

Public Transportation Advisory Commission Public Hearing
Transit Maintenance Facility, 1025 Monmouth Blvd. Galesburg, IL
Thursday, August 8, 2024
1:00 p.m.

Members present: Genny Stevens, Rose Morris, Annette McAllister, John Peterson, Stephanie Grimes 5.

Absent: Linda Miller and Shannon McVey 2. 2 Also present: Kraig Boynton, Dedra Mannon and Mary Foutch.

Genny Stevens called the meeting to order at 1:00 p.m.

Public Comment:

None

A motion to approve the minutes from July 12, 2024 as amended to reflect the change in the amount of the WIAAA one time grant was made by Member McAllister and seconded by Member Morris. The motion carried.

MAIN GRANT REVENUE SOURCES

DOAP/5311/CARES have been billed for SFY'24 (July 2023 through June 2024)

Description	SFY'24	SFY'23 (for Comparison)
Total Expenses	\$2,399,226.00	\$2,286,105.05
5311 Revenue	\$351,507.00	\$304,335.00
DOAP Revenue*	\$1,559,496.96	\$1,550,968.28
Project Income	\$67,440.18	\$62,594.44
Service Contracts	\$44,359.40	\$38,216.00
Local Match Needed	\$376,422.46	\$329,991.33

*Balance of DOAP at end of SFY'24 \$417,543.04

Figures above do not include any expense rolled through the CARES program.

SFY'24 RIDERSHIP

Description	Rides in SFY 24	Rides in SFY 23	Difference
Paratransit Rides	15,841	14,407	1,434
Fixed Route Rides	93,561	85,480	8,081
Total	109,402	99,887	9,515

COST PER RIDE COMPARISON

Description	Cost Per Ride SFY'24	Cost Per Ride SFY'23
Paratransit Rides	\$63.04	\$68.14
Fixed Route Rides	\$14.97	\$16.41

The comparison above does not include use of any CARES funds.

STAFFING

- We continue to use the Fleet Superintendent from Central Garage in lieu of hiring a shop foreman.
- We have a new PT Fixed Route Driver
- We have a new PT Paratransit Driver
- We have part time positions open for dispatchers (1), bus drivers(2), and paratransit drivers (2).

FLEET

Vehicle Issue Updates:

- 1701- Still in Carol Stream needing additional repairs. Out of service since Oct 2023.
- 1107- After 3 attempts to correct the fuel issue we are just going to run it the way it is with a note to the driver on what to watch for with the fuel gauge.
- 468- lift has been corrected
- 463- needs new electrical components for it's lift
- 465-needs rear air conditioning but the cooler weather allows us to use it
- 2001- Ramp is inoperable
- 1301- Chasing a check engine light
- 405- No AC but runs like a BIX champion
- 2004 – Hoping to have electrical module problem corrected soon.
- *401 & 462 Waiting for approval of disposal.*

GRANT UPDATES

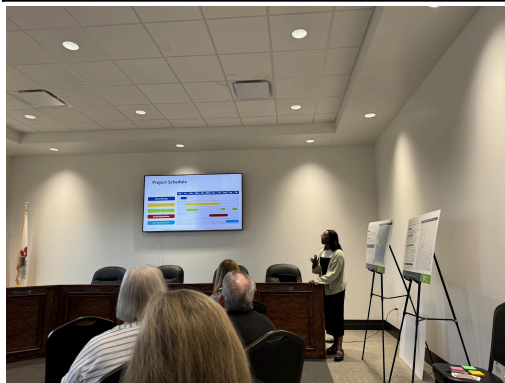
SFY'25 5311/DOAP Grants – These grants are approved; but the formal documents are still making their way through the IDOT approval chain. Our 5311 and DOAP funding for SFY'25 remains the same as last year; \$351,507 (5311) and \$1,977,040 (DOAP).

Rebuild Round II (Dispatch software) As you may recall, we received concurrence from IDOT on July 9, 2024 to purchase dispatch software from CTS in the amount of \$77,756. This bid has now been approved by the City Council at their meeting on 08/05/24 and a purchase order is being issued for this project.

We will still need to purchase tablets to be used on the buses for the software. I have \$22,244 in grant funds to do this. Currently, we plan to purchase 18. This number will fluctuate with the fleet. We look forward to moving away from a pen & paper system

Transit Study – It has been a busy week with our consulting firm Nelson-Nygaard. They were onsite at the beginning of this week collecting more data. Along with staff, the following occurred:

Monday, Aug. 5 th	Meeting with GPT Staff
	Afternoon pop-up meeting at downtown transfer point
	Evening presentation at Public Library
Tuesday, Aug. 6 th	Presentation to Oneida Community Coffee group
	Afternoon pop-up meetings at Target and Walmart
	Evening presentation to the Transit Advisory Committee (setup for grant)
Wednesday, Aug. 7 th	Morning pop-ups at Aldi, Hy-vee (Main St), and downtown transfer point.
	Evening Community Meeting at Abingdon City Hall
	Evening Community Meeting at Knoxville City Hall



The consulting team will take the information from these meetings along with the survey (available on Facebook now) and further fine tune the scenarios they are recommending for transportation.

Once fine-tuned, they will present a revised recommendation to us towards the Fall and then we can move forward from there.

It should be noted that this information will be provided to IDOT/RTAC so that they can use it as a part of their primer process which is an additional requirement of IDOT as we move forward with expansion.

CVP requests – Patiently waiting for the seven vehicles we have been awarded as of January 23, 2024. It is estimated that we will receive vehicles between six months and two years according to IDOT. We will continue to make repairs as best we can in the meantime. I did inquire this week if there was the potential to add any options to these buses and was informed by IDOT that they were not doing that this go around as they had ordered over 500 paratransit vehicles and it would be too confusing (based on their past experience).

FED Grant for two buses – The City Council approved an amendment for this grant so we could order super-duty's in lieu of Gillig's as well as extending the grant deadline on July 15, 2024. This information was sent to IDOT. I followed up with IDOT staff yesterday to see where we were at in the process and was informed that the document was turned in for approval on August 5th. I have reached out to the Bureau Chief for Operations as well as the Bureau Chief for Capital to see if they can move this along so I can get an order placed with Midwest Transit piggybacking off of the State Award CVP.

This grant is for \$900,000. With the current options I am looking at, there is the potential that we can order a total of FIVE super-duty buses for a total cost of \$904,910.00. We would need to use Fund 32 funds for the difference. Fund 32 dollars are reserve funds we have available from the sale of previously retired equipment. We do need to be cognizant of the fact that we will need to add cameras, tablets, as well as identification to the outside of the buses. These fees will add up as well.

Low-No emission buses (2): As with the CVP, we are at the mercy of IDOT working with the vendor to deliver these. I will continue to follow up with IDOT as we will have to have power in place to service the charging stations that are supposed to come with these units. Note: I have once again sent out an email to IDOT staff in August to try to obtain information on the electrical charging stations so that we are prepared when these units arrive.

CARES Grant – I continue to work with IDOT to use these funds to repair buses. There are many hoops to jump through to get this approval. We currently have a balance of \$604,945.30 available on this grant. We do have an invoice for \$17,810.79 for work performed to date on 1701 in Carol Stream that will need to be paid out of this fund.

In addition, the bus is still not fixed due to the vendor finding after making repairs that a major component of the electrical system was faulty. The estimate for these repairs is approximately \$95,000 (part alone is almost \$90,000). I have now had multiple conversations with the Operations Bureau Chief regarding this matter. Ultimately, they would like us to fix the bus; but we will have to use CARES funding to cover it and there will be several hoops to jump through if this is to occur. I was asked to once again reach out to Gillig to determine if there were any other vendors in the State of Illinois that performed repairs of this nature so that I could obtain a second or third quote that could be used in a justification letter. Considering, I couldn't find one when we had the original repairs replaced, I feel we are probably spinning our wheels on this. If this fails, the bus will ultimately probably have to sit here until the life expectancy runs out (2027) as there are still Federal dollars tied to this bus purchase.

In addition, IDOT has been indicating that they would soon be announcing the approval of side projects that can be completed with these funds. This announcement is based on requests that were made back in 2022. GPT requested adding a generator to the building. We continue to wait.

MISCELLANEOUS

GPT staff met with Senator Halpin on Wed. July 23rd for a tour of the facility and to discuss transit needs. Overall, it was a productive meeting and we hope to continue to build our relationship with the Senator as we move forward with our Transit Expansion.

On July 31st, we had a follow up meeting with the State of IL consultant that will be completing their study for “Next Move IL.” The State is developing a transportation plan for the future and how they can move forward.

The Transit Manager participated in the Human Service Transportation Provider meeting for Region 5 on Wednesday. This group is a mixture of urban and rural transportation agencies as well as service agencies. The group discusses the needs for transportation in our area.

In the past month, GPT staff have had meetings with both OSF St. Mary and Graham hospitals. We are currently discussing ways that service contracts might be beneficial to their organizations.

We will soon be completing the annual Federal NTD report which falls under the State fiscal year.

COMING UP

GPT staff have been invited back to Abingdon to discuss the Transit Expansion Study on August 19th.

GPT staff have been invited to participate in CSC’s welcome back to students. Kraig will be present on Aug. 20th & 21st at CSC. Mary will be at CSC on Aug. 22nd. Dedra will be at CSC on Aug. 28th.

GPT staff will participate in the upcoming IPTA Fall conference in Moline Sept. 4-6.

Training sessions for staff will be coming up soon which include defensive driving, emergency assistance, customer service training and include transit study information. Transit will be working with OSF to provide mental health training as well.

Member Morris motioned to adjourn the meeting, seconded by Member Peterson.

The meeting adjourned at 1:40 p.m.
