



BOARD MEETING

OF

July 12, 2012

11:14 A.M.

DR. REESE: Hello, good morning everyone. I would like to actually call this meeting to order since we don't have officers, but as soon as we have the election of officers I will be happy to pass it along to the new chairman. But I'm Chad Reese the Executive Director of Chatham Area Transit Authority. This is our first meeting of our new Board of Directors. I'd like to welcome everyone and congratulate each of you on your appointment to the new Board. Today we have no action items in terms of the area of finance, procurement or purchasing, but what we do have is an agenda that would appoint the officers, members to the committees, go through the legal setup of the new Board as well as give the Board a presentation on our new strategic planning process. So at this time I would like to call for the pledge of allegiance. Patricia would lead us.

ALL: I pledge allegiance to the flag, of the United States of America. And to the republic, for which it stands, one nation under God. Indivisible, with liberty and justice for all.

DR. REESE: First up we have the approval of the minutes from the regular June 8, 2012 meeting.

MS. STONE: So moved.

MR. DAWSON: Second.

DR. REESE: All in favor.

ALL BOARD MEMBERS: Aye.

DR. REESE: All oppose...motion passes.

*** All members voted unanimously to pass the minutes of June 8, 2012***

DR. REESE: Approval of the minutes for the Special Called CAT Board of Directors Meeting on June 22, 2012. We need a motion on the floor.

MR. HOLMES: So moved.

DR. THOMAS: Second.

DR. REESE: All in favor.

ALL BOARD MEMBERS: Aye.

DR. REESE: All oppose. Oh, call the roll...I'm sorry. Miss Patricia would you call the roll.

MS. HAWKINS: Mr. Broker

MR. BROKER: Here

MS. HAWKINS: Wayne Dawson

MR. DAWSON: Here

MS. HAWKINS: James Holmes

MR. HOLMES: Here

MS. HAWKINS: Pete Liakakis

MR. LIAKAKIS: Here

MS. HAWKINS: Frank Mingledorf

MR. MINGLEDORFF: Here

MS. HAWKINS: Helen Stone

MS. STONE: Present

MS. HAWKINS: and Dr. Priscilla Thomas

DR. THOMAS: Here

MS. HAWKINS: And so is the roll.

DR. REESE: Great.

Also present at the meeting was Chad Reese, Terry Harrison, Ty Butler, William Law, Ramond Robinson, Rob Grey and Patricia Hawkins.

DR. REESE: First action item we have is the election of officers. There's a Board Report that goes along with this and typically Chatham Area Transit Authority has elected the Chairman and Vice Chairman; the Board Secretary has typically been held by a staff position. Patricia given the paperwork has associated with serving and Secretary and Treasurer of the Board. So at this time I'd like to open the floor for election of officers.

MR. DAWSON: For the sake of continuity, stability and smooth transition to a new Authority, I proudly nominate Chairman Pete Liakakis.

MS. STONE: I will second that nomination.

DR. REESE: We have a motion and a second...any comments?

MR. MINGLEDORFF: I would like to nominate Dr. Patricia Thomas as Chairman – Priscilla Thomas.

DR. REESE: We have second motion for Dr. Thomas as Vice Chairman of the Chatham Area Transit Authority Board of Directors do we have a second.

MR. HOLMES: Second.

DR. REESE: Alright any comments? I guess at this time we'll call for the vote. All in favor of Mr. Pete Liakakis to return as Chairman of the Chatham Area Transit Authority Board of Directors and Dr. Priscilla Thomas as Vice Chairman of the Board say Aye.

*** Three members voted Aye: Mr. Broker, Mr. Dawson and Ms. Stone. All other Board members present abstained from voting.***

DR. REESE: All opposed. Motion passes. Mr. Chairman, it's your meeting sir.

(Applause)

MR. LIAKAKIS: Thank you very much I appreciate that. Now, designation of date and time for future CAT Board meetings and let me ask you Chad before we find out from the members, the – when you talked to the people here and of course there is a cost factor here just like anybody else having meetings here it's a cost factor on it. I'll see if we can get it as reasonable as possible, but did you have any other places about having meeting place besides here?

DR. REESE: The two places we considered were here and the courthouse and we used this location for the first meeting but of course it's open to the Board in terms of what the locations we would like to have. Obviously with the construction of our new facilities we have a Board Room set up for the CAT Board to meet at the new facility once the construction is complete.

MR. LIAKAKIS: Okay then we heard these two places; they picked the International Trade Center here or either the other location but what does the Board members prefer to come here temporarily until the other one or go to another location. It's up to the Board members.

MS. STONE: Well Pete wouldn't it be the right thing to get some cost of some of the other places...I mean compared to this or is that a factor that we need to take into consideration.

MR. LIAKAKIS: Do we know how Patricia how much the cost factor is for this location?

MS. HAWKINS: Well it varies depending on the number of people because we included lunch with the meeting itself so it really depends on the number of people that we have with the lunch. So given the amount that we're gonna have, we are suppose to have a total of nine Board members and you include the staff members or whomever we have to have at that particular time it's gonna vary, but the average price should be around – I think it's around \$450 and 800 no more than that.

MR. LIAKAKIS: According to how many people come, but generally it'd just be the staff people with CAT plus the individual members.

MR. BROKER: And then I guess the question would be what would be the cost if we met at the courthouse...we wouldn't pay for the space obviously just pay for lunch.

MR. LIAKAKIS: So from the floor if you make a – if somebody will make a motion to go to whatever places that you prefer.

DR. REESE: The second thing you also have to consider is the timing. We use this meeting on a Thursday, but we also know that the Thursday meetings will have a conflict with City Council meetings; Friday meetings will have a conflict with Chatham County meetings. So we're relegated to a Monday, Tuesday or Wednesday.

MR. BUTLER: I believe that the City Council meetings are in the afternoon so I don't know if that –

DR. REESE: I think it's their pre-meeting.

MR. LIAKAKIS: Yeah they have a pre-meeting over there and sometimes they'll start at 10 or either 12, but no later than 12 for the pre-meeting and then like I said sometimes it's at 10.

DR. THOMAS: And our County meeting – our County Commission meeting are held together.

DR. REESE: But it switches in the second half of the year and then we end up with conflicts.

MR. LIAKAKIS: Okay why don't we do this then, if you have – do you want to vote on it today or would like for us to have Chad to bring back the information and we vote on it at that time. What we'll do is we'll call everybody on the phone to advise them what information Chad has brought back to us.

MS. STONE: That sounds good.

MR. BROKER: If there are any other...I mean I can't think of any off the top of my head, but if there are any other venues accessible and reasonable then Chad may want to think about that; like I said, I can't think of anywhere right now.

MS. STONE: The Georgia Center for Continuing Education.

MR. HOLMES: The Georgia Center.

MR. BUTLER: The Chamber of Commerce has a nice space too.

MR. LIAKAKIS: Alright then we'll move on to approval of the Board Policy.

DR. REESE: Thank you Mr. Chairman. What we've included in here and we got a mock-up of the American Public Transit Association Board of Directors Protocol and adapted slightly to meet the needs of Chatham Area Transit Authority and we've submitted this for Board consideration. Staff does not have a recommendation one way or another, but we've given this just as some general guidelines if you should consider it in terms of adoption of how we proceed forward with the Board.

MR. LIAKAKIS: Well, since you know, the members did not receive this and because it's quite lengthy that what I'd like to do is if it's the member's desire to vote for approval of the policy whether it's the one that has been distributed to us and that gives everybody the opportunity to look this thing over and make a decision between now and the next meeting.

MR. DAWSON: I do think that we need to move forward on the ethics...like sign the ethics statement so if we could maybe pull that out and (in audible).

MR. LIAKAKIS: Okay, Bill since you a member and an attorney too, on the ethics do you think we should vote on the ethics today or bring that up at the next meeting also?

MR. BROKER: I mean I defer to Ty on that as well...I mean I think that it's six of one half, half a dozen of another. I'm not so sure that it's necessary.

MR. BUTLER: I think it should all be voted on at the same time.

MR. LIAKAKIS: Okay, alright then we'll go to the next item.

DR. REESE: Mr. Chairman if I may ask, outlined in the Board Policies is a set of committees. There's three committees that are laid out in the Board Policy. One is the Finance Committee, one is the Service Delivery Committee and one is the System Development Committee and I would ask the Board for consideration and appointments of those committee members even with the absences of the policy being formally adopted.

MR. LIAKAKIS: And on each one of those particular committees what is the recommended number of members?

DR. REESE: It's outlined in the Board Policy. The Executive Director and the Chairman will automatically be a member of each committee that's appointed, but the standing committee would be a minimum of one Board member up to two Board members per committee and they would have a corresponding staff person. For instance, the Service Delivery Committee would also be served by our Chief Operating Officer, the Finance Committee would be served by the Chief Financial Officer and the System Development Committee would served by the Chief Development Officer. So a member of at least one Board member up to two Board members per committee.

MR. LIAKAKIS: Okay comments from our Board members on this item? Well let me just say this, we only gonna be a few weeks away from the next one.

DR. REESE: Yes sir.

MR. LIAKAKIS: And if it's everybody's desire we can – just give me the information you see the three and what Board you would like to serve on and then I'll bring that up in the next meeting.

MR. DAWSON: These need to be made up of not only Board members, but also at large members of the team. Is that right?

DR. REESE: Um, not the committee...they're made up of Board members.

MR. LIAKAKIS: Yeah because members of the community we have people that have been appointed.

DR. REESE: We have a Citizens Advisory Committee in place currently.

MR. DAWSON: Okay

MR. LIAKAKIS: Yeah, okay then let's go to--

MR. BUTLER: I think maybe you need a motion to table the entire policy item.

MR. DAWSON: I make a motion.

MR. HOLMES: Second.

MR. LIAKAKIS: Okay we have a motion on the floor to table the policy items until the next meeting. We have a motion and a second all in favor signify by saying aye.

ALL MEMBERS: Aye.

The Board voted unanimously to table the Board Policy until the next meeting

MR. LIAKAKIS: All oppose. Okay next item is D under action items; Resolution of Appointment of Executive Director.

DR. REESE: Thank you Mr. Chairman, I've been serving in the roll of Executive Director a review of our policy and policy statements the Board has never actually appointed me at Executive Director of the Transportation Department so we ask for Board consideration on that today.

MR. BROKER: We might want to wait on that too!

(Laughter)

MR. LIAKAKIS: Well I think that's important because as we know that Chad has done an outstanding job, in fact, when he came on board and people that are here right now and some new members don't know the heat that he took. The last three, I'd say the last four Executive Directors they didn't even come close to what the short period of time that Chad Reese has done for all of our riders of the bus system, setting the bus system and doing those things that are necessary because he went to Washington to lobby for us, he also went to Atlanta and I remember on two specific occasions that some of the federal people they really diced him. They were way out of line, but then when it came to Chatham County I had the opportunity to speak to several of them where they were going over the policies and the direction and how the CAT was being operated on. I went through sort of a history of what had occurred before. I said that now that we have Chad Reese he's done an outstanding job – put a lot of things in order and has

changed it around and even now in this period of time that our ridership has gone up so that helped my meeting with them. In a second occasion the auditors the federal auditors that came out also I spoke to them when they came into my County office and went into the same detail and history to those to so they appreciated that and some of the information that was sent back after they did the audit and they really appreciated the things because one of the mentions was said by a few of those federal people is they usually when they go into a community whether it's operated privately whether it's operated especially mainly a city or county government that has that that they did not put a lot of effort into their bus system is what the federal people said so I was real glad when they started to recognize Chad and the operation of our system. So right now I'd like a resolution for the appointment of our Executive Director.

MR. DAWSON: So moved to approve the Resolution to Appoint Chad Reese as our Executive Director.

MS. STONE: Second.

MR. LIAKAKIS: Alright we have a motion on the floor and a second to do a resolution for the appointment of our Executive Director Chad Reese. Any other nominations? Okay, then all in favor of Chad Reese please signify by saying aye.

The Board voted unanimously in favor of the Resolution of Appointment for Chad Reese as Executive Director

MR. LIAKAKIS: Okay motion passes. Congratulations Executive Director.

(Applause)

MR. LIAKAKIS: Now we also as Chad mentioned for Secretary-Treasurer that Patricia has appointed and she did that through the CAT operation because she continues to keep the records of our financial and other information, for example the minutes of the meetings and all of that business and it takes a lot of time for that; it's almost a full-time job and the reason why they did that because the members of the Board don't have the ability to or the time element to do that. They got the ability, but I meant the time element to do that. So as Chad mentioned she has played that part and as we know in the meetings that we've had in the past. So if we need a motion on the floor if you desire to do that to appoint Patricia Hawkins as the Secretary-Treasurer.

MS. STONE: So moved.

MR. BROKER: Second.

MR. LIAKAKIS: We have a motion on the floor and a second to appoint Patricia as Secretary-Treasurer, all in favor signify by saying aye.

ALL BOARD MEMBERS: Aye.

The Board voted unanimously in favor of the Resolution of Appointment for Patricia Hawkins as Secretary Treasurer

MR. LIAKAKIS: Any no's? Motion passes congratulations Patricia.

MS. HAWKINS: Thank you.

MR. LIAKAKIS: Okay next, Executive Resolution-Executive Director, Chad.

DR. REESE: Thank you Mr. Chairman. As required with the appointment of a new Chairman, the Chairman and the Executive Director are authorized to carry out the business of the Transit Authority. Under state statute the authority is given to both and at this point we ask that the Board consider a resolution to carry out our duties as Chairman and Executive Director dealing with federal, state and local governments as well as in the acquisition of funds for the continuation of the transit system.

MS. STONE: I make a motion to approve.

MR. BROKER: Second.

MR. LIAKAKIS: Have a motion on the floor and a second all in favor signify by saying aye.

ALL BOARD MEMBERS: Aye.

The Board voted unanimously in favor of the Executive Resolution-Chairman and Executive Director

MR. LIAKAKIS: All oppose, motion carries. Next; Presentation the Transportation Development Plan Chad.

DR. REESE: Thank you Mr. Chairman at this time I would like to introduce Rob Greg from the Center for Urban Transportation Research. As you know the CAT Board authorized the development of the Transit Development Plan – a Transit Development Plan early this year and one of the things that we looked at doing is we postponed the kick-off of the Transit Development Plan thus our strategic plan until after the new Board was constituted. So this is actually the first meeting of our strategic plan and Rob will talk about in some depth the process that we go forth, what the TDP is about, the process, procedures that we'll put in place as we move forward with this. Rob.

MR. GREG: I've got a great presentation for you if they could keep working on it, I'll walk through and fortunately I brought it with me on my ipad. But again thank you Chad. Chad and I have crossed paths professionally in the past maybe when my hair wasn't as white as it is today. Again I'm with the Center for Urban Transportation Research and we're a national center that provides the types of services that we're gonna provide for you all through this Transit Development Plan. Among other things that we do is we're the National Bus Rapid Transit Institute. We work with rural transportation, urban transportation issues. We're really hands on

particularly my group in the center with transportation services meaning my past – most of my career has been with transit agencies and in particular authorities so we bring to the table for you all some good background in operations, finance, maintenance, marketing almost every aspect of transportation. Now the slide that would be really good for you to see, if we get to it, but my segue for y'all about what is a Transit Development Plan is a tale that we're all familiar with and it's a short little story for y'all about Alice and the Cat. And Alice says to the cat "Will you tell me please which way I ought to go from here". And the cat says "That depends a good deal on where you wanna get to". Alice says "I don't care much where I go". And then the cat says "Then it doesn't it doesn't matter which way you go". The point or analogy here (in audible). But the point on a Transit Development Plan it's really a strategic plan for the organization. Hopefully y'all can read this if not, this PowerPoint is packed with information and I'm just gonna highlight for you what this TDP is and what it might do for y'all. It's again a business plan and like all good businesses it really looks at your investments and operating and capital funds, looking at the markets that you serve what kind of products you provide and what the return on investment might be on all of this. Another aspect of the TDP the Transit Development Plan is optimization. Just take a look at the data that Sarah has provided me with you all have started down a real good path of optimizing your resources. Part of our scope of work is to take a look at efficiency, coordinations and partnerships for CAT; particularly the focus on customer service, quality, value and perceptions. We'll be looking at that with survey information and customer information in that regard as well as this TDP, again if you at it as a strategic plan it has a motivational aspect to it providing what the value of the services you provide; teamwork internally, success and compassion for public transportation. And then most important, if not as important, is customer service perspective is the opportunity. I've heard y'all talk a little bit about some opportunities that y'all have already proceeded with on what I consider a historic day here of you all being put together and that is opportunities for more mobility services, particularly job accessibility, quality of life and economic issues. Very quickly there is a coordination and compliance aspect of this TDP. Not only is it in your business plan, but it provides that relationship you have with the state and region the MPC as the MPO an important aspect of this TDP it kind of outlines your investments over the next five years. And it's coordinated with the TIP the five year capital program for all transportation issues as well as the long range transportation plan that's the responsibility of the MPO. Again as I've heard you mention about FTA the Federal Transit Administration this is a nice document and prep sheet for projects and the use of federal funds. It also connects, and I've noticed the MPC indeed does a lot of your comprehensive planning, but most importantly it relates to the local governments and municipalities and what their vision is; how transportation serves those local issues. So the elements of the TDP and again I'm being very very brief for y'all this morning is a good look at the community and what we're trying to serve, an analysis of the existing system so we know this stuff and we're more of a team member for CAT, but to take a third party look at the existing system. The situation appraisal of needs, issues and opportunities in particular we're gonna be looking at the service and how it's designed and maybe some future designs that you might need in certain activity centers and corridors from that we'll provide you with service alternatives and priorities that may evolve into particular projects that we put in the plan. We then provide you with five planning estimates of both capital and operating investment and then in particular what we do with the TDP is in this sense what we call it the Map Mobility Action Program, but it's kind of a work program that you can evaluate as a board and executive management and the rest of the employees. What progress – what's your work program for the year and what's your progress in making those accomplishments. One aspect in the scope of work that we highly did

recommend is the creation of an Advisory Review Committee and it not be isolated just with us or the staff of CAT, but also reach out to the community and ask for participants in the community to kind of review as we go through each step of this TDP. Again a little plug about what we've done at the center, we've actually written a book on how to do a TDP. We've done a number of research studies involving optimization of dispatching and service as well as start up and we bring to the table a lot of insight on grants and programs and how might we capture some of those grant opportunities and in that sense just to highlight those points, we'll be doing what is call an existing and future peer analysis to see where you all sit and see what benchmarks might be appropriate for us here at CAT with our services. Again that theme of reaching out of both local and regional perspective of what the community's needs what the business community needs are and really identify some clear strategies for CAT. With that we're gonna be providing you a very detailed operating and capital plan. Some folks that we work with at transit agencies are concerned "Well is this a budget?" "We have funding limitations." And again I stress this is a strategic business plan. Now all the funding may not be on the table, but if you don't have your organizational business plan together you'll never capture some of the opportunities that may pop up on you. In particular in our scope for you all, as we work with Chad and Sarah, I just wanted to highlight some really key objectives of this TDP and that is really to take a look at the choice riders, not ignoring the dependent riders, but really take a look at how we could reach out to new markets and serve the communities. Focus there is also economic development and a key to that is the business community's involvement and I'll show you a little slide of some folks and how we can capture that data. Multi Modal Service is an aspect and focus of this TDP and you all are well balanced in a lot of your size in my familiarity with transit agencies of being multi modal to begin with here. The operating and capital aspect that's detailed for you all. Coordination between local, state and federal aspects and then finally really detailing these strategic initiatives. That's gonna be some real important products of this process. Again just for reference sake when we look at the business community, we're gonna be looking at some economic development councils or economic development issues throughout the region and really get down to the level of where is your services, where is the businesses, how do people get to those businesses so we'll attempt to do as much GIS data and map that out for you –

MR. BROKER: Can I just ask you a quick question?

MR. GREG: Sure.

MR. BROKER: So when you talk about economic development is that primarily about getting workers to and from jobs?

MR. GREG: It's a combination of things. These things a big focus is job access, but then there's also the aspect of the business people who also want clientele and to provide the services. Without demographic changes more and more people need that mobility to actually do business. So the various businesses we were talking about but the healthcare businesses need that access in coordination with that healthcare. Sometimes we find in communities there's not that coordination of when services are provided and the peak use of the transit system could be shifted to work out for the health services and the agency. Again this is to display and emphasis we're gonna be kind of a third party look at how the service is now; how its designed maybe new initiatives and maybe how big that coordination and connection of services. With that CAT Map Action Program that we will be submitting to you as we bring this together for you all it'll be

looking at those performance bench marks so you'll have something of substance to look at as you proceed in the next five years with a recommendation every year you look at how we're doing. Again a focus on markets and partnerships with an emphasis on partnerships. What other partnerships are out in the communities, in the business communities, the local government communities that might help everybody prosper. The service design aspect and the process of how you - I think we'll get into a little of that later on, and the process of how you go through the process of service design and then again that customer focus and the motivation internally. Don't strain your eyes on this, but what we've done is we've laid out a detailed scheduled; it's even more detailed than this. But it's basically the gestation of a human, it takes nine months to do a TDP and we hope to be completed in March of 2013. One thing that I'll highlight to you it is a lot of detail here, but I'm hoping to meet with each Board member in the next few weeks. Once we've collected some data we provide some data to each of you, but we've really as part of our feel for the community is really to know what is your vision or issues and so we're gonna be looking at some stakeholders in the community and you all are as Board members are but we'll reach out even beyond the Board with the help of Chad identifying the stakeholders. With that I promised to be around ten minutes; hopefully I wasn't lying. Now here's my historical story just to highlight something I came across in reading the history of the region and I have some family up here myself, but it was interesting if we take liberty of changing railroads to public transportation which is really what railroads where kind of looked at in the past, but it struck me that this write-up talked about affording the advantages to the business portions of the city and country residents combined, lessening the expense of living while increasing the comforts of life could relate to quality of life in that frame, getting to and from business with ease and cheapness, healthiness is observed and drifting economy is cultivated. Sometimes you have to go back to the future and this was in some historical records back in 1868 when the Savannah Skidaway and Seaboard Railroad was put together. And some of these principles are here, been around for hundreds of years and we hope to imbed that as we proceed with your TDP. Let me stop there and I really mean it this time... Yes sir

MR. LIAKAKIS: Question, when it was set up by the state legislature transportation – bus transportation around the counties and the cities around the state of Georgia and that legislation came out what occurred was a city could opt out of providing bus service in their particular locale and that has really been somewhat of a negative as far as being able to give the people that live in those different municipalities bus service, does your company have anything that you could go to those other cities? Let me just give you an example of what occurred in 2000. It showed that the 2000 census that there were 16,000 people in Chatham County that did not have transportation. They did not have a family member, they didn't have a neighbor or friend that could transport them say to work, say to a doctor, say to go shopping for food or whatever the case might be and that was something of a real concern and since we do have some cities we've got seven cities, you know, good cities in our community and all, but do you have a service that you might go to each city that are not participating with Chatham Area Transit and give them how advantageous it would be and how it would help the citizens in there that don't have transportation because I don't think that they have all of that information and they might decide they would come in and provide, you know pay for, and provide the bus service for the citizens that don't have transportation into their community.

MR. GREG: There's a lot of ways to answer that Mr. Chairman. We do have experience in the realm of creating authorities and looking at legislation and communicating and expanding

services. I just got a hold of your legislation. Usually an RTA is created and its local type of legislation that clarifies who the current participants are and the opportunity to expand the services. To further maybe answer your question, as we look at the various services you have that's what we're gonna be looking for is where are these other municipalities, what might be the travel patterns of these municipalities and you frankly answered the question yourself with hitting on the head, why is my municipality - - Why should I join? What is the benefits I could get? So as the TDP evolves we're really gonna have to have an answer for that. And when we put that on the table for you as you consider reaching out for other - in one of my favorite service is that when you can't provide fixed route service there might be a flex service or a commuter assistance type of service that you can provide and people don't normally think of that as public transportation, but just getting people to share a ride or share a van pool is a way to say we'll administer that program for you and come on and join us, but I need to go through this study to give you those answers but we hope to give those answers of how you can sell this service with other municipalities.

MR. LIAKAKIS: Any questions? Any other questions? Helen.

MS. STONE: I just have one real quick question and I have not followed this. Historically the state was not matching monies that were suppose to be matched, where are we with that?

DR. REESE: They...actually the were matching. The way the federal funding comes down it's eighty percent federal twenty percent and the way the state of Georgia was set up is the state paid ten percent the local paid ten percent of the (in audible). By Executive Order the Governor Purdue ended the local match for federal funding on transit throughout the state.

MS. STONE: And so it has been discontinued permanently?

DR. REESE: Yes it has.

MS. STONE: Is it any way of trying to reinstate that?

DR. REESE: That's one of the things that the Georgia Transit Association has on its protocol annually.

MS. STONE: Because it benefits the state as well and I don't see why, I mean I've heard that that had been discontinued and I was wondering what efforts had been made to reinstate it and what could we do as a Board lobbying efforts to have that reinstated because it does benefit the state.

DR. REESE: Yeah well as I said the Georgia Transit Association has for the last two years has had it as part of one of its' strategic initiatives to have that funding reinstated but it hasn't gotten off the ground in Atlanta yet so maybe we'll look at it again this year and revisit it this year as part of the legislative process and we develop a strategy along with the other transit systems in the state in terms of how we would (in audible).

MS. STONE: Does not getting that matching money affect any our federal money?

DR. REESE: It does not affect our federal funding. What has happened is we've had federal projects that we've been unable to push along or move along because we didn't have a local match for. So one of the things for instance, we're looking at with the satellite location is that it's pretty likely we will get the federal money for the satellite location because even with our renovation on Gwinnett Street we're out of space and there's no room for expansion. We don't have the local match, so what we're relying on is the County to donate us land and use the land donation as part of the local match for those federal funds.

MS. STONE: Thank you.

MR. LIAKAKIS: Let's do this let's get our legislators and talk with them come together with our Board members and so that we can encourage them to take this project on to get that reinstated 'cause that's really important like Helen was talking about because that needs as you well know, that that will help us in the operation and the things that's needed for CAT. Any other comments on this? Any other comments? Thank you very much.

MR. GREG: You're welcome.

MRS. ODELL: That's neat.

MR. LIAKAKIS: Okay next on the line is the Executive Director's Report, Chad.

DR. REESE: Thank you Mr. Chairman. The Executive Director's Report a few things to point out, ridership was slight increase only two percent for the month of May compared to the previous year. Productivity remains steady, ontime performance was at seventy percent and I think this is the last month where we're comparing actual data compared to sample data that we used in previous years. And also what you see with the ridership this is also the first month that since we've had the major service changes so in previous months you saw eight, ten, twelve percent increases in ridership so now you're looking at the effects of over two years. So the May 2011 compared to May 2010 you have a dramatic increase in ridership and so those gains we've made from our last service changes are beginning to level off so we'll have to come up with exciting ways to continue to grow.

MR. BROKER: And then going forward won't our numbers be more believable?

DR. REESE: Yes.

MR. BROKER: We're really comparing apples to apples.

DR. REESE: Yes. Also in terms of accidents we are continuing to do well. As you know the national average is 2 accidents per 100,000 miles...preventable accidents per 100,000 miles. A year and a half ago we were in the area of 8 to 9 accidents of a national average of 2 so we've maintained consistently in the 1% area which is about half the national average so our ridership is up, our ontime – our service is actually improving. Our safety record has improved dramatically, complaints are down. 1 complaint per 100,000 passengers a reduction of 84% in that area. Farebox recovery is down 2% compared to the previous year and one of the things that we're looking at that we have to over the next six month to a year is examine our Transfer Policy

and the affect the Transfer Policy has had on the financials. We are conducting reviews on that now and quite frankly it's quite a bit of abuse of the Transfer Policy that we as a staff have to crack down on and improve. We will use some technology to make sure that works better. Teleride ridership is up, productivity is down slightly, but ontime performance is up and other key areas it's remained pretty steady. One thing I would like to announce that we will have a press release next week and this is something very important and something for us to celebrate. This past fiscal year has been a record in the history of Chatham Area Transit Authority. More than 4.6 million trips were made on Chatham Area Transit Authority services up by over 500,000 from the previous year. So the press release is going out next week more than 4.6 million trips were made on CAT services which is a record in this community. So it was a absolutely phenomenal year in terms of ridership. The question becomes now how do we keep this moving forward. Also, I'm also pleased to announce that we actually have a Federal Transportation Funding Program in place. The President signed the federal funding program both the House and Senate passed it and the President signed the Bill into law last week so we're waiting...I gotta go to D.C. to get all of the details in terms of how it affects us. We know it's – it is a little more liberal in terms of operating assistance in case we needed it because we used it last year for some fuel issues. The funding level is up slightly. One of the details I do know that the Senate has voted to continue to fund transit services out of the Transportation Trust Fund. The House wanted use General Funds so the parties came together and it's a combination of Trust Fund dollars as well as General Fund dollars to fund the system for the next two and a half years. And also just to update the Board on another issue, our website we're starting to get reports now on our website usage. That was one of our big projects from the previous year in the month of May we had 19,341 visits to our website so the website is continuing to improve and show absolute dramatic results in terms of what our expectations – actually it's beyond what our level of expectations at this point. Next month we will begin the kick-off of our information our ITS Intelligent Transportation System. Over the next nine months we're gonna be very busy with putting in a new operating philosophy, operating management system, development of a TDP strategic plan as well as trying to complete two major construction projects so a busy upcoming year.

MR. LIAKAKIS: Any questions for any of these items? Okay, old business, do we have any old business? Of course we've already discussed service and delivery, finance, System –

DR. REESE: Yes sir.

MR. LIAKAKIS: So how about any old business?

DR. REESE: No sir.

MR. LIAKAKIS: Any new business? Any member with any new business or any comments you'd like to make?

DR. REESE: One of the things I would like to do is introduce Mr. Robinson who is our new Chief Development Officer. He's about on board about a week now?

MR. ROBINSON: four days.

DR. REESE: He comes to us...he was in the Planning and Development Department at CATS the other CATS in Charlotte so he decided to upgrade and come to the better one down in Savannah, but he's our new Chief Development Officer overseeing our Planning, Marketing, Customer Service and Development so we welcome him as part of our senior team.

MR. LIAKAKIS: Welcome aboard.

(Applause)

MR. LIAKAKIS: Okay does any other member have any other item you'd like to discuss before we adjourn today? Okay, we'll make sure that the information that we discussed that we'll get back to you and please as soon as you can look at your CAT information on the policies and so that at the next meeting we can vote on it. Thank you all for coming and right now – you have something?

MR. BUTLER: We have to move to adjourn.

MR. DAWSON: I move to adjourn.

MR. HOLMES: Second.

MR. LIAKAKIS: We have a motion on the floor to adjourn. All in favor signify by saying aye.

ALL BOARD MEMBERS: Aye.

The Board voted unanimously to adjourn the meeting

CHAIRMAN LIAKAKIS: Motion carries.

Meeting adjourned at 12:27 p.m.

Respectfully Submitted by:

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