

**CAMPBELL COUNTY FISCAL COURT
(MAYORS' MEETING)
MINUTES
JANUARY 28, 2020**

A special meeting of the Campbell County Fiscal Court and local representatives was held on Tuesday, January 28, 2020 at 6:00 p.m. at the Campbell County Fiscal Court Chambers, 1098 Monmouth Street, Newport, Kentucky. Presentation of the TANK System Redesign Update was on the Agenda.

Steve Pendery	Judge/Executive
Geoff Besecker	County Commissioner
Tom Lampe	County Commissioner
Brian Painter	County Commissioner
Steve Franzen	County Attorney
Matt Elberfeld	County Administrator, CCFC
Kim Serra	Assistant County Administrator, CCFC
Paula Spicer	Fiscal Court Clerk, CCFC
Will Weber	Development & Communications Manager, CCFC
Craig Sorrell	Police Chief, Campbell County
Jim Hamberg	Mayor, Southgate
Eric Haas	Mayor, Ft. Thomas
Charles Cleves	Mayor, Bellevue
Andy Schabell	Mayor, Alexandria
Greg Meyers	Mayor, Highland Heights
Neal Bedel	Mayor, Silver Grove
Ben Baker	Mayor, Dayton
Bob Arnold	Mayor, Wilder
Joe Fischer	State Representative
Megan Bankemper	Senator Mitch McConnell's Office
Ron Lovan	Northern Kentucky Water District
Seth Cutter	Cincinnati/Northern Kentucky International Airport
Lisa Cooper	Northern Kentucky Area Development District
Courtney Neltner Kleier	Northern Kentucky Chamber of Commerce
Frank Warnock	City Manager, Bellevue
Ron Dill	City Administrator, Ft. Thomas
LeAnna Homandberg	City Council, Southgate
Andrew Aiello	General Manager, TANK
Gina Douthat	Deputy General Manager, TANK
Brian Ellerman	Board of Directors, TANK

Judge Pendery called the meeting to order at 6:00 p.m. Self-introductions followed.

Judge Pendery introduced Andrew Aiello, General Manager of Transit Authority of Northern Kentucky (TANK) to begin his presentation on the TANK system redesign. Mr. Aiello advised

that ridership has steadily declined over the last five years while the cost of maintaining service continues to grow. TANK is looking to reorganize/redesign the system to maximize ridership with the lowest possible cost. This situation is not unique to TANK – it is a national phenomenon with many contributing factors. Over the last five-year period, TANK lost 9% of its ridership while its peers lost an average of 14%. Mr. Aiello explained that TANK does not receive tax dollars directly, they go to the Fiscal Courts every year for their budget appropriation. In the long-term TANK needs to move more people with the dollars that they have, improve the efficiency of the system, reduce the cost to rider, reduce the county subsidy per rider and improve access to jobs. TANK’s consultant took a hard look at the system, combined with input at the local level and operators, to become a more effective network.

Mr. Aiello explained the four distinct service types:

1. Frequent services – those routes that have high population and employment density – in Campbell County these are the #25 on US 27 and Alexandria Pike and the Southbank Shuttle and #12 into Bellevue/Dayton – areas where they think that they can generate more ridership by having better frequency. TANK proposes to improve frequency on the #25 so that the bus comes every 20 minutes most of the day and every 45 minutes evenings and weekends. One recommendation is pulling the 25 route north from the Village Green shopping center to the Meijer shopping center. TANK has received more comments on this than other parts of the plan. The #12 overlaps with the Southbank Shuttle at times – the recommendation is to combine those two routes and extend the Southbank Shuttle through to Dayton at 15 minute frequency all day. He talked about comments they’ve received about this route.
2. Covered service – areas that have transit-dependent populations – densely populated neighborhoods that don’t have the population to support a high level of frequency - #16 serving west Newport, Newport Shopping Center and through Ft. Thomas to NKU. The recommendation is to truncate that route at St. Elizabeth Hospital in Ft. Thomas and provide 40 minutes service 7 days a week. This would effectively eliminate service through Ft. Thomas.
3. Jobs express route to some northern Kentucky employment centers. Riders take #12, 25 or 16 downtown and get on an express to Hebron or the Airport to work.
4. Commute express – park and ride types of services. The recommendation is to shorten the routes to the park and rides – the park and ride in Alexandria across from the police station will move north to Meijer. They are evaluating moving it to the Village Green shopping center.

Campbell County routes proposed for elimination or consolidation are #11 (an am/pm commute trip from Ft. Thomas – riders would be advised to go to the Newport Shopping Center park and ride), combine #12 with the Southbank Shuttle and eliminate the 35X (east-west route connecting NKU to Ft. Wright and Florence) a low-performing route.

Mr. Aiello showed a map of the current route structure and the proposed route structure indicating the frequency of service on the routes. The plan reduces the number of routes and creates consistent frequency throughout the day and significantly reduces the amount of peak service. This is a more efficient use of resources. He then talked about changes to weekend service. The proposed changes will result in a reduction from 27 routes to 18 routes, revenue hours size of the system decreases by about 6% and the number of buses needed at peak times will drop dramatically about 20-25%. He stated that under the existing network, about 20,000 people are a quarter mile away from a bus that comes every 30 minutes or better. Under the

proposed plan another 30,000 people will have access to 30-minute bus service and another 40,000 jobs would be closer to 30-minute bus service than today. Low income or zero car households close to 30-minute service will increase 160%. TANK asked the consultant if they didn't have the budget constraints that they have how would they build the network based on the population densities and travel patterns. The consultant's vision was about \$5 million more than TANK can afford but it shows that they would restore service to Ft. Thomas and the east/west express and put more frequent service on Dixie Highway. If there were no fiscal constraints they would rebuild the system differently than it exists.

Mr. Aiello then talked about TANK's ramp service. They are required by federal law to provide door-to-door service for individuals with disabilities within three quarters of a mile of one of its routes. If the system shrinks significantly as proposed, there will be a lot of area in the region that they would not be required to provide the service that is currently provided. They have talked to the Counties about it and the community desires to maintain the service. However, long term, they need to look at the cost to provide the service that is above and beyond ADA requirements. In more densely populated areas the average trip length door-to-door average cost is \$28 per trip; in more rural areas where the trip is longer, the average cost is about \$45 per trip. The recommendation is that a differential fare be charged for those outside the required boundary.

Currently TANK has given presentations at all three Fiscal Courts, held a public hearing in Covington in January with over 100 people, received over 500 comments and input from bus drivers. All input will be taken back to TANK's internal team who will work with the consultants and board and put together a final plan in time for budget preparation in March. The budget will be passed in April-June depending on how Fiscal Court calendars work giving them from June to November of 2020 to get the system on the street. Mr. Aiello then answered questions and took comments from those present.

Judge Pendery thanked Mr. Aiello for his presentation and asked if there were any other items of interest

Steve Franzen stated that at the last Mayors meeting Mayor Cleves expressed concerns about Kratom. He did some research and confirmed what Mayor Cleves said. The FDA has sent out many bulletins on it – it has many of the same characteristics of an opiate and is addictive. In Kentucky it is legal. He wanted to know what can be done about it. The Fiscal Court, as well as cities have the authority to regulate it if they choose. He has talked to the Police and District Court workers and they are not seeing much of it. If this does become a problem in the community, there are tools to deal with it. If they want to get out ahead of it they could pass legislation regulating or prohibiting it. There was a bill in the last General Assembly session to control it, but it did not get out of committee. Mayor Hamburg stated that there is a pending bill about marijuana use and KLC asked that Kratom be added to that bill. He is not sure if it is the medical marijuana bill. Representative Fischer asked the group what they think about medical marijuana then stated that he will look into the Kratom issue. Mr. Franzen stated that there are eight states that have banned Kratom and 12 that have some controls over it. There is an organization called AKA (American Kratom Association) that lobbies for it. Mr. Franzen explained that Kratom is a plant and in southeast Asia they chew it but in the US it is in pill form

or smoked. The FDA seems to think that it is dangerous as it has a lot of the same properties as opioids. Chief Sorrell stated that the Police Chiefs Association of Northern Kentucky is against legalized marijuana or medical marijuana with some openness to oils – nonsmoking. He is not aware of Kratom yet. He read that the AKA showed up in Frankfort lobbying for Kratom. Rep. Fischer stated that the proponents of medical marijuana claim to have the votes this year to get a bill out of the house. He is not in favor of medical marijuana.

Judge Pendery announced that the next Mayors meeting will be on April 28, 2020. He asked if there are any subjects that they would like to see on the agenda.

There being no further business, Judge Pendery thanked everybody for attending and the meeting was adjourned at 7:30p.m.

APPROVED:

STEVE PENDERY
Campbell County Judge/Executive

ATTEST:

Paula K. Spicer, Fiscal Court Clerk