



BOARD MEETING

OF

August 21, 2012

11:06 A.M.

CHAIRMAN LIAKAKIS: We are here for our agenda for August 21<sup>st</sup> for the Chatham Area Transit Authority and I'd like to call the meeting to order and our clerk to please do the roll call.

MS. HAWKINS: Chairman Liakakis

CHAIRMAN LIAKAKIS: Here

MS. HAWKINS: Dr. Thomas

DR. THOMAS: Here

MS. HAWKINS: Mr. Broker

MR. DAWSON: He's on the way

MS. HAWKINS: Wayne Dawson

MR. DAWSON: Here

MS. HAWKINS: James Holmes

DR. REESE: Mr. Broker is here.

MR. HOLMES: Here

MS. HAWKINS: Frank Mingledorf

MR. MINGLEDORF: Here

MS. HAWKINS: Ms. Osborne

MS. OSBORNE: Here

MS. HAWKINS: And Ms. Stone

DR. REESE: She's here.

CHAIRMAN LIAKAKIS: And Commissioner Stone's also here.

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

CHAIRMAN LIAKAKIS: Okay all of the members were sent the regular Board of Directors meeting that we had on July the 12<sup>th</sup>. We need a motion on the floor for approval.

MR. DAWSON: So moved.

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: We have a motion and a second. All in favor signify by raising your hand. Motion passes.

**\*All Board members voted unanimously to approve the minutes from the July 12<sup>th</sup> Board meeting,\***

CHAIRMAN LIAKAKIS: Next on the agenda is the action items. Under item A; approval of CAT Board Policy and this was tabled from the last meeting. As all of you know it was distributed to all of the Board members and did you to make a comment Chad?

DR. REESE: Thank you Mr. Chairman. Yes it was distributed at our first meeting of the reconstituted Board of Chatham Area Transit Authority and at that meeting it was requested that the item be tabled to give the members further time to review in detail and so the item is back on the agenda for Board consideration. It is important to note that this is a Board related issue as a result staff does not have a recommendation; it's a Board issue.

CHAIRMAN LIAKAKIS: And in this CAT policy Board information – the manual it talks about the duties and the responsibilities that we have of our members and the different actions of the Board. And so we need a motion to take it off the table.

MS. STONE: So moved Mr. Chairman.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second to take this item off the table lets raise our hands.

**\* The Board voted unanimously to take the Board Policy Manual off the table.\***

CHIARMAN LIAKAKIS: Motion passes. Next item; Designation of time and date for future CAT Board—

MS. STONE: We need to approve the –

CHAIRMAN LIAKAKIS: Oh excuse me; we got to approve that particular item now.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Do any of the members of our Authority have any comments on this policy manual? Bill.

MR. BROKER: Yeah, I just had one question about it and I mean this is just sort of an overall observation. In looking through the Policy Manual I found that it was very, you know, sort of these are the things to which we all want to aspire on that kind of thing. There was no specificity contained in this, for instance; there's nothing about per diems, there's nothing about mileage,

there's nothing about, you know, who you communicate with with respect to a particular issue. I mean there's nothing about our Transit Authority...I mean these were all very good things and this is obviously how a Transit Authority should operate in terms of who's responsibility is what and that sort of thing, but there were no real nuts and bolts contained in the Policy Manual and I don't have any objection approving this, but I do think we need to move on to something with greater specificity with respect to our Transit Authority.

CHAIRMAN LIAKAKIS: Okay, Helen.

MS. STONE: I agree. There were a lot of ideals in here, you know, you need to aspire to do this, you need to think this way, you need to do that; but...I mean I'll just pick a question. Do you understand your operating budget and capitol budget? Well we haven't seen it yet. I mean some of the new Board members have not seen it yet. I mean we're just making assumptions here; these are like little mile markers, but like Mr. Broker said there's nothing specific in here and it's a little troubling, you know, I mean its just going on to advanced issues. Are there any untapped resources in your community that could be expected to supplement the additional funding? I mean is that really with the purview of this Board? I don't know. This is not the way this was structured prior to now and so there's some questions in here that I had to ask myself is it my job to go out in the community and look for funding for the CAT Board. There are just some very ambiguous idealistic questions in here that I don't – I'm not real comfortable with some of it to be honest with you.

CHAIRMAN LIAKAKIS: Okay let me – I'm gonna make a suggestion and then I'm gonna call on Mary and then you James. Chad you got that and I'm gonna ask for after everybody speaks a motion to table this again and for all of our members to give any kind of suggestions that they have that might be real important for our policy to give that to you within the next week and so once you get that then you fully understand the other policies because you been involved in that in years past is to get that additional information in there.

DR. REESE: Yes sir.

MS. OSBORNE: Mr. Chairman I am delighted to be a member of this Board and I plan to serve as hard as I can. I did meet with Mr. Reese, Executive Director and I appreciate his time and Trish has been most kind in guiding me. This is my notebook from CAT that I just got. I haven't hardly had time to digest all of this and I'm happy to hear that you're going to be tabling this because while I read through some of this, this is a lot to digest in a few days. I looked at it over the weekend when I was off, but I'm glad you're tabling it because we need more time to study this.

CHAIRMAN LIAKAKIS: Okay fine. James.

MR. HOLMES: I was kind of piggyback on what Ms. Osborne was saying just now, but then at the same time can we, you know, commend this or modify it as it goes?

DR. REESE: Most certainly. What this is...this is boiler plate from the American Public Transit Association Transit Director's Board Guide is what it is. So we took it and made slight modifications to it. The idea of it is to put it out there and present it to the Board because it is a

Board issue and we can bring any comments – and incorporate any comments suggestions that the Board may have because it is the policy by which you will govern and judge yourselves by and not that of staff. It's also important to note that some of our policies are incorporated into our legislation by law and so as the law on the state levels are amended given that the Board is associated with the state as law is amended so are specific Board policies. So in terms of certain specificities, those are also established and outlined in federal guidelines. For instances; in the compensation for the Board – excuse me that's a state, the purchasing rights and authorities, specific requirements associated with federal rights and assurances those are outlined in that the Chairman and myself have to attest to on behalf of the Board itself.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: Just going back to how I interpreted this document. I saw it more as a questionnaire. I mean there were questions being asked of us as Board members, you know, Do we understand the mission and the priorities of the organization? Do we ask questions about the policies, procedures and operations to help the organization run more effectively? These were more questions being posed to us then it was policy or policy guide is how I saw it; so I certainly to go back to Mr. Broker's original statement there really is not much that addresses the goals and missions of the Board. I saw this as more they were trying to get feedback from us and what type of members we were gonna be on this Board and without seeing a more direct policy it's a little hard to answer these questions and to know exactly what we're being charged with. What our mission is here as Board members.

DR. REESE: Okay.

MS. STONE: So I would just like a little clarification.

DR. REESE: But it's important to note that was actually done on purpose because again, I didn't know if it was an issue that we as staff should be directing the Board in terms of how to carry it out, so if it's okay I can over week to two meet with each the Board members individually and then begin to draw some consensus individually about what should be incorporated and bring it back to the Board at the next meeting.

MS. STONE: Well that in addition to what are our responsibilities? What is – what are we being charged with as members of this Board? Now some of us who have been on this CAT Board before that might be an easier question than for some our newer members who have not, so I want to start the playing field level so to speak and make sure that everybody understands what's expected of us as members so that we can be good Board members and I guess maybe that's where you were going with some of these questions; but to approve this as a policy or a document that we go by that is simply asking me questions doesn't help me to know the direction that this Board should be heading. I can answer that personally, but I certainly do not speak for every member of this Board.

CHAIRMAN LIAKAKIS: Okay Mary hold on just a minute; it's Bill, Priscilla and then you Mary.

MR. BROKER: Just to follow up on Ms. Stone, I do think that some of these questions that are posed are obviously very important, but if they were put more in the context of a job description like instead of saying “Are you willing to go out and look for funding?” Well obviously –

DR. REESE: One of the requirements – one of the menus of the Board is to identify potential funding.

MR. BROKER: Another thing is, you know you hit the nail on the head when you said – when you mentioned, you know the fact that purchases over a certain amount have to be brought to the Board. I don’t think that’s in here, but that to me, would be a perfect item that should be in this manual and I realize that it’s contained in the regs and the like but somehow it should all be cohesive.

CHAIRMAN LIAKAKIS: Priscilla.

DR. THOMAS: Thank you Mr. Chairman. Good morning. I agree with my colleagues on the Board. I truly feel that we need to look at this with a little bit more specificity in terms of directions as been stated, our goals description which will be defined as to what direction we will be going in, how we will take that and to make sure that we have input from every Board member that is up here, that represented so that we will have a more cohesive, you know Board and in terms of making the kinds of decisions that will be necessary to have an effective transit system.

CHAIRMAN LIAKAKIS: Mary.

MS. OSBORNE: I have a couple of comments and observations and that is my question is...will you Mr. Reese be doing somewhat of a modified draft of this to present to the Board members as they come because as the newest member up here, I would need to go with an experienced member like a Helen Stone or I would know what questions to ask you as to what the past was and where we are now, so are we gonna be looking at a draft or something you’re gonna do to bring it – all these specificities in as we meet with you otherwise I’d like to meet when one of the more senior members are. I don’t want to have an individual meeting.

DR. REESE: What I would like to do with the Chairman’s approval is meet with the Board members and when I meet with the Board members bring in some specifics directives associated with the Board and then get the feedback from that and then compile all the information to begin to draw a consensus prior to the next Board meeting; and at that point we’ll make a presentation of all the specifics of what it would be.

CHAIRMAN LIAKAKIS: Okay and then when you go to set up the meeting with the individual members if somebody is tied up because of , you know, because of a time element on it Chad just talk to them by telephone, ask them if would write things down for you, but then of course we can go from there. Okay and – go ahead Wayne.

MR. DAWSON: Is this in adobe?

DR. REESE: We converted it to word.

MR. DAWSON: Okay, can you just email it to us.

DR. REESE: Yes.

MR. DAWSON: Would that be easy? 'Cause then we could do the mark ups and get it right back to you and that may alleviate the need for a meeting.

DR. REESE: Okay.

MR. DAWSON: And with that I guess I would move to table.

CHAIRMAN LIAKAKIS: Yes.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor to continue tabling this and let's raise our hands.

**\*The Board voted unanimously to table the Board Policy until the next meeting.\***

CHAIRMAN LIAKAKIS: Okay you've got the direction on it now Chad and we'll go from there.

DR. REESE: Yes sir, thank you.

CHAIRMAN LIAKAKIS: Designation of the time and date for the future CAT meetings.

DR. REESE: Yes sir Mr. Chairman this is a Board issue. The Board needs to designate a time – a date and time for standing meetings of the CAT Board. We're meeting at Tuesday on this occasion. At the last meeting the Board asked us to consider the locations so in discussions with you this is the location that was optimal given that cost associated with it, but the thing that we have to determine moving forward is a standing meeting time and date. We run into potential conflicts on Friday with the County Commission, potential conflicts on Thursday with the City Commission and we have MPO meetings on Wednesday, so the days it looks like we may have available are Monday and Tuesday but again this is a Board related issue.

CHAIRMAN LIAKAKIS: Okay, Mary.

MS. OSBORNE: Mr. Chairman when I met with Mr. Reese he brought all of these points to me and eventhough I'm the newest kid on the block, I get very active. I did make an inquiry because I know there's a concern with the cost associated and the City Media Room which you are very - - all of you are very familiar with where we have our workshops which has television coverage and the like. Our meetings can be televised; I'll put it that way, is available Monday, Tuesday or Wednesday but I did not have a date or time certain or even whether or not you wanted to meet there so if you let me know I can make arrangements.

CHAIRMAN LIAKAKIS: Okay, I appreciate that, but a few members we've had talks about it and thought if we do get a place that doesn't cost us any money because the other places like when we were over at the International Trade Center of course there's payment for that and some others that you looked at, but one person mentioned something about the second Tuesday of every month and – is that alright? Does somebody else have a date and time element that you'd like to suggest?

MR. HOLMES: Why the second?...just curious.

CHAIRMAN LIAKAKIS: Well, I mean we can have it on the third one or we can have it on Monday...I mean it just varies on that because it just was mentioned from Mary's side of it too because they have a lot of workshops over there too that they have been going into, but on Fridays we know Commission and Thursdays are tied up and all so we need to go ahead and see and then if it doesn't work out if we have a problem with it we can always change it; it's up to the Board about that time and date.

MS. STONE: The second Tuesday is fine with me.

CHAIRMAN LIAKAKIS: Alright anybody want to make a date and time other than say the second Tuesday or the first or whatever you want to do it's the Board's decision at this point.

MS. STONE: The second Tuesday is fine with me.

CHAIRMAN LIAKAKIS: That's alright everybody? Okay and what time element? Would you want it at ten or eleven in the afternoon.

MS. STONE: Eleven is fine

MR. HOLMES: Eleven o'clock is fine.

CHAIRMAN LIAKAKIS: Okay eleven o'clock on Tuesdays and we need – Wayne you wanted to ask something?

MR. DAWSON: No I was waiting until you got to consideration of place. I realize there was a cost associated with meeting across the river, but the thing that I did like is that we were all kind of on one level and kind of in the round rather than up on the platform here and it just seemed like the flow of information went a lot better when we were over there. So whenever we're considering a place we could look at a place where we're kind of set up in a square rather than, you know, up on the platform.

DR. THOMAS: (in audible)

MR. DAWSON: Well yeah, I hadn't thought about that.

CHAIRMAN LIAKAKIS: Well I mean this is easier right here because all of the cameras as Vice-Chairman Thomas mentioned because it's being videoed right now.



DR. THOMAS: Everything is being recorded. We have to be in a position where we can record these things and I know what you are saying with the round table its very unique and very desirable, but in the meantime we also have to make sure that we are –

MR. DAWSON: Recording.

DR. THOMAS: Recording, yes recording as well.

CHAIRMAN LIAKAKIS: Well what we can do if we see that Tuesday if that's passed today that Tuesday at eleven o'clock second Tuesday takes us in the right direction then the Board has the option to change that. We need a motion on the floor for the second Tuesday at eleven a.m.

MR. BROKER: So moved.

MS. STONE: Second.

CHAIRMAN LIAKAKIS: We have a motion on the floor and a second for the second Tuesday at eleven a.m. at this location. All in favor signify by raising your hand. Motion passes.

**\*The Board voted unanimously to hold the CAT Board meetings on the second Tuesday of each month at eleven a.m.\***

CHAIRMAN LIAKAKIS: Next item; the approval of Task Order for Atkins, Chad.

DR. REESE: Thank you Mr. Chairman. This Task Order is related to our construction on the 900 East Gwinnett Operations Facility. We originally proposed the project to give the members of the Board some history associate with the project, the project was originally scheduled to take place in three phases with the first phase being a bus wash facility. The second phase occurring in the year 2017 or 2018 with modification to the administrative area and in the year 2020 modifications to the bus maintenance facility. After an evaluation of the facility it became apparent that we had some health and safety issues that we had to deal with and staff made the recommendation to the Board to move that project up. The project came in we bided a couple of times; it came in over bid. We were able to secure additional federal funds to complete the project in one phase to address issues with health and wellness, environmental issues, ADA issues so on and so forth. The project was originally scheduled for \$4.5 million. We were able to complete all with an estimated budget of about \$8 million. We secured the architectural firm at a bid rate of \$4.5 million with the value of engineering with environmental issues that we face we're facing the potential of some change orders in the environmental and engineering section so this task order is requesting a \$55,000 modification or increase in the change order for the project which still leaves us under 7 ½percent for the total cost of the project or federal limit of 15percent.

CHAIRMAN LIAKAKIS: And the money's there?

DR. REESE: The money is there. We've secured the money from the Federal Transit Administration.

CHAIRMAN LIAKAKIS: Alright.

MR. BROKER: I move for approval.

MR. HOLMES: Second.

CHAIRMAN LIAKAKIS: Have a motion on the floor and a second for approval. All in favor please raise your hand. Motion passes.

**\*The Board voted unanimously to approve the Task Order for Atkins\***

MR. BROKER: Mr. Chairman could I just say something real quickly.

CHAIRMAN LIAKAKIS: Yes.

MR. BROKER: I want to thank Dr. Reese for the work he's done with respect to this in that, you know we initially had a three phase scenario out there at the bus barn and you know you really bit the bullet with this and we were able to get all of this done at one time. Thank you for your work in that regard.

DR. REESE: Thank you sir.

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

CHAIRMAN LIAKAKIS: Okay, all in favor please raise your hand again. (Pause)...I'm just kidding!

(Laughing)

MR. BROKER: You're a funny guy.

CHAIRMAN LIAKAKIS: Next item 4, Presentations: A) Federal Funding Legislation – Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP 21), Chad.

DR. REESE: Thank you Mr. Chairman. Members of the Board we have a couple of presentations. The first for you today is on the federal funding legislation as you know the previous legislation had expired and was on continuing resolutions for a number of years. The new legislation has been approved and is in place. One of the things that we talk about in the industry is going to Washington and getting money and lobbying for money. What I wanted to do today and give the Board an appreciation in terms of what's in the new federal legislation; how the money is set out; how it's designated to give the Board opportunities to talk about things that we need to do moving forward in order to secure additional funds. This is an overview of the legislation "Moving Ahead for Progress in the 21<sup>st</sup> Century". Ramond Robinson is our Chief Development Officer will give this presentation.

MR. ROBINSON: Good morning everybody. I'm just going to give everybody a brief overview of the Moving Ahead for Progress in the 21<sup>st</sup> Century the MAP 21. I have to go through my own slides here...Okay so MAP 21 is basically a law that was signed into place by President Obama

on July 7<sup>th</sup> of this year 2012. And what it does is it first extends the current law of SAFETEA-LU through September 30<sup>th</sup>; so the SAFETEA-LU, The Legacy of Users, kind of what we're in now as far as federal funding, has been extended until September 30<sup>th</sup>. Once it ends on October 1<sup>st</sup>, then we will then go into programs associated with MAP 21.

DR. REESE: And if I could interrupt for one moment to talk about what the impact of this means. The legislation act itself brings about the opportunity for the continuation of gas taxes which funds the federal transportation program so there's a \$.25.1 per gallon tax that goes into gas, it goes into a federal pot. The issue we face in the state Georgia is Georgia is known as a Donor State which means that we put more money into the federal pot than what we receive back and one of the arguments we made as an Authority over the past twenty months is we need more of what we donate into the system...and that's been one of our underlying issues that we made the arguments in Washington for is that we've continued to donate, continued to donate; specifically if you look at this region in terms of it's donation to the Federal Highway Transportation Trust Fund so we've gone aggressively after those dollars to have those dollars reallocated back to this region in the form of the Federal Transit Administration.

MR. ROBINSON: Okay so the next slide is just kind of a highlight of the programs so if you look you'll see a section for New, Repealed, Consolidated and Modified. The ones that I guess are of the most importance that you would probably focus on would be the 5307 which is the Urbanized Area Formula Grants that helps us to fund operations and capitol projects. There's a slight difference with this provision so I don't know how familiar you are with the Job Access Reverse Commute Grants, what they've done is instead of that being something that independent and it's a competitive process to get funding for those, those have now been rolled up into the 5307 so you no longer have to compete for JARC funds; it's kind of a gimme...Yes sir.

MR. BROKER: So does that mean that we get the same amount money?

MR. ROBINSON: That's the caveat. In this slide, I don't know if you guys can see it on your screens, here's the – I guess here's the long and short of it. Based on just what our apportionments are slated to be for FY13, if you combine the initial 5307 money with the JARC money we would receive probably \$22,000 less. However, there's a possibility that we could have possibly received \$22,000 less because we might not have got the JARC grant because it was competitive. Now it's not competitive it's kind of a "well here you go based on what you normally – what we have normally apportioned you yearly.

CHAIRMAN LIAKAKIS: And this is a little bit better too because it means for operations you can use money –

DR. REESE: Right.

CHAIRMAN LIAKAKIS: And unfortunately on July 31<sup>st</sup> the Transportation Bill was not approved and of course I talked to a couple of legislators and I encourage everybody to talk to our legislators so that when they go back to Atlanta, some of them will have meetings in November and December prior to the opening session in January, but to for us and we encourage the bus drivers, all the employees and of course the riders also if we can get a message out to them that they send that to senators and our congress people in Washington that that situation

will come about because unfortunately there was \$65 million in there \$30 million for capital improvements and then \$35 million for maintenance and operations and other things which would really have helped put the Chatham Area Transit in great shape. Now as we know that you are burden with getting the money for these additional buses that need to come out of the fleet right now; and so that situation is really important so lets put something together so that we can get that message out to the general public and for our congress people and our senators to work on that in the upcoming sessions.

DR. REESE: Yes sir.

MR. DAWSON: Mr. Chairman.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: I just had a question regarding your presentation. On the previous slide you said that New Freedom money was not included?

DR. REESE: Yes sir, if I may address the JARC issue first.

MR. DAWSON: Okay.

DR. REESE: JARC is competitive. We in a situation we were getting about \$170,000 a year in JARC and JARC of course funds new services, specifically new services that involve education, employment, reverse commutes, taking people from the city out to the suburbs. But if the Board recalls we were also successful in addition to the \$173,000 we were successful in securing \$1 million in JARC funds last year that we are using over a three year period to fill a operating whole in our budget more or less – so we've broken down, Terri I think it's \$330,000 a year is the way we've projected it over the next three years so again that was the competitive process that we went out and secured and that is one of the things that goes away so we can count on the 173 going forward. However, it limits our ability to go walk the Hill and try and get additional funding in the future.

MR. ROBINSON: Almost like a gas card with a limit. That's kind of an easy way to equate it.

CHAIRMAN LIAKAKIS: Priscilla.

DR. THOMAS: Thank you Mr. Chairman. I just want to reemphasis what the Chairman has said and others. It's very important that we play a major roll in talking with our state legislators, our senators and our congressmen on the Hill. This is what's going to get their attention; if we stay silent we will never be into the loop. I can tell you it took us like, oh good lord I don't know, about nine or ten years before we were able to get some fundings for the new Transit Center. The former Commissioner Joe Murray Rivers and I, we stayed on Capitol Hill. We stayed before Congressman Kingston and others who were able to help us, you know, in gaining some funding for that so it is very very important that each and every one of us, not one person, but every one of us including employees and everyone to let them know how important it is to support transit here in Chatham County.

CHAIRMAN LIAKAKIS: Okay any other comments?

DR. REESE: Well he's gonna address your issue in just a second.

MR. DAWSON: Okay.

MR. ROBINSON: To your point on the next slide it talks about how the 5310 section which is the Enhance Mobility of Seniors and Individuals with Disabilities so they've modified this section as well and they've now combined those New Freedom funds that's gonna be combined with the 5310 funds to be one sole source of funding. Last year we received \$87,000 and again that was a competitive process. The proposed apportionment is about \$179,000 for this year, so there's a good possibility that if we are able to get that there's possible – that gives us the ability to be able to fund some senior circulator services that I know you guys are looking for.

DR. REESE: And again the issue there is that in the past we've had to go out and do a call for projects. The money was allocated for Chatham County and we had to do a call for projects so if someone came up with a project, to get the money we have to evaluate that and decide whether we want to fund those projects. Well the competitive process in that goes away so those funds are now allocated throughout the term of this program and it enables us to look at different enhance services, but I think the things that's important that we should consider is twofold. If we are gonna do something new and different, How do we make it better for our customers, one; and How do we make is sustainable, which are the issues that we have to consider before bringing a recommendation to the Board.

MR. DAWSON: So this is better than New Freedom.

DR. REESE: It's better than New Freedom – that is better than New Freedom. Overall the program for regular bus service takes a slight hit though of about 22, 000, but we pick up 91,000 more in terms of the services we provide for elderly and disabled.

MR. ROBINSON: So just to kind of wrap it up and give a brief overview the last slide just kind of gives you and idea of the funding and how it has gone over the years; so that FY12 grant amount is what we actually received or used last year which is \$4 million and then at the bottom you'll see that we had a competitive grant as well which we received \$2.5 million for bus rehabilitation and the purchase of new vehicles.

DR. REESE: And that grant was just approved about two to three weeks ago.

MR. ROBINSON: Right and that was competitive and in the section beside that you see kind of where the grants that were similar kind of have some changes to them and what the apportionments are gonna be for the coming year and that amount totals to about \$4.6 million not without any competitive grants. Now there are competitive grants that are still there that you'll notice in the slide sheet that you can go back to that we are going to be looking at some projects throughout the city so that we could try to receive some of those funds. If you have any questions about that I'll make sure I leave my information and I can explain further, but the one thing that I did want to point out is the number that stays 5339, well that was one of the grants that was modified. The competitive grant that we got the 2.5 million for last year is now an

apportionment so the apportionment again is not as significant as \$2.5 million, however it's \$375,000 of guaranteed money.

MR. BROKER: I don't understand that.

MR. ROBINSON: Well it's kind of – I think – I guess the best way that I could try to approach it is somebody looked spreadsheets in amounts divvied over a certain amount of time and said okay well let's do our best instead of, you know lets apportion it to give people what we think adequately will help them to continue to capitol in operating.

DR. REESE: In the last toward the end of the SAFETEA-LU what happened is earmarks went away, and when earmarks went away it became left up to the administration to decide how funding was distributed and we saw over the last two funding cycles the vast majority of the discretionary or competitive grants went to what we can term as battleground states. So if you lived in Florida or if you lived in Ohio, Pennsylvania you did very very well. If you were in the state of Alabama or Louisiana or Texas you didn't do well at all. Georgia was somewhere in the middle. Last year we did not – excuse me, two years ago by comparison we got less than a million dollars and Atlanta got 56 million. This past year with 2.5 million or this latest round of grants we 2 ½ million Atlanta got 6 million. What this legislation does is it takes into account the whole earmark system and basically eliminates it and the pool of money that was there is no longer distributed based on earmarks, it's distributed based upon a formula. So the Federal Transit Administration looks at what we call a passenger mile so if a bus goes from downtown to Oglethorpe Mall and it's five miles, if one person is on that bus that's five passenger miles. If five people are on that bus it's twenty-five passenger miles so they're looking at that number and they are calculating it into the overall pool of funding to come up with a formula funding based on the allocation of funds and that's how the vast majority of funds will be distributed. However, there's still some competitive, if you could go back up a couple of slides, there's still some competitive ones that are out there such as for the Fixed Guideway Capitol Investments which is 5309 will still be competitive. The State of Good Repair 5337 is still competitive. TOD Planning funds are competitive; there's also a new Emergency Relief in case we're faced with emergency situations we can appeal to the Federal Transit Administration for funding so some of the competitive grant programs are still there and we'll continue to go very hard after those competitive grants. The problem we face now is the grants that we've secured in the past three to four months I guess is we don't have a local match for those federal grants. And so unfortunately those funds will sit there up to eighteen to twenty-four months until we can identify a way to come up with a local match. For instance, say if we just received \$2 ½ million to buy new bus well, you know we need 800,000 to go along with that in order to purchase the new buses.

MS. STONE: Was some of that local suppose to be state money as well?

DR. REESE: It was at one point, but the state administration under the previous administration suspended the state match. So the federal money is suppose to be 80/10/10, 10percent state 10percent local the state suspended their 10percent match.

MS. STONE: Is there any hope of ever seeing it again?

DR. REESE: That is one of the areas we are lobbying for with the Georgia Transit Association. We've retained a lobbyist as an organization itself in hopes and efforts to secure additional funds.

MS. STONE: Because without that 10percent it doesn't do any good if we come up with our local 10percent.

DR. REESE: We would have to come up with 20percent.

MS. STONE: Okay.

DR. REESE: You that was the issue with T-SPLOST for us and I don't think the word really got out because we're talking 35 million in local funds, but we leveraged that at 4 to 1 so you're talking hundreds of millions of dollars that the possibility just goes away now, but we'll continue to look. The Administration last Friday released additional \$500 million dollars in federal funds and so we'll be working on that this week to try and secure – because I think I would rather be in a situation that we had the federal funds and go out and try and find the local match than not to have anything at all.

DR. THOMAS: That's exactly right.

MS. STONE: But it is a shame that we can't seem to get the state to at least do their 10percent.

DR. REESE: That's one of the areas we're working on.

MS. OSBORNE: Mr. Chairman.

CHAIRMAN LIAKAKIS: Yes.

MS. OSBORNE: Not only are talked about us contacting our legislators both at the national level as well as the state level and citizens at large. One of the things that I think is most important is that citizens need to realize what they missed out on not passing T-SPLOST and what it's gonna mean to them in terms of moving forward in the twentieth century. And to me I think that we need to solicit all of the help we can with regard to, I hate to put it this way, but putting pressure on our legislators because they dumped this on us; and whether it means a press conference, whether it means a statement in the paper, whatever it means, we need to get the word out and its not just to stay around this table, not just to rely on us to get it out. We need to really get the word out because it's a shame that –

MS. STONE: Yes, but I think that this has been going on for a while, has it not?

DR. REESE: It's been going on for about six years now; and the other thing that's important to note is the operating budget at CAT has remained relatively flat. One of the things that Veolia was charged to do – I was charged to do in coming here was to identify inefficiencies in the service and then take the funding in inefficiencies and reinvest them back into the service. We're at a point now where I don't know how much more return is left on the notion that you can continue to find inefficiencies, I mean we've run into escalating cost for fuel which we got a relief from the Federal Transit Administration last year, labor cost, insurance cost and so on and

so forth and so those are some real cost that have been increasing and for the past four to five years our service level has increased but our budget remains relatively flat with escalating cost so that's something that we have to consider in terms of how we move forward.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: If I may say one thing Mr. Chairman and not to pile on, but what we have here is a situation where the state has just kicked us down the road. I mean they walked away from giving us 10percent say six years ago or so. T-SPLOST was just one more opportunity to say hey, you know, don't look at us, pass the buck somewhere else and that didn't work so we should go back with renewed vigor to say to the state "look this is at least 10percent of your responsibility" so you need to be putting the money where it needs to go.

MS. STONE: It will cost the state more in the long run if they don't do it because people will not be able to get to their employment, the people will not get to where they need to be and they're gonna then be relying on the state for unemployment and other services that if they could be more independent through means of transportation they wouldn't be looking towards the state. So I think we need to remind them of things like that.

MR. ROBINSON: And Dr. Reese if you don't mind I have to say this because I think you all are kind of hitting it right on the head because it's a perpetual cycle. If we don't have the capitol dollars to continue to infuse certain things or the operating dollars to change things I mean change is paramount. If you don't change then how are you gonna be able to sustain jobs, people getting to jobs. It's just a cycle and it doesn't better; you keep kicking the can down the road it actually piles things on top of each other so –

DR. THOMAS: You are right.

MS. OSBORNE: Absolutely.

CHAIRMAN LIAKAKIS: Okay next presentation the Ferry Boat, Chad.

DR. REESE: Thank you Mr. Chairman. We have a presentation on the Mary Musgrove coming up and I turn it over to Sarah Rayfield at this time.

MS. RAYFIELD: Thank you Dr. Reese. Good morning.

CHAIRMAN LIAKAKIS: Oh let me say this quickly to you, that presentation you just had up there, put that on paper and distribute it to all of the people because you had four areas right there and we didn't get to look at all of them, so distribute that please to all of the members.

MR. ROBINSON: Not a problem.

CHAIRMAN LIAKAKIS: Thank you, go ahead.

MS. RAYFIELD: I'm going to be introducing the newest vessel of our Savannah Belles Fairy today, at the end of the presentation I'll give you the information of where you can view the vessel live for the Christening, but the name of our vessel is the Mary Musgrove. The first in our



fleet was the Frances Martus which has been in service since 2002. It is 65 feet long and carries 129 passengers. The Juliette Gordon Low and the Susie King Taylor went into service the following year in 2003. They are 55 feet long and carry 86 passengers. The Mary Musgrove will go into service this fall. It is 65 feet long and carries 149 passengers. There are three landings to board the Savannah Belles Fairy System; that is at City Hall, the Trade Center on Hutchinson Island and the Waving Girl Landing at the Marriott Hotel. The Ferry System operates 362 days a year from 8am to approximately 12am. The Waving Girl Landing last one is around I believe 6:30pm and in 2010 we carried 505,379 passengers and up to 585,123 passengers in 2011. The Mary Musgrove will be the fourth vessel in the fleet. The first one on this list is the Juliette Gordon Low; this vessel was named after the founder of the Girls Scouts. The Susie King Taylor was named after a nurse in the Civil War; she's noted for founding the first school teach openly to former slaves in Georgia and the Florence Martus is the "Waving Girl" she was the unofficial greeter of ships that entered and left the port of Savannah. A little history on Mary Musgrove; she was of Creek Indian and English decent. Her mother was Creek Indian and her father was of English decent. She was born in 1700 and died in 1765 and she buried on St. Catherine Island in Georgia. She established a trading post at Yamacraw Bluff in 1732; a year later Savannah was founded on the same site. She served as an interpreter for General James Oglethorpe during the founding of Savannah. She was a strong and effective advocate convincing the Creek Indians to accept the new colony in their territory. The Christening Ceremony which you will be invited to as well as the public is going to be Friday, September 21<sup>st</sup> at eleven am at Bryan Square at the Savannah International Trade and Convention Center and the picture that's included in this slide is what the vessel will look like.

CHAIRMAN LIAKAKIS: Okay, Chad let me ask you about this situation. Have – is the Ferry Boat in our possession yet?

DR. REESE: It is not possession. It is finished and it will be leaving within the next week or so heading this way. It's about a two or three day trip from where it's heading from in North Carolina.

CHAIRMAN LIAKAKIS: And let's do this, lets inspect it; wanna make sure it covers the amount of passengers it says at the engine of that ferry boat was the specs. We want to also notice and should also and I think it was in the specs that it didn't make noise like the first one. That first ferry boat that we got was a fiasco as all of us know when it was put into operation the noise was unbearable. In many instances it didn't go very fast; you didn't have a 149 passengers until they had to modify that particular ferry boat so that's why we put some, you know, some things together in a contract that we want the builder to make sure that it is going to be an efficient ferry boat and they are gonna abide by all of the requirements that we said we wanted in that contract and please, you know yourself and you can have whoever else that you want there that's gonna inspect it especially your top mechanics and others who you know about that.

DR. REESE: Yes sir.

MS. STONE: That Friday, is that not a Commission meeting? I don't know how we're gonna be over there at eleven o'clock if that's a Commission meeting.

CHAIRMAN LIAKAKIS: Let's check that. I can tell you –

DR. REESE: We haven't sent out invitations yet so we can still modify the Christening date.

MS. STONE: Just check that I believe that is a Commission meeting.

CHAIRMAN LIAKAKIS: Yeah.

DR. THOMAS: Good observation.

CHAIRMAN LIAKAKIS: Okay, Bill.

MR. BROKER: One other thing I was going to mention and I'm sure y'all are aware of this. There seems to be a difference between what we contracted for in terms of the number of riders or passengers on one of the previous ferries than what the Coast Guard would approve.

DR. REESE: Well the Coast Guard and I don't know how they came up with this, last year they changed the weight limit. Evidently, well they changed the weight limit from 155 pounds per passenger to 180 pounds per passenger. They said that the average American has grown in size over the last thirty years. I don't know if I agree with that, but that's one of the issues that are out there so we had to go in and update the passenger load to Coast Guard guidelines. The new ship we know has been specked to those new guidelines with the 180 pounds per passenger.

CHAIRMAN LIAKAKIS: Okay if there's anything please get in touch with me; I'll get in touch with all the members because we don't want to accept that ferry unless it's exactly or you know better than what we put into that contract, because we know what we had when that original ferry was set up. We had a lot of the tourists that came in town, people that were riding that ferry were making a lot of complaints about it and we don't want to get into that same situation again this year.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Bill.

MR. BROKER: Just one last item I was gonna ask Ms. Rayfield why she didn't mention Mary Musgrove laying siege to the City of Savannah laid in her tenure with the Colony. Apparently the Colony had not paid her all the money she claimed she was entitled to and so she threatened to bring the wrath of herself and the Creeks upon us but a settlement was had and that's why she's on St. Catherine's Island today.

CHAIRMAN LIAKAKIS: Wayne.

MR. ROBINSON: She left that part out.

MR. BROKER: Well she got the island.

MR. DAWSON: With the addition of this new ferry will be able to get rid of the original pontoon type design?

DR. REESE: That is the game plan that one is actually only used in reserve situations for St. Patrick's Day and other events for the most part it's not in service but for a few days a years; but the idea that that ship would be retired or put into a reserve fleet.

MR. DAWSON: It is completely unusable by anybody that uses a wheelchair so I would hope that we could shed that at some point.

CHAIRMAN LIAKAKIS: Well Wayne let me tell you 'cause I've been when all of these functions like the Tall Ship and the St. Patrick's Day parade and there were a couple of other festivals this year and if we hadn't had that we had people lined up sometimes four blocks long. Hundreds of people were waiting in line and thankfully that reserve boat came in handy and we were able to relieve that 'cause I there with Joe Marinelli with convention and visitors groups visit Savannah now and we thank you because, you know in some other point when we get another boat that we can put there and absolutely retire it like you were saying, but we really need that.

DR. REESE: Right. And I think that was the weekend we also had to bring in emergency bus service and everything to provide service to the other side of the island because we had all ferries in service and we still had 45 minute waits so we used bus service six or eight buses to carry the people back and forth to the other side of the island.

CHAIRMAN LIAKAKIS: Okay next item, the Executive Director's Report, Chad.

DR. REESE: Yes sir, thank you Mr. Chairman. The Executive Director's Report, the most significant news in this to somewhat of a disappointment is that for the first time in my tenure we've had a decrease in ridership when compared to the same month of the previous year. There are a couple of reasons that we've identified that are the culprit for this. First is that we operated less weekday services. As you know we carry more people on the weekday than we do on weekends so we had less weekday service and more weekend service. Another thing we're contributing to even as we look into June – into July and the first part of August is the rain is that having a pretty dramatic impact on our ridership on a daily basis; we're down six seven hundred a day system wide and so that's what we're dealing with and the number of calls we're getting relating to shelters and amenities has increased over the past two or three months dramatically. As you know that's one of the things that we've undertaken to improve this year is put more shelters out so it's had an impact on our ridership.

CHAIRMAN LIAKAKIS: And since you mention those shelters, the shelters are gonna be of some significance and not just that little round circle where one or two people can sit there and doesn't take care of the sun or rain or anything.

DR. REESE: Sombreros. We're not proposing – we're not purchasing new Sombreros we are looking for a different type of shelter. However, on the Sombreros there's a point that we have purchased – we still have thirteen of those that need to be installed and so on our last federal visit we were directed to install those thirteen shelters because we used federal money to pay for them. So as part of the overall shelter program we will identify stops in less density areas by which to install.

MS. STONE: We could use some of them.

CHAIRMAN LIAKAKIS: Okay next, what else on your Executive Director Report anything?

DR. REESE: Oh, the other thing is in the area of safety we are continuing to improve in the area of safety down to 1.4 preventable accidents per 100,000 miles which is phenomenal. You see we were at 2.5 the previous year but if you recall in months even prior to that we were as much as 5 per 100,000 passengers so we're continuing to make dramatic improvement in our area of safety which a compliment to our bus operators and Erica Franklin, our Director of Safety and Training who's done a wonderful job in turning that entire department around. In the area of Teleride Paratransit ridership is up 7 percent, ontime performance is up so we're still continuing to improvements in the area of Teleride and Paratransit. One of the things that we're gonna ask the Board to consider and look at during the next budget year is a rebranding of our Teleride service all together as we bring in new technologies associated with the operation of that system.

CHAIRMAN LIAKAKIS: That it?

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay next Unit updates and this is just for information only. Service and Delivery.

DR. REESE: Yes sir, and as you'll notice the big thing is that it's the 12,000 passengers less that we carried in the month for Service and Delivery. That's the major update there.

CHAIRMAN LIAKAKIS: Finance.

DR. REESE: The Finance, these are the rough numbers. We're still waiting on – the audit is taking place now, but we're waiting on final audited numbers that the audit report will come back to the Board as we close out the fiscal year to show our financial situation.

CHAIRMAN LIAKAKIS: Okay and the System Development.

DR. REESE: A number of improvements in the area of System Development. The major thing that's taking place is the Teleride Ride Book is being distributed to the Teleride clients in the coming days and as you know it will begin to help us look at policy issues associated with that. Tonight we are having a public hearing a public meeting on some of proposed minor routes modifications and changes to some of our existing routes. As you recall this will be the second step in a three step process that when we go into the Transit Center we have to make schedule changes and minor route modifications before a major change takes place going into the new Transit Center. One of the things that we have to do in order for us to be successful is that we have to get ontime performance up around 90percent plus in order for us to operate a pulse system at the Transit Center and it is a pulse system which a lot of the country or most of the country operates. It's very different than what we've every operated here in Savannah and so I've said this a few times and I will continue to say it, because as soon as we get the pulse system in place our complaints are going to skyrocket. Our customers are not going to be happy because a pulse system requires that we operate with precision and that's just not something we're accustom to. So you know that when the buses come into the Transit Center, they arrive, you

have to go and get off one bus and get on another bus to continue your destination or your trip. The ideas where we sit down and relax and we – that goes away and we have a five minute window by which to carry out the operation in order for it to be successful which will take a reeducation of our employees; some of which have been here for twenty years and you know if I get there two minutes late its okay. Well under a pulse system if you get there two minutes late you're gonna have some customers upset with you, so it's a reeducation of our employees. Second of all and probably more difficult it's a reeducation of our customers and its actually a better more efficient system to shorten the trip time associated with it, but you have to- the system is about moving people in an expedited manner.

CHAIRMAN LIAKAKIS: Let's do this Chad, on all of these meetings like you are doing talking about scheduling and those kinds of things. In the newspaper it has announcements on a daily basis; let's run that on there to show in the newspaper. Also have a press conference or just a press release that goes to all the tv stations, the four tv stations in Savannah plus the radio station that I think it's the one that Bill Edwards is on the talk show and put signs inside the buses for that because you'll have less complaints because what we've heard before and you know you've been with some of the meetings " I didn't know you were having a meeting concerning whatever the subject might be" so by doing all of that send out that press release, go to the tv stations the radio station and newspaper and the newspaper if you do it a few weeks ahead of time they will put it in there just about everyday; that will help out. Also, too you can give that information to Pete Nichols our Public Information Director and he can put it on channel 16 where a lot of people watch that government channel and then also too the City of Savannah government channel 8 is – they are very cooperative in putting things, you know to helping and putting things that are important like that because a huge amount of the riders live in the City of Savannah. So just let's cover all the bases because we see things now that's coming up about you know, a road project or some kind of change and all, we're having people to say hey we didn't know anything about it eventhough it might have been advertised we didn't go through that whole gambit so lets' make sure that make sure that the notification is best that we can do so that will reduce it and those people can come to the meeting and then if they've got some concern they can air their concern at the meeting.

DR. REESE: Yes sir.

CHAIRMAN LIAKAKIS: Okay Mary.

MS. OSBORNE: Mr. Reese did I understand you to say that with the lets' keep moving that there would be a five minute period for a passenger to transition from one bus to the next?

DR. REESE: Yes ma'am.

MS. OSBORNE: Has that taken into consideration the elderly and the handicapped?

DR. REESE: Yes. Yes that is –

MS. OSBORNE: You've piloted that with individuals with individuals that are handicapped or disabled?

DR. REESE: I wouldn't necessarily say that I've piloted it here in Savannah, but I've lived through it on numerous occasions everywhere else.

MS. OSBORNE: And five minutes is sufficient?

DR. REESE: Yes ma'am.

MS. OSBORNE: Okay.

DR. REESE: And in certain situations we'll be able to identify if a passenger is having a situation; they can have that bus wait for them so that is not a major issue that we have to deal with.

MS. OSBORNE: That just concerned me when I heard it; that's a short timeframe. I'm thinking of the elderly. We've got a lot of elderly riders.

DR. REESE: Right. Well the way the buses operate now is you have some buses come in at the top of the hour and another set of buses that will come in like fifteen minutes later and another set of buses fifteen later and what you end up with is people who get off at the top of the hour, they have fifteen minutes before they take their next bus. Well first of all that fifteen minutes is an inconvenience for the vast majority. The second thing is, if you're coming in the second bus that's fifteen minutes later you have to wait around the clock for your other bus so you're gonna have a forty-five minute wait. Under the new system they're gonna be coming in at approximately the same time and leaving the same time so you – so it helps the passenger in terms of their transportation. However, if you go to some of our locations we have people get off the bus and fall on the bench talk about "Lord I'm Tired." Well you ain't gonna make your next bus.

MS. OSBORNE: Thank you.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: We have a website for Chatham Area Transit right?

DR. REESE: Yes.

MS. STONE: Okay so I would hope that you would put in bold letters something on the website too about this change and –

DR. REESE: We'll roll out a Passenger Education campaign associated with how to ride the bus.

MS. STONE: Okay.

CHAIRMAN LIAKAKIS: And what's good too and I'm sure you've already thought about that an employee there at the Transit Center that will make the announcement "You have five minutes to get on the bus 'cause it's gone be leaving".

DR. REESE: Well even better than that Mr. Chairman, we will have those systems will be automated, but also dealing with our customers who have some type of disability particularly if you visually or hearing impaired we have secured devices; we don't have a system yet by which to distribute those devices, but it'll tie in with your cell phone or you will have the device that goes around your neck or around your wrist that will actually give individually specific information not to the general public. That technology will be in place when the new transit system opens and I think, if I'm not mistaken, we will be one of the first ones in North America to deploy that.

CHAIRMAN LIAKAKIS: Very good. Bill.

MR. BROKER: I was just going to ask Dr. Reese one question and that is when does the Pulse System or extensively when do we want it to go into effect?

DR. REESE: When the Transit Center opens.

MR. BROKER: Oh okay, alright so we have plenty of time to move from seventy-one percent ontime performance to ninety percent.

DR. REESE: seventy-one percent, but the seventy-one percent if you look you're also at twelve thirteen percent; they run early. So that puts you at 84 percent or so that will be there. Now we still have to be have – to be comfortable we still have to improve that number by about six or seven percent, but understand we're also talking the bare minimum. You know, ideally if we were around ninety-five percent life would be wonderful, but by contrast that number at one point was in the fifties so we made the improvement from the fifties to the seventies and now how do we get to the next step.

MR. BROKER: Thank you.

CHAIRMAN LIAKAKIS: Okay old business; any old business, anybody from the Commission, old business? You have anything?

DR. REESE: The only thing Mr. Chairman is that the final budget books are ready and available you should have your copy. Everyone should have their copy of the final budget.

CHAIRMAN LIAKAKIS: Okay new business; any new business? Okay, well alright – go ahead.

DR. REESE: The forms that are up there I'll talk to each of the members individually about those forms. As you know under the new statute there's also some specific board policies in place and I'll get with you individually.

CHAIRMAN LIAKAKIS: Okay thank you very much.

DR. REESE: Alright, that's it.

CHAIRMAN LIAKAKIS: Alright meeting adjourned. Oh you have something?

MR. ROBINSON: No.

CHAIRMAN LIAKAKIS: Okay, meeting adjourned.

Meeting adjourned at 12:17 p.m.

Respectfully Submitted by:

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