



BOARD MEETING

OF

October 16, 2012

11:08 A.M.

DR. THOMAS: I will now call the meeting to order and we will now have the roll call from the secretary.

MS. HAWKINS: Good morning. Vice Chairman Dr. Thomas

DR. THOMAS: Here.

MS. HAWKINS: Mr. Broker

MR. BROKER: Here.

MS. HAWKINS: Wayne Dawson

MR. DAWSON: Here

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Mingledorf

MR. MINGLEDORF: Here

MS. HAWKINS: Ms. Osborne

MS. OSBORNE: Here

MS. HAWKINS: And Ms. Stone

MS. STONE: Present

MS. HAWKINS: That is the roll Ms. Vice Chairman.

Also present at the meeting was Chad Reese, Terry Harrison, Leah Holliday, Ramond Robinson, Bill Law, Bernard Smalls and Patricia Hawkins.

DR. THOMAS: Okay we see that we have everyone present. At this time we will have approval of the minutes.

MR. BROKER: So moved.

MR. HOLMES: Second.

DR. THOMAS: All in favor of the motion.

ALL MEMBERS: Aye.

DR. THOMAS: Any opposes? The ayes have it, the motion is carried.

All Board members voted unanimously to approve the minutes from the October 16th Board meeting,

DR. THOMAS: The first action item on the agenda is the Approval of Change Order for Archaeological Survey services associated with the Downtown Intermodal Transit Center construction project to be provided under the current Cogdell and Mendrala contract.

DR. REESE: Thank you Dr. Thomas. Before you is a Change Order totaling \$33,000 it's part of the Downtown Intermodal facility. We had an agreement between the Federal Transit Administration and SHIPO given that the site was an historical site and had historical relevance. During the excavation or construction of the project we crossed several artifacts that we had to have archaeological survey done on the property so this change order represents the cost associated with the archaeological work for the project in accordance with our agreement between SHIPO and the Federal Transit Administration. Obviously the cost is above \$20,000 and at that point it has to go to the Board for approval.

DR. THOMAS: Any discussion or questions.

MR. BROKER: I have just one question. I think this is – you and I talked about this previously and I appreciate that. I hope we'll get a chance to review this report at some point; I think it'd be very interesting.

DR. THOMAS: Any further discussion?

MR. BROKER: Move for approval.

MS. STONE: Second.

DR. THOMAS: All in favor of the motion let it be known by the usual sign. Opposes seeing none the motion is carried.

The Board voted unanimously to approve the Change Order for Archaeological Survey services

DR. THOMAS: Next item; Approval to issue an Invitation for Bids (IFB) for six ambulatory and support service vehicles.

DR. REESE: Thank you Dr. Thomas. This is a request to issue an Invitation for Bids for six mini van vehicles that will be used in our paratransit service as well as support vehicles. The cost of a wheelchair equipped vehicle is about \$90,000 we're estimating these costs around \$30,000. The idea here is that we have about seven or eight buses or paratransit vehicles that are beyond their useful life i.e. they have over 250,000 miles on them eventhough useful is 150,000, we have several that are over 250,000. One of the things that staff has been conducting over the past six months is a break down of our ambulatory trips compared to our wheelchair trips. We've been operating five routes which for the past six months which carry ambulatory services

only to see if this was a viable option to move forward. It is part of the industry standard that I've personally used both in Jacksonville and Gwinnett where we use sedan services or mini van services to carry elderly guests on our paratransit services. These vehicles are not wheelchair equipped which is important to note so they are geared primarily toward elderly and ambulatory. As I said they cost about \$30,000 and obviously we are expecting to get better fuel economy and upgrade our fleet in the paratransit area.

DR. THOMAS: Mr. Dawson.

MR. DAWSON: I understand the reason the financial reason with going with a lower cost vehicle, but I mean we're replacing accessible vehicles with inaccessible vehicles.

DR. REESE: Yes but we have the capacity within the system to operate that system.

MR. DAWSON: Aren't we under a obligation under ADA to only purchase accessible vehicles after 1991?

DR. REESE: We are, but these vehicles will not be for the wheelchair accessible obviously and so we would operate these for the people who are not in wheelchairs that use the services.

MR. DAWSON: I just wasn't clear how we determine ambulatory routes versus –

DR. REESE: Oh, when we schedule the routes we know whether the person is ambulatory or is a wheelchair person or not and so we would schedule them to a sedan route or schedule them to a cut-away.

MR. DAWSON: I guess I just had concern that we were losing part of our accessible stock.

DR. REESE: Well we're gonna lose the stock anyway. The problem is we don't have the money to replace, you know it's gonna cost about \$700,000 to replace the vehicles because of their current condition and unfortunately we're in the neighborhood of \$100,000 to \$150,000 of capital funds remaining in that program.

MR. DAWSON: But we're in compliance with –

DR. REESE: Yes, we are and I'll talk about some of that in our Executive Director's report as well.

MS. STONE: My only concern about that, I mean part of our funding hinges on our ability to take care of those that need special assistance and I want to make sure that – and I think you just answered it that yes we will still be in compliance.

DR. REESE: Yes very much so.

DR. THOMAS: Ms. Osborne.

MS. OSBORNE: I was just going to ask a similar question. What is now the mix of our fleet, accessible plus the regular ambulatory?

DR. REESE: It's a hundred percent wheelchair accessible.

MS. OSBORNE: Right now?

DR. REESE: Yes ma'am.

MS. OSBORNE: No, with the purchase of these how would – what would the mix of our fleet be?

DR. REESE: We would have six out of thirty so –

MS. OSBORNE: Six out of thirty. That's what I wanted to know.

DR. REESE: Or up to six; it would probably more likely be four out of thirty that would be geared toward this service.

MS. OSBORNE: Thank you.

DR. THOMAS: Very good. Mr. Holmes did you have something you wanted to say?

MR. HOLMES: My question was already asked.

DR. THOMAS: Okay thank you. Are there any other questions concerning this?

DR. REESE: Now again this is a request to issue a bid so it would have to come back to the Board for the actual purchase and procurement. At that point I'll bring a fleet breakdown for the Board to –

MS. OSBORNE: Madam Chair I move to approve.

MR. BROKER: Second.

DR. THOMAS: All in favor of the said motion please raise your hands. Opposes, seeing or hearing none the motion is carried.

The Board voted unanimously to approve to issue an Invitation for Bids for six (6) ambulatory and support service vehicles

DR. THOMAS: Action item number c; Committee Appointments.

DR. REESE: Thank you Dr. Thomas. This item here is a Chairman's appointee. As you know one of the things that we agreed with the Federal Transit Administration that we would do as part of the audit is create Board Committees and under our Board Policies the Chairman is

responsible for appointing committees so given his absences today I don't know if this is an item we can move forward on.

DR. THOMAS: Perhaps the Chairman will be coming in shortly I'm not sure. I have not spoken with him this morning so should he come in before we end the meeting, I'm sure that he will address that so we'll just come back to that. Mr. Dawson.

MR. DAWSON: I was just gonna ask did you want to move to table?

MR. HOLMES: I think we need to. Why don't we table it.

MR. DAWSON: Move to table this until the next meeting.

MS. STONE: Second.

DR. THOMAS: All in favor of tabling the motion...I mean the item. Motion is carried. Thank you.

The Board voted unanimously to table the Committee Appointments until the next meeting

DR. THOMAS: Presentations; Proclamation for Bernard Smalls Retirement.

DR. REESE: Yes ma'am Dr. Thomas I guess you're at the podium. We have a proclamation for Bernard Smalls and his retirement.

DR. THOMAS: Okay it says Chatham Area Transit Authority Board Proclamation in recognition of Bernard L. Smalls. WHEREAS, it is befitting that we recognize employees who have provided dedicated service to Chatham County and the surrounding area, and in that regard, we salute with great pride Bernard L. Smalls; and WHEREAS, Mr. Smalls, a Professional Bus Operator in the Operations Department at Chatham Area Transit Authority, has retired after accumulating thirty-four (34) years of dedicated service; and WHEREAS, Mr. Smalls began his employment with Savannah Transit Authority, now known as Chatham Area Transit Authority, on July 12th, 1978. Mr. Smalls has an outstanding safety record and is recognized in the Chatham Area Transit 20 Year Safety Hall of Fame, and WHEREAS, Mr. Smalls has participated in the employee Annual Bus and Paratransit Roadeo for twenty (20) years. Locally, Mr. Smalls won first place on ten occasions. Statewide, he has won first, second and third place. During each year's Roadeo, Mr. Smalls exemplified his expert skills and maneuverability while driving the bus...That was a lot to say... Each year, Mr. Smalls was known to have the largest participation by his many family members who marked each event with a special T-shirt identifying their support. WHEREAS, Mr. Smalls, who is known by his peers as a quiet, determined Professional with an unwavering loyalty and commitment to his job. His performance, mild-mannered demeanor earned him respect among his passengers and co-workers. It is well worth mentioning that Mr. Smalls' dress appearance always represented the professional he was and well exceeded the standards. He will be greatly missed by all including management, his fellow employees and passengers. Chatham Area Transit has benefited greatly by having such a high caliber employee as Mr. Smalls who always maintained a commitment to

only the highest standards for public transportation. NOW, THEREFORE, on behalf of Chairman Pete Liakakis and the Chatham Area Transit Authority Board, we hereby extend our most sincere appreciation and best wishes to: "BERNARD L. SMALLS" for his thirty-four (34) years of dedicated service to the Chatham Area Transit Authority and trust that he will enjoy the fruits of his labor and we wish him the best in a well deserved retirement. IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the Chatham Area Transit Authority, Chatham County, Georgia to be affixed this 16th day of October 2012. Chadwick L. Reese, Executive Director Veolia Transportation, Patricia Hawkins, Secretary – Treasurer Chatham Area Transit Authority Board and Pete Liakakis, Chairman of the Chatham Area Transit Authority. Congratulations and we are so proud of you; we will miss you and we appreciate you for all of the things that you have done. Thank you, would you like to have something to say.

MR. SMALLS: Thank you very much and I'm gonna miss operating the buses.

DR. THOMAS: Alright thank you very much. Thank you all.

MS. OSBORNE: I want to know how he won all those Rodeos. I know he can't drive a bus in the city like that. (Laughing). That is so nice.

MR. HOLMES: Hey Mr. Smalls before you leave. Mr. Smalls.

MR. SMALLS: Yes sir.

MR. HOLMES: Let me say congratulations to you. In reading over this a couple of nights ago, very impressive. Very, very impressive and I have seen you through the transportation routes and I heard one of my colleagues talk about you when he was over at CAT and what I would like to ask you now is doing that Rodeo, you participated twenty years.

MR. SMALLS: Yes.

MR. HOLMES: Now usually me being who I am, when I lose someone I ask that person to replace it with someone. Now who is going to take your place in the Rodeo in the future?

MR. SMALLS: Well "Flash" Gordon.

(Laughing)

MR. HOLMES: So you already have someone.

MR. SMALLS: He's still there.

DR. THOMAS: "Flash" is still there?

MR. SMALLS: After "Flash" leaves I don't know who gonna do it.

(Laughing)

MR. HOLMES: Congratulations enjoy your retirement.

MR. SMALLS: Thank you.

(Applause)

DR. THOMAS: Thank you all. Okay our next item on the agenda; Legislative Agenda

DR. REESE: Thank you Dr. Thomas. One of the things as a follow up to our last meeting the Board had expressed an interest in developing a Legislative Agenda for Chatham Area Transit Authority and so what we've done is we've put together a few items for discussion and what we'd like is a discussion conversation with the Board and we'd bring it back in a formalized format next month for the Board to adopt so if we could.

MS. STONE: Do you need a motion for that?

DR. REESE: Oh no ma'am it's just a discussion and next month the Board will formally adopt. Okay just a brief overview of what we're looking at. We're looking at it on two different levels; we're looking at it on both the state level as well as the federal level. In state level, talk about transportation revenue sources, state funding and then the regional planning. On the federal level MAP-21 which we'll go into further and then the motor fuel purchases tax. In terms of transportation revenues as we know that we took part in the Georgia Transportation Investment Act which was a statewide program. Three regions in the state passed it however, the vast majority of the state did not pass it and what we're dealing with on the state level is not just a hold for transportation funding for mass transit but for all modes of transit. So I think the thing that we as a Board are looking at is...well how do we take the agency given that the lack of funding and resources there and begin to move it forward. We have benefited greatly from some federal money lately as well as from the SPLOST through the stimulus package which allowed us to get nineteen buses to replace twelve paratransit vehicles so on and so forth to move our facilities forward, but in our current economic state it's pretty unlikely that we'll see very many more stimulus packages coming forward. So we had looked to the Transportation Investment Act to kind of fill some of the void that would be there that we're expecting. One of the things that we've looked at and I've come up with is that we urge the General Assembly to seek alternative sources of revenue to increase funding for all modes of transportation which I'm sure they have to have something on the – a plan B which also makes your public transit included as a part of that. Next slide please. In terms of beyond additional revenue sources, if we look at our current state now Georgia is one of nine states in the country that does not provide a local match for federal funds and it is the largest of all of the states that does not. Of the ten most popular states, Georgia is the only one that has no dedicated funding source. Yes ma'am.

MS. STONE: That has not always been the case correct?

DR. REESE: That has not been the case; it was suspended in 2002.

MS. STONE: Did they give any reason for the suspension? I mean this was long before the economic issues that we're faced with today so I'm wondering why in 2002 they saw fit to cut the funding and again why I feel very strongly about this Legislative Committee that we need to

really be on their backs about this because I don't understand. Like I said, if this had been in the last couple of years maybe, but in 2002 we were not in the same situation we are and they were able to cut it without any major repercussions and I don't understand that.

DR. REESE: In the state of Georgia it was interesting because they provided both capital and operating assistance. They not only cut the capital assistance, they also cut the operating assistance as well. The second thing that's – yes sir?

MR. BROKER: Can I just say in response to Commissioner Stone suggestion, at that time we were pretty flush in terms of federal monies coming down as well so I think the state saw it as an opportunity to walk away. You know as Commissioner Stone says I think it makes absolutely no sense that the state has totally walked away from its' responsibility with respect to transit funding and we have to realize that if the state doesn't pony up then obviously we're gonna have to look to local taxpayers as well as to the federal government so I mean the money is gonna have to come from somewhere and it's so evident when we look at the need for matching funds that that ten percent that use to be there from the state is no longer there and it's gonna have to come from somewhere so this is really most unfortunate.

MS. STONE: And I think now is the time to hit this because we've got a governor that says he's interested in growing Georgia, but yet we've got citizens that cannot get to their places of employment and so I don't know how expects to grow Georgia without assisting public transportation and connecting the individuals with the jobs that are out there. I mean we know this with part of West Chatham with Gulfstream, JCB and Mitsubishi are screaming to get their employees out there so I think this is an opportunity now and if this governor is serious about growing Georgia then we need some help with public transportation.

DR. THOMAS: Ms. Stone you are so right; you hit the nail on the head. Every since I've been a member of the County Commission we have been addressing the state of transit here in Chatham County. We've made many, many trips to the state capitol, had discussions with several of the governors and other elected officials. We couldn't understand why in some instances they were favorable to other parts of the country and they do it so well on a public private partnership why can't we do it here in Georgia. Just a few weeks ago when we attended the national conference in Seattle, Washington it was amazed at the fact of how fast forward these various states are in transit and yet we are fighting with everything that we have to get our governor and other elected officials as well as those on the local level to understand that transit is very important for us to thrive so this is something that we need to follow-up in terms of what Mrs. Stone has just said and we have to make our voices heard. Mrs. Osborne.

MS. OSBORNE: I'd like to just comment that in light of the failure of T-SPLOST and the pass down that the state did to us for even having to have a T-SPLOST I feel they should have a double obligation to come to our assistance in the need of our citizens and I think that that's a strong argument to make when we do approach this subject. And I don't know if the thought or the plans are that when we have a legislative session before the session goes back in is that when we do it or do we plan something special just for transportation?

DR. REESE: I think one of the things I would recommend to the Board is that we adopt the Legislative Agenda and at that point we would try and set up a meeting with our Board our local

delegation prior to the session beginning in January. The other thing is as you know the federal government has a program that's called The State of Good Repair which the administration has put forward that says that public transportation assets should be maintained in such a way that we're maintaining them in good form, fit and fashion and they've put funding forth to that method to fund the methodology behind that and that funding typically in, I guess in forty-nine out of the fifty states is a eighty ten/ten match in which eighty percent comes from federal government ten percent from the state ten percent from the local and as we've said Georgia is one of the nine states that does not so that's forty-one. But a statement such as this, CAT strongly recommends that the General Assembly create and appropriate monies to a permanent operating and capital assistance funding source for Georgia's transit systems. In terms of the Federal Legislation the good news is that we have the passage of MAP-21 which is Moving Ahead for Progress in the 21st Century, it passed bipartisan lines. The interesting thing to note is that it eliminated the earmark system. Given that it eliminated the earmark system, all funds it still has a great deal of discretionary funds, but those discretionary funds are granted by the administration and no longer through congress so once congress passes the authorization and the White House passes it, each year how those discretionary funds are expended is up to the Federal Transit Administration and to the White House. The mindset or the mechanism behind it is that you would have professionals who understand the needs of the local government of transportation systems in order to best appropriate the funds. However, a review of what's taken place in the past couple of years would suggest that it's more political than you may think when it comes to the professionals allocating it. If you look at the way discretionary funds are allocated they were disproportionately allocated to the state of Florida, state of Virginia, state of Ohio, state of Pennsylvania, state of New York, state of California, Illinois and Hawaii and other states did not fare as well. Currently if you look at the way funds to the state of Florida were given \$68 million came to the state of Georgia which \$67 million stayed in Atlanta and \$1 million came to Savannah. As a transit professional I would say to the Board that I don't think that's a fair and equitable way in which funds should be distributed. The secondary issue along the same lines under MAP-21 it was elimination or consolidation of JARC, New Freedom and Elderly and Disabled funding which is all rolled up into one fund now so more of the funds become formula based and less discretionary and no earmarks at all. Even under MAP-21 eventhough the funding level is higher, once you look into the details of what's in MAP-21 it is apparent that the bus systems suffer under MAP-21 because the administration's goal is to build and fund rail and so we see an increase of rail transportation, streetcar programs. I think there are 120 in the planning and construction phase around the country now so that's where the funding will be for the next two to three years in terms of the federal programs and did they come up with the money is that they took it from buses so it's a reallocation of those dollars. The second thing is the motor fuel purchases. As you know last year we had a spike in fuel prices and the Federal Transit Administration allowed to convert some funds over to capitalize fuel and what we – so in that same argument beyond the Georgia General Assembly I think in our Legislative Agenda if we look at our federal level that we as a Board or the Board could develop a Legislative Agenda and forward it to the Georgia Congressional Delegation something that says CAT urges the Georgia Congressional Delegation to aggressively advocate on the fair and equitable distribution of discretionary funds for our region. Secondly, CAT urges the Georgia Congressional Delegation to support necessary changes, whether regulatory or legislative, to all transit systems to use federal capital funds to purchase motor fuels. And so on the federal level those are the things that I think will be beneficial to us here at CAT, but they're

up to discussion. I welcome any comments from the Board and we look to formalize it after our next meeting once we receive further comments. Yes sir.

MR. HOLMES: Dr. Reese with our wish list that we had for T-SPLOST, now that that didn't pass have we look at that list and see what on there that we're actually going at? What part of it that we prioritize because I would like to look at our Georgia Congressional Delegations and our State Delegations and see who represents transportation on those committees and if I'm not mistaken Bob Bryant is on transportation and I don't know nobody right off the top of my head, but we need to identify them, get our wish list, meet with them before January so they can be on board with us and give us support.

DR. THOMAS: Is there any other suggestion or discussion?

MS. STONE: Well I think we need to meet with all of them and then the pressure will be on the ones that serve on these committees. With accurate statistics and the history of the funding that has been taken away along with the new federal guidelines and it seems to me that some of the money we were not even able to obtain due to the fact that it required state matches and I want to make sure that those funds are identified that we've lost because we're not getting matches from the state. So I think that I'd be happy to serve on this committee and help identify what some of the needs are but certainly we need to be more vociferous about this issue.

DR. THOMAS: Any other observations?

MR. BROKER: Well it may be better to talk to them before November. I mean the reality is that nobody that we send up to the State Capitol really cares about transit. I mean basically that's the way it is now. By all means we should speak to them before the session and do what we can because I think if there's a real united front among transit advocates and agencies around the state we would be able to make a dent in this thing. I think that anyone who is a rider, anyone who is an employer that utilizes people that utilize CAT basically anyone who cares about our community needs to have a discussion with the people who are running for election right now and ask them why the General Assembly and the Governor have decided not to direct funding to our local government to support transit.

MS. OSBORNE: I'd like to take a bolder step in addition to all that been discussed here. I think Ms. Stone made a very good point the Governor talks about growing Georgia and I think that a separate letter of appeal to the Governor for his support that's where the real trickle down theory comes to play, because if he trickles down his support to these committees that say all these things we would have it. I think we need to approach him directly with a personalized letter to him naming the businesses in Georgia that are suffering because of the lack of transportation he can relate to that.

MS. STONE: We can and Trish Pridemore is the young lady heading this up and I'll be happy to get – I've got her contact information somewhere but I think we need to be very aggressive about this and starting now!

DR. THOMAS: Well those are great suggestions and I think we need to follow through on that and Mrs. Stone has offered her assistance to helping us move this forward and the suggestion

that was made by Ms. Osborne about the letter of appeal I think is right on target to the Governor because if the Governor is not on board or he's not totally aware of which I know that he is aware of our problems here then we would not be able to move forward, but I think those are good suggestions and do we need a motion or anything?

MR. REESE: No ma'am.

DR. THOMAS: Just consent for CAT to move forward in that regard is that in agreement with everyone.

ALL MEMBERS: Yes.

DR. THOMAS: Very good thank you.

DR. REESE: I guess the next item is Executive Director's report. During the month of September we had a 9.4% reduction in ridership which is about 33,000. The vast majority of that is represented because of less service hours operated and less service days, but if you will notice passengers per revenue hours and our productivity has remained constant. So during the month of September we actually operated two less days of weekday service than we did in 2011. In addition to that some areas in which we lost ridership was at Savannah State. Enrollment is down there so about 4,000 students less road the bus in September 2011 than they did in September 2012. Ontime Performance is up 4%. The safety record is still at a phenomenal level and complaints are down from 6.1 complaints per 100,000 miles to 2.2 complaints per 100,000 miles. In terms of paratransit, ridership is also down 1.1%, productivity is up 1.9% and ontime performance is up 5.6%. In terms of safety there were no accidents in our paratransit services, complaints there no complaints during the month as well. It's a couple of things to note also on the paratransit we have two items that will be coming before the Board and I want to take the time to talk about them so we'll understand. It's two things it is an ADA Paratransit Plan and then there's an ADA Paratransit Handbook and those are two distinctly different documents. The ADA Paratransit Plan goes to the federal government. It takes into account demographic information, looks at our population and so on and so forth. It talks about how we're gonna provide paratransit services in this community. The ADA Handbook is a handbook that goes out to our customers to say these are the rules associated with using our paratransit services and it's of note that we have called it Paratransit Handbook and Paratransit Plan and not Teleride because at some point the idea of rebranding that whole system once we have some of our new programs come in place is a viable option that's out there so it's in and of itself a Paratransit Plan that requires updating. We'll come back to the Board – we'll come to the Board in early 2013 as well as a Paratransit Handbook. We're gonna be working with the ACAT Committee on both of these documents, but in addition to that we will host a series of public hearings from around the community to get input and feedback on the programs before we bring it back to the Board for adoption and approval. With that said, over the next three months we'll be having a series of public hearings actually it'll be six of them and I'll just read them into record so that the people in the community will know about them. On Saturday, October 20th at 10:00am we will be having a public meeting at the Carnegie Branch Library, Thursday, October 25th from 6 to 7pm in the evening we will be having a public hearing at the Southwest Chatham Branch, Saturday, November 10th at 10am again at the Carnegie Library Branch, Thursday, November 15th at 5 to

6pm at the Bull Street Branch, Tuesday, December 4th at 5 to 6pm the Bull Street Branch and Thursday, December 13th the Southwest Chatham Branch from 6 to 7.

MS. STONE: Can we get a copy of those?

DR. REESE: Yes we will get you a copy and it's also on our website. We will be sending it out to the neighborhood associations with the idea in the past we've pretty much held our public meetings in one part of town and we want to make them representative and hold them throughout the community. Now the second thing to note is that these public hearings will be part of an ongoing process that you will see because it's important to note that we talk about ridership and we just went over ridership and we have customers all of our customers are not people on the bus. We have customers who ride the bus and we have customers who don't. I mean the taxpayers in this community are our customers and they benefit it's less traffic on the road now because we're carrying 15,000 people a day. It's people who work at places of employment where we like to shop or we like to eat and the benefit of public transportation so we just want to get that message out talk about how public transit is actually ingrained into the fabric of this community and that it goes beyond just whether or not you ride the bus. It is a public infrastructure just like our public schools, our public utilities, our public roads it is part of what we are in the system to help make the community better.

DR. THOMAS: Very good.

MR. HOLMES: Chad that sounds like a marketing strategy. You need to get that out or we need to get it out. Do you have a strategy how we gone get that?

DR. REESE: We're working on it sir.

MR. HOLMES: Okay.

MR. BROKER: Dr. Reese I just wanted to ask you, do we send those dates out? Are those going out in a press release?

DR. REESE: I don't know if they're in press release, but they will be. We will send them out in a press release; we know that they're on our website currently, but one of the things that we're gonna do is try and find better and more effective ways to communicate with the community.

MR. BROKER: By the way it has been really helpful the way you provided me with those press releases. It's always nice to see it first before it goes out in the paper. The other thing I wanted to mention was in looking at with the ridership being down 9% with productivity remaining the same I think 20 passengers per hour, does that mean that there are 9% fewer buses?

DR. REESE: No that hours of service. 9% fewer hours of service so if for instance, we run a weekday and there's a 1000 hours of service on the weekday and we run a Saturday service instead and it's 500 hours so that 500 less hours.

MR. BROKER: Do you foresee a turnaround in these numbers? I know that you assert other things as a factor.

DR. REESE: They are of concern from this standpoint in that we saw sixteen seventeen straight months of ridership increases and last month we saw a 2% reduction and this month we're looking at a 9% reduction so it's something that we're looking at. The productivity has remained steady, but the overall ridership is down. To give you an example, if we looked at a route on Waters Avenue for instance we can pretty much tell you by looking at the numbers that ten to twelve people less per day are riding any one of those particular routes and which ten to twelve people a day may not seem like a lot, but what happened to the ten to twelve people a day who over a month become ten to twelve hundred a day over a particular route so that is what causes a concern so we have to find out well where it is; the details of where we're losing people where are they going; is it something new that we've done? So that's what we have to look at. Now understand eventhough it's down 9%, it's still significantly higher than what it was two years ago. And so with some of the changes that we've made now we've also begun to focus as I said if you look at the services that were going to parts of the airport where we had capacity loads in the morning time so now we have middle of the day service going to the airport which is totally new so you could expect a somewhat of a decline in productivity because this is a new service that has to build but hopefully over time that will work out, but yeah it is something that we're looking at very closely. And to that point I had the opportunity this past month to attend the American Public Transit Association National Conference in Seattle with Dr. Thomas and Mr. Mingledorf where we were with transit board members and CEO's from around the country. We had a wonderful speech from the mayor of Los Angeles and the mayor of Seattle and the senator and the first Secretary of Transportation who created UMTA back in 1964 so it was very good, very informative going into greater depths and more information of the federal legislation what was in place, new programs, new initiatives that were happening, new outreach ideas, new marketing ideas, new operating strategies and so on and so forth, but very informational and I think that's gonna be beneficial and I don't know if Dr. Thomas –

DR. THOMAS: I'd just like to say thank you for giving me the opportunity to participate. It has always been my thing to try to participate in as many things as possible. Having the opportunity to be in Seattle and to see the kind of working relationships that have been ongoing all over the United States when it comes to transit and transportation; having dialogued in terms of needs the concerns and how it relates to the community and how the communities are coming together to strengthen the transit system in their various areas and we plan to Mr. Mingledorf and I and I apologize for today I didn't get an opportunity to complete our written report to share some other information with you, but we will get those to the secretary and make sure that you get those, but it was a great conference to see everyone in action and I tell you it was an all day thing. We didn't even get to see Space Needle and it was only four blocks down the street from where we lived; very hilly, if I walked down I definitely was not walking back up because of the knee. But no it was truly I opening for me eventhough I had participated in several others conferences before. Just to see how many people are on board and trying to improve their transportation services and where they are now the communities, the business sector, the private sector, and the elected officials are all seemingly now coming on board to make sure that we have the best transit system as possible and Mr. Mingledorf I don't know if you want to say anything right now, but this was his first meeting and he was all excited and he kept asking me "What I do now? What I do now?" but it a learning process and he'll get there and I'm glad that he had an opportunity to intermingle with others and see what's going on and what's needed in transit so that he can help us make our system a better system.

MS. OSBORNE: Just a question because of my newness to the Board. Is the make-up of boards around the country similar to ours in terms of who's serving on them?

DR. REESE: Our current board configuration is more in tune with what you will find nationally.

MS. OSBORNE: So you have a lot of elected officials then.

DR. REESE: Yes.

DR. THOMAS: And for the first time they've just elected a woman chairman right?

DR. REESE: Yes Hispanic. She's the Chairman of the New Jersey Transit Board of Directors. She also the President of the American Public Transit Association so that was phenomenal and they talked about a number of the legislative programs going on. I think Los Angeles is investing thirty billion dollars with a B, billion dollars in their public transit system because of their desire to reduce the dependence on automobiles. I mean Los Angeles expanding subways and using bus rapid transit systems and monorails is just a phenomenal idea and it passed by 76%. So if you –

MS. OSBORNE: The goal is to reduce the carbon foot print all over the country. I don't know if we're doing the greatest job that we could.

DR. REESE: So that was there as well, I mean we had an opportunity to meet with Will Hudson who, I don't know if y'all know the story, he was one of the first African American bus operators in Memphis or the first African American bus operator in Memphis who is now the CEO who was there during the days of Martin Luther King and has come up through the ranks and Dr. Thomas and Mr. Mingledorf met with him so it was a great conference in terms of the inspiring stories, the people from all over the world, the young people studying public transportation and finding a future and career in it, to the elected officials, retired politicians talking about their stories and what needs to be done.

DR. THOMAS: And in addition to that, I'm glad you mentioned about the young people because there was a group I can't remember whether they were from Kenya or Nigeria. It was just fascinating and I had an opportunity to have dialogue with them. We did take pictures with them and their leader agreed, because you know me when talking about youth, and they're trying to learn about transit and I gave them the invitation to come to Savannah whenever it was possible so that they could interchange with our young people here in Savannah. So the leader said all we need to do is to let them know when and so I will be following up on that because I think it's a good thing in transit. Okay thank you Dr. Reese you are right on target and we appreciate all that you do. We have updates on Service Delivery, Finance and System Development.

DR. REESE: Those reports are in your packet and I'll be happy to entertain any questions you may have on them.

DR. THOMAS: Anybody have any questions concerning those? Hearing none we'll go to old business. Anybody have anything from old business? Hearing none, new business?

MS. OSBORNE: Madam Chair this was perhaps discussed at a previous meeting and I just don't recall it. I'm sorry the Chairman did not make it to talk about committee appointments, but could we just have some kind of discussion on what the committees are and what they do and that kind of thing.

DR. THOMAS: I think that would be good.

DR. REESE: There are three committees. There's a Service Delivery Committee which handles operations so our fixed route, paratransit, marine services, maintenance would all have a committee. If I could step back, a committee must have a least one board member and no more than two and the Chairman and Executive Director are automatically part of all of the committees. The committee is staffed by one of the three individuals to the left and I've said there's one board member or two and they would create an agenda and right now we have it scheduled to meet once a quarter, however the committee could decide to meet more often or probably not less but more often if they want to if they want to meet every two months or every month. Ideally things particularly major issues will go to the committee before they would come to the board if there was additional information that was required and there are three committees: there is Service Delivery, there's System Development and there's Financial Services. Under Service Delivery there is fixed route, paratransit, maintenance and ferry boat operations. Under System Development is planning, marketing, communications, customer service and legislative and then under Financial Services which is obviously the budget, procurement, audits things of that nature.

MS. OSBORNE: You mentioned that you and the Chairman the Executive Director are automatically a part and no more than two members, who else makes up the board is there any public members general public is there anybody else?

DR. REESE: No it would be the one or two Board members along with the staff person would be the committee.

MS. OSBORNE: Okay thank you.

DR. THOMAS: Anyone else? Very good, alright I think now we come to Executive Session for the purpose of –

DR. REESE: Real estate.

MS. STONE: I'll make a move to go into Executive Session.

MR. BROKER: Second.

DR. THOMAS: All in favor in favor of the motion.

ALL MEMBERS: Aye.

DR. THOMAS: Opposes...hearing none the motion is carried. We will now go into Executive Session.

No action was taken during the Executive Session

Meeting adjourned at 12:10 p.m.

Respectfully Submitted by:

Patricia R. Hawkins, Secretary-Treasurer
Chatham Area Transit Authority