

INTERURBAN TRANSIT PARTNERSHIP BOARD

APRIL 22, 2009

ATTENDANCE

Board Members Present

Charis Austin
Randy Gelderloos
Lisa Haynes
George Heartwell
Barbara Holt
Don Lawless
Rick Morris
Richard Root
Terry Schweitzer
James White

Staff

Peter Varga, Executive Director
Robin Crothers
Judy DeVries
Mark Fedorowicz
Alan Hartley
Taiwo Jaiyeoba
Meegan Joyce
Jennifer Kalczuk
Chris Leighty
Brian Pouget
Liz Schelling

Board Members Absent

Ira Hart
Jack Hoffman
Steve Maas
Rob VerHeulen

Others Present

Jim Bachmeier, Grand Valley State University
Rina Baker, Grand Rapids /Grandview Apts.
David Bulkowski, Disability Advocates/Friends of Transit
David Doyle, Friends of Transit
Jan Earl, Heritage Hill Association
Clark Goodrich, Disability Advocates
Richard Jackson, ATU Local 836
Chris Jurrians, Passenger
Ruth Kelly, Friends of Transit
Kyla King, Grand Rapids Press
Cynthia Kuhlman, Tea Party of West Michigan
Gerarda McCarty, Global Traffic Technologies
Watchdog Miller, Citizen
Sgt. Wayne Moore, GRPD/The Rapid
Brian Smits, NTH Consultants
Jackie Taylor, Heritage Hill Association

MINUTES OF
INTERURBAN TRANSIT PARTNERSHIP BOARD
AS RECORDED ON APRIL 22, 2009

Commencing at 4:00p.m. Mr. Lawless called the regular meeting of the Interurban Transit Partnership Board to order.

PUBLIC COMMENT ON AGENDA ITEMS

David Bulkowski with Friends of Transit, commented that millage endorsement and support continues to grow.

Mr. Lawless noted that we would be moving public comment on non-agenda items to the beginning of the agenda.

PUBLIC COMMENT ON NON-AGENDA ITEMS

Rinia Baker thanked Mr. Varga for quick resolution with an issue regarding a stop and shelter at Grandview Apts.

Jackie Taylor with the Heritage Hill Association, shares the Heritage Hill Association's desire to work cooperatively with The Rapid on the Silver Line for the future of Grand Rapids.

Chris Jurrians commented that she does not support the BRT and feels it is a duplication of service.

Silver Line Project:

Mr. Varga noted that staff has been working with different entities on issues regarding routing and station placement for the Silver Line. We have been in a long process on the evaluation and decision-making of this project. This began many years ago, which resulted in an Alternatives Analysis decision to the FTA with a Locally Preferred Alternative routing for the project. He explained that the Alternatives Assessment process is a series of environmental screenings to determine the route with the least significant impact on the environment that achieves the most investment. It is a reasonable transit alternative that is technically feasible, has support of the local residents and elected officials and is determined through a technical evaluation process with comments received in a public outreach process. The next stage is an environmental assessment to look at the alignment and evaluate the impact. The impact of the current alternative, as well as other suggested alternatives, would have to be environmentally evaluated. Our goal has been to secure a Finding of No Significant Impact from the FTA on this project showing that we have met all national Environmental Protection Act requirements. This requires us to consistently follow process. Public outreach and opportunities for public comments are key elements to this

process. For the Silver Line, the decision-making process uses consultant and staff recommendations to the Public Transportation Tomorrow Task Force that has been established. The Task Force makes formal recommendations to the ITP Board who then makes the decision. In this process there has to be public outreach opportunity.

He noted that staff has received some suggestions for changes to the route alignment that has been reviewed internally and with City staff. We are also working with the environmental consultant to come back with determinations and advice to the Board. We have to follow this type of process. He reminded the Board that having already submitted an LPA to the FTA, that was accepted by them, any significant changes in the cost or the scope of the program, could result in failure to get approval from the FTA.

Mayor Heartwell commented that we have had discussion, involving many entities, regarding alignment changes and noted that process is important when dealing with this issue. He noted that a resolution was developed that we will take to the PTT to evaluate and bring back to the ITP Board regarding consideration of alternate routes for the Silver Line.

A motion was made by Heartwell, supported by Holt, to adopt the resolution regarding further evaluation of the Silver Line routing. Motion passed unanimously.

Mr. Morris commented that we have researched and spent money with consultants to determine the proposed route and followed a process that he believes in. He noted that he would support this, however, any route alignment change would have to be determined to be a better route than the one we have now.

Mayor Heartwell noted that the interest was to be transparent before the millage election letting people know that this is the proposed alignment but there could be changes.

Mr. Varga noted that during the environmental assessment process issues could come up. This is the purpose of the assessment.

Mr. White recommended having visual displays for people to see to help them fully understand the concept.

Mr. Varga noted that a visualization process is being developed.

Mr. Lawless thanked Heritage Hill and GVSU for their support and understanding on the BRT project.

1. Minutes of the March 25, 2009 Board Meeting:

A motion was made by Heartwell, supported by VanDuren, to approve the March 25, 2009 Board meeting minutes as written. Motion passed unanimously.

CONSENT AGENDA

Mr. Schweitzer requested that item #6, Contract Award for up to Forty (40) Paratransit Cutaway Buses, be moved to the regular agenda.

A motion was made by Root, supported by White, to approve items 2-5 as consent agenda items. Motion passed unanimously.

REGULAR AGENDA

Performance Oversight Committee

6. Contract Award for Up to Forty (40) Paratransit Cutaway Buses:

Mr. Schweitzer noted that he asked that this item be placed on the regular agenda to clarify that the resolution states we will be acquiring the first 25 vehicles as well as proceeding with the two-year contract.

Mr. Varga noted that in the committee agendas the item identified the 25-vehicle bus purchase, however, the resolution did not and has since been amended.

A motion was made by Schweitzer, supported by White, to approve a two-year contract with Hoekstra Transportation for up to forty paratransit cutaway buses, and the initial purchase of 25 cutaway buses, for a total cost not to exceed \$1,740,500. Motion passed unanimously.

7. Contract for Construction Management Services for Wealthy Operations Center:

Mr. Schweitzer reported that a purchase order is recommended with The Christman Co. in an amount not to exceed \$2,100,729 to provide construction management services for the Wealthy Operations Center Expansion Project. Construction management services include pre-construction services, cost estimation, on-site supervision, and administration of contracts, quality control, project closeout and follow-up on warranty issues.

He explained that the Construction Management Services procurement was sent out as a Request for Proposal (RFP). The FTA views construction management services as a "Brooks Act" procurement. This means that services such as architectural engineering and construction management cannot be awarded on the basis of cost. They can only be awarded on the basis of qualifications. As a result of this requirement, the ITP chose the RFP method in order to give the evaluation team flexibility in looking at the individual qualifications of the construction management firms.

After interviews and evaluation of each firm, staff believes that The Christman Company is the most qualified firm to perform our construction management (CM) services for the Wealthy Operations Center (WOC) Expansion Project.

Staff analyzed the budget proposal submitted by The Christman Company for the WOC project. When initial estimates for this project were presented to staff for the proposed expansion in 2005, CM costs were estimated to be approximately

\$2.6 million. In January of this year, Progressive AE refined their estimate to approximately \$2.8 million. Staff has negotiated a guaranteed maximum not to exceed price with the Christman Company of \$2,100,729. Staff believes this to be not only well below initial estimates, but compares very favorably to the Rapid Central Station project, which was lower in cost and considerably less complicated than the WOC expansion.

Mayor Heartwell inquired if we look at a firm's track record and how they have accomplished using DBE's in the past. Mr. Fedorowicz noted that once a firm is short-listed they must show their DBE activity.

A motion was made by Schweitzer, supported by Morris, to approve a contract with The Christman Company to provide construction management services for the Wealthy Operations Center in an amount not to exceed \$2,100,729. Motion passed unanimously.

8. Certification of Public Transportation Millage Levy for 2009:

Mr. Schweitzer explained that approval of the certification of the public transportation millage levy for the 2009 tax year is requested. The new millage rate was approved at the May 8, 2007 election. If approved, the millage collection will be included on July 2009 tax bills.

A motion was made by Schweitzer, supported by Heartwell, to approve the resolution for the public transportation millage levy of 1.12 mills for the 2009 tax year.

A roll call vote was taken. The motion passed unanimously.

YES: Austin, Gelderloos, Haynes, Heartwell, Holt, Lawless, Morris, Root, Schweitzer, White

NO: None.

CEO's REPORT

9. CEO Monthly Report:

Mr. Varga noted that on Tuesday, April 21, the Grand Rapids Area Chamber of Commerce endorsed the millage for the Silver Line.

He mentioned that we must submit any requests that we want in the authorization bill, which is the 5-year transportation bill. We are requesting a \$6.8 million earmark in the authorization bill for the Wealthy Operations Center, \$4.2 million for Phase 4 of Central Station, which is the Amtrak station construction, and an additional \$4 million from the bus capital program to have hybrid bus options. We were asked to prioritize the requests putting the funds for the Wealthy Operations Center first, the Amtrak station second, and the ability to enhance vehicle fleet to hybrid last.

Mr. Morris commented that enhancing to hybrid buses should be above the Amtrak station in the list of priorities.

Mr. Lawless mentioned that he would like to see the cost benefit analysis on the hybrid vehicles.

Mr. Root commented that we should move the hybrid vehicles option ahead of the Amtrak station because we could have other funding sources for rail in the future.

Mayor Heartwell noted that both projects are environmentally friendly. He feels that the enhancement option to make vehicles hybrids should be a higher priority than the Amtrak station because there will be other pots of money for the station in the future.

Mr. Lawless noted that we would like to have both requests, however, the consensus of the Board is to prioritize the request to enhance vehicles to hybrid electric before the Amtrak station.

10. APTA Transit Board Members Seminar & Board Support Employee Development Workshop:

Mr. Varga noted that the APTA Transit Board Members Seminar is scheduled for July 18-21, 2009 in Cincinnati, Ohio and to please let Robin know if you are interested in attending.

PUBLIC COMMENT ON NON-AGENDA ITEMS

Mr. Lawless allowed additional public comment on non-agenda items, which had been moved to the beginning of the meeting, to accommodate any late arrivals before moving into Executive Session.

Watchdog Miller commented that he does not support the Amtrak station. He would like to see us bring the line-up back downtown. He suggests we include double decker buses into the Wealthy Operations Center expansion. We should use the same policy as the City of Grand Rapids regarding distribution of materials at meetings.

11. Labor Contract-Executive Session:

A motion was made by Root, supported by Morris, to go into Executive Session. Motion passed unanimously (5:08 p.m.).

A motion was made by Heartwell, supported by White, to return to Regular Session. Motion passed unanimously (5:36 p.m.).

12. Action on Labor Contract:

A motion was made by Root, supported by Morris, to approve the labor contract as presented in Executive Session. Motion passed unanimously.

CHAIR'S REPORT

No report.

ADVISORY COMMITTEE REPORTS

No report.

BOARD MEMBER COMMENTS

No comments.

INFORMATION ITEMS:

There was no discussion on the following information items.

- A. Minutes of 4-1-09 Governance Committee Meeting
- B. Minutes of 4-15-09 Performance Oversight Committee Meeting
- C. Minutes of 4-15-09 Strategic Planning Committee Meeting
- D. Communications

The meeting was adjourned at 5:38 p.m.

Respectfully submitted,

Robin Crothers, ITP Board Secretary