

Mountain RIDES

RECORDED

REGULAR MEETING
MOUNTAIN RIDES TRANSPORTATION AUTHORITY
Wednesday, March 20, 2013, 12:00 p.m.
Ketchum City Hall Meeting Room, Ketchum, Idaho

Board Members of the Mountain Rides Transportation Authority of the Cities of Bellevue, Hailey, Ketchum and Sun Valley, and Blaine County, State of Idaho, met in a Regular Meeting in the Ketchum City Hall Meeting Room, Ketchum, Idaho.

PRESENT: Chairman Susan McBryant; Board Members Peter Everett, Sarah Michael, Joe Miczulski, Steve Wolper and Nils Ribi.

ABSENT: Board Members Mark Gilbert and Michael David.

ALSO Mountain Rides Interim Executive Director/Business Manager/Treasurer Wendy Crosby

PRESENT: Mountain Rides Operations Manager Jim Finch
Administrative Support Coordinator Kim MacPherson

1. CALL TO ORDER

Chairman Susan McBryant called to order the meeting of Wednesday, January 16, 2013 at 4:00 p.m.

2. Public comment period for items not on the Agenda (including questions from the press)

There were no public comments at this time.

3. Comments from the Chair and Board Member thoughts

Board Member Peter Everett said 43% of people going into downtown Seattle are on the bus, 10% are in vanpools, 9% are on bicycles and 5% are walking.

4. Presentations

a. Ketchum Transportation Hub Committee Report

*Also Present: Vanessa Fry, Community Transportation Association of Idaho District 4 Mobility Manager (by phone)
Jason Miller, former Mountain Rides Executive Director (by phone)
Ketchum Community and Economic Development Director Lisa Horowitz
Members of the Ketchum Transit Hub Committee in person and on phone*

The City of Ketchum hosted several open houses and public meetings to familiarize the public with Mountain Rides and its mission, gather statistics and data, and introduce the concept of a transportation hub. A Hub Committee was formed to research the need for a transportation hub for Ketchum and the entire community. The committee started with 18 possible locations, narrowed down to four designs at two geographic locations.

- Second and Washington, all within Second Street, which closes the street.
Advantages: Low impact on existing downtown facilities; closing Second Street pushes traffic flow to signalized intersections; great central location to restaurants and bars.
Challenges: Closing Second Street; not a good central location to businesses and amenities; the "transfer" spot isn't on any existing bus route.
- Second and Washington, using a piece of private property that would have to be purchased.
Advantages: Net loss of parking spaces; uses the lot instead of city streets for the parked buses.
Challenges: Outside of central part of town; will cause traffic jams.
- Sun Valley Road, near Town Square:
Advantages: In the core and calms a busy intersection; opportunity for an iconic hub building; gets more foot traffic in the core and Town Square; good for business.
Challenges: Too big for the area; too noisy and crowded; unfair and hurtful to nearby business; not enough parking; hurts service industries like F-Stop and UPS which need traffic flow and accessibility.
- Sun Valley Road with East Avenue closed:
Advantages: Good visibility; close to where riders need to be.

Challenges: Not compatible with traffic and pedestrian flow on Sun Valley Road; too congested; East Avenue too important to cut off. The original proposal on East Avenue lost favor with property owners during the process.

Committee members comment:

Vanessa Fry: Both sites should work well.

Jason Miller: The process has been valuable in working with the public and their input. The East Avenue/Sun Valley Road is the preferred location for Mountain Rides, but is apparently unrealistic. Alternatives in the Sun Valley Road/East Avenue location area should be considered; and the Second Avenue/Washington is viable. A transfer hub is a good idea, so Mountain Rides needs to be prudent and reasonable in selecting its location.

Bob Rosso: Sun Valley Road/East Avenue is the center of Ketchum, but I don't see the need for an actual structure hub in the middle of Ketchum. Forest Service Park has room and the hub may increase business for that area of town, but the hub should be in the center of town. My first choice would be to enhance the Sun Valley Road corridor for bus traffic, including the bus stop by the Elephant's Perch. That stop is on our private property, and we'd enhance it, perhaps by removing all parking and adding a shelter. It's a logical connector location.

Dale Bates: This is a great opportunity to reach out to the public, who were overwhelmingly in favor of the transit hub. The Washington St. location, with Second Street closed to through traffic would provide a great location for public parking and a transit hub. You really need a shelter, and there isn't room on Sun Valley Road. Also, Sun Valley Road is a major roadway, and there would be a lot of pedestrian traffic crossing the street to and from the buses, which would warrant a pedestrian crossing signal. The transit hub in the Washington Street location would be a boon to Main Street businesses.

Public Comment:

Jim Ruscitto: My wife and I ride the bus all the time. The bus routes function really well, and the drivers are very helpful in getting you where you want to go. Maybe the front of the visitor center could be turned into a bus terminal. The Visitor Center and Starbucks are there, and bathrooms are there. The intersection is challenging, but I like the interaction of people and transportation in the core. Second Street would be okay, too.

The Mountain Rides Board thanked the Transit Hub Committee for all their work and the City of Ketchum for hosting the workshops.

5. Action items and discussion items

a. Discussion Item: Ketchum Transportation Hub final report from committee on site selection

Chairman McBryant said she had assured Ketchum Mayor Randy Hall that Mountain Rides didn't want to impose something on Ketchum that the City didn't want. Ketchum has long partnered with Mountain Rides, and Mountain Rides wanted to partner with them.

Board Member Everett said the Planning and Marketing Subcommittee carefully reviewed the Transit Hub Committee's report, and did not like the Washington Avenue site. The hub should be in the center of town, and easily accessible to the Visitor Center. A "hub" location could be created at Sun Valley Road and East Avenue without closing East Avenue by adding a couple more stops along Sun Valley Road, with shelters, and the bus schedules adjusted to meet there at the same time.

Board Member Nils Ribi said his opinion was strictly as a Mountain Rides board member concerned about Mountain Rides operations and efficiency. Sun Valley Road is optimal from an operations perspective, and the stops along Sun Valley Road can be enhanced. A Visitor Center kiosk could probably be placed in the Elephant's Perch area.

The Valley Route can continue to take people to Ketchum, the Y, and Sun Valley without a transfer.

Chairman McBryant said this proposal was an incremental change that could be made easily with an adjustment in route schedules. It would be a chance to see if Sun Valley Road/East Avenue works. Ketchum may be interested in using FTA grant funding to provide a glassed-in wait area at the Visitor Center. If the hub needs to be expanded in a few years, Mountain Rides and Ketchum will have the data to support it.

CED Director Lisa Horowitz said Ketchum is looking for a recommendation for what the Mountain Rides Board of Directors feels is the best option, based on the yearlong process and study.

Board Member Peter Everett moved to forward the Board's recommendation, as he earlier stated, to the Ketchum City Council. Motion seconded by Board Member Joe Miczulski. In discussion, Board Member Ribi asked that all Board comments be incorporated into the recommendation. CED Director Lisa Horowitz encouraged Mountain Rides to actually submit a written design to Ketchum. Chairman McBryant will work with Mountain Rides staff to prepare a written presentation that will be given to MRTA Board members for review. The recommendation will include that the MRTA Board will work with Ketchum to protect and enhance pedestrian flow and safety on Sun Valley Road. Mountain Rides has about \$20,000 in grant funding for the hub design once the site is selected. A

structure on Elephant’s Perch property can be considered. **Board Member Peter Everett amended his motion that Mountain Rides will present an actual plan as soon as possible; Board Member Joe Miczulski seconded the amended motion. Amended motion passed unanimously.**

b. Discussion Item: Proposed Summer Service changes

Mountain Rides Operations Manager Jim Finch said the suggested schedule changes are responsive to low ridership on some routes and overall service efficiency. Staff tried to minimize impacts to affected riders while keeping to budget restrictions and the upcoming highway construction project.

Board Member Steve Wolper said he didn’t want to see overall route adjustments made to make up for the fact that Bellevue doesn’t contribute financially and didn’t make an attempt to help in establishing a south valley facility. If the County wants to make up the shortfall, service can continue to Bellevue residents, who desperately need it.

Board Member Ribí said the City of Sun Valley’s contract with Mountain Rides includes Exhibit A, Service Plan for Current Year to September 30, which specifies the Red Route to the slack period and the summer without cutbacks, and the Valley Route into Sun Valley. Mountain Rides reduced Sun Valley’s FY2013 service commensurate with Sun Valley’s reduced contribution to Mountain Rides. The same should be done with Bellevue.

Board Member Michael supported staff’s service level recommendations, since reductions had been made to the overall efficiency of the whole system.

Chairman McBryant suggested other options:

- increase the transit fare from Bellevue;
- schedule one early northbound route from Bellevue and one late-afternoon route to Bellevue;
- ask Blaine County to contribute more to continue service to Bellevue;
- Atkinsons’ Bellevue may be willing to offer their parking lot as a park-and-ride terminus for the south Valley bus. Otherwise, Bellevue riders are likely to use the Hailey park-and-ride, which would overload it.

Board Member Ribí said Sun Valley contributes almost \$4,000 to the Valley Route, which is more than Bellevue contributes. He said the Sun Valley Council may reduce their contribution as a result of reduced service levels in Sun Valley that are the result of Bellevue’s lack of contribution.

Board Member Everett said if one city is causing a financial problem, the budget problem has to be resolved within that city. Board Member Michael said Bellevue riders are riding the bus to work in Sun Valley, and shouldn’t be hurt by their city officials. Everett said it was up to the Bellevue riders to impact their city officials.

Board Member Joe Miczulski (Bellevue appointee to Mountain Rides Board) thanked staff for their efforts in trying to minimize impact to Bellevue riders. He asked staff to provide him with the annual cost to run the bus into Bellevue. He will relay the Board’s sentiment to Bellevue city officials.

The Board suggested staff look at further reductions on the Bellevue end of the Valley route. The Planning and Marketing Committee will review the revised schedule at their April meeting and make a recommendation to the Board.

c. Action Item: Approve Federal Transit Administration Certifications and Assurances for FY2013

These annual FTA forms, which are standard federal forms and can’t be revised, will be signed by MRTA’s attorney and certified by Crosby.

Board Member Steve Wolper moved to approve the Federal Transit Administration Certifications and Assurances for FY2013, seconded by Board Member Joe Miczulski. Wolper amended his motion that the forms are subject to Mountain Rides’ attorney’s signature. Miczulski seconded the amended motion. Amended motion passed unanimously.

d. Action Item: Approve RouteMatch Technology future involvement

Chairman McBryant said both committees had fully reviewed and discussed the RouteMatch program. If and when Mountain Rides accepts it, the annual maintenance contract is \$5,000 for the first year, then increases considerably the following year. The annual maintenance expense is an operating cost that is reimbursable under 5311 grants. ITD still believes the June deadline is achievable. If the rollout of the ToughPads and program is still not operating to Mountain Rides’ satisfaction at the end of June, but other transit companies in Idaho are happy, ITD will pay RouteMatch but withhold Mountain Rides retainer, which is 10% of the contract.

If Mountain Rides puts the project on hold, they lose the signage, so the Board decided to continue with the “plug-along” program. RouteMatch will do their own de-bugging and take care of any problems on the Rangers. Mountain Rides Operations Coordinator Rod Kelly will continue to collect daily data.

Board Member Ribí asked staff to see if Mountain Rides has to start paying the \$5,000 annual contract when ITD accepts the contract or if it’s due only when Mountain Rides accepts the contract.

Board Member Steve Wolper moved that Mountain Rides continue with RouteMatch under the “Plug-Along” strategy, seconded by Board Member Nils Ribí. Board Member Joe Miczulski amended the motion that “Plug-Along” limits Rod Kelly’s involvement to approximately seven hours a week. Board Member Wolper amended his motion; Board Member Ribí seconded the amended motion. The amended motion passed unanimously.

e. Action Item: Approve re-release of East Fork project RFB

This is a re-release of a last fall’s Request for Bid, when Mountain Rides received only one bid. The dates have been revised, and the shelter is rotated 90 degrees to make it more visible to bus drivers and less affected by snowdrifts. Staff will try to elicit more bids this time.

Board Member Steve Wolper moved to re-release the East Fork project Request for Bids. Motion seconded by Board Member Sarah Michael. In discussion, Interim Executive Director Crosby said maintenance of the pathway to the shelter was an alternate bid. Motion passed unanimously.

f. Action Item: Approve FY2013 Budget Revisions

Chairman McBryant liked the format of the FY2013 Revisions, but said there were too many questions to approve it at this meeting. Interim Executive Director Wendy Crosby went through the budget with the Board.

Board Member Joe Miczulski moved to continue the FY2013 Budget Revisions to the April MRTA Board meeting, seconded by Board Member Peter Everett. Motion passed unanimously.

g. Action Item: Approve allocation of FY2012 Excess Operating Funds to MRTA Operating Fund

The Finance Committee recommends not transferring funds since they will likely be needed to cover unbudgeted expenses.

Board Member Nils Ribí moved to continue the allocation of FY2012 Excess Operating Funds to MRTA Operating Fund to the April MRTA Board meeting. Motion seconded by Board Member Sarah Michael and passed unanimously.

h. Action Item: Approve revisions to Procurement Policy 101

The Board requested at their last meeting that they be the Appeal Board in the event of vendor complaint or dispute. This has been reviewed by the MRTA attorney.

Board Member Sarah Michael moved to approve revisions to Procurement Policy 101. Motion seconded by Board Member Joe Miczulski, and passed unanimously.

6. Committee reports

a. Planning and Marketing Committee report from Chair Steve Wolper

Board Member Sarah Michael moved to approve the Planning and Marketing Committee Report and the minutes for February and March, seconded by Board Member Steve Wolper. Motion carried unanimously.

b. Finance and Performance Committee report from Chair Mark Gilbert

Board Member Peter Everett moved to approve the minutes of the Finance and Performance Committee for February and March, seconded by Chairman Susan McBryant. Motion carried unanimously.

7. Staff reports

a. Transit report from Operations with February 2013 ridership

Operations Manager Jim Finch said skier days were down, which correlates to ridership numbers.

b. Maintenance report

No report.

c. Bike-Ped report

Chairman Susan McBryant suggested Board members help with Bike to School Day.

d. Business Manager report

No report.

e. Executive Director report

No report.

8. Consent Calendar items

- a. Approve minutes – February Regular Board Meeting, January 24 Special Board Meeting and February 1 Special Board Meeting
- b. Receive and file February 2013 Financials
- c. Receive and file February 2013 Bills Paid

Board Member Nils Ribí moved to approve the Consent Calendar for March 20, 2013. Motion seconded by Board Member Steve Wolper, and passed unanimously.

9. Executive Session

Board Member Joe Miczulski moved to go into Executive Session pursuant to Idaho Statute 67-2345(1)(c) to discuss acquisition of real estate and 67-2345(1)(a) to discuss personnel. Motion seconded by Board Member Sarah Michael. Roll call: Vice-Chairman Susan McBryant yes, Steve Wolper yes, Peter Everett yes, Sarah Michael yes, Joe Miczulski yes, and Nils Ribí yes. Motion passed unanimously.

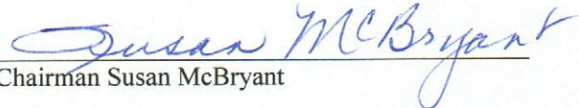
Mountain Rides Board of Directors returned to open session at 2:55pm.

10. Peter Everett moved to amend the agenda to include a vote on a real estate transaction, subject to unexpected information that became known during the executive session. Steve Wolper seconded and motion carried unanimously.

Peter moved to authorize the chairman to sign a letter of intent to lease real property subject to legal review. Steve seconded and motion was unanimously approved.

11. Adjournment

With no other business to come before the Board, Joe Miczulski moved to adjourn the meeting at 3:03 p.m., seconded by Steve Wolper. Motion passed unanimously.


Chairman Susan McBryant

- cc: Commissioner Angenie McCleary, Blaine County
Susan E. Robertson, Sun Valley City Administrator
Gary Marks, Ketchum City Administrator
Sandy Cady, Ketchum City Clerk
Heather Dawson, Hailey City Administrator
Mary Cone, Hailey City Clerk
Dee Barton, Bellevue City Clerk
Tess Cenarrusa, Carey City Clerk
Randall Patterson, Carey Mayor
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