

Minutes

Kalamazoo County Transportation Authority

March 8, 2010

Place: South County Community Services, Vicksburg
Time: 5:30 p.m. – 6:51 p.m.
Others Present: Michael Branch; Representative Larry DeShazor; John Gisler, Kalamazoo Citizens for Responsible Government; Dale Hein; Victoria LaFler, USAC; Ron Lambe, Michele McGowen and Connie Micklin, FOT; Lee Philport, Brady Township Supervisor; Bill Schomisch; Don Ulsh, Schoolcraft Township Supervisor; and Lori Pyatt

Chairperson Teeter called the meeting to order and welcomed the guests.

1. ROLL CALL

Members Present: Paul Ecklund, Jack Mekemson, Char Sumney, Linda Teeter, Jan VanStratt and David Worthams.

Members Absent: Diane Kempen, Greg Rosine

A quorum was present. A motion to excuse both Ms. Kempen and Mr. Rosine was made, supported and approved.

2. REQUEST FOR APPROVAL OF AGENDA

A motion to approve the agenda as presented was made, supported and approved.

3. REQUEST FOR APPROVAL OF MINUTES

A motion to approve the February 22, 2010 Minutes as presented was made, supported and approved.

4. COA REPORT FOR DEMAND/RESPONSE SERVICES BY RLS & ASSOCIATES, INC.

Mr. Schomisch introduced Mr. Kevin Mischler from RLS & Associates, Inc., and added that this demand/response COA report was a draft version. There was no time frame for implementation; any short term recommendations in the Line Haul COA Report would take one to three years. The final document (available on Metro's website) would have costs associated with the long term recommendations.

Mr. Mischler spoke on the following from his Power Point presentation (a copy of which will be on file with the minutes):

- the review process
- existing conditions (ridership and level of service were steadily growing)
- current system facts – fleet size and fare structure
- map of trip locations over a two week period
- Care-A-Van & Metro Van ridership/service levels over the previous two years
- Comments (or requests) from stakeholder interviews, including:
 - some passenger travel times were high
 - provide transfer facilities at County line
 - more medical trips should be provided
 - centralize dispatching
- Operating policies and procedures – he noted that system efficiencies were evident since the merge of C-A-V and MV into Metro County Connect
- Vehicle utilization (to find peak service hours)
- Population projections by age group from 2005 through 2020
- Disabled population who are ADA eligible (based on SIPP Survey)
- Disabled population projections from 2005 through 2020 (based on SIPP Survey percentages)
 - the previous three slides projected that the demand for demand/response service would continue to increase
- Ridership / Elderly & Disabled population projected increases between 2005 and 2020:
 - ridership increased from 98K to 130K in the previous 5 years
 - based on this ridership trend, by 2015 ridership could be near 150K
- TRCP model estimate of ADA portion of ridership (not population):
 - it was predicted that ADA ridership would increase
 - there was more demand than was provided in 2009
- CONCLUSION:
 - Demand was increasing.
 - In future, the service would be strained at current service levels.
- RECOMMENDATIONS to address increasing demand:
 - shift eligibility certification to the medical community

- expand community van program – it was an innovative and inexpensive way to provide service to area agencies (PACE in Chicago was providing this extensively); Mr. Schomisch explained the current service at Metro and the hope that it could expand; discussion with the audience turned to the overall cost advantage of this service
- line haul travel training / incentives to use fixed route service – lower fares for line haul were a built-in incentive
- improved efficiency through technology
- increased service would be the best way to address increased demand
- formalized service standards and productivity standards
- operating policy changes (ex: for “no-shows”)
- establish rural connector line haul service once or twice a week

In response to a comment from Mr. Ecklund regarding increasing line haul ridership through increased accessibility at bus stops and bus shelters, Mr. Mischler agreed that line haul stops needed to be in pedestrian friendly areas, even during bad weather.

Mr. Mekemson asked about the recommendation to increase capacity by 4% per year, Mr. Mischler stated that would be accomplished via: vehicles and an increased operating budget. Mr. Schomisch clarified that there was no current plan to restrict eligibility for ADA certification, but would use the information going forward.

Chairperson Teeter informed the board that the contract for services with the City, TAB and Metro Transit included a provision for KCTA to approve the COA recommendations; she asked the Board to review the reports as they would be addressing them in the future. Mr. Schomisch said the staff would look at the recommendations to be enacted in the fall, and the approval process would follow the same public hearing process as when fares were changed. It also would need to be approved by the City, as well as the TAB.

5. COMMUNICATIONS

There were no communications to report.

6. REPORT FROM TRANSPORTATION DIRECTOR

Mr. Schomisch reported on the following (a copy of his report will be on file with the minutes):

- January Line Haul Ridership: it declined due to one less service date, the fare increase, and possibly the increase in unemployment.
- January Demand /Response Ridership: was up 8%
- State Gas Tax Proposals were discussed at TAB
- Diesel fuel was currently coming in under budget.

He added that for every 3% percent increase in fares there was a 1% decrease in ridership, and said he would put something together on the declined ridership.

7. REPORT FROM PROJECT MANAGER

Mr. Hein reported on the following (a copy of his report will be on file with the minutes):

- Annual Report Presentations were going forward
- Data Card was being developed
- He would continue to send out information on the House Bills
- Adopt-A-Bus-Shelter was becoming more popular

8. COMMITTEE REPORTS

A. Executive – Chairperson Teeter directed their attention to the notes from the March 3 meeting.

A motion to appoint Ms. VanStratt to the Executive Committee was made by Mr. Worthams and supported by Mr. Ecklund. It passed by a unanimous voice vote.

B. Budget Review – There was nothing to report.

C. Public Transit/Human Services – Discussion had been held regarding the Coordinated Plan Objectives, especially the Adopt-A-Bus Shelter program. Almost 15 entities had volunteered to maintain shelters/stops. Disability Network of South West Michigan was handling the agreements with these agencies. Winter weather would bring the more intense involvement when snow needed to be cleared. Ms. McGowen said there was a diverse group of agencies volunteering, and Ms. Sumney stated she would furnish some window cleaner for the project.

9. OLD BUSINESS

There was nothing to report.

10. NEW BUSINESS

A. ADOPT RESOLUTION SETTING DATE FOR PUBLIC HEARING ON LEVY RATE

Mr. Hein read resolution 10-001 into the record (a copy of which will be on file with the minutes).

A motion to adopt the resolution was made by Mr. Worthams and supported by Ms. VanStratt. The roll call vote was as follows:

Ayes: All Present

Nays: None

Absent: Ms. Kempen, Mr. Rosine

The motion carried.

Mr. Hein reminded the Board that the cities would be levied in the summer and the townships would levy in the winter as had happened in the previous year.

B. HOUSE BILLS 5768, 5769, AND 5770 ADVOCACY

Because he had a meeting to leave for, Representative Larry DeShazor commented on the three House Bills earlier in the meeting:

He had introduced another package, with Representatives Knollenberg and Opsommer, that would divert part of the sales tax revenues to a new fund dedicated to road construction, maintenance and repair; it also generated enough money to retain the match for federal funds.

There was a resolution asking for a waiver to excuse Michigan from having to match 20% State funds to the 80% Federal funds due to the years of negative economic factors the State had been going through. Another resolution addressed the issue of being a net contributor for the last 50 years.

Another bill was being brought which would raise aviation fuel tax. He had received many communications indicating lack of support for raised fuel taxes. The first public hearing on HB 5768, 5769, and 5770 happened that morning in Traverse City; others would be held in Lansing, Ann Arbor, and Kalamazoo. No set of bills were leading the pack.

Rep. DeShazor thought there wasn't a danger of losing federal funds because state funds would be shifted around if need be. He indicated passing any bill would be difficult, but financing infrastructure was a priority. (He had not yet heard any opposition on his own bills.) Mr. Schomisch asked if Rep. DeShazor's bills would allow funds to flow through the formula (90% roads and bridges / 10% transportation fund). Mr. DeShazor said the percentages kept changing, but they were being analyzed in light of not wanting to neglect matching federal funds.

Mr. Schomisch explained the memo he had received from Lansing, focusing mainly on HB 5770 which would create a transportation investment fund and would keep about 28 million dollars from covering different State departments' administrative costs; any new revenue would go directly to transportation purposes and would flow through the 90/10 formula. These House Bills mirrored recommendations in the TF2 report; the last gas tax increase was in 1997. The Waiver Resolution mentioned earlier would last only two years and would not address long term solutions.

Mr. Worthams agreed, saying he had seen inter-departmental grants (IDGs) skim off as much of 132 million to cover various departments' collections costs. He also agreed that this was just the first step, and asked the Board be prepared to express support for upcoming legislation.

A motion to create a resolution of support for House Bill 5768, 5769, and 5770 and send the resolution on to the House and Senate Transportation Committees was made by Mr. Mekemson and supported by Ms. VanStratt. It carried by a unanimous voice vote.

Mr. Schomisch stated he would check to see if a review of DeShazor's bills had been done by the House Fiscal Agency.

C. ADOPT RESOLUTION ESTABLISHING KCTA LEGISLATIVE COMMITTEE

Mr. Hein read resolution 10-002 into the record (a copy of which will be on file with the minutes). Ms. Teeter stated that it was the recommendation of the Executive Committee to establish the Legislative Committee and clarified that it would not be a lobbying team.

A motion to adopt the resolution establishing the Legislative Committee was made by Mr. Mekemson and supported by Mr. Worthams. The roll call vote was as follows:

Ayes: All Present

Nays: None

Absent: Ms. Kempen, Mr. Rosine

The motion carried.

D. MOTION TO APPOINT MEMBERS TO THE LEGISLATIVE COMMITTEE AND ESTABLISH TERMS OF OFFICE.

A motion was made to appoint the following KCTA Board Members to the Legislative Committee:

*David Worthams – Chairperson
Diane Kempen
Greg Rosine
Linda Teeter*

and to establish that the Legislative Committee would be in effect from March 8, 2010 through December 31, 2010.

The motion was made by Mr. Worthams and supported by Ms. Sumney. The roll call vote was as follows:

Ayes: All Present Nays: None Absent: Ms. Kempen, Mr. Rosine

The motion carried.

11. CHAIRPERSON'S REPORT

Chairperson Teeter indicated that information on the House Transportation Committee Hearing on the gas tax would be forwarded to the Board.

Regarding the effort to attend meetings at other authorities in Ann Arbor, Grand Rapids, and Lansing: it would better to attend planning meetings as opposed to regular board meetings. Mr. Hein stated that strategic planning meeting dates for CATA had been given to him and would be forward to the group. Mr. Hein was to be in contact with the directors and board chairpersons very soon.

Board Members would be going to Oshtemo and Parchment to present the annual report and to get questions and feedback. She thanked the supervisors for allowing them to come.

12. CITIZENS' TIME

Monica, State Street, Vicksburg – gave comments regarding the local police force. Chairperson Teeter clarified that the village of Vicksburg was probably the better board to bring the concern to, and that she would give related information to her after adjournment.

Mike Branch, Vicksburg – had experienced many instances of good service since the transition to Metro County Connect & Apple Bus Company. The later hours were valuable to him to continue participating in his activities.

Tory – worked out of University Substance Abuse Clinic where transportation was vital. She wanted to know who to contact for more information on tokens and how to enhance transportation services for her organization.

13. MEMBERS' TIME

-Mr. Worthams thanked the Board for allowing him to chair the Legislative Committee and looked forward to organizing the first meeting.

-Ms. VanStratt thanked the Board for allowing her to serve on the Executive Committee.

-Ms. Sumney thanked Ms. VanStratt for hosting the meeting.

-Ms. Teeter thanked the supervisors for coming.

14. ADJOURNEMNT

The meeting was adjourned at 6:51 p.m.

KCTA Chairperson

KCTA Secretary