



BOARD MEETING

OF

May 11, 2012

10:15 A.M.

MR. LIAKAKIS: I'd like to call to order the Board to order now and ask Patricia for the roll call please.

MS. HAWKINS: Good morning, Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Vice Chair Dr. Thomas

MR. HOLMES: I ask the absence of her because of some family matters.

MS. HAWKINS: Mr. Broker

MR. BROKER: Her

MS. HAWKINS: Mr. Dawson is not here.

CHAIRMAN LIAKAKIS: He had an illness so want to make note of that also.

MS. HAWKINS: Okay. Mr. Farrell.

MS. HAWKINS: Mr. Farrell

MR. FARRELL: Here

MS. HAWKINS: Mr. Gellatly

MR. GELLATLY: Here

MS. HAWKINS: Mr. Holmes

MR. HOLMES: Here

MS. HAWKINS: Mr. Kicklighter

MR. KICKLIGHTER: Here

MS. HAWKINS: Mr. Mingledorf

MR. MINGLEDORFF: Here

MS. HAWKINS: Mrs. Odell

MRS. Here

MS. HAWKINS: Mr. Shay

MR. SHAY: Here

MS. HAWKINS: And Ms. Stone

Also present at the meeting was Chad Reese, William Law, Ben Karf, and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Thank you. All of the members of the Chatham Area Transit Authority were distributed the minutes of the last meeting. Are there any corrections or additions that need to be added?

MR. BROKER: I move for the approval.

CHAIRMAN LIAKAKIS: Need a second.

MR. SHAY: Second.

CHAIRMAN LIAKAKIS: Alright we have a second. All in favor signify by raising your hand. And let me explain to some of the audience here since we only have nine lights up there for our voting we raise our hands because we got about thirteen members of our Transit Area Authority. Under new business number one: Present the Fiscal Year 2012/2013 recommended Chatham Area Transit Authority budget to the Board to request a public hearing as required by State Law. Chad.

DR. REESE: Thank you Mr. Chairman. Each year staff puts together a recommended budget to the Board of Directors for approval. Today we have the 2012/2013 recommended budget that's consistent with our budget workshops that have been held. We have a recommended budget of \$18,072,890 which represents an increase of \$131,000 over fiscal year 2012. This is a balanced budget, it's also important to know that the Veolia operating budget is represented. There is a flat budget number so there is no increase in the Veolia operating budget. The primary increase is in the area of fuel which is an Authority line item as well as in the area of planning services which is contingent upon – which will service a local match and contingent upon federal funding. This proposed budget does not have a proposed increase in the taxes – the millage rate increase for the transit tax district. It is also assumes a no reduction no increase in the digest is associated with it. We have presented this budget; the information was published in the paper on May 4th, was made available at the public libraries and upon request and at this time we look to have a public hearing on the proposed budget.

CHAIRMAN LIAKAKIS: I open the meeting, the public meeting for the public and for this hearing for the Chatham Area Transit Authority. Any members of the Board would like to speak first? Yes.

MR. FARRELL: Yes, how many years has Veolia been managing the transit system now?

DR. REESE: This will be beginning year three of the operation.

MR. FARRELL: And I was reading through my budget documents today and I was looking at the management fee it was \$650,000 roughly?

DR. REESE: Yes sir.

MR. FARRELL: Okay. I'd like to give you an opportunity to tell me and the rest of the Board and the public the – give you a chance to tell us why we're getting a good deal and what you're bringing to the table and what we can look forward to in the future.

DR. REESE: Certainly. As part of our Delegated Management Agreement there is a flat 5% fee which covers the management fee associated with the operating of Chatham Area Transit. It's important to note that that management fee is exclusive to the fixed route budget so there's no management fee associated with the Marine services or Teleride services number one. Second of all, one of the ways that we have been able to bring in a balanced budget and increase in fixed route services is through the our corporate resources for lack of a better term, in terms of our purchasing power; for instance, we are able to buy tires now cheaper since we buy directly from the manufacturer and we buy them cheaper than what distributors can buy them from; same with fuel and lubricants and other things of that nature. In addition to that, we've brought forth our corporate marketing program with the advent of our new website which you see. The Trip Planner is operational, temporary AVL system is in place until the permanent one comes online. A whole wealth of resources in terms of recruitment, in terms of overall performance is continuing to improve. We have used our engineers and corporate staff to help move projects along. We've identified additional sources of revenue; we've also worked with our legal team to go after new contracts through new lobbying efforts and things of that nature to bring additional resources in. It is important to note that in the, I think I've been here fourteen months now, in the past fifteen months we've brought in an estimated \$12,000,000 additional in federal funds that have come to bare. We've entered two revenue contracts that represent nearly \$500,000 a year in additional revenue that have come into place. If you notice the budget where we had a number of increases at, one of those contracts for instance, the Savannah State service. With the Savannah State service we are projecting \$149,000 increase in that service. And as the cost from Savannah State continue to rise, the amount of money that we've gone out and secured in terms of federal grants is decreasing so over a four year period the cost of the service will more than – the revenue that we generate will more than cover the cost associated with it. So there have been a number of initiatives and a number of accomplishments we've laid out in the budget. A couple of things, I guess a year almost a year and a half ago there were certain priorities that were given for Veolia to accomplish and particular for me to accomplish; one was the Transit Center, Operations Center things of that nature and all of those things will be underway with the Board's permission at the next June Board meeting. We will look to award a contract to build approximately sixty shelters in this community over the next six or seven months and with the understanding that we built 110 in 10 years. So we're gonna take what has taken us ten years to do and compress that timeline and attempt to accomplish it within a year.

CHAIRMAN LIAKAKIS: Okay any other questions? Dean.

MR. KICKLIGHTER: I just wanna thank Chad. It feels like – I've been, some of us been here twelve years now and it feels like you've accomplish, you and your staff have accomplished more in your...how long?

DR. REESE: About fifteen months.

MR. KICKLIGHTER: Yeah, then we did in all of the previous years. I am so thankful; I hope that your company leaves you hear 'cause we've had others wasn't nearly as productive so thank your.

DR. REESE: Thank you sir.

CHAIRMAN LIAKAKIS: Working with a number of projects with Chad, I can see that his leadership at the Chatham Area Transit that has been outstanding and as Dean just mentioned, he's seen more in this fifteen months accomplished and that is very true because we can see the ridership has gone up and that's really important because that helps our expenses and of course then we are giving the ability for people that don't have transportation in our community the way that you have set it up to be able to work; to be able to the doctor's for medical visits, shopping for their food and many other items because people do not realize that there's no other way that they can get to places except through our bus system because they have no friends, they don't have any relatives that can give transportation so again thank you very much Chad for what you are doing and will continue to.

DR. REESE: Thank you sir.

CHAIRMAN LIAKAKIS: Alright next item, request -

MR. SHAY: We need to have the hearing I think.

CHAIRMAN LIAKAKIS: Yeah, alright anybody in the audience would like to comment on this public hearing about our budget for the Chatham Area Transit Authority? Anybody in the audience?

MS. STONE: Mr. Chairman I just have one final comment.

CHAIRMAN LIAKAKIS: Okay.

MS. STONE: I would really like to reiterate what my fellow Commissioner has said about the change over with Veolia and with Chad, but what I notice the most is if I have a citizen concern and I usually contact the County first and then they contact Chatham Area Transit. Those concerns are followed up immediately and they're followed in writing and they're followed up professionally and I know that my constituents appreciate that and I appreciate that; and I also really appreciate I now have one shelter in my district so that is a big, big deal for me and I hope to have more and I really appreciate sincerely the professionalism that you've exhibited since you've been here.

DR. REESE: Thank you very much.

CHAIRMAN LIAKAKIS: Patrick

MR. SHAY: You're doing a good job; your staff's doing a good job. Our professional drivers and people are making great strides in improving customer service and I think its reflected in your passenger fares and the number of – the productivity per mile and per hour all are very,

very good trends so we're very excited about that. In your budget I note that the City of Savannah is providing \$358,624 which is the same as last year and that's a confirmation that they've already voted on that budget; that's already in the-

DR. REESE: We've proposed a budget that's consistent with last year so unlike previous years, we've taken a more conservative approach to revenues. So we still have to go out and negotiate the final agreement with the City of Savannah as well as with the Savannah Mobility Board and we will expect an increase in those costs, but since that information is not confirmed at this point, we went with the numbers that we could confirm.

MR. SHAY: So this budget is consistent with past years in terms of their participation?

DR. REESE: Yes sir.

MR. SHAY: I think you are doing a great job. I continue to wonder what's been happening; you don't have to give me a long answer, to our Comprehensive Operations Analysis. We got really started down that path and seemed to be making a lot of progress and I know we're going through a lot of transitions here, a lot of new facilities like the Joe Murray Rivers Center that are coming on line but I presume that Veolia is gonna continue to help us with that.

DR. REESE: Yes and that we've done in conjunction with the Center for Urban Transportation Research as part of our overall strategic plan. And yes the COA will need to be continued because as the Joe Murray Rivers Center opens you also have to look at opening the super stop so that information is out on the street for bid now and we still have to confirm and secure arrangements with landlords and find vacant properties in the proximity where we need to build these super stops at.

MR. SHAY: And having that Comprehensive Operations Analysis really helps us to be able to justify and future grant applications for services and so forth so I look forward to maybe seeing that before my tenure's up here we'll hope. With all that said if the Commissioners or the Board members have any other comments.

MR. KICKLIGHTER: I want to say one thing. I want to compliment you because we would not have Chad without you. It was you that spearheaded this movement of a public private partnership. I thank you for that because in large part we've accomplished all of this because of your thoughts and I do appreciate it.

MR. SHAY: You're very kind. It wasn't my idea, but it was a good one and I latched on to it. What I'd like to do is make a motion to approve the proposed budget as presented.

MR. HOLMES: Second.

MR. SHAY: Is that a recommendation?

DR. REESE: I don't think at this point; I think what we have to have is a public hearing and then we'll come back with approval of the budget on the 8th of June.

MR. SHAY: Okay fair enough. I apologize; I read the recommendation and thought that was on the order of business today. So in that case Mr. Chairman I withdraw my motion.

CHAIRMAN LIAKAKIS: Okay good. Thank you very much Chad; I appreciate your good work with all of your staff. Item 2: Request Board approval to participate in the observation of National “Dump the Pump Day,” on Thursday, June 21, 2012, in collaboration with the American Public Transportation Association Chad.

DR. REESE: Thank you Mr. Chairman. Each year the National Public Transit Association has an annual event its call “Dump the Pump” and this year staff ask for Board approval to participate in Dump the Pump as well as to present a proclamation in that.

MR. KICKLIGHTER: Motion to approve.

MR. HOLMES: Second.

MR. FARRELL: On Service Delivery, you know you have the CAT administration has started with the local colleges and getting some express routes and customized bus services that appeal to that group of people and I commend you for that. I’ve been asking for years that we also look at the K-12 demographic in this county who is not served by a public school system bus and you know some of the institutions of learning here don’t all have the funding for their own bus service so we’ve talked about maybe doing some pilot projects and getting some bus service and seeing if we can bring in some choice riders to the system and introduce and provide a service to parents who just burn up the roads every morning with a trip and burn up the roads every afternoon. How are we doing with that, with reaching out and working with that younger student demographic?

DR. REESE: Well Mr. Farrell you actually took the step today by approving the request to purchase smaller vehicles. Those vehicles would be ones identified in providing that service. The next step is in our budget proposal; we’ve outlined that as one of our objectives for next year. And so coming back in June...I think June 8th, the Board will be voting on the CAT budget and once adopted we would begin to put those initiatives in place. So they’re in the planning process now.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second; all in favor signify by raising your hand.

DR. REESE: Patricia has the proclamation.

CHAIRMAN LIAKAKIS: Motion passes. We have a – next item is a proclamation Fred “Flash” Gordon.

DR. REESE: Mr. Chairman you want us to read the proclamation on Dump the Pump?

CHAIRMAN LIAKAKIS: Oh you have one for that too?

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Oh, okay let's do that also; that's very important.

MS. HAWKINS: Whereas June 21, 2012 marks the 7th annual National Dump the Pump Day as a day that encourages people to ride public transportation to save money, protect the environment, reduce our dependence on foreign oil, and improve the quality of life for all Americans; whereas people who ride public transportation can save, on average, more than \$10,000 per year, based on today's gas prices, the cost of owning a car and the average unreserved parking rate; whereas for every \$1 invested in public transportation, \$4 is generated in economic returns; whereas U.S. public transportation use reduces the country's carbon footprint by 37 million metric tons -- the equivalent of 4.9 million households using electricity in a year; whereas U.S. public transportation use saves 4.2 billion gallons of gasoline per year -- the equivalent of 900,000 cars filling up every day; whereas public transportation use in 439 urban areas in the United States saved 796 million hours annually in travel time and 303 million gallons of fuel; and without public transportation, annual congestion costs would have risen by nearly \$17 billion from \$101 to \$118 billion; NOW, THEREFORE, THE CHATHAM AREA TRANSIT AUTHORITY BOARD OF DIRECTORS RESOLVES AS FOLLOWS: SECTION 1. Declares that Chatham Area Transit will join with public transportation systems across the country and participate in the 7th annual National Dump the Pump Day on June 21, 2012 by encouraging citizens to ride public transportation; SECTION 2. That Chatham Area Transit declares that by using public transportation, people save money; help the environment; reduce dependence on foreign oil; and improve America's quality of life; SECTION 3. That Chatham Area Transit declares that public transportation is an important part of our nation's transportation system and provides citizens with travel options other than driving a car; PASSED AND ADOPTED THIS 11th DAY OF May, 2012, Pete Liakakis, Chairman.

MR. SHAY: I mean a Star is born! Chad, this beautiful woman should be your tv and radio spokesman. She's got a great a voice.

MR. BROKER: Maybe she could read it again.

(Laughter)

MR. KICKLIGHTER: You need to be doing like the books on tape.

MR. SHAY: I mean seriously.

CHAIRMAN LIAKAKIS: Okay we need a motion on the floor to approve.

MR. KICKLIGHTER: Move for approval

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: Alright let's raise our hands. Motion passes.

MR. KICKLIGHTER: I mean I just want her read books to me at night (laughing)

CHAIRMAN LIAKAKIS: Okay we go now to the proclamation for Fred "Flash" Gordon.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Chad.

DR. REESE: Thank you Mr. Chairman, I think this is the one you actually present. Each year we have our annual Roadeo and this year we had a Roadeo for Fixed Route operators as well as Paratransit operators and that what the proclamation for number 3 and 4 are about. We had our annual Roadeo and our Employee Picnic in which we had some Board members attend and thank you very much for that. I think we had roughly about 300 employees and family members show up for that event so it was a great success and this year our winner again was Mr. Flash Gordon who he and I had the opportunity of being together in Long Beach, California this past week. Mr. Gordon represented us at the International Roadeo and represented not only Savannah, but also the state of Georgia Mr. Chairman.

CHAIRMMAN LIAKAKIS: Okay now he was the – it says it’s Flash now. Did you out run most of those other buses?

(Laughing)

MR. GORDON: No sir.

CHAIRMAN LIAKAKIS: Alright, Chatham Area Transit Authority in recognition of Fredrick “Flash” Gordon. On Sunday, April 22, 2012, CAT held the Annual Bus and Paratransit Roadeo. The Roadeo is designed to allow qualifying operators and mechanics the opportunity to showcase their skills and maneuverability while driving a bus. Each operator must navigate through an obstacle course with twelve (12) stations in less than seven (7) minutes while meeting specific distance and other criteria and without touching any cones. Points are deducted for each infraction and for each second past the seven-minute time limit. Each maneuver is under constant evaluation with judges placed on the bus and at each obstacle. Talk about a pressure situation! High stakes notwithstanding, however, each year one winner is determined by his or her outstanding performance. This year’s first place overall winner is Frederick “Flash” Gordon. Flash has won this event numerous times as well as placed in the State competition 5 times. He has also competed in the National competition 8 times. Flash has been employed with CAT since July 16, 1975, and will go on to represent CAT at the International Roadeo which will be held in Long Beach, CA in May. That signed by myself and Patricia and now I’d like to give you this recognition Flash because we appreciate your service to the citizens of our community. Thank you for winning not only for our area, but the state of Georgia also.

MR. GORDON: You’re quite welcome.

CHAIRMMAN LIAKAKIS: Step right up and speak.

MR. GORDON: I just appreciate doing my job and I do it the best I can and I thank Mr. Reese and I thank all my cohorts, thank you so much.

MR. SHAY: Thank you.

(Applause)

CHAIRMAN LIAKAKIS: Okay next on the agenda is a proclamation for Tameca Cammon is she in the audience? Oh yeah! There she is. Come on up. She's got on her special shirt that they – all them wear now. (laughing) and see this is environmental green that they wear now. I want all the citizens to see that. And this is recognition for Tameca Cammon. On Sunday, April 22, 2012, CAT held the Annual Bus and Paratransit Roadeo. The Roadeo is designed to allow qualifying operators and mechanics the opportunity to showcase their skills and maneuverability while driving a bus. Each operator must navigate through an obstacle course with twelve (12) stations in less than seven (7) minutes while meeting specific distance and other criteria and without touching any cones. Points are deducted for each infraction and for each second past the seven-minute time limit. Each maneuver is under constant evaluation with judges placed on the bus and at each obstacle. High stakes notwithstanding, however, each year one winner is determined by his or her outstanding performance. This year's first place winner in the Paratransit Division is Tameca Cammon. This was Tameca's first time entering the Roadeo. She has been employed with CAT Since July 2011. We wish Tameca much success in her endeavors with CAT and the Roadeo. Congratulations.

MS. CAMMON: I just wanna thank y'all for giving me a job. I'm new to Savannah so I thank y'all and I appreciate it.

MR. SHAY: You're welcome.

(Applause)

CHAIRMAN LIAKAKIS: Okay next; Executive Director's update, Chad.

DR. REESE: Thank you Mr. Chairman. Before this Executive Director's update there's a couple of things I would like to bring your attention to first is our ridership; it's up 10% compared to March of 2011. But it is important to note that that number represents nearly a 25% increase over a two year period. So over a two year period ridership overall has continued to increase as well as productivity and the other two factors that are pretty relevant is that, I guess about six months ago we undertook major changes in our safety and training program and over the past few months you've seen a traumatic – a dramatic increase in terms of overall safety. Again, our accident numbers are down 63%. They are below the national average for the past two months in a row for the first time in terms of overall safety performance. The national average is 2 accidents per 100,000 miles and we're less than 1 so our accident and our safety record is continuing to improve and has made dramatic improvement. And also in terms of customer service. A couple of other things to note is the Federal Transit Administration on the federal level, the House and the Senate have both passed temporary extensions to the Surface Transportation Act, but also they have both passed a two year version of the Bill and the Bill is now on Conference and we're expecting to hear something within the coming weeks on how it comes out at Conference where both parties are able to get together. One of the major issues that's still there is whether or not transit will be funded out of the General Fund or it will stay part of the Transportation Trust Fund. There's one note that I needed to bring to the Board's attention. One of the things as Mr. Farrell asked about "What do you get for the management fee?" well Veolia employees a group of analysts, for a lack of a better term, whose job it is to go out and find resources; federal grants and take advantage of that. They brought information to our attention that the Federal Transit Administration had a grant for veterans transportation and

as we were putting together the Transportation program the grant for that, we reached out to the other transportation providers in the area in particular the CRC (Coastal Regional Commission) and at that point we could not engage them as a partner in the grant application process. And we found out, I guess about a week before it was due, that they, after we notified them of the available funding, and to try and reach a partnership in moving forward with it, they decided to go out as a competitor for the grant for the region as oppose to partnering with CAT. So we partnered with Liberty County Transit and some of the other systems around, but CRC decided to not partner with us; which opened the door to a number of other issues. One of the things you'll find attached to the Executive Director's report is a series of correspondence between the County Manager and myself dealing with CRC and the Paratransit funding and the services that are provided by them. It's an issue I wanted to bring to the Board for a couple of reasons; it appears as though we are approaching some level of turf wars in terms of how transportation is provided in this community number one. And number two, what role should CRC play and what role should CAT play. CRC provides services in Chatham County and there's evidence that's in the record here where they have billed Chatham County for transportation services over the past – since 2009. We have done research and as laid out in the budget there we have not calculated in the budget, but some of the services are for paratransit type services and at the time when the Board, I guess not the Board, the County Commission at the time decided to enter into a one year pilot with CRC for the services to because CAT basically was not fulfilling it's obligation and role, that one year program has continued. The money that's set aside for that program is federal money that comes under 5311- Section 5311; and just so the Board understands there are levels of funding under the Grant Act. There's a urban funding which covers areas like the City of Savannah and the City of Pooler and then service that's basically in an unincorporated area it falls under a different section of funding which is 5311. CRC has gone out and applied for that funding only because CAT never did so and acquired the funding and they also use that in combination with Chatham County. The problem is Chatham County has not budgeted for those resources and uses contingency funds in order to fund them and this is an issue that we needed to bring before the Board to get some direction in terms of how we should look at proceeding with this issue. Yes sir.

CHAIRMAN LIAKAKIS: Go ahead Pat.

MR. SHAY: In re-reading the minutes from the meeting when we as a County Commission decided to accept the pilot program for funding at that time we were in sort of enmeshed in a bit of a controversy. The fact that we were not going to provide transportation for people that were more than-

DR. REESE: Three quarters of a mile.

MR. SHAY: Three quarters of a mile from the core routes; how is that service being provided today?

DR. REESE: CAT still provides service within the three quarters of a mile however; it does not provide the service that's outside of that. There is an available federal funding pool by which CAT can apply for to begin to operate those services outside of that area; we have not.

MR. SHAY: But how are the people outside of the three quarter mile obtaining that service today? Is that through CRC?

DR. REESE: They are assigning it through CRC, yes.

MR. SHAY: Okay and how much is being asked of us terms of participation going forward?

DR. REESE: It's roughly about \$30,000 a year from the County.

MR. SHAY: \$30,000 a year, so for \$30,000 a year we are able to get another provider to provide the service for people that are outside of three quarters of a mile. What would it cost us as Chatham Area Transit to provide that service?

DR. REESE: Let me explain how the reporting mechanism would work. It is – the way the program works is you apply for the funds and they give you X amount of funds based on the population density area. And of that amount, you are required to recover 10% farebox recovery. Anything short of the 10% farebox recovery the agency who's responsible for providing transportation has the legal obligation to make up the 10%. The federal government makes up 90% of it.

MR. SHAY: Okay.

DR. REESE: So the \$30,000 a year is the balance that's due in terms of the services that's provided compared to the farebox recovery or the lack of farebox recovery.

MR. SHAY: So the \$30,000 is basically filling in the shortfall.

DR. REESE: Right.

MR. SHAY: If Chatham Area Transit were providing that service using a similar strategy to leverage federal dollars, would our exposure be more or less than \$30,000?

DR. REESE: I can certainly bring that analysis back to you at the next Board meeting because we would have to take into account capitol assets and things of that nature as well.

MR. SHAY: You know my bias of course is for local control in other words, you know, since the citizens that would be served are Chatham County citizens and they have a tendency to get in touch with their County Commissioners before they try and get in touch with whoever the CRC is governed by. I would think that we might want to try and consider whether or not we should be providing that service if it doesn't mean that it's gonna cost us more than the \$30,000. Before this Commissioner and member of the Board would be willing to vote to spend more money to continue funding to the CRC, I'd like to see that analysis as to whether or not we can't provide that service as cost effectively, more cost effectively one would hope, than they could. Is that fair Chad?

DR. REESE: Yes sir.

MR. SHAY: Okay.

MR. HOLMES: Chad you said you're gonna do a study and bring it back to the Board.

DR. REESE: Yes sir, I'll have it to you at the June 8th Board meeting.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: If I recall when we initially had these discussions the idea was that we wouldn't necessarily see the CRC vehicles within or along our routes and that's (in audible) the idea was somehow that they couldn't cross our routes or they couldn't come within the three quarter limit, I see them everywhere, I mean I was over at either Stubbs or Stillwell next to the hospital the other day, and I noticed one of the buses were there and I've seen them in the hospital parking lots.

DR. REESE: Yes sir. (Laughter)

MR. BROKER: So they're really not supposed to be doing that.

DR. REESE: I would not necessarily say that they are but what we have done as an agency is we taken on the catalyst stop. Because technically CAT is a regional transit authority. Our authorizing legislation allows us to provide service in Chatham County and the surrounding counties as well; so in terms of a regional transit authority Chatham Area Transit is a regional transit authority. I can't say from the management prospective that we've truly fulfilled that role in the past of being a regional transit authority and looking at transit on a regional basis. What we have done is that we have put the – we are putting the infrastructure in place to look at transportation on a regional basis so if you look at our intermodal facility our intermodal facility is not just for CAT is also has places where if someone is coming in from South Carolina, it has availability to use it. If they are coming in from Liberty County or Effingham County all of those avenues are there. The technology platform we are seeking to have it will be a platform that can be shared throughout the region. So if there are other transportation providers as oppose to you going out and investing a million dollars in the infrastructure to have a farebox system, well you just need to buy the \$15, 000 farebox and not worry about the software and all of our contracts, at least recently, have been structured in that way in terms of their scale ability. So we've taken on that role but this is the first time that we've run into a you against us approach and that's certainly not the approach we're willing to take but again, this becomes a policy issue and not a management issue.

MR. BROKER: Well the only reason I bring it up is that, you know, if the \$30,000 we're asked to pay simply takes up the slack outside of the three quarter mile area that one thing but if they're actually providing services in an area larger than that if you will, Yeah I think we ought to take that into consideration.

MR. SHAY: I'm all about people having lots of acceptable choices when it comes to mobility so I'm oppose to that fact that there are multiple providers that can have the access to the service, but that's one of the reasons, and I hope that study you come back would be in the near term but as we look at this Comprehensive Operations Analysis that we start to look at these very issues

which is if we are eventually going to be the recipients of regional mobility that we're set up to be able to handle that and not be duplicative and spending money that somebody else is also spending money to achieve the same objective. The public dollars are gonna become more and more limited, in my view and if going into the future whatever we can husband our resources would be great.

DR. REESE: Right and going back to the grant that we submitted the idea behind that is to have a call center, a regional call center to share a platform and infrastructure so if you need transportation in this community you can call one number, get one call center that can coordinate transportation from Beaufort County down to the Florida line. Because it eliminates CAT having to have a call center, CRC having to have a call center, Low County Transit Authority having to have a call center. How do we pool the resources in to have one location where you can get transportation information.

MR. FARRELL: What are the boundaries of the Chatham Area Transit Authority? Or are there hard boundaries?

DR. REESE: I think it's a four or five county area.

MR. FARRELL: For Georgia?

DR. REESE: Yes sir.

MR. FARRELL: Just Georgia?

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay let's go on to...it that all you got under that?

DR. REESE: Yes.

CHAIRMAN LIAKAKIS: Okay item 6; Service Delivery.

DR. REESE: Thank you Mr. Chairman the Service Delivery report is there for your information.

CHAIRMAN LIAKAKIS: Okay yeah you receive that.

MS. STONE: I have a question.

CHAIRMAN LIAKAKIS: Okay Finance Report.

MR. SHAY: Mr. Chairman I believe Commissioner Stone

CHAIRMAN LIAKAKIS: Oh Helen.

MS. STONE: Alright in reading that service report I noticed that there were three routes that were down significantly and I'm certain that you read this and are aware of it. What are the

plans for like the Augusta Avenue, the Candler Route and the Waters Road that down significantly in ridership? What are the plans to correct that route or alter that route or, you know, I'm not sure why they've dropped so significantly.

DR. REESE: The Candler route is the largest route and it's one that we anticipated as part of our service change because we significantly reduced service on that route. It was route that was carrying about eight passengers per hour. If you recall at the last Board meeting the Board approved for the purchase of smaller cut-away vehicles will go on. The Candler route for instance is a route that has low ridership and given the cost, it's difficult to justify the continuation of that route. However, if we can lower the overall subsidy associated with the Candler route it's a route that can continue for people who are dependent on public transportation, but it is a route that we anticipated and that route, the ridership on that route was actually picked up by the Route 14. The primary area that was service there we're now servicing with the Route 14.

MS. STONE: So from 2011 ridership was 9,220 and 2012 it's down to 1,222 so that is having to do with the change of the –

DR. REESE: We were providing service every hour on that route and we reduced it to two trips in the morning and two trips in the afternoon to get people to and from work. And the trips that are in the middle of the day are provided by the Route 14.

MS. STONE: So these riders are being picked up by a different route is that correct?

DR. REESE: Yes.

MS. STONE: Okay, I just want to make sure that we weren't losing ridership in areas that the people didn't have alternatives and what the cause was of a significant drop such as the Candler Route and the Augusta Avenue is down pretty significantly as well.

DR. REESE: The Augusta Route is what we call a route that's interlined. You see it's the 3A and the 3B so there is a significant reduction in the 3B, but there's also a significant increase in the 3A and that is a farebox issue that goes along so it's calculated on the route.

MS. STONE: And so people are still getting the service.

DR. REESE: Yes.

MS. STONE: Okay that's all I was just concerned with that significant of a drop. Thank you for answering that.

DR. REESE: And on the Waters Avenue of course you have two routes that are an option. One runs at the top of the hour the other one runs at the bottom and where there's increase in one, there's a decrease in the other.

MS. STONE: Thank you.

MR. BROKER: I think the other thing on the reduction on the Candler 11 is the fact that people can now get to Candler Hospital from the Abercorn 14 whereas previously they couldn't.

CHAIRMAN LIAKAKIS: Okay, alright and then we received information System Development report. Anything other than what we've received?

DR. REESE: No sir.

CHAIRMAN LIAKAKIS: Okay, alright then the next thing we need a motion on the floor to recess into Executive Session to discuss land acquisition.

DR. REESE: Mr. Chairman if I may, just a reminder not this Saturday, but next Saturday we're having our Groundbreaking for our Operations Center at 11 o'clock and I think you all have the flyers and we will be following it up with a community event that will happen a block away at the W.W. Law Center where the community is invited to take a look at our proposed changes to the community, changes in traffic flow. We will have a fish fry, hamburger, hot dogs, swimming pool, rock climbing...everything but it will be there for a few hours just to invite the community out whereas the Transit Center had one theme, this is a more casual and community oriented theme for this one.

MR. SHAY: Patricia can re-read the proclamation. (Laughter)

MR. BROKER: Over and over.

MS. STONE: She's gonna sing.

CHAIRMAN LIAKAKIS: Chad, what kind of fish are y'all preparing?

DR. REESE: Tilapia.

CHAIRMAN LIAKAKIS: Oh okay, that's important. (Laughter) Okay we need a motion on the floor to recess into Executive Session for land acquisition.

MR. BROKER: So moved.

MR. SHAY: Second.

CHAIRMAN LIAKAKIS: Alright we have a motion on the floor, all in favor signify by raising your hand. And this will be a very short Executive Session we'll be right back out in the regular meeting after we handle this.

RECESS FOR EXECUTIVE SESSION

CHAIRMAN LIAKAKIS: (In audible) in our executive staff for the executive meeting that we had in that Executive Session there were no votes taken. Now we will reconvene as the Chatham County Commission.

Meeting adjourned at 11:15 a.m.

Respectfully Submitted by:

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