



GUAM REGIONAL TRANSIT AUTHORITY
Government of Guam

Eddie B. Calvo, Governor
Raymond S. Tenorio, Lt. Governor
Enrique Agustin, Executive Manager

P.O. Box 2896
Hagatna, Guam 96932

Phone: (671) 475-4686 or 475-4616
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SIGN IN SHEET
GRTA Board of Directors Regular Board Meeting
Sign in Sheet
Monday, October 19, 2015 4:30pm
GRTA OFFICE (DPW Compound)

BOARD OF DIRECTORS		
Name	Sign In	Email Address / Phone Number
Louise C. Rivera Chairwoman		weezerivera@hotmail.com
Gerard Cruz Vice Chair		gerardcruz@gmail.com
Jason Cruz Secretary		jasonleecruz@gmail.com
Vicente D. Gumataotao Board Member		pitimayor@yahoo.com
Ginger S. Porter, M.Ed. Board Member	Off-island	ginger.porter47@gmail.com
Andrew Tydingco Board Member	Absent - death in the family	pokilabot@teleguam.net
Vacant Board Member		
GRTA STAFF		
Name	Sign In	Email Address / Phone Number
Rick Agustin Executive Manager		rick.agustin@grta.guam.gov 475-4686
Myra Abaya Administrative Officer		myra.abaya@grta.guam.gov 300-0703
Penni Gates Board Secretary		penelope.gates@grta.guam.gov 475-4686
Rally Pilipina Program Coordinator IV		rally.pilipina@grta.guam.gov 475-4620
Patrick Zerzan Planner II		patrick.zerzan@grta.guam.gov 475-4616
Janet Soriano Administrative Aide		janet.soriano@grta.guam.gov 300-7262
Michelle Marquez Messenger		michelle.marquez@grta.guam.gov 475-7262



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Guam Regional Transit Authority

Board of Directors Meeting

AGENDA

Monday, October 19, 2015 at 4:30PM

GRTA Conference Room (DPW Compound) Upper Tumon, Guam

-
- I. Call to order – Chairwoman
 - II. Roll Call – Board of Directors (Members)
 - III. Approval of Minutes
 - May 8, 2015 (Special Board Mtg) – for Approval
 - May 20, 2015 – for Approval
 - June 22, 2015 – Pending, A. Tydingco's recording.
 - July 28, 2015 – for approval
 - August 17, 2015 – Pending
 - September 28, 2015 – for approval
 - IV. Executive Manager's Report
 - V. Budget Report (Myra Abaya)
 - VI. Opening of GRTA checking account.
 - VII. Old Business:
 1. Resolution Number for the Consolidation of Four (4) grant programs into one grant program and
The Distribution of GRTA's FTA apportionment for FY2015
Formula Grant Program
 2. Fare Structure
 3. GRTA Advisory Committee By-laws continued



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VIII. PC IV Report (Rally Pilipina)

A. Update of all projects

B. IFB 17 – Passenger Buses - Awarded to Fukuda Enterprises

IX. New Business:

X. Bus Shelters renovation

XI. Hagatna Bus Shelter Location

XII. Mandatory Paratransit Orientation

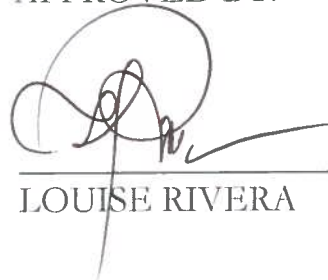
For new and renewal Paratransit Riders

XIII. Public Comments – 15 minutes

XIV. Executive Session

XV. Adjournment

APPROVED BY:


LOUISE RIVERA

10/19/15
Date

LR/pg



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Board Officers

FY 2015

Chairman

Louise Rivera
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Gerard Cruz
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Andrew Tydingco - Absent
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SPECIAL MEETING MINUTES

Special Meeting of May 8, 2015

I. Call to Order:

The meeting was called to order by Chairwoman Louise Rivera at 4:39 p.m., at the GRTA Conference Room, 542 North Marine Corp Drive, Tamuning.

II. Roll Call:

Chairwoman Louise Rivera, Gerard Cruz, Member Ben Gumataotao, Executive Manager Rick Agustin, Vice Chairman, Member Ginger Porter and Member Andrew Tydingco, Planner II Patrick Zerzan, Program Coordinator Rally Pilipina, Admin Aide Janet Soriano, AO Myra Abaya, Chief Planner Rudy Cabana. A quorum was established. Not in attendance: Member Vice Chair, Gerard A. Cruz (absence excused) and Jason Lee Cruz, Secretary (absence excused).

III. Public Comments:

Public participation: Ed Davis, self-identified as a private citizen, disabled veteran, and a driver. He was not able to attend the public hearing on Bill 85-33 because he was working. He urged Board not to support Bill 85-33 for the following reasons:



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- ❖ P.L. 30-05 was never financially supported
- ❖ GRTA can put out their own Request for Proposal (RFP) for supplies, services and equipment.
- ❖ Under P.L. 30-05 the infrastructure already exists to move improvements to the existing system forward.
- ❖ Senator Thomas C. Ada should put the same amount of money that is proposed to support Bill 85-33 toward improving the current public transit system because no service provider will invest further into improving the system without an identified funding source.

The primary complaint of riders is lack of timeliness in transit service. He proposes instead of Bill 85-33 amendments to the existing legislation. He also does not agree with the idea of the Park and Ride facility for Guam.

Travis Kloppenberg: There is no funding source that supports an increase in buses, routes and service.

Roy Rosario: He is in support of Bill 85-33 as it is.

Executive Manager's Report:

The recommendation from the Governor's Office is for the Board to provide input going line-by-line. These comments will be compiled and presented to the Board for their review.

He presented to the Board for their consideration the pros and cons of Bill 85-33 as follow:

Cons

- ❖ Difficult to determine what the amount of money the private entity will bring into the mix.
- ❖ If the revenue from the parking garages or structures is garnered, how long will it take to recoup the monies?
- ❖ Who are target markets at this present time? Should we not build up what we already have? EM recommends reading into "value for money for public-private partnerships (PPP or P3) through a google search. The PPP is not a partnership. It is a contract.
- ❖ Who will shepard the PPP process? EM does not have command of this particular process although the Federal Transit Administration (FTA) has agreed to provide technical assistance.
- ❖ What will happen to the employees?
- ❖ How will the GRTA Board function within this Bill?



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Summary of Board Discussion

Consensus of the Board was that Bill 85-33 was redundant in that many of its provisions with some exceptions are already provided for in P.L. 30-05. Funding sources that were identified by legislature mandate have not been directed to GRTA but to other Government of Guam entities as is evidenced in a report from the Office of Public Accountability (OPA) (appendix i). The Board agreed that there were valuable components within bill 85-33, especially relevant to the procurement process that it would like to see in the form of amendments to P.L. 30-05.

Other concerns of the Board were that the composition of the task force did not have sufficient subject area technical expertise; set unrealistic timelines for the procurement process (as is currently being experienced in the Multi-Step Bid (MSB) process); did not identify a dedicated legal counsel from the Office of the Attorney General (AG) and did not define what the cost to the government and the general public would be in a PPP.

The Board was clearly in agreement that with the hiring of a qualified permanent EM steps have already been taken and progress engaged to move forward with the GRTA Business Plan 2010. There was some comment that the most resilient strategy would be for GRTA to own and manage its buses and properties as well as reservation scheduling and dispatch.

Discussion arose that GRTA already has the authority to realize revenue from parking spaces, garages, and structures; and that it should start to define actionable steps to put this into place. It was also stated that the privately owned and run tourist trolleys and shopping buses, meeting the definition of public transport were under the purview of the GRTA and as such GRTA could command a portion or percentage of their revenues. It was also noted that GRTA maintains jurisdiction over all bus stops and as such was authorized to realize revenues from advertisements put on these bus stops.

The need for a permanent accountant for GRTA was expressed and there was a silent agreement. GRTA is still in need of qualified support staff.

Next Steps

- ❖ Board comments on Bill 85-33 to be submitted by Tuesday, May 12, 2015 to EM.
- ❖ Recommended by Governor's Office that the format of their preliminary comments format be followed.
- ❖ EM to compile comments for Board's review before next scheduled meeting.
- ❖ Board recommended by EM to google and read about "value for money" for PPP's.



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Date of next meeting

Regular GRTA Board Meeting to be held on Monday, May 18, 2015 at 4:30pm at the GRTA Offices in Upper Tumon, Guam.

Meeting Adjourned:

Appendices:

- a) Public Notice of Meeting
- b) Bill 85-33
- c) GRTA Business Plan 2010
- d) 08MAY2015 GRTA Special Meeting Sign-In Sheet
- e) Executive Manager's Power Point Presentation
- f) Comments on Bill 85-33 (Gerard Cruz)
- g) Comments on Bill 85-33 (Ginger Porter)
- h) Preliminary Comments from Governor's Office
- i) Report from the OPA (date or other report identifier)



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FY 2015

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Vice Chairman

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Secretary

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Andrew Tydingco
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REGULAR MEETING MINUTES

**Regular Board Meeting of
May 20, 2015**

I. Call to Order:

The meeting was called to order by Chairwoman Louise Rivera at 4:32 p.m., at the GRTA Conference Room, 542 North Marine Corp Drive, Tamuning.

II. Roll Call:

Chairwoman Louise Rivera, Vice Chair Gerard Cruz, Mayor Vicente Gumataotao, Secretary Jason Cruz and Member Andrew Tydingco and Executive Manager Rick Agustin

Quorum established by Chair.



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Mayor Gumataotao moved to suspend the agenda to address GRTA Board Resolution 2015-007 (see appendix A). Motion seconded by GA Cruz. Motion approved without opposition.

EM reports this chronology. The current Multi-Step (MSB) is a new procurement document that was approved by the current GRTA Board as is recorded in the approved minutes. The General Services Agency (GSA) has given a guideline from the Attorney General (AG) that a resolution is needed to attest to the fact that the current MSB is a new procurement document set forth by the GRTA Chair and that all previous documents generated by former GRTA EM Felix Dungca is no longer valid. EM expressed the urgency of this action to complete the procurement process. EM read GRTA Board Resolution 2015-007 (Multi-Step Bid for the long-term service contract or "Management and Operation of Guam Public transit). EM gave background information that he made an internal policy change that no procurement packet content may be taken outside of the GRTA office for review and that JLI Cruz and GA Cruz had come in to the GRTA office to review the documents at an earlier date. Upon GSA receipt of signed GRTA Board Resolution 2015-007, GSA can then put the MSB announcement in the newspaper.

Mayor Gumataotao moved to adopt Resolution 2015-007. Motion was seconded by GA Cruz. Discussion followed. Mayor Gumataotao stated, "whereas to improve transportation service for the general public, and to insure completing the (procurement) process." AS Tydingco stated concern that he had not read the current MSB document referred to in GRTA Board Resolution 2015-007. EM stated that AS Tydingco was not present when the new MSB was reviewed and adopted by the Board. EM again stated that those approved minutes did not suffice for GSA and this was why the resolution was presented for Board review and approval. AS Tydingco asked for clarification on the document referred to in the resolution. EM stated the previous document generated by former EM Dungca was not used and that a new document was presented to and approved by the board. Discussion ended. Motion carried with no opposition.

Noting attendance by GRTA staff Rudy Cabana (Chief Planner); Myra Abaya (Administrative Officer (AO)); Rally Pilipina (Program Coordinator 4 (PC4)); and Patrick Zerzan (Program Coordinator (PC)). Noting public participation (see appendix B).

III. Public Comments

Erlinda S. Tydingco: Acknowledged and thanked EM for remediation of complaints with Bus #1211 and that she hoped complaints regarding other buses would also be remediated. She extended the thanks also to the Board and acknowledged appreciation that Self Advocates in Action (SINA), whom she spoke on behalf of, could be part of this change for the better. She also acknowledged the combined efforts of Senator's Thomas Ada; his staff member Charlene Flores (present); GRTA EM; members of SINA; and members of the island's disabilities communities resulting in the times for public hearings and round table discussions relevant to GRTA being scheduled during hours of GRTA public transit operation.



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IV. Approval of Minutes

Approval of April 20, 2015 meeting minutes. Minutes presented by EM. Mayor Gumataotao moved to approve the minutes. Motion seconded by GA Cruz. Motion carried without opposition. Executive Manager's Report (see appendix C): EM recommended that public transit service be provided on May 25, Memorial Day, despite its being a holiday in consideration of the community need to seek services and supply of goods affected by Typhoon Dolphin. EM assured Board that there were funds to cover this operation.

AS Tydingco moved to provide public transit services on May 25, Memorial Day in consideration of the community need as a result of Typhoon Dolphin. Motion seconded by GA Cruz. Motion carried without opposition.

V. Executive Manager's Report

EM reported that although Four Hundred Forty-Four Thousand Dollars (\$444,000) has been identified by the Bureau of Budget and Management Research (BBMR) and the Department of Administration (DOA), until BBMR updates the data into the AS400 system, the funds are not available to GRTA for June operations. What is pending is for the monies to be deposited into the GRTA account and to show as available in the system. Once this occurs the Board members will be notified via email and an announcement will be made. EM is still working with the Federal Transportation Administration (FTA) for the remainder of the monies for July-August-September operations, but as of yet has not received official communication indicating such.

EM reported that the bid opening for the Invitation for Bid (IFB) had been delayed for weeks, and then the typhoon delayed it further for several days, but it was announced on May 19, 2015. With this in hand, R Pilipina is instructed to communicate with FTA to update them that one of their requirements for further release of grant money has been met. Although, there had been four or five bidders interested at the onset, with all the delays, there is now only one bid. Now GRTA has to go through the process of justifying the cost and demonstrate that they are following federal guidelines for use of federal funds. Then GRTA will be able to go back to GSA to award the contract. The good news is that six years ago they had no buses, and now with the bid opening there GRTA will soon have its own buses and vans.

EM attended two and R Cabana part, of the post-typhoon recovery Cabinet meetings. GRTA was asked if they could provide transportation services to those in the typhoon shelters. In response EM has asked Tamuning-Tumon-Harmon Mayor Louise Rivera staff for information as to how many people in the shelters are Paratransit riders, and how many might be Paratransit eligible. With this information, EM can make an exception for the duration of the typhoon shelter opening. EM has already alerted Kloppenberg Enterprises, Inc. (KEI) to the possible need for additional vehicles. If this need cannot be met by KEI, M. Abaya has been instructed to communicate with GSA to identify another company as a sole source vendor in consideration of the typhoon recovery.



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However, if this other company is not Americans with Disabilities Act (ADA) compliant, or does not have trained drivers, then they will go back to the service provider. This is only for a short term as part of the typhoon recovery.

EM reported that there are no typhoon-related expenses incurred by GRTA as a result of Typhoon Dolphin, however, if such are to be incurred, EM will report accordingly.

VI. Budget Report

Budget Report (see appendix D): For Fiscal Year (FY) 2015 GRTA was budgeted Three Million Five Hundred Ninety-Two Thousand One Hundred Sixteen (\$3,592,116). The categories for salaries, benefits, supplies, telephone, and miscellaneous are without issue. However, the Two Million Eight Hundred Sixty-Five Thousand Two Hundred Fifty-Seven Dollars (\$2,865,257) set aside for contracts, which is the bus operations services is less than the projected bus operations budget 3.9 Million for FY2015. Expenditures for October, 2014 to May, 2015 is 2.7 Million. This means a One Million Two Hundred One Thousand Dollars (\$1,201,000) shortfall by the end of FY2015. This means there is no funding for bus operations service for June-July-August-September 2015. The Four Hundred Forty-Four Thousand Dollars (\$444,000) that the Governor's Office has designated for bus operation services has yet to be loaded by BBMR into the AS400 system for GRTA to draw down to cover June bus operation services. To date, these funds are not yet available to GRTA. Once FTA releases its funds, then GRTA will have enough for bus operation services until the end of FY2015.

The amount of Eight Hundred Fifty Thousand Dollars (\$850,000) has already encumbered for the MSB.

EM gave additional information that if the service provider charges \$70/hour for the next four months, the breakdown would be as follows:

June – Three Hundred Thousand Three Hundred Dollars (\$300,300)
July – Three Hundred Eleven Thousand Eight Hundred Fifty Dollars (\$311, 850)
August – Three Hundred Thousand Three Hundred Dollars (\$300,300)
September – Two Hundred Eighty Thousand Seven Hundred Fifty Dollars (\$280,750)

VII. Old Business

1. FestPac – Impact on Transit

Festival of Pacific Arts 2016 (FestPac) Impact – As part of FestPac the Governor's Office is asking for the public transit operations at the Paseo de Susannah (Paseo) to be temporarily relocated for the duration of FestPac. EM has tasked R Cabana with this assignment.

R Cabana gave his report as follows: In preparation for FestPac 2016 which will be held on Guam in May 2016, he will be meeting the following week with Department of Parks and Recreation (Parks & Rec) Director Ray Blas to secure arrangements for GRTA to use a parking lot adjoining the Agana Swimming Pool parking lot where several bus shelters will be placed.



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EM reported that R Cabana has also been working with the Department of Public Works (DPW) and there is a vendor that has been selected to repair, refurbish and relocate some of the bus shelters. The procurement process is moving forward on this project.

GRTA has been tasked by the Governor's Office to repair, refurbish, and relocate some of the GRTA-owned bus shelters in an effort to make Guam more attractive to potential investors and visitors. At present, GRTA-owned bus shelters are not well-maintained.

2. VTCLI – Part II

Veterans Transportation Community Living Initiative (VCLI): VCLI Part One is where GRTA will receive Three Hundred Five Thousand Dollars (\$305,000) to put up a One Call One Click transportation system. These funds are part of a grant that GRTA shares with the Department of Integrated Services for Individuals with Disabilities (DISID). R Pilipina is almost ready with the document to send to GSA relative to these funds and its purpose.

VCLI Part II is a grant that GRTA will have to apply for. This grant would allow for the purchase of buses in order to provide on-and off-base transportation services for veterans, military retirees, active duty military personnel, and their dependents, although use of these buses could additionally be extended to Guam's civilian community.

VIII. New Business

1. Approval of the Final and Official Specifications of the MSB:

No Discussion.

2. Chief Planner's Report

Chief Planner's Report (see appendix E): The packet for bus shelter repair, renovation, improvement and relocation is completed and ready for the EM's signature and the next step in the requisition process.

A brief timeline

March 6, 2015 – the DPW Director authorized DPW engineers to assist and conduct business with GRTA.

March 25, 2015 – he and DPW engineers reviewed the scope of work.

March 26, 2015 – conducted a site inspection. More details were provided in writing to board members wherein a survey of island bus shelters were made and 14 bus shelters were identified for repair and/or relocation to a more sound and suitable site.

April 6, 2015 – bidding opened for potential contractors.



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April 30, 2015 – GSA awarded for a one-year extension on their services should additional funding become available.

EM recommends following guidelines from Governor's Office to focus efforts on bus shelters on Marine Corps Drive, San Vitores, and Route 8 first.

Recommendations came from board members to 1) identify an ADA Coordinator for GRTA to provide technical assistance and guidance to insure that all bus shelters are ADA-compliant (AS Tydingco and

GA Cruz) and 2) that support from neighboring businesses be approached to adopt maintenance of nearby bus shelter(s) (GA Cruz).

3. Bill 85-33:

EM is requesting general direction from the board on how and what he can comment on Bill 85-33 at public hearings and round table discussions. EM is asking if, in general, the board is in support of Bill 85-33.

AS Tydingco moved to authorize EM to represent the board, but not to make any decisions, just to provide input on legislation relevant to GRTA at round table discussions. Motion seconded by Mayor Gumataotao. Motion carried without opposition.

4. OCR Review and Policy Change:

FTA Office of Civil Rights (OCR) Review and Policies for GRTA: At the request of GRTA Board Director Porter, the EM brought to the attention of the board a draft of GRTA OCR Policies that included such items as:

- Origin-to-destination service
- Hours of paratransit service
- Scheduled ride cancellation
- Subscription service
- No shows
- Frequent rider program

AS Tydingco stated that he recalled that in 2013 there were three public hearings regarding these policies. R Pilipina recalled that the policies were approved and that this action was contained in board minutes of which he has a copy.

EM stated that if the policies were approved then GS Porter's concern was that they be made available to those affected by the policies. The status of these policies will be confirmed by R Pilipina and brought back to the board.



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5. Paseo Terminal Station:

Relocation of Paseo GRTA Operations for Duration of FestPac: This topic was covered earlier in the meeting agenda. EM explained that this is a temporary relocation. In the future the Hagatna Restoration Board may designate a permanent location for GRTA bus operations, at which time GRTA would make a permanent move of their Hagatna bus operations. AS Tydingco stated that he recalled that in the past GRTA had been denied the same use of the said property adjoining the Agana Swimming Pool parking lot.

IX. Executive Session:

AS Tydingco moved for the board to recess to executive session. Motion seconded by JLI Cruz. Motion carried without opposition. (6:02pm)

Meeting reconvened after executive session at 6:37pm.

X. Adjournment:

AS Tydingco moved to adjourn. Motion seconded by Mayor Gumataotao. Motion carried without opposition.

Chairwoman adjourned the meeting at 6:37pm. The date of the next GRTA board meeting was not provided.

Reference for this meeting: Telephone recording by M. Abaya.



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Vice Chairman

Gerard Cruz

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Secretary

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Andrew Tydingco - Absent

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REGULAR MEETING MINUTES

**Regular Board Meeting of
July 28, 2015**

I. Call to Order:

The meeting was called to order by Chairwoman Louise Rivera at 4:34 p.m., at the GRTA Conference Room, 542 North Marine Corp Drive, Tamuning.

II. Roll Call:

Chairwoman Louise Rivera, Gerard Cruz, Member Ben Gumataotao, Executive Manager Rick Agustin, Vice Chairman, Member Jason Cruz and Member Ginger Porter; Not in attendance: Member Andrew Tydingco.

Also present were: Board Secretary Penelope Gates, Planner II Patrick Zerzan, Program Coordinator Rally Pilipina, Admin Aide Janet Soriano, AO Myra Abaya, Chief Planner Rudy Cabana and from Senator Ada's Office, Joseph Borja were present.

A quorum was established.

III. Public Comments:

Lisa Ogo stated concern over errors in driver manifests, resulting in wrong drop off locations for blind rider. Executive Manager, Rick Agustin responded that he will respond to her via email.

Roy Rosario stated his observation of passengers providing gifts to drivers, asking to deliver to dispatcher. This was reported as being a practice. Vehicle time pickup was reported for tracking.



GUAM REGIONAL TRANSIT AUTHORITY

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Eddie B. Calvo, Governor
Raymond S. Tenorio, Lt. Governor
Enrique Agustin, Executive Manager

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Hagatna, Guam 96932

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Chairwoman Rivera introduced Mr. Joseph Borja from Senator Ada's Office and then moved to the approval of minutes.

IV. Approval of Minutes

M. Abaya asked the Board members to provide missing information of adjournment at the Special Meeting of May 8, 2015. Chairwoman Rivera will review her notes of the session to finalize the minutes.

The June 22, 2015 minutes are pending transcription by new Secretary Penni Gates.

G. Porter asked to amend the approved minutes of May 20, 2015 to reflect that her absence was due to being off-island.

V. Executive Manager's Report

Typhoon Dolphin – GRTA had an expenditure of \$897 to take shelterees back to the village. Without exceeding \$3000, FEMA will not reimburse. Homeland Security is gathering all small expenditures from agencies to submit to FEMA and then reimburse. The large bus shelter at Hagatna Village was damaged beyond repair. 75% of the allowable cost (\$25,000) is reimbursable by FEMA.

Staff Training – P. Zerzan participated in training for accessible formatting of pdf documents and Section 508 website requirements.

U.S. Attorney meeting – 3-day working session in which R. Cabana gave presentation for GRTA. 80% of the complaints from the public were relevant to transportation. Executive Manager R. Agustin is working with Alicia Limtiaco to comply with an executive order issued by the President to coordinate transportation for the community to improve mobility. Mobility is the third part of community transportation, complimenting fixed route and paratransit services by coordinating all of the assets in Guam to provide a transportation system for the community. Implementation of the One-Call/One-Click center will place everybody under one umbrella for dispatching services (permitting coordination of trips).

ADA Compliance – Estimates have been received for price quotes to make the restrooms accessible.

One-Call/One-Click Center. Alternate locations are being sought that are within 5 minutes of our present location. The absence of a location is holding back the RFP for transportation management software and development of the center. Once a location is determined and FTA approves, the RFP will go out.

Board tenure – At the last meeting there was a question regarding the term expiration dates of Board members. It was the Executive Manager's understanding that two (2)



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member terms, those of Jason Cruz and Andrew Tydingco, will expire next year. G. Porter stated those terms end January, 2016. The two seats for Mayors are made by selection from the Mayor's Council, with no stated expiration of their terms.

Board Attorney – Executive Manager R. Agustin will meet former Assistant Attorney General to locate a lawyer for GRTA. To clarify the inquiry of Mayor Gumataotao, he stated that either part time or full time would suffice and funds were available for either option. At the request of member G. Porter, he will ask if GRTA can hire a lawyer outside of the government.

Advisory Committee Meeting – The next meeting will be held at the large Conference Room at Adelup as the GRTA office is too small for those invited. Typically, the committee receives issues from the public, provides recommendations, and brings issues to the Board. They are not to receive normal complaints, but would prefer they review issues such as increasing fares (as an example). Mayor Gumataotao asked when the meeting was to take place, to which it was answered August 4, 2015..

Bus Shelter Renovation and Relocation and Repair

R. Agustin stated we had DPW work on this project and we finally got down to one vendor that was selected by DPW and most were responsive both on the ability to do the work and the price that they set. But then GSA said that we are unable to do so because it's not a construction project it is a renovation and repair. Renovation and repair is done by GSA. However, DPW Director, Glen Leon Guerrero says he will fight that battle for us. He has not given a time frame. It should be done fairly quickly. It is not a lot of excessive repair. There are seventeen bus shelters out there confirmed by Rudy Cabana.

Branding of new vans

The biggest impediment in moving forward with this van to be actually delivered and approved and accepted by the government is that Fukuda, the winning bidder has wanted to get the branding. So before you, are two (2) brandings. One is Fukuda's with the Koko Bird and the other one is GRTA, Guam Regional Transit Authority and no Koko Bird but it states "Nihi ta'fan hanao." It is very critical that we make this decision today. The winning bidder has a reason to make it even more difficult for us if we are not responsive to his needs because this guy has to get paid. The longer we hold back the branding of the vehicle acceptance by DPW the problem will not go away. Again, we need to approve the branding and we need to tell Fukuda tomorrow that this is the branding we want to use.

Louise Rivera states that in the Law it states that the Guam transportation, Division of Transportation which is under the purview of DPW. With all our government of Guam vehicles we're supposed to have the logo on the front driver's side door and the wordings have to be like so many inches. They have those requirements.



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Mayor L. Rivera states it will still have the “Nihi ta’fan hanao” in the back.

All Board Members agreed to Mayor Rivera’s suggestion.

Rick Agustin thanks everyone. He is finished with the Manager’s Report and is ready for an executive session.

VI. PCIV Report

R. Pilipina reports in regards to what R. Agustin mentioned of what Fukuda installed. They installed emergency equipment like first aid kit, blood pathogen kit, 3 reflective triangles and a wheel chock. As soon as you’re ready with the graphics he will give it to Fukuda and they can install it all in one branch. After that, they can deliver the vans to DPW.

- A. Bus Procurement – Fukuda’s specifications concluded that the buses were non-compliant. So GSA and GRTA went again and refute. Found out that there were missing items comparing it with our specifications. What was agreed upon was that when Fukuda specified in our procurement specification it means to say they will by complying with all our requirements. GSA agreed to that. So we changed it from non-compliant to compliant.

R. Agustin stated that when we say award it means that we gave Fukuda notice to proceed. Then we wait a 14 day process. Within those 14 days that somebody may protest that’s the reason they have that 14 days. After the 14 days, we can start celebrating that this thing is actually awarded.

Mayor Gumataotao asks what the time frame is after 14 days completed.

R. Agustin stated after 14 days then Fukuda can go back to his dealer and bring them in and we give them a time frame of 180 days. Six (6) months.

R. Pilipina states he has one more MSB Paratransit route contract. We received the answer to the question re the MSB documents and we already answered that and sent the document to GSA last July 8th. There were delays to that and I did the rest of my follow up with GSA. We had to send it to the bidders yesterday. I procured that with one and they confirmed they have the document already. This is the final extension that he sees right now.

R. Agustin stated Ray Topasna has done hundreds of procurement before for the airport and so he’s going to help us with this. Once it’s finally awarded, they have six months to jet up, put in their infrastructure of the equipment and whatever they need to execute the new MSB. It’s is work in progress. We’re moving forward. We’re not moving as fast as we want. There are other activities that have to play their part but we are pushing forward.



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VII. Budget Report

M. Abaya stated that we have two months left before the end of the fiscal year. July is almost done. With the help of the FTA Federal funds we were able to make it up to the end of the fiscal year, September 30, 2015. That means the buses will move forward. It's operational. We have money all the way up to September 30th to fund the public transportation. Without the help of FTA, because of the MSB, they released the FTA funding for us to use for July, August and September to fund the public transit operation services. Without the aid of the federal funds we wouldn't be able to make it. So we're happy that the FTA has been very cooperative with us. They helped us make it through the end of the fiscal year.

The full appropriation for the local funding has been exhausted fully. Then our projected bus operation for FY15 is going to be Three Million Eight Hundred Thousand (\$3,800,000). Right now, our funding is only Three Million Four Hundred Sixteen. In other words, if she is going to deduct the 3.8 Million out of the 3.4 Million we are going to have a short fall of Five Hundred Eight Thousand Dollars (\$508,000). The Five Hundred Eight Thousand Dollars (\$508,000) will be covered by the Federal funds. With Five Hundred Eight Thousand Dollars (\$508,000) we are going to minus the remaining month which is for the month of September. The funding we are going to need for bus operations is going to be Two Hundred Eighty-Eight Thousand Dollars (\$288,000). If you are going to look at the first page Mayor, additional funding for bus operations is in the blue portion. In FY13, Myra released One Hundred Fifty Thousand Dollars (\$150,000) from the Eight Hundred Fifty Thousand Dollars (\$850,000) that was originally funded for the MSB. Because it hasn't been awarded yet and the money is being held back there, Myra released One Hundred Fifty Thousand there plus the Four Hundred Thirty Thousand Dollars (\$430,000) that we have available funds in the FY14 FTA funds. It came up to Five Hundred Eighty-One Thousand Dollars (\$581,000). Then Myra deducted the shortfall in local funds of Five Hundred Eight Thousand Five Hundred Thirty Four Dollars (\$508,534). At the end of the fiscal year, we will have surplus. We will have in access of Seventy Three Thousand Two Hundred Ninety-Four Dollars (\$73,294) of federal funds. It looks like we will not have any more problems with funding and everything is fully covered up to FY15. We have nothing to worry about. On page 3 of the budget report, our grand total bus procurement funding is Two Million Five Hundred Twenty-Five Thousand Eight Hundred Seven (\$2,525,807). Out of that, we cut a purchase order to Fukuda for the eleven vans which came up to Seven Hundred Sixty-Two Thousand Seven Hundred Thirty-Four Dollars (\$762,734.00). The balance left is One Million Seven Hundred Sixty-Three Thousand Seventy-Three Dollars (\$1,763,073). This money will be to fund the Four (4) buses. The four (4) buses that will be awarded to Fukuda as well because they were the only bidder on the IFB that we put out. Out of the One Million Seven Hundred Thousand Dollars (\$1,700,000) we will be getting the Four (4) buses. There are some more money left out of it which Mr. Agustin stated we may be able to get one more van.



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R. Agustin stated additionally, out of that balance of the \$1.7 Million we need those monies for other purchases. Other purchases, like One Call-One Click.

M. Abaya stated right now no more shortfalls in funding. Come next fiscal year we might be receiving more funding than we have for this fiscal year. It all depends once the Legislature entertains our FY16 budget based on what was given to us by BBMR we have additionally, over One Million for FY16.

VIII. GRTA to open a bank account (Savings and Checking)

M. Abaya continued with that stating we are talking about opening our own bank account because as an autonomous agency, we were created as such and we have the authority to manage our own funds. Right now, we are still under DOA. DOA is the one managing our own accounts. And DOA is paying our vendors, our payroll and the whole nine yards. So by opening our own checking account we would be able to control our own monies. We will be the one paying our vendors. That will speed up paying our vendors.

Myra has gone to two banks and what we are looking for today is to allow us to proceed in selecting a bank that would give us a better deal and then we will open an account.

M. Abaya stated right now Bank of Guam and First Hawaiian Bank responded to our inquiry and practically, they both have the same requirements. We have to turn in by-laws and our enabling act. We have to decide who will be the signatories on the check.

R. Agustin continued on saying once we select a bank then we will bring it back to the board for a final disposition.

M. Abaya stated the Government of Guam banks with Bank of Guam and First Hawaiian Bank.

R. Agustin stated a motion to reach out to Five (5) banks.

G. Porter further stated that the selection will be endorsed by the Board.

M. Abaya stated to the Board to think about who will be the signatories on the check. One from the Board Member and one from In-House. Two signatures required.

R. Agustin also mentioned one alternate from the Board and one alternate from GRTA.

M. Abaya stated on the next board meeting we will discuss and make a decision.

IX. Old Business

1. Fest Pact – Impact on Transit



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R. Agustin stated the idea is to relocate the bus terminal from Paseo over to the Hagatna Swimming Pool area. There is one Nissan truck nearby and it is occupied by a person who is indigent. He lives in the vehicle. He spoke to the Hagatna Mayor and knowing that and speaking from the heart we also need to be sensitive to this person's needs. So Mayor, John Cruz told him that he will move the pickup truck away from where the bus shelter will be. That takes care of the order of the truck. That will clear the way for us to place a bus shelter. That is our temporary solution for Fest Pakt. The Long term is that we still need to work with Hagatna restoration development board to find a permanent location for the terminal. That is the Fest Pakt Impact on Transit. We need to move out as soon as we can. We have discussed this in the past so next month we'll just take that portion out.

X. New Business

1. MSB for the Management & Operations of the Guam Public Transit:

Bid Announcement – May 4 & 5, 2015
Pre-Bid Conference – June 9, 2015
Bid Opening – July 31, 2015
R. Agustin stated Rally has already gone through this.

2. IFB for ADA Paratransit Vans – Awarded to Fukuda Enterprises

3. Chief Planner's Report

A. Status of Bus Shelters Renovation/Relocation

R. Cabana stated Hagatna renovation and relocation was brought up by R. Agustin already. We are working with DPW right now. We are supposed to build a maintenance facility at DPW.

B. A & E reference to GRTA's Maintenance Facility

R. Agustin reported Architectural and Engineering. That is Two Hundred Thirty-Seven Thousand Dollars (\$237,000). We're really some issues trying to get a piece of property. We have money for an A&E but we don't have property. That's number one. Number two. The property that we finally looked at and were promising was this abandoned warehouse from DPW. It was five days. However, after going back and forth, their request was to fix the five day warehouses but give two of those back to us. He doesn't think FTA would want to do that. So that idea is out. Rick Agustin reported that we do not have the technical expertise. We already put on the radar scope for FTA that Two Hundred Thirty-Seven Thousand Dollars (\$237,000) we may want them to reprogram that and use that money because the total amount to get a technical assistant to move us forward and shepherd us forward to this public/private partnership is estimated to be Five Hundred Thousand Dollars (\$500,000). The \$237,000 is a moving target. We really do not want to provide any money to



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DPW to fix up a five day warehouse and then get only three back. If we write that up as a Memorandum of Understanding (MOU) and send it to FTA they're not going to buy off one.

G. Porter asks Mr. Agustin if he's asking to reprogram it to other projects what are the ideas for other projects.

R. Agustin states the reprogramming for the Two Hundred Thirty-Seven Thousand Dollars (\$237,000) would be part of the Five Hundred Thousand Dollars (\$500,000) for the technical assistant. Here's what FTA says: If we send our guys out there, they're only going to be out there for a couple of weeks and then they leave. It is very costly to bring people out here, travel, per diem, hotel, taxi, whatever. It's better if we bid that project out to somebody here in Guam so that they can help you with the BBB. Of course, if you subtract Two Hundred Thirty-Seven Thousand (\$237,000) by Five Hundred Thousand Dollars (\$500,000) that is about Two Hundred Sixty-Three Thousand Dollars (\$263,000) that we need to find somewhere either local funding or ask for more funding from FTA. That is where we're at with A&E.

C. Paseo Terminal Station

Rudy Cabana stated we are going to relocate bus terminal to Hagatna swimming pool.

4. Bill 85-33, Version 6

R. Agustin reported that we have not had any roundtable discussion on that issue. When we do get invited he would let the Board Members know about it. In the past the Board has approved for him to speak on behalf on the Board for GRTA but not to make any commitments unless the Board has been informed and if the Board has approved. Once he hears from Senator Tom Ada's Office that there will be another roundtable discussion then he will let us all know. That is where we are at with Item No. 4.

5. OCR Review and Policy Change

R. Agustin stated that it is basically an issue where we did not know that this was actually approved and it was Director Porter from the minutes that showed that those policies have been approved. It's basically a non-issue. G. Porter has sent out the information to all Board Members.

A discussion was ongoing.

GRTA Fare Structure

R. Agustin stated G. Porter submitted for discussion but not for approval the GRTA Fare Structure.



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G. Porter discussed fare structure. It's been more than fifteen years and rates have not changed. Best practice is to improve fare recovery rate. She calculated fare recovery rate based on the budget that M. Abaya provided. It is not very high it is extremely low. It is probably up to us to improve the fare recovery rate.

R. Agustin asked if this would be something the Advisory Committee could help us with.

A discussion ensued on this matter. G. Porter stated that this would have to go through a notice to the public and public hearing process. If we decide to restructure some of the fares that we would target into the new fiscal year to probably implement it. G. Porter heard a lot of agreement from the riders that we need to increase the bus fares. Timing is really key. It makes sense to address this issue.

G. Porter went on to say a study was done on Fare Increase. This was within the Transportation Business Plan which they approved. It was done in 2010 so it is already at the end of the planning document's life. It's dated by 5 years. Does the Board feel that it is reasonable or is it a little dated and does it need some adjustment?

1. It is really a very sound plan. It needs federal requirements. It contains the discounted fare provision. This is something the Board would like to offer. It is backed by research and planning. The goal with this particular plan is that it be affordable and equitable to the public and that it be sustainable in terms of contributing to the satisfaction of our revenue requirements. One thing it doesn't do is it doesn't propose a paratransit fare.

Proposal and Transportation Business Plan

An initial fare package that was proposed were Peak and non-peak hours proposed for full fare. There would need to be a recommendation from a planning scale. Do we want to implement something like that? Peak hours are usually travel hours arrive time - from 7am to 9am. Return time is you go back.

This plan shows a non-peak full fare being a \$1.50 but the peak full fare being \$1.75. The discount fare should be half or less of the full fare. It shows a discount fare of being \$.75. It gives some recommended cost for a full fare day pass which was \$3.00 discounted fares passes half that price. The same with the 30 day pass. Full fare is \$50 discounted is \$25. The estimated average fare collected that they looked at was \$.85. When we met with the State Management Review Team and we talked about how lopsided our paratransit are in comparison to the full fare structure and the fact that economically it's driving people towards paratransit usage because it's so much cheaper. State Management Review Team had communicated to Ginger that we are not pulling much fare off of the people who are riding discounted. Why not offer them



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free fare. Instead of a discount fare would be the option to offer free fare for people who are on Medicare, Medicaid and persons with disabilities. If an ADA eligible rider decides to ride paratransit they will pay a fare. If they ride the fixed route it would be free or it would be discounted to \$.75. That would be the structure. It's virtually costs nothing and the people who are conditional riders are likely to say they're going to take a free ride versus paying a ride that cost more than the full fare.

M. Abaya suggested leaving bus fares at full rate rather than implementing peak hour rates. It will create some kind of commotion/confusion.

Compared to Maui

Per Ginger GRTA has looked at Maui's fare structure in some regards. They're almost the same population. They have more mileage than Guam because it's a larger island. It is somewhat similar. They addressed it in a different fashion. They may run into trouble for the fact they don't have discounted fare. Maybe it hasn't been picked up by FTA. They said their full fare at all times is \$2.00. This is for fixed route and paratransit. They also did the same for a day pass. The full fare for day pass is \$4.00 for fixed route and paratransit. They offered no discount. Ginger questioned that it may be problematic with FTA. They show a full fare 30 day pass and then you get into differences for seniors who are ADA eligible and for ADA. They are similar in that they are a no-transfer system and we are a no-transfer system. So when you get on the bus you pay \$2.00 and when you get on the next bus you pay \$2.00 unless you're on a pass. On their website, a child under 2 years old riding on your lap that child is free. On Guam's system if the child is under 6 years old the ride is free. Why do we compare to Maui? Discussion was made about the size of the community and population. There's no-transfer system, and all of their vehicles are accessible. Here is one thing that they say in their plan. It's generally good policy to program regular fare increases for fare revenue to keep pace with inflation. That is something that GRTA has not done in a long time. It's time we start talking about it. They recommended that Maui Department of Transportation work with various public agencies or departments in retail establishments to sell fare media.

Discussion continued.

Paratransit costs more than fixed route costs. The way GRTA is structured paratransit fare is cheaper to go by paratransit than if you were to use a combination of paratransit fixed route or to use fixed route. For \$.35 you can go point to point from Maleso to Dededo and anybody who rides fixed route has to pay at least two fares. So even if you are riding ADA discount on fixed route you're going to pay a minimum \$.70 to get there. If you go on paratransit it only cost \$.35. It's one of the reasons why we have such a large demand for this kind of service. So what happens, we have unconditional riders who are always eligible for ADA and they are always eligible for paratransit but we have conditional riders that are not always eligible. We need to look at strategy that has a fare structure that offers choice. But it also encourages people who are conditional to ride fixed route over paratransit which really should be the case any way.



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XI. Executive Session

The board went into executive session and 6:20pm.

Meeting was reconvened at 6:47pm

XII. Adjournment

Mayor Gumataotao moved to adjourn; motion was seconded by G. Porter. All voted in favor motion passed

Adjourned at 6:56pm

Respectfully submitted by,
Penni Gates
GRTA Board Secretary



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REGULAR MEETING MINUTES

**Regular Board Meeting of
September 28, 2015**

I. Call to Order:

The meeting was called to order by Chairwoman Louise Rivera at 4:34 p.m., at the GRTA Conference Room, 542 North Marine Corp Drive, Tamuning.

II. Roll Call:

Vice Chair Gerard Cruz, Member Ben Gumataotao, Member Andrew Tydingco, Chairwoman Louise Rivera, Secretary Jason Cruz; Not in attendance: Member Ginger Porter.

Also present were: Executive Manager Rick Agustin, Planner II Patrick Zerzan, Board Secretary Penelope Gates, Program Coordinator IV Rally Pilipina, Admin Aide Janet Soriano, AO Myra Abaya and Messenger Michelle Marquez.

A quorum was established.



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III. Approval of Minutes

Chairwoman Louise Rivera stated we will table all the minutes.

IV. Executive Manager's Report

EM, Rick Agustin thanks the GRTA Board of Directors and GRTA Staff for supporting his efforts throughout his tenure here at GRTA with the following accomplishments up to September, 2015:

- a) \$721,000 in ARRA funds were in jeopardy a few months ago and finally bought 11 vans. All works accepted by DPW for GRTA. Logos were installed and also branded. All work related to the release of the vans have been approved, paid and are ready to go.
- b) 4 Low-floor 17-passenger buses which were funded by Federal Transportation Administration (FTA) have been awarded to GRTA. They will be here in about 6 months and GRTA logos will be installed and branded onto the buses. This was done without spending a single penny on bus specifics.
- c) The Pilot Program was actually implemented. This was after several months of planning and was held back twice. GRTA spent \$362,000 of their funds. Nothing came from BBMR or the front office. We did not search from the tourist attraction funds or anywhere else. This was done in 54 consecutive days.
- d) The MSB long term bus service procurement was actually bided out. We are in the first stage of evaluating what is called qualification before going to part 2. This is critical because the MSB Procurement activity allowed us to talk to FTA and release or unfreeze \$900,000. If not, there wouldn't be any bus services for the month of July, August and September, 2015. We also found \$444,000 sitting in DOA. That was money collected for bus fares over the last Five (5) years. We were able to find that money, get it out and use it.
- e) The State Management Review was responded to in a timely manner and was finalized on January 4, 2015. There were some people asking for the status of this SMR. Once we have the evaluation, we're given 30 days to respond before they gave us the draft write up. It goes back to FTA then FTA replies back to us with a final disposition.
- f) The renovation for the bus shelter, 5 in San Vitores, Tumon, 1 at UOG and 1 which will be erected at the Hagatna Swimming Pool site. Fest Pac 2016 will be coming aboard where people will catch the bus at Paseo, Hagatna and is where 28 small permanent structures will be built for Fest Pac. We are rushing to move the bus shelter over to the Hagatna Pool area. This is one of the places that will be worked on by the winning contractor for the renovation of bus shelters.



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- g) We had 2 GRTA Board members combined with GRTA Staff working session which was never done. This allows us to understand the work required by both Board members and GRTA staff and what to expect from both sides.

We have many more projects and grants to expend and we will continue to remain focused in getting them done. We are faced with the fact that the budget submitted to the Legislature was actually reduced by 1.6 Million Dollars. Many people come here and complain to us about a lot of things and EM can only do so much because a lot of things we need to do requires money whether it be buying buses, bus shelters, bus stops, training for the staff, anything that has to do with running the operation. They all require funding. If you belong to an organization please talk to your senators. The riders can tell EM all kinds of problems but he is unable to resolve it. Reason is R. Agustin is the Executive Manager. There are three branches to the Government the Judicial, Legislative and the Executive. The Governor can transfer money and the Legislature can appropriate money but Rick Agustin cannot do that. The GRTA Board cannot do that. So if you have some serious, serious questions about bus services it's because it is affected by not having money. It takes money to put more buses and vans into service. It takes more money to put bus operations from 15 hours to 18 hours. It takes money to have buses run 7 days a week. We have some issues with the funds that were approved by your senator. If you get a chance to talk to your senator as a group it would be more effective.

Lastly, I would like to thank the customers who come here and voice their opinion. We are not a perfect organization and we will never get there until we have sufficient funding to run this organization.

Letter from the Library

It has always been GRTA's policy to allow transit buses to get as close to public building and the library is a public building and now we are being told by the library that we should not put a bus stop there because it is a safety issue. In 12 months that he has been here at GRTA there has been only one bus that had an accident in front of the post office. It is not a reason not to stop there and drop them off. He will have to go back based on the Board's guidance and talk to the library and find out why they don't want our bus stop there. At night, homeless people lounge outside the library and its surrounding areas leaving their trash strewn about. GRTA is not responsible for what happens to the library. There are other human services agencies that deal with homelessness.

So therefore, there is no reason to remove the bus stop from that area on Route 4 and close to West O'Brien Drive.

Mayor Louise Rivera stated it really doesn't matter if the bus stop is near Calvo's Insurance Building or near the Hagatna Library. The bus stop being situated there does not pose a danger.

V. Budget Report (Myra Abaya)



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EM R. Agustin reports that he received a call from BBMR today to ask GRTA to go to their office and discuss cutting GRTA's budget even more. Meaning they want to transfer our federal funds over to the local funds and have access to use the money for whatever they will use it for. This money is not intended to do just that. Federal grants issued to the government are to be used for the purpose it was intended for. When the federal awards money to the government it is tied to whatever the money is awarded for.

Myra Abaya summarizes her report that from October, 2014 to September, 2015 we spent \$3,854,953.00 on bus operation costs. For FY15 budget that was appropriated for the operation of bus services is \$2,924,091.00 out of the Guam Highway Local funds. We were lucky that we were given \$444,902.00 for bus fares collections 5 years ago. Even with those figures if we will deduct the total amount of operations of \$3.8 Million we are still short of \$485,960.00. The FTA allowed us the use of our continuing grant. We were able to manage and fund the bus operations services up to the end of the Fiscal year 2015. It became zero balance. We used the federal funds to cover the shortage and now there are no shortfalls in our budget. As of now, our FY13 and FY14 continuing federal grants overall total is \$775,707.00. This will be carried over to the next fiscal year. We will be projecting another shortfall for FY16 because of the budget cut of \$1.6 Million Dollars. We are looking at the \$775,707.00 coming out from the FY13 and FY14. This will be the supplemental amount to be used for FY16 operations. Even with that, \$775,707.00 left over from the FTA funds we are still looking at a shortfall of \$227,000.00 by next fiscal year. We are still in the red even though we have left over funds from FY13 and FY14. We will still be in the red for FY16. Our original budget request was \$5,224,185.00 but when the budget was approved we were only appropriated \$3,663,958.00 which was cut by \$1,560,227.00. We will look into other avenues to find funding to improve transit operations for FY16.

We thought we would not be able to meet the deadline of September 30, 2015 on all the grants for the procurement of buses. All those monies have been used for bus procurement. 11 MV1 Vans have arrived and 4 buses will be arriving soon. Federal funds were not wasted.

We still have monies for additional buses that we can procure. From the FY13 continuing grant we were given \$499,000. From FY14 we were given \$475,325.00 for a total of \$974,325.00 to procure more buses. GRTA is doing well with all the federal funds allotted for bus operations.

VI. Old Business:

A. Fare Structure



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R. Agustin reports from the last meeting Director, G. Porter gave a lengthy discussion on some of the options that we have or could consider moving forward with increasing the bus fares. That same discussion was brought up at the Advisory meetings. The Advisory Council was asked to look at it. Once they look at the proposed options they are to come back to the Board and let us know their options. Doable and not doable.

The purpose of the advisory council which was established by the Board is to go out and meet with the public who ride the public transit bus and bring up issues that are being discussed at GRTA.

The Fare Structure is an ongoing project and was not thoroughly analyzed with the public which we have been discussing. Waiting for the Advisory Committee to give an input that the Board gave them a deadline to meet to go out and survey the public as to their concerns of bus fare increase. Our budget has been cut and we cannot continue receiving \$120,000 per year for bus fares. That is \$10,000 a month for bus fares every year. An increase in bus fares need to happen soon. More and more people are applying for paratransit. The paratransit transportation is being overwhelmed due to the fare price of \$.35 per person per ride compared to \$1.00 per ride on the fixed route.

A discussion continued on this matter.

VII. New Business:

1. PC IV Report (Rally Pilipina)

A. Update of all projects

In regards to all ongoing procurement projects on The MB1 procurement we are retaining \$51,166.00 which is the full payment to Fukuda for him to complete all the graphics installations and to correct whatever minor defects the minivans have right now. As soon as the completion is done and final inspection is complete we will hand over the money to Fukuda.

As of today, Fukuda completed installing all vehicle graphics. There are some issues with 3 vehicles with defects in vinyl installations. He will take the 3 vans and work on the defects and return the vehicles when done.

EM R. Agustin described the vinyl material is made by 3M. When this material is applied to the vehicle, heat is applied and observed for several days to insure there is no appearance of bubbles in the application. A minor defect.

Rally Pilipina further discussed the interior details of the vehicles safety mechanisms.



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EM R. Agustin explained the details of ADA AND FTA compliance for all GRTA vehicles and modification to fit special needs.

Rally Pilipina stated GRTA was awarded \$757,124.00 for the 4 low-floor ADA buses. Two Grants were used to pay for that amount with a leftover of \$14,000 we added that to the local share of \$60,000 for a total of \$74,000. We have enough for an additional MV1 bus. Fukuda has one MV1 available with 3,200 miles on it. He is offering us a \$10,000 discount which includes detailing inside and out, changing the oil, coolant and brake fluid. It comes with aluminum wheels, back up camera and a third air conditioning unit.

EM R. Agustin stated this vehicle is already on Island and we will continue to discuss this with Fukuda.

2. IFB 17-Passenger Buses - Awarded to Fukuda Enterprises

Rally Pilipina stated in regards to the Federal funding to procure vehicles. GU18 29, we have \$419,000. GU18 30, continuing grants from last year we have \$500,000 and this year's continuing grant we have \$416,438 for a total of 1.3 Million. If we divide that total by 1 low-floor bus at \$189,000 we can acquire 7 more buses of the 17-passenger low-floor buses. Contract was signed in August. These units should be coming in by April, 2016. 4 buses we just ordered with Fukuda are slated to come in February, 2016. The grand total of buses and MV1's are 12 vans and 11 low-floor 17-passenger buses.

There was a presentation last September 10th concerning the MSB. This project is ongoing. More information will be forthcoming.

VIII. Bus Shelters renovation

IX. Hagatna Bus Shelter Location

EM R. Agustin reports we are moving out of the Hagatna Paseo Loop terminal over to the Agana Pool. We awarded the bus shelter renovation and one of their tasking in that scope of work for that contract is to take one of our bus shelters here at DPW and fix it up to make it brand new and take it down to the Agana Pool and install it. We will publish the new location in the newspaper for 2 months and pass out flyers on the buses.

X. Advisory Committee By-Laws

EM R. Agustin stated a copy of the By-laws was provided to all. Everybody needs to understand what the Advisory By-laws are. What it does and does not do. There are certain things that is happening or not happening the way it is intended. This is one of the things we need to continue to discuss. We did have



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some personal issues within the advisory that happened while EM was in San Diego. We will discuss that because it is a personal issue and we will delegate it to Executive session.

XI. Public Comments – 15 minutes

EM R. Agustin stated to Madam Chair, L. Rivera that because there are many people attending the Board meeting the public comments moved to be discussed before the executive session and if the public has a comment they would like to address they would have to sign in and record it on the sign in sheet under topic.

Tom Manglona, Advisory Committee member is concerned that people who ride the bus are on government assistance and don't make enough money to pay for higher cost of bus fares. He feels we should go out to the public to collect information (survey) or do a cost analysis of raising bus fare rates rather than the Advisory Committee to go out.

EM R. Agustin will address the fare issue and make it equitable.

Lisa Ogo, paratransit rider spoke and recalled last month's Board meeting Ginger Porter, GRTA Board member mentioned that she will be leaving to Portland, Oregon and she will pay her way and asked GRTA if they will pay her mileage while there working on information gathering for GRTA. Lisa asked if this was approved.

EM R. Agustin explained that because she is a GRTA Board member gathering information for GRTA. It is a valid reason for the GRTA Board to pay for rental vehicle. Among other things, EM R. Agustin asked Ginger to find out about compressed natural gas. So we can use compressed natural gas on our buses instead of relying on fossil fuel. There is a goal of reducing usage of fossil fuel by 20% by the year 2020. Other transit authorities are using compressed natural gas for their buses. We will wait on G. Porter's report.

Sueann Flores, paratransit rider complained that she is never take on time to her dialysis appointment that she ends up paying a fee for being late. And when she is on the bus she rides for several hours before she is taken back home. The driver even passes her house to drop or pick up others before she gets dropped or picked up many times.

Josephine Cortez has been riding the transit for a long time and is on government assistance. She is mainly here to complain that she doesn't receive enough money to be able to pay for a higher rate for bus fare.

Ben Gumataotao asks why pass Sueann's house when they could drop her? They pass her house and drop others then drop her. It's not right.



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EM R. Agustin answers that the paratransit is a shared ride and so riders have to share it with other people. That is where the scheduling comes in. We cannot provide direct service for 420 people. So if 100 people use the bus that day from their house to dialysis and back because a rider is sharing a ride with this many people the drawback is that they have to wait to be dropped off or picked up to and from every rider's destination or pick up.

Chairwoman Mayor L. Rivera informs Sueann to get together with Mr. R. Agustin personally and address her issue.

Lourdes Mendiola is the Guardian for adults and children with disabilities. They use the paratransit. She is addressing a continuing issue of access to military base by paratransit. Military base is able to bring rider in with valid ID. However, return pick up is not possible. She and her child would have to walk all the way outside of base to catch the paratransit. She is asking for an update of what has been done to rectify this issue.

EM R. Agustin stated that he knows a person that works for Department of Defense Commissary in Andersen. The question is why can't my son get a ride from home to Andersen and from Andersen back home?

The challenge is you can have the person at the commissary sponsor the bus driver to enter the gate and drop the person to the commissary but now you have to have someone sponsor him out of the gate for security reasons. It does not make sense but it is a continuing challenge. The next person he will contact would be the Admiral who is in charge of both Big Navy and Andersen Air Force here in Guam. Our authority ends at the front gate of our military bases on Guam.

Jason Cruz stated that R. Agustin go to Congresswoman for Guam for help to resolve this issue.

Discussion continues among the Board members.

Roy Rosario, Advisory Committee Chair asks Madam Chairwoman L. Rivera if the Advisory By-laws are approved by the GRTA Board of Directors.

Andrew Tydingco stated that Jason Cruz, Andrew and Ginger's mission was to start the Advisory Committee. It was in the process along with applications and other documents were drawn up by the Board. At that time he resigned as Chair and didn't know what happened after that. He asks the question whether it was adopted or passed by the Board. Does it have to be passed by the Board? What was discussed at the Advisory meeting he attended last week? The By-laws was the old GMTA's Advisory Committee Council. Did this Board adopt it and approve it?



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Odie Jaime explained there was some revision done to the By-laws. G. Porter was the ex officio at the time was supposed to bring it before the Board but don't know what happened. The year is up and it's time to choose new Advisory members. How can there be new members when the By-laws were not approved?

Board Member Andrew Tydingco answered saying because of lack of meeting with the Advisory.

Chairwoman Mayor L. Rivera states this is the first time seeing the Advisory By-laws.

Member Ben Gumataotao states that the Board read it first before deciding on approving it.

Chairwoman Mayor L. Rivera states saying then it was never approved. The Board will table it until the next meeting.

Advisory Chairman Roy Rosario asks for the minutes that approved Ginger Porter as the ex officio.

Board Chairwoman Mayor L. Rivera explains that an ex officio is a past president. She will look into it.

Andrew Tydingco explained that Ginger Porter was an ex officio with Guam Mass Transit Authority (GMTA) now Guam Regional Transit Authority (GRTA). Before Mayor Louise Rivera was Chairwoman of GRTA. Was Ginger Porter approved to be ex officio at the time?

EM R. Agustin stated by law GRTA was established in 2009. GRTA is going on six years now. He tells Board Secretary Penni Gates to send copies to all members.

Roy Rosario asks for the bus policy and procedure due to an incident that happened to him on the bus. He asks why it took another bus to get a passenger off the bus. He wants to take action.

EM R. Agustin states to diffuse the situation it separates the two involved in the incident and gets everybody home. That is his unofficial explanation.

Member Ben Gumataotao states that is a good way to do it.

Andrew Tydingco tells all that this will be in another discussion. It will be further sought out.



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EM R. Agustin states Public Comments should have a written testimony or written comments to present at the meetings. Things will be discussed during executive session.

XII. Executive Session

Executive Session took place at 6:20pm.

XIII. Adjournment

Board Member Andrew Tydingco motioned to adjourn.

Board Member Ben Gumataotao seconded.

Chairwoman Mayor Louise Rivera stated meeting is motioned and seconded. All those in favor say "I".

All said "I".

Meeting adjourned at 7:00pm.

She asks all members to be excused for Executive Session.

Respectfully submitted,

Penni Gates
GRTA Board Secretary

FY16 APPROVED GRTA BUDGET

P.L. 33-66

GUAM REGIONAL TRANSIT AUTHORITY

LOCAL FUNDS - TERRITORIAL HIGHWAY FUND (THF) - \$3,213,290

(TOTAL: \$3,663,958) PUBLIC TRANSIT FUND (PTF) - \$450,668

Object Class	FY 15 Budget	Less 15% Reserve	Total Available Budget		
111 Salaries	372,817.00	55,922.55	316,894.45		
113 Benefits	139,663.00	20,949.45	118,713.55		
220 Travel	-	-	-		
230 Contractual (GHF)	2,670,410.00	400,561.50	2,269,848.50	Total - 230:	
230 Contractual (PTF)	450,668.00	67,600.20	383,067.80	\$	2,652,916.30
233 Office Rental	-	-	-		
240 Supplies	8,000.00	1,200.00	6,800.00		
290 Misc.	8,400.00	1,260.00	7,140.00		
361 Power	5,000.00	750.00	4,250.00		
362 Water	3,000.00	450.00	2,550.00		
363 Telephone	6,000.00	900.00	5,100.00		
450 Capital Outlay	-	-	-		
TOTAL	\$ 3,663,958.00	\$ 549,593.70	\$ 3,114,364.30		

(Fiscal Restraint)

TOTAL APPROP. FOR BUS OPERATION, LOCAL:		2,652,916.30	GHF/PTF
Less: Misc. Contractual		(127,300.00)	
Less: FY16 Est. Bus Operation		(3,600,000.00)	
Shortfall from Local Funds		\$ (1,074,383.70)	

FTA FEDERAL FUNDS AVAILABLE CARRIED OVER FOR FY16 FOR BUS OP.:			
FY13	550,000.00	Used to fund the MSB	
FY14	36,364.63	Bal. from other obj. class	
FY16	37,250.50	For FY14 Bus Op, Balance	
	606,132.00	Funding for Bus Op.	
TOTAL FTA FUNDS:	\$ 1,229,747.13		

Other Misc. Contractual (230):			
Legal Services	75,000.00		
Drug & Alcohol Testing	3,000.00		
Xerox Copier/Printer	10,000.00		
Internet	1,000.00		
Drinking Water Delivery	300.00		
Print Advertisement Svcs.	10,000.00		
Van/AC Repairs Maint. Svcs.	2,000.00		
Printing Services (Bus Fares, Brochures, Schedules, etc.)	10,000.00		
Training fee re FTA Para. Regs.	5,000.00		
Website Upgrade & Maintenance	10,000.00		
Misc. Subscription	1,000.00		
TOTAL MISC. 230:	\$ 127,300.00		

FY16 Bus Operation Expenses:			Bus Fares Collection
October	15 hrs, 5/6 units (\$70.00/hr)	311,850.00	
November	15 hrs, 5/6 units (\$70.00/hr)	265,650.00	
December	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
January	15 hrs, 5/6 units (\$70.00/hr)	288,750.00	
February	15 hrs, 5/6 units (\$70.00/hr)	277,200.00	
March	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
April	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
May	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
June	15 hrs, 5/6 units (\$70.00/hr)	288,750.00	
July	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
August	15 hrs, 5/6 units (\$70.00/hr)	300,300.00	
September	15 hrs, 5/6 units (\$70.00/hr)	288,750.00	
TOTAL BUS OPERATION COST, FY16		\$ 3,522,750.00	-

GUAM REGIONAL TRANSIT AUTHORITY

FEDERAL FUNDS CURRENT BALANCE: (10/19/15):

Description	Grant Award No.	AS400 A/C No. & Object Class	Amount	Expiration Date:
FY13 FTA Continuing Grant	GU18X02900	5101E13997PT101-230 111/113/220/240/250	550,000.00 36,364.63	11/30/2015
FY14 FTA Continuing Grant	GU18X03000	5101E14997PT101-230 111/113/220/240/250	37,250.50 127,044.85	9/30/2016
FY16 FTA Continuing Grant	GU18X03100	5101E16997PT101-230 111/113/220/240/250	606,132.00 113,619.00	9/30/2016

SPECIAL FEDERAL GRANTS:

FOR IFB - PROCUREMENT OF BUSES:				
From FY13 FTA Continuing Grant (Additional)	GU18X02900	5101E13997PT101-450	499,000.00	11/30/2015
From FY14 FTA Continuing Grant (Additional)	GU18X03000	5101E14997PT101-450	475,325.00	9/30/2016
		Grand Total For Bus Procurement	974,325.00	

Partial Design GRTA Maint. Facility	GU-04-0003-00	5101H139977PA104-230	237,500.00	9/30/2014
One-Call/One-Click Federal Grant	GU03B9C001003	5101H12997PT105: Funding for construction of DISID Bldg. Funding for proposed GRTA's One-Call/ One-Click Center + Software Equipt.	1,000,000.00 305,000.00	6/30/2016
		Grand Total One-Call/One-Click	1,305,000.00	