

CHATHAM AREA TRANSIT
AUTHORITY

BOARD MEETING

OF

April 9, 2010

10:50 A.M.

CHAIRMAN LIAKAKIS: Good afternoon. We're now in the mode of Chatham Area Transit Authority and I call the meeting to order. And I call on Patricia Clark for the roll call please.

MRS. CLARK: Good morning. Chairman Liakakis

CHAIRMAN LIAKAKIS: Here

MRS. CLARK: Dr. Thomas

DR. THOMAS: here

MRS. CLARK: Ms. Stone

MS. STONE: Present

MRS. CLARK: Mr. Holmes

MR. HOLMES: Here

MRS. CLARK: Mr. Shay

MR. SHAY: Here

MRS. CLARK: Mr. Farrell

MR. FARRELL: Here

MRS. CLARK: Mr. Odell

MR. ODELL: Here

MRS. CLARK: Mr. Gellatly

MR. GELLATLY: Here

MRS. CLARK: Mr. Kicklighter

MR. KICKLIGHTER: here

MRS. CLARK: Mr. Broker

MR. BROKER: Here

MRS. CLARK: Mr. Russell. Mr. Dawson

MR. DAWSON: Here

MRS. CLARK: And Mr. Oakley.

MR. OAKLEY: Here

Also present at the meeting was Ty Butler, Charles I. Odingbe, and Patricia Clark.

CHAIRMAN LIAKAKIS: We need a motion on the floor for the approval of the minutes that was distributed to the Authority.

MR. DAWSON: So moved

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: Alright we have a motion on the floor to approve the minutes that has been transmitted from the last meeting to the Authority. All in favor signify by raising your hand. Motion passes. New business: number one, word of thanks from 11-Good Energy Charles.

MR. ODIMGBE: Thank you, Mr. Chairman. Today I do have Fred Burnt who is the President of 11-Good Energy. If the Board would recollect I think—I believe it was in November we came to the Board about conducting a G-2 diesel blend test. That test has been completed and the results which we also shared with the Board. Fred just wants to come and personally thank the Board for just allowing him to conduct the test here in Chatham County.

MR. BURNT: Thank you very much. It's an honor to be here again. My first two trips to Savannah were relatively rushed. I flew in and out on the same day. Most of the minutes were accounted for. This trip I've actually been able to stop and smell the flowers and see your beautiful community. I really want to say thank you for allowing our company to integrate our fuel into Chatham Area Transit. We took a cross section of buses from their fleet along with our alternative renewable fuel source G-2 diesel and the results remarkable. Not only did the buses run smoother and cleaner and more efficiently, they also dispelled a much more pleasant order. In addition to some of the aesthetic benefits of the fuel, the buses ran substantially more efficiently. On average the buses received 20% better fuel economy. When applied to the entire fleet it would be a 15% savings in the overall fuel cost for the Transit which is their second largest cost. From an environmental standpoint, applied to the entire fleet it would save 800,000 pounds of carbon being disbursed into the atmosphere; that's about 2,200 pounds per day just from the

Savannah buses—the Chatham Area Transit buses. So it's a very good success on our part and I just want to thank you authorizing that in November and to be here to share the results.

CHAIRMAN LIAKAKIS: Thank you very much and one of the things you said that when its in the overall fleet that we can save 15% that's really good because then we're able to use that money and provide additional services to our citizens without additional costs. Thank you.

MR. BURNT: Thank you.

CHAIRMAN LIAKAKIS: Item 2; Executive Director's report. Charles.

MR. ODIMGBE: Thank you Mr. Chairman. Our ridership continues to show improvement although when you look at the year to date numbers the improvements are marginal, but if you consider that we were losing ridership at least to the benefit of my staff that trend has changed. We're still gonna continue to work towards making some good improvements in ridership. Also when you compare our marginal ridership increases to what's happening nationally, we are doing ok because nationally transit ridership did fall year to date. Our bus stops, we've been in the process of replacing some bus stops with our new bus stops that are more functional and provides more information for the riders. At the last Board meeting I did inform the Board about the dialogue that we are having with the Historic District and some of the stakeholders who are interested in some of our bus stops that are considered or could be considered a – have historical significance. We continue to talk with them. We are no longer replacing any stops within the downtown Historic District until we come up with a compromise with these stakeholders; but we are continuing replacements for the entire system. The feedback that we've gotten so far is very positive about these stops, I mean they are really easy to see and the passengers are really ecstatic that they provide them with more information. We ran into a couple of challenges regarding to some Sombrero shelters. DOT will not give us permits to install those shelters. We will be engaging DOT and the manufacturers to see if we can get the through some of the coding issues that they are using to stop the installation. One of the issues that they talked about is that they wanted benches at the bus stops at the shelters that we put on DOT right away, but these Sombrero shelters have only two small benches that come to the side. The spec called for a much larger bench, so I think that's something that could be overcome; but just to let the Board know that we are engaging DOT in this dialogue and see if we can work through some of those issues. Regarding the Transit Terminal project; finally Georgia Department of Transportation sent out a letter to FTA. That letter went out yesterday asking FTA to allow Chatham Area Transit to rescope the project including making sure that

we move some of the line items to allow the agency use federal funds to purchase the property which is not the way it's scoped right now. We're just gonna await FTA's ruling on that and then once we get that information we should be able to proceed aggressively in bringing this particular project to fruition. I know some of the Board members are really eager to see this off of our plate. That grant has been there for a long time and once FTA gives us the go ahead I will work very aggressively to finish that process. And just to let the Board know, that grant is scheduled for expiration in 2012 so no matter what we gotta get it done by 2012 to get this money off our books. We continue to work on our budget for next year and will be contacting all of the Board members regarding a good day to conduct a work session a budget work session just to talk about the Chatham Area Transit Budget. I think we currently a little under a million dollars off of our projected revenues and the goal is to make sure that we present a revenue budget to you and work through some of the justifications as to how we got to that number. So expect a call from my staff regarding finding a date before June that we can conduct this workshop. That's all I have.

CHAIRMAN LIAKAKIS: Any questions for Charles? Patrick.

MR. SHAY: Couple of quick comments. I've been sensitized to the signs issue and I've been very observant since you brought it to our attention and I'd like to confirm what you said. I think the new bright green signs that are bright green light our new hybrid buses are a great success. You can see them from a greater distance. I observe them sometimes from my automobile, sometimes walking and sometimes riding my bicycle and its much easier now to identify where the stops are and where the stops aren't. I appreciate the fact that you met with the Historic Savannah Foundation and the Downtown Neighborhood Association and that we are working on some way to not suspend installation of the new signs, but see if we can't find some way to perhaps preserve the orange lollipop signs that people in historic district become enamored of. I wish more of them road the bus; that would be an even better thing, but that's editorial aside. Also in regards to the Transit Center project, I've been involved in the study of the Martin Luther King Boulevard corridor in regards to perhaps what we hope someday will be the removal of the I-16 overpass and some of the other efforts that are involved there and it occurred to me from observing that that most of our planning community –our professional planning community at the Metropolitan Planning Commission and the people they engage to make plans for these areas; we really frankly unaware of what the Transit Center project really is and why it is, where it is and what the process is and how rigorous it is to determine how one goes about spending federal dollars to make these kind of improvements, so I volunteered to go to the MPC at what they call a Brown Bag lunch on

April 29th and just give an overview of what the project is and where we've been in the last 15 years and why its important that that planning community understand and respect the effort that this Board has gone through and the trials and tribulations and that their not sort out there in the community saying "Well why don't we move it to here." well that's sweet except that we've gone through a very rigorous process to determine where it really belongs. So Charles I hope you will be with me on April 29th and maybe help me develop a couple of slides so that I'm not just standing up there saying blah blah blah. If any of the others of you would like to see me on the hot spot, I'll be there. Yeah, that's it. April 29th lunch time.

CHAIRMAN LIAKAKIS: Commissioner Farrell.

MR. FARRELL: I'll be brief. I just wanna give Charles and his staff my compliments on going through a program and saving 15% on fuel which is an enormous accomplishment with the volume of fuel that we go through on those buses and I want to compliment you on that. And also I see that there's a very nice bus shelter in front of the Pep Boys on Abercorn and I think the riding citizens appreciate that and there's not nearly as many buggies turned sideways and I compliment you on working on that. Thank you.

CHAIRMAN LIAKAKIS: Dean.

MR. KICKLIGHTER: Thank you Mr. Chairman. I just like to request that at one of the upcoming meetings you give us an update on the Rural Transit plan that this Board approved monies for. I believe this we voted a while back to pay \$25,000 and this Rural plan would help citizens from as far away as Brunswick be able to catch some type of buses in here and our citizens were supposedly be able to call and catch a ride somewhere but last time I heard anything about it they were still waiting on federal funds and nothing had actually taken place and its kinda sad that the person from Brunswick with Georgia was here all the time until we actually approve the monies and we've heard nothing since then. So if you can update that and I'd love to see stats if this is actually in place as far as ridership of our county people and make sure if its actually up and running that we're not just paying \$25,000 of our citizens monies to go out for citizens to ride the system. So--

CHAIRMAN LIAKAKIS: There has been some transportation with that Brunswick – from that organization, but if you call her she can give you the information because they are keeping a record of it in Brunswick concerning that particular transportation service that is being offered to Chatham County residents.

MR. KICKLIGHTER: If it's being offered we need something put in a PowerPoint type presentation that we can run on the government channel to notify our citizens that we have a service out there that could potentially take them to family members out of county. We're paying, if we're paying our citizens should utilize or be able to utilize at the very least. Also I'd like to ask at what point would you like to introduce the gentleman from Outdoor Media?

MR. ODIMGBE: Mr. Mency is the number four item on my agenda.

MR. KICKLIGHTER: Okay.

CHAIRMAN LIAKAKIS: Alright James, Priscilla and then Dave.

MR. HOLMES: Charles did I hear you correctly? DOT prefer you use the benches other than shelters?

MR. ODIMGBE: No no, DOT prefer that we put a much larger bench than we are currently specifying for the Sombrero shelters. The Sombrero shelters, we went to Sombrero because they are so easy just one pole, there are no backs to it and it has two chairs that come out to the side; two small chairs that people can sit on, but the currently what DOT is allowing benches that are 4 to 6' in length that more people could sit on. I just see this as a semantic issue. I think from my perspective the critical piece is getting shelter for the riders. Yes we do need to provide the seats, but functionality and easy installation weighs much more for me in terms of deploying these things throughout the system. They are less intrusive. I mean, Savannah being an historic district most of the sidewalks are not conducive to allowing—once we put a shelter on a sidewalk you cannot fit a wheelchair in there anymore. These actually give us—leaves all of the space on the sidewalk for wheelchair and people with disabilities to be able to easily access the system and that's why we went to a more nimble shelter.

MR. HOLMES: Okay thanks.

CHAIRMAN LIAKAKIS: Priscilla.

DR. THOMAS: Thank you Mr. Chairman. I just want to reiterate what Commissioner Shay has said, but in addition to that I just want to remind us that I'm happy to know that we are moving forward in terms of the terminal because I along with former Commissioner Joe Murray Rivers spent years running back and forth to Washington, D.C. with our representatives trying to get those fundings for the terminal. And I'm hoping to see a terminal before I demise. So I know that it goes out in

2012 and hopefully we'll be well on our way at that time, but I do support what Commissioner Shay has said.

CHAIRMAN LIAKAKIS: Dave.

MR. Gellatly: Yeah, I just like to take an opportunity to publicly compliment our drivers. It's been my experience 30 years of experience seeing them operate in this city in a professional capacity when I use to work for a living these drivers use to always very helpful with the police department there's close cooperation and bond between them, nothing has changed. We talk about this fuel savings, I guarantee you that has a lot to do with professional drivers. You know if you don't know how to drive one of those buses that fuel goes through like a goose. You know that. So I just want to publicly compliment them and I think we need to do it more often. You take a look at these drivers they're very sharp, they're professional, they look like they like what they're doing, they're courteous with the customers and I think we're very fortunate to have them. Thank you.

MR. ODIMGBE: Thank you sir and I know we have the Union President in the crowd and I will pass this along to the drivers and hopefully he will do the same to through the ranking files.

MR. GELLATLY: Thank you.

MR. ODELL: Charles about two Saturdays ago I took the liberty of dressing up in my sweats and road over to Westlake which is part of my district and road the CAT bus. I forgot the number; it leaves Westlake and comes in to downtown. Completely made the loop and for any Commissioner who's not had the chance to ride the bus it's really, as Joe Murray Rivers use to say, a good experience. So often we believe that or don't know that what we do really impacts people's lives. And your driver knew the vast majority of the people who were getting on the bus which was really good, extremely pleasant and professional did not know that I was a Commissioner. I didn't make a point of it or anything. And the people who got on the bus, 99% of them were going to jobs. I mean not the upper end jobs but going to work so I was really pleased with that. I was really pleased in the professionalism of the staff and that we participate in providing a essential service which is good.

MR. ODIMGBE: I really do appreciate this and I think the Bus Operators will be ecstatic because they do watch these proceedings. They are very professional individuals. You know the kind of job that they do is something that often goes very unnoticed. In addition to watching the road, making sure your passengers are safe, you're still interacting with people all the time. It's a very tedious job, but we often—they make it

look so easy. They make it look so easy. I am very proud of my staff they do a wonderful job, and since I've been here I think they've been very responsive and I say I'm a hard charger I always keep pushing people and the response has been tremendous. So I really cannot complain about the way they responded to me to some of my heavy demands. They've just jumped in there and did the job so I'm really happy today that Bus Operators are being recognized for the yeoman's job that they do out there everyday. It's never ending and we promise that we will continue the trends.

CHAIRMAN LIAKAKIS: Item three, oh Dave.

MR. GELLATLY: I'd like to make a motion that the Commission authorize a very nice plaque from the Chatham County Commissioner in appreciation of the bus drivers to be put in a public –put in a prominent viewing area for the drivers, I mean just to give them warm fuzzy – talking is one thing, but I think a nice 40lb plaque would be even better.

DR. THOMAS: Great idea.

MR. GELLATLY: Pardon.

MR. FERRELL: From the CAT Board?

MR. GELLATLY: Sure, I'm sorry from the entire CAT Board, yeah.

CHAIRMAN LIAKAKIS: Okay we have a motion on the floor to put a plaque thanking the drivers we need a second.

MR. SHAY AND DR. THOMAS: Second.

CHAIRMAN LIAKAKIS: All in favor signify by raising your hand. Motion passes.

MR. GELLATLY: That was a 40lb one, a very nice one. Not El cheapo particle board one.

CHAIRMAN LIAKAKIS: Item three; update on CAT's system wide performance. Charles.

MR. ODIMGBE: Attached in your Board packets your financial data for the month and I'm willing to take any questions. Unfortunately Beth Thulin, she's back at the garage. We are going through our Triennial Review right now and that's why most of my staff are back in the garage. I'll provide you with the answers that I know and those I don't have I'll make sure I get it to the Board within a couple of days.

CHAIRMAN LIAKAKIS: Okay. Alright, item four fiscal year presentation by Martin Mency "Improving the Streetscape".

MR. ODIMGBE: Yeah, Mr. Mency came to me. He had a some real neat program that he's working on and he wanted to talk to us I think I will let Kicklighter Commissioner Kicklighter take it from here.

MR. KICKLIGHTER: Thank you. Yes at this time I will introduce I guess Mr. Tom is it Comeau?

MR. Comeau: Comeau yes.

MR. KICKLIGHTER: Comeau, okay. He's with Martin Outdoor Media and again the Gentleman --

MR. COMEAU AND MR. MENCY: Patrick Mency.

MR. KICKLIGHTER: Contacted me and he had some interesting things that he was sharing and I instructed him to contact Mr. Charles over there our Executive Director so I believe they just want to share some these. I thought that -- we thought you'd find it interesting.

CHAIRMAN LIAKAKIS: Go ahead.

MR. MENCY: Good morning my name is Patrick Mency from Martin Mency. I'd like thank everybody for giving us the opportunity to present in front of you today. I'd like to thank staff. Staff has been great to work with any questions that we've had, they answered them right away and without any delay. Basically what we do is we provide street furniture at the bus stops; benches things like that for people to sit on. It's at no cost to the County or Cities and we also maintain each location. So that also saves tax payers dollars as far as maintaining benches and shelters and also it saves tax payers dollars as putting out the benches and paying for them and could put those funds that you're saving towards other things like parks and roads and things like that. The way we pay for this program is that it's sponsored by local businesses who want to put their business out there on the street and basically I'll let Tom give you a brief history.

MR. COMEAU: I thank you Commission for allowing us the opportunity to introduce ourselves. We've basically -- the Martin Mency group of companies has been improving streetscapes since 1999. We have over 20 existing agreements with municipalities and counties throughout the state of Florida, Utah and Colorado. We basically placed approximately 4,000 benches and created nearly \$500,000 per year in revenue paid to

our civic partners. This is a revenue generating program for the municipalities that we work with and as you can see we have hands on management at the local level. Company principals, you guys will all have if you decide to use our program, will all have our cell phone numbers and our email addresses so if there's ever any issues you can contact us directly and we'll be able to take of the problems right away. Now also we've provided the City staff and also I think the Commission with a list of our references and we do invite you to contact each one of them. Everyone of our municipalities are listed here and you'll find that eventhough, I mean this is in the public per view so we have had issues pretty much with each one of our municipalities, you'll find that we were very easy to contact and communicate with and we've always resolved or corrected any issues that have arisen in a timely and fast manner and correct manner. And now I guess I'll reintroduce Patrick to talk about some of our products.

MR. MENCY: The – I'm not sure if everyone got a copy of the presentation. Okay. The product that we have the streetscape style bench is a black steel bench. That's our most popular product right now. We have different products, we can customize it to fit the vision of the City color wise and any type of design that the City wants. Basically they're galvanized steel construction. We put vagrancy deterrent bars so it discourages people from sleeping on them and laying out on them. The concrete benches are our classic style which is what you have now and we also provide this as well.

MR. COMEAU: In, like Patrick said before we do provide the maintenance on all the products that we place in the – yeah, that's ours yes—we provide the maintenance service and that kind of frees up the transit staff to do the things that they need to do. And we established a comprehensive maintenance program and we maintain the quality and aesthetics of the furniture with minimal replacement costs. We have a 24 hour bi-lingual construction and maintenance team on call so if there's ever any issues, you know, obviously they are out in the public so they do get hit by vehicles often so they'll be able to contact us directly and we'll send staff members out there to take care any dangerous situations right away; usually within, you know, 24 hours of time. And we also do site clean-up which is usually within 15 feet of each bench that we provide, so any liter or trash or graffiti that happens in that area we will take care of. And we also to the weeding and pest control around the area as you know sometimes at stops people tend to leave you know like soda cans dumped over or something like that so there is a problem with ants and other pests so we do provide that service. If you turn the page we have – what allows us to do this is we have we've invested a lot into our technology. We have a custom designed inventory control system and its on the web so you guys will have access to it. You guys

will be able to see each piece of inventory, take photos of inventory. You will be able to see the current condition. Every time we go out there, we usually go out at least 2 or 3 times a week. And you'll see the current condition of the street furniture. You'll be able to see the type of advertisement that's on it. I know that in a lot of our communities its important that we portray the right type of advertiser so we self monitor. There's plenty of business out there with insurance agents and realtors that we don't have to go to any kind of controversial type advertisement at all and if there ever is an issue then again, you guys can contact us directly and you'll find that we'll pull them down regardless of whether they're allowed or not and basically you'll also be able to see the maintenance routes that we go through. So you'll be able to pull up on the web and you see okay well this was maintained on this date. This is what was done to it, if it was replaced or repaired or something like that. You guys will be able to take a look at that on a real time basis. And Pat you wanna handle the sales?

MR. MENCY: Yep. Alright basically as far as the sales we are pretty successful with our sales program because basically we tailor towards local businesses. And it gives them the opportunity advertise and compete with the national companies because a lot of mom and pops can't afford to advertise on billboards, television, print and things like that. This gives them another way to get their message out that's a lot cheaper than, you know, than billboards and things like that.

CHAIRMAN LIAKAKIS: Have yall talked to the City of Savannah concerning this yet? And let me explain to you why. Some 11, 12 years ago the City of Savannah voided all of those. We had those concrete benches around the City of Savannah and they had the advertisement on there and with the City of Savannah they voided those and said that they no longer – because what they wanted to do was take a lot of signs off the city streets and they prohibited a number of businesses in areas to put signs out. So what you really and truly need to do is go, you know to the City Manager's office and discuss it with them and the City to see what their feelings are because it's a really good idea and of course that'll be income for the CAT. But the situation is like I said, they would not approve any of those and they them all taken off the street I guess 10 or 11 years ago so that's really important the you get the approval and then bring it to the County so that we make sure there so that we don't have a controversy over that.

MR. MENCY: Yeah, I talked to an Assistant City Manager over there and also 2 Commissioners and they told me to come to CAT and then come to them.

CHAIRMAN LIAKAKIS: Yeah, but what I'm saying to you talk to the City Manager because they see we will receive the income. It's a really good idea, but that particular person that you spoke to might not realize that that was done there because it's in the records over there and I can pull it up for you if you need it but make sure you do that so that we don't run into a situation. Harris and then Dean.

MR. GELLATLY: Wait a minute Pete I asked first.

CHAIRMAN LIAKAKIS: Oh, I'm sorry it was Dave first. It's Dave, Harris and then Dean.

MR. GELLATLY: I'm a quiet easy going guy.

MR. SHAY: Commissioner Gellatly you're talking a lot today, man.

MR. ODELL: He is coughing up.

MR. GELLATLY: I believe there's a City Ordinance that says you can't do it period okay. Now after saying that I certainly favor it. There use to be years ago they had them all over the place. Some of the problem was that there were, you know, bail bonds type advertising in the historic area and I'm not so sure that's good advertising for the community – anywhere in the community. But there's certain – the historic area you'd have to be very careful what you put on there. And I believe I was told by one of the Alderman that there is in fact an ordinance against it that prohibits it and they did that Pete when you said years ago because some of the advertising was really bad. But on the plus side at least we had benches at every bus stop and we don't have those anymore they –I've complained about this before they deteriorate and they lose a leg and some of the planks they walk off with it and then low and behold is sitting on food carts and makeshift buckets and things like that. It doesn't speak very well of the community so I certainly support that and I think you need to get with the City Attorney or see what the ordinance looks like and see if we can't turn the ordinance around if we can and I don't think there's an ordinance in the unincorporated area but probably 95% of what you need is within the city limits. Like I say I remember when they were up and they were all in good shape some of the advertisement was completely tasteless but we had good benches.

MR. MENCY: Yeah every city is different. What we usually do is have the City put in the contract what we can't advertise. Typically we don't advertise anything a minor couldn't by i.e. no alcohol, tobacco, drugs or anything.

MR. GELLATLY: I think you could keep – Savannah is unique in that you have a very specific historic residential area and there be maybe you oughta advertise quaint inns and restaurants and stuff in the downtown area there on the southside why you can be more commercial but if you could stay away from the bail bonds and the, you know, you carry a gun you'll do the time thing. We one time wrapped a whole bus that way and I'm sure that scared the hell out of the tourist. It scared the hell out of me and I'm not a tourist.

MR. COMEAU: In addition to that a lot of the communities that we have have certain areas or certain zoning areas that they would allow certain advertising and certain that they don't. In some of the areas that we have, you know historic areas they say all we want is just a nice bench and we provide that because the revenue that we generate on the more business oriented areas will allow us to supply that.

MR. GELLATLY: Well it sounds to me like you've got your act together and I think you need to overcome that ordinance and if we can help you why we certainly will.

CHAIRMAN LIAKAKIS: Harris and then Dean.

MR. ODELL: Just a couple of questions, I guess the first would be to Authority Attorney and that would be; if this is a contract potentially for services, would this be the type of contract that we would have to bid?

MR. BUTLER: It would be one that you would have to put a bid even if it were a revenue producing contract.

MR. ODELL: So the threshold issue to me is whether or not we think this is a good idea, I tend to think that it's an idea that the economy is gonna force to happen where everyone is looking for ways to increase revenue in a dwindling revenue time. Having said that, procedurally the next step to me would be to look at the areas that would prohibit such advertising in the City of Savannah in the historic area has a prohibition for placing signs on benches and what have you. But there where my office is which is midtown Savannah we got signs everywhere. I walk out of my office we got a bail bondsman sign and which is not good but we would need to isolate and know what the scope and the kinds of things we can do by locality. Once we make that determination, this is a good idea. Its an idea we can do but here are the limitations, then I think procedurally we would have to look at doing a bid of some kind that's regarding the procedure. I noticed that you all have tons of locations in Florida. I did not see one in Georgia. Is that correct?

MR. COMEAU: Right.

MR. ODELL: So any questions that the benches might be up to spec with our Georgia Department of Transportation can either of you tell whether it is or is not or don't know?

MR. COMEAU: Well not – we don't know directly about Georgia but I'll tell the state of Florida has one of the highest you know, I guess the toughest standards throughout the country because of all the hurricanes that go through that would be something that would be easily able to sit down with the Georgia State DOT and figure that out right away and definitely get back to you within the next couple of week or so just to confirm that the standards in Florida are up to snuff and the standards of Georgia.

MR. ODELL: Okay, you know again, procedurally its my opinion that what we need to do is make a determination that this is something we'd like to investigate. If it is then procedurally we'd have to draw specification and we'd have to bid it. We'd also, during that process would know where we could place certain signs and types of signs and a need. Is this something if its revenue neutral that we need. Is there a substantial problem throughout the community that would justify this kind of –and that's simply Charles a question not for you to answer on the spot I know in certain places in my district the benches would be good. If they have the billboard advertising I see no prohibition on this. I'd also have a third legal question and that is the contract that we currently have with the signs on the buses, is there any interplay with that and potentially this – and I don't want you to answer off the top, but those are questions that before we go forward I think we need to have in our back pocket and know the answer.

MR. BUTLER: I will look at the Renaissance contract to see if it would be any conflict with that.

MR. ODIMGBE: And if I may, the goal for today's presentation was just to gage at the Board's appetite towards this program. To be very candid with you when Mr. Mency came to my office as somebody who's managed a bench advertising before; I told him my horror stories and let him know very clearly that these things are very complex issues. So my goal is to gage the Board's appetite. We will look into all of the mechanics that go into actually deploying a bench program. I'm not – it's not something we want to do today or tomorrow, it's gonna take us some time to work out some of the details.

MR. ODELL: Charles also too, when we look at cost benefit, we currently deploy at least 2 people to clean up the area.

MR. ODIMGBE: That's correct.

MR. ODELL: If I heard the proposal correctly they would have staff that would clean up that area.

MR. ODIMGBE: That's correct.

MR. ODELL: It be good to know when we are evaluating proposal or future proposals the impact it would have on those people. Would it free up enough our people's time so that there's some other things that perhaps they could be doing.

MR. ODIMGBE: And I think we can bring you that information what actually got me very interested in his program was you know, surprisingly this Board is very interested in the look of our bus stops and this is a good thing. So for me it's just that his services will augment 'cause I do not have all the money to hire more people to clean these bus stops and his services will augment what we have right now. So it's another way of adding staff in without having to pay for it, if I can say that. So that's actually the realm that I'm thinking in.

MR. ODELL: Charles I think it's a great idea and anyway that you can save us money and improve services.

MR. FARRELL: Let's look into it.

MR. ODELL: Yeah lets -

MR. FARRELL: It's worth looking into.

CHAIRMAN LIAKAKIS: Dean and then Patrick Shay.

MR. KICKLIGHTER: Thank you. Even if Savannah chooses not to go along with it I mean we can grant permission for the second largest city in the county and the unincorporated area which I envision many of these benches actually fitting in like just like long empty drives where you go pass and people standing in the heat waiting on a bus, you know they can put out in those areas really quick and it wouldn't hurt a thing, it would just help. Legally I'd like for you to check at the same time when you're checking about the bidding if legally we could put instead of a bid request out or whatever some type of RFP. Solicit an RFP from you know vendors or whatever and basically in the RFP just what we're requesting that someone give us a proposal that we would allow them to advertise on benches in exchange for them actually paying for the benches to place them there and maintain and blah, blah, blah and include revenue sharing. I think we can just do that with an RFP and see who gets the greater deal and we'd be done with that. In addition to contacting Savannah, when I was Mayor of Garden City it was back

about the same time the Chairman said 11 years ago we requested that the same type benches that the Chairman was referring to be removed out of Garden City and the reason we did so is it was terribly maintained, falling in, falling apart, signs were undoubtedly they had a nice advertiser at one point, discontinued paying for advertisements and rather than replacing this with a nice new backing on there they let it sit there for 20 years and fall apart. So you need to definitely contact the other cities 'cause I know there's non like that out in Garden City which is I guess the next largest area of usage there and I think it's a win – win if done right and I appreciate you – yall coming forward with this and I appreciate you listening to the details and bringing them back 'cause I think it's a good thing potentially.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: Yeah, Dean thanks for bringing these folks forward because I think it's something we need to consider as a program. Having had the opportunity with Charles to get a pretty good ear bashing about signs that are about this big that say route 14 and route 21 on them, I don't want to trigger a panic here today with your pictures of billboards among those folks I think rightly work so hard to preserve a look within our many historic districts not just the downtown one. I noticed that Mr. Law was here earlier today a member of the Historic District Board of Review and as soon as you started presenting he got up and left. I hope that doesn't mean that he's calling in the preservation squad to come in here and get us, but if you're willing to look at a program and coordinate –not you, you I guess I should say 'cause they're a vendor and coordinate with the Historic Preservation community and also with the Downtown Mobility Board because I think they are also searching for ways to improve way finding; which is their way of saying instead of having a billboard that says "Eat at Joe's", there's a sign that says "Telfair Academy is this way" and you know other historic sites for example. There may be some ways to find some synergies' that were looking for so—

MR. COMEAU: Absolutely, in the areas that usually we do not provide advertising like downtown areas or residential. We usual open those space up for civic type advertising – way finding so you guys – and even it's in our contracts in most cases that you guys would have a certain percentage of advertising that you're allowed or have to – we have to provide to you guys to place any type of advertising that you would like to see. So I think that we could definitely handle those – that issue for you.

MR. SHAY: So I mean just a, you know, with a fair amount of caution because you were with me that day.

MR. ODIMGBE: I was.

MR. SHAY: There is passion behind this subject. I think, you know, it's something that we should explore and figure out a way to maybe turn what initially might be viewed as a negative into potential win-win if we can make sure that the signage that's in the center of our city is not necessarily billboard type signage but you know, historic signage or telling people how to find their way around. I find – I walk everywhere downtown and I never walk anywhere where I'm not finding some poor tourist family turning the map upside down and saying "which way is the river" you know, cause we really do have a very weak way finding system in our national landmark historic district. Enough said.

CHAIRMAN LIAKAKIS: Wayne.

MR. DAWSON: Yes, I just wanted to bring up it seems like under a previous Board we had some guidance and I don't know whether it was guidance or a policy that the Board made and passed on to staff with regard to the type of advertisement.

MR. BUTLER: That was on for advertising on the buses and in the buses. There is a policy that was adopted.

MR. DAWSON: Okay and that also spoke to political ads?

MR. BUTLER: It prohibited political ads and ads that were considered tasteless and that sort of thing.

MR. KICKLIGHTER: This mean no re-elect signs (laughter).

CHAIRMAN LIAKAKIS: One of the things we need to remember that we don't provide bus service to those Westside cities as most of us know we only go to a couple of locations over there. And I don't know how since we don't provide that they're very limited where you're gonna be able to put those benches because we can't just put benches in some city 'cause they ain't not gonna go for that where there's no bus service to begin with especially that they are not gone get the income. We need the money and this would be a great project for us if we can get it, but we do have some situations in there that we have to look over. Okay that's it, ah wait a minute Priscilla.

DR. THOMAS: The only thing I wanted to say was that I think a lot of information has been to you today as far as the pros and the cons and the kinds of things that you need to be looking, you know forward to. What you can do and what you may not be able to do and I think if you would move forward with those things I think you'll be ok. I think the

idea is great and I think having a partnership of that sort would be good, but you just need to take in account everything that has been said up here today which is giving you a lot of good information if you would just follow those guidelines; I think you will be okay.

MR. ODIMGBE: Will do.

MR. ODELL: Just one last question to Charles. Charles in that I think collectively esteemed as a good idea, do have a time as to when you might come back to us, would six weeks be—we're getting ready to embark on the budget process I don't want to – I'd like to see date certain where we can – we have so many good ideas –I'd like time tables to make certain we know when they are gonna come back.

MR. ODIMGBE: We could get something back to the Board in next at the next Board meeting that's for next month's Board meeting.

MR. ODELL: Okay we could have a legal analysis by then and it can be delivered to all of the Commissioners.

MR. ODIMGBE: As part of your packet.

MR. ODELL: Two days in advance so that you'll have a chance to review it. Is that possible guys?

MR. BUTLER and MR. ODIMGBE: Yes

MR. ODELL: Alright. I'm finished Chairman.

CHAIRMAN LIAKAKIS: Okay.

MR. KICKLIGHTER: Thank yall.

MR. COMEAU: Thank you for the time, we appreciate it. Looking forward to working with you guys in the near future.

CHAIRMAN LIAKAKIS: Okay Bill Oakley would like to – need a motion on the floor to add Bill Oakley he liked to discuss a matter.

MR. ODELL: So moved.

MR. FARREL: Second.

CHAIRMAN LIAKAKIS: Alright all in favor signify by raising your hand. Okay, motion passes. Bill.

MR. OAKLEY: Just very quickly, I would like to propose a couple of improvements to the administrative support for the meeting and I've tried to do this informally without success. Is it necessary for us to receive an entire transcript as the minutes for the meeting? And if it is not, can we receive them in condensed or compressed format and summary format so that we can reduce the pages that we receive in the packet?

CHAIRMAN LIAKAKIS: Well if the CAT Authority desires to do so, but for the official minutes we are required by state law that we print those out and that's the same thing with the County Commission minutes and all of that information you're required to have that so that if any issue comes up in the future that they can refer back to what was discussed and have the exact minutes there.

MR. OAKLEY: What I'd like to suggest is that we charge the recording secretary to keep a copy of the transcript that the minutes distributed be summarized if possible, if not possible at least print it in duplex form when there distributed and distributed electronically. I received two packages this week, both hand delivered by courier and it would seem to much more efficient when we can distribute those things with a read receipt electronically to indicate that they've been transmitted and received and we can reduce both the cost of courier and the cost of printing which over the course of our monthly meetings would represent a substantial reduction in time, energy, and resources.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: I was just gonna say exactly what you said electronically. I don't see why we can't receive them electronically.

MR. KICKLIGHTER: In full form though. I mean they don't need to condense them if they are sent over email.

MR. OAKLEY: True.

CHAIRMAN LIAKAKIS: Alright then—

MR. KICKLIGHTER: I don't see the need for a read receipt part either. I mean if they can confirm it was sent to you, they don't need to know if you opened it.

MR. OAKLEY: Fair enough.

CHAIRMAN LIAKAKIS: Alright then Charles we want to make sure that Patricia you know, that all these things are documented the exact

minutes have to be there and then the transmission, you know, as Bill was saying to condense it and then transmit it over the internet also.

MR. ODIMGBE: We'll make the adjustments and make it a work in progress and get feedback from the Board and keep working at it until we get it right.

CHAIRMAN LIAKAKIS: Okay.

MR. OAKLEY: Thank you Mr. Chairman.

CHAIRMAN LIAKAKIS: Alright now the Chatham Area Transit Authority we are adjourning now and we will reconvene as the County Commission.

Meeting adjourned at 11:43 a.m.

Respectfully Submitted by:

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