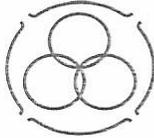


MULTI - MODAL
TRANSPORTATION



EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY

4001 I-75 Business Spur

Sault Ste. Marie, MI 49783

Phone: (906) 632-2898 Fax: (906) 632-0988

E-mail: euptatrans@lighthouse.net

Web: www.eupta.net

Regular Board Meeting

DATE: Monday, November 5, 2007

PLACE: 4001 I-75 Business Spur
Sault Ste. Marie, MI 49783

MEMBERS PRESENT: Dennis Robinson Ted Postula Rodney Richards
Frank Sasso Aaron Hopper

MEMBERS ABSENT: None absent

ADMINISTRATIVE STAFF PRESENT: Chuck Moser Akemi Gordon Jim Dunn, Attorney
Steve Soule Lyn Rairigh Lynda Schexnayder

ADMINISTRATIVE STAFF ABSENT: None absent

OTHERS PRESENT: Jack Storey, Evening News Richard Hill, Neebish Ferry
Sugar Island residents

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I. - II. CALL TO ORDER/ROLL CALL

The meeting was called to order at 4:00p.m. by Chairman Sasso. All directors were present.

III. PUBLIC COMMENTS

Sugar Island resident, Marvin Willis questioned the problem with the ramps at the Sugar Island site. Director Moser gave an explanation.

IV. APPROVAL OF BOARD MINUTES –October 1, 2007

With regard to Regular Board Meeting Minutes for October 1, 2007; **IT WAS MOVED** by Director Richards; **SUPPORTED** by Director Hopper to approve said minutes. **UNANIMOUS**. Motion carried.

V. FINANCIAL REPORT - P.E. September 30, 2007

BUSSING

Finance Director Gordon went over rural bus financial statements. Total revenue increased 1.2% for the year with a break down of the following:

- Regular fare revenue increased a little over \$6,600 with most of that being the fare increase which took effect in July and also with an increase of our regular riders. Contractual revenue is down 3.6% for the year or \$3,300.
- EUPTA received the JARC grant this past year for the Luce County service as opposed to the year before where there was no funding.
- There was no change in the State operating assistance from a year ago because EUPTA receives the Floor amount.

Overall expenses are down 2.85% with the major line item being the Vehicle Liability Insurance.

Miles driven in 07 were 343,671, which is up 20,000 miles from a year ago. EUPTA is running the "Curtis run" 5 days a week this year as opposed to 3 days a week the year before.

Total passengers for the year are 56,218 which is down 119 from the year before.

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FERRIES

Gordon reported the ferry system combined ended up with a net income of \$2,500 for the entire year. A year ago EUPTA experienced almost a \$48,000 deficit.

The overall vehicle and passenger traffic was down 4% and 2% respectively.

Gordon went over quarterly graphs.

VI. DIRECTOR'S REPORT

Director Moser introduced Rich Hill (Neebish Ferry System). Mr. Hill distributed and went over a summary of the past couple of years with the Neebish Island Ferry. Hill reported the addition of a new bulletin board, new phone, painting on both dock's and the boat, 6 new homes built on Neebish Island, a phone tree established for communication and the use of a work boat for emergencies. Hill reported a good job done in lowering the ramp 18" on the Island Side and would like to see the mainland side done as well.

FERRY SYSTEM

Director Moser reported EUPTA now holds a membership on the Passenger Vessels Association's Legislative Council. Moser attended the quarterly meeting held last month. Currently there are about 16 issues in Congress of importance to the Association, and there are several that are of particular importance to EUPTA:

- **FUNDING FOR FERRIES**

The PVA is advocating for increased federal funding and policy support for ferries as an integral part of the nation's transportation network. During the renewal of the federal transportation bill ISTEA now called SAFETY-LU, PVA successfully lobbied for renewal of and increased funding for the Ferry Boat Discretionary Grant Program. PVA believes that transportation by ferry should be encouraged by federal, state and local governments in the same manner as are other forms of mass transit.

- **TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)**

PVA has recently testified on two issues before Congress regarding the Transportation Worker Identification Card (TWIC) and the high costs to industry that follows when the federal government comes in with mandates forcing operators to install a lot of expensive and, for the most part, unnecessary equipment.

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- CHALLENGING THE COAST GUARD'S MARINE SAFETY PROGRAM

On August 2 of this year Pete Lauridsen, PVA's Director for Regulatory Affairs testified before Congress regarding the USCG's safety inspection program. The PVA is extremely concerned with how the service is being carried out since the terrorist attacks of Sept. 11, 2001. The Coast Guard has turned 180 degrees from their stated mission of "prevention through partnerships" and instead views industry as more of a hindrance and views safety with a law enforcement and security mentality that favors punitive measures over collaboration to address issues. Mr. Lauridsen submitted his testimony in writing before his testimony, and several of the congressional committee members were quoting his testimony favorably in their questions to Commander Thad Allen, the current Commandant. Copies of testimony were distributed to board members to read at their leisure.

Moser reported with regard to the State Transportation Budget; the extra \$100,000 in the Marine Transportation line item has been dropped as Moser expected. The total available for capital will remain at \$400,000. Also, although the amount in the Bus Operating line item will not be reduced, the CTF will be raided by \$5 million in this year's budget. This is the amount that was previously set aside for a new Soo Lock.

Moser reported Project Manager, John Drury found time to come up and spend about a half day with us to go over various capital projects both current and future. After the hiatus that we had to endure recently due to the hold that was placed on all of our State Marine Capital, we have those projects moving forward again. For example, the CCTV project is back on track and the rest of the equipment should be installed in the next few weeks, and as soon as we can put the infrastructure together we should be able to manage the security system via the web. Also, after a lot of stops and starts we have a bid opening on the Radar Project (to install new radars that will be interfaced with the mandated AIS capabilities). John has been a great help in getting these projects moving as well as facilitating progress when it comes to making the best use of currently approved funding to retro fit and replace engines, transmissions, etc.

Moser reported there are currently three EUPTA policy issues being looked at and considered for adoption. The advertising policy is actually ready to be submitted for the board's review and comment. If the board does not find any problems with the "draft", it would be ready for board approval at the December meeting. The other two policy issues will ensure that EUPTA is in compliance with current state and federal regulations regarding eligibility for senior/handicap status and 2) clarify and define current and past practice in regards to any manner of free service whether it be for employees, board members or free trips for recycling trailers/vehicles, county road commission. Jim will have the first draft of these last two policies to you for questions and comments before the next meeting.

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BUS SYSTEM

Director Moser went over MPTA Strategy for 2008.

Moser reported Service Contract Proposals for the coming year with HBH and NTI have been sent out. Because of the longer distances and increases in fuel costs incurred in providing contractual services, we have proposed a daily bus charge. When we have to go in excess of 15 miles (one way) a charge of \$25 would be charged and if it is up to 15 miles the charge would be \$15. This would be a per bus charge and would not be charged more than once per day. Also, if duplicate service is provided for more than one agency, the daily charge would be split evenly. We also proposed a per unit increase of 15 cents per passenger.

In closing Moser reported the Governor has signed into law the legislation approving the Transportation Budget for 2008. We were successful in lobbying the key administrators on the Appropriations Subcommittees to go with the smaller CTF reduction of \$5 million, rather than a greater amount. Jackie Shinn has agreed to make sure that any reductions in the Comprehensive Transportation Fund will be done in such a way as to hold the Local Bus Operating line item harmless.

VII. ATTORNEY REPORT

Attorney Dunn spoke briefly regarding what happens with the larger systems and their larger expenses and how the smaller systems can respond.

Dunn reported the policies will be mailed for the board's review before the next meeting.

Chairman Sasso asked for a motion to go into Closed Session to give an update on what is happening with Union Negotiations. **IT WAS MOVED** by Director Robinson; **SUPPORTED** by Director Hopper that this Board go into Closed Session. A Roll Call Vote was taken at 4:50PM.....

Director Richards; aye
Director Hopper; aye
Chairman Sasso; aye

Director Robinson; aye
Director Postula; aye

UNANIMOUS ROLL CALL VOTE

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IT WAS MOVED by Director Richards; **SUPPORTED** by Director Hopper that this Board return to Executive Session. A Roll Call Vote was taken at 5:20PM.....

OPEN

Director Richards; aye
Director Hopper; aye
Chairman Sasso; aye

Director Robinson; aye
Director Postula; aye

UNANIMOUS ROLL CALL VOTE

At 5:20PM Chairman Sasso called the meeting back to order in "Open Session".

VIII. ADJOURNMENT

Being no further business to come before the Board, **IT WAS MOVED** by Director Postula; **SUPPORTED** by Director Hopper to adjourn. **UNANIMOUS**. Motion carried. Meeting was adjourned at 5:22pm. The next meeting was scheduled for Monday, December 3, 2007, at 4:00p.m.

Aaron Hopper

Mr. Aaron Hopper, Sec./Treas.

Lynda Schexnayder

Prepared By: Lynda Schexnayder