May election; there would be a contract extension with PrideCare for about 3-6 months for current services. The new contract will not include a provision for contractor-owned vehicles because Metro's fleet would be solely used.
- A regional service coordination effort with Battle Creek and Van Buren County was being considered.

In response to a question, Mr. Schomisch added that the ride-share ride program provided minimal funding (about \$36K/year) through the federal Congestion Management/Air Quality Program; Metro participated in this program. It could be expanded upon but it needed improvement.

3. DISCUSSION OF VISIONING PROCESS

Chairperson Teeter said while the initial goal was to have one county-wide system, visioning needed to continue. She stated the City Manager, Mr. Collard, said that planning for the end goal was important. She raised possibility of acquiring the assistance of a professional for moving ahead. Discussion ensued, which included discussion on the need for visioning and including the TAB in the process somehow. Vice-Chair Rosine said that when the KCTA went before the Gazette Editorial Board and was asked what the KCTA's vision was, not having an answer hurt the KCTA. He suggested that it would be good to start that process now.

(Mr. Kuseske had to leave in order to represent the KCTA at a township meeting.)

Discussion ensued regarding stakeholders that could be included in the visioning process. The Board agreed to have Mr. Hein to move forward on receiving requests for quotes according to KCTA policy.

4. REQUEST FOR APPROVAL OF MINUTES FROM MAY 6th, MAY 11th, AND MAY 20th

A motion to approve the minutes from May 6th, May 11th, and May 20th was made, supported and approved by a roll call vote:

Ayes: All Present

Nays: None

Absent: Kuseske, VanStratt and Worthams.

The motion carried.

5. CONTRACT EXTENSION FOR DALE HEIN

A motion to extend the contract with Dale Hein was made by Mr. Ecklund and supported by Mr. Mekemson, who suggested that it may a good idea to extend the contract to December 31. Chairperson Teeter said that the date was chosen because it was the end of the fiscal year. The roll call voice was as follows.

Ayes: All Present

Nays: None

Absent: Kuseske, VanStratt and Worthams.

The motion carried.

6. CONTRACT EXTENSION FOR LORI PYATT

A motion was made by Ms. Sumney and supported by Ms. Kempen. The roll call voice was as follows.

Ayes: All Present

Nays: None

Absent: Kuseske, VanStratt and Worthams.

The motion carried. Mr. Hein thanked the Board on behalf of the KCTA staff.

7. CITIZENS' TIME

Ms. Lydia Hoff from Friends of Transit first asked how she could switch out a coin she received out of the machine for a token. Mr. Schomisch said he would handle it. She was there on behalf of the Westwood neighborhood and asked for support regarding a petition involving a stoplight at the corner of West Main and Fletcher. This busy corner involved a mile of hidden road that had no protected cross walk; three or four blind people lived in the area. She said the petitions were due the following Friday.

Mr. Jack Urban reminded the Board that if merging the systems was still a goal, changing P.A. 196 should be seriously considered. He offered his help in working toward that goal.

8. MEMBERS' TIME

No comments were made.

9. ADJOURNEMNT

The meeting was adjourned at 6:43

KCTA Chairperson

KCTA Secretary