



BOARD MEETING

OF

June 8, 2012

10:14 A.M.

MR. LIAKAKIS: Okay I like to call to order the Chatham Area Transit Authority and I ask that Patricia give the roll call please.

MS. HAWKINS: Good morning, Chairman Liakakis.

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Vice Chair Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Mr. Broker

MR. BROKER: Here

MS. HAWKINS: Mr. Dawson

MR. DAWSON: Here

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

MS. STONE: Present

Also present at the meeting was Chad Reese, Terry Harrison, Ty Butler, Marissa Karp, Curtis Elswick and Patricia Hawkins.

CHAIRMAN LIAKAKIS: Okay all of the members of the CAT Board were sent the minutes of the last meeting. We need a motion on the floor for approval unless we have some correction.

MR. BROKER: Move for the approval.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: Okay we have a motion on the floor and a second for approval of last meetings minutes. All in favor signify by raising your hand. Motion passes. Just for the general audience to know this you might not be familiar. We have a board up here that has the nine member's lights and we vote on that as the regular Chatham County Commission, but since we have additional members on the Chatham County Area Transit Authority we have more than nine members and that's why we raise our hands. Okay next, under new business; 1: Transition to the new Chatham Area Transit Authority (CAT) Board, Chad.

DR. REESE: Thank you Mr. Chairman. Members of the Board this issue is our first item because I think it's important to mark and also important to note that this is the last regularly called meeting of the Chatham Area Transit Authority Board as we know it. We will have a Special Called Meeting on the 22nd of June, but as a regularly scheduled meeting this is the last meeting of this particular Board in its current configuration. The new Board legislation was approved by the Georgia General Assembly and signed into law by Governor Nathan Deal so effective July 1st we will have a new Board of Directors for the Chatham Area Transit Authority. One of the things I wanted to take the opportunity today to thank everyone of the Board members on behalf of the staff. I think I've been here for about eighteen months now and I can't believe its been eighteen months; its been extremely fast. A couple of things to note; eighteen months ago within the organization itself we outlawed a term within the organization that was called "Slowvannah" so if you used the term "Slowvannah" at CAT it could lead to your termination. We also adopted a mantra that we do not except – that we do not mistake activity for achievement. Its not important about what we're working on or what we're trying to do, what matters is our accomplishments and our achievements and over the past eighteen months we've worked diligently in terms of bringing about as many of the – meeting as many of the milestones as possible that have been set up for us over the past ten to fifteen years we've worked over the past eighteen months to achieve those. I would like to not that that would not have been possible if it was not for this Board and your continued support, your guidance in terms of where we're at, what we're doing and the direction we needed to go. Though your resources, through your counsel the past eighteen months we have set out and we have achieved a lot, namely the construction of the Transit Center is underway and hopefully throughout today you will see the fulfillment of everything we set out to accomplish eighteen months ago that we will have those programs and processes in place and moving forward. At this time we have plaques that we would like to present to the Board – the Board members. And this one is to the

Chairman, but they all read the same; In recognition and appreciation of your tenure of leadership and guidance as a member of the Chatham Area Transit Authority and your support in the transition of the said Board presented this 8th day of June 2012. And it symbolizes here at the top where we have the old CAT logo at the top and the new CAT logo at the bottom to represent our change and transition as we continue to move forward but thank you to each of you and they'll hand these out to the Board members.

CHAIRMAN LIAKAKIS: William okay. Give it to William and since he's over there he can hand it to all-

MS. HAWKINS: Well actually he wanted them to come down and be presented with them.

CHAIRMAN LIAKAKIS: Okay.

MS. HAWKINS: First we have Chairman Pete Liakakis.

CHAIRMAN LIAKAKIS: Thank you very much Chad I appreciate that. We know how important our bus system is to the people and the community. A number of you have heard me say before in the 2000 census that showed that we had over 16,000 people that didn't have transportation in our community and many of our people that ride the bus now its very important because they have no other means of transportation, some even now walk to work when they have to go several miles to work because the bus system does not go into their particular area. But people that need this they have to have it to shopping for food, they have to go for the medical problems that they might have and they also have to have that also for other means and that's really important that we have this bus service so I thank you very much Chad for this recognition, but the recognition for all our County Commissioners and those people that work on the Board because it's very important and I pray that it will expand even more so a lot of the people that don't have bus transportation in their community that it will happen.

MS. HAWKINS: Next we have Vice Chair Dr. Priscilla Thomas.

DR. THOMAS: Thank you.

MS. HAWKINS: Mr. Bill Broker.

MR. BROKER: Thanks an awful lot. Just a quick note; I do appreciate the opportunity to have worked with all of you on this Board it's been a really interesting and pleasant experience and I hope that I'll continue to see you and don't think that because you're no longer on the Transit Authority Board you have an excuse for not riding the bus so I'll see you on the bus. Thank you very much; thank you Chad.

MS. HAWKINS: Next we have Mr. Wayne Dawson. Next is Mr. Patrick Farrell.

MR. FARRELL: Quite a pleasure to be on the Board and I wish the new Board every success and great luck, thank you.

MS. HAWKINS: Mr. David Gellatly.

MR. GELLATLY: Just a quick thought; you know in administrative circles and companies or what have you that have gone through a lot of turmoil and what have you and they correct themselves. The short sentence that's used "We've got someone driving the bus now." and we do and it's you thank you.

DR. REESE: Thank you sir.

MS. HAWKINS: Mr. James Holmes.

MR. HOLMES: I just want to say to my Board members, I'm my own campaign manager and I'm looking forward to working on the new Board.

MS. HAWKINS: Mr. Dean Kicklighter.

MR. KICKLIGHTER: I just want to say thank you and how silly I think we are; we should have transitioned back when we had some bad directors in this spot. Now it's really easy with this great man running the show and now we change everything up but thank you it's been great. You've been great and you know as long as you're here I believe the Transit System's in great hands and the entire staff so thank y'all.

MS. HAWKINS: Next we have Mr. Frank Mingledorf.

MR. MINGLEDORF: Thank you for being a part of the CAT Board.

MS. HAWKINS: Next Mrs. Tabitha Odell.

MRS. ODELL: I'll to go home and tell my husband he can put his name over here somewhere.

MS. HAWKINS: Next we have Mr. Patrick Shay.

MR. SHAY: Thank You.

MS. HAWKINS: Last and certainly not least we have Ms. Helen Stone.

MS. STONE: It has been a true honor working with this group of people and Chad I'm very excited to see the direction that this Board is headed under your leadership thank you.

CHAIRMAN LIAKAKIS: Next on the agenda is request a public hearing as required by State Law on the Fiscal Year 2012/2013 recommended CAT budget. Ladies and Gentlemen, this hearing is being held in compliance with State Law relative to Chatham Area Transit Authority's proposed fiscal year 2012-2013 budget. Information packets showing the proposed budget are available at the front entrance. A list is being passed around asking for the names and addresses of those present. The purpose of this is to document that public input was solicited for future audit purposes. We will start at the right side of the room, and go row-by-row. If you wish to speak please come to the podium; state your name, address and the name of the group or organization you represent, if any. We have staff available to help pass out any written material to the Board members. We would ask that you be brief and concise in your remarks since we

have a number of people that may want to speak and we want everyone to have an equal chance to be heard. On my right starting and that's on your left, anyone in the audience on the first row, second row, third row, fourth row, fifth row, sixth row. Anybody and the same would like to testify or give comments for this public hearing on my left now; for the first row, for the second row, third row, for the fifth row, for the sixth row. Hearing none any public comments I will close the public hearing at this point. Chad did you want to make any comments about this?

DR. REESE: No sir not on the public hearing on the budget.

CHAIRMMAN LIAKAKIS: Okay, next on the agenda Request the CAT Board approve Fiscal Year 2012/2013 Budget and request the Chatham County Board of Commissioners set the Fiscal Year 2013 millage rate, Chad.

MS. STONE: I'll make that motion Mr. Chairman. I also would like to commend Mr. Reese and his staff for keeping the millage flat. I know that there have been a lot of hurdles; the cost of fuel just is one so I really appreciate your hard work to keep this millage flat for the citizens of this community.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: Okay any comments? Any comments? Okay – uh Bill did you wanna?- okay we ask for a motion on the floor to approve the budget for 2012/2013.

MS. STONE: We did.

CHAIRMAN LIAKAKIS: We just got that; we need to vote at this time. All in favor on the Authority please raise your hand. Motion passes. Item 4; Request Board receive presentation and approve resolution with the Coastal Regional Commission for rural public transit in Chatham County, Chad.

DR. REESE: Thank you Mr. Chairman. In the May Board meeting I brought an issue forth concerning the Coastal Regional Commission and Chatham Area Transit Authority. The Board requested that I take a look at, review the entire program and come back with a recommendation. We reviewed and completed an analysis and in summary Chatham Area Transit Authority is responsible for public transportation within Chatham County (i.e. that responsibility does not obligate us to be the operator of that service.) As holding the responsibility for services in Chatham County we have accessibility or availability of federal funds, some that's in the urban areas some that in the rural area. In the past those funds have not been applied for; what staff is recommending is that we allow Coastal Regional Commission to apply for funds on behalf of Chatham Area Transit Authority and Chatham County with the caveat that they continue to match those funds with their state funds. So in a nutshell, any services that are operated outside of the Chatham Area Transit service area they would operate under the opuses of Chatham Area Transportation but operated by Coastal Regional Commission so as long as our federal money continue to be matched with their state money and to give you an example, rural services in Chatham County can be funded at fifty percent by the federal government. The Coastal Regional Commission is proposing to match our fifty percent funding with forty percent funding that they receive from the state whereas ninety percent of the services are funded through federal and state

funds. As a result that leaves a ten percent balance and the way ten percent has to be recovered through farebox or has to be made up through the sponsoring agency. And in this case Chatham Area Transit Authority receives funds from Chatham County's M&O funds to operate services in affect outside of our transit district. So the net affect is about thirty to forty thousand dollars a year on the Chatham Area Transit Authority budget and that number has been included as part of our Teleride budget to offset the cost for the potential ten percent of operating the services.

CHAIRMAN LIAKAKIS: Dean.

MR. KICKLIGHTER: Thanks. I want to first commend you for – you and your staff for actually having it included that it continues to – that the agreement continues to back up Teleride services; I think that's major and also I guess my question would be on here can – I remember back the original presentation, can citizens from the outlying areas if they're not within the service route of CAT right now can they call and utilize this system just as the citizens of other counties can?

DR. REESE: Yes they can.

MR. KICKLIGHTER: Okay, from past usage do we have any stats of how many people have actually utilized that service?

DR. REESE: It's around thirty thousand a year and with the subsidy of about sixty-nine cents per passenger.

MR. KICKLIGHTER: Okay I mean not the monies but-

DR. REESE: But about thirty thousand -

MR. KICKLIGHTER: Thirty thousand riders actually?

DR. REESE: Yes sir about three thousand passengers a month outside of the CAT service area.

MR. KICKLIGHTER: Could we possibly or could y'all put something together that could run on the government channel to show citizens that they can dial a number and have service there and with that thank you this sounds great. Thanks.

CHAIRMAN LIAKAKIS: Chad this is really important; go beyond our government channel and that was a very good idea by Commissioner Kicklighter but let's have a news release going to the Savannah Morning News so that you can put in there the information to those areas that are not covered by Chatham Area Transit because this will help those many people in those outlying areas that don't have transportation now and at somewhat of a disadvantage then that news release should go to the Savannah Morning News all the other papers like Connect Savannah or whatever and also the tv stations. Because once our people know that that will help out just like Commissioner Kicklighter was talking about.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay, we need –

MR. KICKLIGHTER: Motion to approve I guess.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Okay we have a motion to approve the resolution, let's all raise our hands. Motion passes. Item 5; Request Board approval to award the Intelligent Transportation Systems contract to Indra USA.

DR. REESE: Thank you Mr. Chairman in November 2011 staff received approval from the Board to issue Invitation For Bids for Intelligent Transportation Systems. We know it as an AVL system and Automatic Vehicle Location system but it's much more than that. We submitted – we entertained proposals from various companies; staff evaluated the proposals and we have a brief presentation just to walk you through the type of technology we're talking about if we could. The company that we're proposing to award the contract to is called Indra. (You can move the slide please). To give you an idea they have about \$3.5 billion a year in revenue; they operate in 110 countries and an excess of 35,000 employees. They operate in the areas of Defense, Commercial Utilities, Transit, and Financial Services just a whole host of different industries. You may not have heard of them but you may know their work they designed the software for the Predator Drone for instance. So that's the company that we're proposing to award the contract to. In terms of transportation, transportation market, they're the largest in Europe. They operate South America throughout the world. It is important to note they do not have an operation in the United States; it will be the first operation in the United States it will be awarded to. They are one of the largest ones it is very much a European type platform that they operate the systems in a number of your larger European cities Savannah will be the first. Just a follow-up they operate 13,000 buses. Their system is on 13,000 buses about 400 trains and on board cameras as well as ticket and vending machines. What we're looking at here in Savannah is the Control Center we'll have it tied in with our non-revenue vehicles, passenger information kiosk. It will be the all important software that operates both our Operations Center, Transit Center, our Super Stops from one centralized location. It will also serve as a central platform for our services with CRC our services with Liberty. To give you an idea CAT is putting in place a regional infrastructure so that we'll make it available on a regional basis that if Liberty Transit somehow wants to tie in with services in Chatham County, they simply buy the hardware equipment and the operating cost associate with that already built in. It's one hundred percent scalable they just pay their monthly fee associated with the vehicle as well as with the Coast Regional Commission or whoever else in the region so we've opened it up for the possibility of five different transit systems so any vehicle that's coming to our transit center for instance the passengers at that transit center will have real time information on where the bus is, when it will come so on and so forth. The next system that we're looking at in particular is that the system will have on board data terminals, will have open and close microphone systems, the farebox systems, passenger information, passenger – pedestrian alert systems. For the past year we've been testing the pedestrian alert system so that when a bus is turning right or left it announces to people outside that this bus is turning right or this bus is turning left. The reason that its been so important is because in the industry the greatest number of accident claims that we've seen recently have been with pedestrians and it is with people using smart phone technology or mp3 players and they're walking into the side of buses and things of that nature. That's the actual

largest increase; so for the past year here in Savannah given our pedestrian market we've been testing that system on five of our vehicles and it's proved to be extremely successful; a number of positive comments. So now with this system that will be deployed system wide throughout all of our fleets and our buses in the fleet. Vehicle monitoring systems we will also have live streaming on buses, we'll have ADA capability so that a person who's hearing disabled we comply with the latest requirements of ADA so if a person is hearing impaired or visually impaired they will be able to get a special device from CAT and the Board will have decide whether we decide to give them away initially or we charge for them but it will be a bracelet something you carry in your purse or wear around your neck which would give you individual information that this is your stop or this is your bus for people in the disabled community. So there's a host of options. It's important to note that the system while we have not – it will have a covert alarm to comply with the latest homeland security requirements. I'm going through this to give you an idea that here in Savannah Chatham Area Transit will be the most sophisticated intelligent transportation system in North America and it will be here in Savannah.

DR. THOMAS: Alright.

CHAIRMAN LIAKAKIS: Helen.

DR. REESE: If I may I have a couple of questions. In the write-up here I noticed that the other companies they're obviously you said that this company had the most points but I didn't get to see any comparison of what the other companies what their ratings were. And also I'm a little protective of I would preferred to have hired a company within the United States and that's why I kinda like to look at the rating I mean I – we need to keep business within our own country and I see the wonderful specifications that this company proffers but again I'm very interested in us promoting from within our own country.

DR. REESE: It has to comply with the federal requirements of Buy America so it meets the federal requirements of Buy America. All equipment is manufactured, the products are produced anything that's not – any components that are produced outside of the United States have to comply with Fly America so they have to be on American airlines things of that nature so we meet the criteria set up by the federal government. Also this is one of the largest – one of their largest vendors is the United States Government the Department of Defense so it is very much American as Ford Motor Company in that they have US operations, the employees are US who are designing it so.

MS. STONE: But we still don't have the comparison of what these other companies were rated. I mean you've given us what points that this company had but I don't – normally when we have bids we see what the other companies for the best practicing contracting what the rating scores were and I did not see them in this report.

MS. HARRISON: I'm speaking from memory, but Indra was in the ninetieth percentile. The next closest vendor was in the seventieth percentile and the others were below that. And I can say –

MS. STONE: I guess in the future it would be helpful to me as someone who's placing a vote here to see where the companies fell in line.

CHAIRMAN LIAKAKIS: From what I understand also, if I'm correct on this, looking into because I happen to be in the electronic business and all that's one of my businesses is that they there's not – all of these particular services Indra has some of the other companies don't have all of these particular services.

DR. REESE: Yes sir that is correct in terms of their capability the technology all centers around, for lack of a better term, the black box that's placed on board. As you can see on your screen there the capabilities of the computer systems placed on board and their ability interact with the different systems is what sets it apart. To give you an idea of Indra's capability and why they rated so high compared to some of the others is that with the box Chatham County and Savannah actually has one of the most – has a high tech traffic control system already in place and so when you see the signs that show you that the speed limit 30 miles per hour, 40 miles per hour all of that is also tracked by GPS so with this system in place if a bus is going through a 30 mile per hour zone and the bus is going 35 miles per hour it automatically notifies the bus operator that you're in excess of the posted speed limit but it also notifies the control center that this particular bus is in violation which is something that we have not had. To give you an idea if you go along they're certain speed areas set up that shows you how fast you were going, well now that becomes one hundred percent automated which is just phenomenal technology which the other competitors have not come close to.

CHAIRMAN LIAKAKIS: Tabitha.

MRS. ODELL: With the change in the system, will that change the bus pass format?

DR. REESE: The what?

MRS. ODELL: The bus pass format; the little paper thing.

DR. REESE: Yes it will. Within the next year or so we will begin to use smart cards because it'll be totally integrated. Also our employees will now be carrying smart cards so the smart card they use to get into the building will be the same smart card they use to log onto the payroll system, to log onto the bus system and if they decide to go out and use the bus on their own it's also – it also will be integrated with the fareboxes.

MRS. ODELL: Okay so the passenger smart card is it reloadable?

DR. REESE: It will be reloadable, yes.

MRS. ODELL: Would it be by purchasing online? Or would you have to go down?

DR. REESE: We'll have vending machines throughout the city and they will also be able to reload online.

MRS. ODELL: Okay and the farebox is that the vending machine?

DR. REESE: Um no, it'll be separate vending machines.

MRS. ODELL: What is the farebox?

DR. REESE: The farebox is the machine that's on the bus itself.

MRS. ODELL: That's inside the bus?

DR. REESE: Yes.

MRS. ODELL: Okay and you also said that they'll be live streaming?

DR. REESE: Yes.

MRS. ODELL: Would that be like the government channel or will you be selling ad space?

DR. REESE: No, we will have the ability with this one to do targeted marketing for instance, the way that we have requested it be set up is if we're going down Abercorn Street and there's a McDonalds there we have TFT signage which is different then what most signage you see, but it has the ability to have the screen split so you have certain information here whether announcements here, but on board the bus if we sell an ad or services to McDonalds as we approach in a GPS area where that McDonalds is then that bus will play a McDonalds ad on the bus which creates an additional revenue stream. If we are in the downtown area since we operate the DOT shuttles we'll have these little QR codes that we can put inside say the Panera Bread on the corner here so if we have visitors in town if they ever desire to scan and see where the bus is or how long it will be before it gets here we have the option to run specials with Panera so that you may get fifty cents off your coffee in the next ten minutes; it will notify you your bus will be there in ten minutes. So it's very sophisticated.

MRS. ODELL: So do you have like an independent sales staff that sells your ads?

DR. REESE: We have an outside company that sales.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: Thank you Mr. Chairman. One thing does concern me, I mean all this technology is great and wonderful and I'm glad to know that if a bus is exceeding the speed limit that it will be reported. But I do want to make sure that we are fully training our bus drivers. I don't want some audio system telling the bus driver they're speeding; I mean if our bus drivers can't read the speed limit sign I have a real issue with that. So I think the technology is great but I don't want to lose sight of the fact that um these are people that we employ and that we expect to follow the rules of the road and not be told by a computer.

DR. REESE: One of the issues that we run into that we have tried to simply over the past year is to get operators to focus on driving. If you get on board, I mean what's involved with driving these days is a far cry different than what it was twenty years ago and so what this system actually does is allow the operator to focus on driving as oppose to making announcements, wonder where a person got on "oh I forgot your stop" all of the type of issues that are associated and ultimately our goal as a manager is to eliminate the flash point between customers and

operators. And so if you go through one of the things that we've looked at is stream lining our policies to say well what causes our complaints. And you look at our numbers our complaints are down is because we've changed a number of things that create flash points between operators. This system enhances that even more so when an operator is there on the screen if someone gets on board the bus the operator knows if they're on a thirty minute interval they know how far the bus in front of them and how far the bus is behind them.

MS. STONE: I understand. Some of the things are wonderful, but I just don't want to lose sight of the fact that these are trained human beings driving the bus. I would hope that they would understand how to read the speed limit sign or a stop sign or a traffic light, I mean I don't want this to become so automated that you could actually have a robot sitting in the seat.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: Yeah I just have a quick question for Dr. Reese and that is what is this going to mean to the average rider? I mean how is this gonna improve his or her ability to utilize the bus effectively efficiently?

DR. REESE: It depends on how we define average rider, for – say if you work in the office and you want to catch the bus home you can go onto the system and have it send you a text or an email that your bus – have it send you a text ten minutes before the bus arrives at your specified bus stop. That's a whole new world in terms of the way we've been able to operate in the past. What it means for someone who rides Teleride for instance is the driver now has an electronic manifest or will have an electronic manifest; what they have now is a sheet of paper they receive in the morning that shows they have to pick up John Doe at this time, Jane Doe at this time and we relay upon them to accurately fill out the information on when they got there, when they picked the person up and when they dropped them off. Under this system when the bus arrives there, they simple click a button like if you're – and its customers it's real people, I don't want to make it sound like a package, but in affect its when did Jane Doe get on board? When did she get off? Where is she? Is she in transit? We have that information in real time. Equally as important, if Jane Doe has not been picked up it sends an alert this person is five minutes late. It just changes the way we do business in terms of the ability to handle our customers and provide better service to them.

MR. BROKER: Will there be any technology attached to the bus stop signs themselves?

DR. REESE: There is. All the bus stop signs will be QR coded and so I don't know if we show a picture of that, for instances, the bus stops here will have a little QR code so the passengers will have a number of options; they can go with their smart phone scan that stop and it gives them realtime information on when the next bus will be there as an example or if you are inside a bus you want to know different information about the bus different marketing opportunities different promotion opportunities all available by QR coding now just like our budget is this year.

MR. BROKER: Thank you.

CHAIRMAN LIAKAKIS: Priscilla and then you.

DR. THOMAS: I just want to say this is a phenomenal step forward I truly understand the dynamics of the technology and I'm very excited about the swipe card having been reading up a lot about that I'm happy to say that I'm very excited and I have a better understanding of the operation of the CAT bus system. It would not take away the actual training that bus drivers should be learning. It's just another step forward moving in the right direction, thank you.

CHAIRMAN LIAKAKIS: Okay, Tabitha.

MRS. ODELL: Would the riders be able to set up like accounts to trigger them as a regular account?

DR. REESE: Yes.

MRS. ODELL: And schedules and everything.

DR. REESE: Yes you will be able to set it up on a regular and ongoing basis.

MRS. ODELL: That's neat.

DR. REESE: Hmm?

MRS. ODELL: That's neat.

DR. REESE: Yes it is, what it also gives is just the idea that when you come to the Transit Center you where your bus is gonna be and how long you have before it's out there and if its hot outside you can wait inside and you have – I can wait inside for the next twenty minutes until my bus comes.

MRS. ODELL: So the terms of the account will allow you to do data mining?

DR. REESE: Yes.

MRS. ODELL: Will you retain the information or will you use that as additional revenue stream as well?

DR. REESE: We'll look to maximize revenues to extent possible. So we still have to explore the potential revenue generation that's associated with this because as part of the proposal it was not something that we were familiar with...that I was not familiar with until after the proposals came in and the idea of that throughout Europe that's the way they control the subsidy to the system is through smarter and more targeted marketing. This system gives us the opportunity to do that whereas it's not common place in the US.

MRS. ODELL: So you'll also be able with the emails to maybe do social media advertising through the data mining.

DR. REESE: Yes very much so.

MRS. ODELL: That is neat.

CHAIRMAN LIAKAKIS: Patrick and then...go ahead Patrick. Okay you wanted to come forth and ask him a question? Come up to the mic then. Identify yourself so they have it for the record.

MS. KARP: I'm Marissa Karp, I'm a member of the Chatham County Youth Commission Currently I attend Savannah Country Day School. I have two questions for you. What is your estimated time that it will take to integrate these new bus systems into our transportation?

DR. REESE: The requirement and it's set out in our- we actually have a performance bond on this contract because of the nature of it, it has to be completed within twelve months. The typical timeframe is three years. So we are...this system is required to be fully operational within the next twelve months.

MS. KARP: Okay, and how much do you expect like the charge per ride on a bus or bus pass to increase?

DR. REESE: We don't expect an increase in passenger fares no.

MS. KARP: Okay thank you.

CHAIRMAN LIAKAKIS: Patrick and then Dwayne.

MR. FARRELL: Hey Chad once this is up and the package if fully delivered and operational what ongoing charges to you expect to keep the system operational, running and all the –

DR. REESE: The operational cost associate with it is a monthly charge for the wi-fi or the 4G connector that's on the vehicle. So there will be an ongoing charge associated with it, but we also – we're currently paying the charges now...so it's not necessarily increase, it's just billed differently because its' system operates off the 4G network which we are fortunate to have here in Savannah so currently we pay about \$25 per vehicle per month for the information going back and forth.

MR. FARRELL: Okay so going forward once this is completely installed the \$25 per month per vehicle will cover the ongoing service for the data?

DR. REESE: Yes for the service, now if components fail and things of that nature obviously they have to be replaced, but there is a five year warranty that we required as part of the system as well.

MR. FARRELL: Okay so you don't expect for the first five years to any significant –

DR. REESE: Capital investment cost.

MR. FARRELL: Unless somebody actually damages it physically.

DR. REESE: Right.

MR. FARRELL: Thank you.

DR. REESE: And also it's important to note that we have to upgrade our radio system and we will be on the regional network system, but unlike any other system that was proposed this system actually has a voice over IP system so you're right now and forever our radios have been our primary form of communication; under this system the radios will be a secondary form of communication.

MR. FARRELL: Well I like the idea integrating all this technology and in essence with all the data collected on the bus throughout the day you'll have the capability in realtime and you know, at anytime you can look back at that particular days work and you'll be able to access a of items...what was going on, if it was right place at the right time and all these sorts of things so in essence you have a – with this technology you basically have a supervisor on every vehicle that's rolling around this town.

DR. REESE: Yes sir and basically we'll set up operating parameters so if anything is outside of those parameters a supervisor is notified; with this the system comes with computers set in the supervisor vehicles with a laptop so we'll also have supervisors in proximity of any anomalies that arise in the system.

MR. FARRELL: Well that should greatly enhance the management of the workforce and the customer service to our citizens so I applaud the use and the going forward with this technology and putting it in place for the best service to all our customers.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: Thank you. I just had a question...you mentioned the devices that would be distributed to folks with disabilities so they would know when the next bus is arriving, there won't be any cost associated with the device?

DR. REESE: There could be. It is an option; the question becomes how are they distributed and so which we have not determined yet. The cost of the device is about \$50 a piece and so we have the option set up at some point to go in and purchase X amount and through some organizations or registrations we could issue them or we can have the customers decide to buy them so that option has not been determined yet how that information will be distributed or those devices will be distributed but the capability is there. In certain transit systems they provided as part of a initial demonstration that we provided the first 200 then after that the customers had to buy them; in others they charged up front so you know.

MR. DAWSON: Well as we move forward with that I hope we can be mindful that a lot of folks with disabilities kind of operate at lower end of the continuum with regard to income so, you know I think we need to be cognoscente that a lot of people may want them and not be able to afford them so if we could find some offset.

DR. REESE: But to give you an idea, if you're at a stop you can hit the button or hit one of the sensors and it would notify the bus and the driver that there is someone waiting at this stop and so they may not necessarily see the bus as it approaches or whatever, but the bus knows and the driver knows and they could also have it preset to the stop they want to get off on so they hit the same device to notify the driver that I want to get off at the corner of Bull Street and Liberty for instance. It's all automatic; and then when the information is sent as opposed to one of our customers who may have visual impaired or hearing impaired as opposed to it being a broad announcement it just goes to that individual themselves.

MR. DAWSON: Well hopefully it would operate with smart phones so –

DR. REESE: Yes very much so.

MR. DAWSON: You know most everyone is able to – a lot of people are able to afford a smart phone I'm just not sure that they would be able to incur the extra cost of this other device.

CHAIRMAN LIAKAKIS: Tabitha

MRS. ODELL: With you utilizing the VOIP now will you be able to transition the office PBX to VOIP or –

DR. REESE: That's part of a separate RFP. Yes it will be.

CHAIRMAN LIAKAKIS: Dean.

MR. KICKLIGHTER: Thank you. Do have on there, I'm sorry I had to step out, touch screen terminals is that actually placed at the stops.

DR. REESE: That's actually placed at the Transit Center.

MR. KICKLIGHTER: Okay do you have plans to actually have some type of screen set up at some key bus stops?

DR. REESE: Yes, it's all included in – the proposal would call for a full integration or outfitting of the Transit Center, of our facility on Gwinnett as well as four Superstop locations that we'll come for construction because we are working on lease agreements and arrangements with the major locations for instance Oglethorpe Mall is a major location so we would like to go in and do development at Oglethorpe Mall, but the proposal requires the infrastructure to be put in place.

MR. KICKLIGHTER: So in other words at four stops people will be able to walk up and look at a screen, pretty much see where the buses are, see where they're going like a touch screen type?

DR. REESE: Yes sir.

MR. KICKLIGHTER: That's awesome! That's the thing that I've wanted to see for a long time.

DR. REESE: That's at four stops plus the Transit Center now and that is those four stops will also have vending machines so they're major stops you can go in and get your card reloaded, you

can hit a button and talk to the people in our customer service center, get realtime information at those four stops as well as the Transit Center. At major stops throughout town in our Passenger Amenities Guideline we brought back, they'll have a monitor set up that we'll actually have cameras in some of those stops as well as the monitors that give you realtime bus information so those will be phased in over the next few years.

MR. KICKLIGHTER: Right so the people will actually that's not use to riding buses and all, they'll be able to walk up and I think that's one of the things cost money is people go up and they look at a sign now in different...I was in Orlando recently and walked up there were so many different things I wasn't gonna get on cause I didn't know where I'd whined up, I mean I just didn't feel like sitting there taking the time to figure the thing out so touch screens, I think would make it, you know much more friendly to the riders and I think it increase ridership. How much more would it cost to add like a touch screen like you're gonna have at the four stops eventually per screen and does this have the capability to add more as we go forward?

DR. REESE: We have a fixed cost agreement with those in place and I don't recall what the actual individual screen would be, but its part of the overall package that we have and we certainly have options that we can add. As I said, one of the things that's important to note is the system that we're proposing now covers CAT, but the software and the infrastructure in place will cover the region. So if Coastal Regional wants to come up and buy the black box to go in the system they can and operate off of our platform with their \$25 a month service for free.

MR. KICKLIGHTER: I think this is a great idea and I commend y'all. I think it's definitely taking it in the right direction and improve ridership and just makes it much more rider friendly so I commend y'all.

CHAIRMAN LIAKAKIS: Need a motion on the floor to approve.

MR. BROKER: So moved.

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second to approve this system; all in favor raise your hand. Motion passes. Item 6; Request Board approval to award contracts for On-Call Professional Services from the following companies: a) Public Development Management – Project Management b)Momentum – Project Management c) Arrowwood Environmental – Environmental Service d) Thomas & Hutton Engineering Co. – General Engineering e) Atkins North America, Inc. – General Planning f) Whitman Requardt & Associate – General Planning) Reynolds, Smith and Hills, Inc. – General Planning.

MR. KICKLIGHTER: Motion to approve

MR. GELLATLY: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second – yes Helen

MS. STONE: Again Mr. Chairman I'm gonna vote for the motion but I'd like to, I mean we're awarding contracts without seeing any information as to how these con—I mean usually when we look at County bids that are going out we see what the scores were and how these people were chosen and if that could just be included.

DR. REESE: Yes it will be.

MS. STONE: I would like to see that.

CHAIRMAN LIAKAKIS: Okay all in favor raise your hand; motion passes. Item 7; Request Board approval of Task Order #1 for Project Management by Public Development Management.

DR. REESE: Yes sir, thank you Mr. Chairman. The previous Board item was the award of contracts. Those contracts have no dollar value to them. Those are qualified On-Call professional services that in the event that we need them we can call them and they work by Task Order and in the past we've relied upon our relationship with Chatham County to receive those professional services and Chatham County bills us and we pay them back. As part of our federal audit it was recommended that we have our own On-Call professional services that were procured via Federal Transit Administration guidelines so that was the context of it.

MS. STONE: I just want to know how they were approved.

DR. REESE: Yes and so what you have here is a Task Order for Public Development Management which is the company that we have been using for our project management for the Transit Center Operations Center so this is a request to issue a Task Order to Public Development Management.

MR. KICKLIGHTER: Motion to approve.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second all in favor signify by raising your hand. Motion passes. Item 8; Request Board approval of Task Order #1 for ITS project management by Momentum.

DR. REESE: Thank you Mr. Chairman, as I said earlier this is also a Task Order for a company called nMomentum to be our project manager for our ITS project. The typical timeframe for Intelligent Transportation System project to go into place is three years. We have required that the company produce their product in one year; fully compliance in one year and we're proposing to use nMomentum as the project manager to insure compliance with that.

MR. KICKLIGHTER: Motion to approve.

DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion passes; Executive Director's update Chad.

DR. REESE: Thank you Mr. Chairman. I'll run through this and then we have an update from Skanska. I'll go through this and at the end we have a brief update from Skanska who are our construction managers for our construction projects; Ridership up 3% for the month of April in comparison to last year. We think that it may have been a farebox glitch associated with the ridership so we're actually gonna bring maybe a revised report back after we evaluate that further. But it shows a 3% increase in ridership. There was an increase in our overall productivity. It is important to note, probably the most dramatic improvement has been in the area of safety. If you recall a year and a half ago Chatham Area Transit was in excess of the national average in terms of safety and now I'm happy to report that we are substantially less than the national average in terms of overall safety record. And couple of things that are also important to note, we had the grown breaking and the community cookout for our Gwinnett Center operations and I believe we had an excess of 500 people from the people from the community participate in that groundbreaking event and community cookout and we're thinking that the community cookout may be an annual event that we host in different parts of town just to bring awareness of CAT to the community, what we are, who we are and the impact we bring. Last year we also did a special project Ready Set Go in which Dr. Thomas helped out with that and we'll ask for your help again Dr. Thomas. We will begin putting boxes on board the buses for collection of school supplies and it was a great success last year and we'll look to continue that again this year and that will start next month and we also have Curtis Elswick here Skanska just to give us a brief as required by the Federal Transit Administration in our new Construction Manual the Board is required to be updated at least quarterly on all construction projects so this is the quarterly update to the Board on our construction projects.

MR. ELSWICK: Thank you Chad. My name is Curtis Elswick; I'm a Regional Executive with Skanska, USA Building. I want to give you a brief update on two of your capital projects; the Downtown Intermodal Transit Center which is now at the Greyhound bus station and the Operations Facility renovation. Before I get started I wanted to introduce the Construction Management Team so you're familiar with who those folks are. Public Development Group is the project manager and owner's agent for the projects. We work with Public Development Group as your construction management. Skanska is the prime consultant for that; we are in partnership with the Carson Company and Gude Management Group. Gude Management Group is pretty much our FTA compliant consultant to make sure we're following all of the rules and the Carson Company is providing day to day project management responsibilities. Our first task was to develop a Construction Procedures Manual that is gonna serve as a guide for all major capital service projects that CAT oversees and undertakes and this manual is actually in place and being implemented on the two projects we are talking about today. The first project is the Downtown Intermodal Transit Center on Oglethorpe which is a renovation and addition to the existing Greyhound bus station. Some general information the Architect/Engineer of record is Cogdell & Mendrala here in Savannah. The General Contractor is Elkins Constructors, Inc. Construction started in March so it's been underway for the past few months and it's scheduled to be complete by next September and you can see from the rendering at the bottom what the final product is gonna look like. A couple of photos on progress; you can see on your left there's a lot of demolition taking place and that is on the exterior and the interior and also on your right you can see that they've put in foundations and some utilities to support the canopy structure which you see in the picture which is actually up now, the framing and the decking and such is getting ready to be put to place. The Operations and Maintenance Facility where CAT houses

their operations the Architect for that project is Dawson Architects in collaboration with Atkins North America. The General Contractor is Choate Construction that project started about a month ago in May and will also be complete next September as well. And that is a recent rendering at the bottom of the sheet to show you what the entrance to the facility is gonna look like. A couple of photos here; we've only been a month into the project so there has been some demolition activity which you can see in the pictures and in addition to that we are getting ready replace a the fueling system with a temporary system until we can get the existing system out of the ground. That's got a ways to go, but that kinda shows you where we're at with that project and that ends my presentation.

CHAIRMAN LIAKAKIS: Okay, alright thank you for that.

DR. REESE: Mr. Chairman if I may, I want to assure the Board that the projects are both on time and on budget.

CHAIRMAN LIAKAKIS: Good. Item 10; Update service delivery.

DR. REESE: Thank you Mr. Chairman. That information is included in your packet for information purposes and I'll be happy to entertain any questions that you may have.

MR. BROKER: Mr. Chairman, just one quick question. I was looking at the number on the 14 and the 114 it looks like we had more ridership on the single 14 than the 114, is that what do you attribute that to?

DR. REESE: Actually it's an increase. Last year we had about 70,000 and if you combine the two numbers we're at 75 76, 000 so that ridership the ridership is actually increased if you look at both the 14 and the 114 that's one of the reasons it was italicized on the Abercorn Express.

MR. BROKER: Well looks to me like it's 70 versus 65, 000. I may be adding it wrong.

DR. REESE: I don't know. Okay we'll take a look at that one. That may have been where the – because typically that number has been substantially higher and we'll take a look at that to try and identify because when the numbers came back at 3% and we've been monitoring on a daily basis we were trying to figure out well where is the additional 10 to 12% at that we've been experiencing so.

MR. BROKER: Because I think the changes you made to that route are really good; I was just kind of surprised that the numbers were a little different.

CHAIRMAN LIAKAKIS: Okay Finance Report.

MS. STONE: Mr. Chairman.

CHAIRMAN LIAKAKIS: Go ahead Helen.

MS. STONE: I just have one question. On some of these where the ridership is significantly down like 49% 79% are you monitoring these and do we have any explanations like Augusta Avenue and the Candler.

DR. REESE: Yes we expected the reduction in the Candler route because that was one of our lowest performing routes. What we will be looking to do in the fall is to again change that route substantially it was one of those routes we're carrying seven to eight people per hour and we're using a large bus at a large operator rate so the route will go through some enhancement and modification once we get the smaller buses in and begin to enhance service where we cut probably 75% of the service under that route.

MS. STONE: So is there a reason we're waiting until September?

DR. REESE: Because of availability of equipment...vehicle.

MS. STONE: These numbers don't look good.

CHAIRMAN LIAKAKIS: Alright the Finance Report.

DR. REESE: Yes sir Mr. Chairman the Financial Report is included in your package for your review and I'll entertain any questions you may have.

CHAIRMAN LIAKAKIS: System Development Report.

DR. REESE: Thank you Mr. Chairman again the System Development Report with the highlight being our recent groundbreaking and some of our Outreach activities that information is included in your report.

CHAIRMAN LIAKAKIS: Item 11; Board reconfiguration appointment; that will be done at another meeting and Item 12; Special Called CAT Board meeting for June 12th that's where we'll be going into these things.

DR. REESE: Yes sir and Mr. Chairman it's also important to note that our next regular called CAT Board meeting will be the second Thursday of July and we'll get with the Board members with more detail in terms of time and location associated with that after the County Commission has had a chance to meet and determine who their appointments are and I believe there are several appointments that have to be made by the County Commission which is three (3) sitting County Commissioners, one (1) representative from the unincorporated area and one (1) representative at large; so there are five (5) appointments that need to be made on behalf of the County Commission.

CHAIRMAN LIAKAKIS: Yeah, we'll do that.

DR. REESE: And one (1) on the disabled community as well.

CHAIRMAN LIAKAKIS: Right, I mentioned that earlier as you know in the pre-meeting. Listen we're just getting ready to adjourn right now and you distributed to all the members of the Board these fortune cookies.

DR. REESE: Yes.

CHAIRMAN LIAKAKIS: And so is there a special number in here that one of us will win the new car?

DR. REESE: Oh no sir, the fortune cookie is one of our recent activities we've done in-house with our employees to promote the idea of safety that came about through our new Safety Director Erica Franklin. It's one of our ongoing activities to help improve safety and the awareness of safety so we would like to have the Board participate in and take part of it; they're were a number of prizes associated with it, but again it's to enhance the perception and the awareness of safety and the importance of it.

CHAIRMAN LIAKAKIS: Okay, thank you. We are now adjourned.

Meeting adjourned at 11:21 a.m.

Respectfully Submitted by:

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