

CONNECT TRANSIT BOARD OF TRUSTEES

MONTHLY BOARD MEETING MINUTES– JUNE 4, 2019

**11 Uptown Station – Town of Normal Council Chambers
Normal, Illinois 61761**

The May regular monthly meeting of the Board of Trustees of Connect Transit which was previously scheduled for May 28, 2019, was rescheduled to June 4, 2019 at 4:30 p.m. and was held at the Town of Normal Council Chambers, 11 Uptown Station, Normal, Illinois 61761.

TRUSTEES PRESENT: Chairman Mike McCurdy
Vice Chairman Ryan Whitehouse
Secretary John Bowman
Trustee Judy Buchanan
Trustee Monica Bullington
Trustee Julie Hile (via Telephone Conference)

CITY MANAGERS: City of Bloomington Manager Tim Gleason - Absent
Town of Normal Manager Pam Reece - Absent

STAFF PRESENT: General Manager, Isaac Thorne
Martin Glaze, Interim Chief Operating Officer
Shelly Perry, Operations Manager
Pat Kuebrich, Finance Director
Brady Lange, Maintenance Manager
Jeff Holtke, Marketing Manager
Brendan O'Neill, Community Outreach Coordinator
Julie Dockham, Human Resources Director
Jill Bower, Board Clerk

The monthly meeting of the Board of Trustees of Connect Transit was called to order by Chairman Mike McCurdy at 4:30 p.m. Roll call was taken.

Chairman McCurdy asked for a Motion for Trustee Julie Hile to join the Board Meeting remotely by telephone. Trustee Judy Buchanan so moved and the Motion was seconded by Trustee Monica Bullington to allow Trustee Julie Hile to join the meeting remotely by telephone.

AYE: All.
NAY: None.

Trustee Julie Hile joined the Board Meeting remotely by telephone.

PUBLIC COMMENT

There was one (1) public comment. Chairman Mike McCurdy recognized Mary Wuhrmann for public comment.

Mary Wuhrmann: Ms. Wuhrmann stated that she lives in Normal and was present at the Board Meeting to advocate for Connect Transit riders. She stated that many of the community members at these meetings consistently questioned why Connect Transit was going to eliminate the Olive route and increase fares and stated that she also attended the first meeting of the Connect Transit *Connect to the Future Working Group*. She continued by stating that she thought that the *Connect to the Future Working Group* would give the community a chance to give further input regarding the decisions made. She stated that at the *Working Group* meeting she asked if this group would have anything to do with input on the Olive route or would it still be discontinued? Trustee Judy Buchanan answered her question at the *Working Group* meeting by stating that, "Both of those decisions were voted on and approved by the Board in May's Board Meeting." Ms. Wuhrmann stated that Trustee Julie Hile responded by stating, "We don't want to go back and relitigate those decisions." Ms. Wuhrmann stated that she wondered what the actual purpose of the *Working Group* was if the input is not going to be listened to and how much will be done? She stated that the Town of Normal has only two (2) Trustees on the Connect Transit Board and was supposed to have three (3) Trustees representing the Town of Normal. She then stated that she believed Normal needs a third representative on the Board having the same concerns of the people that are living in this community. Ms. Wuhrmann stated she had requested Mayor Koos at the Town Council meeting to put someone in there as soon as possible as she thought the community needed representatives that actually ride the bus all the time and are dependent upon the bus system, either fixed route riders that ride all the time or para-transit riders that completely depend upon transit. She stated that according to the *McLean County Regional Planning Commission Report*, Bloomington-Normal's race and ethnicity is 80% white but make up only 45% of bus riders and that only 10% of the population is black or African-American but makes up 49% of bus riders and that they should be the target population for public transportation. She knows that most of the Normal bus riders are ISU students, but the non-student riders (64%) have either fulltime or part-time employment with 50% making under \$24,000/year and anything that costs them more money is going to affect their budget. Ms. Wuhrmann continued her public comment by stating that the Olive route does not have as many riders but there are also other routes that do not have a lot of riders. She stated that at the Normal Council meeting, a report was presented by the General Manager of Connect and it referred to the Olive route as a data-driven decision and that these were data points. She said that people are not data points and that makes her very upset. Riders that you have on Connect Transit are people. They live in our community, they eat, breathe and work. They are not data points and they are not statistics. The further you get away with statistics, the more you can dismiss them as nobody. The Olive route served 37,520 last year. That means 37,000 people were dependent upon public transportation. She continued to state that includes CIRA, Bridgestone, Baby Fold, Grossinger Motors, McLean County Nursing Home, ARC, Dollar General, Wal-Mart, Royal Acres, Shelbourne Apartments, Bayberry Village, Summertree Rental Residence and Orlando Northbrook Estates. Beginning July 1st, these people will not have a place to be served for their bus transportation, especially the people that are north and east of the Red line and there will be a great big area of Normal that is not going to be served whatsoever. She asked the Board Members what has it done to increase the riders on this route and has Connect

reached out to them to find out how service could be improved to get more people to ride this bus line? Would increasing the frequency help? She asked would running a smaller bus be more efficient so that the Olive route would not be discontinued? Continuing her public comment, she asked what is the solution for the people living in this area and how are they supposed to get transportation? What if I was someone living in Orlando that had mobility problems and could not walk the ¼ mile to Main Street, but I didn't qualify for Mobility service? What is the solution that you have for these people that will no longer have a bus transit?

Ms. Wuhrmann was allowed to speak longer than the Public Comment rules state in order to accommodate her public comment.

CONSENT AGENDA

1. Approval of Minutes of April 23, 2019 Board Meeting
2. Disbursements for the month April 2019
3. Financial Report for month of April 2019
4. Capital and Self Insurance Reserve Fund Balances for month of April 2019
5. Monthly Statistical Report for month of April 2019
6. Cardinal Infrastructure Federal Report – by *Addendum*

Chairman McCurdy called for a *Motion to Approve the Consent Agenda*. Trustee Monica Bullington moved to approve the *Consent Agenda*, seconded by Trustee Judy Buchanan.

DISCUSSION

Chairman McCurdy asked for questions or comments regarding the *Consent Agenda*.

Trustee Judy Buchanan inquired relative to the *Income Statement* if she was correct that Connect is on target on funding by the State and if so, when will be the next funding?

General Manager Thorne stated that is correct and Connect has been getting its quarterly reimbursements on time. Connect should receive the fifth payment sometime in August.

There was no further discussion and the Board voted to approve the *Consent Agenda*.

AYE: All
NAY: None

Motion carried, and the *Consent Agenda* was approved by the Board.

OLD BUSINESS

None.

NEW BUSINESS

Recommendation of Health Benefits Renewal

General Manager Isaac Thorne stated a *Recommendation* for the approval of the *Renewal of Health Benefits FY2020*. With the renewal of Health Benefits from Blue-Cross Blue-Shield, there are no increases from FY2018-2019 for Life/AD&D, Vision, FMLA or Short-Term Disability benefits. However, there will be a 5% increase in employee Dental premiums. The total cost increase will be 4.2% from FY2018-2019 renewal.

Chairman McCurdy asked the Board for a Motion for approval. Trustee Monica Bullington moved to approve the *Recommendation of Health Benefits Renewal*, seconded by Trustee Ryan Whitehouse.

AYE: All.
NAY: None.

The Motion on the *Recommendation of Health Benefits Renewal* was approved by the Board.

Recommendation FY 2020 Property and Casualty Insurance

General Manager Thorne brought to the floor the *Recommendation FY 2020 Property and Casualty Insurance* and asked that the Board approve the *Recommendation* for July 1, 2019 through June 30, 2020. This renewal covers Workers' Compensation, property, crime, general liability, automotive liability, automotive comprehensive, umbrella, directors' and officers' errors and omissions coverage, employment practices liability coverage, employee benefits liability coverage, and cyber liability insurance. General Manager Thorne introduced Keith Dobrinsky, Connect's broker insurance agent who was in the audience, who could answer any questions for the Board.

Trustee Ryan Whitehouse asked about the financial impact and what percentage increase or decrease in years past.

Patrick Kuebrich, Connect's Finance Director, clarified this represents about a \$40,000 increase from last year.

Chairman Mike McCurdy asked the Board for a Motion for approval. Trustee Judy Buchanan moved to approve the *Recommendation for FY2020 Property and Casualty Insurance*, seconded by Trustee Monica Bullington.

AYE: All.
NAY: None.

The Motion carried and the *Recommendation for FY2020 Property and Casualty Insurance* was approved by the Board.

Universal Access Agreement with Illinois State University

Chairman Mike McCurdy stated that the next item on the *Agenda* is the recommendation of an extension of the *Universal Access Agreement* Connect Transit currently holds with ISU.

General Manager Thorne stated that the extension encompasses a period of six (6) months beginning July 1, 2019 to December 31, 2019 with a 2% increase in the Contract amount at the current service level and asked the Board to approve. Continuing, the General Manager stated that it is Connect's goal for the next six (6) months to come to an agreement of a funding model that clearly defines the distributed cost among dedicated service, capital costs, and universal access as this would allow Connect to more easily adjust service levels and access without the need for additional negotiations.

Trustee Judy Buchanan moved to approve the six (6) month extension of the *Universal Access Agreement with Illinois State University*, seconded by Trustee Monica Bullington.

DISCUSSION

Trustee Ryan Whitehouse stated that Connect has been asking for a fair partnership with ISU for a long time. Connect has raised fees on other riders and even realigned some routes to make sure it has the funding to make the system financially stable. Continuing, Trustee Whitehouse stated that it is time for ISU to start seriously talking to Connect about continuing to provide this service to them. Connect provides a great service to ISU has it has to come to the table and talk about what is fair. ISU is strapped for cash as well, but enough is enough and it is time to have some serious talks with ISU about this service. Trustee Whitehouse stated that he was going to support this extension, but this would be the last time he would support an extension.

General Manager Thorne stated that he does not want another extension for a long-term. Negotiations are on-going and we are trying to get to that model. ISU has been given examples of what other systems are currently receiving from universities for this type of service.

Trustee Judy Buchanan asked General Manager Thorne if there has been, as part of this conversation, a serious discussion about what kinds of limitations there might be on Connect's ability to continue the same level of service so it is aware that there could realistically be cuts to the service.

General Manager Thorne confirmed ISU was aware of this. There was no further discussion.

AYE: All.

NAY: None.

The Motion carried and the six (6) month extension of the *Universal Access Agreement with Illinois State University* was approved by the Board.

Connect Transit Short-Range Transportation Plan Presentation

The *McLean County Regional Planning Commission* ("MCRPC") presented the Board with a summarized Power-Point presentation together with a written report focusing on its findings and recommendations to assist Connect Transit with a "*Short-Range Transportation Plan*". The MCRPC team was comprised of Vasudha Gadhiraaju, AICP - Executive Director; Jennifer Sicks, AICP - Transportation Planner; and Teresa Anderson, MCRPC's Assistant Planner. Ms. Gadhiraaju began the presentation setting out the following key points:

- What
 - *Short- Range – Bridge between operational and long-range plans*
 - *Accounts for initiatives underway and financial feasibility*
 - *Objective third party analysis*
 - *Intended to serve as a guide to Connect Transit Staff and Board*

Connect Transit and MCRPC have worked on several projects together and this Plan is in line with the type of services it has provided to transit before. The short-range transit plan is essentially designed to bridge between daily activities and operational aspects rather than that of long-range plans. This plan is designed for 3-5 years so most of the recommendations in the plan are designed for that period of time. What MCRPC received from Connect Transit was raw data and analysis with very minimal intervention from Connect staff.

- Process
 - *Review of long-range plans and current initiatives*
 - *Understanding transit riders and travel pattern using 2018 survey and ridership data*
 - *Spatial analysis*
 - *Transit propensity*
 - *Transit corridors*
 - *Bus Stops*
- Recommendations

For short-range planning, building off of a long-range planning effort and current initiatives that are underway, i.e. Better Bus Stops Programming and the community challenges for complete streets in Bloomington-Normal. We took the raw data from the Connect Transit 2018 Survey, as well as ridership data that was provided to us and performed an analytical and spatial analysis to identify transit patterns. "Transit propensity" means the likelihood of someone living in a neighborhood that has higher chances of riding transit. Recommendations here are based on the view of short-range transit plans and an analysis of both spatial and tabular analysis of data. The long-range plans that we reviewed were Bloomington-Normal's Comprehensive Plan, Connect Transit's Long-range Transportation Plan that was adopted in 2017, and Connect Transit's Comprehensive Operational Assessment adopted in 2016.

At this point in the meeting, the telephonic communication with Trustee Julie Hile dropped off and a reconnection had to be made.

- Survey Analysis / Transit Propensity

In the *Survey Analysis* we were given 2018 raw data from Connect Transit: (i) the *Alternative Destination Survey*; and (ii) the *Customer Satisfaction Survey*. Before using the data, we made certain this is a representative set of data. We plotted both alternative and destination information as well as looking at routes. After obtaining confidence that the data was a representative sample, we were able to apply the findings of this data set to our broad findings. The key take-aways based on the survey respondents' information were as follows:

- 47% of fixed route riders are under the age of 24 years
- 31% are students – and nearly
- 50% of respondents were African-American, while only
- 10% of the community-at-large is in this demographic.

Connect Transit riders are very much a population of low-income. At least

- 50% of the respondents reported income under \$15,000; and
- 92% reported income under \$50,000.

We also know that, of Connect Transit's current riders responding to the survey:

- 55% reported not having licenses; and
- one-half of the respondents have been using Connect Transit for over 3 months.

These facts give us a sense that the current ridership is very much a transit-dependent ridership. It should also be noted that Bloomington and Normal riders are slightly different. A majority of Normal's riders are made up of students. Those students are employed either part-time or full-time. We have a majority of riders who are employed which gives us an indication that they are using the bus to go to-and-from their places of employment.

At this time, Ms. Gadhiraaju turned the presentation over to her colleague, Teresa Anderson, who explained how MCRPC analyzed gaps and opportunities in the system.

Teresa Anderson, Assistant Planner, stated that to analyze the fixed route system that currently exists, what we did first was to create this transit propensity model, and the map in the report is an output of that model, that pulls out populations and geographies with higher than average likelihood or a need-to-use transit. Those populations/geographies were chosen using national research that was verified by what was used in our survey data defining who, in general, is riding transit. What came out of that were ten (10) variables noted by numbers of instances of each variable. An equal propensity in Bloomington-Normal are students so we took into consideration apartments and dorms, people of lower income, people living in mobile home parks, as well as subsidized housing units. Connect Mobility pick-ups and drop-offs were also taken into consideration to see where people with disabilities are going to/coming from. In different geographies we used as a base: grocery stores; medical centers and hospitals; as well as job density.

We used nine (9) out of (10) local data sets and only deferring to the census for job density information. In preparing this analysis we purposely did not include any current bus data so that none of the bus stops or transit routes are reflected in the Transit Propensity Map as we wanted this to truly reflect the potential for transit ridership rather than what is currently existing and having that influence the analysis. What we found was that the routes are lined-up with the model output that you see and this was used as a base map for the rest of our analysis to see where bus stops currently are and putting this out as a tool for Connect Transit to use in the future for more service-enhancement analysis. Ms. Anderson reiterated that in the analysis the team laid the routes on top of the "base map" but in the "report model", neither the routes nor the bus stops are considered locations that would influence this model, and when we overlaid those, they line up.

At this point in the presentation, Ms. Vasudha Gadhiraaju interjected that this was intentional to make sure that the team understood that transit propensity is in fact, lining up with - or not lining up with service. However, the few service enhancements opportunities to investigate further that were identified in the report, are very amenable to improvement.

- Mobility Users

Ms. Jennifer Sicks, AICP, Transportation Planner, continued the team's reporting by explaining the process example for the mobility service and its users. Along the same lines as the fixed route examination and the analysis, the team did something similar for mobility service. Its characteristics are very different from the fixed routes and we wanted to make sure that we had the information we needed to analyze those relationships and those service records and also to determine what we might face in the future and how it can be dealt with. Ms. Sicks stated that she used a lot of the same information as the other parts of the team with one distinct advantage with respect to the mobility information. The *Life Center for Independent Living* (LifeCIL) had already (for a couple of years) been working with Connect Transit on reviewing its list of qualified mobility riders and processing applications for new mobility riders in order to make sure that list was up-to-date. That list is extremely exhaustive and has a lot of information and helped generate the pie chart because it told us that in the existing group (we did some examination to make sure we were looking at the right population for current riders) that we have a distribution of people with disabilities of various kinds – any form of which may have an impact on what kind of service they need and how often they need it. Obviously, the nature of people's disabilities that qualified to use mobility service will have an impact on where their needs are. Every single person that uses this system and this service has a unique set of needs that the service has to address. We wanted to understand that as deeply as possible. It has been policy over the years to consider transfers over express. Some people may be able to do that but we wanted to consider the needs of our most vulnerable riders which will be increasing. Something to consider, funding or the lack thereof.

- Funding

The report itself indicates a brief discussion of various federal and state funding types and programs and the limitations of each. A substantial portion of Connect Transit's funding overall – not restricted to mobility – comes from the *State of Illinois Downstate Operating Assistance Program*

("DOAP"). At this time, Connect finds itself in the difficult position of having to limit its use of those funds because there is insufficient local cash to hold them down more fully. That, in turn, makes it difficult to use DOAP funds for operational funding. That means that more of federal funding applied to the system is used for operational purposes rather than capital investments. It would be nice to have more of that available to capital investment, especially since it is uncertain to really know what is going to happen in terms of either the state capital program or a solution to the national problem of how much of the *Highway Trust Fund* is going to be available for transit and how reliable it will be. Basically, at all levels we have instability in the funding model that we need to address, or at least look to find solutions. That is not something we can do in the short-term. That is going to be an on-going process. One consideration may be the institution of a transit district for Connect Transit in Bloomington-Normal.

- Key Findings and Recommendations

Ms. Vasudha Gadhira continued by stating that those are just a few examples of the analysis we conducted to be able to arrive at the recommendations that we have given. As mentioned earlier, in analyzing the surveys at the onset, it was very clear to us that Connect Transit riders are very transit-dependent riders. In the long-term, it will continue to be a goal of Connect becoming more "of choice". In the short-term, we recognized that a majority of rider accommodations should focus on people using Connect Transit today which is transit-dependent population. What we also saw is that ridership is growing which tells us there will be more transit-dependent riders as well. Ridership both on fixed route and mobility is growing. Pointing out the two (2) key points here: (i) what we found was that population of riders on a very low-income spectrum is definitely paying a higher price to ride the bus; and (ii) bus passes available to them are still too expensive to pay up-front and is definitely an opportunity for us to make sure that people who are transit-dependent and who need it the most need to be catered to in short-term, whether it is employing technologies for fare-capping (multiple solutions to this) and potentially partnering with the *Chamber of Commerce* to be able to extend a universal pass program to smaller businesses and retail establishments who employ a lot of our riders. Mobility service caters to the most vulnerable riders. We should continue to strive to make sure that our fixed route system becomes more and more accessible. The mobility riders; however, based on the analysis will be reconnected. We feel there will be some users that probably will never be able to use fixed route. Transit-supported development does a couple of things. It is making sure that we build a culture in this community that is cognizant of how to better utilize a transit system that is funding on a fixed-funding model. Yes, there are different scenarios that we could be running but most importantly, based on the comprehensive plans, as we talked about urban sprawl which dealt with areas that will be very difficult to serve through transit, making sure that transit - in working with the disparities - designates key transit corridors, major and minor. These are areas that transit can absolutely commit to certain levels of service and gives some level of comfort for people to say, "I know that level of service on this corridor will be next." The map here shows some clear areas where you could see major and minor corridors clearly. The data that we used here could be improved upon. What we have now is not segment-level data. The data is more aggregated. That is one of the goals that we need to improve - on the data collection system by segment - but this gives us a good level of information on where people are in those areas. The second aspect is coordinating

capital improvements, especially on bus stops and things like that where there are disparities. We talked about complete streets and that both communities have complete streets policies. We believe it is very important for Connect Transit to work with the key street corridors to which there is an enhanced level of capital improvement coordination, bus stops, accessibility to bus stops and sidewalks, and making sure that the streets have crossings and intersections and are more pedestrian-friendly.

Last but not least, is education and outreach. The conversation needs to be elevated about transit and there has been a lot of conversation in the last few months about transit and accessibility. We need to keep up this education and outreach about transit scenarios in various areas and more importantly, when developments happen I think people should start thinking about how developments will generate a transit-dependent population such as nursing homes or high schools, developments like that to coordinate such developments with transit. Bus stops, again, were rated with the analysis around the bus stops. There are a few words we have used in the report that I think are important for us to point out in this presentation.

- *High-frequency bus stops* = Those stops that are serviced at least every 30 minutes or better.
- *Accessible stops* = We are not talking about ADA accessibility but the report is specifically talking about the stops that are within ¼ mile of a destination. We are talking about these stops being accessible whether it is complete streets and ADA sidewalks but also maintaining them and keeping them in usable condition which of course, requires coordination with multiple entities.

The stops that you see are stops that we have identified based on Connect Transit's established guidelines of 15 boardings or more per day. We have 67 stops that have been identified under that category. Two-thirds (2/3) of them do not have a stop and there are multiple reasons. I think we have opportunities to improve on those.

Ms. Jennifer Sicks, AICP, Transportation Planner, continued by stating that in mentioning education and outreach, mobility service and its characteristics and the need for it is something that the public is not well-advised about. First, we must make a better effort to help people understand the need for it, and then secondly, how it is funded and what constraints we have in doing that. This does deal with our most vulnerable riders and they require a higher level of service as you will see on the chart in the report, at a more expensive cost. We want to encourage Connect to continue with its regional cooperation with local governments and agencies like ours and with the *Illinois Department of Transportation*, and the community. In addition, we want to look at ways in which all the information that we have about this type of service - as how it operates and who is using it - is inter-operable so that we can combine information sources and find out more and learn at a deeper level who we are serving and who can best be served. There is a lot of information and we just need to find a way to make it all mesh together.

Ms. Vasudha Gadhiraaju stated that she is certain that everybody in the room has heard that technology is changing the face of all things mobility, including transit. We have investigated quite a bit of legislative Bills that will be influencing transit in the next several years. We, based on the research we collected, do not think there is a technology that Connect can employ in the next 3-5

years. Again, in "technology years" 3-5 years is a lot of years. We know that we have to keep an eye here, especially on those that provide first and last mile solutions such as; autonomous vehicles; micro-transit; ride-sharing and other mobility options. What we do know and have identified in the report is that there is a lot of room for improvement and how Connect Transit benefits in helping each other and are being managed, providing analytics and business intelligence that can help improve efficiency of the system. Next steps, the short-range plan in a primary audience is the Connect Transit Board and Staff. We do foresee opportunities for community engagement on several of these aspects that we have talked about here including disparities, regional planning and several advocacy agencies on improvisation of complete streets, better bus stops and bus routes solutions.

Chairman Mike McCurdy thanked the McLean County Regional Planning Commission for the report.

Recommendation of "Connect to the Future" Working Group Members

Chairman McCurdy brought to the floor the *Recommendation of "Connect to the Future" Working Group Members* and asked for a Motion and a second and then turned the floor over to Trustees Judy Buchanan and Julie Hile. Trustee Monica Bullington move to approve the *Recommendation* on the floor, seconded by Trustee Judy Buchanan.

Trustee Judy Buchanan stated that after hearing Julie's comments, the timing is perfect to have this report as we begin the Working Group starting this summer. This meeting was a gathering of interested citizens. This was not intended and not posted as being the "first" meeting of the *Connect to the Future* Working Group, rather it was intended to explore who might be some of the representatives. We wanted a cross-section of representatives on the Working Group so that we can look at the big picture as well as all the important segments that go into creating a transit system that we will have here.

Trustee Julie Hile stated that she also wanted to thank again the 23 community members who joined Judy and her at the Normal Public Library for this preliminary discussion. We really wanted to give people ample opportunities to review the projects planned. We took some time during the meeting to hear from people about who or whom did they represent and what is their experience and what is their interest in public transit. After that we had a discussion after hearing public comments earlier ("moonshots"). Partly, because what we are trying to do is to break open this conversation in such a way that we can challenge ourselves as a community to define, if we could, what would we do?

Trustee Buchanan stated there is a *Recommendation* on the floor for the appointment of certain individuals which we are proposing today to work with us in the *Connect to the Future* Working Group. There are 11 members of the Working Group that have been confirmed and are willing to serve. Those individuals are a representative of our Bloomington-Normal community – from businesses, bus drivers, bus riders – both choice and transit-reliant. They are service providers, critical thinkers, coming from the City of Bloomington and the Town of Normal, and are advocates and volunteers. The eleven people that I would ask our Board to approve this evening are as follows:

Kimberly Klepec - Licensed Clinical Social Worker with a private practice in Bloomington; Long time Connect Mobility and Fixed Route Rider; Community Volunteer

Tim Bassett - Vice-President, Support and Ancillary Services, Advocate BroMenn, multiple leadership and oversight roles; Adjunct Faculty Member at ISU; Community volunteer; Board Member of Non-Profit Organization

Marty Eckert - Connect Transit Driver; ATU Local 752 Board Member

Linda Foster - Member, Connect Transportation Advisory Committee (CTAC); Retired from ISU; Connect Transit rider, as well as her family

Dylan Hile-Broad - ISU student; Reliant Connect Transit rider, resides in Bloomington-Normal

Steven P. Kossman - Retired, Criminal Justice; First Superintendent of McLean County Juvenile Detention Center; Community Volunteer, Board Member of a Non-Profit Organization

Josh W Barnett - Member, McLean County Board with service on Property, Transportation and Justice Committees; Community Volunteer with civic and nonprofit organizations

Deb Presley - Educator and life-long Bloomington-Normal resident; Disability advocate with special interest in public transportation

Katie Killian – Assistant Vice President of Student Affairs at ISU

Julie Hile - Connect Transit Trustee, appointed by the Mayor, Town of Normal; Personal and professional interest in public transportation; Professional affiliation, Hile Group, Normal

Judy Buchanan - Connect Transit Trustee, appointed by the Mayor, City of Bloomington; Retired Health Care Administration and Political Consulting; Advocate, Behavioral Health; Civic and community volunteer

Trustee Buchanan stated that we do expect to add a couple of additional people to add to this cross-section of members that are checking their availability, she then stated she anticipated there will be 2-3 more members to the *Connect to the Future* Working Group. At this time, Trustee Buchanan asked the Board for the approval of the eleven (11) individuals to the Working Group.

AYE: All.

NAY: None.

Motion carried and the *Recommendation* of the eleven (11) named individuals were approved by the Board as Working Group members of the *Connect to the Future* Working Group.

Trustee Judy Buchanan stated that in addition to the Working Group, there will be a group of subject matter experts who will be people who will bring resource to the work of the Working Group in addition to the Report which was presented to us by the MCRPC team tonight. She continued to state that the group will be looking at some additional documents of Connect Transit so that the group, as they begin to work toward what we want the future of the system to look like, are aware of the decisions that brought us to the point we are today. Our subject matter experts will be:

Melissa Haun – City of Bloomington

Mercy Davidson – Town of Normal

Rickielee Benecke, Executive Director of LifeCIL

Carlo Robustelli – McLean County Board Member with service on Justice, Health and Legislative Committees; transit engaged

Trustee Judy Buchanan continued by stating our next steps will be to have the Board approve additional members to the Group and that she and Trustee Hile are in the process of confirming a facilitator. She stated that it is very important that someone other than those of us who are on Working Group be led by and facilitate our conversations. That individual may be a citizen of the Bloomington-Normal community. Then is when we will begin holding our meetings. She then asked Trustee Julie Hile to review what the goal of the facilitator should be.

Trustee Hile stated that what we seek in a facilitator is a balanced perspective and demonstrated experience in convening and facilitating discussions about public policy among a working group of diverse stakeholders. Trustee Hile continued to state that they are seeking in this resource someone who will lay out specific tasks with approximate durations, basic projects, visions and its planning, and one who will step the Group through a reliable process for working through to a strong outcome and expecting that the facilitator will work from a number of local resources beginning with the report that MCRPC has provided to the Board today and including some additional benchmarking the Connect Transit Strategic Plan. We want this to be a data-rich environment and we want to see what we can learn from others so that we can adapt our plan here as appropriate.

Trustee Buchanan stated in closing, that she and Julie continue to be very optimistic. They see this as an opportunity for Connect Transit moving forward and are looking forward to the Working Group convening and starting its work to envision what Connect Transit will be going forward.

DISCUSSION

Trustee John Bowman inquired if the Facilitator position would be a paid position and if there was to be a budget attached to this proposal.

General Manager Isaac Thorne responded that the *Recommendation* was for the approval by the Board of the *Connect to the Future Members*, and that a *Recommendation* would be forthcoming to the Board in the very near future regarding a Facilitator for the CTTF working group.

GENERAL MANAGER'S REPORT

Mobile Ticketing Update

General Manager Thorne stated that Connect is moving forward with mobile ticketing application. Connect Transit Board approved a contract in 2016 for mobile ticketing with GenFare. He continued by stating that Connect has a federal-funded program dated back to 2016 for mobile ticketing application. Connect has talked to four (4) other mobile ticketing providers and Genfare was able to provide us the lowest cost. Genfare costs provide for fare-capping in 30-day increments which is something that other providers cannot do at this point in time. We will be bringing back our *Recommendation* to the Board later this month at the June 25th Board Meeting.

Transit Economic Impact Letters

Staff has sent out impact letters for second quarter ridership numbers to businesses in Bloomington-Normal. These letters provide boardings at the stops located near their business. This is second time these letters have been mailed and is an effort to education business owner and managers about the number of people that are utilizing the bus stops near their business. These trips could be employees or customers that take public transit and he believes it is extremely important to provide this information to businesses to make them aware of the economic impact that Transit provides for the communities and in this case, also to their business.

TRUSTEE'S COMMENTS

Chairman Mike McCurdy stated that we heard tonight from the McLean County Regional Planning commission that this was a growing system. The ridership stats seemed to show a very healthy April.

General Manager Thorne reported that the ridership in April was up 16% or 34,317 passenger trips for the month of April which is the third highest ridership month in terms of passenger trips.

EXECUTIVE SESSION (CITE) – 5 ILCA 120/2(21) REVIEW OF CLOSED SESSION MINUTES

Chairman McCurdy asked for a Motion to move into Executive Session for the required review of Closed Session Minutes. Trustee Judy Buchanan made the Motion to move into Executive Session, seconded by Trustee Monica Bullington.

AYE: All

NAY: None

Motion carried, and the Board of Trustees moved into Executive Session at 6:12 p.m.

Chairman Mike McCurdy asked for Rollcall as the Board moved back into Regular Session at 6:20 p.m.

TRUSTEES PRESENT: Chairman Mike McCurdy
Vice Chairman Ryan Whitehouse
Secretary John Bowman
Trustee Judy Buchanan
Trustee Monica Bullington

TRUSTEES ABSENT: Trustee Julie Hile

CITY MANAGERS: City of Bloomington Manager Tim Gleason - Absent
Town of Normal Manager Pam Reece - Absent

STAFF PRESENT: General Manager, Isaac Thorne
Jill Bower, Board Clerk

Chairman McCurdy asked for a *Motion to Approve Executive Session Minutes*. Trustee Judy Buchanan moved to approve the release of *Executive Session Minutes of November 27, 2018*, seconded by John Bowman.

AYE: All
NAY: None

Motion carried, and the Board of Trustees approved the release of *Executive Session Minutes of November 27, 2018*.

ADJOURNMENT

There being no further business, Chairman Mike McCurdy entertained a *Motion for Adjournment*.

Chairman McCurdy stated that there being no further business, he would ask for a *Motion to Adjourn*. Vice-Chairman Ryan Whitehouse moved to adjourn, seconded by Trustee John Bowman.

AYE: All
NAY: None

Motion carried, and the Board of Trustees adjourned the regular monthly meeting at 6:21 p.m.


Jill Bower – Board Clerk


Trustee John Bowman - Secretary

