

## MINUTES OF THE MEETING OF THE BAT ADVISORY BOARD

May 30, 2019

In Attendance:

Frank Hegarty, Town of Avon	Charlie Kilmer, Old Colony Planning Council
Tobias Cowans, City of Brockton	Allen Karon, Canton Consumer
Dottie Fulginiti, Town of Easton	Michael Lambert, Administrator
Stanley Zoll, Town of Stoughton	Linda Sacchetti, Chief Financial Officer
Eldon Moreira, Town of West Bridgewater	Kelly Forrester, Manager of Transit Operations
Frank Lynam, Town of Whitman	Glenn Geiler, Grants Manager
Cathie Klabish, Disabled Rider Representative	Kathy Riddell, BAT

The meeting was called to order at 11:00 AM by Mr. Hegarty. He welcomed everyone. Mr. Hegarty asked if there was anyone who wanted to make public comment. Mr. Karon provided some comments including congratulations to Mr. Lambert on becoming Administrator and to BAT for obtaining discretionary funding from the state to provide additional Ashmont trips, expanded service in Stoughton, and increased service between Bridgewater State University and the BAT Centre.

Mr. Hegarty asked for a vote to accept the minutes of the April 11, 2019 meeting. Motion was made by Mr. Lynam and seconded by Mr. Zoll to accept the minutes as presented. All were in favor.

Next, the group discussed service updates. Mr. Lambert provided details on the new service funded by the discretionary MassDOT grant. He stated that the additional 4 trips to and from the Ashmont MBTA station had already been implemented and over 1,000 passenger trips have been provided in the last month. Ridership is expected to increase further as more marketing and advertising is conducted. Additionally, increased trips to Stoughton will begin on July 1 and increased service to BSU will begin in the fall. Ms. Forrester directed the Board's attention to the ridership and performance dashboard data included in their packages. Data are very similar to those that were reported at the last meeting. Fixed route ridership including Bridgewater State University is fairly even. DIAL-A-BAT ridership is down 1.9% overall for the year. Regarding the performance dashboard, as of the end of April, BAT is meeting or exceeding its standards. Due to the addition of new buses into service, maintenance breakdowns with passenger interruptions are down considerably.

Number 5 on the agenda, Federal and State Update, Ms. Sacchetti presented the Board with BAT's 2018 – 2020 Disadvantaged Business Enterprise (DBE) participation goal of 2.3%. The goal and plan are now out for public review and comment.

Mr. Lambert provided an overview of the three versions of the state budget for RTAs. The Governor's budget is at \$82,000,000 plus \$4,000,000 for discretionary purposes. This is the lowest version of the budget and would level fund the RTAs. The House budget funds the RTAs at \$87,000,000 and the Senate budget funding level is \$86,000,000 plus \$4,000,000 for discretionary

purposes. All cases will likely provide BAT with something more than last year. BAT's budget for FY2020 reflects a conservative outlook. BAT will follow the budget closely for the next month and it is expected to be completed by 7/1/19. MassDOT is expected to provide funding early in FY20 based on last year's funding, thus improving cash flow and borrowing needs.

A financial update was provided by Ms. Sacchetti. The FY19 budget summary does not include much change from last month's meeting. Overall revenues are favorable to budget and expect to be on budget by the end of the year. Under expenses, Ms. Sacchetti pointed out fuel prices being favorable to budget. She also noted that there are some contractual increases in place and spring maintenance cost for vehicles and facilities which will make BAT on budget at the end of the fiscal year. Mr. Lynam made a motion to approve the FY19 Budget Update and motion was seconded by Ms. Fulginiti.

Mr. Lambert presented the Board with the FY20 Budget. He noted that this was the same document provided at the last meeting. No changes were made. He called their attention to four lines:

- MassDOT Discretionary Grant, which may or may not be available to BAT next year based on performance and evaluation
- State Contract Assistance is shown at an increase of 3% over last year which is considered a conservative inflation factor
- Fuel is under a short-term contract but that will be reevaluated in July based on market conditions to determine whether long- or short-term fuel contracts would be more advantageous
- Insurance line item reflects a 9.5% increase and this is due to industry trends and also the catastrophic accident that occurred earlier this year.

Resolution #255 was presented to the Board. Motion was made by Mr. Lynam and seconded by Ms. Fulginiti to approve the FY2020 Budget. All were in favor.

Next Mr. Hegarty presented the Board with an overview of the Audit and Finance Committee's Report from their last meeting. Resolution #256 was presented to authorize a Performance Bond for Mr. Lambert in the amount of \$100,000. Mr. Lynam made a motion to approve the Performance Bond and motion was seconded by Mr. Fulginiti.

Mr. Hegarty also informed the Board that the Compensation Committee, which is part of the Audit and Finance Committee, made a recommendation to adjust the Administrator's salary on 11/1/19 to be increased by 3%. In addition, they are recommending that the CFO's salary be increased by 3% beginning 7/1/19. Mr. Lynam stated that the Audit and Finance Committee voted unanimously to approve the two salary increases. Mr. Lynam made a motion to approve the increases as noted above and it was seconded by Ms. Fulginiti. All were in favor.

Item 8 on the agenda was the Administrator's report. Mr. Lambert informed the Board of the results of the MassDOT Audit. Although BAT just has a draft report, no deficiencies or findings for BAT were noted or expected. The Auditors officially note that the MBTA has been very slow in paying for BAT's portion of Charlie card revenues. The Auditors stated that they would follow up with the general manager of the MBTA as part of the audit review.

Mr. Lambert stated that the House and Senate budget numbers for RTAs are going to require an MOU with MassDOT to set performance targets in eight areas. Most of these statistics have already been provided to the Board and are posted on BAT's web site. Next year BAT will be implementing the second phase of its fare increase. This will have an impact on ridership and BAT will need to be cognizant of that in projecting target numbers. The state will also be requiring the RTAs to report on their farebox recovery ratio. Mr. Lambert described for the Board what that consisted of and is something BAT does not currently include in their performance metrics. He is hoping to impress upon the state that other types of revenues beside farebox should be considered in the calculation.

A draft study is being done by MAPC & OCPC to investigate the impact of ride-hailing (such as Uber and Lyft) on BAT's ridership. Preliminary results of the study show that there is an impact in the Brockton area. Surveys were conducted (599) on the buses, in 5 areas of Brockton and on-line to solicit comments from BAT riders (and non-riders) of their use of ride-hailing and how it impacts their use of public transit. As noted in a number of other studies and nation-wide research, there are many factors that are contributing to the nationwide decrease in public transit ridership including increased car ownership, shift in home health providers, increased construction projects requiring personal vehicle transport, in addition to ride-hailing. The study could provide insights into new needs arising and methods to fill those needs at an affordable cost.

Mr. Lambert reminded the Board of the 2<sup>nd</sup> phase of its fare increase to be implemented on 7/1. Advertising and notifications to the public will begin in the next few days.

The City of Brockton has a transit-oriented development project that is under review. This will be adding housing units in close proximity to the commuter rail station. BAT will be included in the process as the city develops its narrative for the project. In addition to the commuter rail station, BAT provides a central location for all of its bus lines, thus making the area more appealing to individuals without cars or those that want to go carless during the week.

Meetings for next year are tentatively scheduled as follows:

- October 10, 2019, Thursday, 11:00 AM
- January 16, 2020, Thursday, 11:00 AM
- April 9, 2020, Thursday, 11:00 AM
- May 21, 2020, Thursday, 11:00 AM

Mr. Lynam made the motion to adjourn and it was seconded by Ms. Fulginiti. Meeting adjourned.

Respectfully submitted,

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Kathy Riddell

Documents Included in Advisory Board Package:

1. Meeting Agenda
2. Advisory Board Meeting Minutes – April 11, 2019
3. Ridership Data for Fixed Route
4. Ridership Data for Paratransit
5. Performance Dashboard FY19
6. DBE Goal
7. BAT 2019 Amended Budget YTD
8. BAT 2019 Budget Update
9. BAT 2020 Draft Budget
10. FY2020 Schedule of Proposed New Service
11. Fare Increase Schedule
12. Resolutions #255, #256